582234

582.7 SIDE TWO

L: Lunt
R:Ralph Stanley

A: Child's voice.
B:Second's child's voice
W:Women's voice.

L: Ralph Stanley. January 20, 1970.

L:To do that them ah, can you draw it for example? It's easy to carve that out.

R:Well, ah, I don't know, I could have drawn, yuh, it;s probably easier to you know about like this , that I hadn't a . Oh, really seen for quite a while.

L:Yuh, Well this, this would be a model they use with the, two make and breaks in it?

R:Yeah, sometimes I have two, sometimes just one. (L:Ayuh) And ocas-sionally they had three.

L:Son-of-a-gun. What do they use them for?

R:They use them for lobstering , fishing.

L:Ah, oh, I meant the-- the motors , ah...

R:Oh.

L:Which one, they use the big one for-- for the run out to it?

R:Ah, well, you go three lots of times, you know, if they were in a hurry and ah, [PAUSE, 4]

L:Son-of-a-gun, That must give...

R: Some of those boats were-- some fo those boats were quite big. (L:Ayuh) Some of them, ah, Cliff Robbins had one 33 feet long.

L:33! Pretty sizable.

R:She was built I think 1918 -- something like that. [THERE IS ALOT OF NOISE IN THE BACKGROUND , MAKES IT HARD TO UNDERSTAND.] (L:um hum) Might have been 1915.

L:Turn the recording level up. ah, well, now Ralph, this will be the model of the boat that was used-- what in the-- in the teens and twenties? (R:Um hum) um hum (R:Ayuh) When did they first come in?

R:Oh, well, I should say around 1910 --11 , something...

582235

L:Like of that.

[BOTH MEN SPEAK AT SAME TIME, CAN"T UNDERSTAND FIRST PART.]

R:'Twas after they started making those ah, small make and break engines.

L:Um hum. So the engine sort of came first?

R:Yes, because they, they ah, put those engines in sloops a lot. (L:Hum) In the friendship sloops , and [KID SCREAMS IN THE BACKGROUND] they were built in 19-- well some of the sloops were built earlier and then they-- they put power in around 1904 or 05.

L:Um hum, um hum, Yeah, Well most of the sloops around here, ah they were used here-- friendships? Bought, bought around Friendship Maine?

R:Yeah, most of them were.

L:They doing any around here?

R:Yeah, there were several that I knew of that were built around here. Th-- course I can't remember them, But I've heard , you know that they were built here. Then ah, one that probably you remember, named the "Reliance"...

L:Yeah, yeah, I've seem a picture of her.

R: Ah, ayuh. She was built at Swan's Island.

L:Hum. [UNINTELLIGIBLE]in ah, in Atlantic Village? (R:Ayuh) Was there any particular center of sloop building around here?

R:No, I don't think so. It's mo-- most always came from Friendship.

L:Yeah, Quite an audience ,haven't we? Setting right in, one, two, three... That's good . Well, maybe you;ll learn things you didn't know before. Maybe I will too, [LAUGHING] You see that boat? Ever seen one like that? [RALPH LAUGHS]Arow boat?

A:No.

L:No. Power boat? No.

A:[UNINTELLIGIBLE]

L:Hummm? Canoe?

A:Yes, I seen a canoe.

B:[UNINTELLIGIBLE]

R:Well, that's friendships sloop in there.

A:I know . Looks something like it.

Friendship
Swan's Island
Atlantic Village

582236

L:Looks something like it, you're darm right .Goes through the water, that's all that counts. (R:Yeah) Ah, Son of a gun. Well, I thought what I'd do is that I'd ask you some basic information about your-- your history as a boat builder, and this kind of thing gets started that way, and then see where it leads , cause then you can be where it leads (R:Well) anyway.

R:I've got some pictures here, that...

L:Oh good, O.K.

R:I can show you.

L:Ayuh.

R:That's the old truant up at ah, Searsport.

L:Yes, ayuh, Where is she to now?

R:There she-- tore apart , she fell apart and they had to burn her up.

L:Oh, for gosh sakes. (R:Huh) Now [CHUCKLES] that's kind of-- kind of too bad (R:Yuh)for a museum especially , to do that. (R:Ayuh) Doesn't happen in most museums.

R:Ayuh. Now, that, ah, that was the boat that I took down to Cranberry Island that time (L:Um hum) and I'll show you a picture of her.

L:Boy, Looks very .. wh-- what's Her name? Does she have a name?

R:Noo, I didn't have his name on her. (L:Um hum) Charlie Gilley bought her and he's still got her. (L:um hum) And ah, that one there was one that I built for ~~Oscar Grants~~ Krantz, up to Manset. (L:um hum) And, ah...

L:That was at the old fish wharf which burned down, huh?

R:Yup, There's another picture of it there, (L:Ayuh) [CHILDREN MAKE NOISE IN BACKGROUND] Now these ones here, are of a boat that I built for ~~Dick Gates~~ Yates up here at Fernald's Point.

L:Ah, yeah , She blue?

Searsport
Cranberry Island
Fernald's Point

R:She was green.

L:Green. } [SIMULTANEOUSLY]

R:Green }

L:I noticed one fellow out here has painted his boat blue. Youm-- you mentioned that., I guess.

R: Yuh, that was ~~Emory Grant's~~ Emery Krantz. That's one I built , light blue. (L:Ayuh) Ayuh, ah...

L;Is there anything against that?

R:No, I guess not. (L:No) Ah, this boat of Gate;s here, I think ah, I think that one was ~~Oscar Grant's~~ Krantz.

582237

L:A dory? (R:Ayuh) Ayuh.

R:And that's another one of ~~Gates~~ Yates? And...

L:Oops, Don't whack the table too much cause the microphone gets all upset about it.

R:Now, you fellows go in the other room why don't you?

L:[CHUCKLES] Thats' all right , O.K. Just don't whack the table, that's all.

R:Ah, I can't remember which one that was.

L:That's up in the same shop? (R:Yuh) yuh.

R:[CHILDREN ARE SPEAKING TO ONE ANOTHER AT THE TABLE IN THE BACKGROUND] Ah that one is Oscar Grant's again. (L:um hum) And that one there, well these all are his. Krantz

L:Ayuh, here she is turning her. (R:Um hum) Ayuh.

R:This picture I think was when they took [UNINTELLIGIBLE]

L:uh huh. [CHILDREN, AGAIN] That's pretty good.

R:And ah, [CHILDREN] that was ~~Oscar Grant~~ Krantz's again, and this was over at North east Harbor on the schooner, Mrs. Montgomery"s schooner?

L:Oh, yeah, Huh! [CHILDREN]

R:There , I got some loose pictures here,[CHILDREN ARE INTERFERING] Th- this one was ah, ~~Emerson Sperling's~~ Spurling's . (L:Um hum) and/..

L:She was quite broad wasn't she?

R:Oh, yeah, she was nine foot four, almost nine and a half.

l:What was the length?

R:Thirty- thirty.

L:Hum. So hse wasn't that broad. I guess must be the picturemakes it look that way.

R:Ayuh, ayuh, Ah this one was a boat that I built ah, for a fellow in New Hampshire ,And she is up in ah, I think Wo hasset , Mass., now. (L:Um hum) [MUCH BACKGROUND NOISE.] Those are all... [CHILDREN AGAIN] That was ah, Roland Sprague's at Isleford and ah, that's what he was lost in.

L:Oh yuh. That's the one that went in off here at Swan's [CHILD IS INTERFERING ONCE MORE!]

R:Ayuh, it was-- ended up on Pond Island. (L:yuh) Ahuh, Now ah, ah, Russel Lawson at Goose cove has that boat now.

L:Uh huh. course they-- they- they ah, s-s-s-saved her? (L:Um hum) Is there any bad luck attached to a-- a vessel like that?

Pond Island Cove

Northeast Harbor New Hampshire Wasset, Mass Isleford

582238

R:Well, I guess not-- he -- he's had good luck with her.

L:Good, godd, yeah.'

R:Now this one-- this one here was ah, this was my father's boat. (L:um hum) I built that or .. too. (L:hum) I guess that was my father's it might have been ah, [PAUSE, 6] Yeah, that's my father's . (L:uh huh) Yeah, yeah. (L:Yeah, very good) There's another picture of one here that ah, that I was building-- (L:Um hum) I can't remember which one that is. [CHILDREN]

L:How many have you built?

R:Oh, I can't remember-- eighteen or twenty I guess.

L:Oh hu, Since when-- when did you start?

R:Oh, in 1950 -- one (L:uh huh) [CHILD"S VOICE] This was ah, ahm, one I built for Mrs. O'Brien , donw in Seal Harbor. (L:Ayuh) She's hauled up over at Jimmy Rich's. And Jimmy Rich owns her now, as a matter of fact. (L:uh huh) Yeah.

L:Very nice looking model.

R:And that was at-- Roland SPrague's again (L:Ayuh)

L:They are pretty when they are finished up dark like that, (R"Ayuh) too.

R:And that was my father's boat.

L:Um hum. Do you do your own ah, steadying sails?

R:No -- no ah, I have different ones make those.

L:Uh huh, where ever they might be.

R:Ayuh. And here;s another bunch of stuff here. I don't know what I've got here. Now that was ah , Friendships boat, Albie ~~Nelson.~~ Neilson

L:Yeah, on a reach.

R:These are pictures taken up at Friendship at the race (L:Oh yeah) and that's some more of them here.

L:Yeah, I've s-- seen those-- those are pretty good. Quite a few of them here, aren't there? (R:Ayuh) Look at the sheer on that, (R:Ayuh) That's a good angle for it, (R:Ayuh, ayuh-[SIMULTANEOUSLY])Oh yeah.

Child: We sleep overnight on the Friendship's sloop boat.

L:It did? (Child: Uh hum) Sleep right aboard here? (Child: Uh huh) Did you like it?

Seal Harbor Friendship

Child:We stayed overnight on it about three times.

L:Oh, that's a lot of fun. Yeah, there she comes, there's the

582239

Friendship coming right out of the shop. Boy there wasn't much room to spare, was there? (R: no,[CHUCKLING]) Ever to make your remarks remmake your door?

R:Oh, yeah, I-- I made the door over on purpose for her.

L:Uh huh. It looks new, Ayuh , (R:And...) Now, is she on-- on whose lines is, is she?

R:That's my own line.

L:It's your own line? (R:Yuh) Oh, that's the model you did? (R:Ayuh) Ayuh Son of a gun. They're much, m-- more of a job to hold upright , aren't they?

R:Ayuh, ayuh, There there's some more there.

L:This is down-- down to SEarsport. [CHILDREN IN BACKGROUD] It's too bad they had to let her go. (R:Ayuh, yuh well...) They have ah, they have one down in Mystic seaport which is in pretty good shape, although they're going to do extensive restoration on her now? (R:Ayuh) and of course , quite a few have been resurrected for the Friendships r-- races here. [CHILDREN] Now, was that sloop very-- very commonly found up and down the coast?

R:Oh yeah, there are-- there are about ah, um golly - I think there are as much as a hundred of them down at Cranberry Island at one time (L:Really?) Ayuh.

L:Was there any other kind of sailing boat at that same time which was-- was very common?[CHILDREN MAKE MUCH BACKGROUND NOISE]

R:Oh, nnnnnoooo. I think ah, ah, they used ah, aome catboats for ah, lobstering around here.

L:Were they open ended ? I mean , 0-- open double ended boats?

R:A catboat? (L:Yeah) No.

[BOTH MEN SPEAK, BUT CAN"T UNDERSTAND BECAUSE OF INTERFERENCE FROM CHILDREN]

L:yuh yuh.

R:Um. [CHILDREN] Those are pictures of my father's old lobster boat the ibe Chester ~~Summers~~ Clement built.

L:Oh, yes. Look at that-- just straight as can be-- almost back to mid-ships. It's a nice one alright. (R:Yup) Looks almost like she's slightly "S"ed

R:Yuh.

L:It's a very good line. [CHILDREN] I recognize the line after seeing Tud Bunker's (R:Ayuh) Huh.

R:And ah, ler's see [CHILDREN CAUSE MUCH DISTURBANCE] There that's the [UNINTELLIGIBLR]

Cranberry Island Searsport Mystic Seaport

582240

L:This is Maine Coast fisherman's (R:Ayuh) April '62. And there's the slpop, you were building, right? (R:Yuh) Ayuh. Do you have to use [UNINTELLIGIBLE] (R:Ah...) Do oyu have to use shutter's to planking ah, with ah, Friendship?

R:Nope, nope, you just trim up the top.

L:Ahuh, you plank from the garboards straight up (R:Um hum) [CHILDREN] Very good. One twenty- two. They probably have a copy of this there in the museum . (R:Ayuh) But I guess they're sure . Oh, here we are, Page is on the bottom. [CHILDREN]

R:Lisa, don't do that!

L:Ayuh, so she actually is very much like the Friendship sloop, except she's got a larger cabin on her?

R:Ayuh, [LUNT MUMBLES] ayuh, We ah, changed the ah, jib afterwards we put a -- instead of a single jib , we put double.

L:Ah huh, That;s more of the style I suppose . (R:Ayuh) One club-footed and the other loose footed?

R:Aha, uh uh.

L:Working jib?

R:Aha, ya.

L:Uh uh. '62 this was , ya that was just about, jsut in the mids of the revival of Friendships.

R:Ya, now that was-- this one was ah, Henry Crane's that was a 37 footer.

L:OH yes, where is she out here, [UNINTELLIGIBLE]

R:That;s the blue one out in the harbor, (L:Ya) the little harbor.

L:Ya. She's interesting, it looks like the raises aft, on her sheer.

R:Well, it;s cause she's kind of cocked up in the cradle(L:Uh uh, uh uh) and that...

L:Does it , ya-[KIDS BANG AROUND-- PAUSE IN MEN"S CONVERSATION]

R:Ah, this one..

Friendship
Bar Harbor

L:Russell ~~Pendleton~~'s ?

Pettegrove's

R:~~Pedigrew~~?

L:Pedigrew?

R:Yup, I worked at Bar Harbor with him, (L:Ya) Umm, I think that's the end [KIDS VOICES TAKE OVER] Here, here, now be quiet . There's a tape recorder going now be quiet.

L:I'm going to play it back in a , back in a minute so you can hear

what you sound like. (R:[LAUGHS]) You;ll be quite surprised. I did that to my grandmother once-- she was quite amazed.

C:Ah, here's old pussy, cat.

L:Well, pussy cat, how are you, huh? My you're having a good time, aren't you? Oh he's a big cat. How much does he weigh , 15 pounds?

C:I don't know.

L:Maybe more than that.

C:It does!

L:Ya.

C:He's not even a full grown cat yet.

L:Oh, boy.

R:Boy, yes she is, 2 or 3 years old now.

C:Shes' onlu 3 years old.

L:That's a start isn't it huh?

C:ya.

R:Now this one was a boat I built for ~~Albert Powers~~ Howard Power (L:uh uh) You know Powers and Robinson up Town Hill?

L:Yes.

R:Down at the Elmat 3 place, follow the stones , you don't have to go about and we put a three cylinder G.M. Diesel in her.

L:Huh, looks like shes driving pretty well there.

R:Ya.

L:What did she make with that?

R:Oh, I don't know how much the, they got for the engine but Harry-- got her now and he's had several engines in her since (L:uh uh) And ah hes got a [UNINTELLIGILBE] and round.

L:Uh uh, quite a bit of flair , isn't she?

R:Ya, that was that-- I've got up to the shop, the varnished one[model]

L:Yes, yes, it's very good. Doesn't lift out too much, stays about. Stays down pretty well. (R:Ah ha,) Ya, very good.

R:Well, ya but and interesting boat.(~~L~~:that's an interesting boat.)

L:~~Wardel~~ Wendell Seavey and you say Bass Harbor.

Town Hill
Bass Harbor

R:Ya.

582242

L:Ya.

R:Oh, a lot of pictures are missing (C:Daddy , who's that?) I don't know where they are.

C:Who's that Mom?

R:No, that was Mrs. Milliken's butler.

C:Oh!

L:You ever work in Jonesport?

R: [DROWNED OUT BY YELLING]

L:Just curious -- shir line is, is interesting . Did you ever apprentice in a shop here or did you work for your father?

R:No, I just started building those on my own.

L:On your own, uh uh. Son of a gun. WEll, these are,are quite something. WEll, when are you? Oh, yea, it's got the fleet , no that's a [UNINTELLIGIBLE]

R: [CHILD YELLS] Now cut that out!

L:There [TAPE IS SHUT OFF FOR A SECOND] What, what I want to ask you about first of all is ah, how you got into the boat building business in the first place. When were you born?

R:Oh, when was I born?

L:Ya.

R:Nineteen-- twenty-nine.

L:'29 , and you were born here in South WEst?

R:Bar Harbor.

L:Bar Harbor , your father was the living there or..?

R:Well, pretty near.

L:That's what I was...

R:Ya

L:Ya, good. Well umm, ah, how did you -- how did you first get into the boat building business? Did you work part time when you were in high school on the boats?

R:No, no, not particularly , I ah, I wanted to build a boat my whole life and after I ah, got out of school why I ah, I just wanted to build a boat so I just ah, well started in.

L:Ya. Now, when you get out of schoolthat was just after the war , wasn't it? Or was it?

Jonesport
Southwest Harbor
Bar Harbor

582243

R:Ya, well, just about the time of the Korean War, I was building those boats.

L:Uh uh, had you ever worked in a boat shop at all?

R:Ahh, no, nope.

L:How would you ummm-- where did you get the experiences so that you thought you could build a boat right off.

R: [HE CHUCKLES] Well, I don't know I really didn't (W:Done it by experience) ah, didn't have any experience at all (L:So you just...) ohh,h, started in and kept picking away at it as I (L:Ah uh) went along and..

C:Mom!

L:Bet you learned alot on the first boat didn't ya?

R:Oh yea, yea, [THEY CHUCKLE]

L:Ya, I built just a little pram one time (R:Ya) and I turned one thousand screws by hand [HE LAUGHS]

R:Ya,yea.

L:I learned one thing-- try to get a mechanical screw driver if you can, (R"Aha) a brace at least.

R:Aha.

L:well. umm so you started buyilding in '52 first right?

R:I think it was ah, ohh,[LONG PAUSE, PAPER RATTLING] nineteen-- about nineteen 50 -- 51 that I ah, that I started building my first boat. (L:uh huh) I was 2 winters building her.

L:, Two winters. Were you doing anything else at the same time?

R:Ummm. well ya, I worked summers over to North East for Mrs. Milliken.

L:Ya, ya. WEll you certainly -- so you were building her full time in the winter.

R:Ayuh.

L:Ya, what was she?

R:28 footer. Northeast Harbor

L:Lobster hull . Who'd you build it for?

R:Myself.

L:Yourself. (R:Ya) Ya, did you?

R:I had that for a couple years then I, I finally sold it to Charlie ~~Gillis~~. (L:Yes) He's still got it.
Gilley

582244

L:Did you lobster with her? (R:No) It was a family boat?

R:No, I used ti for hand lining some (L:uh uh) and just ah, going back and forth to Cranberry Island where I was working on the boats down there, (L:Ya)

C:Can I find the boat pictures ? Gramp, can I?

L:Ya.

R:Like that?

L:When did you start your second boat?

R:Ahh, well, the year after the year after , I ah, built the first one. Ah, Dick Yates come and wanted me to build one for him (L:uh uh) so I, I built her that winter. (L:uh uh) Ya, I -- ohh, I didn't build any more for 2 or 3 years . I was sick for a year or so and I didn't build any for I guess 3 or 4 years.

Lloyd Yates

L:Aha.

R:19-- 56 I guess, I built another one, (W:Uh uh) that was for Oscar Grants.

Kraut 2

L:uh uh, when did you ah, -- oh no did you use your own model the first time?

R:Yup.

L:you did?

R:Actually , it wasn't a half model I jsut drew her out on paper.

L:uh uh, ah, can you describe her characteristics at all? Just from - just from your memory ? For example, umm, (R:Welll) was she planked down on the skeg?

R:Oh, yea, (L:Ya) she's planked down,

L:How was she foreward in the fore foot?

R:Umm, well her forefoot was a little deeper than most style of, the' other builders were building them then ,(L:ahs) I cut away more than that. (L:Yes) And um she looked sharp (L:Ya) though. and simce I just had a 4 cylinder , 50 horse power, motor in her(L:yes) and she worked pretty good with that ,(L:Ya) but ah, most people wanted more power so (L:Ya) should 'a been little more full, forward to (L:Ya) hold up the power.

L:Ya, sure , ah, how did she generally perform?

R:Pretty good, she'd run good (L:Ya) a little sharp head to it but she...

Cranberry Island

L:Ya, so she plowed a little bit, head to it.

R:Well, head to, see she was she'd ah, she'd ah, when too sharp you know , she'd ah , she'd have a tendency to bury up quite easy but ah,

(L:Ya) ah running before it she was good.

L:She didn't root or anything?

R:No, no.

L:Could you have any rocker in the keel?

R:No.

L:It was straight?

R:It had some drag to it.

L:Yes, ya. Did you in the second boat you built , did you build that totally to your own design? (R:uh uh) did you make any changes?

R:Yes, she was a shorter boat, she was 26 feet. She was the same width, (L:Yes) which was a-- he wanted ah,-- 8 feet.

L: 8 feet.

R: Ya, he wanted the engine outside of the bulk head, so-- in back of the bulk head.

L:Back of the bulk head?

R:So he had a shorter overhang on the stern to ah, make more room for the motor (L:Yes, yes) and ah, the stern was also wider to hold her up a little more.

L:In other words, she carried her maximum width further back them the toher one did?

R:Ya, she had a, she had a little flatter bottom and ah, ..

L:That made her faster, did it? (R:Oh-h-h-h) You mean a flatter run you mean?

R:Yes, made her alittle faster, (L:Ya) He had a little bigger motor in her, more power.

L:Good , so she could step out pretty well them?

R:Yes, she idd pretty good, she handled good.

[CHILDREN ARE CLUMPING AROUND]

L:Ya, ya well, let's see now. YOu, you built these first two boats and then you were sick for about 4 years, you said? (R:Ya) Then ah, what how did you get back into it again?

R:Well, ah, I got married and ah, [HE LAUGHS] I had to do something so ah, Oscar Krantz(?) came and wanted me to build one for him, (L:uh uh) -- 28 footer. So I did that winter and ah, I been building ever since.

L:uh uh, so that was when , that was about 1958?

582246

R:1956 , I guess it was.

L:'56 and you been building every winter since then ? How , how ah, long does it take you to build, oh say a 30 footer lobster haul?

R:Well, ah, two of us ,it takes us all winter on one of these 35 footers. (L:Ya) And ah, well, a 30 footer would get finished a little quicker. (L:Ya) Three of us built ah, one 30 footer and that 37 footer all in one winter.

L:uh uh. That's moving some , (R:Umm) Now I was just talking to Len Peerce this morning and he said that he defines winter as January through March. Is, is ah,-- what would you call the winter?

R:Well, I don't know. When we, we generally start building around the first of December, (L:uh uh) and ah, continue until around the first of April. (L:ya, ya) Some times we've started a little earlier and finished a little later. (L:uh uh) all according to how much , how long it took us to build the boat.

L:Ya, ya. I guess, Ronald Rich, he builds umm, he built 3 boats in a year but that's a a whole calender year. (R:Ya) and he, he would umm, from September to June he will accomplish two, (R:Umm) I think. Unless he's got a pleasure boat which will take-- he will only be able to build one I guess cause there's so much more work inside them (R:Aha) Umm, ya, well. have you built mostly lobster boats, except for these sloops you built?

R:Mostly , a couple of 'em have been ah, pleasure boats. I built one for Mrs. Godfrey over at Northeast (L:uh uh) and she was a 26 footer (L:Ya) and the one for Mrs. O'Brien at Seal Harbor was a, just the same model, 26 footer. (L:ya) and ah, they used to, sort of a work boat they'd go back and forth in (L:Ya) and haul the big boat up to Cranberry Island and...

L:Was she open -- open launch?

R:No, she had a cabin -- shelter.

L:Uh uh, umm, Okey-dok, well, what I'd like to get at now is the whole business of designing a boat. I guess the first thing I can ask you, what are the , what are the basic desirable characteristics of a lobster boat ?

R:Well, you gotta have a boat that'll turn good, (L:Turn good?) and they usually like to have a lot of room in 'em. (L:Ya) and ah, course each fishermen wants something a little different and, one thing most of them wamt , they want to get their knees underneath the coaming (L:uh uh) on the side (L:uh uh) cause if the knee cap comes on the edge of that coaming [THEY LAUGH] they don't like it.

L:That's under said.

R: [HE LAUGHS] Then ah, of course now they want a water tight platform (L:Ya) their boats and ah,(L:YA) that means of course a little higher sided and...

Northeast Harbor
Seal ~~Island~~ Harbor

L:Ya, especially to keep their knee above the (R:Ya) that knee measurement.

R:Ya, (L:Ya) And ah, they want ah, a boat that'll run good and ah..

L:Now when you say run good you mean before the waves?

R:Run before the sea (L:Ya) ya, and ah,-- well, a boat should be steady and, and, they also want a boat that will, will lay up into the wind good. (L:Uh uh) And ah, or lay to the sea easy. Some boats want, they;ll , they'll, the sea will strike 'em and they'll go off and...

L:Push the bow off..

R:Ayuh, and, now this 35 footer ah, she handles good lobstering. She lays right up to the , the way , they want 'em to and..

L:Huh, you've got a good model there for that.

R:I think so, ya. The keel, on my keels I try to keep a little more depth, particularly under the engine, but not quite so much drag to the keel as some. (L:Uh uh) But the , cut the forfoot away a little bit more than most (L:Uh uh) and ah, that means putting in a separate 4 foot piece where if I didn't I could get by with just a knee in the stem.

L:Yes, ya.

R:So now, I have to put in the 4 foot (L:You got..) and then a, a knee on the stem.

L:Uh uh, so you get 3, 3 (R:Ya) 3 pieces there instead of the, the two. (R:Ya) aha. (R:So ah..) Why, why do you do that?

R:Well, that makes them turn easier, (L:Aya) and it gives me more depth under the engine , and the boat doesn't go sideways quite so quick. (L:Ya) and it gives you the depth where you need it, ah, to hold her.

L:It gives you the center of (R:Um) gravity lower (R:Umm) and gives you the depth.

R:Well, it ah, it ah, ah, gives you alittle bit more lateral resistance, I think (L:Ya) in, it's where you meed it most. (L:Ya) and ah..

L:So that keep, keeps her from making lee way (R:Ya) in, in a weathery day.

R:Ya, ya, (L:Ya) uh uh, ah, a boat that has a lot of drag to the keel and shoal forward will blow off quite quick. (L:yes, ya) And it may, that boat may be easy runnin' but ah, she'll blow off quick and ah-- I try to keep the keel down to make it easier so they won't blow off so quick and, and, cut away the fore foot so they'll run easier.

L:Ya, sure they wont', they won't root on ya.

582248

R:Umm, ya, and that, that means quite a full , a full bow along the, ah, on the water line ah, I try to keep my water line a little bit hollow. (L:Ya) forward-- maybe about 3 quarters of an inch hollow in the water line forward (L:I see) and then come out quite full with an ah with ah, plenty of bearing to hold her up.
[SOMEONE COUGHS]

L:Ya, in other words she;s quite sharp to begin with and it comes quite full pretty quick. (R:Ya) Like in how many feet does that on a water line?

R:Oh, on a 35 footer it's probably 10==10 or 12 feet where she starts to get wide.

L:Ya, she swells pretty heavy there. (R:Ya, ya) So you got a pretty sharp bilge then right? (R:umm ya) Right there about 10 feet aft. (R:YA) So that, so that way she'll both cut and lift. (R:Ya, ay) WEll, that's good , rather than having her pull right at the, right at the peak there, (R:Umm, aha) right at the peak. that's the idea I haven't seen before, that's good innovation. You figure-- have you seen that elsewhere or?

R:WEll, no, not particularly , just ah, you know something I thought about (L:YA) and tried to ah, get that boat that would run good and and, ah, a boat that would be fairly easy head to it. A lot of boats will pound head to it, (L:Ya) They;ll come up and come down quick, (L:Yes) and ah, sometimes you'll get a boat that way that-- you'll have to slow them right down, take the power right off of 'em to make 'em stop. (L:Yes) I've seen boats that way. They just go right up and down and lift the chair right up off the floor in the bow.

L:Ya, real snappy, ah?

R:Ya, and ah, the only way you could stop it would be to, to shut the power down (L:Ya) and wait for her to stop and comtinue on again.

L:On again , you must be getting back.

R:Wait until she does it again, [THEY LAUGH]

L:That could be a little tedious.

R:Sometimes the sea would strike her just right you know, she start (L:Ya ya) And ah,, ah, mostly it's quite sharp boats that' will do that too. (L:uh uh) And where they'll pound is right under the engine , they'll fetch right up jsut solid under the engine.

L:Oh, ya, really jar.

R:Ya, and ah, ah, you get quite a full boat, they, they don't do it, They, they drive into a sea hard. (L:Uh uh) But still they'll have an easy motion. (L:Uh uh) They'll come down easy , gradual and then fetch up but not that awful bang.

L:Ya, so you, you get around that by, by making it quite fine in the entrance and then filling her (R:Ya) after that (R:YA) after that (R:YA) very good.

R:And of course the depth of the keel too helps some.

L:Yes, so that she doesn't come out on you. (R:Um) How about umm, let's see you mentioned manuverability , ability to umm, what did you say , you started with manuverability then you went to--

R:Well, the way they run on a sea.

L:Way they run, [WOMAN"S VOICE] and also keep the...

R:Laying to work in broadside to a sea.

L:Yes, and also to keep them from , from blowing off too easy.

W:I don't know , I'd have to look through them [REFERING TO PHOTO-GRAPHS.]

R:It's quite a treasure trove [THEY LAUGH]

L:Let;s see umm, would you classify any of these under, I guess you'd call it comfort in a boat ot would you classify them under sea worthiness?

R:WEll, I don't know. I, ya, I suppose the way they lay up to-- when you're working it would be more comfortable (L:uh uh) than having a boat that would roll ot... But ah, the 35 footer -- I've watched a fellow hauling traps in her and (L:uh uh) it's been quite choppy and she does-- lays right up there easy and none of that quick rolling motion (L:ya) she seems to, seems to lay right up and be steady (L:Ya) And ah, ah, this fellow said himself that ah, ah, he's seen other boats along side of him working and, and ah, they'd be -- everything would be upsetting , you know bait tub would might be falling over (L:Ya) and he's have his coffee and thermos bottle setting right on the bulkhead [LUNT LAUGHS] wouldn't spill a drop.

L:Now, you said on about , on a 35 feet, it's about 9 feet wide?

R:No, she's 10 (L:She's 10?) lo ot a little better.

L:10 or a little better. So how do you keep her from rolling is it the depth of the keel that does it?

R:WEll ah, I s'pose to a certain extent and ah, the ah, way the bilges come down and ah,..

L:Pretty , even curve in there?

R:Well, ah, theres' not too, there quite a hard , hard bilge on the 35 footer (L:Uh uh) I made it ah, that way on purpose because ah, I wanted to ah, he wanted the boat to ah, go trauling a lot [UNINTELLIGIBLE]and sometimes he'd be bringing in quite a load (L:YA) and he wanted a boat that would load easy (L:Ya0 and, and, ah, would hold quite a lot too (L:Ya) and ah, be easy to work out of. So I kept the bilge quite , quite deep on her, (L:uh uh) and quite a hard bilge so ah, ah, I think that helps quite a lot on her rolling. (L:Ya) Now she's a lot better boat if you put about 5,000 pounds in her.

L:Ah, ha, ballast to just , just here.

582250

R:Well, if she , if , if, if you're fishing (L:Ya) and ah, he gets as gets 5,000 pounds in her, she's just-- she's a lot steadier.

L:Ya, my Volkswagon's like that, [THEY LAUGH]

R:Ya.

L:It is , I tell ya.

R:He doesn't have any ballast in her at all for lobstering (L:No) but she would be steadier if he did,

L:Ya, ya course she'd probably drive harder. (R:Aha) She wouldn't lift out as well. (R:No) How are they when you get them really steaming along pretty fast, how do they , how is their stability?

R:Pretty good , ya, they don't -- not too bad, (L:Ya) Ah the one we built last winter, 33 footer, took us-- we took her down to ah, Cohasset , the owner and myself , but (L:Uh uh) and ah,we were...

W:During a storm.

R:Well, it was [THEY LAUGH] North west wind all the way and (L:Ya) a westerly about and, and blew a gale both days [LUNT LAUGHS] and ah, we were-- we left here at 4:00 in the morning and we were going to run right through (L:Uh uh) but we got down between Portland Light ship and , and Boon's Island (L:Uh uh) and it ah, breezed up the wind had let go at Portland lighr ship and we thought well-- about 3:00 in the afternoon went by that...

L:Ya, must be coming up again now.

R:And we says oh well this'll be nice, we'll keep right on going. (L:Ya) Nice night you know, to see and breezed up about oh- 6:00 or so. Both ends breezed up and we got into ah, Cape Porpoise about 6:00 and (L:uh uh) stayed there over might and struck out again the next morning at 4:00 and we got to Cohasset about noontime. (L:Huh) About one o'clock or something like that. (L:Ya) The time changed as we were going so we don't know what time we got there.

[THEY LAUGH]

L:That happens if you drive, drivin' across the country to Indianna you get a time change between Ohio and Indianna . I never knew where it was.

R:Yeah, [HE LAUGHS] But ah, she was pretty steady and we drove her quite hard too (L:uh uh) and ah, she did pretty well.

L:Good.

W:Brand new, (L:Oh, yea) different size.

L:Ya, ya, [SHE GIGGLES] That's always a tense moment I suppose.

R:She was light you know, just launched and (L:yes) ah, ah...

W:You've got her picture right there.

Ohio Cape Porpoise Cohasset Portland Lightship Boon's Island

R:Yes, she's in here somewhere. Ya, that's that's one right there.

L:Oh, yea, yea, Amanda G.

R:Yea,

L:Pretty

R:Painted her green.

L:Ya, I think she's quite pretty. Ya I see exactly what you're talking about on that front entrance. You see (R:Ya) see the shpae of it.

R:This, you can see a little hollow there.

L:Ya, a little hollow then she fills out pretty good after that. (R:YA) Was this wasn't before you had to have numbers--numerals on your bow was it?

R:Now he had ah, ah, he was going to try and get ah, get her documented . (L:Uh uh) But it seems as if the more tonage they got in the Harbor, the quicker they could get it dredged out. (L:Oh, I see, I see) So he wanted to document it if he could. I don't know whether he ever did or not , but that was planned when she left here, (L:uh uh) to be documented.

L:Yup , well now , manuverability and good running, good towards ' toward the weather , good ah, in, in, in a trough (R:Umm) like that. Umm, let's see does-- course you have to fit it to the, to the lobsterman's measurements (R:Ya, ya) pretty well. What, what ate yhe ah, aspects of the boat that have to be measured to them?

R:You mean ah...

L:To the owner, umm, like ah, you say, you mentioned that distance between the um, the water to-- water tight platform and the rail on the inside..

R:Well, there, there's a lot of people that ah, soem it doesn't bother and ah, some want it youknow, just above their kneecap (L:yup) and ah--

L:How about the shelter?

R:Well, ah, we put 'em all kinds of heights. That ah, quite a lot to do with the person who has that boat. (L:uh uh) Lot of people taller they want a higher shelter and, and ah, ah,

L:That's all right.

R:Don't you fellers get near that now-- knock it down.

L:[LAUGHS] if that happens , I'd be out some money [THEY LAUGH]

R:Ah, [PAUSE,4] Now this fellow this year , that we're building for , he wants his, the top of his shelter flatter.

L:Not so much crown.

R:He doesn't want so much camber -- crown in it (L:ya) and ah..

582252

L:Why, why does, why does he want that?

R:WEll, it's because he has a weir (L:oh) And he goes-- he stands up on the steering shelter to work on that weir sometimes.

L:Yes, I see.

R:So if he got a lot of Camber and he's standing out on the edge of it, it might be slippery .(L:Ya sure) and ah..

L:Are you making it extra strong cause he's going to be standing on it?

R:N-n-no , they're most generally strong enough to.

L:Uh uh, handle that.

R:Ya, stand on, ya, ya.

L:Is there any other section of the-- especially the finishing inside I guess, for measurements?

R:Well, most all of them now want ah, want the down in the cabin varnished, (L:Ya) and put the, make the ceiling out of pine and clear pine and the cabin sides of mahogany (L:Ya) and ah, the overhead is , I laminate the carlins overhead. (L:uh uh) And ah, course it has a plywood top which is fiberglassed and ah, they ah, mostly want everything varnished down in the cabin, easier to keep clean and (L:Sure) looks better.

L:Ya, ya, How about the height of the trunk, especially the forward end of it?

R:Well on the forward end , they generally like the, tje height of it so that where they're standing steering it doesn't come-- stick up over the rail, (L:uh uh) and they, they've got a clear view right out over the side of the boat. (L;uh uh) You can see better out of it that way.

L:Do you measure them for that? What do you do, od you stand 'em up and have them sight at something to see what the height is to their eye?

R:Aha, aha if they're right handy you know, if they're right there. (L:Ya) They can stand there and tell you if it looks alright to'em (L:uh uh) If they not there just make a guess at it and if I can see out over it myself, generally it's alright.'

L:Ya, ya very good.

R:Take into consideration who's having the boat built and how tall they are. [HE CHUCKLES]

L:Ya. ya Huh, does, does the flare on the bow ever get involved in that kind of question?

R:WEll, ya, the fellow down to Isle ~~as thaut~~ au Haut , that I built for didn't want any flare in his , or not much and not-- because he was used to an older boat , that didn't have any flare. Isle au Haut

(L:uh uh) And ah, he said oh, well, he says , if you have t- why put it in but, (L:uh uh) well I'll get used to it somehow but I made a new model and I just left the flare out,not quite so much (L:ya) and je was happy with it.

L:Ya, so that the flare isn't really involved with the performance of the boat is it?

R:Not so much. Of course the flare it helps the boat keep a little bit dryer (L:uhuh) mostly spray.

L:Ya, ya, the heavier water would be coming right back amidships , I suppose. (R:Aha) anyhow so. What is this ah, this fancy stem post you were talking about-- some one down to Isle au Haut?

R:Oh, ya, right, the ah, stem -- so , we generally just saw the stem right off , flush with the, with the toerail (L:Ya) and ah, kinda round the front of it and then they put a, a half round brass right down over the stem of her. (L:Ya) and ah, but this feller wanted it ah, ah, sticking up by and kinda curved and finished off fancy .(L:Ya) They do that at Jonesport boats are that way.

L:It's more of an eastern , down east characteristic than to the westward?

R:Not necessarily, I've seen a lot of them to the westward that way. (L:uh uh) In Stonington, they built them all that way and ah, ah-hh- oh I've seen 'em various places built same way up to westward.

L:Uh uh, I'll keep my eyes, eyes peeled for that one [RALPH CHUCKLES] just out of curiousity , well, for ah, ..You've told me pretty well what goes into makin' a boat manuverable , ah, and what , what keeps her from rolling and what keeps her going good into the weather and what keeps her going good-- well, let's see, now, have you told me about her going for the wind.? You've told me about the bow, but , what aobut on the stern of the boat . say going before -- running?

R:Well, ah, the stern has quite a 19t to do with it, Ah, I kinda favor a narrower stern than- then a lot ofthem .(L:uh uh) and ah, course the wider the stern the more fullness forward you ought to have (L:Ya) to kinda off set it.

L:Cause of the bouyancy . (R:Ya(Ya, ya, WE don't over, over power out boats down here very much , do we? That is, large engines (R:No) too much.

R:Nope, one of the one of the ah, 35 footers ,.she's really not overpower but she has 3 hundred and 50 horse buick in her and ah.

L:What about the , the width of the stern where you got that much horse power?

R:WEll. the stern of, of these ones, we didn't change it any(L:uh uh) and ah, it holds her up all right .

L:Holds her up.

Jonesport
Stonington

R:It's alright but ah, ah, he's got more power than he needs out

working you knwo?

L:Uh uh, what's he use it for I wonder?

R:Lobstering.

L:Lobstering-- I know , I meant the power [HE CHUCKLES]

R:Oh, the power, jsut racing around, [THEY BOTH LAUGH]

L:Ya, ya, I should imagine that young fellers in practically every port , own the coast who want a fast boat. (R:YA) Good many I suppose, go right to Jonesport (R:Oh ya) bring back a real light hull (R:Aha) they don't--

R:Ya, ay.

L:That's kinda funny.

R:Well, he, he thought he'd have a speed boat with this one , you know, (L:YA) put that big buick in. We did straighten her out a little underneath the run (L:uh uh) and ah, but ah, she's a heavy boat with all those floor timbers and (L:Sure) and everything and, she's built heavy , rugged and, and ah, she's just only going to go so fast.

L:Ya, ay.

R:But she does I guess go around 18.

L:UH uh. Well that's plenty good. [THEY CHUCKLE] All I'd want , Betcha you get some cursing from the lobstermen as he's going by.

R:Burns plenty of gas when (L:Gas?) onc e you're going that way.

L:Sure. How much would she use in a, a day say if he could run around out to his , his pots and then run back from there?

R:Oh, I don't know how much he burns.

L:Think that he'd do they figure by hour?

R:Well, I don't know, there's quite a difference in the different ones, what each different ones burn. (L:uh huh) Ahh, I don't know I haven't got much idea (L:Uh uh) I (L:Uh uh)

L:What, what would go into making a boat economical, a boat that you manufacture and to run. (R:Ummm) Say if a man wanted to save as much money as he could on a boat, providing you'd be willing to build it for him, how would you do it?

R:WEll, gorry I don't know. [PAUSE,5] I just could ah, build one with those galvanized fastenings but ah, in a few years if you wanted to turn around and sell it why ah, you wouldn't get as much for it (L:Ya, ya she'd get rusty) You might have a harder job to sellin' it.

L:ya ya. Would you ever consider building any of the timbers lighter?

582255

R:Oh-h-h, yes, you could ah, you could ah, get by with only half the floor timbers that I put in, (L:uh uh) less than half. (L:This the floor timbers?) Ya, (L:How) Now all of the boat s years ago were built-- they had no floor timbers from the engine to the shaft log,(L:Uh uh) then from the shaft log back to the stern they might have one or two;(L:Uh uh) and ah, they generally had three for the engine to set on;(L:uh uh) then maybe had one or two up forward some. Ah-h (L:So..) but that wasn't , that wasn't enough(L:Ya) that ah, they should have had more ah, but (L:Ya) They've had , all they had, all had to put them back in , you know.

L:Ayuh, always had to go and put 'em in anyway.

R:Ya, ya, [THEY LAUGH]

L:And ah, it'd be more dfficient to do it the first tiem.

R:Ayuh, that's rigjt ayuh.

L:WEll, now, what if you, you built your sheer clamp out of cedar?

R:Well, that's been done , umm, but ir really doesn't ah, doesn't save much that way , There's not that much difference between the cost of cedar and the oak. (L:Uh uh) and ah, (L:It's just labor) the time, the time putting it in ah.

L:Uh uh, that's what counts (R:umm) the cost. (R:Ya) So there's no real way that he could , to , to, to have your cake and eat it too.

R:No, not really . [THEY CHUCKLE]

L:How much does a boat cost now that's umm, has say a hundred and 25 horse gasoline marine eingine in it, fully fitted and...

R:Well, around, 33 footers areund, around 12 thousand dollars/

L:Uh uh, uh uh, yup, that's a quite a piece of money, isn't it? (R:Yup) How much of that is for labor?

R:Oh, probably 2/3's.

L:Uh uh, 8,000 about. (R:Uh uh) Boy, there's a lot of work in one of them isn't there? (R:Ayuh) there really is (R:Auh, huh) Well, you've been helpful on this question of how, how the design question. I'd like to go back to ah, the question of the history of lobster boats. Now you mentioned this model here as being about 1910 or '15 , (R:YA) model?

R:They built a lot of them about that time.

L:Now, would -- who would be your chief builders then? Do you remember who they would be?

R:Ohh, Les Rice on Cranberry Island built a lot of them . And ah, ah, Millard Spurling and several other men on Cranberry Island, used to get together every winter and build 4 or 5 boats (L:uh uh) And ah, they had a shop down there where they built them.

Cranberry Island

L: Sounds almost like, almost like mass production.

R: Ya, ya, it's -- well, they built them most all alike you know, patterns and everything.

L: Ya, ya.

[SOMEONE SINGING IN THE BACKGROUND]

R: Now Lou Stanley wanted one built one time. She was going to be 28 feet long. And Ralph Bolger wanted one same time, she was going to be 28 feet. So they built Ralph Bolger's first and somehow or other they made a mistake on her and she was 2 inches short of 28 feet so Ralph Bolger wouldn't take her. [LUNT LAUGHS] And they asked Uncle Lou if he would take her. Yes, he said he'd take her. And they'd build Ralph Bolger the next one, he didn't want it till spring anyway. So, alright so they did and, and, ah, as it turned out Uncle Lou got the best boat. They were both built on the same molds but, ah, his was 2 inches longer, made the 28 feet but somehow or other they'd, they'd done something to her so that she wasn't as good a boat as the other one.

L: Uh uh, she faired -- didn't fair as well perhaps or, or something. (R: oh) That's the way of boats, I guess there's no two alike, sister ships or not.

R: Ya, (L: ya) well, this, this one was s'posed to be just exactly like Shirley Phippens, this green one. (L: yes) And I don't know whether she was exactly or not but she was near enough so that put em side by side they, they looked (L: uh uh) looked about alike. And I don't know whether I had a picture of Shirley's in here or not.

L: That 28 footer -- those two 28 footers you were talking about were both on this model with the double end, double ended model?

R: Ah-h-h, ya (L: ya, yeah) ya, they were both, ah, both double enders, ya.

L: Uh uh. There was, ah, after the double enders what happened -- ah, or was there any development in the double enders?

R: Ah-h-h, well, the double enders at first were small boats, probably 16 - 18 feet long. And, ah, ah, afterwards, they got to be, ah, bigger, they wanted bigger ones 20 - 21 feet and, ah, then, ah, I s'pose they kept getting bigger engines and, and they kept building the boats bigger and, ah, ah, 26 footers, 25 - 26 feet was quite a popular length for quite awhile and, ah, then there were a few that, as big as 33. And, ah, I think there were some about 36 too. (L: uh uh) But I remember one in particular that was, ah, 33 and she was quite a big boat.

L: Ya, I'd say, were they open or did they have a kind, kinda shelter on them?

R: Oh no, they were always open and, ah, they were generally had a short deck forward, quite short. (L: ya) And the coaming was, was steam bent round. (L: ya) And they always had a, most always had a round hood with rods, canvas wood. Some of them had a, had a just a fold up the middle with picked hood. (L: ya) And, ah, mostly they had the round hood which would roll back (L: ya) and they used to haul trawls in the bow. (L: huh) Course the engine was in the stern and they had a big stern deck and the coaming was generally round like that (L: ya) and they had a slide over the engine.

L: Oh yeah, ya, that's rather like a, like a cuddy backwards. (R: uh uh) Uh uh.

R: And, ah, this was all working space up forward. They, they'd stand in the bow and haul the trawls, something, it was a two man job, some, one man would tend the engine - steer the boat; (L: ya) the other man haul the trawl in the bow. (L: uh uh, uh uh) And, ah

L: Now did they ever, um, develop a, a pot hauler for example at that period?

R: Umm, yes, they had a, they had trap haulers. Ah, Millard Spurling had one in the boat that he had that I was telling you about this afternoon. (L: uh uh) And, ah, they had an engine, a separate engine up here that ran, just ran the hauler (L: wow) it wasn't propulsion or anything at all, just a, out here

L: So they just had a davitt off of that, (R: ya) just hauled off that. (R: ya) Did, ah, oh, let's see then, oh, what happened when automobile engines came available?

R: Well, a lot of them, a Model A Ford was a, was a popular engine (L: uh uh) and they generally did away with this stern part here

L: They'd cut down the after deck

R: And they cut it out -- they cut this deck out and put a square coaming across and then, ah, and, ah, they put their automobile engine up forward and they did this through the, the marine engines too. (L: uh uh) And, ah

L: Why'd they put the engine up forward?

R: Well, ah, it was easier to handle, you had that transmission on them and they, generally just hauled them into gear and let 'em go.

L: Oh, so they went right beside the engine, (R: ya) and they operated right up by the (R: ya) front of the engine.

(R: ya, ya) Alrighty, umm, when did they -- well, let's see now, this is a double ended stern just sort of, just like a bow on the stern only not as high. Umm, I've seen some like Merl Black's boat over there at Power's which has got a fan tail -- real round stern (R: ya) -- and all to gathered up, coming up to her. Were there any other styles of stern?

R: Ah, ya, a lot of them had the, ah, well, the stern like this and a lot of them, ah, had the ca -- and tipped ahead, (L: oh ya) with a sharper - and it generally came down flatter in the stern, tipped ahead and some of them came with a curve this way in it.

L: Oh yes (R: and, ah) yup.

R: And, ah, ah, then there was another type of stern that came out flat and had sort of a chine (L: oh yeah) on the back of it. And that, that generally came up sort of like that.

L: Torpedo.

R: Ya, ya.

L: Ya, torpedo stern.

R: Sort of and, ah, now down to Jonesport they had a, they had a round stern just planked up and down.

L: Uh uh, (R: and ah) vertical plank.

R: There were quite a few different variations of the stern.

L: Yes, so there was a time there when all kinds of sterns were (R: uh uh) seen.

R: Uh uh, then af -- ah, after these double enders went out, they got, ah, four cycle engines [SOMEONE COUGHS] and newer -- wanted a faster boat you know. They, ah, lot of b -- lot of the double enders had the stern built square (L: uh uh) they had the stern taken off and put a square stern on which meant

L: Did they just, did they cut it off or did they just build her, build her right out in the end of the air there?

R: Well, they just cut this end off and built out.

L: Built out, uh uh, so they didn't just cut'em off?

R: No, no they, they always built them out, ah

L: So did they do this on already existing double ended boats?

R: Quite a few of them, yup. Now with the faster engines they had a tendency to haul down (L: on the stern, ya) ya, and so they made them flatter and they'd go better. And, ah Jonesport

L: Uh uh, so in a sense that was a response to increase of

horsepower.

[SOMEONE IS SINGING IN THE BACKGROUND]

R: Umm, ya, and, ah, they did -- oh quite a few different ways of doing it. A lot of them had a, a slanted stern and some

L: tumblehome

R: Umm, and, ah

L: But still square (R: ya) square as the transom but

R: But the, ah, most of the double enders that had their stern changed to square stern, they were, umm, um, poor boats running cause they were so sharp forward.

L: Too sharp forward, ya.

R: And of course they were sharp because they had the, had the double stern -- the picked stern (L: sure) and, ah, with the square stern they were, they were too sharp. (L: uh uh, uh uh) And, ah, and that was one of the bad fault of them.

L: Ya, did, would, did, ah -- eventually they, people start, when, when they started building the square sterns did they correct that sharpness forward?

R: Not in the first ones, that -- the first ones that I remember were, were miserable boats running.

L: Uh uh, took 'em long to figure that out I suppose.

R: Ya, Oscar Krantz had one built down to Cranberry Island, she was built with a square stern and, and, ah, she scared him one time coming in through the [gut]

L: Umm, I can bet.

R: He was, he had her hard over and she was headed -- she was running on a sea and he had her hard over she was running right for Black Ledge and he couldn't turn her. [THEY LAUGH] He thought he was going to have to run aground. [THEY LAUGH]

L: That's a, that'll

R: Water coming under the hood you know, (L: oh-h-h) she rolled down, and

Cranberry Island
Black Ledge

L: Yes, and she just wouldn't turn out, huh?

R: Right, finally the sea went under her and then she turned and

L: Ya, ya. Huh, that's enough to scare ya. Well, who are

the builders then who, who started building the square stern? -- around here?

R: Oh-h-h, well, I suppose the, ah, the same ones that built the double enders they -- matter of fact, Mil Spurling, ah, built one (L: Millard Spurling) ya, with a square stern. (L: uh uh) And, ah

L: When was that about?

R: Oh-h-h, probably around 1920. [BACKGROUND VOICES CONFUSING]

L: 1920, (R: ya) uh uh.

R: And she had a, as I remember -- I've seen a picture -- and she had a slanted stern (L: ya) and it was quite flat. But she was sharp forward, she was too sharp (L: oh?) he was scared of her. (L: uh uh) I think he went to Florida in her one year.

L: He built her for himself.

R: Ya. He sailed for some summer people and, and, ah, they hired the boat and, and they took her to Florida. (L: uh uh) They took her to Boston from here by water and loaded her on a railroad car. (L: huh) Went down to Florida; took her right down and brought her back.

L: May have to go around Cape Hatteras before he got to there. (R: umm) Well, do -- was it common, ah, for there to be a great many lobstermen who built their own boats then?

R: Oh, I suppose so. Umm, now down to Cranberry Island most of these fellers that, that built these boats, they were lobstermen.

L: Uh uh, could you, would you consider them sort of, ah, both -- would you consider them either a lobsterman or a builder or both?

R: Ah, well, they're both -- they, if they wanted you, if you wanted a house built they'd build you a house, if you wanted a boat built -- build you a boat (L: uh uh) and whatever you wanted they'd build ya.

L: Ya, ya, so they were actually able men who could work in any of these areas.

R: Oh ya, ya, (L: ya) do most anything.

L: Ya, were, were most builts, ah, most boats at that time built by people like that or were they built by full time boat builders?

Florida
Boston
Cape Hatteras
Cranberry Island

R: Um-m-m, no, I think mostly they were, ah, just part-time boat builders. (L: uh uh) Probably the most boat building was done actually, building in the winter. (L: ya, ya) And, ah, the other time of year, they'd do something

else you know.

L: Ya, ya. Well, now I've heard about Chester Clements (Clement) and Cliff Rich, who's still alive. (R: uh uh) Um, I can't remember exactly when they began building, but, I, ah, Chester Clements died in 1937. (R: ya) Ah, now did they, were they really involved with that square stern movement or, or did they just sort of follow along what everybody else was doing? [BIG BOOM FROM THE KID'S CORNER]

R: Well, I think most of Chester Clements building the sqare stern had gone -- the, the, the picked stern had gone out and the square stern had come in. (L: by the time) By the time he -- most of his building. (L: ya) Now I think that old one that I had, the double ender, I think he built her but I'm not sure. (L: yes) But I think he did. She was built down here to this boatyard, Southwest Boat now, and, ah, Andrew Parker owned it at that time (L: ya) and, ah, I'm pretty sure that Chester Clements worked for him (L: uh uh) at that time.

L: Heard he worked for Parker, ya, ya, that sticks. Well, that's the boat that John Richardson has now over to Otter Creek. (R: ya, uh uh) Ya, tie that all together. That's one thing about, in this tape recorder, allows me to -- I can forget all these things, all these connections (R: ya) til I get home and I listen to them again.

R: She was, ah, she was named The Faraway (L: uh uh) and, ah, Mrs. Estie on Greening's Island owned her.

L: Uh uh, so she was built as a launch, (R: ya) originally. (R: ya) But she made a good lobster boat?

R: Well, I don't think she was ever used for lobstering.

L: Oh you, you ~~loaned~~ owned her as a private (R: ya) launch.

R: She, ah, she used to, down there at Greening's Island, they used her to go back and forth in (L: uh uh) and used the launch and, and then I got her. I used her to go back and forth to Cranberry Island, Northeast in, (L: ya) for, oh, two or three years I had her.

L: Ya, ya, boy nothing like having a good boat. [THEY CHUCKLE] I'm afraid I haven't had one for -- well, we sold my father's boat there in 1954. (R: aha) And I used to have that, oh, I had a little -- little 18 foot cat boat (R: ya) one of these hustlers up in the sound

R: Oh, I

W: Has he told you about the one he's been trying to build now for, ah, his own family? [SHE LAUGHS]

L: Oh no, I'd be interested to hear about it, what is she? [SHE LAUGHS]

Otter Creek
Greening's Island
Cranberry Island
Northeast Harbor

R: Well, I, I, ah, building us a little outboard right now.

L: Uh uh. Oh, it's -- a V bottom?

R: No, this is a round bottom, (L: uh uh) it's a 16 footer.

L: That'll be good for running around with.

R: This, it's a wood and fiberglass, (L: uh uh) experimental job.

L: Ah! [THEY LAUGH] Is it a, is it wood skin, ah?

R: Ah, well, it's a, it's a wooden shell.(L: ya) It's a thin shell.

L: Ya, ya.

R: Where it's ah, fiberglassed inside and she'll be fiberglassed outside, so (L: ah) when she's done I'll be showing her is fiberglassed.

L: Uh uh.

R: I think it's a mistake to build a wooden boat and fiberglass it outside, especially a boat like that. More or less wet inside (L: yes) and you get your -- it soaks through the wood and loosens up the fiberglass and

L: Lifts off on ya, (R: ya) ya. That sounds like these fiberglass skies they make. (R: ya) They're wood core, (R: ya) with fiberglass all around them.

R: Aha, aha.

L: So that's where they got the spring and the strength. (R: ya, ya) Well, that should be interesting, I

R: Now this boat I put, ah, I put timbers on, just thin timbers. (L: ya) But, ah, another one I wouldn't. (L: uh uh) I'd, ah, I'd, I'd make molds quite close together and put those thin plank on the mold so it wouldn't matter if they didn't fare off true, (L: yes) because they'd be smoothed up later. (L: yes) Even if you have to shave 'em away to nothing why, they're just there to, to hold the shape until you (L: yes) get the fiberglass. I fiberglass the inside, between the molds, (L: uh uh) then take the molds out, then use the fiberglass. (L: uh uh) And, ah, then I could build it up to the thickness inside that I wanted (L: yes) to give it the strength, then turn it over, smooth the ouside down, even if you sand it right through the wood in places it wouldn't matter, (L: ya) ah, you'd still have the shape and the (L: umm) strength.

L: That, the Old Town canoe company up there has taken to puttin' a real clear fiberglass resin on the outside of their canoes so you can, you could get a bright work canoe

Old Town

now. (R: ya) Which is, you're seen' the cedar right there (R: ya) and they just put on this, this fiberglass which is polished to high gloss (R: aha) and they really are pretty looking boat. (R: ya) They really are, it's nice to see that cedar in there. [THE WOMAN LAUGHS] Ought to do the same.

R: Ya. [LUNT CHUCKLES]

L: Well, let's see, umm. Oh yeah, now we've gotten up to the, the sqare sterners I guess and then -- I, ever since then I s'pose it's just been a broadening of the, of the hull generally and, ah

R: Ya, they, the first, ah, the first, ah, square stern boats were quite narrow for the length. (L: uh uh) Gradually, they been increasing the width and, and now you get a width of about a third of the length, (L: uh uh) out of more. (L: uh uh) Some like 'em a little narrower. Myself, I like a boat a little bit narrow, (L: uh uh) ah, most of 'em for working like for shrimping and lobstering, they like a - quite a wide boat.

L: Ya, ya. Why do you like a narrower boat?

[ONE OF THE CHILDREN PIPES UP LOUD AND CLEAR]

R: Well, I don't know.

L: Figure it looks prettier that way?

R: I think so, ya. (L: ya) Not quite so bulky and of course The Friendship sloop they always had, ah, formula that the width was a third of the length, (L: ya) and they more or less have to be.

L: Ya, so you, you're essentially working with a, ah, a judgement about prettiness there.

R: Ya, ya.

L: Ya. That's good, seems to be the lobstermen agree with ya cause they buy your boat.

R: Ya. [THEY CHUCKLE]

L: I guess that's where it counts. (R: ya, aya) Well, I'll be darned this has, this has been quite interesting, it's filled me in. [A PAUSE DURING WHICH THE CHILDREN'S VOICES DOMINATE] I've been, ah, I contacted Emerson's, [SOMEONE COUGHS] Emerson Spurling's, ah, went down there and saw his wife, she sent me over to him. He was building pots in his father's shed.

R: Ya.'

L: And then, his father was in there asleep, his mother was off to the fish factory, ah, packin' shrimp, I guess.

R: Oh ya, ya.

L: And ah, he, he ah -- she came back after I had gone and I was going to come back later, but I got fouled up and never made it. So I called her up this evening, said I'm sorry I didn't make it. And she's found her al -- her album of photographs. [ANOTHER COUGH] Not altogether sure she knows what they are. (R: ya) Now would her husband Emerson Senior know much about that or would his grandson be more apt to know?

R: I think he might, (L: ya?) he might know.

L: Ya, perhaps I should ask him, umm, these are, would be Millard Spurling so that would be Emerson's father.

R: Uh uh. Now Millard showed me those -- some of those pictures one time. I don't know if I saw them all or not, but I know he brought some up to the shop and, and showed me and told me about some of them. (L: uh uh) Now I know the one that the double ender that he had when he was broke down or run out of gas out there. (L: yes) I know that one, he showed me a picture of that.

L: Uh uh, she about a 26 footer?

R: I think she was 28.

L: 28? Uh uh, solid. Well, I'll be interested to see, see those pictures. I hope I can take a picture of a few of them. Set 'em right up you know (R: ya) and take a picture real close and then you can blow it up (R: ya) and get -- it's a way to copy them. (R: ya, ya) Umm, what was I going to say?

R: [PULLING OUT PHOTO] Well, here's a (L: ah, yes) here's a picture of him. That's a, a Emerson Sperling Junior, there.

L: Oh yes, yes -- young fellow.

R: Ya.

W: [UNINTELLIGIBLE]

L: Ya, what's he got in there? Haddock?

R: Ummm, haddock and cod fish. I think there's a halibut showing there somewhere.

L: There's, um, something pretty flat there.

R: Ya, that's the halibut's tail.

L: Ya, ya. [RALPH CHUCKLES] You just put in boards like that across ways?

R: Ya, and that keeps the fish from slopping around you know, and

L: You build in sort of guides for those?

R: Ya, just put some cleats on the side and (L: ya) and, ah

L: I've seen a fellow down, down on the dock here, umm, well, is it Buzzy Beal?

R: Ya.

L: He's got his boat all rigged up for shrimping now and he's got, he's got all those, ah, (R: ya) ah, his deck laid out like that. Whoops. [HE DROPPED THE PHOTO]

R: This is the one that went to Isle au Haut without the flare.

L: Oh yeah. Yeah it is, it certainly does look different. Makes a slight difference in the sheer.

R: Ya.

L: Doesn't it.

R: Ya.

[KIDS PIPE UP IN BACKGROUND]

L: Pretty enough though, [RALPH CHUCKLES] ah, you know? See if I can see the stem head while I'm at it. Oh yes, I see -- yes, it's just a little

R: Ya, it's kind of a little nose sits up there, uh?

L: Ya, [THE WOMAN LAUGHS] interesting the little things that go into a hull, into a boat.

W: Well, ah, you wouldn't think a lobster fisherman would care. But, boy they do.

L: They seem to don't they.

W: Little things and

L: Ya. What do you call that, that strengthening on the side there with the pots --

R: Oh, that's your sheathin', (L: sheathin') that's just a strips of oak or ash and (L: uh uh) fastened on with screws to - so the traps won't dig up the side of the boat.

L: Ya.

R: This fellar hauls on the left had side. (L: uh uh) Most of them work on the right.

W: When you see a boat in the, in the spring and fall with that sheathing you can tell boy that they [SHE LAUGHS] they save a boat.

Isle au Haut

L: Oh, I can imagine, I can imagine, cause they're hauling up from deep too in the winter. Do they paint -- they paint, ah, two times a year? or just one?

R: Just once generally.

L: Just once ya. I've seen quite a few lobster boats with, ah, their exhaust coming out of their shelter like that, straight up. (R: uh uh) Ah, is there any advantage to that?

R: Um-m-m, well, they, when they have a dry exhaust they put it right up through the shelter and if they have a wet exhaust it goes out through the stern.

L: I see. Oh I, I see. That's funny I always assumed that all exhausts were wet. They aren't huh?

R: No, no. Ah, cuts down on the power, ah, (L: oh sure) on the wet exhaust and

L: back pressure

R: unless you're, ah, sailing summer people or something like that.

L: Don't want noise.

R: Don't care about the noise why you can

L: Ya. Ah, does the wet exhaust have a little water going through it too from, ah, coming up?

R: Ya, generally, the cooling water there's a, that, ah, if the engine's salt water -- cooled, cooling water comes out through the exhaust pipe (L: oh) and it, ah, goes overboard but ah. Ah, but a boat that doesn't have a, ah, salt water cooled engine has a fresh water in, cooled engine. Course that uses water right over again, but, ah, (L: uh uh) ah, they generally have to have a pump put on and water going into the exhaust to keep it wet and cool.

L: I see, uh uh, the exhaust gets pretty hot.

R: Aya, ya. That'll get red hot if you. (L: umm)

L: Huh, I suppose these automobile engine ones, they all are dry exhaust. (R: ya) Ya, three cylinder.

R: This one had a, this one had a Palmer. (L: uh uh) That's an international truck engine, (L: ya) converted.

W: Did you tell him about ~~Dean~~ Bean's boat with the, ah

Merritt Bean
Enroll, N.H.

R: Oh yeah, one had a Volkswagon in it! [THEY ALL LAUGH]

L: Betcha that made some kinda clatter!

R: Yes, two, ah

W: Oh-h-h, I never heard anything!

R: Two four inch, ah, pipes for the cooling air (L: uh uh) went out through the four inch pipes and then the, then the exhaust pipe - three quarter inch - went out in the center of those big pipes and (L: huh!) of course no mufflers (L: ya) And he made the, the, ah, exhaust pipes so they'd hold up the back of the steering shelter. (L: uh uh) They, ah, on each corner, course the two on her and if you open her up quick, giver her throttle a quick snap, sounds like a package of firecrackers. [THEY ALL LAUGH HEARTILY]

L: Oh! Bang-bang-bang-bang! [THEY LAUGH]

R: Ya, then, ah

L: What a crazy boat.

R: Ah, we took her to Portland and we averaged about eight knots all the way to Portland.

L: Son of a gun. I never thought of

W: He, he left her in there for, oh, a number of years (R: oh yes, five years) before he finally got a new one.

L: Uh uh.

R: Then finally put in a Mercedes diesel.

L: Uh uh. When he jumped, he jumped, he took a big jump, huh? [WOMAN LAUGHS]

R: And, ah, then he sold the boat. Somebody in Newberryport, Massachusetts. (L: uhuh) And they put a big, ah, I don't know if it's a Buick or Oldsmobile, three hundred and fifty horsepower in her. (L: umm) And, ah, they had her for awhile, had her down to Newberryport and hauled up and they didn't use her one summer and left her covered with canvas all summer and she got wet in there in the hot weather. And it rotted the, ah, cabin top. (L: huh) So a fellar down in, ah, Cohasset went up and looked at her and got -- and bought her and tore that top off of her. Put a new top on (L: uh uh) that cabin, steering shelter (L: uh uh) and took her down to Cohasset and he opened her up a couple times and after that he put a screw in the throttle, he can't open it up.

L: [HE LAUGHS] He's just got too much power, huh? [CONTINUES LAUGHING]

R: Ya, I guess -- see, that's pretty good, they said with that

L: I can imagine.

R: With all that power.

Portland
Newberryport, Mass.
Cohasset

582268

L:I should imagine.

R:Cause she's just a 28 footer.

L:Ya, yup, My that's..

W:Wasn't it Bing (Bean) that talked about amother one some day?

R:Aya, aya.

LAya . God willing you'll be building them forever, Huh?

R:A yea, [THEY LAUGH] ahh.

L:I guess there's a lot of, a lot of people need building , right now, I guess.

R:Umm, everybody seems to be doing well.

LYa, (R:Ya , ya) I wonder what's going to happen with the fiberglass you know, what do they call it-- Down East Boat over in Blue Hill?

R:Well, I don't know. I ah, Webber's Cove Boat yard (L:Uh uh) Ah, funny, I don't , I don't particularly like their model. (L:uh uh) Ah..

W:That's something. they'd come along and change it probably.

R: Lot of ah, [SHE LAUGHS] been several lobster boats, several of them bought the lobster boats finished up , you know?

L:Ya.

R:But ah, well..

L:Model isn't that hot?

R:A lot of them don't like the model. Course it was a navy model.

L:Uh uh, it was designed by architects?

R:Umm, it's the same model that, that they were building the Navy launches on (L:Oh) Same mosdels and, I think they just cut down on the sides of them (L:Ya) and made 'em a little lower , changed the sheer a little bit.

L:Gosh, that's the greatest folly. Sounds like the worst, stupidest thing you could do.

R:Ya, Now down here to Gouldsboro, there's a fellow building , but he's building on Jonesport model.

Blue Hill
Webber's Cove
Gouldsboro
Jonesport
Bass Harbor

L:He is, uh uh.

R:And a couple over to Bass Harbor , and ah-- course they call 'em "Clorox Bottles" but [EVERYBODY LAUGHS]Ah they, they don't ah, I don't think they lay up to it as good.(L:uh uh) Now, ah- Russel Petty , ya Russel Petty was hauling along side one of

Pettegrove

them and, and he said that ah, umm, umm a sea would hit this fiberglass one and, and, push her right around. (L:umm) She's so light you know, and (L:yes) and the sea would come up and hit her across the bow, and push her right around .

[KID"S NOISE IS PRETTY LOUD]

L:Ummm.

R:He's have to put her in gear and run her up over again and ah, oh, he had an awful time hauling the traps and, and, this fellow had ten traps on the side of his boat and none of them moved.

L:Huh, son of a gun. WEll, was, in other words they're building them too light. They aren't got enough-- haven't got enough weight in'em. (R:Umm, ya) Well, it seems , ya this is the thing that bothers me, If you've got a, if you've got a model- say the say the Bass Harbor model here, of a lobster hull and if you built it , you know, 3/4 of the weight that it would, that it would take to build the wood with fiberglass, ot so, she wouldn't float on the same water line. (R:No) She wouldn't have the same characteristics at all.

R:But really, I think that the fiberglass hull, when they're , when they're all done and all hooked up, they weigh just about the same as a wooden one.

L:Huh, is the weight in the same places?

R:WEll, that's the question. Now, it doesn't seem to be.

L:Ya, seems to be higher or?

R:I think so, ya. (L:YA) Now they're , they're lighter on top and ah. Now I think that model, the 35 footer model of mine would make a good, a good fiberglass model. (L:uh uh) And, matter of fact, Jarvis Newman would like to have the, have me build him a plug (L:Ah ha) to make the model out. But ah, I don't know as that would really benefit me much [LUNT LAUGHS] as long as I'm building wooden ones.

L:What if he gives you a royalty? Ya, well, as long as long as-- so much of any hull he pulls off that plug.

R:Ya, ya.

L:That might be good. WEll, I , I should think that there's going to be some experimentation in this field in the next few years.

Bass Harbor

R:Oh, yes.

L:Um, and most of the builders are not as young as you , as I was saying, this morning , most of them are about ready to retire. (R:Umm) Bobby Rich, has already had a heart attack and well he's 56 and Ron, his brother, 54 and ah, Raymond and and Ralph Ellis they must be , in their 60's . I'd say. Ah, I

I've heard, this is Ralph's , this is ah, Raymond's last winter to building. That is he's planning to retire , but I know some people will keep him building for the next ten years. Ah, he's rpobably got, if you wanted a--

R:Ya, if someone comes around and wants something he;ll build it [THEY CHUCKLE]

L:Ya, ya, he's in his prime. (R:Ya) Building some beautiful boats (R:Ya) This one he built for Jamie , why it's the sweetest looking thing.

R:Ya,ya . I drafted that model out for him.

L:You did? (R:Ya) huh.

R:He ah, he ah, he had the half model made (L:Uh uh) and, he made it for Johnny Leonard and ah, he didn't leave time to draft it out and I guess he lost patience 'bout you know, working on it so, he brought it down and wanted to know if I could draft it out for him so, I I took the lines off, put 'e- on paper, (L:Ya) made a table of off sets,--

L:Uh uh. I've seen the draft, the ah, the draft. AS a matter of fact, I xeroxed it, (R:Ya) Took it over to the Knowles Co. to Northeast Harbor, and copied the sections of it so I'd know just what the lines were of the boat he was building. (R:ya) Ah, [THE WOMAN LAUGHS] 'Cause you know, I, it's interesting to compare him-- his with say Bobby Rich's standard 32 footer that she has (R:Uh uh) or and , ah, or Ronny's. Ronald's and Robbie's are very close, very similar. But then again everybody's very close around here. The boats are almost a pure type. (R:Ya) you know? They come right close together. There are as you say, very, there are significant differences but , umm, when you compare lobster boats, to ~~Friend-ship~~ Sloops they're very similar.

R:Oh, yea, yea,yea.

L:And you compare our boats to Jonesporters , the boats around here are pretty similar,(R:Ya) Well, have you had training in drafting?

R:OH-h-h not really, nothing more than what I've picked up course in high school we did.

L:Ya, ya I've learned from Roy Salisbury about all I know about drafting.

Northeast Harbor

R:Ya, ya, ya.

L:Umm , well, when you take the lines off the half round model I'm curious as to how you do it . I use a, I have a little , Little board on legs. (R:umm) which you sit on the stations and you have little points and a pencil lead up here you know, (R:YA) that traces it down.

R:Uh uh

L:How do you do it?

R:Well, that's ah, that's a good way to do it. Now, ah, you can take leads, you got to use soldering lead (L:Oh ya) you can't use ordinary lead (L:Heavy lead) and you can bend it right around the station where you want it (L:Ya) but you have oto be kinda, you have to be pretty careful doing it. (L:Ya) Another way, you can take a thin piece of wood and make a template (L:Ya) to fit on there. (L:Ya) That takes a little time but (L:Ya) ah, I've done it both ways.

L:Ya, Rob Rich uses the draftin' lead.

R:Some take and saw the model right in two, (L:uh uh) on each station.

L:We're back together again.

R:Part way through and stick a piece of cardboard in there.

L:Who did , who did I see?

R:Probably Raymond had one down there, he did that too, I think.

L:Yupe, that's right he did and also ah, chummy Rich, who's building himself a little , little run about.

R:Ya, ya.

L:Ah, he cut his all up.

R:Ya, [THEY ALL LAUGH]

Glued

L:Clued it back together again though.

R:Ah, years ago they used to make them, see how, I made this with just a stuck together pegs?

L:Ya, lifts.

R:They used to make it so they could take the pegs out and trace the water lines on, on paper and they'd get the lines from there.

L:Uh uh, ya so when you use your drafting lead , you just get your station , then.

R:Ya, (L:And you get your--) ya, they did that ah, they did that a lot on, on models of, of big vessels, schooners. (L:Ya) where they had a lot of lifts you know, and they'd just take them apart on the water lines and, (L:uh uh) and ah--

L:WEll, there's a way to do it,now so -- ah, well now if you've only got your stations and your profile how dod you draw? I saw whenyou draw one up, you would dra-- drawn your buttocks

582272

and your diagonals and ah, and water lines. (R:Well) How do you do that?

R:If you've got your , if you've got your stations laid out-- ah, you measure out from your center line (L:uh uh) a foot or correspondingly a foot (L:Get your off sett)to scale . And then you, you'd draw your buttock line is right down straight see, (L:uh uh) and ah, you measure out your inch or whatever it is.

L:What ever it is to the buttocks?

R:Right , at, right down, then you take on each station and measure up from your, from your base line (L:Aya) which is out here. Measure up on each station . (L:Stand ya) and then you can transfer it on your profile .(L:Ya) Then connect your points and--

L:Sure there you have an outline (R:You got your buttocks ,) ya, You did the same thing you'd measure up to your -- on your base-line-- up to your water line. Now let's see, You, you find it.

R:Well, they got it in single line up to your on each station . (L:uh uh) on the, on the ah, sections and the measure out to your water-- from your center line out to the edge of the station on each water line and you'll get water line,(L:uh uh)

L:Uh uh. So you'd actually cook up a set of offsets before you draw it (R:Aya) and then theyn, you sit down and draw it just to scale using your table of off sets.

R:Well, what I -- may , way I do it, I ah, I've drawn my prof file, my outline of the boat/

W:Why don't you go get one of your drawings? (R:Haven't got one)

L:Well, I'd like to hear him describe it cause then..

R:Haven't got one, haven't got one right here.

L:Ya, hearing him describe it all goes right into here.

R:I make my ah, my profile and the, the outlines of the boat, the sheer and the, course the start of the water line first , and then the outline of the keel and the stem. (L:uh uh) And then , course I come in and draw the rabbet line where I want it/. (L:yes) And ah, then I take and, at the center, I put the center station, (L:Ya) and--

L:Number 5 usual?

R:And I just sketch in a, a, a outline of that station . (L:uh uh) What I think it ought to be. And them ah, I make an outline of the, of the top and I--

L:Yes, your , your shire (sheer) line I guess.

Sheer
R:Shire line on the top looking down.(L:Ya) or looking up actually, it's this way(L:ya) looking . And ah, then ah, an of course, the, I get the , the width of each station of the shear, and I kinda sketch 'em in (L:uh uh) where I think they ought to be, and then I generally draw a water line where I think it ought to be . (L:Ya) And ah, and you can juggle them around and change them here and there a little bit until you finally get the finished drawings where you want it. (L:uh uh, uh uh) If things would line up and work out.

L:Ya, and do you use ah, curves of any kind? ship curves? or french curves?

R:Oh, yes, sometimes, ya, on the ah, the quick parts and the work-- for the ah, station I generally first-- the first time just kinda sketch it in just easy the way I want it you know. (L:Uh uh) and ah, (L:Free hand) way I think it ought to be and, and ah, then later on after I get a few more things to work from. I I take a curve and connect it up.(L:uh uh, uh uh) And then of course, I use a little wooden battens to--

L:If you have a batten on your water line (R:Aye) yupe, I declare , quite a lot to it.

R:Ya [WOMAN LAUGHS]

L:I can see why, why Raymond got frustrated [THEY CHUCKLE]

R:Everything goes from your base line , your, all your measurements and (L:uhuh)

W:Boy, you ought to hear the many times he's hollared--"Come hold this for me"

L:[LAUGHS] Run out of ducks [draftman's spluie weights]

R:Don't have enough hands, [HE LAUGHS TOO]

L:WEll thats' something I hope to learn how to do and I'm glad you described it so clearly to me.

R:I haven't any, I haven't got any spluie weights you know, to work with (L:Ya) I just hold the battens and ah, put my foot up there and hold it down underneath.

W:Ya, ehn that gets run out it's "Marion , come help me with the-"

L:[THEY LAUGH] "Come please"

W: [LAUGHING]Ya.

L:I'll never forget my father , he used to come up to the house with his arms just full of ah, firewood for the fireplace , and he'd just sing out --"Door" [THEY LAUGH] Got ot be a family convention. Another thing , we'd come out of the drive way , my father's be sitting there looking out at left and he's say, "Starboard" [THEY LAUGH] One of us kids would tell whether a car was coming . [THEY LAUGH] He had us, he hadus pretty

well worked into a regular military organization, [CHUCKLES]

R:Well, I got a -- isn't there one of these in the desk in there with the lines of that one of Roland Sprague"s in it?

W:The lines of what? I---

END OF INTERVIEW WITH RALPH STANLEY