

Interview with Capt. C. Calvert Evans
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11/19/86

Present: C, Calvert Evans, R. Dodds, Joe Liener, Mrs. Dorothy
Startt (sister of Capt. Evans)

Capt. Evans was born on Elliotts Island in 1913, and later moved to Cambridge and Vienna. He went to sea with his father on the schooner FANNIE INSLEY. Later he bought the schooner SARA CONWAY which was dieselized. Afterwards he captained a number of power boats.

Capt. C. Calvert Evans - Interview 11/19/86

*** On this tape are Capt. Evans, his wife, a male interviewer, and an unknown male commentator***

INTERVIEWER : Sir, can you just tell me some basic background where you were born, etc.

EVANS: Where I was born? Elliot - they call it Elliot's Island, but my Aunt used to get a little upset and say it was not an island, which I have to agree with, it is not completely cut in two.

INTERVIEWER : Elliot's Island -- you and I went down there a couple of years ago to look at the button factory.

EVANS: There is a bridge there as you know, you go over. That drain, I call it a drain, it's not a river, does not go all the way through to the Nanticoke so my Aunt was right, it's not an island.

UNKNOWN: You must of known Mr. Jones, a canoe builder down there, didn't you?

EVANS: I can't say - I left there when I was 5 years old, but I visit back. I have relatives down there and I went down to visit those. In fact my aunt and uncle were Jones', but he didn't build canoes.

UNKNOWN: Mrs. Jones lives just over the bridge on your left hand side when you go in now.

EVANS: Well, that's just where my aunt lives... in a large house - at one time it was the best house on the island. You turn right around that and go back to your left, ditch dead ends and that's where my aunt lived.

UNKNOWN: Across the road on the other side was where Harvey lived... ("Harvey Gray?") ... no, his last name was Harvey .. the fellow we took down to the button factory... ("had the button factory?")... no, not had the button factory, lived right across from there. The house has been moved three times on account of erosion.... Harvey Hurley!

EVANS: He died recently. ("yup, that's right"). He lived on top of Bucktown road. ("yup right on the top"). I seen him about two years ago. ("nice old man") Fine person.

UNKNOWN: He wanted to get out of Toddville because it flooded him out down there a couple of times (laughter).

INTERVIEWER : When were you born?

EVANS: I was born August 29, 1913. ("and you lived on the island until you were about 5 ...?) We moved to Cambridge then, and then after I married in '34 - my wife was from Vienna, so I moved to Vienna. And I used to sail with my father during summer vacations on schooners. ("what was your father's name?") Raymond Evans.... ("that's where you got your interest on the water from?") I loved it on the river, I couldn't wait until summer time comes so I could get on a boat with him. ("when did you first start sailing with your father?") I was only about 13 - so it must have been about the first year we moved to Cambridge (asks wife - she replies) ... it was about 1920... that would give me seven years. I'd say at least seven (wife: "only in the summers though")... he would make me wear a life preserver.... it was an old hard life preserver that was on the boat with him all the time. I certainly loved it. As I got a little older, he'd trust me at the wheel.

INTERVIEWER : Did your father have just one boat?

EVANS: Yes, I have a picture.... would you like to see it? ("yes sure, I heard you had some pictures..") I'll show you this particular one with the Fanny . She was 120 ton - when I say tonnage I don't mean registered, I mean carrying capacity. In other words, registered tonnage and what we used to carry.... they didn't carry it, they swam it ! (laughter) We loaded them down to the water level of the deck here on the Bay. She's loaded with grain, wheat. We used to run under Bohemian Bridge, and Chesapeake City and Fredericktown. Wheat in the summer months.

So you see she's got a little bit of free board there, it's not quite near the deck, but that's how we used to load them.

UNKNOWN: You have about a foot there to the scuppers....

EVANS: Hardly that... couple of inches.

INTERVIEWER: **Sea Lady** had a women captain didn't she?

EVANS: Yes, my father sold her to a German, I think, by the name of VonFluke and he sold her to this D'arcy Grant ... she was a writer. She wanted to gather material and write a book. I think he went on around the with her captain and then she went ashore, the boat was getting run down awful fast. So she was loaded with oyster shells from Carter's Creek, Virginia bound for Crisfield and it was blowing that day - he had no business going out- so on his way across from Windmill Point to Tangier she pulled the chain plates out, pulled the bends up, dismasted her and she sunk. Four or five miles off of Windmill... but she was fine... she wasn't the largest, she carried about 120 ton. But she was a good sailor, easy to handle, and she was really a fine schooner in her day.

INTERVIEWER : When did your father own the boat, from what year to what year?

EVANS: He bought her around the beginning of the war.... or maybe the end of the war. '17 or '18, something like that.

INTERVIEWER: And owned her until when?

EVANS: There you go! (laughter) Let me see I would say around '35, because I was married in '34... and I think about a year after I married.

INTERVIEWER: During the height of the Depression years....

EVANS: You are right... because he was running coal into Cambridge for 75 cents a ton.

UNKNOWN: You picked that up in Baltimore?

EVANS: Right. It was a short run, but I remember it had the cheapest I ever heard of ... anybody at that time running anything. He was glad to get it! He was in Baltimore, he unloaded grain bound home, so it was a back freight... paid expenses and nothing else.

UNKNOWN: When you loaded the grain did you have to lighter any of that in?

EVANS: I have lightered it, indeed I have, up to Bohemia - uh, Elk River... just below the mouth of the Bohemia. That was some work!

UNKNOWN: Drive out with the wagons until it was about hub deep and then

EVANS: We would anchor the schooner in just as close as we could get her without being ashore, and had an old scow and various captains holler - I don't know where we got it maybe Chesapeake City - and pull it into the wagon with the elbows - fill the old scow. Maybe we would put one wagon load in it... I don't know... it couldn't have been over 50 bushels I don't imagine.... and pull it out to the schooner, make the old scow fast, throw it fast - all of them up on the deck - it was all in bags at that time, get on deck, carry the bag over to the hatch. They were small hatches, they weren't but 8 by 8... cut the string on the bag, dump it in the hole. They had a man on board there when the other was going ashore to get another load, he'd have to get down in the hole and shovel it up under the wing.

UNKNOWN: Yes, spread her out.

EVANS: It was hard work!

UNKNOWN: You didn't have any deck plates on there?

EVANS: Plates. We had one plate on each side, halfway from the main hatch aft deck to the forward hatch. We dumped those full, they were only about 18 inches.

UNKNOWN: Yup, 16 or 18 inches. Bugeyes had 'pret near the same arrangement.

INTERVIEWER: How long did it take you to take on a full load?

EVANS: (laugh) Good Lord! (UNKNOWN interjects: according to how many farmers came down there, I guess)... that's right, and we'd have to move from one farm to another. They were all fairly close but there were no trucks in those days, if there were we wouldn't be carrying it!

UNKNOWN: The less hauling they had the easier it was.

EVANS: So I'd ask my father when I was old enough to know what the story was on a scow and grain, and scow and wheat - the first thing I'd ask him was "is no scow in it?" (laughter). That was something. So after a while we went to the dock below Bullamy(?sp) Bridge and got some trucks, got it trucked up to us which wasn't too bad - we could load in a day then.

UNKNOWN: Did you ever take on any up at Centreville? At the old granary there?

EVANS: No, no. I carried fertilizer in there after I dieselized the boat.

UNKNOWN: Yeah, that was right below there.

EVANS: But I never loaded any grain there.

UNKNOWN: How about up to Crumpton?

EVANS: No, I'll tell you where I did go once with my father, one trip and he didn't have no business going in there. That was Elk Landing, ("uh huh"), down on Berber(?). Just a little ways from Elkton. Goodness sakes, went in there and somebody told him he wouldn't have no problem - she drawed 8 foot loaded - so he went up there and loaded and we got a little ways out in the water and that was it! We waited several tides to get out of there (laughter). When we did get out of there in a little deeper water, Pop upped in back and said "goodbye Elk Landing" (laughter). Most of his grain work was at the head of the Bay. Then, of course in off season, I call it off

season, when harvest was over in the Fall, we started running corn down the Bay - lumber mostly.... Rappahannock. We did run a little bit out to the Potomac and York River... West Point that was a great shipping point.

UNKNOWN: Delivered most of that to Baltimore didn't you?

EVANS: Yes....

UNKNOWN: Never ran on through up to Philadelphia anywheres?

EVANS: We carried one load of grain to Philadelphia.. and at that time Mother was with us... Dorothy ,I don't know if you were (indicating his wife, she replies "yes I was").. I believe you were ... (DOROTHY: "that was when the boom struck her head...").] believe so... that was the only trip I remember going up on the **FANNY**. And we used to run quite a few oyster shells into Baltimore and Crisfield. Grind them up and make lime and sell lime.

UNKNOWN: .. and chicken grit.

EVANS: Right... I think they've gone out, I'm not too sure. Of course there's no boats to run the shells anymore, but they'd go by truck anyhow. There might be some from the western shore still going into Baltimore.

UNKNOWN: How about that fellow there on Kent Island ? He probably carries some too don't he? (EVANS: Where the oyster had its shucker?).. no the fellow was dredging the shells out there in the Bay.

EVANS: Oh, he might. He did years back. He might still be running some, but the Crisfield plant has been long gone. (UNKNOWN: Yeah, so's the one down in Cambridge").. yes, right.

UNKNOWN: I was down there the day they hooked a tractor on to it and down she come... man-o-man.. I think Pete's got a lot of pictures here of that thing coming down. That was a dusty place.

EVANS: We used to walk through those places to get the bill of lading, get it signed, and boy I'm telling you there was some dust in there! You couldn't see over 10 feet in front of you.

UNKNOWN: Where did you mostly pull out with your schooner for painting and checking the bottom and so forth?

EVANS: Well, mostly Cambridge on that schooner, but I more or less favored Biggles(?Sp) down in Deltaville. That's where I did all the rebuilding, and Carter's Creek. Didn't do much thoroughly rebuilding there, my boat **Sara Conway(sp?)** was rebuilt 3 different times.

UNKNOWN: I remember when she sunk over here at Vienna for a couple of years.

EVANS: I wouldn't be hear now if I stayed aboard that night. I had a policy of, if I come by Vienna before midnight I'd go up to the house and stay. But if it was after midnight, I wouldn't wake my wife up, I'd stay on the boat and we were running grain at that time to Seaford, and I could go up to Seaford in just 2 hours. So all I had to do is be up there at 8:00 when they went to work, so anyhow I'd leave 5:30 or 6:00 in the morning and figure on being there at 8:00. It was just a little before midnight when I tied up in Vienna and I said I'm not going up and wake my wife up. Well, she might be sittin' up because it's not quite 12:00. So I went on and walked up to the house. If I had stayed aboard that night I would not have because I could have done drowned. When we got the **Sara** up, the barge - the tugboat was pushing the barge up the river - he went to sleep and turned and he run into her stern. When we got her up we seen how far that barge's bow come up in the pilot house and at the foot of my berth was the exhaust pipe - an 8 inch pipe - and her bow bent that right in on my bed. So it would have pinned me in there.

UNKNOWN: So you would have been fastened right down. You had a load of corn on there didn't you?

EVANS: Yup.. full load of corn.

MRS. EVANS: fattest carp down there they said that they'd ever seen... all those fish feeding on corn (laughter)

EVANS: I guess so, it was 5,500 bushels dumped there in the river.

INTERVIEWER: Did your father have any trouble getting cargos for the **Fanny**? Was it pretty easy to come by?

EVANS: Lot of his work was from year to year. He got in touch with the people and he had given them a good job so he looked forward to seasonal work. But when he didn't have that, they had a ship broker's office in Baltimore - C. C. Paul and Company. They owned a lot of four-masters, you probably heard of him. He chartered boats, I think he'd get 5 percent commission at that time. So he worked through Mr. Paul and with his own work he could keep on fairly good. What time he had off was usually late spring and that's when he would paint up... late spring just before wheat started around the first of July. Corn would happen later on to start dieselizing schooners and the ones that were in good enough shape to spend that money on to dieselize. And they were also building a few power boats and power boats naturally took all the work from the sailboats because if you loaded them today, why they would be there tomorrow to unload. You had something to depend on. So finally if you didn't have a power vessel, we had good power in the oil boats we just couldn't make the time, naturally. So it was either git out or dieselize. That's when I dieselized the **Sara**.

INTERVIEWER: How many summers did you spend with your father?

EVANS: I would say, probably 15. (INTERVIEWER: "so you had quite a bit of experience...")... yes, I had quite a bit. I remember the first night he trusted me at the wheel where he turned in solid and went to bed. I thought I was somethin' then! We had out loaded shells that day, we were plantin' shells and the last trip I believe we planted them below Cedar Point and he said, "well it's the last trip (-we couldn't get enough help at the time to shell them off-they were all on deck-) I'm not going to Cambridge tonight, I'm going in Patuxent here and anchor and we'll go up tomorrow." I was thinking of a gal in her little hillbilly outfit and I said, "let's go up tonight". He said, "do you think you can take her over there?", "Yes, sir!" So he went down, I watched him, he took his clothes off and crawled in that berth and I he conked big, so we had a cracking

We went up that Bay and I called him down around Castle Haven, and he said "where are we?", and I said "we're almost up there". I thought I was doing somethin'! It kind of stuck with me.

INTERVIEWER: Did you get paid doing this?

EVANS: \$1.00 a day.... \$30 a month... I was drawing a big wage then! (laughter)

UNKNOWN: You were making as much as some fellows with families at that time.

EVANS: I guess so... that was what standard wage was for crew. There might have been some real good seaman that drew a little more but that was about average, \$30 a month.

INTERVIEWER: How many crew did your father carry?

EVANS: Two - until I got.... I think after that night he cut it down to one (laughter).

UNKNOWN: Just as long as kept the Highster(?) engine working you were alright.

EVANS: That's true. She used to be a hand puller too, he was one of the last ones to put a power wench on her before sails. Yes sir, when I started she was a hand puller. Had to get the anchor pulled up by hand too. (UNKNOWN: "whew!")

MRS. EVANS: Wasn't it the Fanny he lost his leg on?

EVANS: Yes, he got hung up the first trip he put the donkey(?) on her, he got hung up in it and run his leg off (INTERVIEWER: 'your father?')...yes, his very first trip. The davit falls were too sharp so he tied a rope on them to go to the wench head, of course it had the knot head end stuck over, and when that come over that wench head, it rose. It went under the standing parts. He had all the rope between his legs, and she was pulling up, and he stood there snatching on him, snatching on him. I was back aft getting ready to hold the standing part when he slacked up on the wench, I'd make fast aft on the pins. And I looked up there and that wench was carrying him over and over and over. By the time I got up there and stopped the engine it had rung him -

nothing but muscle and veins - he wanted to pull out a knife and cut it off. But just nothing hanging there and the doctor told him when we got him back to Salisbury that if he had cut it off he would have bled to death.

UNKNOWN: What an ordeal to go through!

MRS. EVANS: It was a rough life.

UNKNOWN: The things that must have went through his head while he on that

EVANS: He was very fortunate it didn't kill him.

MRS. EVANS: You were anchored out weren't you? You had to get him in the skiff or rowboat

EVANS: Police boat come and got him, carried him to Salisbury.

UNKNOWN: But then it was a trip to Salisbury from there.

EVANS: We carried him into White Haven and Wood Anderson had that shipyard then, got him in his car and carried him to Salisbury. It was 2 hours before we got to the hospital. So he finished out his days with a wooden leg.

UNKNOWN: Could he do as much on board?

EVANS: Oh he could do ... yes, he could. He was a big strong man and after he got that leg fitted, of course his brother was a carpenter and made him a peg leg! But he could really get around, he could run up that deck. I won't forget that, seeing him going over and over on that wench. He was making a pass for the switch, had the switch right down there, and every time he came around he was trying to reach it and he couldn't do it. I run up there and pull the switch and stopped it.

INTERVIEWER: What year would that have been, do you remember?

EVANS: I would say that was during the first of the depression... around '28. That made me about 15.

UNKNOWN: Quite an experience for a young fella.

INTERVIEWER: Did you do any cooking on board?

EVANS: Yup (laughter). When work was real slack, as I got a little older we dropped the other man runner and we dumped the engine too. full sails by then. Just my father and I were on her. (intelligible sentence).

INTERVIEWER: You worked with your father a number of years I know, but what happened after that?

EVANS: Well, I got married in '34. My wife wanted me to come ashore, so I come to Easton and was in the body and fender business. I served apprenticeship with a gentlemen over here, forget his name, and I think I was only there about one week, Dorothy, wasn't it, before he ran away with another women. And there I was just learned the business, so his head painter, he come to me and said, "let's us take this business over", and I said, "I don't have enough capital", he said, "well, we can just get together some money and see if we can", so we did. We took it over. It was going on alright but I got tired of hammering on fenders and everyday I wanted to be on the water. Finally I went up Dorchester, New Jersey and bought **Sara Conway(?)**, she was a schooner at that time. Sailed her one year and seen the trend and we just couldn't make it under sail. Then we dieselized her and went on from there. I sold her in '70.

UNKNOWN: Where did you have the engine put in? Down in Dorchester?

EVANS: No, down in Diggles(?) in Deltaville.

INTERVIEWER : How long did you run her under sail?

EVANS: One year.

INTERVIEWER : Is that when Joanne Palaguard(?sp) took the picture of her, is that when you were coming from what we call the graveyard, the marine graveyard, where you bought her?

EVANS: That's where she was, she was on her last roundup you might say....

UNKNOWN: That was some place down there wasn't it?

EVANS: Goodness sakes. You know the oyster business fell through down there and they had those schooners just put them ashore anywhere (UNKNOWN: "piled up everywhere!"), let them die. I think there were 3 or 4 there where the **Sara** was. They had taken all the sails off, all the running rigging, (UNKNOWN: "and the masts were piled up in a field up there"). Right, but her mast was still in her and her booms and gasks were still on her (UNKNOWN: "I'll be darned!") but they had put her sails away in good shape and put them in a log - dried them thoroughly - and when the sails went up, oh boy, it was just a matter of putting them back on. So where **Sara** had been tied up all that time, I don't know, several years. I put sails on, everything in good working shape, even the oil boat (?elbow) to engine was still usable.

UNKNOWN: At one time there was over two hundred schooners sailed out of Port Norris(?). Now that's not counting Greenwich or over there in the Harren(?) Hogs over in Delaware or anything either.

EVANS: Yes sir, there were many up there.

INTERVIEWER: Can I ask you how much you paid for the **Sara Conway(?)**?

EVANS: I seen the binder the other day. Dr. Sharp owned her. I gave him \$50 as a binder, and I gave him \$1,400 more --- \$1,450 total price.

UNKNOWN: That was a lot of money then! A lot of those old schooners, if you got them for \$1,000 no trouble at all.

EVANS: I forget what he did when I first contacted him, what he wanted for her, but anyhow I said to him I've only got \$1,450 whatever, and he said, "I'll take it". (laughter)

UNKNOWN: Do you remember whether the windmill was still standing down there at the end of the street? (EVANS: "No sir, I don't") They had an old windmill, something like that one down here at Lloyd's, that stood down there at the end of the street. (EVANS: "I don't remember"). Yeah, I know a lot of those people down there. (intelligible talking - several people)... that's more or less a copy of the watercolor there.

EVANS: No that's not reverse, it's taken off right. That was taken, I was on my way down the Bay, and I hadn't been home for quite a while so I was beating in Oxford one morning early and Hal LaZord(?sp), I don't know if you remember him or not, he was a marine photographer. He seen me beating in and he said it would make a good picture. So he come out in his small boat, and I seen his boat running up one side and down the other, and I said, boy he takes pictures. So after I anchored, he come aboard and introduced himself and told me, "really got some good shots of your boat". During the conversation he said, "I'd like to make a trip on here", I said o.k., so he did. A short while later he come aboard and we went down the Bay and got a little drunker(?), and we've become very good friends. He was interesting. I think he had some kind of an English built boat, he was a Englishman anyhow. He sailed her across, I don't know if it was his first time or what, but he was a sailor, he pulled a mast. During that trip down the Bay and back he wanted to know how the freights were getting in sailboats. I said " ". He said, "would you consider me dieselizing the boat for half of her?" Well, I jumped right around his neck, I said, "yes sir" (laughter). Here I had a \$1,400 schooner and he was going to buy a diesel engine and convert it and polyhouse(?) it and enlarge the hatch and all that... I said "yes sir" . So that was it, we shook hands on it and it wasn't long before we carried down to Diggles to strip her down. He was a fine person and I thought a lot of him.

UNKNOWN: Did they have much trouble running a shaft hole out for you?

EVANS: No sir, they bored through that. I often wondered about it. You made something like a drill bit, I can't explain it, and threaded a pipe and put this drill bit in there. It cut fastening and all in two, and went up in her bit(?) wood like that.

UNKNOWN: I was wondering how, whether they hit any drifts or stuff, they must of

EVANS: It was a slow job, and after they got that hole, I think we were going to use the three inch shaft. I think that, oh, four and a half inches, because we put a copper sleeve in it. It made a wonderful job and it was no way to refasten it back but I was afraid she was going to work not like that, with all that fastening cut into her. But she didn't, never seen no sign of work. That was the biggest problem, putting in that shaft sleeve.

INTERVIEWER: What kind of diesel did you put in?

EVANS: Started out with an M-R-8 Superior Diesel. Straight 8, I think it was the first high speed diesel that ever come out - she had a three to one reduction gear. Every year you had to pull her down and free her rings up or put new ones on her --- every year she'd stick her rings. I tried every kind of lube oil that was made and no good. So they didn't last too long, Sterling Engine Company bought 'em. I think they finally went out. After we got going a little bit I put tap color diesel in her. Had her engine then- that was a nice engine.

UNKNOWN: Ever run across a pair from up in Bridgeport, New Jersey?

EVANS: A pair of what?

UNKNOWN: That had two big powerboats - one of them carried about 225 tons, the other one about 200 ton...

EVANS: I don't think so.... from Bridgeport?

UNKNOWN: They run in pretty regularly there to Baltimore...

EVANS: Do you remember their names?

UNKNOWN: Yeah, J.B. Wright and the Wright Brothers...

EVANS: Sure! I knew Jack and Mugsy very well.... did you?

UNKNOWN: Sure, and old Caleb was one. Cal Wright -- Caleb

EVANS: That was their father.... I knew the boys.

UNKNOWN: One of them caught on fire right up there near Baltimore. Pret' near burned her up.

EVANS: Yeah, I knew Jack very well. Last I heard he was still alive but Mugsy had died. I didn't ever know his name but to call him Mugsy.

UNKNOWN: (laughter) I don't know what his right name was either. Jack, he was a pretty good size guy. Yup.... J.B. Wright and the Wright Brothers. I thought it was funny if you hadn't run across them!

EVANS: When you said Bridgeport I was thinking 'bout Connecticut!

UNKNOWN: No, Bridgeport, New Jersey, up Raccoon Creek.

EVANS: Yes sir, I knew it well. Mugsy, he wouldn't be bored of you long visitin' before he'd start preaching!! Jack said, "oh my Lord here comes Mugsy goin' to preach his sermon" (laughter) And he would, he'd get off on the Bible.

UNKNOWN: Yeah, before they stopped they got hold of a couple of steel hauls and were running them.

EVANS: He sold Mugsy on one that she was eventually sold to Baltimore, they named her the Chief. Right now she's one freight boat still going. She is owned by the Ward boys down in

Deltaville, and that's the haul that Mugsy had. There's only two that I know of still going. Freight boats and they are both in Deltaville.

UNKNOWN: They run a long while! Yeah, I know them guys.

EVANS: They never would load like we do here on the Bay. They always left about 14, 16, inch free board. We'd say, why don't you load that boat -- they'd say, she's deep enough for us. (laughter)

UNKNOWN: When was the last time you were on the Sara?

EVANS: The last time? You mean after I sold her... ("yeah") oh, I went down to Ocean City several times. I went out on her clamming with Rick... do you know Rick Savage?

UNKNOWN: Yeah, he was in here a couple of times...

EVANS: I wanted to see what it was all about, so I went clamming with him one day. That's hard life!

INTERVIEWER : When did you sell the Sara?

EVANS: I think it was in '70... pretty sure it was.

INTERVIEWER: This picture was taken about 1940?

EVANS: Yeah, I would say '40... because she was dieselized in 1941.

INTERVIEWER: Did the diesel have much effect on the boat - with vibrations...?

EVANS: No, not with high speed diesel. (INTERVIEWER: "she held up pretty well?"). She developed her. It was called 150 horsepower and I think it wasn't over 75 actually, I think she was

overrated! But at high speed with that reduction gear she was just as smooth as she could be, no vibration.

INTERVIEWER: I see here she has a nice little yawl boat ...

EVANS: That had a Master 6 Buick engine in it (INTERVIEWER: "is that right...")

UNKNOWN: That wasn't the original engine though, was it?

EVANS: No, I don't know. Of course down in Port Norris down there they wanted to put more power into the yawls all the time so they could get in and out.

UNKNOWN: Put them old Hechingers(?) in there. (EVANS: "yeah, right")

EVANS: She pushed that schooner light, 6 knots. Yes sir and when we put that Superior in her she'd only push her 8. So that Buick done a heck of a job. Loaded now, she wouldn't get over four or four and a half.

UNKNOWN: Did you get to know many of those fellas from down in Delaware?

EVANS: No I didn't. The only dealings I had were with Dr. Sharp.

UNKNOWN: Yeah, old Doc Sharp. He had the shipyard there at Leesburg.

EVANS: I guess it was Leesburg... ("yeah, Leesburg") I keep sayin' Dorchester.

UNKNOWN: Delaware Bay Ship Building. You didn't see the big old Army salvage tugs they built there did you? ("No") They built four or five of them. Man, they were whoppers.

EVANS: I can't place it. They built one or two in Cambridge you know during the war.

INTERVIEWER: You must have known many of the old schooners that were still around when you first went to sea with your father.

EVANS: They were on their way out. They wouldn't spend no money on them. They couldn't, they just didn't have the work

UNKNOWN: I think the last ones were built up in Greenwich around 1926 or '28. They are Cy Parsons.

MRS. EVANS: How many did Captain Harvey Conway have?

EVANS: Oh he had, I think, before he died, he had 6 schooners. They were the best kept schooners on the Bay.

UNKNOWN: The Sara originally had another name.

EVANS: H. Schultz. He changed it when he rebuilt her, I think in '24. He changed her name and named her after his wife. Sara C., her middle name was Catherine, Sara Catherine.

INTERVIEWER: What are some of the other boats that you remember?

EVANS: There were a lot of schooners at that time, and rams ("bugeyes") but they just kept dying out. Durin' the war they just disappeared. Some of the better ones were sold off the Bay, they went south across the islands. The ones that were dilapidated, you might say, were put on the banks. Laid up.

MRS. EVANS: He collected. I think he even has pictures of most all the sailboats on the Bay, don't you?

INTERVIEWER: Looks like you got quite a nice little scrapbook here.

EVANS: A lot of that cannot be duplicated. They are all gone. ("You want to go through it?").. sure.. (they all must be looking now - making comments). There's the Sara when she was dieselized. There is Thomas Freeman was up at Smithfield. (" Boy, she's gone to pot"), they say so....

UNKNOWN: ...that fresh water and that cranberry bog didn't do much good. I think that was the prettiest bug-eye here on the Bay. I'm talking about this hull shape ("yeah, it was a very, very nice looking boat").

EVANS: Give you an idea what kind of sailor she was, there wasn't a white cap, this was a tongboat... there wasn't a white cap on the water... here's she blowing... the bow right up there ... that skiff out of the water. She was a wonderful sailor and it was a pleasure to work her because she was quick, she would answer a rudder, just the minute you'd roll it down on her she'd come head to. Jib would flop a couple of times and she'd pay off the other way. Most of them you know you have to hold the jib, but not her, she'd come around fine.

UNKNOWN: There's a ram...

EVANS: Yeah, that's the ^{L~n}ttCuwt} **William Lathcome(?sp)**. She was actually a schooner. She was built with three top masts and she had a round bilge, she was really a schooner built.

This boat was the **Ida B. Conway**, and when the **Sara** sank, I bought her. She was already dieselized, but she was very similar to the **Sara**.

INTERVIEWER: Oh, so you owned the **Ida** after you sold the **Sara** ?

EVANS: Yeah, the original name of her was the **William Layton**. She was built the **William Layton** down the Nanicoke River and she was changed to **Ida B. Conway**. That's when Captain Harvey bought her, and then John (ljus?) Crouch bought her up in Rock Hall and he named her **John J. Crouch** after his father. She was **John J. Crouch** when I bought her and I named her after my daughter, **Carol Ann**.

And here is the **Sara** loaded with lumber. That's how we used to load them to give you an idea -- stick it right out over the side. (lots of talking) lumber reef in .. I don't think I folded it on a lumber reef. I think I put a single reef in it, you can tell that's downright good. Always carried a single reef.

This was the schooner **Edward L. Martin**. They converted her from schooner. They named her the **Honey B**. She burned up down the mouth of Tred Avon, below Oxford.

This old schooner was owned by a fertilizer company in Salisbury, **W.P. Ward**. Owned by farmers and planters. Had two of them, I couldn't tell 'em apart. One was W.P. and the other was **D.J.**

UNKNOWN: Both built at the same shipyard I guess....

EVANS: Must of been, because they were almost identical. Here was the prettiest schooner, in my opinion, ever was on the Chesapeake Bay. It was a Conway schooner but they never changed her name to a Conway. Her name was the **Laurana(?sp) Clayton**. This was the windward side and still the water was almost on deck.

UNKNOWN: You picked up most of your lumber down in Virginia?

EVANS: Yes sir. (INTERVIEWER: "What would it be mostly?") Pine board... rough pine board... I made one load of dress lumber in my life but the rest of it was rough, from the mills. (**UNKNOWN:** "not too much oak?") No, very little.

Here is this boat converted. That's the **M. Lewis**. They changed her name when they unloaded her.

UNKNOWN: Remember that old boat that Dan Dyas(?sp) had, the **Henrietta Frances?** My Lord, she just hung right down. (laughter)

EVANS: It's very funny what they tell on Dan. He sold her down south, he couldn't hardly keep her afloat here. Dan was supposed to go down and help deliver it, so they got down to Morehead City and the man that bought her said, "well, we'll make some time from here on down. We'll go outside in the mornin', go down to the beach".... then the old damn fellow said, "my Lord I got the worst cramps in my stomach I don't know what on earth is happenin' to me"... they had to get him off there, he was sick as he could be. Dan said, "We're going outside down the beach!" I don't how the Dan got her down there, but she didn't make where she was going. Fell apart, carried her to some shipyard down there to patch her up but there was nothing to patch to! (laughter)

*** end of side one***

EVANS: ...all three of these loaded with lumber... (UNKNOWN: "there is the old Paul")... yup, the old **Paul**, she was a beautiful schooner.

UNKNOWN: You think she was better looking than the **Mighty Dean(?)**?

EVANS: I do, of course she was much bigger.

UNKNOWN: Yeah, bigger boat.

EVANS: This was 175 ton carrying capacity. It's hard to judge after they git up larger they loose a little something in looks, I think, but for a big schooner she... .comparison to the **Mighty Deen**.

UNKNOWN: I'll tell you one I always thought was as good lookin' as the **Mighty Deen** was the **Ida May**, remember her?

EVANS: Yes, I have her in here somewhere.

UNKNOWN: She was a beautiful little schooner!

EVANS: There's my first charge. **Mildred**. She was a boxy old thing that wouldn't sail. I don't remember her with a top mast, but I was quite young then of course, and I kept it painted up.

Looked good, flag underneath had her name on it - **Mildred**. She was owned in Washington, I sailed her on commission.

There's the **Betty Conway**. That's a conversion of course. They all look about the same.

There's the biggest schooner that ever preyed on the Bay. She was built up in Maine (UNKNOWN: "that was a man killer wasn't it") She was the biggest one to sail inside, freighted inside. (UNKNOWN: "looks as though she just had a new foresail").. yeah, looks like her first trip with it.

(comments): high on the water... there's **Edward L. Morris(?sp).... Bohemia**

UNKNOWN: She's deep loaded ... built right here in town... (EVANS: "I guess she was")... Yup, Tom Kirby.

EVANS: Here's the one that drowned all those people over in Heron Bay...

UNKNOWN: yeh, over there in North Beach. We come out of Oxford the same time that thing left Cambridge.

EVANS: I met her that day too. I met her somewhere about the mouth of the river and they had storm warnings up then, I was wondering where the dickens he was going. Sad thing. Down in Cambridge Creek. Lot of boats on that Cambridge Creek now.

UNKNOWN: Yeah, but they don't look like they should. Old clorox bottles (laughter).

EVANS: Here's Captain Bob Goudie(?sp) in the **Preston Lewis**. Getting out of his yawl boat. I remember the old colored man he had with him, they called him "Fad" F-A-D, I never knew his name but he sailed with Captain Bob all the time.

There's Jim of course there's the **Sara**, just left the shipyard there, just painted up.... there's the **Thomas**... that was a pretty wooden hull.... she was... shame about her... sorry looking sight now ... (INTERVIEWER: "where is she now?")

UNKNOWN: Up there Smithville (** refers to it as "Smithfield" previously**) in a cranberry bog, fresh water.

EVANS: ... **Edwin and Maude**... she was prettiest ram that ever was built on this Bay...

INTERVIEWER: Did you take many of these photographs yourself?

EVANS: Most of 'em. Most of 'em was taken, hard to believe, with a little box camera, number 2 Brownie camera, do you remember those? When I was a kid and I 'm just sorry now that I didn't use it a little more, but I got quite a few pictures... had them enlarged and those negatives, some of them I took real good care of..

(Conversation snippets:) **Edwin Bird** Tanquier Sound I got a picture of her somewhere... there was another well kept ram at that time ... Kennedyville... she died in Salisbury... .you knew Sewell Heist(?sp) didn't you.... 13 dogs on him..

EVANS: You go aboard there... they were all over you.... yap, yap... you couldn't talk or anything (laughter). Took him the first hour after he woke up in the morning to clean his deck when it wasn't tied to the wharf.

UNKNOWN: Did you see when he made that last trip? When the mizzen halved about half way up.... and the jib was all the way up (laughter)..

EVANS: Poor old Clark, yes sir.... The **Valiant** powerboat some of them... I think they'd probably be over there... (UNKNOWN: "up in Cambridge")

That's the **Betty Conway and Lavar(?sp) Simmons**. She sunk down here, remember in that storm at the mouth of Choptank, off Black Walnut. The **Victor Neal** and then the **Merrydale**.

UNKNOWN: That was a busy place at one time, wasn't it?

EVANS: Yes, it was. ... all of these. The **Victor Neal** she was owned up to ... well when they named her **Victor Neal**, Victor Neal named her after himself. He had a mechanics plant or a tin shop or something in Hurlock. He used her to run tinplate, and then she was sold on, several more buyers. This was in her last day, she burned up, **Miss Merrydale**, she run into something - they think a buoy, fleet trap buoy - down off of New Point. She sunk. The **Forrest Simmons(?)** sunk down off Black Walnut in a storm and the **Betty Conway** got run into by a fish named **Earl Windwill**, cut her in two. All of those had a sad ending, they didn't die or were sold they just slept here.

(more conversation snippets as they are looking at pictures) There is my father's schooner.... this I don't know what it was, it was just a nice picture... (INTERVIEWER: South American training ship sunk here?")... yup... here's the old **Fanny** I took those pictures from the end of the old bowsread. ... (UNKNOWN: "You shimmied out there to get that!").... she was a good sailor.... that's when I got the **Sara** up and we used to run together sometimes, I had a hard captain --- I'll tell you who it was in there at that time -- Harry Porter. Do you know Harry? He was operating the **Carol M(?)** for me, that was in Deep Creek Locks on our way to Lumber(?sp) City to load grain.

There's a little old 3 master.... she died up Rock Hall...

UNKNOWN: She was originally 2 mast....

EVANS: That's right... her name was **Priscilla**

UNKNOWN: ... and she was stretched out ("that's right") and made 3 mast.

EVANS: You can see what happened when they stretched her out too... look at that hull.

UNKNOWN: She died up in the haven up there.

INTERVIEWER: Wasn't she the smallest 3 master in the Bay.

EVANS: Yes, she was the smallest 3 master in my memory.

UNKNOWN: We had the yawl boat off of it down here and I measured it up and made a set of lines from it.

EVANS: There is the Ida May and I say that is just as nice looking little schooner I think that is her original name, she was sold for a dude ship up in Maine, somewhere up around the Victoria's Islands.

UNKNOWN: Some of that rubberneck fleet.

EVANS: I think this is off Oxford on the day of the races. It's a beautiful picture.

UNKNOWN: Yeah, look at that nice Cravis(?) there.

EVANS: Yes sir....

UNKNOWN: Two Hooper Islanders... three of them.

EVANS: I feel like it was Oxford although this background doesn't look like it. This was taken at the ferry terminal, ferry landing - there were never no trees behind that like that, not in my time. Coulda been, I dunno.... but I don't know where else it coulda been.

UNKNOWN: Old Harvey Hurley liked to build them draketails...

EVANS: He was a boatbuilder. And he had a model in his house... (mutterings). I'm pretty sure this is the shipyard at Chesapeake City. And that's the Fanny - they were putting nightheds and bowspreads and whatever all up far, I remember my father talking about it.

UNKNOWN: What did they call that - the Marine Construction Company or somethin' wasn't it called?

EVANS: I just don't remember, but this old southern transportation barges were there all the time, tied up there, right down the river from.. (UNKNOWN: "on the north side")... yes, sir.

Here's a picture I kind of like.. I shot it from the bow of the **Sara**, and that's the old **Albert F.** with dogwood. Yeah, I kinda like that.

UNKNOWN: That's something they don't use anymore - that die wood(?). Gosh, it used to be piled up there at Wilmington on the wharves high as a four-story house. (INTERVIEWER: "loaded with bugs and snakes and things")... all kinds of junk!

EVANS: This is the last boat that I owned. She was a little Texaco tanker built to run down in those shallow creeks down in North Carolina. So she just got too small and Texaco went to barges and tugs and a friend of mine, Sam Tiding of Salisbury, we bought it together and converted it over. In fact it wasn't too much convertin' to do because that is the original house and all we had to do was open the deck up and put a hatch in it and seal her - when she was running oil her frames were all exposed, you know. So when we had to convert her we had to put 3 inch sealant over all the frames and bolt it down.

There's the old **Potomac** going out of Cambridge Creek. This is up around Wiscassin(?sp).

UNKNOWN: My lands, they're still there...

EVANS: Are they? (laughter) Here's another one, **Northstate(?)** coming into the Cambridge Creek.

UNKNOWN: There's old **Stanford** again.

EVANS: That's the **Betty Conway....**

UNKNOWN: I think somebody and finally tore her all apart to get it out of the way. I don't know whether the state did it or not.

EVANS: Is that right? Went right up to the highway. This is Cambridge Creek again.

UNKNOWN: There's your old oyster It won't never be like that again.

EVANS: No sir. There's a good picture of a little boy at Simmons... she just left the shipyard... remember him? I think what he was noted for was the author of Up Before the Mast. I just put that in there because it was beautiful. She was a beauty.

UNKNOWN: It's funny a baggy winkle(?) on her ... on the **Lazy Jackson** top mast.

EVANS: That's the **Bacon** coming down through the Vienna stream. She was built in Sharptown, I guess... Sharptown or Bethel.

UNKNOWN: I think she was coming from Sharptown on that one....

EVANS: I think so..

INTERVIEWER: Just after she'd been built?

UNKNOWN: No, they rebuilt her didn't they?

EVANS: I really don't know....

UNKNOWN: One caught on fire... ("that's the one") and they took it up there and rebuilt it.

EVANS: This is a picture of another old schooner in Maine (UNKNOWN: "her masts are down on some of them"). That's a larger bugeye, G.W. Bennett, she was owned at Hudson and Will Warfield owned her. She had a Palmer engine and a cabin, seriously (UNKNOWN: "both?"

(laughter))(INTERVIEWER: " I see smoke coming out").... if we had a little bit of wind we'd have sailed her.

UNKNOWN: ...she's pushing long!

EVANS: I guess you'd make 6 knots with that old 3-cylinder Palmer.

UNKNOWN: They had another one, the skipjack **Willy Bennett**. You would probably remember that.

EVANS: Yup, I remember the name. Now there's the last of the W.E. She went ashore down in the Bahamas somewhere in a hurricane.

MRS. EVANS: Wasn't that the one that sank the **Sara**?

EVANS: No, that was a tug that sank the **Sara - Haydee(?)**. This is Buck 's boat. Yeah, she wasn't worth trying to get off.... Yea, she went up there all right, I guess that sand made her rounder probably.

UNKNOWN: Yes, you can see it starting right here.

EVANS: It will do that. Anytime you got something you've seen it, it will wash in, fill in around most anything - small boat or whatever. There's my two boats... they got this one backwards (laughter)... the old W.E.

There's a nice looking schooner, you might remember her - she come into Oxford - **Sea Fox**?

UNKNOWN: Not right offhand. Two top masts. (EVANS: "she was right pretty under sail I thought"). Boy, she had a cut there to her mainsail didn't she?

EVANS: There's my father. **Fanny** - we just left the grain elevator, just finished unloading and putting sail on her right there, let her drift off... put a jib on her and went on out. Her she is all drawn on deck.

Cambridge Creek... (UNKNOWN: " This is a nice picture")... yes it is, it never look that anymore! This is where the townhouses are ... (UNKNOWN: "spoiled the place")

That was **Sara Conway** loaded with tomatoes.

UNKNOWN: How many baskets could you get on her?

EVANS: 5,500! (laughter - "whew, darn") They wouldn't let us put none in the hole we had to carry them all on deck. With this one particular trip they were (guarded?), we loaded on Old Nanicoek and the wharf was full of tomatoes and I was the only boat there. I said they might as well rot in the hole as well as here on the dock! Fill that hole full and carry every one you can! So I had the hole full and that high on deck.

INTERVIEWER: The wheelhouse is almost disappeared!

EVANS: It went up to the windows, so we could see out. Here is the old **Baird(?sp)** - (UNKNOWN: "down there on Tangier Sound").. yes, sir.

UNKNOWN: You didn't haul very many tomatoes did you?

EVANS: No, no, I think I run two years out of Nancoek - one year out of Cape Charles to Baltimore. Here we kept the salt and pepper shaker right on the compass shelf and all we'd do is reach out the window and grab a tomato.

INTERVIEWER: This may seem like a dumb question but how did you get aboard?

EVANS: Round the side of the rack - that was the inside of the rail - the rack was inside the rail .. so you hold on to top of that rail and go around the rail. This last during the tomato season but not

over a month at the most, maybe three weeks. But it paid good. . We got 10 cents a basket at that time which is considered good (UNKNOWN: "that was good")

INTERVIEWER: Did you have to do any loading or unloading?

EVANS: No, they had help loading and unloading the boat.

MRS. EVANS: Did you carry watermelons?

EVANS: No, I never did run no watermelons. (MRS. EVANS: "the bugeyes did, didn't they?")
Yup, Captain Bob did.

This was taken right at Easton Point. ("yeah, I never seen that scow before" "cow landing") I sent some pictures to Burgess, in fact you got them, and this one he says I cannot find - it's the **Hulda(?sp)** and the **Wildflower**. Well they knew about the Hulda he said but I can't find no account of the **Wildflower** anywhere, are you sure that was the name of that schooner? And I had some old bluebooks that date well back, and I found her. I never did see Burgess after that, I should have wrote him. (UNKNOWN: "she had a pretty stern on her")... yeah, he coulda said I had her name wrong but no sir she's listed.

This is Cambridge Creek.... there's the **Pride**Sandy Point Light

UNKNOWN: This always got my time -- when you got through the bridge and you could look right and see both of them, that was quite a sight... (EVANS: "it is, I like that")

EVANS: There is the **Sara again. Bob Gude(?sp)** again, Sara again. This is a fishing trip down in Tartulas(?Sp). I believe we got into Marathon with this one and won - that is Marathon also, this is Key West. Got my first sail...("how big was he?")5 ft, 10 inches, 82 pounds ("a lot of fish wasn't it?")... yes it was, I was thrilled to wind that thing. Old Port Jefferson... Thomas Point

UNKNOWN: Did you go out and get out on there?

EVANS: Yes, I did.

UNKNOWN: That was some place down there!

EVANS: It's larger than it looks too. We walked all the way around that lookin', all the cuttin' (?) holes from so forth and where old Doctor (Blood?) was imprisoned there.

Another picture of my father.... that's a whitehead, that big 500 ton schooner... .Smith's Shipyard.

INTERVIEWER: Interesting photographs.

EVANS: Yes, I'm just sorry that I could have gotten many, many more but... (UNKNOWN: "that's always the case").. yes, I had one spell that I kind of gave up on it, but when I was a kid, I took pictures of everything. But then when I got away from that and the old schooners started dying out and leaving the Bay, then it was too late.

MRS. EVANS: You have a booklet on the sinking of the **Sara** too don't you? Step by step ...("yes I do") getting the Sara up...

EVANS: When she was sunk there in Vienna. Started to raise her with a crane

UNKNOWN: I remember goin' across the bridge and the crane was down there hooked on to **her**

EVANS: Yes, Smith raised her and carried her down to Diggles and he rebuild her. Of course as soon as we got her up, we carried her into my dock and took the caterpillar out and took it to pieces, every part and soaked it in varsoil(?sp) and put it back together and it wasn't as perfect - well it's brackish water up there - if it had been in salt, I don't what it would have done but anyhow I was afraid if we didn't get her all to pieces right away maybe she was going to start rusting, but I doubt it. I think maybe, to tell you the truth, might be able to drain her out and start her!

UNKNOWN: It's possible you could have.

EVANS: I often thought about it, but I said I know what I got by taking it down and any part that showed any wire we renewed it. I think we put rings in her at that time, we had her all in pieces. Anyhow, the damage was to the hull not the whole starboard quarter off the hull...

UNKNOWN: You were talking about putting a sealant in that steel hull and bolting it onto the frames... that was quite a job wasn't it - to get down and in back of, because you could only do a couple of strakes at a time?

EVANS: That's right it was a job, but it made a wonderful job. The trouble was shutter streak! ("yeah" -laughter) We put the shutter streak right in the center where we could take it out and clean the bilge... so they were not fastened down but those 3-inch stub and weight held it, more or less wedged in. It wasn't like a schooner hull where you had to twist in it.... (**UNKNOWN:** You had quite a lot of dead flat in there didn't you?) Just as flat as that table, little bit of shape in the walls... of course she built that way on account of going in creeks, she would carry 250 tons, 7 foot draft ("huh"). Sara Conway drewed 7 foot light, 7 foot aft 3 foot forward. Our perfectly flat and she took 7 foot with 250 tons on her.

UNKNOWN: What did you use, long leaf pine for that sealant?

EVANS: Yes, sir. We went - it's a general wrecking company in Baltimore tore down warehouses and buildings and so forth - I heard about it and went up there and we bought hard pine 30 feet long!

UNKNOWN: He was talking about using lumber again? That's what he used for the sealant in there, from some of big buildings in Baltimore.

EVANS: Solid light wood. Boy, it was something hard. Carvers would cuss it for tearing their planes up... old as it was it really made a wonderful sealant. It was so hard if you dropped bucket on it, it wouldn't even leave a dent. ("wouldn't splinter") We got it at a good price and you just couldn't buy nothing that good....

UNKNOWN: How did timbers were they when you got hold of them to be resawed?

EVANS: Not too much - they were about three and a half inches, I think they must have been 4 inches dressed.

UNKNOWN: I suppose some of it was old warehouse floors.

EVANS: I imagine so. But it wasn't abused, very little splintered up... but we were fortunate... General Wrecking Company. I think they are still in business.

MRS. EVANS: We better get going. I know these gentlemen have other things to do.

UNKNOWN: I don't have a thing to do! (laughter)

MRS. EVANS: I know he has enjoyed this with you two.

EVANS: I still like to talk boats...