

Interview Log

Interviewee: Eleanor Requard
Tom Requard

Tape #: OH 1557

Interviewer: Kelly Feltault
Ceres Bainbridge

of Tapes: 1

Date: June 21, 2000

of Sides: 2

Location:

Topic: The Isabel
Recreation on the Bay

Corresponding Photography Log #:

Comments: Phonetic spellings: Amberjack, Ungerman Boat Yard, Leason Damison

BEGIN SIDE A

K.F.: Mrs. Requard, if I can have you state your name.

E.R.: Eleanor Requard.

K.F.: And where were you born?

E.R.: Brooklyn, New York.

K.F.: Really?

E.R.: 578 Bedford Avenue.

K.F.: Okay. And well that leads me to ask how did you make it down to the Chesapeake Bay then?

E.R.: Well my father was chief engineer with American Ship Refinery in Brooklyn. [Domino Sugar Refinery]

K.F.: Okay.

E.R.: And they built, were getting ready to build a refinery in Baltimore. So he was sent down here to take charge of that. So he came down -- I can't remember the date, 1923, I guess, and built the refinery. And fortunate for us, they wanted to send him to New Orleans to build that factory, but he didn't want to go, so he stayed here.

(Laughter.)

K.F.: So you stayed in the Baltimore area then. And what year were you born?

E.R.: 1914.

K.F.: 1914, okay.

E.R.: And I moved to Baltimore with him in 19 -- well I was five years old.

K.F.: Okay, so 1919 then.

E.R.: Uh-huh (Affirmative).

K.F.: Okay, just at the Roaring 20's.

E.R.: Uh-huh (Affirmative).

K.F.: Now your family, have they always had boats? `Cause I know they had one before.

E.R.: Well my father and mother were born in Bristol, Pennsylvania, and that's on the Delaware River.

K.F.: Right.

E.R.: And my father had a boat when he was growing up. But then when he got involved in American Sugar Refinery, he didn't have a whole lot of time, but then later he bought a boat which -- see, I'm sitting in the cockpit.

K.F.: Oh, the photo of you and your dad.

E.R.: Right. And we kept that on Long Island Sound. And my father commuted back and forth in the summer, my father commuted back and forth on a train. And mother and my two sisters and myself lived on the boat all summer.

K.F.: Really?

E.R.: Uh-huh (Affirmative). So we spent every summer for five years on the boat. It was called the Swastika.

K.F.: Can you spell that for me?

E.R.: It's like the German swastika. No, I can't spell it.

K.F.: Okay. But it's spelled exactly the same then?

E.R.: Uh-huh (Affirmative).

K.F.: Okay.

E.R.: But it wasn't really, it wasn't really the German swastika. It was the Indian version of it. But when the war came along, he had to change the house flag because it looked like the German Swastika.

K.F.: Oh, it did.

E.R.: And, so, it was the opposite of it. But it still looked, to the person looking at it, like a swastika. So he made the four-leaf clover, the Indian version is good luck, and so the four-leaf clover is good luck.

K.F.: Okay.

E.R.: And we still --

K.F.: So you still have that boat?

E.R.: We still have that house flag, we still keep our house flag. The museum wanted us to keep it.

K.F.: That's great. But you still had that boat, then, into the 40's?

E.R.: No, no. When we moved to Baltimore, my father sold the boat 'cause he didn't think he'd have time to use it, but he wasn't without a boat very long.

(Laughter.)

K.F.: Well let me ask you, it seems like you got your sea legs pretty early on as a child.

E.R.: Six months old.

K.F.: What are some of your early memories of being on the Swastika?

E.R.: Well one thing I remember, couple things I remember. One thing I remember very well was on Sunday morning, a man used to come around in a rowboat and sell hot buns, and you could smell him coming they smelled so good. Another thing I remember, my father -- every weekend my father would take me over to the beach. And we'd walk on the beach and he would pick up clams and open the clams, and we would eat raw clams right on the beach. I'm not sure my mother approved, but that's what we did. Another thing I remember was when mother cleaned the boat, she would put the three of us out in the rowboat, get us off the boat so she could clean the boat without the kids running around on the boat. So the three -- and I, we have some pictures of that someplace with the three of us in the rowboat. Other thing I guess I remember is the tides were very high and low there, and sometimes the boat would be aground.

K.F.: Really?

E.R.: So you'd have to move the boat. I guess those are the things that I remember for the first five years of my life.

K.F.: Okay. Well let me move forward a little bit to Baltimore. And you said your dad wasn't without a boat for very long when you all moved down here. So what was the first boat that he brought home to the family?

E.R.: Well he saw -- in the paper he saw the advertisement of a Mathews-built boat that was going to be on display at the Maryland Yacht Club in Baltimore City. Now Maryland Yacht Club in 1926 was at the foot of Hanover Street Bridge at the harbor. And so mother and -- my mother and father and I went up to see the boat. And the thing I remember particularly about the boat, it was very beautiful, we all thought, and apparently the people who were showing the boat thought it was beautiful, and they actually had a red carpet on the pier that you would have to walk on the red carpet to get onto the Isabel. So that sort of set the stage for something very lovely. My mother, I

guess, was taken because it was outfitted with dishes, which we still have most of, it had silver plate, which we still have most of, it had linens that were embroidered with the name of Isabel, and we're still fortunate to have one sheet and a couple towels left with the embroidery on, and a tablecloth and napkins. We still have them. And we still have the dishes. They're onboard the Isabel right now, and the silver plate onboard right now.

K.F.: So it sounds like the boat was really outfitted to appeal both to maybe men, because of its build and speed, but also women because of the appointments.

E.R.: Right. I think that was the idea of the Mathews people. Now the Mathews Company was in Fort Clinton, Ohio. And they shipped the boat here for the purpose of display. The interesting thing is that it's named Isabel. And the reason it's named Isabel is that it was christened with champagne and named Isabel after the wife of the agent for the Mathews people and, of course, when everything was embroidered with Isabel. Also there were three sisters and mother who weren't named Isabel. And we had a difficult time with a family conference deciding whether or not we should keep Isabel or name it after one of the family. But lore has it that when a boat is christened with champagne, you don't change the name. It's bad luck. So she's Isabel, and sometimes I answer to Isabel, because people think my name is Isabel.

(Laughter.)

E.R.: But my father fell in love with it, needless to say, and he bought it. Then he took it down to the Magothy River, Mill Creek off the Magothy where it was a nice harbor. And he had a friend who was there with his boat. So it was a nice place to be with someone who was also your friend.

K.F.: Right, right. Now what do you remember about the first cruise you went on on the Isabel?

E.R.: Well I remember a lot of things before cruises. It was in the days when there weren't marinas, and it was the days when there weren't too many piers, unless it was a yacht club. And where we were was at a private home that was up on a bluff. And to get to the Isabel, you had to walk down steps, actually it was like a ladder that had 15 steps down to a little pier. And so when you wanted to get on the Isabel, that's the way you got on the Isabel, with a rowboat to take you out to the mooring. Another thing at that time, we had to put water on the boat, but there wasn't any water on that little pier. But they had a pump there. So we used to pump pails of water, go down the 15 steps, put the pails in the rowboat, row it out to the Isabel, and somebody would stand on the aft deck and put the water in the Isabel. The tank held 77 gallons of water, so that was a lot of pails of water. We also had to do that with all of our supplies, and the ice came in blocks at that time.

K.F.: Right.

E.R.: And so that had to come down the steps and on the rowboat out to the Isabel.

K.F.: And where did that stay in the Isabel? Once you got it on the boat, was there an ice chest or something?

E.R.: We had a great big ice box that carried 300 pounds of ice. And you had to put a lot of ice in it to actually get the refrigerator part of it cool enough to keep your food. So that took a little doing. So weekends, my father working all the time, we often just stayed in Mill Creek. It was a nice place to stay. There was a peninsula with a bar that went out, and the water was so deep behind there that we had a diving board, somebody

had put the diving board there so we could go over there on the bar and go swimming and diving. My father also had a Star Boat, Number 307, and we went sailing from there. That was also on a mooring in this little harbor. My father also put in, he and his friend, put in a railway so that they could take care of all their, a lot of bottom painting at the railway. There weren't too many boatyards around at that time either. There were some, but not too many. Of course, it was cheaper to do it yourself.

K.F.: Well let me ask you a bit about the Amberjack. When did your father acquire that boat?

E.R.: Almost immediately. Because he was a sailor. He liked sailing.

K.F.: He got that before the --

E.R.: No, no, he got it after Isabel.

K.F.: After Isabel. Okay.

E.R.: But then going on from there, there was a creek down the river, down Magothy River called Fork Creek, which was a very good harbor. Very desolated, but really, really nice. So we used to go down there, a lot of weekends we went down there. Towed the rowboat down, or sometimes we didn't. The Isabel had a dingy on it with davits that we could lower the dingy and hoist it up. But my mother was quite a crabber, and rowboat was better for her to go crabbing in, so we most often towed the rowboat down. Mother would get up early in the morning and go crabbing, and she was a good crabber. She got a lot of crabs, and she would steam the crabs, and the friends on their boat, and we would go over on the beach and have a crab picnic.

K.F.: Oh, great. Well let me ask you about some of the other food that you ate on the boat. What were the meals like and how -- how did you have to prepare them?

E.R.: Well mother was great on making stews and roasts. So we would carry that down in an ice -- they call them coolers now, I don't know what they called them then. But in the main, I guess we ate canned food. That was easy to store, and you always had it ready. And we found some good things in cans.

K.F.: Like what?

E.R.: Not such good things -- I don't really remember. I remember one thing I didn't like was canned potatoes.

K.F.: Why?

E.R.: I don't know. They just didn't taste like potatoes. I don't know what they tasted like.

K.F.: Well what were some of your jobs as a young girl on the boat? What were you responsible for?

E.R.: Well, of course, helping with the water, carrying the water down and out to the boat was one of my jobs. Sunday morning was cleaning time. And we have a lot of brass on the Isabel. That's Tom's job now, but then it was my mother's job to clean the brass inside the cabin, my father started in the cockpit and the stern, and I went up on the bow, and where we would meet would be the end of the cleaning job as far as -- that was my main cleaning job actually, the brass. My mother -- of course, my father did the decks, I guess he was afraid I would fall off or something, although I was a good swimmer. I don't think he really was afraid, but the brass was my job.

K.F.: Now did you get different jobs as you got older?

E.R.: No. Now I don't do the brass. Tom does the brass.

(Laughter.)

ER.: I do the decks.

K.F.: Oh, so you've taken over the decks from your father. Okay. Well let me ask what some of the places were like that you went to on the Isabel.

E.R.: Well beyond the Magothy River, we used to go to the Severn River, which was the next river down south. The one thing I remember, two things I remember well about the Severn River, when I was a very little girl, I went to a camp on the Severn River, right up at the head of the Severn River. So my father would take us up there to see where I went to camp. The other thing I remember, which I thought was so strange, I mentioned before that there weren't a lot of piers, and you had to be very careful where you were going if you ran out of gasoline. In Annapolis in the harbor they had a barge where they had gasoline, where you bought the gasoline, barge in the middle of the harbor, which was rather strange to us. So those are the two things I remember about the Severn, along with the fact that it had a lot of sea nettles. Now we had some sea nettles in the Magothy, but it's a little fresher water, and you'd be very, very hot summer in Mill Creek before you had sea nettles.

Another place was my favorite - was my father's favorite place really was Peach Blossom Creek, which is on the Tred Avon River. And it so happens if you look out our front door, you can look up Peach Blossom Creek. We used to come up there and, of course, always you anchored out. There were no places to tie up. No marinas and, although the boatyards had a pier, they didn't have visitors, you know, tying up there, boat yards. We would go up to Easton Point. One time I remember very well my father wanted to go to Easton Point, and he walked up to Easton to get a hair cut. We did go into Town Creek down Oxford. Especially on one occasion I remember we were anchored out in front of Oxford, and a bad storm came along, so we went around into Town Creek to anchor for more protection.

K.F.: Tell me about that day.

E.R.: That day? It was one of the typical thunder storms, with a lot of wind. And my father thought it was pretty dangerous out there in the river, so we went around into the creek to anchor, and it was helpful. I'm sure we were in a lot of storms, but that is the one that I remember most, so it must've been pretty severe.

K.F.: Do you remember about what year or how old you were at that time?

E.R.: No.

K.F.: What was the area like then when you were cruising the Oxford and Easton area when you were visiting here?

E.R.: What was the area like?

K.F.: Uh-huh (Affirmative).

E.R.: Desolate. I don't even remember any houses. I'm sure there were because we -- now we know what houses were there at that time. There wasn't much here. Wasn't much here at all. In fact, there wasn't much anywhere. We used to go to Queenstown once in a while. That was a short trip from the Magothy River. And it was fun to go to Queenstown because it was a narrow channel, and a good harbor after you got through that narrow channel, and we always thought we had done something when we got through the narrow channel and then run aground. Another favorite place was the

Sassafras. That had fresh water. And that was completely desolate. I mean there really was nothing on the Sassafras River. If you go there now, it's really crowded. But we would go all the way up to the head of the Sassafras River where the bridge goes over. And I remember two things up there. There was a boatyard where we would stop, and they also had gasoline there. And then they had a tiny little place that they called the Takwa Yacht Club on the same side of the river as the boatyard. That's the only thing that was up there. Now it's really packed.

K.F.: Yeah, it is packed.

E.R.: We went down and anchored at Ordinary Point, which is very close to the mouth, and we used to go swimming there, and it was great because not only did we go swimming, but we used to wash our hair 'cause you could wash your hair in fresh water. Don't try it in saltwater with soap.

(Laughter.)

K.F.: Okay. Let me back up a minute here.

E.R.: But these places we would go to often when my father, you know, had his vacation. It would actually be the Sassafras River or the Tred Avon River that I remember that we went. I'm sure we went other places, but those I remember best.

K.F.: And what sorts of people did you meet when you were out on the Isabel or docked in the Sassafras or here?

E.R.: What?

K.F.: What sorts of people would you meet?

E.R.: Didn't meet any. Didn't meet any. Well the people who owned the boatyard, I'm sure we met them. But, no, we were pretty isolated.

K.F.: So it's just you and your siblings?

E.R.: Well mostly it was just one sister. My other sister was much older and never went on the cruises with us.

K.F.: Oh, really?

E.R.: Yeah.

K.F.: Why is that?

E.R.: Well she was nine years older, and she had a lot things going on at home. But most times, it was just my mother and father and myself.

K.F.: Oh, really?

E.R.: Uh-huh (Affirmative).

K.F.: Okay. Well that must've built a special bond then with you and your mother and father.

E.R.: Certainly did.

K.F.: So you had a special bond then with your parents from all of these cruises?

E.R.: Uh-huh (Affirmative). A wonderful life together, wonderful life together.

K.F.: Okay. Well you mentioned that there was a good harbor. And I'm wondering if you could tell me what made a good harbor at that day and time.

E.R.: What, Mill Creek?

K.F.: No, I think you were talking about the Sassafras.

E.R.: Oh, the Sassafras. Well you usually try to get on the leeward side when you're, and you have to have depth, good depth of water so for the change in tide. Now we have a lead line that we used, we didn't have any gadgets on the boat to tell you the depth of

your water. And so we used the lead line, and I enjoyed that because my father let me use that, the lead line. It was very heavy, but he would let me use it and I could find the depth of the water. Now it might be all right when you went in there, but he would know what the change of tide would be so we wouldn't be on bottom in the -- when we woke up the next morning. Also it has a little opening in the bottom that tells what kind of bottom you have.

K.F.: Oh, right.

E.R.: Which is good. The chart tells you that. The chart will tell you the depth too, but you don't know exactly where you are in relation to that chart.

K.F.: Right, right. Well you mentioned equipment. I know today's boats come with a lot of fancy radar and what have you. What kind did you have on the Isabel at that time?

E.R.: Compass, and a horn, and a whistle.

(Laughter.)

E.R.: Binoculars, instruments to chart your courses. My father was very good at that. He took all the power squadron courses, which later Tom and I took. And so he knew how to chart his course wherever he was going. He was also into celestial navigation. He loved the moon and he loved the stars. And at night sometimes the two of us would go on the top deck, lay up there and he would tell me all about the stars. That was a good memory that I have of him.

K.F.: That's really a special moment, I think.. Well did he teach you how to navigate by the stars?

E.R.: Well he tried to. Oh, I could steer the boat, and I could -- I knew the markers, I knew what the markers meant. But I don't think I did any charting that I remember. That came later when Tom and I went into the power squadron. We learned all that.

K.F.: Well let me ask you, the bay at this time was primarily used for shipping and the seafood industry. What other types of boats did you see out on the bay?

E.R.: Sailboats. Mostly sailboats. I know my father's friend's sailboat was called Shanook, and that was a power boat, a little smaller than ours, but a nice comfortable boat. All white, though. Of course, Isabel has a lot of varnish which sets her off so beautifully. There were, of course, little fishing boats. The watermelon boat that plied up and down the bay to Baltimore Harbor, we would see that. But mostly skipjacks, bugeyes and pleasure sailing boats, big ones. You know, not tiny little ones. Big ones.

K.F.: Fifty feet?

E.R.: Fifty feet, Uh-huh (Affirmative). We have some pictures, particularly one in there that has a boat that my father's friend had.

K.F.: Okay. So recreation was not yet the primary use of the bay really. It was sort of a

E.R.: Not the way we know it today. You didn't go from port to port to tie up at a marina because there were no marinas. You went from harbor to harbor, that was a good harbor, a protected harbor where you could anchor and enjoy yourself. Now boating in those days was very quiet.

K.F.: Was it more about the destination to where you were going than the speed of getting there? Do you think that's different than today?

E.R.: Well years ago, I think we went about seven knots, which was very slow. I think Isabel today will do 10, which is still slow when you compare it to some of the fast boats

that are running around today. No, I think people just wanted to be on the water and the fresh air, and the sunshine and the relaxation. It was a wonderful place to sit and read and swim. That's what it was all about. Row, I love to row. And that was it.

K.F.: Okay. Well let me ask you about the (inaudible) during the depression. How did that affect your family or your cruises on the boat?

E.R.: It didn't. It didn't because we still went down every weekend and maybe we didn't cruise as much, but I was not aware of that because in Mill Creek we had everything we wanted. You know, we could swim, we could dive, we could row, we could use the Amberjack and sail, and that's what we liked.

K.F.: Okay. And what about the '33 storm? Did that have any impact on you all or anything?

E.R.: No.

K.F.: No. You're too far up the creek really for it to hit.

E.R.: Uh-huh (Affirmative).

K.F.: Okay.

E.R.: It put the inlet in Ocean City, but --

K.F.: I like to ask that question. A lot of people do have very vivid memories of that storm. Okay, well let's progress then a little bit further to the late 30's and early 40's.

E.R.: Well in the late 30's, all the way up actually through the 30's, our life was that way. But then in '41 -- well before that, I met Tom. And Tom used to come down on the boat. But I don't think he ever stayed overnight because we only had one cabin, and that was unheard of at that time, certainly with my mother and father anyway. But he did come down and spend the day. But then in late '41, he had a stroke. And he never saw the Isabel again. And I'm not sure I saw the Isabel again until Mr. Stinchcomb where we were tied. And so we were notified of this, and Tom and my mother and I went down to look at the Isabel, and she was moored out therewith her cover on because she had been covered for the winter. And so we really didn't know what we were going to do. But somebody told us about a boatyard, a little boatyard in Dividing Creek, which was the creek around the corner from where we were. And so we went -- the man who owned that was Mr. Thompson.

So we went to see Mr. Thompson, and he agreed to have us bring -- somehow have us bring the Isabel and the star boat around there to lay at a mooring. Now I don't really remember how we got it around there, but I guess he towed it, cover and all, and towed the star boat and the rowboat, three things, around there. And we were moored in Dividing Creek. Well the war came along, and Tom and I were married in 1940. And we lived in Overly, my family lived in Towson, and we lived in Overly. And so we took it upon ourself to go down and keep our eye on the Isabel. Somehow or other I guess Mr. Thompson took off the cover. And we saw the varnish was in pretty bad shape having been covered for a year. That took our eye, and Tom thought that he could take care of that. But he didn't know anything about varnish. So I think he did more damage than helping along that point. But anyway, we didn't have any gasoline to go all the way down to Anne Arundel County. So we took a street car from Overly down to Baltimore City, got on a train, rode down to Jones Station in Anne Arundel County, got off the train, walked a mile to Mr. Thompson's boat yard, got the rowboat and rowed out to the

Isabel and spent what was left of the day on the Isabel, and then reversed the trip back; the rowboat, the walk, the train, the street car ride. So that was our Sunday for a long, long time. And then it became obvious that my father would never get well. He had a series of five strokes before he died. And so we thought it best to move the Isabel to another boatyard and have some work done.

So we made arrangements to go, someone -- family member, I mean a family friend recommended the Ungerman Boat Yard in Dundalk, which is across the Patapsco River. And so we took the Isabel to the Amberjack Star Boat and towed the rowboat over to the boatyard there. And they did a major job bringing the Isabel back to shape.

K.F.: Okay. Well let me ask you, that day that you first went down to see the Isabel after about a year, you hadn't seen it, how did you feel when you saw it?

E.R.: Shocked, shocked. My mother was really shocked. 'Cause we had never had a boat that, you know, had gone to pieces like that so to speak. It really hadn't gone to pieces. The one thing that did show need care was the varnish. Varnish deteriorates overnight practically anyway, and of course this being covered for maybe a year --

K.F.: What did the varnish look like?

E.R.: Black. So they took it all down to bare wood and brought it back. Wood. Not the (inaudible).

K.F.: And I had a question about -- it seems you kept the Amberjack. When did you sell that off?

E.R.: Well then Tom and I, I didn't mention it, but Tom and I in 1945 bought the Isabel from my family because we had taken over by that time, and my sisters were not at all, and their families were not at all interested in the Isabel as far as owning it. And so we bought the Isabel. And then it was all ours to do with what we wanted. We joined the Maryland Yacht Club which, at that time, was moving their base to Rock Creek off the Patapsco River. And so we went -- we took the Isabel and the Amberjack over to Rock Creek.

K.F.: So you moved everything to Rock Creek then.

E.R.: What did he say?

T.R.: Your father had given us the Star Boat.

E.R.: Uh-huh (Affirmative). Gave us the Amberjack.

T.R.: Yeah.

E.R.: My father gave us the Amberjack. Which, unfortunately, we didn't know how to sail. Now I went sailing all the time with my father, but taking care of the jib on the Amberjack was not sailing the mainsail. And it's a whole different story. Tom and I used to go out and try to sail it on Bear Creek where Ungerman was located. And there were two bridges in Bear Creek. We would go out, we'd have the sails up, we'd get close to that bridge, and we didn't know how to turn it around. So we'd put the sails down and turn it around, and then put the sails up and try it again. And this went on all the time. We had a couple people who tried to teach us to sail, but we didn't learn very well. One particular time we went out with somebody who was giving us a lesson, and he really sailed it. And it was a windy day, and she was leaning over and all that. The next morning, we got a call from the club that they see a mast sticking out. And poor Amberjack had sunk. We really had given a hard beating that day. So we decided we

really didn't know how to sail it. And maybe somebody would like to buy it, enjoy it. So we sold it. We, of course, had to pull it up. Beautiful boat. Black. And today we're sorry. We would like to have it. And we tried to locate it, but it's 307, and that's a long, long way back, and we can't seem to -- we tried every way to locate it, but we haven't been successful.

K.F.: It seemed like your -- you had more affection for the Isabel.

E.R.: Oh, absolutely.

K.F.: So I was trying to figure out, you know, what was it that pulled you towards the Isabel rather than the Amberjack.

E.R.: Well she was more comfortable. You could go out in the Isabel in all kinds of weather, which we did. And we could cruise all over the bay, which we did. Tom and I have, I think, been in every river on the bay from the canal all the way down to Tides Inn in Virginia. Both sides of the bay, all the creeks. And we've -- I mean you just don't do that with Amberjack. I mean big sailboats, yes, but there weren't any accommodations on the Amberjack. And then she was pretty, and we got involved in club activities, got involved in the power squadron, made many friends, some of which we still have today. Not too many 'cause we're all pretty old, but we still have some. So that's why we love the Isabel.

K.F.: What does the Isabel represent for you?

E.R.: Represent for me?

K.F.: Yeah, you personally.

E.R.: Happiness. That's our whole life really. Even if -- at the museum, we go over there and tell everybody we gave the Isabel to the museum, but we came with it, which we did. No, we still enjoy it.

K.F.: Okay. Well let me ask just so that I can get things right in my head. During the war, you didn't go over to war, Tom?

T.R.: No.

K.F.: No. Can I ask why?

T.R.: Four-F. Stands for physical wreck.

K.F.: Okay. And so during this time, I know things were rationed and, you know, life was a little difficult, but how did you guys manage and manage to keep up with the boat at that time?

E.R.: Well it worked out very well. We sold our house, which helped pay for the Isabel, and moved to Dundalk. And, of course, the boatyard was at Dundalk. Tom's business was in Dundalk, and I taught school in Dundalk. So we had a five-minute ride from the apartment in which we lived to the boatyard. So we didn't have any trouble at all keeping up with the Isabel. And we didn't use the Isabel very often. I doubt if ever during the war.

K.F.: Because of the gas rationing?

E.R.: Because of the gasoline rationing. We kept the gasoline in the car to get there, but that was it. And we became very friendly with the people at the boatyard, and became very friendly with people who kept their boats at the boatyard. Of course, Isabel was kept there for a couple years, I guess.

K.F.: Now how many other Mathews cruisers did you see on the bay?

E.R.: I have no idea, but quite a few. Interesting when we moved here, Tom has a second cousin who lived in Oxford at the time. And he had a Mathews almost exactly like the Isabel, only they had painted her black And the interesting thing was that the boat belonged to this man's wife's family like the Isabel belonged to Tom's wife's family. So it's coincidence. That was one Mathews I remember. The other Mathews I remember were maybe larger, but I don't really have too much memory of them.

K.F.: Okay. Well let's look at some of these photographs and talk about some of them.

E.R.: This is a picture of the Stinchcomb's home. It shows Mill Creek here, and this is their little pier, and this is the --

K.F.: The stairs you were talking about.

E.R.: The stairs, 15 steps down that ladder like.

K.F.: And where would you dock the Isabel then?

E.R.: Well Isabel was out here where you can't see her.

K.F.: Oh, you were moored. Okay.

E.R.: Yeah, right. Uh-huh (Affirmative).

K.F.: And was this your rowboat that went?

E.R.: No. I guess we took -- we were out here taking a picture.

K.F.: Now did you stay in the Stinchcomb's home sometimes?

E.R.: No. We always stayed on board.

K.F.: Uh-huh (Affirmative). What was your relationship with the Stinchcombs? Did they have children your age?

E.R.: No. No, they were older than my parents, and they had no children. I had no children to play with. But I didn't need any. I had a rowboat.

(Laughter.)

E.R.: And a mother and father. I really didn't. Once in a while we'd bring a friend down, but not often. Here's -- this is the picture that shows the railway that my father and Mr. Michael put in, and there are boats around there that are going to be pulled out on the railway. It worked.

K.F.: Many boats here too.

E.R.: Well those are the kind of boats that were around. They did not stay there. They were just in there for service of some kind.

K.F.: So other people brought their boats into the railway as well?

E.R.: No. Not unless we knew them.

(Laughter.)

E.R.: This shows the Isabel in Mill Creek. And this is the peninsula behind which makes this a good harbor.

K.F.: Uh-huh (Affirmative). Very protected.

E.R.: On some of our rounds, we saw boats like that. It's a sailboat, of course. This shows the diving board. This is the peninsula, this is the bar --

K.F.: That's an interesting photograph.

E.R.: You can see we had everything we wanted there.

K.F.: Uh-huh (Affirmative).

E.R.: Another time out while we were cruising, another kind of a ship, another sailboat. That's usually what we saw. And this is the Shanook. This is the other boat my friend, my father's friend. Another sailboat.

T.R.: Probably another skipjack

K.F.: Yeah, it is a skipjack

E.R.: And, of course, this picture shows the Isabel in Mill Creek.

K.F.: Right. Has that been colorized? Was that photo taken in color?

E.R.: No, it was colored. The days before colored film.

(END SIDE A.)

(BEGIN SIDE B.)

T.R.: This, during the war, they made you put on great big numbers.

E.R.: Uh-huh (Affirmative).

T.R.: And here was the Amberjack while mooring there when we'd take it up there.

That was a Chinese junk out there. God knows where that came from. There was the

Amberjack again. Here was the rowboat. Here was the guys that operated the yard and

the dog. That's -- that was even before Trumpy. That was a Mathis sail -- houseboat.

Ungers was quite a yard in its heyday. In fact, they built boats. This was a huge sailboat,

Damison who owns the Chevrolet dealer in Baltimore, Leason Damison. This was 1944.

E.R.: That was our first house that we sold helped pay for the Isabel.

T.R.: Here we are on the railway again, just laying alongside. That's just pictures of the yard. Here's Amberjack on the Choptank.

E.R.: Yeah, these three.

T.R.: Here's where we get to Maryland Yacht Club in 1946.

E.R.: St. Michaels.

T.R.: That was the original, did you ever hear of the Potomac, the state boat Potomac?

K.F.: Is that the Governor's yacht?

T.R.: Governor's yacht, yeah. That was at St. Michaels in 1946.

E.R.: He has a different one now.

T.R.: That thing was so big, they finally got rid of it. Must've been 200 feet or something like that.

E.R.: St. Michaels is still doing the same thing. But that goes as far as we've gone.

K.F.: What is this? This is the bay bridge.

T.R.: That's one of the bay ferries.

K.F.: This is good, Ceres, it's the bay bridge probably right after it was built.

E.R.: We have better pictures than that.

K.F.: Oh, that would be great. From the deck of the Isabel. That's nice.

E.R.: -- the ferry.

T.R.: That was 1951.

E.R.: This dingy, that dingy is a lapstrait, mahogany lapstrait dingy. And when we were --

T.R.: Ungers.

E.R.: They put it on the boat --

T.R.: Put it on the wrong boat. They went to Florida.

E.R.: They went to Florida. They bought it again.

T.R.: Then they bought us a new one. They gave us that one in its place. This is her sister, her husband, and he had a big Criscraft.

E.R.: Their boat. Yeah.

T.R.: That's another life story. We built houses in Salisbury, and I --

C.B.: Only it's not as painful.

K.F.: And then you'll need to choose how you want people to use this in the future. Obviously, we're going to use it for the exhibit. But do you want it to be without any restrictions, with the restriction that people call you first before they use it, or with this where they cannot use it until one of these two events?

E.R.: The event of my death.

K.F.: So that's up to you.

E.R.: That's pretty serious, isn't it?

K.F.: Yes.

(END OF INTERVIEW.)