

Interview Log

Interviewee: Lawrence Hartge

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Interviewer: Kelly Feltault
Ceres Bainbridge

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Topic: Recreation on the Bay/Charter Fishing Project

Corresponding Photography Log #:

Comments: Side B is recorded partially outside, and there is a lot of wind noise and boatyard sounds.

BEGIN SIDE A

K.F.: All right. If I can have you say your name.

L.H.: I'm Lawrence Hartge, and today is March 14th, in the year 2000, of course – 2001, I'm sorry. See, already made a mistake.

K.F.: That's okay. This is just to make sure we're going to record you properly.

L.H.: I understand.

K.F.: And this is Kelly Feltault here with Ceres Bainbridge, and we're here talking with Mr. Hartge about the Hartge Yacht Yard and his family. Okay.

L.H.: And we're talking about the Hartge Nautical Museum.

K.F.: That's right.

L.H.: All right. Now one story I'd really like to tell you about, my father and my grandfather were made captains of the log canoes – I mean, excuse me, the bugeyes that my grandfather built at a very early age. And my uncle, Louis Hartge, was captain of this little bugeye named the Chesapeake. And after some years, he went to my grandfather, his father, one day and said could I have the Chesapeake for a while because I'm getting married, we'd like to have the boat for our honeymoon. And my grandfather gave it a few minutes' thought, and he said yes, but pick up a load of timber and take it around to Washington while you're doing it. So that is the model, and this is a chart of the route that they took from here down the bay, up the Potomac to Washington, D.C. And he was rather late in getting back. So my grandfather then said to my father, Oscar, take the other bugeye and go down looking for them, they ought to be back by now. So my father went out of the river and was just heading down the bay when the honeymoon boat was on its way back. We called it the love boat. The picture up there is a painting of the, my ideas and the artist's rendering, what we talked about of where my grandfather first built boats. He moved to this part of the river and built this house in 1878, that's correct, yeah, and almost right away began to build boats here because he had started building boats across the river in Shady Side. Now that represents the total of his yard at that time. He was building log canoes and what, around here we still call them bateaus, and any kind of workboats, scowls or whatever, because everything then were workboats. And he used a horse to drag the boats up on the railway. And this is where I played as a kid, so I remember it fondly. Now when people are trying to identify what was where and when, I seem to be the guy that should know. So we are putting out markers in the yard in nine different places showing what happened, where and when.

K.F.: Okay. Well why don't you tell me a little bit about the yard here.

L.H.: Yes. Actually, this was – when we were children, there was only one other house on this peninsula where my father raised me and 10 other brothers and sisters, my father and mother, and we used to come here a lot and play. And one little interesting story we all reminisce about is that our grandmother would sit out here on the porch a lot, and we'd come out here and visit and have a great time with her, and then we'd get to talking and she'd always say something she was going to do for us, it was so wonderful, and she said just wait 'til my ship comes in. And we were all sold. And often she'd say well go down on the point and see if you see my ship coming in. So we always ran down there, and she believed it and we believed it. She was a wonderful person. But this was our, in a sense, our playground then. And today, fortunately, the visitors at the museum and

customers at Hartge Yacht Yard are welcome to use it as picnic grounds, things of that nature. And it's great to be here and see all the boats sailing out from the yard and back in again. Things of that nature.

K.F.: When you were little, what did this area really look like? I mean if you were staring across this part of the river here, what could you see?

L.H.: There was one main object. You see the broken down piles over there? That was a steamboat wharf. And the Emma Giles used to come into West River and made three stops. The first one was in Shady Side over there; the second was Galesville, where there's now a restaurant called Steamboat Landing; and that one, which is gone. And basically, that's all you could see. There was very few – there were no pleasure boats, and a few workboats were going by, but it was a wonderful place to live because we fished, and swam, and crabbed, and sailed and rowed and did all sorts of things.

K.F.: And when did you notice the pleasure boaters coming into the West River?

L.H.: Strangely enough, when I was first growing up, there were no yachts to speak of. I went sailing occasionally with a good friend on an old boat we had. And when we saw another boat, a sailboat, we'd sail out of our way, and they would too, just to wave to each other, there were so few boats, pleasure boats on this bay really. And in early, around about 1930, there seemed to be growth, a starting growth of people who wanted boats. And it started with several people wanting my uncle, Dick Hartge, to build them a pleasure boat. Generally speaking, they were 16 or 18 feet long, just plain sailboats. But it sort of started and grew faster, and faster, and faster until the point where in the later 30's, my uncle had then built the rather famous Albatross. I think there were – yeah, he built 13 of them. And then racing became much more popular around here, and he later built these V-bottom boats called the Seawitch class. They weren't quite fast enough to beat another round-bottom boat that had come to the bay, so he then designed the Chesapeake 20's, which became quite famous and are still sailing and racing. And then –

C.B.: I heard a story I wanted to ask you. Is it true that he was inspired because he got beaten –

L.H.: Yes.

C.B.: -- on races?

L.H.: Absolutely.

C.B.: There was a bully that came down from Washington and came down and beat him every week. And he was inspired to find a better boat?

L.H.: Well the people that came from Washington, they hired a Naval architect in New England named Mower, his name was, Charles Mower, to design them a boat that would beat Dick's boats. Well Dick's boats then were the hard shine boats. And when they did race, the vanity beat him all the time. Well he wouldn't take that lying down. So he designed a double-ended Chesapeake 20, which was almost good enough, but not quite. So with a little time and whittling and that sort of thing, he designed the famous Chesapeake 20's, and began to beat the vanity all the time then.

K.F.: Well can you talk about those competitions? I mean what made everybody so competitive about –

L.H.: Generally speaking, there were a lot of younger people that got into it, and they were highly competitive. And still, racing was the main thing. They would race against each other as a class. But they and my uncle both sort of wanted something a little faster,

even if it meant a new design. So from the Albatross, he built these boats, and they were faster and better, and they were it until the vanity came along, and the vanity was too fast. So he had to build another boat. It just sort of grew like that. It's not unusual at all. I want to tell you a little bit about the main attraction in here other than the piano.

K.F.: Okay.

L.H.: This boat. When I was very young here and the boatyard was growing somewhat, there was an old dirty looking gray hunk of wood kicking around in the various and sundry sheds, partly covered with dirt or paint spilled on it and things of that nature. And I used to look at it and think that must've been a boat once. It didn't have anything that you see except the hull, and that was, as I said, a dirty gray old thing. So I went to my uncle, Dick Hartge, and said Dick, I'm working on trying to make Hartge Yacht Yard, or Hartge Boat Works a little more popular and well known. And I think I could do it if I had that old boat, could I have it? And he said yeah, on one condition, you fix it up. So that's what it looks like after I fixed it up. I had to do everything including the bow spread and the outriggers and all the mast and clubs and all that sort of thing.

K.F.: It looks good.

L.H.: And we, then a few times, went into the Baltimore Boat Show, which was the first one around here, and then later Washington. And we always set that up in our booth and it attracted a lot of attention.

C.B.: It's beautiful. It's a good model.

L.H.: Yes. When I was very young, I had a very bad accident, and was in the hospital for quite some time, I broke my leg. And it was a bad break. So when I was home recovering, one day I was asleep and I heard my mother came to the door and she said come in. It was my uncle Dick who had built that boat for me, I was six and a half years old, and proudly brought it into me and gave it to me as a present. That inspired something. Then my grandfather, Dick's father, built another one that was more like a Pungy, and he gave it to my older brother, Emile, and then Dick built some more for other cousins, and after a while, we had four of them. We were racing against each other. And see, they're sailing models. And we used to put them in the water and turn the – get the rudder just right and turn them loose, and they'd go racing across the river, and then we'd roll out and catch them and race them back. So that's the story of that particular model.

C.B.: That's a good story. What are these flags up there?

L.H.: Oh, when I was starting this museum, I wanted the burgees from some of the best yacht clubs. So I got in touch with – this is the Annapolis Yacht Club, this is the local West River Sailing Club, then the Tred Avon Yacht Club, and one more – where could it, which one could it –

C.B.: Miles River?

L.H.: Miles River. So that's why they're here. I really, some places put up flags all over the place, but I just wanted the most prestigious clubs, and ours. The way this museum is laid out, by the way, is starting with the piano, and then the family, and we're working around. There are some old pictures. One of them is an interesting story in that my grandfather was suddenly appointed a captain of a schooner because something had started here in the bay called the oyster wars. And the State of Maryland appointed him the captain of a schooner to fight in the oyster wars to try to knock down or beat the thieves, pirates, oyster pirates they were called. We have a copy of his log in which he

says he ran across this black schooner, among a fleet of them, off of Thomas Point. And he challenged them. And the captain said all right, I give up. But instead, the captain of the black schooner hoisted sails and tried to race away, and my grandfather chased him in his schooner. And he tells some of the stories about some of the shots and how one of them passed right over the head of one of his crew men and knocked the running light off and imbedded itself in the mast. And things, it was a great story, and we still have a copy of that log book.

C.B.: I want to come back to the oystering story, actually.

L.H.: I have a book about the oyster wars too.

C.B.: Well we're opening a new exhibit about the oyster industry in June.

L.H.: Oh, good.

C.B.: We'll have to have you over to see it.

L.H.: I'd love to. By the way, behind there are tools that were used primarily in building wooden boats. I built the last fleet of wooden boats in this yard. In 1952, I came back from living in California where I'd gotten out of the Navy and stayed there for a while. But I came back here, and I had an idea that I wanted to build my own type of cruising boat based partly on Chesapeake Bay construction and design, and partly on what I learned in San Francisco Bay where I used to sail and race. So I built one boat, and I named it the Quadrant. And it was so popular and well received when yachting was just growing so fast that a lot of people came to me and asked me to build them one. So, finally, we built 18 of them. And they were, of course, the last of the wooden boats built in this yard. The trophies up here are interesting in this respect. When we started building this, people in the family brought us trophies, and I said I want the oldest trophies, not all trophies, because a thousand trophies would fill up this room. So I got most of the very old ones.

And then one of my sisters-in-law brought me this. It was won by my father in the last, not last century, but the century before last in about 1890 or something like that. They didn't give trophies much in those days, and this was a log canoe race, probably in St. Michaels or some place like that. And that is a perpetual trophy. It's called Hartge Cup, they race for that every year. But the rest of these are primarily cups that – well this one, see what year that would be. Well that's a late model, 1947. I think my first one is 1936 or something like that. This shows a little bit about the Chesapeake 20's, 20 or 40 years or 60 years before this one came, this one. And it was in those days, when it blew hard, you had to round up as much crew as you could. In this case, you'll see there were six people aboard that boat. And now they allow hiking, what do you call, trapeze so they can sail them with the three boats. But these two are typical pictures. This belonged to my Uncle Dick, who designed them. And then later I owned it. And so – I'm very proud of that particular boat named the Chesapeake. And I have a cousin on the Eastern Shore in Easton who, his name is Todge (phonetic) Hartge. He's Dick Hartge's son, and he now owns it. So it's always been in the family. The West River Sailing Club, as I said, they trained children primarily to learn sailing. And we were instrumental when it first was formed in building a number of Penguins for them. And this is a very recent picture. Before we had a clubhouse, this was the front yard and that was my father. We used to have the trophy awards on our lawn.

K.F.: Oh, great.

L.H.: And now, this is modern Hartge Yacht Yard. And last, two years ago, that is about the fact that the Tred Avon Yacht Club got two of the America's Cup boats, 12 meters, down here to race a challenge. So the Tred Avon Yacht Club put out a challenge. And no other yacht club responded but the Hartge, we got 11 Hartges together, and we accepted the challenge and raced against them. We did put the name of the West River Sailing Club, but it was an all Hartge crew. And there are pictures here of the yard. This is one of the oldest aerial photographs of the yard, and I think or hope, can you tell there's a new one around there. I wrote a book called the History of Hartge Yacht Yard. And I gave one to –

C.B.: With the blue cover?

L.H.: -- Leshner?

C.B.: Pete.

K.F.: Pete.

C.B.: Yeah, I actually have it in my office. Yeah.

L.H.: Oh, all right. Because in it, it tells a lot more about it. I mean there are stories that I wrote, when I finished writing this boat the first time, I took it to some friends, critics, and they said well it needs more. So then I retrieved copies of articles that I had written for Chesapeake Bay Magazine and have inserted the ones that seem to be apropos here.

C.B.: Is that what – this is a later edition?

L.H.: Yes, that's the last edition.

C.B.: We have a blue one. That was earlier?

L.H.: Oh, that's earlier, yes.

C.B.: Okay, well we need to take one of your books too –

L.H.: Take one. Do you want me to sign it?

C.B.: Absolutely.

L.H.: I don't know whether this one's signed yet or not. Probably not.

C.B.: No.

L.H.: All right, I will. You want me to say anything other than my name?

C.B.: Well –

(OFF RECORD.)

K.F.: We did have a question after we read your book, there were a couple of comments by some of the ladies in the family about during World War II, the men in the family, of course, went off to war and they "held down the fort" here at the yacht yard.

L.H.: Uh-huh (affirmative). Yes.

K.F.: Are there any stories about the women running the yacht yard and what that was like for them?

L.H.: Unfortunately, not much. It's just now being recorded. My sister, Elsie, was here and she basically ran the yard at that point. But the yard didn't have any employees to speak of, but you did have to keep it up. Don't forget, it was a very tiny yard then compared to now. And, therefore – and some of the people here in town, I think a niece and a good friend of Elsie's all sort of pitched in and helped out. My father, of course, was around, but he had other, he had a lot of other things going on, always did, besides a very big family. My father, by the way, this – well let me back up a little bit. My

grandfather that I mentioned earlier bought the 17 acres here. Of course, there was no house. He built this house. And then later, my father wanted a place to build his home, so he built it up on the other end of the point and worked out a deal with his father. So there were only two houses here. And I'm one of 11 children. So when we grew up, this was our playground. The entire point and especially the yard. And I had, at that time, it was a bad habit of asking questions all the time of my father and my grandfather and my uncles. And sometimes, they got a little tired of it, and I remember once, I went to Dick, and I said Dick, I asked him to tell me more about the log canoes and things of that nature. And he said I don't know. I was a younger part of the family. Go up to the house and ask your aunts. So I came up to this house and asked Aunt Lottie and Aunt Ruth and Aunt Mimi. I don't know, I think there were four or five aunts here. I told them in advance what I wanted. So I got them to reminiscing, and I was making notes. I wish I, I wish there were such thing, I guess there were such things as tape recorders then, but I didn't have any. Anyhow, I made notes of a lot of things, and that's where a lot of our history comes from, the notes that I made at that point, and the names of all the log canoes that he built and things of that nature. That's where I got most of that information. And it's in one of the books that I did, I think the History of Hartge Yacht Yard.

K.F.: Now how did you basically learn boat design and construction and managing the yard?

L.H.: Well, as I said, we were a big family. A little background, a little more background. Because my grandfather had this whole place, and his son, Dick Hartge, was part of the younger generation, was very much interested in wanting to work for my grandfather, and he did. And Dick learned his trade, and became an outstanding builder of boats and then designer. And when my grandfather died, it was Dick's yard. And Dick loved to build boats and make them better, and faster. He also was a great hunter and fisherman and all those things. So one day, I remember I was in the kitchen of our house at home, he came to the door and said, no preliminaries, Oscar, you said you, at one time you said you might be interested in coming in business with me. He said how about you taking over all the repair work of hauling and painting, I'll just build boats. So a deal was made right then and there. And within a day or two, we were starting what became later Hartge Yacht Yard, Incorporated. And my older brother, Emile, was sort of automatically the foreman, the head and everything. And he was a hard worker. When I was quite young, I was the first bookkeeper. The first day I had a little tablet. My mother never came here, she never came to the yard. Gave me a little tablet, and told me to keep track of how many hours people worked, and what they spent, how much paint and things like that. So that was my beginning at the yard.

And when the war came along at some point, of course, and we were all everywhere and I was at sea a lot, I was a signalman. I was way up on the bridge, and I had – you can pull that closed – I was way up on the bridge, and I used to sketch things I was going to do with the yard when it, when the war was over. And I still have those sketches. So it grew. And at some point, I did stay in California for a while after the war. And at some point, I thought I want to go back home, because I had two children and I want to live here. And that's when I said well if I'm here, I'm going to do what I want to do, I'm going to have my own boat. So I built the first quadrant at that point. That was about

1952. And being ambitious to make the place into not a little one-man yard that closed down in the winter, I managed to buy a big building from Dick, the main building, and start building boats so we could have people working year-round. So that was sort of the transformation from being a little yard to a big yard. And it's grown, and grown, and grown since then.

C.B.: And how has the industry itself changed while you were – changed with -- your company had to evolve with it. How has it changed since 1952?

L.H.: Oh, boy. It changed in a lot of ways. First of all, the boats were wooden boats. And when I was building the quadrants, fiberglass boats came into powerful influence everywhere. And, of course, it was some pressure, why don't you build them out of glass. And I said no way. And we continued as gradually primarily wooden boat repair people. We were the experts. So even after glass, most people came here because we knew all about wood, and what to do with it, and all that sort of thing. But in time, it became obvious that we had to join forces -- a lot of glass boats. And now the place is very technically up to date in every respect. And it can do everything. It can build a boat or repair a boat or put in any electronics or any kind of rigging. It's just no end to what they can do now.

C.B.: Do you work on many wooden boats anymore?

L.H.: I don't work at all. I've been retired.

C.B.: Right.

L.H.: Definitely. One of the famous Chesapeake Bay Skipjacks. If you walk down there right this minute, you will see a big skipjack. It's owned and operated by the Havre de Grace area. You know there's one in, where, Oxford or St. Michaels, and one here. Oh, yeah, one was just launched in Knapps Narrows last Friday that belongs to the Chesapeake Bay – Chesapeake Bay Affairs. Isn't that the name of it, that was the company, Chesapeake –

K.F.: The foundation?

L.H.: Chesapeake Foundation.

K.F.: Chesapeake Bay Foundation.

L.H.: That boat was just launched after being totally repaired and rebuilt in Knapps Narrows. And its sister ship is right here being done by the Hartge Yacht Yard. So they can do anything that has to do with boats.

K.F.: Now one thing I wanted to ask people, especially people who race, is there an advantage to a wooden boat? Is it faster, is it easier to race?

L.H.: No, no.

K.F.: No.

L.H.: Glass is easier. Because wooden boats, in order to have the strength, were basically heavier, even though wood is much lighter than glass. But glass is that thick, and wood was that thick. So the weight and the distribution of weight is what makes the powerful ocean racers and all those boats go so fast because the hull is relatively light. But that thing hanging down there, that keel is big. And most of the weight is there instead of up here. So they can carry the sail better and perform better. It just – they're not competitive anymore against each other, except rarely.

C.B.: How have you seen the area change?

L.H.: Oh, boy. The area changed. Since I started this museum, I guess almost two years ago, I was amazed because I didn't really live here in Galesville very much. Most of my adult life, I lived in Florida, and in California and Florida and in Annapolis, primarily. And we were, I started this just almost exactly at this time two years ago, was in mid-winter, perhaps February. And I was amazed. When I went out on the porch and the weather got – there is a stream of boats going in and out of this river all the time. It never stops. And when I stop to mentally count, there are probably 7 or 800 or perhaps 1,000 boats on this little West River. This yard itself has 330 or something like that. And there's yards all over the place, not yards, primarily just marinas. They aren't boat yards. But so can you imagine the amount of traffic that goes by here? I couldn't believe it.

C.B.: Do you notice, does it make a wake? I mean does it make the water erode or –

L.H.: Not too much. Actually, there has been erosion ever since I can remember. But a long time ago, I built, I owned a house that was my father's and mother's. I bought it from them when the war was over. And I built bulkheads around it before there was a rule against it. And here, they now have bulkheads, but they aren't the concrete type that causes, prevents proper growth of sea grass and that sort of thing. They are properly done. But all the new slips and everything are protected from too much erosion. But it hasn't changed a whole lot. Everything looks so big to me. I mean they looked big then, but the trees were that big around. Look see what size the trees are now. But it's a wonderful place, it really is. I enjoy it so much, and reminiscing is great.

C.B.: So did you ever swim here when you were kids?

L.H.: Of course.

C.B.: What about the nettles? Do you have any nettle stories?

L.H.: Yes, we had nettles. I don't know. We sort of put one of us in charge of watching where they were, and the rest of us would dive in the water. And when we got stung, you know, my mother was a very, very intelligent woman, and she seemed to know everything. And she knew how to take the sting out of a sea nettle just like that.

K.F.: How did she do it?

C.B.: How?

L.H.: And bee stings. I'll tell you the secret. You pour a little bicarbonate of soda on it, pour vinegar on it, and it's gone. It works on bee stings and sea nettle stings. Isn't that simple?

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

L.H.: And we had a tremendous garden there, and here, and we lived off the garden and hunting. And that's it, fish.

C.B.: Who took care of the garden? Your mom, or –

L.H.: Oh, you're kidding. She was good, but don't forget, she had a band of kids.

C.B.: Uh-huh (affirmative). Give you plenty of chores.

L.H.: Yes, indeed. Yeah. But we all worked the garden, and we went fishing, and we went hunting, and none of it was for pleasure. It was to eat. But we ate well. It seems to me that I'm missing something. Oh, I want to tell you a little more about the Emma Giles.

C.B.: Okay.

L.H.: In order to, for these young ladies, starting with my aunts and then later my older sisters, remember, as I say, Galesville had no roads. There were no highways. There

were sort of roads. But everything happened by water. So when they wanted to go to – well, two of my aunts at least worked in Baltimore. So they would go by the steamboat, Emma Giles, and come home on weekends when they could. My older sister, Alma, there were no high schools in this part of the world. Only one high school in the county, and that was Annapolis. So she would take the steamboat, not this one, a smaller one, up there on Monday morning – no, I guess it was Sunday, the last one going up on Sunday and stay with her aunt or cousin or something, and go to school in Annapolis. And at the end of Friday, she'd rush down and get on the boat and come back here. And this went on for her four years. And then she went to work in Baltimore, and she'd go by the Emma Giles and work that way. Some of her aunts, our aunts, had been doing the same thing, and some of them never left home. As you can see, the recreation as – we did a lot of ice-skating in those days. I'm telling you. The ice was here for three or four months every year, and we could go ice-skating in about December, and by now, the ice was just starting to break up this time of year. But we did a lot of things of that nature just because they did, they had to, what else? Of course, fortunately, most all the Hartges were musicians, I guess, handed down from my great-great grandfather. I didn't tell you about the one dude over there. This is a change of station. You see that dude under the picture of the first Hartges?

C.B.: Oh, Levine, Levin, Levine?

L.H.: Yeah. Name was Levine.

C.B.: Levine.

L.H.: He left the family bosom in Baltimore and went to live in a place that was the rival to New Orleans then, it was Port Gibson, Mississippi. And he wound up as the headmaster and – no, he started there as the teacher of music in a girls' school. He looks like the type. (Laughter). And I think he became the headmaster. He died very, very young. And my sister who did the history of the Hartge family, the genealogy, went there and went to the courthouse and looked up a lot of records. He left his estate, probably 10 musical instruments of all kinds, and quite a bit of jewelry, things of that nature. Diamonds and other things. So he was the illustrious member of the family. He flew the coup early. So I have to keep that –

C.B.: Inspiration.

L.H.: Yeah. I don't know. Wherever that was made, it took me two years to find that picture. I kept asking all members of the family, does anybody have a picture of the second generation? It turned out, my nephew did that I'd seen often, but he never heard me ask. So he just gave it to me about six months ago.

C.B.: So how did the children who – are there children that grow up here now?

L.H.: Yes. But not too many live here. My nephew, Alec Slagel (phonetic), runs the Hartge Yacht Yard, and one of his brothers, another nephew, works here. And he sort of does all the hauling and travel lift and stuff like that. But most the rest have scattered. Among my brother, one lives in California, and one lives here in Galesville. Right now, he's in the hospital in Anne Arundel getting his knee replaced. The rest, they're sort of scattered. I have some very famous, one very famous relative. She's now retired, so it won't hurt if I tell you who she is. Her name is Marsha Angel (phonetic), and she's been the Editor of the New England Journal of Medicine for the past 15 or 20 years. And my daughter is a doctor of epidemiology in the National Institutes of Health. But they're

scattered in a lot of ways now. And I told you I have one brother in California. And I have a sister, but sad to say, she has Alzheimer's. She was very active in both running the yard and also the West River Sailing Club, she was the only female, first female commodore. And she lives in that home right over there, but she has Alzheimer's and is kind of out of it. She is the mother of the two young men who run the yard. I say young men. They're probably approaching 60 (laughter). By the way, I'm 84 years old, in case you wanted to know.

C.B.: All right. When's your birthday?

L.H.: Halloween.

K.F.: Really?

C.B.: I know somebody else born on Halloween.

L.H.: No kidding. Hardly anybody else is born on Halloween.

C.B.: Yeah. And that would make it what year?

L.H.: 1916.

C.B.: Okay. Just wanted to get it on tape. Halloween Day, 1916. And where are you in the birth order, without our looking at your family chart?

L.H.: Dead center.

C.B.: Oh, dead center. That's why you're a happy guy.

L.H.: Yeah, probably. There were half – well actually, I lost a brother and a sister early. You know, the neat thing is, my mother raised, and father raised, all 11 of us to maturity, to manhood, womanhood. They died – one died from an automobile accident, and the other one died from Leukemia, but they were both grown up. So it's remarkable that all of us were born at home. And my grandmother raised, she had 11 children in this house.

C.B.: So there's a Hartge family tradition of big families.

L.H.: Yeah.

C.B.: Do you still have big families now, or are they smaller?

L.H.: No, not – not any that I know of. The only one I know of has a big family is my brother in California who adopted his – well he married a lady who had two children, and he adopted them. Now there's a whole bunch of Hartges in California. He didn't have anything to do with it.

(Laughter.)

C.B.: And not all the Hartges have hung with the boatyard, though, as you were saying, doctors and –

L.H.: No. Actually, I don't know whether it's of any interest to you, but the structure of the boatyard is not what it was. When I incorporated it originally for my father with my father, and – but some years later as it grew, and grew, and grew, lawyers, I think, advised, and accountants, perhaps, that it should be divided in that all of the real estate, the buildings, everything, be still owned by the shareholders. But that the operation of the yard itself, Hartge Yachtyard, Incorporated, should be sold. So it was sold to Else's son, Alex Slagel, my nephew. And so he owns the operation. All the rest of the original stockholders own the yard.

C.B.: That's very interesting.

L.H.: Not that that is apropos of anything, but you asked for history.

C.B.: But it's important for posterity now. Some day, somebody may do a title search, and we'll have your quote.

L.H.: Here's one of the picture perhaps you'd be interested in. My father, being a captain of yachts and things, this was a yacht that used to lay right across the river from us in the winter. You could lay it up here. It was a 116 foot boat. When we had some bad storms, some hurricanes and things, sometimes boats would be driven up into the woods and over a piling and punch holes in them. So they were pictures of that. This is a bugeye that my father rebuilt, and we used to use it, and we use it as a family boat, my father and my sister and me. And this is my father when he was delivering the boat to, one of these same yachts, he was delivering it to Bar Harbor, Maine. And he was due to leave the day after I broke my leg, so he was gone. And my – I was in the hospital. My mother was pregnant, and she had a two-year old child, and about five or six others already here, and I was in the hospital for a long time, a couple months.

K.F.: I wanted to ask you, Mr. Hartge, the book that we read about your family talked a lot about converting some of the workboats into the pleasure boats.

L.H.: That's what I was going to tell you, yes. Because a lot of the, shall we say, wealthy people, well-to-do people had nostalgic thoughts about the Chesapeake Bay types, and they wanted to convert the old bugeyes and things into yachts. Well my father was the world's best expert, he should've been. He started at age 17 sailing them and doing things like that, and work in the yard was turned over to him by Dick. So they would seek him out and ask him, they'd say well I've heard of a bugeye so and so place on the bay or skipjack, how about going looking at it. So he'd go with them and he'd say well it isn't worth fixing it up. Or yes, this will do, so they'd buy it and bring it here to the yard and we'd rebuild it. Fortunately, that's where I learned to rig bugeyes and skipjacks and pungies because my father was an expert, and I was one of the kids, the one who liked sailing the most, so he taught me how to rig all those boats, and I sailed them a little bit.

C.B.: What does it mean when they convert them from work to pleasure? What kind of conversion happens to a boat?

L.H.: This is a workboat. They have a little cabin and that's all. And this is the little forepeak where the crew sleeps, if they had crew, and these were cargo holes. So they just carried merchandise of any type, all up and down the bay. It could be log wood stacked up on top, or watermelons and tomatoes, anything at all. All the trade on the bay, of course, was done by water. So when they wanted it, of course the first thing you wanted was full head room. You had to be able to walk around. So one of them, in particular, had a skipjack in particular. Let me show you the skipjack. This is one that would be most interesting. He built this one so that there was a high cabin from there up to here with walking around room inside. And diminished its sailing capability some extent, but it was big as a living room. You could have a piano in it if you wanted to. So a good many of them, this was one, the Aida May, the Ehtel Bail, I showed you the picture of, and there was another one named the Orville French. And then a boat came in here named the Wave, she was a pungy, a bigger boat and more famous, and there aren't many left. I think there may be one. Oh, the State of Maryland built one. That's – I forget her name. Anyhow, that's how I happened to be, fortunately, able to rig these boats and remember how to sail them and rig them and all that sort of thing.

K.F.: Now the Aida May, that became the Chesapeake, right?

L.H.: No. The Chesapeake is a different boat entirely. This is a skipjack. That's a bugeye.

K.F.: Right. I guess I was – maybe I made my notes wrong from the book.

L.H.: The Aida May, I told a story about that if you would like to hear it. My father and the man who hired him to do this, wanted him to do it, they became real good buddies and friends, and they'd sit around and chat a lot. And they were having a very serious discussion one day about what to name the little yawl boat tied up behind it. And all of a sudden, they got a brilliant idea, and they laughed and slapped their legs – Aida May, oh, yes, Aida did. There's proof. Oh, they got a big kick out of that.

C.B.: Aida May and Aida did. That's cute.

K.F.: How long did these continue sailing on the bay then as pleasure craft?

L.H.: As pleasure craft? Oh, not long because a number of people did get them. Let's say, it was probably in the 30's and 40's that they lasted. But they too, being of wood, they were hard to keep up, and they developed leaks. If any of you were old enough, you'd remember there was one named the Chesterpeake. It used to be a radio, and I think, t.v. commercial about the Chesterpeake. It was National Bo beer company. And the famous Chesterpeake. And they had t.v.'s and flashing – well, you know where that thing came from? It was here in our yard. It was so bad, such bad shape that we told the owner you better sink it. There's no point in our fixing it anymore. So instead, the National Bo brewing company bought it and put a big engine in it, but they put a big gasoline powered pump, so it was pumping all the time it was going. And they had big parties aboard it and political doings and all that sort of thing, but it was in the Aida May, and she became named the Chesterpeake.

C.B.: Kelly just read that yesterday.

K.F.: That's what I was thinking, Chesapeake, but it's Chesterpeake.

L.H.: The Chesterpeake.

K.F.: That's what it was.

L.H.: Well my grandfather had a big schooner also named the Chesapeake, and that small bugeye was named the Chesapeake. The big schooner, by the way, is another interesting aspect. I could talk all day.

K.F.: Okay, I brought plenty of tape.

L.H.: He was also obviously an entrepreneur because he bought 300 and some acres of land down on the St. Mary's River. Beautiful place. And it wasn't until recently, within the past year, that I remembered a lot, asking again my father and my uncle, I kept hearing about St. Mary's, and I didn't know anything. So I approached several members of my family, and none of them knew anything about it. And I said this is ridiculous, because I heard a lot about it. So I went down there and went to the courthouse and found records, the property that he had bought. And it was in 1900. And he bought, kept buying things until he got 315 acres. And then I have a brother who's a civil engineer, the one in California. So we're constantly, I told him I want you to draw this plot of land of the 300 and some acres and situate it right on the St. Mary's River. Nobody knows where it was, but I was down there, and I could picture myself on that schooner unloading lumber right here. So you make that the 300 and some acres, because we don't have any proof. You can't possibly prove it. Anyhow, that was done.

(END SIDE A.)

(BEGIN SIDE B.)

K.F.: All right.

L.H.: Maryland was founded in 1634. In 1934, they decided to have a big tri-century celebration at St. Mary's. So they came to my Uncle Dick and asked him could he take two boats that they furnished him and convert them into replicas or copies of the Arc and the Dove. So he did. There they are. Well then the story gets better, because when the time came to do it, my father and my uncle were the only people well enough, smart enough to be able to sail them, so they actually sailed them from here, and they re-enacted the landing in 1634 of 1634 in 1934, landing in St. Mary's.

C.B.: Are those boats still around?

L.H.: No, indeed. They built new ones. They built the new Dove. Oh, outside you saw a model.

K.F.: Right.

L.H.: That's a model I made of the Dove just from memory. Not from lines and anything like that.

K.F.: Well I wanted to ask you how the depression affected the yacht yard and the work that was going on here.

L.H.: During that time?

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

L.H.: Anybody who could manage to eat without starving and that sort of thing was well off. We were well off. We didn't have much money. We didn't have many customers, and we didn't have much money, but we had a lot of ingenuity, lots of land, lots of gardens, lots of water. So we did quite well. But we couldn't have gone out and bought anything. If we needed something, we made it. Incidentally, now this date I might not be positive about, but around 1900 or just before or after, there was a thing called the Great Jamestown Flood, up in Jamestown, Pennsylvania. And tremendous trees and large lumber yards were flooded, and all the lumber floated out the Chesapeake Bay. And from them, two things happened. My grandfather built a couple log canoes from. But every waterfront person on the Chesapeake Bay, this side of Chesapeake Bay, had a privy, a corn house, a barn, something made of beautiful white cedar.

(TELEPHONE – OFF RECORD.)

L.H.: Here is where his railway, there were no bulkheads, of course, the boat's just – the land sloped down to the water, so he just built a railway down to the water, and the hill is still pretty much the same slope. This is where the horse pulled the carriage up. And right in here, under the trees, he built log canoes and bateaus and scowls and whatever workboats were needed in those days. So this is the spot, this is where we're going to have the second marker. The first one will be at the main house where the museum is. Now let's go – you got your camera with you?

C.B.: Yup.

K.F.: Yup.

L.H.: Okay. We're going to get some pictures of a Chesapeake Bay Skipjack type – not type, real.

K.F.: And is this one of the original buildings then?

L.H.: Actually, this was a building that my Uncle Dick built for himself when he told my father I just want to build boats, you run the yard. So –

K.F.: Did he build the 20's in there?

L.H.: No. He built the 20's prior to that, and I will show you where.

C.B.: We've seen a couple signs for charter tours. Does the yachtyard do charter tours?

L.H.: Charters, charter boats.

C.B.: Okay.

L.H.: Oh, yeah, they do. I mean the yacht sails right by the building we are. There's the skipjack.

K.F.: Well we won't have to record sound effects.

L.H.: No, sounds like –

C.B.: Want to take the picture? 'Cause I'm not a good photographer.

L.H.: Just take lots of pictures. One will always turn out.

C.B.: Right, that's what they do at National Geographic. Anybody can get 12 good shots with 5,000 roles of film.

K.F.: And that's on.

C.B.: No dirty jokes for Mr. Hartge today.

L.H.: No.

C.B.: So we're standing here outside of Skipjack Number Eight, that's being restored. The Martha Lewis is being restored here at the Hartge boatyard, and she is beautiful. They're painting her and filling some wooden holes. And she's beautiful.

L.H.: That man up there is tearing out part of the railing and replacing it, obviously, I hope. By the way, a number of these people working on the boat are the foundation that owns the boat, the yard doesn't let outside workers in except under circumstances like this when it's for a good cause.

C.B.: And who owns this boat?

L.H.: It's owned in Havre de Grace. I don't know whether it's – I'm sure it's an organization that is rebuilding and –

C.B.: We can find out. Pete probably knows.

L.H.: Oh, I'm sure.

C.B.: The Martha Lewis.

L.H.: Yup.

C.B.: How long has she been here?

L.H.: Oh, just a few days. She came down because, I guess, not many yards are equipped to haul a boat of this type because most yards now have travel lifts only. This yard has the original railway, and all equipment to haul almost any size boat.

C.B.: You're in the light, we're in the dark.

L.H.: That's okay. By the way, is your name named after somebody, something or a color?

C.B.: I feel like I should turn the tape off. My name is Ceres, it's Latin. It's the Roman goddess of agriculture and the harvest. That's where the word cereal comes from.

L.H.: Oh, for goodness sakes.

C.B.: Grain.

L.H.: You know what, I was telling someone that, and they said see if her name is named after a color, and I said you're thinking of a color that I know –

C.B.: French for Cherise or something, cherry red. Yeah, that's not it.

L.H.: Don't you want to come down and get a picture from the other end?

C.B.: Okay.

L.H.: Not of us, of the boat.

C.B.: But we need both.

L.H.: I got to comb my hair first.

C.B.: You've got that windblown sailor look about you.

L.H.: That's for sure. By the way, that's standard equipment. Every boatyard has a bunch of guys listening to stupid music.

C.B.: Stupid music.

L.H.: Boy, they've got her all spruced up, don't they.

C.B.: I'll say, she's beautiful.

L.H.: Look at the size engine in the yawl boat.

C.B.: Right. Huge engine in the little yawl.

K.F.: So what are they going to do with the Martha Lewis when she's done?

L.H.: She's going back to Havre de Grace, but since she is licensed to dredge, she must work as a real commercial dredger. However, most of the skipjacks that sail out of Annapolis and other places, generally speaking, are teaching, they're teaching schools or taking people out for some good purposes.

C.B.: Are there any – is there any symbolism to colors in painting a boat?

L.H.: Only the one that I know of for sure was the pungies. Pungies were always pink. They had a – there's a color called Pungy Pink. And generally speaking, the haul was pink and there was a green stripe. But basically no, but almost all workboats are painted white. There's a couple reasons. One is white boats don't swell and shrink as much as a dark boat, because a dark boat absorbs a tremendous amount of heat, the planks shrink. And then when it gets in light color, they swell again. So the least about of swelling and shrinking is white paint.

C.B.: That's interesting.

K.F.: What would be the significance of a pink, Pungy Pink boat?

L.H.: None that anybody knows of. They think that the first ones must've made a mistake and mixed up bottom paint with the white or something.

C.B.: And then everybody said that's pretty.

L.H.: Yeah, everybody, that's pretty, yeah. Let's just make ours pink too.

C.B.: Funny. And you said there's no more pungies around the bay.

L.H.: There's only one, one was built in Baltimore, just like the Pride of Baltimore was, and it sails out of Baltimore, and it visits, it visits the St. Michaels Museum on –

C.B.: I haven't seen it.

L.H.: The Chesapeake Bay Maritime Museum quite a lot. I've seen it there.

C.B.: Okay, I'll have to pay attention.

L.H.: Let's go over and see – this is the big shop. The entrance is on the other side. No, we'll get in, we'll walk in on this side.

C.B.: The background is Mr. Hartge's bad music, bad boatyard music.

(Background conversation.)

L.H.: When my uncle built boats here in this shop before all this stuff was here, there was a nice big steam box here, and the steam box was a wooden box that was planked, and we had to always be putting caulking in it so the steam wouldn't escape, 'cause on each end, there would be a big tank, and you'd build a fire under the tank, a real bonfire,

until the water gets real good and hot, and the steam would go into that box. By then, we shoved the frames in, the oak frames, and when they got steamed and soft, we'd grab them and run in there and push them up into place and hand them to the carpenters, this was when I was a kid, so that the carpenters would – that's how they bent frames in the boats they were building.

C.B.: Now we're going inside the boat building, building.

L.H.: This is what we call the big shop that Dick had built in 1925, in which he produced lots, and lots, and lots of boats. I suspect that over the time that this boat is – this shop has produced 75 to 100 boats, maybe more – oh, I'm sure more. And when the war was over, World War II, he had already been building Chesapeake 20's, but he wanted to start again. Of course, he worked at Trumpe's Yard then building PT boats. So he came back here and he wanted a better system for building the Chesapeake 20's. Instead of building them one at a time, he made that area, and he built parts for four boats at once and then bring them down here and put them together. And then in 1953, when I come back from California, I used the same area and laid down the lines, what we call laying down the lines is lofting, a full size of the quadrants, and then I built them here. And I built four of them in one winter once, because in order to keep the workmen going, we could work inside. I had heat in there.

C.B.: I noticed this sign that I love. Attention, weekend and evening people, please leave the shop cleaner and tools sharper than you found them.

L.H.: That's very rare that any boatyard or shipyard lets other people use their tools, but the craftsmen here are almost all family people, and they need to fix their furniture or build something on weekends, and it's allowed.

C.B.: And where do you get your wood, Mr. Hartge, when your – you don't do many wood boats now, but I see this beautiful plank here.

L.H.: No, but there's a lot of repairing and things like that. Well there are several lumber yards that still furnish this sort of thing. And there are big companies that furnish various kinds of ply and plywood and they're combined with wood and plastics, things of that nature. I think Harbor Sales is the most famous one for all the plywood type thing. These, they come from different parts of the east coast, really, sometimes from the west coast. But you can't just buy a load of lumber, because it's not going to fit the next job.

C.B.: Okay.

L.H.: Everything has to be bought specifically for the job you're doing.

C.B.: So it takes an expert just to be able to assess what needs to be done and to request the right materials.

L.H.: Yeah, to know what has to be done. Exactly.

C.B.: And what would this beautiful plank that's – what are the dimensions of this plank? What kind of wood is it?

L.H.: It is probably – it's about 16 inches wide and 2 1/2 inches thick. And, frankly, I don't know what they're going to do with it, but this is hardwood. They're all hardwood, but I can see that this is a different thing here. That's mahogany.

C.B.: That's mahogany.

L.H.: Yeah.

C.B.: Where does that come from? Where would you get that?

L.H.: Oh, there are a lot of yards that import mahogany. In Baltimore's the best source, really.

C.B.: Okay. That's beautiful. So do you think this wood is going to the skipjack?

L.H.: No, no. It's for something else. A major remodeling or rebuilding of some type. It's very unusual. You can't buy wood of this dimension anymore hardly anywhere.

C.B.: I've never seen a board like that.

L.H.: Basically, you have to glue up strips and make it the size you want. Careful there.

C.B.: Yup. Wouldn't be a shop if you didn't trip over something.

L.H.: This would be station, I think this would be station three on the list. And that will be four, because all the signs would be outside, and that was added many years after this shop was built.

C.B.: Okay.

K.F.: What are these?

C.B.: What are what?

K.F.: These pieces up here in the ceiling.

L.H.: Oh, that's a mold for building a dingy-type boat. There's another one up there, and actually, there are copies of the boat that my Uncle Dick built as a dingy. And he made the first one for his daughter-in-law, and her name was Cory, so he named it the Cory Dory. And then he built another one very similar, and it was named the Rowsie Towsy, because he said it would be easy to row and easy to two, so we'll call it the Rowsie Towsy.

C.B.: Now I've noticed that people don't – everybody doesn't name their boat anymore. That tradition of naming a boat was your family's ability to pick these great names for a boat. What goes with naming a boat?

L.H.: I don't think, I think everybody names a boat, they should. But dinghies, no. Dinghies are usually named after a person or not at all. But I don't know of anybody who doesn't name their boat.

C.B.: I do.

L.H.: Really?

C.B.: But I think it's remiss too.

L.H.: I do too. Can't imagine. There are so many names going around. Why not?

C.B.: Okay. Now we're leaving the boat shop.

L.H.: Well you saw the wing, that's going to be station four, I think. This is the place when my Uncle Dick got my father to come into business with him. My father built this. And it was at that time, it was everything. It was a shop, the office, a storeroom and everything. And in time, when I was involved, we needed more office space, so we built the office on the end, and the rest became the workshop. And then in time, that became the storage, the store, basically. It is now the ship store or the company store.

C.B.: And it has the tin roof. Is that the original roof?

L.H.: Yes, it is. Most of it was cinderblock. I mean – no, excuse me, the addition was cinderblock. The original was the same wood that you see there.

C.B.: Now these are pretty big sailboats, and they've been hauled out –

L.H.: For the winter.

C.B.: -- right here, or where they come up on the rail?

L.H.: No, I'll show you. They came up on a travel lift. There's two big travel lifts down there.

C.B.: That man is polishing Kelly's car. I'm serious.

L.H.: You are? He is?

C.B.: He is.

L.H.: He must've – you know what? I know what happened, he spilled something on it. They were doing some work on a boat, and I bet you some spray hit it, and they're cleaning it up.

C.B.: They sprayed it and are cleaning it up.

L.H.: I think some spray from somewhere must've flown that way.

C.B.: We'll edit this two minutes out.

L.H.: It'll look better than it did when you brought it here.

K.F.: Probably.

C.B.: So have you heard about this thing called be a clean marina?

L.H.: Yeah.

C.B.: And is Hartge involved in things like that?

L.H.: Not that I know of. But, you know, I can tell you from experience, when our customers early on in the 50's, 60's, so many of them came here to stay with us, and they said this is the only clean marina or boatyard we've been in on the bay. My father had a thing about cleanliness. And, boy, when he came in, first thing you did was got rid of all the old junk boats and debris lying around. And he, and he taught all of us, keep it clean. In fact, when I was in business, I was a contractor once, and then was a boat builder once, first thing I always did was tell my people that work for me, look, I don't care what you're doing. You're not going home until you clean the place up because in the morning, I want it started off fresh every morning. And it was a good habit. This is the first shed we built to be able to work on boats out of – I mean in the water, but out of the weather.

C.B.: What kind of boat is this? It's beautiful.

L.H.: That's a Matthews Cruiser, and it's made of wood. They were very famous, great boats.

C.B.: And where were they built?

L.H.: Michigan.

C.B.: Michigan. That's what Isabelle is. We have a Matthews, 1928 or '26 Matthews. This is an interesting vessel. What is this?

L.H.: I think that's an Elco (phonetic). Matthews, Elco and two or three others were all that era.

C.B.: Now how about this plastic that they put on boats now. Isn't that kind of a new thing, the shrink wrapping?

L.H.: It is so new that I don't even know how it works.

(Laughter.)

L.H.: I saw them. I've seen them put it on, and I thought well that's magic. Very expensive, but it does such a great job of covering up. When we were, when I was young and we had to cover up boats in the winter, it was a terrible ordeal. We'd have to put up wood framing, and heavy canvass, and cut it and try to make it so the wind wouldn't blow it away. It was awfully heavy.

C.B.: So some of the ways that the boatyard has changed are by the numbers, by the materials, fiberglass and the sheer number of boats.

L.H.: And modern equipment.

C.B.: Modern equipment.

L.H.: I saw my nephew pick up a big boat and move it and launch it by himself last week one day. And I thought even in this modern day and time, I've seen three or four people doing that. But he had a contraption of some type where -- you see these pads? They were built onto the little trailer he was using, and he'd push a pedal and they would come up under the boat, fit it perfectly. So that's something so new that I hadn't even seen it before, just last week. I'm going to take you down and show you where the travel lift is and how they lift boats out of the water, and also one other fairly recent, not fairly recent, but something we did that was new at the time. This is the machine I was telling you about. From there, you could push levers and get those pads to fit the boat perfectly and pick it up off of these, and then run it into the travel lift, lift it up and put it overboard. But you see most all of them have that kind of pads in them to start with. This is the travel lift. Takes this boat out of the water and puts them back in.

C.B.: And when did you get your first travel lift here at the yacht yard?

L.H.: Frankly, I don't know. I wasn't here.

C.B.: You weren't here. So these have been invented for quite a while then.

L.H.: Yes. When I was active in the yard, we didn't have them. And but I think sometime in the 60's they became, or 70's, I'd say more like in the 70's when they became popular. And they've become more and more efficient and bigger, and better. This is something I was going to tell you about. We've always been known as a sailboat yard, but we've began to get a lot more people with nice power boats. Matthews and Elcos and boats like that. And the people who own them, obviously, were wealthy enough to own them, but they had an awful time because of the heat, would knock down the varnish, make it impossible to keep it up, and they really would like to have had the shed to keep them in. So one of -- my brother-in-law was the one who advocated we do it. So we built this a long time ago, and we thought what a gamble. This is -- we don't know whether this is going to pay or not. It cost a lot. Well that was one of the best paying things that ever happened. Within five years, it paid for itself. And that was a long time ago. It's paying for itself constantly.

C.B.: And how many berths or slips --

L.H.: I think it's about 20 or 20 to 30. I don't know exactly because it's been added to. But just walk up and look at the size and quality of some of these vessels.

C.B.: So these people pay you a rental fee to park these very large and comfortable boats --

L.H.: Yes, indeed.

C.B.: -- in the shade.

L.H.: In the shade. Well, you know, that's another --

C.B.: There's a boat cat, a tabby cat that's greeting us with a little meow.

K.F.: Hi, fluffy.

C.B.: She's a beautiful feline.

K.F.: Want to go swimming?

C.B.: Pretty kitty. Look at Kelly.

L.H.: I think the cat wants a friend.

C.B.: I'm sure her owners want her to be on the boat.

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

L.H.: That's another very old – boat. Wooden boats, really, take the worst beating out in the sun because everything on them swells and shrinks so much. And that's slowed down and prevented to a great extent by being under a roof.

C.B.: So that looks like a party boat with lots of beer and a balloon inside, and the cat. It's the cat party boat.

L.H.: It does look like a party boat. Well, why not?

C.B.: Right. This Belle Noir (phonetic) is pretty.

L.H.: Yeah.

C.B.: Now this looks like, is this veneer, wood?

L.H.: No, that's varnish.

C.B.: But is it a wooden boat, or is it a trimmed boat?

L.H.: Well I'll tell you in a minute.

C.B.: Okay.

L.H.: That's not a wooden boat, but that is a wooden transom, for sure, or perhaps it's a veneer over the other. But I don't –

C.B.: And what are you looking at so you can tell it's not a wooden boat?

L.H.: Well I don't see a single seam in the topsides. And especially dark like that, 'cause they would shrink and swell so much that you couldn't hide the seams.

C.B.: Okay. Impersonating a wooden boat.

L.H.: Now this is a boat with seams, but the seams are fake. It's a glass boat.

C.B.: Okay. I notice that a lot of these boats appear to be classics. They don't look like they're brand new, but they're elegant, big old elegant boats.

L.H.: That's true. A lot of them are definitely classics. So many of them. I know I've seen a Trumpe in here, which is famous, and the Elco and the Matthews and other of the old fashioned well-known boats.

C.B.: Can we stop at this one a minute?

L.H.: Sure.

C.B.: What kind of boat is this? None of us have seen a boat quite like this before. It has like a rumble seat in the front, and a big long bow.

K.F.: You want a shot of that?

L.H.: I think it's a sports yacht.

C.B.: A sports yacht. Okay. That's a good category. Yeah, just for fun. Don't you think?

K.F.: Yeah.

C.B.: She's parked right next to Dad's Girl.

L.H.: Boy, that is – that's a sporty looking boat, that's all I can say.

C.B.: It sure is.

L.H.: Well a lot of times, you have sports fishermen. But that doesn't look like a fishermen to me. It's just sports.

C.B.: Yup. So you have an interesting collection of party boats, sport boats, classic boats. No wonder you brought us down here.

L.H.: Yeah. Don't back up too much.

C.B.: And this is beautiful. Is this an Elco?

L.H.: Guess who that boat belongs to. My nephew, Alec Slagel, who owns Hartge Yacht Yard.

C.B.: Oh, that's a beautiful vessel.

L.H.: Yes. That boat is at the St. Michaels Boat Show –

C.B.: Classic boat show?

L.H.: Wooden Classic Boat Show every year. I go over and stand on it and help show interior –

C.B.: Tours?

L.H.: Yeah.

C.B.: Okay. We'll look for you this summer.

L.H.: Okay. And there's a number of boats here that are sort of what they call trawler types, that's a trawler yawl – a trawler yacht, rather.

C.B.: They're the rage right now, aren't they?

L.H.: Oh, yeah.

C.B.: Everybody wants one.

L.H.: Well when people get too old to sail, they don't want to go into power, so they sort of set part of the way by getting a trawler.

C.B.: Now, okay, to someone that isn't into the distinctions, to me, if it's not a sailboat, it's a powerboat.

L.H.: Yeah.

C.B.: What's the difference between a powerboat and a trawler?

L.H.: None, really, except it's not so yacht-like as these are. It's almost a –

C.B.: Okay, it's a design thing.

L.H.: It used to be that it went from sail to motor sailor, which was a combined boat. But that was neither fish nor fowl. This was pure power, but it's not quite getting into a super Criss Craft or something like that.

C.B.: Right. So we're continuing down toward the end of the dock and our tour, which we are thoroughly enjoying and should have a video camera for. We have our photographer. This is a beauty.

L.H.: Isn't it?

C.B.: Yes. Claudette from Galesville. Yup.

L.H.: There's a workboat.

C.B.: Little sea – hanging on at the end here. It's very windy, as I'm sure the microphone is picking up. I think we were out in the middle of the arctic.

L.H.: I have to tell you about this boat.

C.B.: Okay, we'll let Kelly come.

L.H.: Well I'll tell you because you're recording.

C.B.: Good point, thank you. Okay.

L.H.: My grandfather, when he was approaching his end of his life, and his son Dick were building together, and my grandfather actually designed a powerboat that was beautiful, and Dick built it. The two of them built it together, but he died and Dick finished it. And that's it. 1923. And it's been in the family not always, but at some point it was out of the family, but it's back in and it belongs to Alec. And it's really, it's the

nicest boat because it has the lines of a sailboat, but the power and the ease of motion of a, you know, of a sailboat, but still power that goes –

C.B.: And what's her name? Do you know?

L.H.: Anaway (phonetic).

C.B.: Anaway. She's lovely.

L.H.: Yup. 1923.

C.B.: Very lovely.

L.H.: It's been kept up and re-fiberglassed in places, and re-canvassed and painted and all that sort of thing.

C.B.: So what kind of boat do you have?

L.H.: I have a sailboat.

C.B.: And that's here? Is it here?

L.H.: No, it's in Annapolis. I also act as the advisor for someone who owns a little marina in Annapolis because the lady that owns it, her husband died, and she didn't know how to run it, and she knew I was retired so I've been her, I guess, consultant for a few years too. I live in Annapolis, and we used to have – I owned Annapolis Yacht Sales at one time, which is how I started there. Then my wife and I opened a real estate business, and I became a specialist in listing and selling marinas all over Chesapeake Bay.

C.B.: Oh, my.

L.H.: Before I retired. What are you going to –

C.B.: So do you have, well I guess then you have contacts all around Chesapeake Bay at all the marinas.

L.H.: When I was selling marinas, boy, I used those contacts too. I knew everybody, and everybody knew me. It got to the point where all the other real estate brokers who dealt in commercial would call me first when they wanted, when they had a customer or something like that, because not many people specialized in it, but I was able to because I was born in the boat business.

C.B.: And off the top of your head, how many marinas are around the Chesapeake Bay, do you think?

L.H.: A hundred, at least.

C.B.: At least 100. And has that grown since you started?

L.H.: Oh, yes. It's grown a lot. But now when I say 100, I mean major ones like this. In those days, there were tremendous amount of them that were what you might call backyard marinas or one-man marinas. They would have, oh, anywhere from 20 to 50 boat slips, and their home would be there and all that sort of thing, and a lot of them weren't making any money. And then at the same time, there was a great resurgence of people who wanted to be in the business. So I just happened to come along at the right time.

C.B.: Success is available for those who are ready when opportunity knocks.

L.H.: That was a good sentence. I like that.

C.B.: I learned that in high school. Had a teacher who made us remember that.

L.H.: I'll pause here for one more thing.

C.B.: Okay.

L.H.: When I was very young, everything beyond here was marsh. Muskrats and things like that. And my father, being a very far-sighted person, knew that we needed to expand.

So, and we were putting in slips a lot of places, over there particularly, but the water wasn't very deep, and it was getting shallower and shallower. So he had a dredge come in, and – excuse me, we ran sort of a berm around there of dirt and pumped all the water and the dirt in here, and over a period of time it would dry, and then we dredged about three times the yard at different spaces of years until finally we got this level, and it's dried out. Now we've got another half acre of land.

C.B.: Something else you wouldn't be able to do today.

L.H.: That's for sure.

(Laughter.)

K.F.: We're now going to do about one minute of yacht yard noise.

(Sounds of Sailboat Masts.)

K.F.: Okay, and of course, the wind died.

(END OF INTERVIEW.)