

Interview Log

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Jane? Geneiva? (Speaker)

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Jim Richardson

BEGIN SIDE A

Q.: This is a new Jim Richardson tape. I'm going down to see him on 12/11 1983 because I have some interest in the book. Go ahead. And I hope to write to other people, and Jim Holt (phonetic) at the Maritime Museum. I want to get it published, but I have to have him check it out first. I forgot where the stop button is. There it is. Okay. It wasn't 10/11/83 -- actually, it was 12/11/83 that I was going down, and I don't know what happened. I guess he was buy. But I'm going down now on January the 12th, a month later, 1984. And he said that he's ready to talk and give me corrections on his book. I do have interest from Jim Holt at the Maritime Museum, I have interest from Wooden Boat, and I have interest from Baltimore Sunday Sun magazine.
(Off record.)

 -- they didn't do it, but your pen got out of here what I was using for a bookmark. Now I can't locate, and I --

Q.: Oh, that's horrible. That is just horrors. I don't know how I'm going to ever deal with that.

J.R.: Well, I'll tell you what. If you're personal property is not insured, mine is, and we'll get another pen,

Q.: Well I'm not even going to worry about it because --

J.R.: I got a problem with it. Most of the time, whenever I lose anybody's stuff, which is rare, I can never replace with as good as what they had.

Q.: Well, I wouldn't worry too much about it because --

J.R.: Don't you have friends and don't have anything that's inferior to other people?

Q.: No.

J.R.: Their stuff's always better?

Q.: Always. Always.

J.R.: Yeah, yeah. Okay.

Q.: Much.

Jim Richardson

J.R.: There's no printed matter in this until we get through this, is it?

Q.: No, no.

J.R.: That's the beginning of it?

Q.: That's the beginning.

J.R.: You didn't turn that off-- question. I don't care if you turn it on, but --

Q.: I want it on so I can catch everything.

J.R.: I thought that we would -- I thought we would go over this, or would you rather do that while we're trying to eat?

Q.: I'd rather do it now, and then when you -- we can stop eating and then do this.

J.R.: Let's go. You're the one.

Q.: Okay.

J.R.: You read faster than I do. I read each word.

Q.: Okay. What do you do? You just hit me when you want me to stop.

J.R.: Yeah.

Q.: "During his 60-odd years in the boat building business, James B. Richardson had never built a boat of any size for himself. All of his life, he had longed to own a boat and to sail the bay, rivers and creeks of the Chesapeake Bay. One such creek flows directly beside the property where he and his ancestors have lived for over 300 years. Although he has hungered to feel September winds in the sail and the motion of a well-balanced boat beneath his legs, he has never had the time to experience such joy. Instead, he has spent his entire lifetime in boatyards constructing, repairing workboats and cruisers for others." So far, is that true?

J.R.: Nothing wrong.

Q.: (Laughter). "I have built boats all --"

J.R.: Thirty-six feet is the largest I ever had of my own. We had a boat that size when we were -- and then I had a 32-foot log canoe for 40 years.

Q.: Okay. You had a 32-foot log canoe for 30 years?

J.R.: Forty. But it was mostly I kept it so I'd have something to bail out.

Jim Richardson

Q.: Anything you say now is not going to go in the book.
That's good, that's good. I like that
Well, let me just ask you this. I can pick up anything you say now, it's
all right if I put some inserts of
what you say now, it's all right?

J.R.: Sure.

Q.: "I have built boats all of my life for other people to
sail, for other people to go places, but
I have never gone anyplace myself."

J.R.: Right.

Q.: "I have never been in the Little Choptank River, never
been in the Magothy."

J.R.: I've been into the Little Choptank as far as Fishing
Creek.

Q.: Yeah.

J.R.: But only place I've ever been is when I would be
delivering a boat like over into
Delaware or something like that when the people were trying to get out
of paying the state tax.

Q.: Okay.

J.R.: We won't put that in.

Q.: We won't put that in.

J.R.: No.

Q.: Okay. Never been in the Magothy. Ever been in the
Magothy?

J.R.: No.

Q.: "Never been in the creeks and coves of the Eastern
Shore, much less the Western
Shore."

J.R.: Right.

Q.: "For a long time, he looked forward to his retirement
when he would build his own
personal yacht on which to fulfill his dream."

J.R.: Jaght.

Q.: Yes. Okay, what should I say?

J.R.: That's a Dutch word. Did you know that?

Q.: Okay, what should I say. Jaght?

Jim Richardson

J.R.: That's supposed to be a rich man's pleasure boat. That's a yacht.

Q.: Okay, his own personal boat. Can I put boat?

J.R.: Yeah, but don't say that.

Q.: Okay. Let me get a pencil so I can do this. I've got a pencil. I've got my own -

(Off record.)

Q.: Okay. I can put here your own personal boat, right?

J.R.: Yeah.

Q.: Okay. On which to fulfill his dream. "After years of unwittingly storing information in his head, and after scrupulous research, Jim Richardson finally decided to build himself a Bugeye, a now-extinct oyster dredge boat indigenous to the Chesapeake Bay. Over the years, he has set aside lumber and bits and pieces of material he knew he -could use for his own craft."

J.R.: Correct.

Q.: Is craft okay?

J.R.: Correct.

Q.: "Being a man of meager means, he also knew he would have to build the Bugeye himself. Some say to barter for what you need. 'What would I have bartered with whom to get me a Bugeye?', Richardson asked, chuckling." Chuckle. "In 1973, at the age of 67 --" I had a problem with that, but I figured that was as close as anything I could get. Is that all right?

J.R.: Well, you see, I retired at 66, the first time.

Q.: Okay.

J.R.: And, yeah, I waited five months for Mr. -- to get me a piece that would make a (indiscernible) or a keel.

Q.: So, I'm close when I say 67, you were --J.R.: Yeah, that's fine.

Q.: Okay. "In 1973, at the age of 67, Richardson retired from business. He turned his boatyard over to his two son-in-laws --"

J.R.: At that time, yeah.

Jim Richardson

Q.: Yeah. "-- and set about chopping the keelson for the Jenny Norman."

J.R.: Just put keel

Q.: Keel. Let's take out son and put keel. Okay. "-- for the Jenny Norman, a 48-foot wooden Bugeye."

IR.: There's never any other kind.

Q.: Shall I take out wooden?

J.R.: Uh-huh (affirmative).

Q.: "Working on her practically alone, he had her three-quarters planked when his work was unexpectedly interrupted. He was informed that he had been selected to reconstruct a 17th Century pinnacle for a Merlin bicentennial celebration, about which officials had approached him some six years earlier."

J.R.: Uh-huh (affirmative).

Q.: "So much time had elapsed since the initial contact that he had almost forgotten about it. Even so, he could see no way of getting out of building the boat. That project, along with several other smaller tasks, took almost three precious years out of his life."

J.R.: Uh-huh (affirmative).

Q.: "The interruptions came, wrote Joseph N. Valliant, editor of the Watermen's Gazette, because Richardson is one of the last masters of wooden vessels."

IR.: (Laughter). That's not going to go good over on Tilghman's. I can tell you that.

Q.: Well, I don't mind if you don't mind.

J.R.: I'll ask them if they're jealous.

Q.: Okay, well --

J.R.: No, they'll just snigger to themselves --

Q.: Okay. Should I change it and say because Richardson may be one of the last?

J.R.: One of. I like that 'one of better than --

Q.: Okay. Is one of the last masters, or shall I say may be one of the --

J.R.: Yeah--

Jim Richardson

Q.: Well, actually, he said --
J.R.: You can say one of the last, but not the last.
Q.: Well, I said one of the last.
J.R.: Did you?
Q.: That's what he said because Richardson is one of the
last
That's all right, that's all right. Forgive me.
Q.: -- of wooden vessels. Okay, you're forgiven.
J.R.: That's all right.
Q.: "His handiwork," and I'm quoting Valliant, and Valliant
said this, so I can do it.
J.R.: (Laughter).
Q.: "His handiwork is widely known and respected, and if he
had the information, he could
have several commissions for big wooden pleasure boats. A modest man
who denies he is doing
anything very remarkable, he speaks slowly, almost reluctantly about the
vast effort his project has cost
him. What is apparent is a regret he feels over the time lost to
interruptions."
J.R.: Well, Joe did that, Joe puts that in because he's a man
that feels like when he comes
here that he's taking my time.
Q.: That's right.
J.R.: Most people will come and put their elbows on the top of
my square that I -- or
something else, and they're totally and all together unconscious of the
time because most of those
people are either retired or on vacation at the time.
Q.: Uh-huh (affirmative). So --J.R.: But anyhow --
Q.: What he said is how he felt.
J.R.: What he says is true, but I have tried my very best not
to be fidgety when folks come.
Q.: But you see, what he's talking about, the interruptions
of building the Dove and those
other interruptions. So when you start up here, the interruptions came
because Richardson is one of the
last masters, he's not talking about people coming --

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J.R.: Okay.

Q.: He's talking about the interruptions of the Dove.

J.R.: Okay, okay. If that's the way it goes.

Q.: What is apparent is the regret he feels over the time lost to interruptions, not people.

J.R.: Okay.

Q.: Because later on, we say that you like people to come and you're very gracious sometimes. AR the time. Is that all right?

J.R.: (Laughing), all right.

Q.: You heard him, Generva. He said okay. "Now at 77 and in his second retirement, he is racing against time to complete the Jenny Norman, the Bugeye he designed and built practically alone from chopping the trees to carving the half model, to riving, planking and caulking the hull to hand hewing the mast."

J.R.: No other way to do it.

Q.: "Some say I've been working on her for eight years, some say seven. I don't rightly know. Some boat builders can tell you 'I built 37 skipjacks, 51 workboats, 67 cruisers.' I wouldn't know how many boats I've built from scratch. Once, my children and I tried to count up the boats of any consequence that we built at the shipyard. When I got off work the next day, I thought of several more that we had forgotten. Like Curtis up at his shop says 'This is my 81st boat.' I didn't do that. I never was much for keeping count of things. A lot of people know the year of their car. I never did go in for that. I didn't know what year -- I don't know what year she is to save my soul. Social Security number, now why in heaven's name would I memorize that?" (Laughter).

J.R.: (Laughter). Wouldn't that be dumb?

Q.: "There's no way of telling how many boats we repaired. Repair work was our bread and butter. At one time, an awful lot of boats came and went.' Aside from several other considerations, the early repair work on Bugeyes was what prompted Richardson to choose that model as his own. 'I repaired many a Bugeye, but I never built one. When I decided to build one when I retired, I had no idea it would take this long.' He said he likes the look of the traditional Chesapeake Bay oyster dredger. I want to take the grandchildren sailing in a vessel that has all but vanished from the bay.' The Bugeye

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evolved on the Chesapeake Bay from the Indian log canoe, coasting canoe and the Brogan. The Brogan gave way to the Bugeye, the first of which was built in the early 1800's. Bugeyes quickly supplanted sloops and schooners, which were too high in size for convenience of oyster dredging, and pungys that were too deep in the water to be useful as cargo vessels between oyster seasons on Maryland's shallow tidal rivers where they haul lumber and farm produce to market. Bugeyes had shallow draft, adequate deck space and sail area, and were competitive transportation in an era when steamboats linked the scattered Eastern Shore farming communities and the cities across the bay."

J.R.: The larger ones used to run aground.

Q.: Used to run aground?

J.R.: Uh-huh (affirmative).

Q.: Okay. I'll just go ahead with this. I got this out of books and all, but I had to give some -- something about the Bugeye because a lot of people don't know, you know, if it gets in a national magazine or whatever, they're not going to know what a Bugeye is. "Though there are a number of traditional accounts of the origin of the name, following is the most frequently quoted: In the early times, the boat was called a Bugeye schooner, probably from the Scottish word buckeye, meaning shellfish or oyster. There were many Scotts in the colony, and some of them had doubtless fished for oysters along the (indiscernible) and bays of the old country. They brought their knowledge of boats and rigs and their words with them. Buckeye schooner boat became Bugeye schooner, became Bugeye." Is that all right with you?

J.R.: Yeah. A lot of people have tried to designate a Bugeye. In the Baltimore registration office, called them schooners because there wasn't anything else to call them. They didn't call them Bugeye for a number of years. Then, by and by, they began to be documented as Bugeyes. But first ones were documented as schooners because they didn't know what else to do. What you have there is all right.

Q.: Is that okay?

J.R.: Sure. Yeah, I think.

Q.: Okay. "Ultimately, with rigid specifications, the Bugeye was fabricated to such a degree of expertise that one man could manage her sailing while the rest of the crew handled the dredge gear.

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As outlined in Chesapeake Bay Log Canoes and Bugeyes, Cornell Maritime Press, 1963, translated into terms of Naval architecture, the sail plan required was one which needed a minimum of gear and rigging, one which balanced under all conditions obtained this spread, one that was quick, and short in stays, one that maintained a nearly even sailing trim, thus preventing rapid changes in the keel, which would cause the dredge to move irregularly as the lines slackened or tightened with the puffs of wind." That was a quote.

J.R.: Yeah, that's Brewington, isn't it?

Q.: No, actually it's -- oh, is it? I didn't even say Brewington. It's M.V. Brewington. I should put that in there.

J.R.: Isn't he the one that did Chesapeake Bay Log Canoes and Bugeyes?

Q.: Uh-huh (affirmative). Right, right. "The most natural sail --" this is still a quote from that -- "plan to choose was the one which had been found to be eminently adapted for use on the canoes and (indiscernible) -- for a sail, mainsail and jib. This plan, it was quickly learned, met all the needs of the good folks admirably. Now over 100 years later, Jim Richardson found that the Bugeye also met his needs. He wanted a boat he could handle by himself, one he knew would stand up under wear, and a boat which would last a long time. Chuckling over the size of the project he had undertaken when most men would be seeking ease, he says 'Whatever the age, one person never undertakes a thing like this. He would be considered insane.' You said that.

J.R.: Yeah, yeah. He is insane.

Q.: Okay. "Jim Richardson decided to build a Bugeye for a number of reasons. As noted, he wanted a bug of his own to sail, and this was the only way he knew to get one. He chose a Bugeye rather than a smaller oyster dredge boat, the skipjack, because he felt the Bugeye would be more fun to build. Not only is a Bugeye more of a challenge to the builder, she is also a fine sailing boat. She handles well and provides good accommodations for cruising."

J.R.: Well, then they vanished.

Q.: Yes.

J.R.: They vanished from the bay.

Q.: Right. I say that a little bit -- see if this will take care of it a little further.

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J.R.: Okay.

Q.: Okay. The reason I'm building a Bugeye is not because I like to work on boats. It's because I want a boat, and it's the only way I know to get one. If I ever get it finished, there will be equity in the Jenny Norman that I couldn't possibly have any other way. Of all the Bugeyes on the bay at the turn of the century, and there were well over 400 of them, there is only one left, the Edna E. Lockwood, built by John B. Harrison at Tilghman in 1889. It was restored and on display at the St. Michaels' Maritime Museum. At a time when the bay served as the roadways of Maryland and Virginia, Bugeyes were seen throughout the bay dredging -- throughout the bay dredging oysters during the fall and winter seasons, and hauling fruit and vegetables, lumber, fertilizers, grain and coal in the spring and summer. No Bugeye has been built since 1918."

J.R.: I don't think she was -- but Brewington said she was.

Q.: Who's that -- which is that? Brewington said --

J.R.: Beg your pardon?

Q.: What did Brewington say?

J.R.: Brewington said she was -- she was new, but in reality, she was rebuilt.

Q.: The one in 1918.

J.R.: Yeah.

Q.: Okay.

J.R.: Yeah. Don't change it.

Q.: Okay, I won't.

J.R.: Because he's got it right down there in black and white, and I don't want to challenge him.

Q.: Okay. I think I will put up here, this is a good place to put, because I go further, but it needs to be here, which you're building because there are none on the bay, at the place where you mentioned it. "Jim Richardson decided to build a Bugeye for a number of reasons. As noted, he wanted a boat of his own to sail, and there was only one way he could get one. He chose the Bugeye rather than a smaller oyster dredge boat, the skipjack, because he thought the Bugeye would be more fun to build. Not only is the Bugeye more of a challenge to build, she is also a fine sailing boat. She handles well and

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provides good accommodations for cruising." And I think I will add here, In addition, there are no other Bugeyes -- I'll fix that up. I'll figure a sentence for that, because later on I say it. But that's a good place. It needs to be said. "No Bugeye has been built since 1918. Productions of Bugeye began in the 1820's and reached its peak in the 1880's. It was superceded by the skipjack, a smaller dredge boat that is less expensive to build. Since the supply of oysters has dwindled and now the oysters to be taken by each boat restricted, the skipjack proved itself adequate. Jim Richardson's Jenny Norman will doubtlessly be the last Bugeye to be built by a professional boat builder in or around the Chesapeake Bay."

'When I started this,' Richardson said, 'she (Lockwood) was in sad shape. See, they lived elsewhere in the interim. But the first thing I thought, seeing as how I made my livelihood from the Chesapeake Bay crab, was that the last boat I build should be a Chesapeake Bay rig. Then the next thing to decide was what would I build. Of course, the skipjacks being the only thing left, and Bugeyes and being reduced back to one, I thought it would be nice to build something that was already gone.' The overriding reason he chose the Bugeye, however, is that it is the largest boat one person can handle single-handed. 'I knew if I was going to want to go sailing, I would not want to look up a crew. That made me decide in favor of the Bugeye. I like a sloop. I think a sloop is a more handsome rig. One person can't handle a sloop, not the size that I wanted. I remember when I was younger, my brothers and I were sitting at a table, and we were discussing what was the largest bay craft that could be sailed single-handed. We all kind of honed in on the Bugeye. This relative of ours sailed a 60-footer all alone, and sure, that had to set some sort of a record. And my mother showed up in the doorway. She said now you boys must remember, Louis probably could've handled a much larger vessel if he had only had both his limbs.' He slapped his legs and laughed. 'He sailed a 60-footer, and he was a one-legged man.'

JR.: She says I think her very words, or as near as I can remember, so long ago, 'Louis probably could have managed a larger vessel had he had both his limbs.' (Laughter).

Q.: Right.

J.R.: And, of course, we all broke up. But she don't go for that kind of breaking up stuff.

Q.: Oh, she didn't?

Jim Richardson

J.R.: She went back to the kitchen where she came from. But we got off on another subject all right. She was in there listening to us.

Q.: But she said that, 'Louis probably could've handled a much larger vessel if he had had both of his limbs -- if he had only had both of his limbs.'

J.R.: Yeah. Had he have had both his limbs.

Q.: Had he had.

SPEAKER: You have to go.

J.R.: Huh?

SPEAKER: You're going to have to leave in a minute.

J.R.: Joan, do you remember Louis Marshall?

SPEAKER: Yeah.

J.R.: You do?

SPEAKER: Yeah.

J.R.: Are there any other left other than the daughter that lives there (indiscernible)?

SPEAKER: I think the other daughter's dead. I don't know whether his mother is or not.

J.R.: Turkey, Junior (phonetic) is dead.

SPEAKER: Is he?

J.R.: Yeah. (Indiscernible).

Q.: Oh, okay. "Jim Richardson retired with the explicit intention of building a Bugeye. He ordered a log for the keel from Dickerson's Lumber Mill in nearby Linkwood."

J.R.: Right.

Q.: "He told Mr. Dickerson he needed an oak log that will square 42 feet long or 45 feet, something like that, and it has got to square up 18 inches halfway up. Dickerson told him he would have to hold out some logs, and he would call him. In the Fall of 1973, he sent them on. He sent -- 'He sent it late enough that when it finally got here and before I ever got to it to lay it off, it froze solid to the ground. I couldn't move it. It was so big, I couldn't have moved it anyhow, so he cut the well slot where it was dumped. Later, when the ground thawed and the earth became firm enough to budge the massive log,

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we transferred it to the shed. We brought over the log and set those ends up, and it was right out in the open. I went to work immediately to get the thing ready so that one man could build it alone. The work -- 'this is another quote -- 'The work has been hard for a man who was 76 on his last birthday,' said Joe Valliant. 'Jobs that could have been handled easily by two men had to be accomplished alone, usually by the time-consuming process of rigging the tackle, but often by main strength. Richardson had to place each of his vessels' frames and planks this way. He thought he would never get through planking her. Framing was not as hard. He was working against gravity every step of the way, so planking took a year and three months. Things got a lot easier when you could start working with gravity. Still, it was hard to make visible headway on something that large when you are working alone. Richardson agreed that he could have used the help of a strong young man, but you cannot make a payroll out of a Social Security check,' he maintained."

J.R.: Nowadays, everybody takes your -- expenses, and you have to be careful of that, don't you?

Q.: Yes, I think. I haven't got my Social Security yet.

J.R.: You haven't?

Q.: Huh-uh (negative).

J.R.: That's what you get for being so young.

Q.: That's right. I talked to the man today.

J.R.: Did you? (Laughter).

Q.: I did. I said, you know, I said I'm not old enough for you, and he took it personally. And he said why, how old are you? And I said 59. He said well, you're not, you know, too old for -- I said I was talking about Social Security. He thought I was talking about him on the telephone -- he was really friendly. He said come back in two years.

J.R.: (Laughter). Oh, mine.

Q.: "He thought he would never get through planking -- things got a lot easier when he could start working with gravity. Still, it was hard to make visible headway on something when you're working alone. Okay. During the Winter of 1974, Richardson found that the weather was interfering with his work. 'I was working out there in the sleet and the rain, and I realized that I couldn't build that thing out of

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boards. As soon as I started to play at those two posts, it attracted the attention of the zoning people, and they kept flying over me and flying over me. I had a good friend who had to deal with assessments in the county. I saw him and asked what they could do. I was so determined that I was not going in there and ask them if I could build a pole shed over my work. I saw no sense to it because I was out of sight of everybody and on my own property. That's all there was to it. He told me there were two things they could do. They could threaten to make me pull it down, but if I don't pull it down, they won't come on the property and pull it down themselves. They won't do that because they could get mixed up in a lawsuit. I said no, they wouldn't get mixed up in a lawsuit, but there would be problems. I remember Mr. Kinnard -- "do you want me to use his name, or do you want me to just say I remember a friend?"

J.R.: He wasn't just exactly a friend. What did you call him there?

Q.: Kinnard, K-I-N-N-A-R-AD, paid a lot of money for a combine.

J.R.: That's close enough.

Q.: Is it?

J.R.: Uh-huh (affirmative). That's not how -- the way he spells his name.

Q.: Do you want the right spelling?

J.R.: No, no, no.

Q.: Leave it there.

J.R.: That's perfect.

Q.: Okay, "-- for a combine, and he built a roof over it on poles. Zoning people said he can't put the roof over it, but he already -- he had already done it. Well, they were going to charge him so much a day for every day he was up there without a permit. Well, he said, it didn't make any difference to him how much they charged or what. He wasn't going to give them anything. And they said we will (indiscernible) for so many times, and then we'll come out and pull the shed down. They finally came and said they were going to pull the shed down today. You want to pull the combine out or will we? Well, Mr. Kinnard, being a charming man and a good old soul, said 'I'm not going to pull the combine out, and neither are you.' He turned and went into the house, and when he came out, he had a double-barreled shotgun that was made about 1902. She had those great big hammers on her, and he reached in his pocket and put a shell in each of the barrels, closed her up, pulled the hammer back on her and he

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said 'Hook onto the shed,' with their chains you know, 'and pull it down.' They looked at each other and said 'You're threatening us. He said 'No, I'm telling you to go on, hook onto the shed. Let's see how you get along with pulling down people's sheds.' Well, they went somewhere back to their truck and had a little short conference among themselves, and they got into their truck and went back into town again, and they never came down to Mr. Kinnard's anymore. So I knew that story, and I knew they were not going to pull down the shed if worse came to worst. But the boy said to me, 'They'll worry you until, by and by, you will say something to one of them that you'll be sorry for. It will bring on something that will be unpleasant for you -- to you for the rest of your life. It won't bother them because they'll say they were in the tight. Is that worth the fee? I told you that it was raining, and it was sleeting, and I was wet, and I was angry, and I went into the zoning board, and I said to them 'I want a permit to build a pole shed over a boat that I'm going to build.' Where do you live?' I said 'You all know me.' Where do you live?' I said "Near the -- district where your airplane's been flying over every Tuesday.' What parcel is it on?' I said 'I know that -- the parcel, I know that -- the parcel, I know that. But I'm going to tell you the truth. I don't care anything about parcels. I just pay my taxes first time I get money enough. I don't know if I'm paying on this parcel, or on that parcel, or on what parcel. I don't know what parcel it's on. You get out your scratch paper that you've been using with that airplane, and you'll see pretty quick where it is.' They didn't want to admit it. That's against the rules. Well, by and by, they called the head man. He went in and they had a conference, and he came back, and he said 'It's parcel 3.' And I said 'It's a matter of complete indifference to me if you give me a permit to build it on 3 or 2 or 1 or 4. It doesn't make any difference. I want a permit to build a shed.' Well, I was real difficult to get along with by the way they told it. But I was wet, and I was cold, and I was angry. I worked on it real good for a spell, but I stopped to build those (indiscernible) for Mrs. Cohen (phonetic)." Should I put her name in there? Is that all right?

JAR.: I guess so. Yeah.

Q.: "I got those things done and sent them up there. I owed a debt of gratitude to her. She gave me an engine." Is that all right?

J.R.: I did owe her a great -- debt. Yes.

Jim Richardson

Q.: Okay. "There was no way in this world I could have gotten an engine until somebody could do me a tremendous favor, and I had nothing like that in mind, but anyhow, I stopped and did that. That was my first interruption, and it took about two and a half months, something like that. Then my wife and I were looking at the TV, and they showed in Baltimore a twister that had come through, and all the spars of the Constellation were hanging in their rigging, all like this," you twist your fingers. "I said to her, 'Let's chop these poles and make ourselves a dollar on the sides.' I understand that you could make so much money after you retired without getting into any difficulty. Well, we could make it all in one bunch, so we made them a foretopmast, a top (indiscernible) a yard and a snow pole."

J.R.: Snow pole.

Q.: Is that one word, snowpole?

J.R.: It's two things that carries the sail that is called a snow, and it's a pole, but toothbrush, is that two -- is that two words? Okay, then, snow pole is all right.

Q.: Okay?

J.R.: Yeah, it's all right.

Q.: "At that time, we were off a couple of months on it making those poles, but I went right back to work on the Bugeye, worked on it a while steady and got a lot of frames up on her." Then he got word to begin the Maryland Dove. It was 1976. After years of negotiations, the St. Mary's City Commission finally selected him to build a replica of the 72-foot pinnacle.

J.R.: Sixty-two.

Q.: Okay. Well, there was another replica I read somewhere. There was a --

J.R.: I believe that that comes in with how you measure that.

Q.: Why don't we just say -- why don't we just say a replica of the 72-foot pinnacle, and leave it at that.

J.R.: Okay.

Q.: Okay. "The original Dove entered the Chesapeake Bay on February 27, 1634, with 140 settlers onboard. It was to be a part of St. Mary's County bicentennial celebration." I have to put in here the Maryland Dove, because it's not -- doesn't make sense, or the replica. Is that all right?

J.R.: Uh-huh (affirmative).

Jim Richardson

Q.: I have to use your pen because my pen is not doing well. Okay, "I had been fooling with these people for five years. By the time the Commission decided to give me the job, I was sick. I didn't want to do it because the picture had changed in that many years. It was way after I'd retired and was working on my own boat. I didn't want to get involved with the thing, but I thought after fooling with them all those years, it would seem irresponsible on my part to say to the woman who contacted me 'Well, I was just fooling, I don't want to do it.' Is that all right?

J.R.: It's all right.

Q.: "I didn't think that would look very well. I really didn't want to do it. Mr. Baker" -- do you want me to leave this out? "Mr. Baker, William A. Baker, a Naval architect from Hingham, Massachusetts wanted me to do it." Do you want me to leave that in or out? It doesn't --

J.R.: Well, it sounds like that -- he said I was his choice, and I don't want that in there either (laughter).

Q.: Okay. Then why don't I just say Mr. Baker -- William A. Baker, a Naval architect from so and so, designed the Maryland Dove reproduction?

J.R.: Uh-huh (affirmative).

Q.: I don't have to say that --

SPEAKER: (Indiscernible).

J.R.: Okay, Joan.

Q.: Okay, and I changed it. "I didn't think that would look very well. I really didn't want to do it. William A. Baker, a Naval Architect from Hingham, Massachusetts, designed the Maryland Dove reproduction. He said to get me at whatever cost." Is that all right, or you don't want me to do that, put that in?

J.R.: You and I know that it is, and that he wanted me to do it, but I don't want that in the book either.

Q.: Why don't you --

J.R.: He wasn't going to have to do as much work on the plans, he wasn't going to have to do as much work on the plans if I did it. He just gave me six stations, you see.

Jim Richardson

Q.: Yeah, and you don't want to -- you want to fix it so Generva and I will be warmer, and then we can talk about this part.

J.R.: I'm listening to you.

Q.: These are the cagey parts, these are the parts you have to -- I didn't think that would look very well. I didn't really want to do it. "William A. Baker, Naval architect from Hingham, Massachusetts, designed the Maryland Dove." I can say who designed the Maryland Dove. Could I say -- I was his first choice, or suggest that I do it, or do you want to leave that out all together?

J.R.: It's no lie, but it sounded like I tried to make a great -- out of myself.

Q.: Well this was one I don't want to do. I didn't think that would look really well. I really didn't want to do it. I would say something like, but William A. Baker, Naval architect and so-and-so who designed the Maryland reproduction, suggested that I be contacted to do the job --

J.R.: Uh-huh (affirmative). That would be better. (Laughter).

Q.: Okay. That's better than get me at any cost. Suggested. Can I say suggested my name to the Commission?

J.R.: Uh-huh (affirmative).

Q.: Is that all right?

J.R.: We had worked for him before.

Q.: Okay. I'll take -- I didn't want, I don't want to do it. I couldn't say well, I was just fooling, I don't want to do it. I didn't think that would look very well. I really didn't want to do it, but William A. Baker, Naval architect from Hingham, Mass, who designed the Maryland Dove reproduction, suggested my name to the commission. Okay?

J.R.: Uh-huh (affirmative).

Q.: "However, the price that we had talked about several years before, is the one that the woman insisted that I had always told her we could build her for.

J.R.: Yeah, because we said that the Commission instead of the woman because --

Q.: Okay, That's great. "However, the price that we had talked about several years before is the one that the Commission --

Jim Richardson

J.R.: The Commission insisted on.
Q.: Okay. Insisted. Okay. Insisted on.
J.R.: What are you crossing out?
Q.: Okay. Insisted. Instead of insisted, I put on. It sounds better. That the Commission insisted on. Because what I had was that the Commission insisted that I had always told her that we could build it for her. And I think that we --
J.R.: They just insisted on that price because I had to say that I insisted that it was eight years ago when I said that --
Q.: Well, I think I'm going to have to -- the one that the Commission insisted on, insisted that -- I think I had to do that. Insisted that I had always told her we could build her for her.
J.R.: All right.
Q.: Okay? Okay. We'll eat, and then we'll go back -- okay?
J.R.: Well, it looks like she's going to feed us in here, doesn't it?
Q.: Well, this is the warmest place in the house. Isn't it? Can you think of anything --
J.R.: I'm wondering what I'm going to sit here for you --
Q.: Oh, well, why don't you eat and then we'll go back to it. I'm not -- I'll go back to this.
J.R.: I was trying to figure out what I could get her for a side table.
Q.: Oh, I don't need a side table.
J.R.: Can you eat on your lap?
Q.: Why not? I've eaten on my lap before.
J.R.: You have.
Q.: Certainly. Haven't you?
J.R.: Not since I had Palsy.
Q.: Really?
J.R.: No, indeed.
Q.: Well, I'm not going to drop anything.
J.R.: I eat left-handed now.

Jim Richardson

Q.: I don't -- well, you see, my left shoulder hurts --
(SIDE B)

J.R.: -- with a 2 by 4 now, a 12-foot 2 by 4 -- as crooked as
sin, would cost you something like
6 or \$8, and I bought these three plates for a little over \$100, and
fussed about two green ones.

(Laughter).

Q.: That's funny. I like your idea about the lawn mower that
you bought about five years ago
costing almost as much as the entire house.

J.R.: Yeah, within a couple hundred dollars.

Q.: Really. How much was the entire house?

J.R.: Well, Joan, didn't we have something like \$1,500 in it?

SPEAKER: I've forgotten. I don't remember.

Q.: And the lawn mower that you bought five years ago was
how much?

SPEAKER: I tell you, we had 1,300--

Q.: \$1,300 for a lawn mower?

SPEAKER: Yeah.

Q.: Thirteen hundred for a lawn mower.

SPEAKER: I know.

Q.: Times have changed.

SPEAKER: Yeah.

Q.: I read something that the electric company puts -- yeah,
the electric company puts out.

It was really good --

(Off record.)

Q.: I wanted to tell you I think these people have gone out
of business. I've called them and
called them and, finally, I got a recording that said this number, this
telephone numbers been
disconnected. I called them and got them once, and I asked them to send
me a copy --
(Off record.)

Jim Richardson

Q.: Okay, let's get the pen and the pencil ready. Do you feel your digestion is okay, we can startup?

J.R.: Uh-huh (affirmative).

Q.: Okay. William A. Baker, Naval architect -- you have to get closer to me. Are you feeling a little distant? I didn't do anything. But William A. Baker, I mean you don't mind, Generva. 'Naval Architect from Hingham, Massachusetts, who designed the Maryland Dove reproduction suggested my name to the Commission. However, the price that we had talked about several years before is the one that the Commission insisted that I always told them I could build her for, but I kept saying the picture has changed.' The people in charge have told him -- okay, the people in charge -- okay, this is not a quote. "The people in charge had told him they could pay a certain amount. That figure was quoted nearly six years earlier. Inflation has skyrocketed costs of materials and labor. Since he could not convince them that he would not -- he could not build it for that price, Richardson was forced to use much of the inventory he had piled up over the years for the Jenny Norman." Is that all right to say?

J.R.: Uh-huh (affirmative).

Q.: 'My whole inventory of lumber was gone by the time the job was done.' And you scratch this out. Okay.

J.R.: I took away 26 (indiscernible) knees for the Jenny Norman, used 23 of them in the Dove.

Q.: Oh, for heaven's sakes.

J.R.: I gave the other one to the Maritime Museum over here. They were doing something. don't know what they needed, and they said they just got one. (Laughter).

Q.: "Jim Richardson had worked on the Jenny Norman about two years before he took off for the Maryland Dove." I should say took off to work or to build. To build. Okay. "Jim Richardson had worked on the Jenny Norman about two years before he took off to build the Maryland Dove. Construction of the pinnacle took nearly two more years, 22 months, but he then needed to 'get myself cleaned up, get my machinery and everything back in order.' The Maryland Dove was launched August 14, 1978. With Maryland Dove out of the way, Richardson could finally devote his full attention to the Bugeye." Okay.

J.R.: All right.

Jim Richardson

"Jim Richardson does --" interrupt me, yell, scream, hit me, you know, whenever you want me to stop. Don't hit me.

J.R.: You know, there's so many Jim Richardsons in there.

Q.: Okay. Well, I have to do this because it's starting a new thing, but okay. I can put a "he" here up here. He had worked on the Jenny Norman about two years. Okay. With Maryland out of the way, he could finally devote his full attention to the Bugeye. go through this and see where I can put "he's" in and take out --

J.R.: Yeah. Or the old man or anything.

Q.: The old man, okay. The old man does not have plans for the Jenny Norman. How about if I just say Mr. Jim?

J.R.: You talk a lot about -- we talk about no plans. But isn't there right much about no plans in that? Read on and see what you think.

Q.: Okay. You think that's too much? Okay.

J.R.: Because we did use plans whenever we had to, working for other people, but you don't use plans when you're working for yourself. You haven't got time.

Q.: You said that in here. You said if other people insisted on plans.

J.R.: Okay.

Q.: In fact, that's something I wanted to ask you, if it comes out in a book if-- I don't know how this could work, if you want to do something with plans, and you get half the royalties on the book. I don't expect to get any royalties, but whatever it is, we could work something out if you want to include the plans in the book, or if you want to keep your plans separate. It's just a thought I had that is neither here nor there.

J.R.: I don't have any plans.

Q.: Okay.

J.R.: I built a \$200,000 boat, don't put it in there, and way a long time after, she'd gone through two owners by then, man called Me up one night, said did you build the boat, and I said yes. Where could he get a set of plans? I said there were no plans. He said I'm talking about the plans from the (indiscernible), and I said no, there wasn't any plans. Well, how did you build it without plans? He

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said the same way you build it with plans. He hung up. Never have seen nor heard of him since. They get angry with you. I think he thought that I didn't want him to have the plans for the boat.

Q.: Yeah. People are funny that way. People are very funny that way. People are funny every way. Most people are funny, except us. "Jim Richardson does not have plans for the Jenny Norman." I did a lot on plans, but anything you want scratched, just tell me. "During his working years, unless someone insisted, he did not work from plans." Is that correct?

J.R.: That's right.

Q.: "He keeps plans in his head. For the Jenny Norman, he cut a scale model and worked on it whenever the spirit moved him. He then took the model to people who had either worked on — or sailed on Bugeyes a greater part of their lives and asked for criticism."

J.R.: That's right.

Q.: 'They didn't tell me what size to put this and how to make that. They just said it looked like it'll be all right.' "He took the model to three marine architects, and when they all criticized the same area, it bothered him."

J.R.: Right.

Q.: 'If one would have said it's too much or too little here in different places, that would not have bothered him -- me, but they all criticized the same area. They picked on two places. Well, I took it to the dredge boat skippers, Captain Orville Parks and some of the others. I said to them, What do you think of it? After they told me, then I would say to them well, now, the architects have criticized it here and here. I said to Captain Orville — Captain Orville, they're saying it has too much flare. He says, you know, it's going to be a hard partner to build. I said yes, sir. Well, if you don't mind doing extra work, you'll have a better boat. I put the model in my car and come home, went to work. Wouldn't you?' He chuckled. 'That's what I did because Orville Parks hadn't done anything but sail a boat since he was a child.' Quarter after, almost quarter after six.

J.R.: I forgot (indiscernible).

SPEAKER: (Inaudible).

(Unrelated discussion.)

Jim Richardson

J.R.: She's actually more comfortable here, but I can't do but that far. I had to go off and leave the fire today. Jane was supposed to be here. Got in the car and drove off. I'm taking your time.

Q.: It's your time, as well as my time.

J.R.: No, it's not. Your aerobic class is starting in an hour.

Q.: No, I'm not taking it tonight.

J.R.: Oh, you are not?

Q.: No, I took it this morning.

(Off record.)

J.R.: So it's easier on me normally to have her there, but she's all the time wanting to go home. (Laughter).

Q.: Oh, really? Do you have a bathroom there? You don't have a bathroom there.

J.R.: No. I have a commode chair.

Q.: Oh, well, that's all right. I mean, it'll work. It worked for generations before they got these new-fangled things. And you take her down. You drive her down in the car, of course.

J.R.: Uh-huh (affirmative).

Q.: But, I mean, you get her into the car and lift her up and all that. That's --

J.R.: No, she can lift her own self up.

Q.: Can she?

J.R.: If I'm not around, she can put her feet in the car, but if I'm there, I have to put them in.

Q.: Yeah, that's how it works. Well, you know, women are smart. Okay. With the Jenny Norman, he cut a scale model and worked on it whenever the spirit moved him. Hen then took the -- "okay, I'm way down here. 'Wouldn't you? That's what I did because Orville Parks hadn't done anything but sail a boat since he was a child. He did tell me the flare would do two things. It would make her a little bit dryer and let me set my rigging off a little bit wider and stay the mast from it. Of course, I knew that myself.'

J.R.: Yeah, it would stay the mast up better -- than out.

Jim Richardson

Q.: I'm going to put a "he" here. Okay, we like these "he's" now. "He rationalizes his building techniques. 'You know it's going to be a certain amount of feet long,' he said, 'and you know one side is going to be the same size as the other. Plans would not help to make the same dimensions on both sides. A person would be messing with a piece of paper instead of working if he had to look at plans all the time. Maybe a scale model is different from working from the written plan. He feels that it takes more time and money to build from plans. He has lost a lot of work by refusing to work from them. They would bring me plans and say they'd like to have a skipjack. Here's the plan. They were done by a crew of our best marine architects, Mr. so-and-so. And right away, I knew that particular man couldn't drive a nail into the ground, never had any shop experience, couldn't figure out his weights and materials, that kind of thing. He hadn't bothered to go and see what the old folks had used. I would say to them right off, I'll build you this boat, all the principle dimensions. You won't be able to tell it from what's in this plan, but there will be no difference in her construction. When I build to these plans, and I'll have to stick to them, and it'll cost you \$500. You'll take my boat, and you won't be able to tell the difference save your soul, well then it'll cost you \$400. I had them pick up their plans and get up and go home, wouldn't talk any longer about it, must've thought I was out of my mine. You see, if you have plans and don't follow them, you get into a lot of trouble.' He explained further that if the designer does not have the building experience, then the builder is forced to run down odd-size material." Then we scratched out Mr. Chappelle, and we're going to put how about one boat designer, or one well-known boat designer?

J.R.: Don't put, don't put Chappelle's name, and don't put Mr. -- just say, you know -- just say noted designer, something, whatever.

Q.: Okay.

J.R.: But don't say the names. I didn't know that Zana (phonetic), I didn't know that Zana was angry with me until just right now.

Q.: Really?

J.R.: And somebody must've told him that I said something about Chap (phonetic). Chap was a very dear friend of mine, but he couldn't build a boat.

Jim Richardson

Q.: Okay. How about if I say, something I want to talk to you about, Chappelle, just about him, one noted designer was a great one for that. Okay -- explained further that if the designer does not have building experience, then the builder is forced to run down odd-sized material. One noted designer was a great one for that. Put the dimensions 5 by 7. Another one, another one would order 8 by 10 -- 8 by 9?

J.R.: Yeah, something like odd sizes.

Q.: Okay.

J.R.: You see, 10, when you run along in that, 8's, 10's, 12's, you're running along in over-the-counter sizes.

Q.: Yeah.

J.R.: But if you order a 5 by 7, then you've got to get a 6 by 8 and whittle it down. If you don't whittle it down, it don't fit into his design.

Q.: That makes a lot of sense.

J.R.: Well --

Q.: Yeah.

SPEAKER: (Inaudible).

J.R.: Yup, that's a long reach back there like that.

Q.: Okay. "One noted designer was a great one for that. Put the dimensions 5 by 7.

Another one would order 8 by 9. There's no such lumber as that.

Sometimes a person would pay an architect \$3,000 for plans. It would cost that much less to build a boat without them, but they were better satisfied if he went by the plans. If that is the way they wanted it, and if they were going to be customers, that is the way he did it. 'When you're talking about plans, you're talking about a whole set of blueprints made by somebody who hasn't ever -- who has ever built a boat themselves, aren't you? Better you would say how do you build a boat with plans. These people, I'm sure 99 percent of them, never ever under any circumstances worked in the boat shop, let alone served as an apprenticeship, let alone work at it and try to make a living with it. Their work reflects that kind of thing.'

J.R.: Mr. Chappelle couldn't -- the cost of a boat to save his soul (indiscernible). But I don't tell him that.

Jim Richardson

Q.: Okay. I won't -- I won't put his name. "-- cannot visualize a boat from a piece of paper as well as he can from a scaled model. He said he remembers one or two instances when he was not as hungry as other times. People would come to his home, sit down in his living room and go over plans. There was one he recalls particularly well. He told the man he would build him a boat from his plans. I don't remember the figure, but we'll just say for \$10,000, or you take the plans back home with you, and I'll build you the very same boat, the self-same boat for 8,000." If it's too much plans, stuff about plans, I'd rather leave more in and let an editor take it out. You see, they might choose this over the other. "I don't remember the figure --" okay, 8,000. "The man rolled up his plans and took them home." See, the point I'm trying to get at is the point I'm trying to get at -- that you can build boats without plans, that you can build boats without plans. My brother can build a boat without a plan. "He never came back. Cost lots of money to moon over that mess all the time. They don't know the sizes, don't know the scantling. You have to go to work and get extra stuff and throw a lot of it away. You have to buy oversize. If you had your own sawmill, of course, and were going to cut lumber yourself, it isn't that bad, but it would still be a pain in the neck."

"Richardson concedes he could not have been in boatbuilding --" okay, I'll make this a "he". "He concedes he could not have been in the boatbuilding business a whole lot of time without building boats from plans. Some people think you could not build without them, and even though he has not worked from plans on the Jenny Norman, he said he may pull her up and take her lines off of her and try to husk her plans. Until now, like so many others on the Eastern Shore, if a person had information, he gave it free. 'But if he takes the lines off the Jenny Norman,' Richardson said, he will charge. The scale model for the Bugeye is half-inch to the foot. He would have made it smaller if he had been a younger man, but the older one gets, the less 'little tiny stuff you can fool with.' When he began the Bugeye, his model measured 48 feet on its deck well. He did not measure the boat until he was getting ready to put on the cabins --" to put the cabins on. This has to be changed around. When you read it out loud -- "He through to himself if he did not measure it now, he would never know exactly what length it is," and I should say her rather than it. "He thought to himself if he did not measure her now, he would

never know exactly what length she is." I'd rather call her she than it.
Is that all right?

J.R.: Uh-huh (affirmative).

Jim Richardson

Q.: All right. "You cannot measure over top of cabins, and you certainly cannot go through them. He stretched a steel tape along the deck, and she measured exactly 48 feet. 'I felt right good,' he said. 'I wound the tape up and went back to work. But you see, if I'd have been working with blueprints, I would have measured that stuff a half a dozen times. But I didn't care if it was 48'1" or 48'6". I just wanted about a 48-footer, and I didn't bother with finding exactly what it is -- what she is but one time.' There are two cabins on the Jenny Norman. If she were a working Bugeye, the cabin aft would be the only one, but it would have a forepeak --"

J.R.: Uh-huh (affirmative).

Q.: "All the crew would stay down in the forepeak with the exception of the cook. On a dredge boat, the cook -- with the skipper and mate. The cook prepares all the food in the after cabin. They do not cook in the fore cabin, although there's always a stove there. A regular Bugeye does not have two cabins. The extra cabin on the Jenny Norman is for sleeping out. It will hold six people. Two cabins will give the boat more equity if she is ever sold. If anyone wanted to dredge the Bugeye, the forward cabin could be easily removed. A few light beams could be placed in the forward hatch. The after cabin is in the right place. The engine would need to be removed if the boat is to become a workboat, since the law prohibits -- motor a boat, an oyster dredge boat. In two weeks, she would be ready for her deck machinery and for dredging oysters --" okay, if you changed it over. I have to put that in. If changed to a workboat, or a working dredge boat. "In two weeks, she would be ready for her deck machinery and for dredging oysters." Okay?

J.R.: Uh-huh (affirmative).

Q.: "Richardson explained the reason he built two cabins on the Bugeye." I'll make that Richardson a "he". "He explained the reason he built two cabins on the Bugeye. 'I don't know why,' he said, 'but people who buy boats are cabin happy. So you have more equity if you have a large, roomy, comfortable cabin. I don't think they spend 5 percent of their time in there. There will be two heads, one in each cabin. Since he is fixing the aft cabin for he and his wife, they would not want to go into the other cabin into the head,' he said. 'The aft cabin is going to sleep mom and me, and family and friends will sleep in the forward cabin.' He cannot decide whether or not he will have hot water on the Bugeye, it

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seems such a hassle. After working on the Jenny Norman practically by himself, off and on for seven or eight, or even nine years, it seems unlikely that Jim Richardson will look for any more hassles."

J.R.: Sometimes I woke up -- the night before with the feeling that I'd never finish it, never, ever get it finished. Seemed like so much to do, and I've got so --

Q.: Yeah. Seems like it, but if you look at her the way she looked two years ago and look at her now, somebody did something. Looks different.

J.R.: Well, in two years, I can see a little difference. But, oh, my.

Q.: A little bit. All of this we don't have to go through because some of it was in the Wooden Boat, and was that article -- do you remember that article that Randy Peffer (phonetic) did, was that all right? If not, we'll go through it.

J.R.: That who did?

Q.: Randy Peffer, Randolph Peffer for Wooden Boat magazine.

J.R.: Yeah, yeah.

Q.: It was questions and answers.

J.R.: -- fair.

Q.: It was fair.

J.R.: Mr. Fair.

Q.: You call him Mr. Fair?

J.R.: Uh-huh (affirmative).

Q.: Why is that?

J.R.: I don't know. I never knew that his name started with a P until --

Q.: Oh, you called him Feffer Peffer.

J.R.: Uh-huh (affirmative). That's all right.

Q.: "Jim Richardson is a 10th-generation direct descendent of Antoine --"

J.R.: Uh-huh (affirmative),

Q.: French," how do you pronounce it, Huguenot, right?

J.R.: Uh-huh (affirmative).

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Q.: "Who, fleeing from religious persecution, crossed the Atlantic and eventually settled on the shores of the Choptank River." Is that right?

J.R.: Uh-huh (affirmative).

Q.: "There in 1659 was granted a 700 acre plot of land by England's King." Do you think that sounds good -- right, does that sound almost right?

J.R.: The original grant was 800 acres, but they soon acquired a whole lot more. However, ever since the Works Project Commission (phonetic) had gotten a hold of it, they got it down to just a few acres, 100 acres or something like that. And now that's been in all of the -- all of the Dorchester County histories and stuff, ever since it was done. So I don't think it makes much difference, the -- my mother loaned the original deed to a relative. She never did get it back. She sent it in the mail, and he said he'd hand deliver it, and he did that -- he didn't do nothing of the kind. But I have a letter from him after my mother had passed away, and he says in the letter that he had had the plans for 50 years and had a long time considered them as his own (laughter).

Q.: Oh, really?

J.R.: I got --

Q.: After 50 years, I think they probably were his own. Does it sound as if they were given 800 acres sound better than they were granted 700?

J.R.: Don't make any difference whether it was 700 or 800.

Q.: It doesn't matter. Okay.

J.R.: Yeah.

Q.: Really. Okay. In 1659.

J.R.: Uh-huh (affirmative).

Q.: "Antoine Leconte was one of the most highly-respected of the early settlers, and after Dorchester became a county in 1669, he served as Justice of the Peace for two years." Does that sound all right?

J.R.: Uh-huh (affirmative).

Q.: "Richardson and several of his family still live on a part of the original Lecontee land grant." I'll just say Lecontee land. "His roots are deep and strong. He is a third in the line of Dorchester

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County boat builders running back well over 100 years. With a heritage of boat building in England behind him, Richardson's great-grandfather operated a boatyard in nearby Church Creek." Is that right?

J.R.: Uh-huh (affirmative).

Q.: Richardson's father, and I will say his -- well, I have to say --

J.R.: You said great-grandfather. Just my grandfather.

Q.: Your grandfather. Okay. Richardson's grandfather operated --

J.R.: My great-grandfather came there, but I think he was one of the people, so far as I can tell.

Q.: Okay. So it was your grandfather operating a boatyard in nearby Church Creek. "His father bought the site of the present boatyard there and operated it past the turn of the century, but abandoned the craft for a job in Cambridge with the Cambridge Manufacturing Company."

J.R.: Uh-huh (affirmative).

Q.: He later returned to the Lecontee compound to work with his son.

J.R.: That was after (indiscernible) -- well, I think that he went to work with me at the shipyard when he was 80.

Q.: Really?

J.R.: (Laughter). I was just trying to think how old he was. He had a hernia, and they didn't want to repair it, and it wore him out. And, by and by the way (indiscernible) said no reason not to (indiscernible) just like a chick again.

Q.: Boy.

J.R.: Lord help. Next thing you know, he had prostate cancer. Well, in those days -- that prostate business knocked him out good. He must've been just about my age then, in his last 70's. It seemed like to me he was 80 when he was working in that shipyard during World War II. But he ran right on up. He would've been 95 the next morning, he died during that night. And my mother was 94 also when she passed away. They both died within the same time of the year.

Q.: For heaven's sake.

J.R.: And he never did lose his ability to work like I have. His hands didn't crumble, but his father's hands did.

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Q.: I thought his hands did, 'cause I --
J.R.: I think that that's a genetic thing with us, but I don't know -- I don't know what they do about it.

SPEAKER: (Indiscernible).

J.R.: Lila?

Q.: Uh-huh (affirmative).

J.R.: If you want to excuse me just a moment --

Q.: You're excused.

J.R.: I'll hurry.

Q.: Don't hurry. I can stay until 10:00 or 11. Don't run. Don't run -- I can stay up as late as you can.

(Off record.)

J.R.: (Laughter).

Q.: Well --

J.R.: The dust blows between your face and the glasses. It never goes around the outside. Now that dirt that you've seen on these gets on there -- at a time, very little tiny particles. And it builds up so slow that what difference does it make?

Q.: You can still see out of them. Does that look any different than it did before?

J.R.: Heck, no. Not to me, to you.

Q.: Same thing.

J.R.: (Laughter).

Q.: Okay, now where were we? Okay. "My father said boats were an unprofitable venture," Richardson laughed, "and he was right. Nobody in his right mind would be a boat builder if he wanted to make money."

J.R.: Huh-uh (negative).

Q.: "They may not have made much money, but there was great pride when he speaks of the Lecontees. Though he and some of the other family members pronounce it Lecount, they feel it does

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not sound so high and mighty. 'When I was a kid, there were a lot of Lecontees here,' said Richardson."

I'm going to say he said. I'm going to take a lot of these Richardsons out.

J.R.: Thank you.

Q.: You're welcome.

J.R.: Appreciate it.

Q.: You're right. You're absolutely right. "We're getting further and further away from them.

Eight miles from the City of Cambridge, the property is located in Lloyds Village, and referred to as the

Mick District (phonetic). Our creek running alongside the tract of land is named for the Lecontees, as is

Lecontee Bay, which flows into the Choptank River.' The first home counted along Richardson's Lane, a

long straight paved road off Route 343 is on the right. It belongs to Richardson's sister and her husband,

Dorothy and Robert Bukes (phonetic). An imposing stone and wooden structure, it began as a one-room

wooden schoolhouse dating to the early 1700's. Mrs. Bukes bought it for taxes for \$90 in 1936, moved it

to its present site, and has since added innumerable rooms and fireplaces to the older building. On the

same side of the land is the home of a brother, William Anthony, and his wife, Evelyn. A little further

along to the left is Jim Richardson's daughter, Judith, and her husband, Tom Howell. They have a girl,

Elaine, and a boy, Thomas. Back on the right of the lane is a nephew, Roy Scott, and his wife, Sybill,

who are Richardson's sister, Sarah's son and daughter-in-law. Their daughter is named Crystal Lynn.

Sarah and Mack Hyatt occupy the next home on the right, a picturesque stone structure. Beyond their

place is the home of William and Janice Wheatley. William is the second son of James Wheatley, and

the grandson to Dorothy Bukes. They have a daughter, Rebecca. To their right on the river shore is the

home of James and Elizabeth Jane Wheatley. James is Dorothy Bukes' only son. They have two sons,

David and William, and a daughter Jacqueline. Next to them is a small stone cottage that was built for a

widowed aunt of one of the family, though she was not related to the Richardsons. Sadie Wolford

(phonetic) moved there when her husband died and lived out her life on the property because she had

nowhere else to go. Bearing left and further along the river shore is the manor house where the last

three of the Richardson children were born. The house was built by Jim Richardson's father, James

Monroe, midway through his career. It is presently occupied by David Wheatley, Jim Richardson's

grand-nephew, and Dorothy Bukes' grandson."

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J.R.: Uh-huh (affirmative).
Q.: "Jim Richardson and his wife, Generva live to the left of the manor house. Presently living with them is their younger daughter, Jane." Is Jane an older?
J.R.: Older.
Q.: Wondered why you underlined that. I --J.R.: Jane is the oldest.

Q.: Oldest.
J.R.: That would (indiscernible).
Q.: Okay, well don't tell her.
J.R.: I'rri kidding.
Q.: You didn't have them read this, did you? Did they read it? They didn't read it, did they?

J.R.: No.
Q.: Oh, good. And you didn't have anybody else read it?
J.R.: No.
Q.: Good, good.
J.R.: That wouldn't make any difference to them at all.
Q.: Oh, it wouldn't?
J.R.: No.
Q.: Oh.
J.R.: Life's too short for that stuff. (Laughter).
Q.: All right. "Jane and her husband, James Brighton, and their children, James, Junior, and Susan. There is a lane in the marsh that leads to a place that got out of the family sometime ago.

Richardson's mothers oldest sister lived there nearly all of her life. All of the homes were built by family members. Everyone helps. Mrs. Bukes said 'When my grandson, Bill, built the addition to his house, his father installed the electricity and helped with the plumbing. I built the chimney and two fireplaces.' Mrs. Bukes has been a stonemason for over 50 years. Not only are they all carpenters, but most work well with stone. There is a stony ridge that's next to the property, so over the years all they have had to do

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was search out the stones and pick them up. The outside of most of the homes are made from these stone. Almost everyone in the family helped to construct a Seventh Day Adventist Church on Route 50, east of Cambridge. Jim Richardson's professional career began when he was 15, soon after he was graduated from the 7th grade. He got a job as an apprentice at the Cambridge Manufacturing Company. 'That was a great place to send a boy to work,' he recalled. 'They had gristmills, basket factories, a box factory, sash and door mill, and they had sawmills and a railway. They also owned and ran the Cambridge Shipyard. In a sash and door mill, it didn't make any difference if you were an apprentice or not. You took the next order on file, whatever it was. Sometimes the order would be for 50 window frames. Well, you went to the barn. You got your mule and wagon, and went into the yard. You pulled the rough lumber out of the piles that you needed, and you did everything from the rough lumber to the finished product. Somehow or other, I got down to the shipyard. I was inclined that way. Way before I went to work, I had been endeavored to make myself something that would sail me over the creek. I was very young. My mother sewed me up a sail out of feed sack, and my father fixed the boat so it wouldn't leak, so you know I was little. Had to be if I went to work when I was 15. You couldn't stay at the country school after that because if you were so stupid you couldn't get past the 7th grade by then, your parents put you to work anyhow.' Richardson's father," and I'm going to say his father -- "his father also worked at the Cambridge Manufacturing Company. Aside from a break of about six years, the two men worked in close proximity most of their lives." I have to say Richardson because I mentioned your father. "Jim Richardson left the area for one summer when he was a teenager. Although he had never gone far from home, his family insisted that he spend the summer in Washington looking after his sister, Sarah, who was in nurse's training school."

J.R.: That'll make her snip.

Q.: "He did not know --" well, they're going to snip anyway, so it doesn't matter. "He did not know --"

J.R.: You better put on there that they sent me out there to be with her, instead of looking after her, because she's the big one.

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Q.: Well the next sentence I say is "He did not know why the family thought Sarah needed looking after." So you'd rather I said "Although he had never gone far from home, his family insisted he spend the summer in Washington with his sister, Sarah."

J.R.: Yes, to be with her. It's the first time she'd ever been away from home also.

Q.: Okay. Being with his sister.

J.R.: I don't want them not speaking to me.

Q.: Okay. Well, don't tell them about -- don't tell them when it comes out. Don't tell them anything. If they see it, they can see it. -- to be with his sister, Sarah."

J.R.: People bring -- they think we all sleep together.

Q.: I know, I know, I know.

J.R.: I haven't seen Sarah since last summer.

Q. I know. I thought that, too, when I came here. And I said to Dorothy, how is Jim Richardson? She said I haven't seen him in months. I said but he lives right up the lane from you.

J.R.: (Laughter).

Q.: Okay. Let's see. Parents sent him -- "Although he had never gone far from home, his family insisted he spend the summer in Washington to be with his sister, Sarah, who was in nurse's training school there."

IR.: Better.

Q.: "He did not know why the family thought Sarah needed looking after --" well, I'm going to take that out. "He did not know why the family sent him."

J.R.: Yeah.

Q.: Sent him to Washington.

J.R.: I didn't like it.

Q.: I know you didn't. "Sarah certainly did not need his company when she was at home."
Shall I leave that out?

J.R.: I don't think that matters.

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Q.: Okay. "But he went. He rented a room near her dormitory in Tacoma Park while she attended classes at Washington Sanitarium. Then he set out to find a job. He landed a job without too much difficulty, and remembers it well. 'You heard of Mr. Cafritz. He got to be a great man when he got older and built a hospital over in Southwest Washington --"is it Southwest or Southeast? Southwest.

J.R.: Yes, I think it is.

Q.: 'And made a name for himself. Well, I worked for him. He was a contractor at the time. He built rowhouses on one of the avenues, Georgia Avenue, I think. They built whole blocks of them. The day I went looking for a job, I was standing with a lot of people in front of a sample house. Mr. Cafritz came over and he said 'Who here can make a transom doorframe?' I held up my hand, and he said over again, 'Can any of you men build a transom doorframe?' Nobody said anything, so I held up my hand again. Then he said 'Is the kid the only one who can build a transom doorframe?' Nobody said anything, so he said to me, 'Kid, you know how to build a transom doorframe?' I said yes, sir. He said 'Let me see your tools.' I went and got my box, pulled it down off of my shoulder and opened it up. He said 'What's your father using this morning?' I said He's using his own. I thought that was the most foolish talk that I'd ever heard. I didn't know you had to be old and whiskery and all that to be a carpenter. He finally said 'Go into the basement of this house. I'll come see you.' When he came downstairs, he asked me where I had worked before. I told him I worked for the sash and mill company in Cambridge, Maryland. He must've been convinced because he sent me 100 doorframes already laid out. All I had to do was nail the mess together. And cheap? Oh, I never seen anything like that in Cambridge.'

J.R.: Huh-uh (negative). Never saw anything like it anywhere.

Q.: Can I say I never seen anything like that in Cambridge?

J.R.: Yeah.

Q.: Okay. That's what you said.

J.R.: Yeah, there's nothing wrong with it.

Q.: "He stayed in the basements and put together doorframes and mantles, '--We called them shelves --that entire summer. He felt he did what was expected of him by his parents, but he never had a desire to return to Washington to work. 'In those days, there was a train from Cambridge to

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Betterton. There a steamboat crossed the bay to Baltimore. At Baltimore, electric cars covered the 40 or 50 miles to Washington. They had a pole running up in the back of them and fire flying out of the wire. Sometimes, there would be three or four cars bolted together. You'd just get on this thing, and roll out on out through the woods.' "He remembers he did not like the electric cars. Eventually, he got a ride to and from work with a friend who owned a motorcycle. 'My mother was a good cook, and this fellow used to love to come out to the country. When he brought me home, he'd get to stay Saturday and Sunday. It was a gravel road then between Tacoma Park and Annapolis. At Annapolis, we'd get on the ferry to come to this side. There was no way to connect with the ferry from the shore, because we didn't have -2
(End of recording.)