

Jeep Jallade-Au2018

LESHER: Okay. So this is August 23, 2018. And I am talking to Jeep Jallade here in St. Michaels. Thanks for agreeing to do this, Jeep.

JALLADE: [00:12] You're very welcome.

LESHER: Jeep, let me start out with the basics. I know you as Jeep. Everyone knows you as Jeep. It's not your actual name, is it?

JALLADE: [00:21] No. No it isn't.

LESHER: So go ahead and give that. And tell me about how you got your nickname.

JALLADE: [00:25] All right. I was born Louis Eugene Jallade, the third. Dad graduated from Princeton as a Second Lieutenant and ended up in Coronado Island, where I was born, training the naval guys how to get out of a landing craft. He was a Colonel at that point in World War II. Actually he was an artillery officer, but in those days you just did what you had to do. Anyway, so they were sitting around one night and Admiral Nimitz and a bunch of them of were getting ready to invade Japan at this point. And the officers and, mostly naval officers, they said you can't name this kid -- he's an American. He's not a Frenchman. And the French had surrendered en masse at that point, I

guess. So they came up with my -- I got Jeep. My cousin was Tank. And there was another cousin and they named him Twig. And I don't know what that meant. But that's how the story goes. It had nothing to do with Eisenhower, like I got nailed at the club the other night. No. It wasn't Eisenhower. It was Admiral Nimitz. Yeah. Now --

LESHER: Admiral Nimitz gave you the nickname.

JALLADE: [01:32] And the story goes on because Mother was taught by Eleanor Roosevelt back in -- taught in her school in New York. And so when he became President, the inaugural ball would be at the White House. And she got the dates from the midshipmen for all her 12 girls. And during the war, when they traveled the military bases, most of those young ladies back then, and my mother included, were on various -- and she would always go [vis?]. So I have pictures of me sitting on Eleanor Roosevelt's lap as she was visiting. Back then you didn't have 50 security people with you. It was very low-key really. So that's how all this happened. But California, yes. And it was the decision that Louis was not a good name for me.

LESHER: (laughs) So how do you get from Coronado to Talbot County?

JALLADE: [02:25] We came -- Dad was -- his father had an architectural firm. And Dad studied architecture in

Princeton and the Sorbonne over in Paris. And his choice was to stay in the Army, but he didn't have the ring. And he was concerned that Colonel would be all he could get. He didn't come out of West Point. So he went back and went into practice with his father. So they came across country back when you couldn't get rubber tires or anything else. Dad said he would sleep in the car with a loaded .45 to protect just the rubber on the tires, because you didn't have motels back there or anything. It was an old 1942 green Ford that we came back in, my sister and myself, and Mother and Dad. And then we moved to Darien, Connecticut. That's where they got -- they settled.

I grew up in Darien, learned to sail at Norwalk Yacht Club. And then they finally -- they met people on a cruise. Dad was retiring and they met people by the name of Long that lived down in Easton on a Cruise. Came down here, and next thing we know, they bought Ferry Bridge over on the Miles River.

LESHER: So that's a retirement home for them.

JALLADE: [03:31] Yeah. Yeah. Dad did a few houses down here for additions. Yeah. He did Sidney's addition and a few other -- Flaccus Stifel, he did some work for him, just as more of a courtesy than anything else.

LESHER: Okay.

JALLADE: [03:44] All right?

LESHER: Okay. And by that time, by the time he was retiring to Talbot County, how old were you at this point?

JALLADE: [03:52] When we moved here, I was graduating high school

LESHER: Okay.

JALLADE: [03:55] Yeah. So that was 1964.

LESHER: But you followed him here and settled here.

JALLADE: [03:59] Yeah. And then I went to University of Maryland. And then I got out of Maryland and I wanted to come back to the Eastern Shore. And so I decided I'd look for a job. And that's where I ended up with IRS. They actually had -- IRS and ATF were in the post office in Easton, as ATF was breaking up stills and duck traps and all kinds of stuff. I mean, it was an active office. And they had an IRS office down here. So I joined the IRS. I couldn't get in ATF, didn't have the right background. I was an accountant or something. I don't know. So anyway, that's how we -- how I landed here. All right?

LESHER: Okay. And then you got a house in St. Michaels.

JALLADE: [04:36] We lived -- started life at New Design Farm with my first wife, which was owned by Morgan [Schiller?] out near [Wihaus?]. And from there we went to -- we bought

the ugliest house in St. Michaels according to my father. It was two houses put together. The old Radcliffe Manor down at Harrison Cove. And we raised three children there, rebuilt it, added a bunch of additions and all kinds of stuff. And just one day decided it was too much and we sold it. So we sold the house and bought my former wife's mother's house in Easton.

LESHER: Oh.

JALLADE: [05:14] And that's why I ended in Easton.

LESHER: But while you were in the St. Michaels house, you got into sailing and --

JALLADE: [05:21] I did. I started -- okay. Log canoes.

That's a great story. I started with -- Judge North called me -- a long time. This is prior Sidney Dickson, before *Persistence* was ready. It was being worked on, but hadn't been launched yet. And asked me if I could --

LESHER: So this early '70s or something?

JALLADE: [05:41] This is very late '60s.

LESHER: Okay.

JALLADE: [05:44] Probably '67, '68, '69. I'm not sure of timelines here. And asked me to sail on -- I didn't know what, but he said he needed crew. And he was in our wedding, so we knew Judge pretty well. So I said sure. I'd go down and do that. But this is before I was married.

This was when I was still single. So he heard I guess through Sidney that I wanted to sail. And Sidney said this'll be good. We'll get some practice. So I ended up on *Blossom*. And I believe his name was Johnny [Thompson?]. He was the sheriff of Oxford. And he had all his relatives on board. And I met him coming home from a cocktail party in Oxford in his police function, because apparently I was speeding. And he didn't stop me until I got to the St. Michaels road. And he told me that was the fastest he ever drove his car.

But his jaw was wired shut. And he said he had been up in somebody's tree saving a cat, and the branch broke, and broke his jaw. So he's writing a ticket. And he said, "What do you do for a living?" I said, "I'm with the IRS." He tore the ticket up and said, "We have to stick together, us." And then so I arrived on *Blossom* the next day, and it's John Thompson, [hailed the?] thing out of his mouth. "Boys, I want you to look at this guy. He's the fastest driver I ever came up against." (laughs) "I had a roadblock set up in Easton. He was through it before they could set it up." This is all a true story. I got stories, Pete. (laughs) So anyway, that was my introduction the first time I actually sailed. And back in

those days, when *Blossom* would tack, her logs would come apart at certain areas. And then she'd squirt water. So it was a constant bailing deal. But then we sort of fell into *Persistence* pretty hard.

LESHER: So tell me how you got into that.

JALLADE: [07:24] Sidney had bought the boat from -- and I have the original paper I got to get down here -- when she was a workboat. Can't think of his name, up in Dominion. And he had three or four canoes on the [Long?], what remains of canoes. I'm not sure. But they had one with a little cuddy cabin and it was floating in the river. And Sidney said, "That's the one I want." And he said, "Well, that's my workboat." And I believe, if my memory's correct, Sidney took five 100 brand new dollar bills and gave the guy. And the guy looked at him, said you got yourself a workboat.

The towed her to Woodland Creek, he and Ross Dabney. And they took out the little two-lunger. I think it had a little universal engine in it. They took it out and that is at the bottom of Woodland Creek right now. From there, they got her there. Then they hauled her and eventually got into Sidney's barn. And they started the rebuilding process. And we did everything on her. I mean, we put

enough West System epoxy in the boat to -- that's why it was so heavy. But her center log was seven inches thick, which you don't find today.

LESHER: Yeah.

JALLADE: [08:33] So that's how I got involved in it. And we --

LESHER: So I presume on *Blossom*, they had you on the springboard.

JALLADE: [08:41] Yeah. I was the backup.

LESHER: And when sailing for Sidney, what were you doing?

JALLADE: [08:45] I was the rear board.

LESHER: Okay.

JALLADE: [08:47] Yeah. And that's where I met the [Snore?] boys and [Sonny Marcus?] and [Allan Faulkner] and who else did we have? I can't think of who -- we never had anybody on the outrigger. We ran two boards, sometimes three, and never sailed with more than nine people on the boat.

LESHER: Never more than nine.

JALLADE: [09:05] Never more than nine. But I was 250. Sonny Marcus was 250. And George [Storeo?] always tended the fore. So he was always riding my board. He was pretty [inaudible]. I can't think of who else we had. Oh, [Carl Tune Fitzue?] who was in the motorcycle shop with Sidney. He was sailing. None of these guys could swim worth a damn. So it was touch and go. But, anyway.

LESHER: So Sidney eventually sold the boat to you. Was that after he built his own canoe?

JALLADE: [09:36] He was working on [*Spirit?*] and he called me one night and said you showed interest in buying the boat. I had a little Columbia 24 at the time. And I said, "I really need to get to work on *Spirit*. I need to sell this boat. And I remember we were up -- and I said we'll do it. We agreed on a price. I think it was 45 hundred dollars or something. And the funny thing was, the same day, I got an offer of 45 hundred on my Columbia. So it was a quick deal. We used to race out of old Lockward Hardcastle, up on the -- what is it? The river right as you come out of Tilghman -- Broad Creek.

LESHER: Was that Harris Creek?

JALLADE: [10:13] Harris Creek. Yes. And there was one race up there. And he didn't show up that day. And so the crew's looking at me and we're waiting for Sidney --

LESHER: Sidney didn't show up?

JALLADE: [10:21] No. He didn't show. And they just looked at me and says, "Well, you bought it. You might as well sail it." So we sailed and I was actually doing very well behind *Bird*. I was in front everybody but *Island Bird*. And we got towards the finish line. He would beat me on time, of course. And he did this big loop around like he

was looking for something in the water. And then they'd daggle, daggle. So we crossed the line first, got the gun. Everybody was excited. We found out that first prize -- and back in those times, you took the stuff home with you -- was a felt string drawing of a log canoe on red felt in a plastic frame. Second prize was a beautiful watercolor. Now, but Judge says he didn't do it. He'd dropped something overboard or something. But that's how we got -- and I remember [John Farrell?] who was sailing looked at that thing and said, "My god. It's unbelievable." Ugliest thing we've ever seen. But that was the first time I ever steered the boat. And she was a great boat in light air. But then we -- I guess that's pretty much how we got the boat and got into it.

LESHER: So this was about 1976?

JALLADE: [11:25] This is very close to '70. I was married I think in '72.

LESHER: Okay.

JALLADE: [11:31] I think I bought her in -- we bought her the year we got married.

LESHER: Okay.

JALLADE: [11:35] And we had no idea what we were getting into. It was like buying a child.

LESHER: You probably knew you were getting married. And that was 1970?

JALLADE: [11:42] Yeah. We were living on New Design Farm. And I bought a trailer down in Cambridge for it. And we were one of the few boats that used to tow between New Design and St. Michaels.

LESHER: Hmm. And you kept this up for?

JALLADE: [12:00] We raced her actively I think till 1982, maybe '83. And then I put her in Sidney's field, covered her. And Johnsons bought her I believe in late '80s.

LESHER: So you've described this crew that you sailed with as not necessarily a bunch of sailors.

JALLADE: [12:31] Not at all. No. We had -- my crew consisted of my father-in-law on the outrigger. Then I had George Snore still on the fore sheet. I had John Far -- no, I'm sorry. Yeah. That's right. We switched George, made him board man. And put John Farrell on the fore sheet. And then we had Sonny. I had John [Cockie?] and a whole variety of jib tenders, including David North for a while. And so that's kind of how it went. I can't -- who else was on that crew? Gosh. One, two, three, four, five, six. I think we sailed with seven. Debbie Shaw sailed with me once in a while. My wife, never. Only told me how to sail from the power boat, but never -- [laughing] now, you can

leave that out. She'd scream at me. "Watch your tack there," you know. But, anyway.

So we had seven and then I had, like Hunter Harris sailed on and off, and George Todd. I picked people up. It was just sort of like Wednesday night sailing. You'd grab them and go. And we did pretty well with her at first. She was a great boat in light air, considering she was a workboat. You could stand everybody up on the washboard with the mast in her, and she wouldn't turn over. So she was very stable. She had a wide bow. She didn't like heavy. She didn't like going through the seas. But the crew, George, and Sonny and all, they all signed releases. I think most of them could swim, but it was a question of how well they could swim. And they were a tough bunch. And some of the things we have today in canoe sailing is so far different. I mean, starts were consis-- I don't know if you want me to go on.

LESHER: Yeah.

JALLADE: [14:08] Starts were consisted of you didn't maneuver.

You just dragged buckets in your feet to slow down. If you were close enough, George would love to stand up on the leeward side on the washboard, waiting. And then if somebody went by, he'd grab them by the neck and pull them

off the springboard. It was little or no rules. Ed Morris with Billie P. Hall -- Ed spent his whole life screaming for sea room. And Johnny Thompson would always -- his saying was, "I can't do a thing with her, boys. I can't do a thing with her." Barging. They came -- the start boat and they just came right into it. There was no maneuvering or anything. First come, first serve. If we hit each other, well, that was just the breaks of the game.

LESHER: You've told some of these stories before I recall about dragging feet through the water.

JALLADE: [14:55] Right, right.

LESHER: When did that start to change?

JALLADE: [14:58] When Ted got into it. And I think the whole feeling was it was getting pretty dangerous at that point. So Ted got in and they established rules. And they formed -- we never had a log canoe association. There may have been one, but we never had a meeting. And then Jimmy got more and more involved. And he saw Ted's idea and said, "Yeah. We got to clean this up before somebody gets hurt." But in those days, we did things different. Downwind was wing and wing, you know. Jib, a fore, main, and then the kite on whatever side you could get it on. And you'd ride in the middle of the boat with your springboard stacked up on the side so the edges would catch what wind there was.

Nobody tacked downwind back then. No stay sails that I was aware of back then either.

LESHER: So what special sails were you flying?

JALLADE: [15:44] We had a kite and the four main and the jib.

LESHER: No square sail on --

JALLADE: [15:49] No square sail. *Persistence* came out with very thin masts. [Sam MacQuay?] built them. We were horrified when Sidney picked them up. He said, "Where's all the wood?" But they were like buggy whips, but they spilled a lot of air. And we'd sail with back stays. When I would race with Sidney when he owned the boat, back stays on the fore. And it was like a starboard every time you grabbed them up. Well, the day I drove her into the house in St. Michaels, and Jimmy Wilson lived right down the street. He was waiting for me in the driveway saying, "No running back stays. They got to go." So that's when we went to spreaders and all that other stuff. But it was so simple. You didn't have any of that stuff to worry about. So it's changed a lot. As I say, the sailing techniques. The safety factors came in, because these boats were out of control in some cases. And it was more of a... There was a lot of camaraderie there. Don't get me wrong. There were no big hassles amongst -- no protests. Nobody protested anybody. We were just having a good time and

that thing. But, anyway, that's how that evolved. And then Ted got involved in it. I think he bought that boat from John Chamberlin if I remember correctly. Turned it into a really beautiful boat and then realized we needed to start following rules. So that's how we kind of migrated into a more gentlemanly sport.

LESHER: And he presumably had something of a yachting background. You were racing --

JALLADE: [17:10] Yeah. Yeah. Well, Ted, you know. He raced [Nicole?] over the bay. So they were excellent sailors. And so when they started with her, it was all new to everybody. You know, you get in a canoe, it's a very different type of sailing. But he did very well with her. But anyway, that's how -- but that's when the safety fac -- and a lot of the old times, like Ed Morris, when he was starting to get out of it and [Vance Strausberg?] was starting to sail the boat, and a lot of the old guy -- oh, this is no fun anymore, you know. I mean, Walter C. Dobson, when he had the *S.C. Dobson*. And it was just a bunch of guys back then that we had probably 13, 14 canoes racing.

LESHER: Tell me about the social aspect of log canoe sailing.

JALLADE: [17:51] The big thing I remember, the Miles River Yacht Club. I don't remember too much -- I remember --

well, there's two clubs that came into play. The Rock Hall and Miles River. But Miles River on Memorial Day would have one designs, perf boats, log canoes. And it would be a big regatta, like Oxford does now. And back then, the perf boats didn't much care for the log canoers. The log canoers didn't like -- we pretty much left the one design because [we wouldn't bother with them?]. And there was always a little hassle. And back then, there was no police force in St. Michaels. And the Miles River Yacht Club was a rough -- people think, oh, look at this beautiful club. Boy, in the '70s, it was raw and rough.

And so fights would break out. And of course, they'd call the state cops in Easton. And by the time they got there, the fight was over and [laughing] either somebody was knocked out or they were all having a drink again, you know. It would be a one-punch deal. But it was very, very -- it wasn't a friendly atmosphere after the race. And I can't think of the Commodores back then, but there was no real effort because the club was doing well. They were selling meals and lots of liquor and all that stuff. So the social aspect, the canoers pretty much stuck to themselves. Perf boaters stuck to themselves. And you don't want to mix the two up. If you walked in and said,

you know, get out of my way or move aside, boom. And George Snore and Sonny were always looking for an excuse to punch somebody. Particularly George. (laughs)

LESHER: I've heard stories about folks camping out Miles River Yacht Club. Now, presumably you were local, so you didn't do that.

JALLADE: [19:27] No, no. They used to camp. But the big camp was Rock Hall. They did the same thing. They ran all the one designs. They ran -- I don't think there were any perf boats involved, and the canoes. And they had what was Tent City out on the lawn. And we had taken -- this was before I owned the boat. We had taken -- Sidney had a bugeye, I guess it was. *Jan Carter*. And we had towed... He and I towed her up there. Now, the trip was worth a thousand words. That's before they built the new bridge in Kent Island. And the old bridge would open when you blew the horn. Now it's on a timed deal.

And we got into the Narrows going up there, and it was Friday night. And the tide's running with us. He had a pushboat pushing this thing and the canoe behind. And all of a sudden the bridge goes partially up and then closes. Well, we're going helter-skelter. So Sidney throws the wheel over and yells at me, "Throw an anchor." So I picked

up the anchor and threw it overboard, made sure it was tied. And we swung with 10 feet of that bridge with *Persistence* back there. So that kind of got us.

And then we had to get going, so we finally got the thing turned once the bridge was opened. The anchor up, turned around, got it -- so we got to Rock Hall and the crew comes up the next day. And we all decide we'd sleep on *Carter* that night. And George and Sonny decided they were going to go check this Tent City out. And they started. Sonny would stand in the woods and do wolf calls and all this stuff. And George started running through the tents and tearing the tents down. And one guy was a weightlifter. He went through that tent and we had to carry George. He punched him so hard, knocked the radium off his watch. I think he probably broke his jaw. And we had to carry him back. And he had a white hull skiff that he used to row in and out. And we loaded everybody in there before these guy -- because we had anchored *Carter* out there before these guys could get to us because they were by the en masse, you know, a 100 against 5. Rode out to the *Carter* and got on board. And poor old George lay in the hull because there's no place really to sleep. But he sailed the next day. He was a tough guy. But I still swear his jaw looked like a

little off sight. But, yeah. I don't know how the -- they used to allow camping at Miles River, but I don't think we ever had an incident such as that. But Rock Hall, yes. Tent City.

LESHER: So you were doing these Miles River regattas mostly as a log canoe sailor. You didn't do this in any of the other classes, perf or anything like that --

JALLADE: [21:50] No, no. I raced with-what was it on *Magic Carpet*? Who was that? I can't think of his name. She was a big Sparkman & Stephens 60 that I would crew if he needed people on the bay to crew for him. [Blitz Robinson?] was a cousin of mine. And he got involved. [Hardy?]. Not Dr. Hardy. It may have been Dr. Hardy. Not the one we have now. Name was -- they had a big place on Wye River. And he would call for crews. So I was sort of give me a call. If I can make it, I'll do it. But that's the only big boat really I did. We raced lightnings in Connecticut. And really, you know, jumped from there to almost nothing. And then on to this canoe.

LESHER: So describe a little bit more for me these Miles River regattas from the '70s and...

JALLADE: [22:38] They...

LESHER: This was a much bigger deal than any of the weekends that we have --

JALLADE: [22:44] Oh, yeah. Yeah. They really put out. And Memorial Day was huge. I mean, I don't know how many boats -- as I say, we had probably 14 canoes racing. It wasn't like the ATM race, but I bet they probably put 40 or 50 perf boats in here. And then they had the penguins, which were really big back then. They had flying Scots. They had -- I don't think the stars were racing back then. I know the lightnings were. But they may have had some thistles. Some of the early boats that were really popular have disappeared. And they had courses -- they'd always placed us like Oxford does. The canoes would be in the middle of all those trying to weave through. Perf boats, of course, would sail over and sail out. And I never remember sailing out into Eastern Bay. It was always in the upper Miles River where we sail today, pretty much where we went. So there was a good crowd. The club was a shadow of its former self. Not really big and not well air-conditioned, but it was sort of the place that people gathered. And it was a big fall -- what do you call it? A big grouping of people for the early summer --

LESHER: The clubhouse itself was physically smaller you're saying --

JALLADE: [23:50] Yeah, yeah, yeah.

LESHER: Okay.

JALLADE: [23:51] So it was just a small, pine-paneled. And we used to -- they really were the home of the log canoe back then. And then the rest of the summer we would race, you know, just the canoes. They only did that one weekend. So it was mostly the canoes. I'm not sure if they did any other -- I don't know whether the -- of course, they're small boats today. But I'm not sure if they had any other regattas. I know they used to do powerboat regattas, but that was long before my time.

LESHER: Okay.

JALLADE: [24:21] And that's probably where all this sprung. But I think that was Memorial Day, too. But that's pretty much what I remember.

LESHER: More spectator boats out in the river?

JALLADE: [24:32] There were. Not as many I think as today. I think people were so used to seeing log canoes back then, it was no big deal. We all had a chase boat. And mine was run by my former wife. And I could get my daughter to sail with me, Jamie, but the two boys never showed an interest. Now they're sailing, but they never -- they were pretty small, too. They'd rather stay with Mom and drink the soda and stuff. And we fed them, you know. We'd go out just like the Judge. The crew didn't have to buy lunches. We provided lunches and a lot of them -- Miles River had food

on site, but we just felt obligated since they were away from their families.

LESHER: Beer part of the outfit, too?

JALLADE: [25:16] Beer? Oh, absolutely. A lot of beer. Johnny Thompson's thing, he would figure out whether it was going to be a two-case, a three-case race. I think [Corbin?] now is taking over for that. But, yeah. We always had -- every crew member would ship -- one week we'd buy a case or two of beer. George Snore comes in one day and says, "I got a deal at Big Al's." And we said, "What'd you get?" And we're saying, "Please, not Schaefer's." He said, "I got something called Munchnik." It was Munich beer. It was terrible. (laughs) It was awful. It was half of what Schaefer tasted like. Oh, it was terri-- and we had all this beer on board, so had to drink it.

And when I owned *Persistence*, [Doc David?] rode my outrigger. And I would never get worried unless I was doing well. Then I'd get really uptight. So he always kept a bottle of Jack Daniels back there to -- here, take a swig of that and calm down, will you?

But we had many good races. We were three seconds -- we lost the Governor's Cup one year by three seconds to Jimmy Wilson. And as I say, in those days you took these

trophies home. I had the big silver canoe trophy that the [Norths?] have. I won that a couple of times. Used to sit on my mantelpiece in my family room. It was great.

LESHER: They used to let you take these trophies home with you.

JALLADE: [26:30] Yeah. And we did a trophy -- we have one for Jack Bay, but when he passed. So that's a professional trophy now. But, yeah. Back then, you'd take them home and have a big time. Peter Hersloff -- I think this was when Sidney owned the boat -- would have the final race up around the Wye River. And you go into his big estate up there. And then they would serve dinner and cocktails. And we had won the weekend. So we had the trophy coming home and we were being towed home. And I don't know how -- I think we were behind [Sealore?] as a matter of fact, Judge North's old boat. And we broke the trophy. So Sidney had to get the thing fixed. We almost dropped it overboard. But he had to get it fixed. But that race, I'm not sure if it was a sanctioned canoe race or not, because Peter owned all of his skiffs back then.

LESHER: That's right.

JALLADE: [27:17] Yeah. But do you know, as I told you coming in, I guess between Judge and me, we're the last two ones who remember what went on there. Everybody's -- which is

good. They're all younger, but not too many older
skippers.

LESHER: I'm tempted while I've got you here to ask you about a
few things that are maybe a little less related, but --

JALLADE: [27:46] Okay. Fine.

LESHER: But I do want to capture, if you've got other stories,
I love the story about what you were just telling me about,
racing at Harris Creek and taking the helm the first time,
and winning that Harris Creek race. *Persistence* you said
could do well in light air. You did well, you did win from
--

JALLADE: [28:10] Yeah. I think the first year Sidney owned
her, we won the High Point trophy in the boat. She was
light and she had a lot of -- her logs were pretty well
sealed. Yeah. She did very well in light air. It was
phenomenal. It didn't really matter how many you stacked
on her. She just liked the light air. Maybe because the
mast stood straight, even though we had stays on that were
pretty thin. We did end up building a new mast and then we
built another mast on top of that. But the boat just loved
light air. Her bow, if you look at the early pictures, she
didn't have a long head. And the reason was we towed in a
trailer so we could pull her bow spread out. But she was
very wide almost instantly coming back. So she did not

like any wake or seas or all, would just stop her, and shut her. But that's we think why she -- but she was always good in light air.

LESHER: You were neighbors with at least, or close with at least one other log canoe sailor here in St. Michaels and that's Dennis Berg.

JALLADE: [29:16] Yes.

LESHER: I forget whether he was a little farther up the creek or a little farther down --

JALLADE: [29:20] No. He was right next to us. And I don't know if he, at that point, still had *Daisy Bell* or she was -- I thought Bill -- did Bill [Sanders?] buy *Daisy Bell*? I'm not certain. Bill Sanders I think bought *Daisy Bell* and she ended up dying up in Fishermen's Inn as a flower or something. But Denny, yeah. He had pretty much gotten out of it when I got into it.

LESHER: Oh, he had.

JALLADE: [29:43] Yeah.

LESHER: Okay. The way it seems to go in the log canoe fleet, some folks develop real rivalries. Did *Persistence* in your years have that going with another boat?

JALLADE: [30:01] I think the more rivalry was Sidney. He was the guy that everybody was out to beat. But, yeah. I don't really think we did. No. We did well in certain

instances. I mean, the old saying was if you could see the *Bird*, she beat you. This is before the boats were tuned to the max. *Bird* was -- I never saw her sail in all that wind without a kite. I never sailed with or knew John's Dad, Judge's father, to sail. I knew him well. I mean, he was on the Canoe Harbor at the weekends. But it just -- to me, it's come a long way. We didn't rival race. Maybe Billie P. Hall and Ed Morris -- for some reason, I was always stuck next to him and he's screaming for sea room for some reason. But beyond that, it was just more boat for boat. Yeah.

LESHER: Today a number of us in the canoe fleet look back on Jimmy Wilson as a real leader among the fleet. Tell us a little bit about sailing against Jimmy, about the help that he might have given to you or other boats.

JALLADE: [31:15] Jimmy lived down a street from me. And he was a great furnace repairman. And we had -- I'll start out with my furnace and then I'll tell you another good story. But we came home from dinner one night at the club with the kids -- the house was cold as heck. And we had an old furnace with a trap door in the dining room to get down to a circulator pump. And it wasn't working. So I called Jimmy and he came over. And he got down the hull. I said, "What do you need?" He says, "Get me a VO and ginger."

That's what he drank all the time. And all of a sudden we hear this cursing down there. And then he starts pounding on the circulator pump with a Stillson wrench. And by god, that thing started up. Got it going. Put some oil in there. He says, "That's good. I'll get you another one. I'll get one in here next week." And that pump was down there till we sold the house. Or actually, I put a new furnace in the house. It ran that long.

So he helped everybody. I still visually Jimmy towing *Magic* downtown St. Michaels behind a lawn tractor, stopping traffic. But anyway, we decided we had to build a new mast for *Persistence*. So I got the wood. And Dave MacQuay laid it up for us. And we're gluing it up and then David said - - we had a box and he said, "Well, I got to go on vacation." And we were trying to get to a race in Oxford in a week. So I got the crew together and we rounded it, and tapered it, and then Jimmy came over and said, "I'll make hardware for you." And you know, the night before -- two nights before the race, it was Friday night or Saturday morning. Somebody's pounding on the door at three a.m. "Are you up? Are you up?" So I get down. What? He says, "Come on. We got to go make the hardware." So we go into Higgin's boatyard and I had a bunch of stainless steel that

I'd gotten. And he cut all the stuff. Came down the next day and put it on the mast. So he was always a helpful guy. I think he knew more about sailing, and I would say more seat-of-the-pants sailing, than most people I ever knew. He had a deep understanding, not only of canoes, but one designs. He had that Chance 35 and did real with that. He just was knowledgeable and gave up that information freely. He didn't care if you beat him or not.

As a matter of fact, when we lost three seconds, he had me come up on the Governor's Cup and said, "They were probably having a cocktail. You might have won this." Because my father-in-law was [inaudible] champagne [inaudible]. So anyway, but he was a great guy. I think of him probably several times a week. He always called me Mr. Louis. Mr. Louis. But he was there for whatever you needed. If you had a question, there he was. [Homer Cedar?] was another one. I don't know if you were here when Homer was there?

LESHER: I never knew him, but tell me about him.

JALLADE: [33:53] He was a tool-and-die engineer out of New Jersey. They came down. They bought the place out, Chance Farm. And he was the first guy that decided barn-door rudders and a hollow mast were the way to go, to get rid of the barn door, build a spade rudder, and start hollowing

the mast. And back then, most of the masts were pretty solid pieces of wood. And he started showing people how to glue this up with no screws. And how a tool-and-die engineer came up with this -- he was a big iceboat guy. We still got... And so they glued them up and Jimmy was the first because he tended Jimmy's jib. And the mast was like 200 pounds lighter, and it was stronger, stiffer. So then everybody went to... Matter of fact, we cut ours in half on the old buggy whip and put some filler pieces in there. But we ended up building a new one. I sold that one to Denny Berg.

LESHER: Homer became a log canoe skipper himself, too, didn't he?

JALLADE: [34:48] Uh...

LESHER: On the museum boat.

JALLADE: [34:50] Yes. He sailed [*Edme?*] for a short time. But for a guy that was an iceboater, he picked it up pretty quick. Again, a great guy, but got into this idea that these barn-door rudders were just not good. So he came up with a spade. He built a spade rudder. When Jimmy kind of got a new jib tender, Homer came over and sailed with me for a while. And that's when we decided we needed to get this rudder done. So he built, designed it, and put it on there.

LESHER: For the *Persistence*.

JALLADE: [35:19] Yeah. Mm-hmm.

LESHER: Yeah.

JALLADE: [35:21] So pretty much, that's where we are.

LESHER: You've told me some stories, you know -- again,
getting a little away from this -- about hunting locally.
Did you tell me about hunting up on Woodland Creek at one
point?

JALLADE: [35:43] Yes. Yes. Yes. There again, Mr. Dickson and
I were -- there was an island on Woodland Creek that was
heavily contested between Gordon Fisher, Sidney's uncle,
and Flaccus Stifel, who owned Hope House. So he had Wye
Town Farm and Hope House, and the island in the middle. So
we were on the island one day and it had a blind on it.
And all of a sudden these ducks started coming in. God, we
were shooting like crazy. And we realized, well, this
isn't like no duck we ever saw before. But they were big,
like 12, 13-pound ducks. (laughs) And it turned out we
killed about five of them. I don't think there were any
left. And so we were at a party, because the Stifels had
sons our age. So Sidney and I were there. And my folks
were there. And Flaccus was telling -- I overheard a
story. And Sidney and I were standing there. He said, "I
don't know what happened, but I had all these prize ducks

that I shipped down here from New Jersey, and were beautiful. And they just made the scene. And now they're all gone." So they were good. (laughs) They probably were eight-pound ducks. The size of a good-sized canvas pack. But you know, they flew into the decoy. So we figured, what the heck. A duck's a duck, right? So that was that, yeah. And I think Flaccus went to his grave never knowing where those ducks went.

LESHER: You started off mentioning that when you settled in Talbot County that you were working for the IRS. And you've told me a couple of good stories over the years about -- you were a field auditor?

JALLADE: [37:22] I started as a field auditor. Yes.

LESHER: Okay. And that sent you in places all around the Eastern Shore.

JALLADE: [37:27] Yeah. There was a big crush when I joined, after I'd been in there two or three years, about cash money getting away from the government. And a lot of the watermen industry, it was all you know, the oystermen would come in and there's a 100, 200. And there was no real tracking of it.

LESHER: Cash economy.

JALLADE: [37:45] Yeah. And payroll houses, the picking houses were paying out in cash. So they wanted to turn this

around. So me living down here, and the office by them was real small. They asked me to go out and examine a few of these places. And they sent me down to Fishing Creek, Maryland, to a waterman's home first. And then -- I'll tell that story first. So I went down to this old gentleman's house. It was raining like hell. Very, very polite man. None of this, oh, you can't come in. Invited me in. I'm sitting on this louvered -- everybody put louvered windows in their porches in those days. Sitting at a desk. And we're going through. And quite frankly, anything on the return was he was writing his boat off, his accountant, whoever he was, was writing the boat off in a year. And I said, "We got to put this on a little longer." So I think the tax bill was like, I don't know, a couple hundred bucks or something. So he said, "Well, I need to pay you today and I'll go get some money." And then I look out these windows which were pretty dir-- and there's the guy standing on his back lawn with a shovel. And all I could think was, my god. He's going to come in here, hit me on the head and bury me with the shovel. But he didn't.

He came in with these Prince Albert cans full of cash. And they were saturated with water. So the money was -- I said, "Don't even pull it out. Take them to the local

bank. Dry them out and don't worry about this. We'll send you a bill. But you can't -- " Because you bury them a foot down, guess what happens? The tide comes up. These had been in and out of the salt water [inaudible]. And there must have been -- I'm guessing there was probably a thousand bucks per can. So when I was leaving, he got up and said, "My god. I got to go dig the rest of it up before it all goes bad." (laughs) So who knows what...

LESHER: He had his money buried in his back yard.

JALLADE: [39:24] Back -- and I still can see the print -- you know, back in the days when tobacco came in a little flip can. They were thin. Prince Albert. Yup. And so he more out there he had to go dig up. (laughs) They didn't trust banks. So they sent me down to this packing house. And I can't think of the name. The very end of Fishing Creek, Maryland. You had to go over a bridge to get there. And we were going, trying to break into this cash industry. And so we found out that the State of Maryland issued like a license to sell oysters. And you had to record on the license how many bushels, you know. And the packing house was responsible to do that.

So you know, I got down there and there were a bunch of people standing around. I had a special agent with me.

Now, the special agent was a criminal investigator. He carried a gun. He was sort of like -- and he watched over us. If we were in a bad spot, they decided they better send one down with me. [Bill Sewell?]. So I get out of the car, government car. And I'm walking over to the group and I pull my credentials out. And next thing I know, the dock clears and the poor guy that owned the packing house is standing there by himself, all the boats going up the river. And I look back at the car and Bill Sewell's still sitting there. He didn't want to get out. He said the green flies or something.

So I talked to the gentleman. And I found out that not only did they know who these people. They had their addresses. Most of them had social security. They had all this information. They just didn't publicize it. So that sort of broke the case open. So then they sent me to every packing house between Tilghman and Kent Island and Rock Hall. I was all over the place. We put one guy in jail. We never proved it, but they thought he may have set fire to house and murdered his family when he was down in Crisfield. Moved up here and had just ran a huge business. And I was doing the audit one and the [hurricane's coming up the bay?]. And the bookkeeper said, "Here. Take the

books home. We're going to be closed and you can do it in your office. And then come back and we'll go over what you find. So she gave me the wrong set of books. She gave me the actual set of books that reported all the sales.

LESHER: They were keeping two sets.

JALLADE: [41:29] Yes. Two sets of books. So she was afraid she was going to go to jail. We calmed her down. I think he did weekends. He was just a sleazy type of character. Next to him was a place called Rock Hall Clam and Oyster Company, were owned by the [Marcus?] brothers, who ran a big trucking company in New York. And I don't know whether they were connected to the mob or not. I do know the accountant came in on a helicopter, landed on the tarmac and if I wanted to see -- how much did [Pete Leisure?] sell you in oysters? Here it is right here. How much did -- and they ran a business like a business was supposed to be run. And they were making pretty good money. And they were the one that turned me on to Rock Hall Seafood next door.

So it was interesting. It was very interesting back then. I met a lot of people. I had a lot of people you know, that weren't real happy with me. But you know, you go through life -- and I think the canoe brought all that

together. I was President of the Fire Company and in the Fire Company for 15 years. And people realize that you're just doing your job. They didn't want you to come visit them, but when you did, that's it. But, anyway. I think the canoe kind of tempered that whole thing.

LESHER: So you were the IRS man, but you were also the guy you see --

JALLADE: [42:45] Sailed a lot. Exactly. Yeah. And pretty much we didn't do too much for them. We calmed the cash down. We got away from this deal -- there was a law that said if you had anybody on your workboat that was an employer, and he was an employee. So we got into a discussion. Let's make it a tonnage situation. If the workboat doesn't weight over such a thing, he could be an independent contractor. And that's how we got through that. And they all agreed that was a pretty good settlement. I was involved in all that stuff back then. We had meetings in the fire hall. And then everybody knew what I did because my bosses were sitting at the main table. And they'd say, Lou, stand up. Now, this is the man that's going to be -- oh, god. Don't say that. (laughs) So it was a pretty exciting career when I was young, you know.

LESHER: I recall another story you've told from your career about checking out a property up on Spaniard Neck.

JALLADE: [43:33] Oh, yes. That's a great story. Okay. So I got a call and I was asked to go up and look at this farm. They had a huge amount of horse barns being depreciated. And it was owned by the Bethesda Development Corporation, something like that. And I got up there. And I thought it was kind of funny that the guys had black pants, white shirts and they had radios in their back pocket. And they opened the gate, let me in. And I drove up. They had a regular accountant. And drove on and looked at the barn. And I said, "Well, you're not using the barn. You know, we're going to disallow the depreciation." And he said, "You got any other questions?" Well, I said, "You're not really farming the property. So I don't think we can allow the farm equipment being -- " "Oh, that's fine. No problem at all." And then one guy came down. The accountant went somewhere. I don't know how I got in there. A guy came down and said, "You know, we're all in this together." And I went up into the attic of the house and they had -- back in those days, listening devices were these giant what call -- satellite disks?

LESHER: Like a dish.

JALLADE: [44:32] Yeah. And they were all up there on the roof.

And these guys were living -- they were with the I guess CIA. And they were living at the place. And they didn't have jetskis, but they had boats to make it look like everybody was having a good time. Right across the river was a Russian retreat. And apparently that's how they -- and every time I ride up that river, you can't see the house anymore, but they were up there for I don't know, years.

LESHER: Just right across [inaudible] River from where this property is.

JALLADE: [44:59] Yeah, yeah. So it's crazy. But you know, whatever. I just fell into these situa-- and people look at me and say, "This can't be true." But that's the scary part of it, it's true. I'm glad somebody's documenting some of this.

LESHER: And you've stayed around Talbot County all this time or Miles River Yacht Club.

JALLADE: [45:20] Right.

LESHER: And so you've seen changes over time.

JALLADE: [45:23] Right.

LESHER: Have you been involved with the management of the club? Ever been on the board or anything like that?

JALLADE: [45:30] Well, I'm on the board now.

LESHER: You're on the board now.

JALLADE: [45:32] Yeah. Yeah. Yeah. I was on the board. I was going up the line, but my second wife said that's just more than I can deal with. And you in a white uniform, I don't think we ought to do this. So not wanting to have to go through another upsetting experience in my life, I decided I would withdraw my nomination for fleet captain. But, yeah. I was all planned to go up the line. I said, "I want to go out in a log canoe meeting and have the tomatoes thrown at me as the Commodore, you see." (laughs) So, anyway. But I'm on the board. I was on the board. I was appointed by Marshall to fill a one-year slot. And when I worked for the government, if I was applying for a job, I always -- I was very open about it. I mean, so you're in a lousy department and blah blah blah blah. And that's the reason. And usually I got -- and people would say, "Well, you can't get the job that way." And I usually got the job. Well, I did the same thing on the board when I went in for the three-year term. And I told them. I said, "You got problems here, problems there, problems there." And I didn't get selected. So it came up again and lo and behold, four of *Moonraker's* crew were on the nominating committee. And so [Ron Weber?], who sailed with me on *Moonraker*, came down and said, "Now, I have duct tape

here. I can duct tape your mouth. Just keep it nice and calm, you know. Don't say a word about anything." So I'm on the board now. So I'm serving a three-year term.

LESHER: Very good. Very good. And you've gotten involved in other aspects of the club, helping out with --

JALLADE: [46:58] Yeah. We do junior sail. I run the -- my boat serves with the -- well, they started some -- it used to be Big Boat Day. Now it's called Adventure Sailing. So we take the kids out each session, and take the ones that don't want to race, and take them out on a big boat. And we did that twice. We have enough boats that we don't get stuck all the time. Did it twice. Great bunch of kids. Everybody steered, had a good time. They have a coach with them and she goes through the, you know, this is what you're doing. And then we talk to them. I usually have one crew member. And just met some really neat, polite kids. They came up and said, "Sir, do we have permission to come aboard?" I said, "Boy, this is just overwhelming." But, so I had a good time. I've done this -- they got away from it and they did -- what's the racing sailboat on the bay? The oldest one. Owned by that guy. She's an antique.

LESHER: You're talking about *The Elf*?

JALLADE: [47:49] Yes. *Elf*. She came in and did the same. But apparently it got pretty expensive. So they decided to go back to big boat. And it worked out great. We probably had 30 or 40 kids on these boats this summer. So I do that. And finance committee down. And that's about it. Serve my wife rebuilding the house. (laughs)

LESHER: Very good. What else should I be asking you about concerning the club that I haven't thought of?

JALLADE: [48:18] Well, there was a time when I was not in the club. They threw me out. We lost another -- I was with Sidney in these days.

LESHER: This sounds like a good story.

JALLADE: [48:29] And we lost -- something happened and we -- either we got thrown -- I don't remember, but I know we either got thrown out and didn't win the race. Something happened. So we decided, or Sidney decided that the crew should stand up and moon the race committee. And so we did on the bulkhead. We all mooned it. And this was before I had kids, thank god, you know. And I got a letter of suspension of six months because I was a junior member back then. Sidney got thrown out for whatever reason. I don't think he ever rejoined again. But apparently, back in those days, our tushes were -- I don't know how cute

Sidney's was, but most of those guys you know, were pretty cute tushes.

So we got a round of applause. (laughter) But we got relieved from the club. I think that's right before I got married. I might have been engaged at that point. Or maybe I was married and she was home and I had no kids. So anyway, that's the one time. And the funny part is, when we'd rejoin, because my current wife wanted to join the yacht club. And we decided we'd join and then see if we'd get a slip and then get a boat and all this other stuff. And they knew that story. They actually -- first they didn't think I'd ever been a senior member, but they found a card where I was. But then they said, "Oh, yeah. We heard this story about you. You're not going to still do that, are you?" I said, "No." (laughter) So anyway, I've modified, you know. I've calmed down a lot in life.

That's pretty much my stories, I guess.

LESHER: Well, that's terrific.

JALLADE: [49:54] All right?

LESHER: Well, thank you very much, Jeep.

JALLADE: [49:56] All right. Okay. Well, I'm glad you're documenting it because who knows?

LESHER: We'll take this back. And I appreciate all this for
the centennial book then.

JALLADE: [50:06] Oh, cool. All right. Great. And you're
going to make sense of all that stuff.

LESHER: Oh, yeah. We'll do our best. (laughter)

JALLADE: [50:13] Put Jill on it. She'll do it.

END OF AUDIO FILE