

Interview with Doug Hanks, 5/10/88 at Oxford, Md. Present were R. Dodds, Mrs. Hanks, and Jane Tucker. Hanks is a well known log canoe sailor and captained and owned many boats before going into real estate. He has recently been captain of Island Blossom.

Subjects discussed included yachts and yachtsmen of the Talbot County area, log canoe racing, Capt. Buck Richardson and regattas and clubs.

Oral History 44

1

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D. Hanks:

We lived up Tripp's Creek for 14 years, and they were like clockwork. I came home one day and it was raining, and blowing, and foggy, and I said "They' 11 never be here today. " Before the day was out they were sitting on the nest.

Dodds:

Doug, where were you born? Were you born in Oxford?

D. Hanks:

No. Do you know where I was born Jane?

Tucker:

No. I would like to know.

D. Hanks:

I was born in Good Samaritan Hospital in Los Angeles.

Tucker:

How....

D. Hanks:

How did I get there? My Mother was there. My father was an artist, and he was in Hollywood. This was 1914, and Hollywood was in its infancy, but that's what he was doing there, and that's how i got born there. I was 15 months old when they moved back east, and he went to Brooklyn. He was a cartoonist. My sister was born in Brooklyn. I guess I was about three and a half when I moved to Oxford. But, everybody knows that I was born here for sure, but I wasn't.

Tucker:

You all inherited an artistic ability.

D. Hanks:

Not I. If I wrote you a note, you would have to call me up and ask me what it says.

Tucker:

Your brother Ted and Alma....

D. Hanks:

I have a tape here that was on NBC about that. There's six generations of wood carvers. I'll show you. I have a Great-Grandfather; I have a duck that he carved in 1859. My Grandfather

is well known. He did the first miniature carving around. My Father was an artist. My brother was a very well-known artist. I'll show you some of what we have.

Tucker:

And your grandson....

D. Hanks:

My son, Doug Jr., he's the best of the whole mob. He's not professional, but he's got some beautiful things. They live just across the creek, here.

Dodds:

So, your family has been living here for years. Yes. I go back to my Grandmother. She was a Stevens. One of the early governors was a Stevens, and was one of her ancestors. He was a character who went to Annapolis. Took all the sheep, cows, and goats; put them on the governor's mansion lawn. My Great-Grandfather was a china clipper skipper. He lived around Oxford. He would buy a farm, and he had **six kids**; he would put them all to work, and go back to sea. So, my Grandmother was one of the daughters. She was the outstanding one in our family, as far as I'm concerned. She was the most amazing person. She lived to be almost 100. I think it was about 4 or 5 months shy of 100. She lived to see them build the railroad in Oxford, and she saw them tear the tracks up. She remembers the Civil War, and you would, too, with what happened to her. And Sputnik was up before she died. She had the most fabulous memory of what happened. She was a school teacher. And she remembers the clothes she had on when she got off the steamboat in West River. That was where she taught school. She could tell us exactly what clothes she had on. She and three or four of her sisters, and brother, went to California. I was the first child in the family. They went on a cook's tour. That was 1914, and she remembered, there were 34 people in that tour, and she remembered every one of them by name, and what they had for breakfast at Pike's Peak. All this crazy stuff; Isn't that amazing? And when she was dying she said "I'm such a crazy fool. I've been trying to figure all the counties and county seats in the state of Maryland. I've been looking for 23, and there's only 22 of them to start with." She's really on the ball. She was a great inspiration to all of us. My Father was in New York, and my Mother was here with all those kids, and they just took us in. They had a grocery store, which fed us. They saw that I had a rowboat when I was 8 years old. I had a sailboat when I was 11. They really got us going, the whole family, and taught us how to fish. I went to school out here, And they would say "Boy, you get on that bicycle as soon as you get off from school, and we'll be waiting for you down at Pier Street, because you are holding up our afternoon fishing." So, I'd go down there and go fishing when I was a kid.

Dodds:
Which school was this?

D. Hanks:
Oxford. We had a high school.

Tucker:
Where the Community Center is.

D. Hanks:
As a matter of fact, Carolyn is going to her 50th reunion this year.

Mrs. Hanks:
You didn't have to tell them that.(laughter)

D. Hanks:
She was the last class to graduate there.

Dodds:
Was this a family home? When you came back from California, did you come here?

D. Hanks:
No. I didn't. This is Carolyn's...this whole peninsula is Carolyn's family. All the houses that are the older houses. This is one of them. They were in her family.

Mrs. Hanks:
My maiden name was Richardson.

D. Hanks:
This was Buck Richardson's. Buck lived two doors down.

Mrs. Hanks:
When my mother went to school the only family that lived here that she was not related to was the Mills family.

D. Hanks:
So, they've been there a long time.

Mrs. Hanks:
Yes.

D. Hanks:
I just walked in here. Mine are all on the other side.

Tucker:
You learned to sail for yourself?

D. Hanks:

Yes. When I was 11 I got this sailboat. I got it from Crockett Brothers, and it was a Smith Island crabbing skiff. I lived where Sally Adkins, which is over by; you know where the yacht club is?

Dodds:

Yes.

D. Hanks:

Well, I lived on the river side, about six houses down. And I used to sail to school. The school was at the head of this creek. I used to sail all around town, and up to school in the morning. Half the kids in town were not allowed in the boat, because they were all watermen, but the Mothers were scared of the sailboat. I told you before that John Stewart lived over here next to Carolyn. He sailed home with me one day; it was in March, and it was cold, and right in front of his house, I capsized the boat, right in front of his mother. That was the end of his boating. He's probably never been sailing since. I had freedom of the boat. The success of a kid learning to sail is if their parents are 1000 percent for it. If they're scared, they'll never make it. My mother told me "You talk to your Father and Grandfather, they'll tell you what you can and cannot do." And they said "Let's see how he makes out through the summer." So, he put two hard and fast rules. The boat had to be out of the water by the first of November, because that's when the weather gets bad, and I couldn't put it back overboard until the first of April. Then after a year, there were no restrictions. I's get up damn near where Sally lived. I'd get up at night on a pretty moonlight night with a breeze, and go sail around the lighthouse, and come back, and go to bed, and nobody would know I had been. I think that was the secret of my ability to sail well, because I learned to sail in the dark, by feel. I noticed when I started racing big boats out in the Bay, and we were in a race overnight, we would just sail away from them overnight. Nobody knew how to sail at night. I was just at ease in the dark, because I had the feel of it. That's the answer to sailing; being able to put all the pluses together, automatically. I guess it's like any good coordinated athlete does the same thing. It all comes naturally. you don't have to think about things.

Tucker:

I thought that Captain Buck Richardson had to show you some of these special techniques, or to read the tides or the currents.

D. Hanks:

No. I grew up away from him. I don't know Buck as well as Billy Bradley, because he sailed with him all the time. I was always racing against Buck. I was in a star boat and he was in a canoe, or something. But I spent a lot of time with him. We all liked to tell the funny things; the interesting things. And I said "How the hell

did you learn to sail?" And he said "Well, I had a little crabbing skiff here, and I had to sail to Poplar Island, because that's where the good crabs were." That's 15 miles from here. And I said "How would you get home?" He said "If there's no wind, I'd row home." But he said "I also learned a lot of sailing lying on my back." And I said "What do you mean?" He said "Well, we had dredge boats out here, and the police boats had rifles, and they had sailboats, and we'd have to out sail them, and if they'd catch us in the fog over a line where we weren't supposed to be...." He would lie on his back, and sail away from the police because they were shooting bullets over his head. That's true. Well, that's what he told me.

Dodds:

How long did you have this crabbing skiff?

D. Hanks:

Let's see, I got it when I was about 11, and they started racing sailboats here in about 27 or 28. I was the only sailboat around. Billy Meyers, who is a famous sailor, we would race against each other. His father built him one. Sinclair was a shipyard here where the Mystery was built. That's right next door, here. Mr. Sinclair built him a boat. It was faster than mine. So, my Grandfather said "We're going to have to rebuild your boat." I was in prep school at that time, so he did most of it. And Billy and I raced out here, but I also sailed a log canoe at the same time. That's when I was still in high school.

Dodds:

Which canoe was this?

D. Hanks:

The Belle M. Crain. B-E-L-L-E M. Crain. It was 38 feet long. It was much bigger than the rest of them. She was very old, and a lady owned it that didn't have much money; Ruth Star Rose. We all made our own sails to race these sailboats with. Captain Dave Pritchard had a big sail loft, down where Oxford Boat Yard is, and we were apprentices. We would go in there and do all the dirty work. I could do everything except sew the sail onto the bolt rope; the sail that goes around. That was the way they held them in. That was the key to the whole thing; the shape of the sail. So, we did all the other work, and Billy worked in there. Downs Curtis, who has been a sailmaker all his life, we were all the same age, and we were all in there together. We had fun, and we made all kinds of sails. My father painted different things on the sails. Harry Sullivan had a goose flying through a sun. Do you remember that?

Mrs. Hanks:

I don't remember Harry's. I remember yours. That was the first colored sail I had ever seen.

Tucker:
What was it?

D. Hanks:
It was a devil.

Mrs. Hanks:
Typical.

D. Hanks:
On the jib it had a skull and crossbones. Johnson Grimes, who built the Tidewater Inn and owned the Oxford Boatyard, his father had a great big yacht. He came by us racing one day, and turned around and came back. He came right up to me and stood up and said "Get the devil out of the way." (laughter) Which tickled the hell out of me.

Dodds:
What was your position on the ...[?].

D. Hanks:
I guess I was on a board when I started, but after a while it wasn't long before...; Captain Dave Pritchard was the skipper. he'd tend the jib, and he'd steer the boat. If you wanted to go this way, and you wanted to go that way, he would pull in the jib, and you would go that way. He said "I want you to sail the boat." So, I was skipper when I was 14 or 15 years old, with a crew of 12 to 15 guys. Now you have to finish with everything you start with. Then you could do what you wanted. We were all numbered. I was number one. I remember Beeg'[sic] Crawford was number 15 one day, and he said "What the hell am I going to do?" I said "You're going to bail, and if we run out of wind, you're going to jump overboard and swim to shore."

Mrs. Hanks:
With the sea nettles.

D. Hanks:
And it happened. When the wind blew, he bailed, and if the wind went down, and we got close to shore I'd say "OK, you're number 15..." We did that one day, and I think four or five of them got off.

Mrs. Hanks:
Did they start with anchor down?

D. Hanks:
No. That was before my time.

Dodds:

Where were they racing? Were they doing a circuit then?

D. Hanks:

Yes; St. Michaels, Chestertown, Oxford, and Cambridge. And, like I say, I've got a picture I'll show you that was in the Baltimore Sun. They had a brown section which was a ... [?] ... , and we were in it. I happened to keep it. Larry Wise put it all together, and I've got a negative of it. We have the picture in there. Her brother was on it, and all the local people. I saw Marion Griffin the other day when I went to Easton Point, he was down there. He is sailing, and he's a retired preacher. He's a beautiful guy. And Nunnes Forest, he used to sail with me, and Epps. Everybody in town used to sail with me. Billy Meyers, he's in the picture. Then I went to prep school after I went to high school, and Mason Sheehan was sailing star boats with the Rascov family, which was a very wealthy family. They had just built the Empire State Building. He had 1750 acres up on the Corsica River, and the Chester. Mason introduced him to me when we came home from prep school. I started sailing with the oldest sister, Betty.

Tucker:

How about Patsy? She was the daughter.

D. Hanks:

These were all daughters. Mrs. Roscov had 13 children. She got a million dollars from her husband for every child that was born. Can you imagine that?

Tucker:

It was during the Depression, too.

D. Hanks:

That's enough of a story.

Tucker:

Yes.

D. Hanks:

You see, I lived with them. I grew up there. I spent two or three summers there. They gave me a brand-new car; Buick convertible; and we went all over the country sailing.

Tucker:

I heard Captain Lowndes talk about Patsy; that's why I brought her up.

D. Hanks:

I sailed with Betty, the older one, for a couple of years. Fletcher, my brother, started sailing with John Todd. John Todd came in from Pittsburgh with a lot of money, and didn't know a lot

about sailing. For some reason, every now and then, I would sail with John. And the first time I sailed with John, he won 6 or 6 races in one weekend, and he had never won one. His mother came down. I was at my Grandmothers. Do you know where my Grandmother's house is? Margarite.... What's her name?

Mrs. Hanks:

Yes. Yes. Where you used to live.

D. Hanks:

Yes. We used to live there at times. I would come home, and I wouldn't go home. I would go to my Grandparent's. I was there one night, and my mother said "Mrs. Todd wants to talk to you." She had a \$1000.00 check to give me, because he had won 5 races. I said "Mrs Tyler, I can't take money." I regret that the rest of my life. She couldn't understand. She left it there. I mailed it back to her.

Dodds:

You were racing stars during this.

D. Hanks:

That was stars, yes. Then Betty got married. I introduced her to her husband, up on Long Island. Mason got his own boat. He was sailing Patsy's. And I sailed with Patsy for a few years, and had a beautiful time with her. She is just one of our best buddies; still is. Then I got mixed up with the Johnson Grimes. I was in college at that stage. And Johnson Grimes called me up and said "What are you going to do this summer? I said "I'm going to work. My Mother's in trouble. My Father has left her. I just can't lay around with all these rich people." He said "I've got a job for you." I said "What?" I already had a job in a post office. I was going to Georgetown, in Washington. I had a job at the post office there. He said "I just bought an 8-meter." I said "I've never seen an 8-meter." He said "You will. They're shipping it in here on a railroad car, and I have a picture of it, so you can rig it from the picture." I said "Johnson, I can't do that. In the first place this amateurism is.... I'm not going to do that. I am hoping to sail later on. I don't want to be just a pro." He said I've got that all worked out." And I guess I've still got the letter somewhere. He wrote to the North American Yacht Racing Union, or whatever they called them then, and they spelled it out. A college student had freedom to sail a boat, and get paid, as long as he didn't work on it. I said "That's not so damn bad. I don't even have to paint it or anything." And Johnson said "You keep it at Oxford Boat Yard, and you sit there and tell them what to do, but don't you pick up a paint brush." And I said "Johnson, now that sounds great, but now how about money?" And he said "Oh, I'll pay you." The pay wasn't great. It was 25 dollars a week, but there was a very popular beer joint up there. He said "I'll give you a free

ticket in that beer joint." This man owned Brewer's Dry Dock on Staten Island. He's highly successful. He built the Tidewater Inn. And from there on I sailed with him for years and years, until he died.

K

:And then he came to Oxford and fixed up some.

D. Hanks:
He built the....

Mrs. Hanks:
Sandaway.

D. Hanks:
Yes. He used the Sandaway as part of an annex....

Mrs. Hanks:
To the Tidewater.

D. Hanks:
But anyway, all through life after that he told everybody "That's the worst business deal I ever made, turning him loose in that bar." Because everybody knew that I had a free ticket in that bar. It cost him a fortune. We were sitting in there one day, he and I, and no air conditioning, and a bell started ringing. He was right where the shop is next to Bringman's...what's his name?

Mrs. Hanks:
Vinnecome?

D. Hanks:
Yes, Vinnecome. He was in there. This is where this beer joint was. And really, it was a beautiful place. We never had crab cakes like he did.

Mrs. Hanks:
Oh, they were great. Wonderful.

D. Hanks:
Yes. Everybody ought to have his recipe. But we were sitting there, and he said "what's that bell ringing? I said "they're auctioning that bank off across the street." This was in 1935 or 1936. The Depression was still on, and the bank had gone busted, and Billy Meyers's Father was president, and he committed suicide. He killed himself over that. And Ollie Gallup lived next door to me. He was going to buy it. I told him the circumstances, and he said "you're not going to buy that bank." He went over and bought that damn bank. Paid \$1800.00 for it. They used it as a post office, and his daughter owned it. She just sold it about ... oh, a few years ago, to

somebody else.

Tucker:

It still looks like a Maryland Bank.

D. Hanks:

That's what it was. But the teller and his wife both committed suicide over this thing. That was a mess. But anyway, Grimes and I got to be real buddies after that....

Dodds:

Excuse me.

D. Hanks:

That was an 8-meter.

Dodds:

What was the name of this 8-meter?

D. Hanks:

Conawago. The Conawago was built ... it's the first 8-meter built by Spartman-Stevens, who were, and still are, very famous. They built everything. That's the first 8-meter they ever built. She was built for a syndicate in Rochester. A guy named Rudy Castle was head of it. Ant they raced to Canada for the Canada's Cup. Canada and the United States, they still race, but they don't use 8-meters. And they had this boat built, and it was the best. It came down here with 20 sails on it. It was just beautiful. And if they win the cup, they can't repeat with the same boat. they have to get another boat, and so the boat was sold, and Grimes bought it. He brought it down here, and....

Tucker:

The 8-meter that Carlton Slagel had, that was the last one I saw down here.

D. Hanks:

Well, mine was here at the same time.

Tucker:

Was your's here?

D. Hanks:

I had another 8-meter later. not this one. See, Grimes owned this one; the Conawago. To make a long story short, there were 9 8-meters on the bay. Most of them were in Gibson Island. And we went over there, and I had never seen an 8-meter. Price Sinclair and i put it together, and the first day we raced; we were over at Rhode River; there was a race; Rhode river to mouth of the Nagavie[?], that was the first race of the season. And I didn't know anything

about the boat. Nobody knew anything about any boat. Hugh Henry, Donald Ross, Grimes, a guy named Jimmy VanBuren, who was killed, and Bob Henry, who worked for Spartman-Stevens; he was their rig architect, Bob Henry; were then all in the crew. First thing we set the jib. We looked at everybody else's boat. It was blowing. It was a stormy day. I thought "I don't know what to do with this thing." And we watched everybody else go out, and nobody else had any reefs in the sails or anything. And I said "if they can do it, then so can we." So, we started in this weather. And first thing to do was to put the jib up, upside-down. Hugh Henry did that. That was a good start. And there was a very famous New York 40, which were the hot boats then, and there was one of them that had come down from New York, I guess he was on his way north, or something. And he was in the race. And we thought we'd be lucky if we got there. And this storm came up, this thunderstorm, and we couldn't see anything, and we kept all the sail on her, and really almost sank the poor boat. And it was the worst beating that boat had ever had. It was the first time we had ever been on it. It leaked for three days afterward, it was so beaten up. And after the storm was over, I looked, and the first boat I could see was this New York 40. We were right along side of him, and he had to give us about an hour. I said "my God!" To make a long story short, we beat him in, and the rest of those boats didn't get in for 2 or 3 hours. And prior to the race all those people that had been sailing those boats came aboard and said "you've got a beautiful boat here, but don't feel bad if you don't do well with it, because it will take a couple of years to get used to it." We went out there like that, and from there on they wouldn't even talk to us. To make a long story short, we raced all over the Bay. We raced long races overnight. We went to Betterton. We raced all over. We won 33 races. Never lost a race, ever.

Dodds:

Is that right?

D. Hanks:

And the next year we won 32, and disqualified ourselves, because we had gotten ourselves into some argument with Mason Sheehan, and he was on a great big ocean racing boat. And something happened that made Johnson mad, and Johnson said "you sons of bitches, for \$100.00 I'll beat you on the Cedar Point race." He said "I don't care what you do, just beat him." So, I put an illegal sail up. We beat him. He got his \$100.00, and we went over and disqualified ourselves. And he broke up the whole class. They all sold them. That was the end of them. So, Johnson sold the boat. Then that was getting to wartime, I guess. No. Then in '38, Johnson's Father had the Flying Cloud, the canoe, built. And she was sitting. Captain Buck had been racing her, and I don't know what had happened, but they weren't sailing her. And Johnson said "you want to sail the Cloud?" And I said "ya, I guess so." So, we sailed that one year.

We won some races and we lost some. We were in a very well-publicized race, that we really got clobbered in.

Mrs. Hanks:

I just thought Flying Cloud won everything.

D. Hanks:

Ralph Wiley wrote an article in Yachting magazine in June of '38, about the log canoes, Maryland canoes versus Virginia canoes. The Virginia canoe is an entirely different boat. They are Poquoson, P-O-Q-U-S-O-N, or something like that. And they have not much rig, not much sail on them. They have 5 men with sandbags, and little old boards that stick out 3 feet, but they sit on top of the water. And they came up here with great publicity after Ralph wrote this article. People were walking around with \$100.00-dollar bills hanging out of their pockets, betting on this thing, and here I am, the goat; I was skipper of the log canoe, and I said "Johnson, how the hell did I get into this?" And he said "Do you want Buck to sail her?" and I said "Ya! Go get Buck." So, I tended the jib, and Buck sailed. Well, the wind was northwest, and we started out of there, and by the time we got to the lighthouse, we should have been a mile ahead of that little guy, but he was right on our tail. And I said "oh my God, that was fair wind." We had all the sail, and he was right with us. And we went to Irish Creek, which is about 2 miles into the wind. Halfway up there, he had gotten to the mark, and we hadn't even got half way. We capsized. To this day, everyone will say "didn't you do that on purpose?" (laughter) We were just trying to make the damn thin go. See? I can relive every minute of that damn race, because he just clobbered us.

Tucker:

Was it just that one year that they came up from Virginia?

D. Hanks:

Yes. The crazy thing was, his name was Garland Miller, and he was with Pocahontas, or some big coal company down there, and he was a wheel in shipping. He'd take the Virginia pilot ship, a great big 200-foot boat, and put his star boat on it. I met him up near Naragansette Bay. He was up there for the Atlantic Coast Championship, had this state boat. I don't know how he ever got that. I got to know him. He had a good-looking daughter. That helped a lot. He had two good-looking daughters. Then he came in here, and he really clobbered us. And his daughter was rooting for us. I was afraid that her father was going to kill her. And we had a time. That was the last time we sailed the boat. This Garland Miller, the boat's name was Tradition, and every winter he would hollow a little more out of her. He was quite a character. And she was sitting in the Cavalier Yacht Club, there in Norfolk one spring, and a lawn mower hit her, and she just fell apart, like a rotten watermelon. That was the end of her. So, a few years later,

here comes Garland with a cruising boat, and Johnson has a hot New York 32, and I said "we're going to get him." The boat was Tradition II, exactly like the old canoe. She was 48 feet long, but she wasn't designed for these rules, and we beat the pants off him, from Annapolis to Oxford, in the regatta. And the next day we were supposed to go to Sharp's Island and back, and we were so damn far ahead of him that when he got to Sharp's Island, he never turned around. He went right on to Norfolk. So, we got sweet revenge. And that was later. That was in the 50s, when Johnson bought this New York 32, and we did the same thing. We won all kinds of races. We won the Bay, High point a couple of years, just won all kinds of things.

Dodds:

During this period, back in the 40s and 50s, the number of log canoes racing, did they increase or decrease?

D. Hanks:

I don't know. In the first place it has been a struggle for the canoes. You back, and this Bill Green, who is Jimmy Wilson's grandfather, he fought for these things. And that's when I was sailing on the Belle M. Crane. The Crane, we had one mast that kept breaking, and Mrs. Rose wouldn't fix it. She would just nail another piece of tin around it, and we would go out and break it again, and that's the way they got along. Then they built the Jay Dee, and it just wiped everybody out. It had all kinds of new sailcloth and all, and bucksail. And the man who owned it, John D. Williams, J.D. Williams, Mr. Green, the guy that perpetrated and held the canoes together, he had gotten this Governor's Cup. And he had total say over it. There's a hummingbird. And Mr. Green said that there were no square-stern boats allowed in the Governor's Cup. And there goes the Jay Dee. In the mean time, they built the Flying Cloud. And Buck had gotten out of the Jay Dee, and into the Flying Cloud, and did the same thing with her. But Mr. Grimes, This is Johnson's Father, he cut the stern off. So, if you know the boats the Jay Dee is still square-stern. She can't race in the Governor's Cup. The Cloud can. She got her stern rounded. Buck new that the Jay Dee was a superior boat to the Flying Cloud to start with, and when they cut the stern off, they didn't help any. But that is what Mr. Grimes wanted. But Buck still won with her. But, anyway, they kind of broke up the rest of them. These two boats were outstanding, and Williams got so mad that he never raced. He put the Jay Dee in a barn, and built the Mystery, which was a round-stern, and she was built right here. The same Sinclair, he built her, and I still think she's the better of the three boats, but she never was handled properly. They used to race out of here all the time, and I was racing star boats. But we used to have free-for-ails. There would be Colonel Lipscome's great big 90-foot schooner in it. It would be a spectacle. We would race out here in the river. I sailed a star boat one day, and Buck was sailing the

Cloud, and all these boats; you'll see the picture all around; there's one at the Chesapeake Bay Yacht Club; there might be one at the Tred Avon Yacht Club; of all these conglomerate boats out there, and we won the race. We beat the whole mob, 60-some boats, with a star boat. It's all on handicap.

Tucker:

But, I don't recall the number of boats we now have in a race. A big race was 6 boats. as I remember.

D. Hanks:

See, the Cloud was in it. Ralph Wiley had the Belle Helen, which was a sister ship to the Belle M. Crane. She's in it. You can see it in the picture. I think that is a bugeye, or something, in there. But the canoes just went down. There just wasn't any interest in it. The Island Blossom, the one i sailed, just sat in a barn for 20 years. She's really in beautiful shape, and that's one reason why; she sat in a barn.

Mrs. Hanks:

What about the Bird?

D. Hanks:

The Bird was neglected. She was a wreck when Mr. North bought her, and she's a wreck now. She's in kind of rough shape. But anyway, they were all in rough shape, and then they started coming back. Now, I owned an 8-meter. When Johnson sold that New York 32, I bought an 8-meter. So, I had two 8-meters. And that was the one that Buddy Elderkin had. Her name was ... I've forgotten. I named her Lark. I bought it for the price of lead on the keel. And Keesig, and Plinkey, and a lot of Oxford guys, we worked on it one winter, and one spring, and put it back together. We even used Fendex, which is what you use to fill in a fender with. And we went out and won everything, just won everything. Every time we sailed, we won. We were towing it one time, my uncle had a big power boat, and I was in the sailboat, and my brother Fletcher was in the power boat, and he towed us across a sand bar, and broke the back of that 8-meter.

Tucker:

That would do it.

D. Hanks:

And I never ... after that she leaked like a sieve when I raced her. I sold that to Carlton Slagle at the last minute. When were you living there?

Tucker:

' 62.

D. Hanks:

Oh. That was my boat there.

Tucker:

That's why I liked him so well. I thought that anyone that owned that beautiful boat, I had to like.

D. Hanks:

And then i bought Rumpus, which was a CAL28.

Tucker:

You won everything in Rumpus.

D. Hanks:

D. Hanks:

Yes. We won the Bay Championship, we won....

Tucker:

You were very successful. And this was the basis for the book Muskrat. Can I say that?

D. Hanks:

You know the first episode in Muskrat is Maggie P. That's my Grandmother's name. Maggie P.was sailed by Harry. And that was the 8-meter racing with Johnson Grimes. All that stuff happened with me in that 8-meter. All those episodes happened right there.

Tucker:

What happened to Rumpus?

D. Hanks:

I sold it. Frankie Dodson bought it. Some Navy officer bought it, and they wanted to dock him in it. Well, we raced that boat. We raced it so hard that the thing was a wreck.

Tucker:

Frankie never won a race.

D. Hanks:

No. This was a funny-looking little boat. It was so ugly that I said that we got to name it something about an ugly stern, and rump came up. Rumpus. And you can't believe the things that happened. We won so much and so far. We raced down the Bay with these big ocean racing boats, and beat them boat for boat. I remember we beat a boat by an hour one day, and he had to give us 4, so we beat him by 5 hours. And, I'm not going to mention any names, but one of the better-known sailors on the bay decided that I was cheating all the time. And he had meetings. Called me up at night, and said "Doug, did you know that we were going to have a meeting about you?" And I said "no." He said "you should be here." And I said "Put that in

writing. I'm going to get a lawyer." Implying that I was avoiding being there. Arnie sold me the boat. He was on my side. He knew that I wasn't cheating. What they would say is "You went down the Bay and, raced all night, you must not have gone around that buoy." Doug Jr. sailed it, and he took Aubry Goodwin, who is a Nova Scotia professional. He happened to be home off of Gesture, and he went. I hurt my back, and i couldn't go. And Doug finished fourth in the fleet, and won by two or three hours, and we've done it two or three years in a row, and they called me up and they said "we can't give your son the trophy." And I said "why?" They said "well, we don't think he sailed the course. We don't think he cheats, we just think he didn't go around the right buoy." So, it got pretty bad, and Sam Hall, the protest committee chairman for Gibson Island, that was the Gibson Island race; I called Sam, and I said "Sam, I want to talk to you. Now I'm going to go to war. We're going to take you to court, because you're implying that somebody has done something wrong. The first thing I'm going to tel you is that Aubry Godwin was aboard, and he sails in the ocean all the time. He's a Nova Scotian. Do you think he would know how to get around the right buoy?" So, when the trophy was awarded, they had a trophy night, I went over there. And the commodore said "I'm going to give this trophy to you all or not. What's your version of it?" And I said "well, I'll tell you, Aubry Goodwin, you can count on him. He knows more than you do, and you think yo know how to get around a buoy. He's smarter than you are. He's a professional. And they went around that buoy, and I'll tell you something else, I've got a name and a phone number of a guy who has called Doug up, and he went around the buoy at the same time he did. Call him up. And the guy had volunteered, see?, that he had gone around that mark." So, that really galled us, and I'll tell you what happened. This was Cedar point, which was Labor Day. The fall series was three weeks later. In broad daylight, no night going around buoys or anything, we were in D. A are the big boats. B are smaller. We started last. All those big, naval academy.... We just sailed 17 miles around the course. We finished 15 minutes, elapsed time, ahead of the first big boat. We beat them boat-for-boat 15 minutes. We caught them. Started 30 minutes ahead, and we were 15 minutes behind. And after all this noise, the next day in the Baltimore Sun was this big headline that this little boat.... And I cut out. I got 8 papers, and cut it out and sent it to each one of those jokers, and I said "smoke this pipe." (laughter) That was so timely. We just proved it right there. We just sailed right through the whole fleet. The boat was fast, but we knew how to make it go, too.

Dodds:

When did you start sailing Island Blossom?

D. Hanks:

When did I start? I don't know. I won High point 6 years in a row.

Mrs. Hanks:
'73, I think.

D. Hanks:
'73? It hasn't been that long.

Mrs. Hanks:
Oh? I thought so.

D. Hanks:
I think I sailed it two years before I won High Point, and I won it 6, that's 8, and then I didn't last year. I would say I sailed it 9 or 10 years. I sailed the Jay Dee before that.

Dodds:
Oh, did you?

D. Hanks:
And won everything. We did the same thing. They made me get out of the Jay Dee. See, I don't own eight one of the boats. And everybody said "Hanks, that is not a canoe. It's not fair." And finally I said "alright, I'll sail one more year, then you pick out the boat for me to sail." They picked the Island Blossom.

Mrs. Hanks:
I wish we could somehow describe on tape; I have seen this man competing, and on that last leg of a race with log canoes; and it was "do I tack this way, or do I tack that way, or which way?" And the decision was his, and you would think "this time he is not going to make it." And to see you get across that line, it was just....

D. Hanks:
Well, the boat's fast.

Mrs. Hanks:
Well, it was your decision of what to do, and how to do it, because the other boat was ahead of him. It really was. You did that many times. You came from behind.

D. Hanks:
We lost a lot, too. I only remember the ones I loose.

Mrs. Hanks:
It took a lot of nerve and courage, and also to know himself and the boat. That's sailing.

D. Hanks:
Well, I still say that as a kid I felt I had something that most people didn't have. We are all competitive. I won the National

Championship three or four times in track while I was sailing. I was running the mile in Madison Square Garden, and all that stuff. So, everything was "go fast" for me.

Mrs. Hanks:

It still is, he hates for a car to pass him.

D. Hanks:

That's true.

Tucker:

Now what did you do in the war? Were you here in town, or what?

D. Hanks:

No. I didn't get in the war. I was....

Tucker:

Were you in Oxford?

D. Hanks:

No. I wasn't in Oxford. I went to work for DuPont. Believe it or not, I wanted to go into the chicken business. Everybody was making money. And I had this beautiful deal. I didn't have to put up much money. Somebody said "Your Uncle had 600 acres of land...."

End of Side 1 of Tape.

D. Hanks:

...And she only had 32 million from her children, I might add. She was moaning one day about a sunken garden she was working on. She said "this is costing me a lot more money than I had thought." And I happened to be having lunch with her, and I said "Now i really feel sorry for you...."

Tucker:

This is on the Corsica River.

D. Hanks:

Yes.

Tucker:

What was the place?

D. Hanks:

Pioneer Point. It's where the Russians are now. I said "you're not going to go broke are you?" And she said "no, I'm not going broke." So, she started talking about things, and I said "I want to know,

how much you all are worth." She said "we don't know. We don't have any idea what we are worth." And it was when they went off the gold standard. She said "I'll tell you one thing. The boss knew we were going off the gold standard, and he bought two silver mines in Mexico, and one of them is making a million dollars a day." And I said "I'm going to stop worrying about your sunken garden." (laughter)

Tucker:

But you didn't go into the chicken business. Of course, it would be a natural here on the Eastern Shore.

D. Hanks:

I went to her, and she said "you don't want to go into the chicken business. Why don't you let me get Mr. Rascov's secretary in Wilmington, who almost runs DuPont, to get you a job. "I said "ok." And the Original plant was in Seaford, that was in '40 that I went over there, and they had just started the thing in '38. And this man, Gary somebody, told me, he said "don't let them talk you into any office job, or anything. You go out in operations. That's where everything happens, and you'll get much faster." Well, I'm not very mechanically-minded. They thought I was a plant down there. I didn't know it, that they had sent me down there. I didn't know it for two years. And they said "we're going to let you stay in operations for one year." And they gave me the damndest dirtiest jobs. I worked shift work. I lost 40 pounds. It was awful. The machine that spins the thread is over 200 degrees hot, and you've got to put your head in there in order to put this little spinnerette, they call it, with holes in it, for the string to come out. That's how I lost 40 pounds; working shift work. And one year, to the day, they said "ok. Out of here." They still didn't know what I was doing. I didn't, in fact. I could have gotten it straightened out. They just got me a job, and that was it. And the war came along. And I was living in Cambridge. The kids, they were both born when I lived over there. So, I ended up moving to Seaford, and living there during the war. And Jerry Valliant was head of personnel in the coast guard in Norfolk, and he called me one day, and he said "Doug, you're on the list. The Coast Guard has got to have you." And I said "why?" And he said "Well, we don't have any protection from these submarines out there, and we're using sailing yachts, and we need some skippers. And you're the number one on the list, so you better be prepared." And I said "I don't think much of that. " Sheehan and a bunch of them did it. They would take a yacht offshore with a sounding device, and sit there like a sitting duck, you see, in all kinds of weather. And they said you would probably be in the Hatteras area, where all the action is. And I thought "damn, that's a bad way to end your life." So, I talked to DuPont about it, and they said "they're not going to take you anywhere. Nylon just became a critical material for the war effort, and you're not going anywhere." They said "get in touch

with them." And i said "they said they were going to get in touch with me. I'll just wait." So, they apparently called DuPont, and Dupont said "he can't go." So, I sat the war out over in that plant. so, I didn't do anything. But, I sailed lightings through the whole bit. There was a fleet of lightings over in the Inan[?] River, which is over in Delaware, at Indian River Inlet. There's a Bay over there, and they had a fleet of lightings. And the guy I worked with had one, and he said "I don't know anything about it. If you sail the boat, you've got yourself a boat. So, we went to nationals twice, and did all kinds of things. So, I got a lot of sailing in there. I was winning 15 or 20 races every year. And i almost won the nationals there. And then i came back, and Grimes bought this beautiful New York 32, and here I had a happy home. And then I bought this other 8-meter, and then Rumpus, and then Outrage. And I didn't even sail Outrage. It's sitting over there. I'm about ready to sell it. It's sitting over here in the yard. I haven't decided on a count, but I think I've won over 800 races, sailing, with all that stuff that I did when.... Well, I started out in that little sailboat, then the canoe, then the 8-meter, then the lightnings, and then I had a scrappy cat.

Tucker:

Tell me about the scrappy cats.

D. Hanks:

The scrappy cat, Ralph Wiley designed as a cat boat, and it was very popular right when I got out of college in '38. There were about 60 of them that raced here. And Harry Sullivan, and Al Bino[sic]; he was a beautiful guy; he and I went to get our hair cut in a blizzard in Easton one day, and came home with a scrappy cat.

Tucker:

Did you get a hair cut?

D. Hanks:

And we had a few beers, too, I think. Ya, we got a haircut. But, Gus Buchack built a beautiful scrappy cat every year, and he'd sail it, and win, and sell it at a good price. And for some reason, he couldn't sell Donna 6. That was the 6th one. He couldn't sell it. And here he was building another one. This was February, and he was worried. So, Harry and i bought the damned thing for \$125.00, and came home, and told Downes Curtis that we wanted a sail, real fast. Well, you know how fast Downes Curtis is; we didn't get it until the Fourth of July. But Harry and i sailed it together, and we had some fun. They had a spring series, and we got third, every day. I mean every race we were in. But, we won the series hands down, because there was....

Tucker:

Was this with a club?

D. Hanks:

A yacht club; Ralph Wiley, and Tom Carpenter, and John Wilford. There was a load of them. And Harry and I, we stopped at the Robert Morris one day to get a six-pack, we were so far ahead; we'd won the race, but they threw us out.

Tucker:

(laughing) Because you went ashore?

D. Hanks:

Harry went right up and got a six-pack of beer, and they threw us out, because we weren't supposed to do that. But, we won the series. Then we got the new sail, and won every race we were in.

Tucker:

What was the scrappy cat, in relation to another boat?

D. Hanks:

It's a 16-foot cat boat. I'll tell you, Leo Wrightson, 's wife Pat, and her sister had one. We had more fun with it. We took it to Cambridge, and the whole scrappy cat class said if we gave these guys enough beer, we could beat them, and we drank all the beer they gave us, and still won the whole ... every race. By that time, we left the boat sitting on a pile of oyster shells. And the next week was St. Michaels. And when I went to get it the oyster shells were stuck up in the bottom of it. It had opened up; you could read a newspaper through the bottom, from the hot sun on the shells. We took it over to St. Michaels Friday evening for the race Saturday, and put it overboard. Next morning the boat was alright; we bailed it out, but we'd left it in the reed grass. And when the boat went together, it caught all this grass. You could see it trailing that far out in back of the boat (laughter). So, we got as much of it as we could off, and we won all three races. And Harry couldn't go. We went to Chestertown. Brother Ted went, and we started 45 minutes after the first boats; canoes, the stars, and all the big boats. Then we started. And we went down the river. you had to go around a bend, and turn around and come back. And when we went down the river I could see that all those people were in deep trouble. The wind had gone out, and the tide was taking them beyond the turning mark. So, we maneuvered so that we barely slid across around the mark, and went clear over to the other shore, out of the tide, and stayed in there. And when we came back around the bend and finished there wasn't another boat in sight, and we started 45 minutes behind those big boats. They wouldn't give us the gun. They said "what the hell are you talking about? Where did you come from?" So, we sat out there. I guess we went ashore and got a few beers, and came back. And Willie ... the Hampton guy ... Willie ... he was a sailmaker. I've forgotten his name. He went around the same time we

did. So, I said "Willie, I want you to talk to the race committee, and tell them we went around that mark down there." And he told them. And so, we got the trophy, but we had a hell of a time getting that trophy.

Tucker:

Well Doug, I think most people don't realize that your crews are very... I hate to use the word green, but I don't know another word to describe, green sailors, really.

D. Hanks:

Well, Harry, I didn't need Harry. All I needed was him to open a beer or something. That's all that was needed. As a matter of fact, Harry, he was almost blind. And his job was to put the battens in the sail. There were three of them. And one day i looked up there, and I said "Harry, where's the other batten?" We only had two in there. He didn't know. And the poor guy, he looked down the centerboard well. You know what that is. He thought that maybe it dropped down there. When we had finished the race, he had put two in one pocket. And we still won.

Tucker:

But on those log canoes....

D. Hanks:

Oh, don't you worry. I look them over. They got to be agile. And I've got a nucleus of people who watch everything.

Tucker:

Over all of these years, what did you require of your crew?

D. Hanks:

I don't know. I didn't require much of anything; mostly that they were dependable. I have got some key guys. But, I'll bet that I've had 500 over the course. They are all alcoholics, or dead, or something.

Tucker:

I don't want to mention any names, but some I know that have gone with you are not sailors, per say. I mean they don't have a boat, and they sail just when they go with you.

D. Hanks:

Yes, but they know what to do. We teach them what to do. But, yes, half my crew couldn't sail out of here.

Tucker:

That's right.

D. Hanks:

But, they know what their jobs are. It's a team. Each one has their functions, and they look at me, and I look at them.... I don't mean there's not a lot of talk, but they know.... Like when we're jibing, that is the thing. We jibe when everybody else is scared to death. A couple of years ago, we jibed six times in one leg, and anybody else that tried to jibe capsized. We did it six times. But, it's coordination. And last year we didn't. Somebody, no names again, but somebody didn't coordinate, just one, and all winter people would say "I've got pictures of you. What the hell happened? You didn't even jibe." And I said "no, I know." The guy that caused it thought we were going to jibe. I told him we couldn't because there was a canoe under me, and I was afraid I would run over him, and I couldn't jibe until I was sure. He told the rest of them that we were jibing when we weren't, and we just capsized right there. And we lost High Point over that; just one little faux pas. You've got to be lucky to do these things. You make luck. We have been through a lot of bad ones, too.

Dodds:

it sounds like Captain Buck Richards was one of your main competitors back in the early years.

D. Hanks:

Yes. I didn't race against him much. I didn't even mention Oliver's Gift. I sailed that.... The same time I had the 8-meter, I sailed Oliver's Gift. We raced from Annapolis down here on the 8-meter, which is about as highly refined a boat as you can get, and then get in the damned canoe the next day, you know? And that's a little difficult. But Buck helped me when we had new sails made for it. Buck had so much knowledge that he never told anybody about it. It was just.... I don't know where he got it. I rely on everybody else. If somebody tells me something, and I think they know something, I'll listen. And he, right down here at Town Creek, Donahoe's Oyster House; I said "Buck, will you come down here? We're going to put some new sails on the Gift. And I'm going to have Downes Curtis, and I wish you would tell him what you think we ought to have." And he put the sails on, and they did very well. And I rely on sailmakers, totally. That shouldn't be on tape, but I'll tell you after the tape one of the funny things about sails.

Interruption in Recording

D. Hanks:

...He was a better fisherman. See, he was a professional net fisherman.

Tucker:

He also had, he and his brother used to, I don't know if they crabbed or tonged, or what they did, in a log canoe, and they would race home. And I've heard Daddy, It was really a toss-up between Uncle Brit and Uncle Buck. And they'd come in neck-in-neck. They each had their own canoe.

Mrs. Hanks:

Where did do this? Out off of the Eastern Shore?

Tucker:

I don't know. I'm thinking Poplar Island, but I don't know if I have my story....

D. Hanks:

Buck told me that he crabbed out there. I can't imagine him going out there every day.

Tucker:

Well, they did, and they always used to race home. I can't imagine somebody working in one of those things. I can't even walk across one.

D. Hanks:

Caroline's mother, my wife's Mother, was Buck Richardson's sister. See?, that's how close this is. And her Father was Tom Spartman, who was a beautiful man to start with, and he was with Buck. They would all fish. They had a fishing camp over on the Western Shore, down near where that ... It's called Flag Pond, where that atomic plant is now. And they would go over there with pound nets, and I guess they would cut the poles over there, and drove the nets, and lived there. They would come back Saturday and go back Sunday, every week. But they were out there 5 days a week fishing. But the wives, the whole families would go over there at times. Your Mother has gone over there.

Tucker:

Well, just for the trip.

D. Hanks:

Well, they didn't stay there, because they stayed there and took care of the kids.

Tucker:

Well, some of them did; Holly Hunter, and Aunt Belle used to go, and she would cook for them. And Aunt Marcy has done that, too.

Mrs. Hanks:

Is the story true correct about Captain Buck going over in the fog? You know that story?

D. Hanks:

I don't know what the story is, but let me tell you something. His boat, the Hardhead, was ... it wasn't a big boat. It was 30-something feet long. It was an open boat. It had a motor in it. He had a ridgepole with a canvas that covered the whole boat up, except the back end of it. And those guys would get down with a compass here, and they would never look out, until they got over there.

Mrs. Hanks:

Whether it was fog, or whatever?

D. Hanks:

Yes. It was mostly rough water; to keep dry. They would leave here at about midnight, or sometime Sunday night, And run on over there. And I would always say "what about all those damn ships?" Because there were always a lot of ships out there. They might look up once in a while, but fog didn't mean anything to them. They just ran their course. That was a tough go. They lived over there. And they went over there in February, when the weather was bad.

Mrs. Hanks:

Tuck's version was that they didn't have a compass.

D. Hanks:

Oh, they had a compass.

Tucker:

Was that Doug Jr.?

Mrs. Hanks:

No, Tuck told me that.

Tucker:

I don't know. Of course it's different with boys. I just took those things for granted. I would think "oh, this is a terrible night for Daddy to have to go back, and things like that, but it didn't...."

Mrs. Hanks:

Why did he go in February? What was wrong?

D. Hanks:

That was when they start. They had to get their nets ready, and the shad and the herring run early. So, they get there early. They're gone now. They're in March and April, so they have got to be ready for them. And then they would stay in. They didn't have as many bluefish, but rock.... But they were home; they would crab in the summer. They didn't do that in the summer. Somebody else could tell you more about ... as far as having been around them that much. Buck, the only time I would see him was in a bar. Now, I don't mean it that way. There was no real "why did you do this?", or anything

like that. We respected each other. And everybody said "do you think that you can sail as well as Buck?" And I said "no, I don't think I can." Of course, in one way, Buck hasn't sailed anything like I have. Put him on one of those fancy ocean racing boats, and that's where I thought I did much better than I do now. I don't think I'm doing anything exciting now.

Tucker:

Are you still doing the Newport races?

D. Hanks:

No. I'm 74, and your hips give up when you're about 60-some. I went with Clayton Ewing last time, and I thought "this is not even funny." When it gets rough, it's bad. And I got caught in one storm out there. We were racing Gesture, a beautiful wooden boat that had an aluminum mast, and I always said "if anything happened to that boat, the mast would be stronger than the boat. It will pull it apart." We got in a terrible storm down off Chincoteague, or somewhere. We were going from Annapolis to Newport. It happened at 11:00 in the morning, and I had to on duty at 12:00, and a guy named Pie Trainer, who had been to Bermuda 4 times on that boat, maybe more than that; he had sailed on it forever; was cook. And I was asleep right next to where he was preparing food. And all of a sudden we hit a wave, and something hit me in the face. It was a hard-boiled egg, and mayonnaise, and I don't like mayonnaise to start with. And I came out of there, and helped him get the stuff up off the floor. And this storm had struck. And what had happened was; the tables on the gimbals had stuck. And threw everything on the table. Instead of going that way, it went that way. So, I said "Pie, it's going to happen again." He said "I've been to Bermuda 4 times, it has never stuck." I said "it just stuck, didn't it? It's going to do it again." "No." So, he puts everything together, and the same thing happens again. And we share bunks, different watches. The captain arranges it, and when you're not in there, somebody else is. And this young guy, he was a physical coach in some prep school up in New England, he was in my bunk. And when we would eat, he would come along right behind us. He wasn't on our watch, of course. And he would say "are you guys through?" And he'd eat everything we left on the table. And I thought "now, that's going to catch up with him." And it did. I had the mayonnaise all over, and this guy got sick, and got in my bunk, and couldn't get out. And I got sick. I'd look at him and he'd go.... And I thought "I can't help him anymore." So, I got sick. And that's the only time I got sick, but I was sick. And I was losing stuff that they told me I had eating three days before (laughter). And we were off Cape May at that point. And they never mentioned anything about bad weather. And I said "we ought to know something about what's going on here. Off Cape May, we tacked 40 miles offshore, and when we came back to the beach, we had only made 4. It was just blowing us backwards, see? And I said "you know that refuge right in there at

Lewes? That's a breakwater where ships get behind in a storm, and lay there. We could go in there and anchor, which is perfectly legal, sleep it off, let those guys go out there and beat their brains out, and when it lets up, go out there and beat them." And I wanted to do it. And they said "no, we can't do that." This was three or four o'clock in the afternoon. At eleven o'clock that night they said "hey we're going into Cape May." And I said "oh, you're out when you go in there." So, we went in there. And it was like this, but there was this cloud out there. And somebody said "it must be all over." And I said "do you see that cloud out there? There's puke all over it, all out there." And we had a television outfit from Atlantic City came down there, and it was something. But, they got penalized the next year for having dropped out. And the navigator, I can't remember his name, but he was head of NASA at the time, And I said "are you alright?" He said "ya, but I'm getting sick. I won't be worth a damn in an hour." And this was when I said we ought to go in there and anchor. And we would have probably won the race. The boat that won the race had never been out there before. He didn't know where he was, and he sailed all the way around this thing. He went way to the east of it. Everybody was in there beating their brains out, and he just sailed smoothly along.

Tucker:
What is your ancestry? Is it Scottish?

D. Hanks:
English.

Tucker:
Just plain English?

D. Hanks:
We're all English. On my Father's side, my Grandmother, they were Fletchers, and they brought the plush[velvet?] business into the United States, in Patterson, New Jersey. And all the rest of them, they're all English. And My Grandfather was a Parsons. And he was a Benson. The Perry Benson, well, he's one of them, see?

Tucker:
Now, he lived on....

D. Hanks:
He lived over on....

Tucker:
The island, Sharp's Island. No.

D. Hanks:
Well, my Grandfather did. No. My other Grandfather did. Stevens,

the sea captain, he lived on Sharp's island. And Doug Jr. wrote a little book about that, and ... what's his name.. .picked that book up, and that's the theme on his Chesapeake.

Tucker:
Michner.

D. Hanks:

Michner. Devin Island is Sharp's Island. My Grandmother, when she was 12, 13, 14 years old, she lived out there with her family, and a lot of times her Father was away, because he was a sea captain. And she lived there, and there were 600 acres in that island. And when she was 91 or 92, we took her out there on a nephew of her's 75 foot yacht, and went right over. And she said "what's that?" And I said "Grandmother, a couple of years ago there was a pipe sticking up with a pump on it; a well." She said "that was right beside the barn." I said I can tell you where that is." I showed her that. So, she lived to see it gone. So that was not my Grandfather. My Grandfather's Uncle Billy Benson started Oxford Boat Yard. And My Grandfather had a store there; A grocery store there. Then he moved up where the town office is now. In September '31, he had a great big store and a work shop where he did his decoys, and they all burned. I had just gone to prep school. hadn't been up there for a couple of weeks. And the whole thing burned down. And next door was a barber shop, and a drug store. It all burned out, down to where Fletcher lives.

Mrs. Hanks:
Do you have some of his decoys?

D. Hanks:
Yes. Do you want to see some of them?

End of Recording.