

Hawkinson, Paul 30June2021

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JENIFER DOLDE: Oh, here we go. Okay. This is Jenifer Dolde.

It's Wednesday, June 30th, 2021. I am meeting via Zoom and telephone with Paul Hawkinson. And, Paul, if you don't mind, give me your full name and your date of birth, please.

PAUL HAWKINSON: [00:00:23] Paul Edward Hawkinson the second, date of birth is May 23rd, 1958.

JENIFER DOLDE: Okay. Thank you so much. And where were you born?

PAUL HAWKINSON: [00:00:39] Temple University Hospital, Philadelphia, Pennsylvania.

JENIFER DOLDE: Okay. Not far from where I am now. So I am going to start at the beginning. Tell me a little bit about your parents, your growing up years and maybe how you got connected with the water and then boatbuilding.

PAUL HAWKINSON: [00:01:08] Oh, okay. Well, my dad came from Minnesota and went to Yale University. And while he was there, he met my mom, and they got married. She was from Philadelphia. And he went to medical school there in Philadelphia. But one of his college classmates was from Queenstown and brought him down to the eastern shore to go

log canoe racing with the North family. And when he got cleared of his medical training, we moved in 1964 to Easton, Maryland, where he joined a practice. And we grew up on the water, and I just really liked sailing ...

JENIFER DOLDE: Yeah. Did you have a place...?

PAUL HAWKINSON: ... and racing.

JENIFER DOLDE: You had water access from the time you were a young child or were you right on the water?

PAUL HAWKINSON: [00:02:27] They built a house outside of Easton on the Upper Tred Avon in probably like 1967, 1968.

JENIFER DOLDE: So you were about 12?

PAUL HAWKINSON: [00:02:53] Oh, let's see. I was in third or fourth grade.

JENIFER DOLDE: Okay. So maybe a little younger than that?

PAUL HAWKINSON: [00:03:00] Yeah. Yeah, eight or nine.

JENIFER DOLDE: What was the first boat you learned to sail on?

PAUL HAWKINSON: [00:03:12] Oh, dad got a ... he had a Sailmaster 22. He kept it down at Valliant's Marina in Oxford. Let's see, this was forward some years like right around probably '76 or so. He got Allan Vaitses up in Massachusetts to build a Herreshoff Meadowlark and that was our family craft. We had smaller stuff on the creek, but that was the big boat that we went cruising on.

JENIFER DOLDE: And did you cruise pretty much close to home?

How far did you get?

PAUL HAWKINSON: [00:04:20] Gosh. We got down as far as the Potomac and then up to the bay, up the Chester River, and over to Annapolis, and in and around there.

JENIFER DOLDE: That sounds wonderful. I didn't ask you; do you have siblings?

PAUL HAWKINSON: [00:04:48] I've got two sisters.

JENIFER DOLDE: And was everyone in the family involved and interested in sailing?

PAUL HAWKINSON: [00:04:59] Oh, yes. Yeah, that was a family thing as well as we did small boat racing and stuff. And my dad was involved in log canoes some.

JENIFER DOLDE: Right. Right. So what did you race? And did you ever go on the log canoes as well?

PAUL HAWKINSON: [00:05:28] Yeah, well, I was in high school when I started sailing log canoes and helped Sid Dixon finish the *Spirit of Wye Town*, which was launched in 1976. And then I raced with him for a whole bunch of years as well as ... let's see, I sailed some with Jimmy Wilson on *Magic*. And after I was employed at the Maritime Museum, I went to work at Higgins Yacht Yard right next door to the museum. And I sailed some with the DuPont brothers.

JENIFER DOLDE: Wow. Wow, so a long history of sailing. I would like to talk about that, but maybe we'll try to take it ... well, we don't have to take it chronologically. But I did want to talk a little bit about ... so if you were connected to log canoes and, obviously, those of us here at the museum, my husband sails on the log canoes, you can't do that without having a real sense of history and the connection to the community. As you grew up in Talbot County, did you feel that connection to history and to tradition when it came to sailing and boats or is it just something you did for fun?

PAUL HAWKINSON: [00:07:14] Obviously, it's old timey stuff, the wooden boats in comparison to the modern, lightweight, one design, dinghy racing, and the keelboat stuff. And I have done plenty of that as well. It's hard to gauge. It was really enjoyable camaraderie. The fellowship of the people involved in the log canoe racing because race by race, year by year, you just got to know more people better. And it is kind of a closed circle. There's not a whole lot of new boats coming into the fleet.

JENIFER DOLDE: Sure. No. That makes a lot of sense.

PAUL HAWKINSON: [00:08:39] It's kind of an oddity because when you go somewhere else and somebody asks you if you have been racing and you say, yeah, well, I do Chesapeake

Bay log canoe racing, there's no recognition. It's, like, I have no idea what you're talking about.

JENIFER DOLDE: And then you show them a picture and their jaws drop, right? That's what my husband does.

PAUL HAWKINSON: [00:09:12] Well, yeah.

JENIFER DOLDE: What were the wood designs that you ...

PAUL HAWKINSON: [00:09:17] What boat does your husband ...

JENIFER DOLDE: Oh, he's on *Jay Dee*. He's been on *Jay Dee* ... well, of course, they didn't sail last summer. I think this will be his third or fourth summer. That's the first thing he asked me when I went back to work at the Maritime Museum is can you get me on a log canoe crew? And so I reached out and he was able to get a place. And now he's in the community as you said.

PAUL HAWKINSON: [00:09:44] Okay. Well, who's the Skipper of *Jay Dee* now?

JENIFER DOLDE: Well, Dan North has taken over this year. Some others in the past. He's owned it for a while, but he's Skippering it now. And a lot of familiar faces from the last several years, but it's a big group of people and that are busy and have busy lives and come as they can.

PAUL HAWKINSON: [00:10:05] Oh, yeah.

JENIFER DOLDE: It takes a lot of people to sail [inaudible].

PAUL HAWKINSON: [00:10:10] Dan's a great guy.

JENIFER DOLDE: Yeah. So you also said you did one design. What one design boats did you race on?

PAUL HAWKINSON: [00:10:20] Oh, Penguins 420s, 470s. I never broke into the Star boat racing. Those guys were kind of ... that was kind of hard stuff. They went out for the whole day and never came back ...

JENIFER DOLDE: So ...

PAUL HAWKINSON: ... that was it. I got ...

JENIFER DOLDE: No, go ahead. It's hard on the Zoom to notice people's cues. So I apologize if I interrupt you, but I'll try to pause and please continue if I ... I can't see that you're beginning to talk again, but we'll work on it.

PAUL HAWKINSON: [00:11:08] No. That was that was all I had for one design, really.

JENIFER DOLDE: Okay. Sure. Sure. I was just interested in that. I think it lays a nice groundwork for your interest in boats in general. So what about as far as the hands-on skills? When did your interest in that and when did you first start to learn them or maybe that's with *Dove*? Tell me how that evolved.

PAUL HAWKINSON: [00:11:33] When I was in high school, I wasn't the most scholastic so I did spend probably an inordinate amount of time in the woodshop in high school. We got a really great shop teacher there I guess when I was

in 11th grade, and he put me to learning how to turn wood and use the equipment and lay something out and make it work. And when the opportunity coming out of high school to go to work for Jim Richardson, I thought that was the greatest thing to come out because at that point, I had no plans of going to college.

JENIFER DOLDE: Do you remember the name of the shop teacher?

PAUL HAWKINSON: [[00:12:57] Andy Buckman.

JENIFER DOLDE: Okay. And that at which high school?

PAUL HAWKINSON: [00:13:06] That was at Westtown school in Westchester, Pennsylvania.

JENIFER DOLDE: Okay. So you went you went away. Was it a boarding school, I assume?

PAUL HAWKINSON: [00:13:24] Yeah, it was a small Friends school.

JENIFER DOLDE: Okay. So now it sounds like this is about the time you began to work for Mr. Jim. Backing up, did you know anything? So when you started ... how did you get started with Jim Richardson in his yard? Did you approach him? How did that opportunity come about?

PAUL HAWKINSON: [00:13:52] I think my dad actually had a connection with the Richardson family. And he was the one that said, he knew Jim. And he suggested if I wanted to get a job out of high school, there was an opportunity

there. And I jumped on it. Honest, I had never met him before.

JENIFER DOLDE: Did you know of him?

PAUL HAWKINSON: [00:14:27] No, I really didn't.

JENIFER DOLDE: That's fine. And so what year would this have been that you started working with him?

PAUL HAWKINSON: [00:14:38] June of '77.

JENIFER DOLDE: Okay. So that's a little bit before *Dove*. So what were you working on when you first started? I'm interested in how, obviously, you already knew some things, but I have no doubt you had a lot to learn.

PAUL HAWKINSON: [00:14:59] They actually had the keel chopped at that point. Let's see, did you get to see the pictures?

JENIFER DOLDE: I did. I just looked at them. I got them yesterday afternoon, and I looked at them very, very briefly. I'm actually probably going to rescan them at a little higher resolution. So are those when you first started?

PAUL HAWKINSON: Yeah, well, there was one thing in there that was a flyer from the keel laying ceremony.

JENIFER DOLDE: Oh, very cool.

PAUL HAWKINSON: [00:15:45] And that was very early after I started working there. They had most of the ... the keel

was chopped, and they had most of the stem and the stern post ready to go. And I remember we actually stood it up in the chop before all the folks from Annapolis came down. And there was a big thing with Jim Richardson, and James Michener was there, and Louis Goldstein, and all the all the folks, Mrs. Barber, and all the folks from St. Mary's. And it was quite an occasion.

JENIFER DOLDE: Yeah, I've seen photos of that. So were you and other members of the crew just sort of there in the background? Did they photograph you? What do you remember about your role in that ceremony?

PAUL HAWKINSON: [00:17:08] Now, see, I was just right out of high school, so I was like the punk kid. And I was just doing whatever I was asked to do, but there wasn't a whole lot on that occasion.

JENIFER DOLDE: Sure. You were just there for the ceremony and to appreciate all the dignitaries and ...

PAUL HAWKINSON: [00:17:31] Oh, yeah.

JENIFER DOLDE: So going into the project, and you said they'd already begun to lay the keel, did you know anything about the *Maryland Dove* as a student or just hearing about the project. Did you know anything going in?

PAUL HAWKINSON: [00:17:57] Not really. I'm trying to remember what sort of influences I'd had.

JENIFER DOLDE: Well, and then I would suspect you did learn as you went along, but ...

PAUL HAWKINSON: [00:18:20] Oh, yeah.

JENIFER DOLDE: So there were the architects. The naval architect was William Baker. I know they worked a lot on the planning before anything was done, keel laying, etcetera. Do you remember any of the people that visited including Baker? Did you ever meet him?

PAUL HAWKINSON: [00:18:49] Oh, yes. Mr. and Mrs. Baker came down several times.

JENIFER DOLDE: Do you remember what he was like?

PAUL HAWKINSON: [00:19:03] Well, he was ... I don't know if I'd call him bookish. I think he was kind of cutting loose when he got down to Dorchester County. One of the things that everybody did ... shortly after we got going on the project, I was assigned with Jim Elk and Bill Slacum to produce the frames. And we laid out a table on which to loft the frames, and scribe the timbers, and take them to the bandsaw, and cut them out, and bring them back, and piece them together. There were some bolts and [some treenails. And then we turned them over to other people. And then we actually helped hoist them into place then. And once the frames were in place, we did ... I think prior to the prior to the planking going on, we put bilge

stringers, we put the keelson in, and the sheer clamp. And it was in that state where there were frames so that anybody could just walk right up and stand up between a pair of frames and look at the inside of the boat. It was a really cool thing. I did it all the time too. But it happened that we were socking home a piece of the bilge stringer, and Mrs. Baker and Mr. Baker were there. And she stuck her head up between the frames just when somebody hit a timber with a maul and some chunk of like a clamp or something went flying and it went past her head. It didn't hit her. There was no contact, but she let out a shriek and her head disappeared. And we all had to stop and check and make sure she was okay. And she laughed about it and stuff, but ...

JENIFER DOLDE: After you had a moment, she ...

PAUL HAWKINSON: ... it was one of those things that ...

JENIFER DOLDE: She did laugh though?

PAUL HAWKINSON: [00:22:11] I'm sorry?

JENIFER DOLDE: Did he laugh?

PAUL HAWKINSON: [00:22:12] Oh, yeah. Oh, yeah, she did.

Yeah. But it was one of those things that the way Mr. Jim ran his place, it was like if you came on the place, you were part of the family. There weren't any strangers came down there.

JENIFER DOLDE: I see. Anyone who worked there, anyone who visited, they all were treated like family, is that what you mean?

PAUL HAWKINSON: [00:22:53] Oh, yeah.

JENIFER DOLDE: And so what did that ... so tell me more about that. So what do you mean by ... what made you feel ... in what sense did he create that atmosphere?

PAUL HAWKINSON: [00:23:10] It was just the way he was. And he was respectful of everybody. And he carried a dignity that even ... if folks came down and were fast talking kind of thing ... there were an awful lot of newspaper reporters. I guess there were newspaper reporters and salesmen. And I don't know what all else, but Jim just took everybody and gave them respect and answered questions as best he could. Some of the newspaper reporters, I'll be honest, he would point to a basket that was full of newspaper clippings of things that people had already asked him and said, you can dig through that if you'd like.

JENIFER DOLDE: So he got a little frustrated about being asked ...

PAUL HAWKINSON: [00:25:09] I don't know.

JENIFER DOLDE: ... the same questions over and over again?

PAUL HAWKINSON: [00:25:14] Well, yeah, he was running a crew as well as maintaining a dignified presence for the public because anybody could drive down the road.

JENIFER DOLDE: I see. So not everyone was announced or expected?

PAUL HAWKINSON: [00:25:45] Oh, absolutely not. Yeah.

JENIFER DOLDE: You said salesmen. What were they selling?

PAUL HAWKINSON: [00:25:54] Oh, marine equipment, tools. As I recall, we had a ... there were ... we went through a lot of drill motors, boring for ... fastenings for going through lots of oak. And it seemed like somebody else would come along and say, oh, I've got the greatest drill motor and Jim would buy one. And it looked exactly like the last one that somebody else had sold him, and it would last just about as long. That sort of thing.

JENIFER DOLDE: Yeah, no, I hear you. I hear you. That makes sense. So what was he like as ... like I said, I'm sure you learned things that you hadn't done before. You'd had a lot of basic carpentry. What was he like as a teacher? Did he teach? How did you learn?

PAUL HAWKINSON: [00:27:17] It was interesting. Everybody there chopped with an adze. That was part of the scheme of things. And I had been given an adze as a graduation present from high school. And Jim looked at it. And he

said, oh, that's a plumb adze. He says that's got pretty good metal in it. He said, but it's too flat and the lips are bent too tight on it. He said, we're going to put it in the fire and get it fixed for you. So he put it in the forge, and put a little crown in it, and he opened up lips on it, and then he re-tempered it. And it's funny, like that was the basic shipwright tool and he let the other guys do a lot of the coaching, which that crew was awesome for that. June and Freddy, and Jim Elk, they were really great about showing me how to do whatever it was I needed to do. Jim definitely delegated to his subordinates to keep the whole thing running. But in actual practice with a lot of that stuff, he did let whoever ... because it was basically in teams and whoever was leading a team on some particular function, he just gave them their head, and he would consult with Fred, consult with Bill and Jim. And we'd roll on.

JENIFER DOLDE: Okay. So how many different teams would be working at any one time or is it basically it was by the project or the phase you were ...

PAUL HAWKINSON: [00:30:32] Yeah, I'm trying to remember. I was with Jim Elk and Bill Slacum on the framing crew. We finished the sawn frames. It was double-sawn and we bolted them together. And they were turned over to Freddy and

June. And they would chop and plane, get them fair. And then I think they came back to us. And we were setting them in place. Although, probably June and Freddy were in on that too. I can't remember.

JENIFER DOLDE: So most of those folks had been there longer than you, Jim Elk, June, Freddy Asplen, and Bill had been there ...

PAUL HAWKINSON: [00:31:50] Definitely, yeah.

JENIFER DOLDE: I get to talk to them. Bill probably next week. Can't find Freddy so far. I did try that number. And June doesn't know how to reach him either, but I'll ...

PAUL HAWKINSON: [00:32:01] Have you talked to Jim Elk?

JENIFER DOLDE: I sent him an email and I called a number. And if you have a number at the end, I can check and make sure it's not a different one than the one I have. But I haven't gotten a response yet. I may or may not have dropped your name.

PAUL HAWKINSON: [00:32:26] The way I got ahold of Jim was through Elk Spar and Boat Company.

JENIFER DOLDE: Yeah, so I emailed him that work email and I also called the shop. So he may be busy. I won't give up. I tried for the first time same day I called you last week. So it's been less than a week. I'll get him. I remain confident that I'll get a hold of him.

PAUL HAWKINSON: [00:32:57] Well, it's high season up there.

They say in Maine you've got winter and you've got the
Fourth of July.

JENIFER DOLDE: Right.

PAUL HAWKINSON: [00:33:07] That's high season.

JENIFER DOLDE: Sure. No, I get that.

PAUL HAWKINSON: [00:33:13] Now, down here in North Carolina,
we got a long season.

JENIFER DOLDE: That's right. And somewhat true here in Maryland
as well, especially with all the warm weather we've had.

Do you remember what you were paid?

PAUL HAWKINSON: [00:33:32] I came on as minimum wage.

JENIFER DOLDE: And dare I ask what that was at the time.

PAUL HAWKINSON: [00:33:37] I have no memory.

JENIFER DOLDE: I'm sure I can figure it out.

PAUL HAWKINSON: [00:33:43] I really don't. I was thrilled
to be there. I paid for a car in the first year I was out
of high school so that tickled me even more.

JENIFER DOLDE: Did you did you guys get titles or was it not
that hierarchical there in the yard?

PAUL HAWKINSON: [00:34:24] Well, see, there was ... pretty
much everybody was above me. So as far as the hierarchy
beyond that, I have no idea. If there were company
politics, I have no idea about it. Everybody was pretty

congenial. And actually a lot of the crew enjoyed company out of work time as well.

JENIFER DOLDE: I hear you. So there was hierarchy, but they were kind to you. They taught you. They included you.

PAUL HAWKINSON: [00:35:25] Oh, yeah.

JENIFER DOLDE: So you mentioned some of the people I'm very familiar with. Who else do you remember working with? And then I know there were others working ... there was other work going on besides *Dove*, but who else do you remember working with and maybe what they were doing?

PAUL HAWKINSON: [00:35:51] Well, Tommy Howell and Radcliffe Wheatley made all the spars, all that Cypress, which I think the Cypress came from Generva's brother, Paul Jones ... I think it was Paul Jones ... down in Somerset County. And Tommy had started building the *Mr. Jim* while we were working on the *Dove*. Then Jim Brighton came in and ...

JENIFER DOLDE: Was he on *Dove* or was he working with Tom?

PAUL HAWKINSON: [00:36:59] Oh, no, they didn't even work together. No. Jim was working with us. And he put together the whole stern framing, which had the transom framing, and then that whole curved thing that went aft. The stern post went all the way to the top and the rudder was hung on that, but then there was all that stuff that curved aft behind it. And Jim Brighton was the one that

built all that. He was in and out and in and out. And that was the biggest thing that I remember that he was part of with that.

JENIFER DOLDE: Do you remember working with Jay Dayton or Joe Balderson?

PAUL HAWKINSON: [00:38:20] Oh, yes. Yeah, Jay was there. And he might have ... Yeah, see, I don't remember.

JENIFER DOLDE: Well, I'll be talking with him, but ...

PAUL HAWKINSON: [00:38:41] Yeah, Jay was there and then Joseph Balderson came on. And I can't remember. It was only a year and a half project. I can't quite remember when Joseph came in on the project with us.

JENIFER DOLDE: And there was one other ...

PAUL HAWKINSON: [00:39:10] And as well as David Westergard.

JENIFER DOLDE: Right. Yes. You mentioned him. What an interesting background. Yeah. I looked him up, as you suggested, and I haven't reached out to try get him yet. There was one other woman working there other than June. Was that Jim Elk, the woman he was involved with or became involved with later on?

PAUL HAWKINSON: [00:39:45] Maybe you can ...

JENIFER DOLDE: Sorry about that. We got disconnected. Are you still there?

PAUL HAWKINSON: [00:39:52] Yeah, I'm here. Do you hear me?

JENIFER DOLDE: All right. I apologize. Hold on. Give me one second. It could very well be my poor internet, so I want to make sure we're recording here. Okay. Hold on. Oh, gosh, and we're still recording. Well, that's great. Okay. I don't know what happened. I do have terrible internet here in the wilds of Cecil County. So I was asking about at least one other woman who I believe worked on the project and that was Cathy.

PAUL HAWKINSON: [00:40:40] Yeah, there were three women. There was June, and Catherine Moore, and Tami Willey.

JENIFER DOLDE: Okay. Tami you had said was right out of high school. It was interesting. I asked Judy Howell, Jim's daughter, about that yesterday and she didn't remember Tami. But I will see if I can track her down. You mentioned she was right out of high school as well as, she was a similar age to you?

PAUL HAWKINSON: [00:41:24] I'm guessing so. Although, she came on to paint. So she might not have ... like she might have graduated high school '78, where I started in '77.

JENIFER DOLDE: So one of the things in Judy's memory, she was talking about the women having very specific jobs and that may have been her experience just helping out in the yard herself. As you observed, was there differences in the

work that the guys on the crew did versus the women? It didn't sound like it was June.

PAUL HAWKINSON: [00:42:19] No. June hung in with just about everybody. Now, Catherine Moore had a completely different frame. And Jim had her turning stuff on the wood lathe. The shivs for the blocks, he had her carving the blocks and the deadeyes. I think in one of the photographs that you'll find from my album Catherine is caulking. That's not easy work either.

JENIFER DOLDE: Sure. Sure. Did you do some of that as well? Caulking?

PAUL HAWKINSON: [00:43:29] Oh, yeah, everybody got a hand in that. There was a lot of seams. Now, just in Jim's nature, to prefer females, I remember I'm walking by one time and Cathy was going to pick something up. And Jim said, it was something like, "Catherine, don't you try to pick that up. You'll bust your one spot. Here. Let's get this young Viking over here to pick that up for you," which in the 1970s flavor of women's liberation, which is ... I see it in my daughter today, there's a little bit of indignation rises in ladies. Whether it's wise or not, I'm not going to judge that. But that was Jim's judgement. He would prefer to get me to come over and pick up ... and it

was probably some big, heavy chunk of wood or something.

There was no need for her to do that.

JENIFER DOLDE: Right. His heart was in the right place, that's for sure.

PAUL HAWKINSON: [00:45:17] Oh, absolutely.

JENIFER DOLDE: She kind of objected to that a little bit, but consented?

PAUL HAWKINSON: [00:45:29] Well, it was kind of the thing, working with Jim, you respect his wisdom. There were enough instances down there and I can't pick them all out. I remember one time Tommy Howell had this ... he and this really big Black guy were working on a skipjack on the railway because the railway was right next to the road there. And Jim and I are walking by. We're carrying something the one end of the yard where his bandsaw was in a little shed up to where we were working on the *Dove*. And we're walking past where Tommy and this guy have got this pry bar that was originally for pulling railway spikes, they call it a sheep [?] bar.

JENIFER DOLDE: Yep, I've seen them.

PAUL HAWKINSON: [00:47:01] Yeah, and the two of them, Tommy and this big Black guy, are leaning on this thing pulling spikes out of the side of the skipjacks. And the spike lets go. And the bar goes flying. And Tommy and this

other guy go flying. And Jim and I are carrying this chunk of wood on up to the shop. And Jim chuckles. And he says, you know that sheep [inaudible] bar is something that you can lend out to anybody with confidence. He said, there isn't anybody gonna mess it up.

JENIFER DOLDE: They might mess themselves up, but ...

PAUL HAWKINSON: [00:47:55] Oh, yeah, [inaudible].

JENIFER DOLDE: Oh, my.

PAUL HAWKINSON: There was a lot of stuff like that. I remember one time, I was only 19 years old, and I did something really stupid. I'm standing in front of him trying to be the man and say, look, I messed up. I'm really sorry about this. And then he said, that's okay, Paul. He said, there's no point in being a fool unless you act like one from time to time.

JENIFER DOLDE: Wow. So very understanding. What did you do or not do?

PAUL HAWKINSON: [00:48:54] It probably had no repercussions this time. I didn't hurt anybody. I didn't damage anything that wasn't completely replaceable, but I had made an error and needed to rectify.

JENIFER DOLDE: One of the things Judy said was that if it didn't look right, he would say it was ugly and just do it over again. Is that something you remember? Not particularly?

PAUL HAWKINSON: [00:49:52] No. She probably has insight into a whole lot more than I do. I was down there for a year and a half.

JENIFER DOLDE: Right. So she also said he was very interested in building safe boats, wanted things to be safe. But were there any injuries, anything other than something minor that happened during the project?

PAUL HAWKINSON: [00:50:22] I had to drive Jim Elk up to the doctor one time. And I had a little spill myself once, but it wasn't much so. Nothing to compare ...

JENIFER DOLDE: Yeah, nothing serious. Bruises, cuts?

PAUL HAWKINSON: [00:51:00] Yeah, we were very fortunate.

JENIFER DOLDE: Good. So did you acquire new tools during the course of the project? Did you add to your toolkit? You mentioned him customizing your adze.

PAUL HAWKINSON: [00:51:28] Yeah, for, me there was a lot of getting used to, just having the right kind of boots, the right kind of insulated underwear in season.

JENIFER DOLDE: But not specifically wood building tools or things that you acquired? You pretty much used the tools that were on hand?

PAUL HAWKINSON: [00:52:04] Yeah, well, I came with my own handsaw. I did get a couple more hand planes in the course of it, just seeing what was more practical as we went

along. Obviously, now, I've gotten more specialized stuff, but it was really [inaudible] there. The thickness planer for dimensioning lumber was pretty rudimentary. It was driven by Jim's tractor, so you had to set that up with the flat belt and get that running. He did have one of the neatest bandsaws I ever saw.

JENIFER DOLDE: What was different about it?

PAUL HAWKINSON: [00:53:39] It was a ship saw with a tilting arbor. Now, I'm not sure what equipment they have at the museum at this point, but they had a big one when I was working on *Edna Lockwood* down there, that would crank back. If you got up on it, you could crank the bevel into it while the table stayed straight or level. The thing that Jim's ship saw did was the way it tilted, the bandsaw blade came through the table at the same point, which if you've dealt with those, it's maybe a fine point, but it's really helpful so that when we were cutting the futtocks, cutting the bevels on the frames, we can see the wood through and change the bevel as we were cutting it. And it worked really smoothly.

JENIFER DOLDE: That's interesting. Yeah, something that our guys could probably appreciate, the subtlety of having that additional ... being able to see that. So you worked with a lot of really big pieces of wood. Were you involved in

gathering the timber or the materials or what do you remember about the material and how it was sourced? You already mentioned actually the Cypress coming from you thought Generva's brother.

PAUL HAWKINSON: [00:55:51] Right. The oak, which was ... the switches were two and a half inches thick was what we made the double saw and the frames from, that all came from Johnson's Logging in ... oh, heck, where is that? Is that up by Wye Mills?

JENIFER DOLDE: Oh, Johnson's. Okay. Yes. They mentioned someplace by Wye Mills, but they couldn't remember the name of the mill. So Johnson's, yes. And then some things came from Spicer's?

PAUL HAWKINSON: [00:56:37] Yeah, the decking was pine and that came from Spicer's. The planking came from Johnson's as well. It was thickness planed though when we got it, so that was like fancy stuff. It was already planned.

JENIFER DOLDE: Right. So the oak that was used for the whales that had to be steamed and softened, how was that done in the yard?

PAUL HAWKINSON: [00:57:24] Jim had a boiling tank. It was basically a fire box, a wood stove fire box, with a water jacket around it and a large piece of pipe welded on to that. And it had a big set of cultivator wheels on that

and the whole thing ... it had a plate with a hole in it. The whole thing could be hooked up to a tractor and towed around, but it was basically filled with water and the fire box wired. And we left these timbers in there for hours while they cooked.

JENIFER DOLDE: Wow. And then how were the timbers lifted into place?

PAUL HAWKINSON: [00:58:44] The one that I really remember, there was a big wale that was to wrap around the bow of the boat. And that was that was pretty well finished when we put it in the water to boil. And I remember what we did was there was ... we built the *Dove* in a pole barn and there was a persimmon tree alongside of that. And they had a rough idea, a basic pattern of what they wanted the bend to look like. And at the end of the day, I think it was a Friday we were we were bending the thing. And they put one end of the wale behind the pole barn pole, went around the persimmon tree, and we hooked it to the tractor with a chain on it. And they pulled with the tractor until it got to roughly the shape we wanted, and then locked the parking brake, and we went home for the weekend.

JENIFER DOLDE: Wow. That's pretty imaginative. That's not why the tree was there. I assume. Was that kind of

representative of the kind of creative troubleshooting that was done?

PAUL HAWKINSON: [01:00:43] They were ... they had a bright [inaudible] on there. They were all interested in this stuff. And, yeah, creative is a really good way to think of that.

JENIFER DOLDE: Wow. Because one of my other questions ... so I have some questions that came actually from the current captain, who's been the captain of *Dove*, Will Gates, for decades. And I asked him what would ... if you could ask the builders of the vessel you've been sailing for so long anything, he had very specific build questions and that was one of them. He was he was talking about special jigs and clamps. I can hardly wait to tell him about that. But can you think of any other examples or techniques used to solve a problem or is that the main one that stands out?

PAUL HAWKINSON: [01:02:00] I don't know, but we might have done that same thing a couple of times.

JENIFER DOLDE: That's fine. That's fine. I'm sure between everyone other people have other great examples as well. My impression is that this project was built very much like you'd build a traditional Chesapeake style boat. And did you stay on? Well, obviously, you know about building traditional Chesapeake boats as well because then you

continued in the trade. Did this feel similar to other builds, the *Dove* project or was it distinct and done in a different way than other boats that Mr. Jim built, the process?

PAUL HAWKINSON: [01:03:15] Yeah, see, that was the out of high school a benchmark moment for me.

JENIFER DOLDE: It all felt new?

PAUL HAWKINSON: [01:03:30] Yeah.

JENIFER DOLDE: Well, that makes sense.

PAUL HAWKINSON: [01:03:32] Well, most other places I worked had flush toilets.

JENIFER DOLDE: Oh, gosh. Was there an outhouse or not even that?

PAUL HAWKINSON: [01:03:46] There was a roll of toilet paper hung on a spike on one of the poles of the pole barn and you just took that out the bushes with you.

JENIFER DOLDE: Oh, my. Well ...

PAUL HAWKINSON: [01:04:01] Rudimentary.

JENIFER DOLDE: Yeah, very much. It's funny because so much of what happened during this build has kind of just become story and legend, but who called the ... so they called the group in general the hippies. Was everybody a hippie? Was that something Mr. Jim called people who work there or is it certain people? Do you remember that?

PAUL HAWKINSON: [01:04:32] Oh, yeah. Yeah, I remember him telling one guy that wanted to work there, he said, I'm sorry, I'm sorry, mister, I only hire hippies. And I got to think of it that way. I always figured I was too young to be a hippie because I didn't have what those folks had. I was the punk kid. And it was a separation in age and experience that was just ... chronologically, it was only a few years. Experience wise, it was big. But I was grateful for the time that I got to spend with them. I didn't feel downgraded. I felt like they were pulling me up. You know what I mean?

JENIFER DOLDE: I hear you. And it doesn't sound like he meant it in a derogatory way, either. To what extent were ... was this in connection to like a ...

PAUL HAWKINSON: [01:06:20] Oh, no, it wasn't ... it was his humor.

JENIFER DOLDE: Okay. Well, he respected them. So what do you think he liked about the people that he called hippies? What did they bring to the project that made him appreciate them as workers?

PAUL HAWKINSON: [01:06:40] Well, they were all in. They were hard working folks that saw a completion as a definite goal and had tremendous respect and honor for Mr. Richardson. Of course, in the humor thing, there was

always somebody coming along and say, yeah, well, you know, that shipbuilding, boy, that's a dying art. And we'd all start coughing, and I might just expire now.

JENIFER DOLDE: So what reporters would come and say that?

PAUL HAWKINSON: [01:08:03] Well, anybody. Folks, there would just be ... somebody from Baltimore would just ... I saw the window on the side of the road there. And I saw this little building and I just turned down the road and here you all are. And what in the world are you building there? You know what I mean? Folks would just turn up. Some of them actually knew the destination and were just amazed at what was going on.

JENIFER DOLDE: Yeah, so it sounds like ... I don't know that they meant to be disrespectful, but they just didn't get it to a certain extent.

PAUL HAWKINSON: [01:09:00] Well, we all have ignorance in some capacity. In in later years, I operated a marine lift at Higgins, and I was blocking a boat one day. And these people came down the street and they were watching me picking up and manipulating a boat with a travel lift. And I sat it on blocks and I want to set about to put the boat stands around it. And they're standing there just agape at this. And, finally, I stopped him I said, are you folks all right? And they said, we've never seen anything like

this before. I said, really? Where are you from? And they said, well, we're from Kansas. I said, really? They said, yes. I said, well, before I drove through Kansas, I had never seen a grain elevator the size of what you all build out there in Kansas. And I was doing the same thing. They said, yeah, they're big. So ignorance is universal.

JENIFER DOLDE: Sure. It's what you're familiar with. Yeah, absolutely. My understanding also is that there were groups of school kids that came through. Do you remember that happening and what do you remember about it?

PAUL HAWKINSON: [01:11:00] I sure do. Oh, golly, every now and again, I would know some of the little schoolchildren too. That was a treat. And we'd have to not be doing anything dangerous, like swinging timbers around and stuff like that. Everything had to be pretty much static at that point and raked up so that there weren't ...

JENIFER DOLDE: So you knew they were coming? You could plan for them?

PAUL HAWKINSON: [01:11:42] Oh, yeah.

JENIFER DOLDE: Did you have to explain and kind of try to translate to young kids what was going on and what you were doing?

PAUL HAWKINSON: [01:12:00] Not really. I think I was ... Jim handled a lot of that. I don't know. There might have

been other folks more able to share with schoolchildren
valuable, age appropriate learning things.

JENIFER DOLDE: Did they ...

PAUL HAWKINSON: [01:12:37] I was ...

JENIFER DOLDE: Yeah, I know. Right. Did they seem interested
though?

PAUL HAWKINSON: [01:12:40] I didn't have kids at that point.

JENIFER DOLDE: Yeah, no. That's perfectly fine. Did they seem
interested or were they just ...

PAUL HAWKINSON: [01:12:53] To a certain degree, yeah. I
don't know. I've tried to do some of that with my current
employer. We've participated in some STEM [inaudible]
education days things where that they put on a whole
fandango and bring high school kids from all counties. And
that's a tough bunch in this day and age.

JENIFER DOLDE: Yeah. It is.

PAUL HAWKINSON: [01:13:43] Trying to explain composite
construction. And I have a hard time even understanding
the questions that they're asking me if anybody will even
ask a question.

JENIFER DOLDE: Yeah. So taking a little bit of a step back, I
think ... I don't know if you have any other stories you
want to tell about the job. I'm sure more may occur to
you. But we could take a step back and reflecting back,

when you finished the project, did you kind of feel the weight or the significance of what you've been a part of or did that not come until later? What was your takeaway when it was completed and maybe what you remember about launch?

PAUL HAWKINSON: [01:14:50] Well, the launch was something else. We actually delivered the boat to St. Mary's.

JENIFER DOLDE: Oh, you sailed it down. So you were part of that. You helped to sail it down?

PAUL HAWKINSON: [01:15:10] Yes, we did.

JENIFER DOLDE: Now, that sounds like a great experience. Tell me about that.

PAUL HAWKINSON: [01:15:21] Well, we sailed out the Choptank and out into the bay. And I can't remember if the wind turned contrary on us or if it just fell out altogether, but we got towed into the Naval Air Station at Patuxent the end of the first day. And then we sailed down the day and we probably got another tow when we were in the Potomac to Piney Point. And the captain of the vessel, Captain Tom ... his last name is eluding me now ... I think he had a connection with the union training school there at Piney Point. And we stayed the night there. And then we delivered the boat the next day. And we actually were beating the *Dove* sailing to windward if you can imagine such a thing, fairly close to the wharf at St. Mary's. We

ended up meeting ... it was dead to windward and that thing was tacking back and forth, taking up huge amounts of space to get very little gain. And then it was delivered and we were tired up the wharf. And, yeah, it was a ... that was very exhilarating, the finale for that whole thing.

JENIFER DOLDE: There was a crowd anticipating your arrival or ...

PAUL HAWKINSON: [01:18:07] Oh, my goodness. And, at one point, a boat came alongside with acting Governor Blair Lee. And they said he was going to come on board and help bring the boat into the wharf. There was a crowd of boats in there and horns blasting and people having a great time. It was quite an occasion.

JENIFER DOLDE: It sounds like. So was most of the those who helped to build were most of them on board? I assume, Mr. Jim was on board?

PAUL HAWKINSON: [01:19:00] Jim was not on board for the trip. Golly, I think he was 74 when I started working for him, so he was like 75. And somewhere in the middle of the project, Generva had a stroke while she was driving the car, so she was in a ... she not only had a stroke, but she was in an automobile accident, so care for her was really high.

JENIFER DOLDE: I don't know that I realized that was in the middle of the project.

PAUL HAWKINSON: [01:20:01] Yeah, that was that was during the project. And so Jim did come down. I don't know if he drove or if somebody took him down there, probably somebody drove him. He was right and sharp and everything, but I don't know that he was up for that kind of a drive.

JENIFER DOLDE: Sure, sure. No, that makes sense. That sounds like an incredible experience. And the *Dove* sailed well and performed as expected?

PAUL HAWKINSON: [01:20:48] It was referred to by some as a wooden watermelon. I think it did great considering. It had no power and square sails. And now, the skipper, Captain Tom, did know how to set a square rig vessel to sail properly. He had combinations that I hadn't thought of. Obviously, most of my experience was in much more modern types of sail rigs, but he was a very inspiring man, both with ... he was there for all of the rigging. And he taught me some stuff. And the [inaudible] seamanship is just ... that's always been part of ... that was always part of sailing for me. And he was right up in the top with that.

JENIFER DOLDE: And so, here you are, you're sailing aboard this this historic reproduction, representation, replica,

whatever you choose to call it, did you feel like you had a role in preserving history or maybe that came later because, as you mentioned, you then worked on the *Edna Lockwood* restoration? How do you feel about doing that kind of work on traditional boats?

PAUL HAWKINSON: Well, during a reproduction all new is really different from a restoration. I actually have a whole lot more experience doing restoration. As far as new construction goes, a lot more of my experience is with more modern materials.

JENIFER DOLDE: Fair enough.

PAUL HAWKINSON: [01:24:14] Restoration, you're a curator, you take what's there. And you try not to mess that up and recreate the damaged stuff.

JENIFER DOLDE: Precisely. Absolutely. Yeah. Well, there are different ways of preserving and representing history. And so, what you're talking about that you've done more frequently, and I'd like to talk some more about what you did because you did translate these skills into something else, is one way of doing it. But creating a reproduction is also a way of trying to represent and preserve history. So did ...

PAUL HAWKINSON: [01:25:02] Absolutely, absolutely. And to see what was state of the art circa 1634, this was a going

boat back in those days, better than the stuff that they built 20 years before. And now, obviously, we had power saws. And after talking to ... I remember the guy from Nova Scotia that worked with us, David Westergard talked about building pinky schooners up in Nova Scotia in the 1970s. And he didn't have electric, so all the holes he bored were with a hand drill. I'm thinking, goodness me.

JENIFER DOLDE: Wow.

PAUL HAWKINSON: [01:26:07] No power drill.

JENIFER DOLDE: Yeah, yeah. That's pretty amazing. Now, did other people like your family, your friends, people who knew you, at the time, did they think it was a bigger deal that you worked on this project than you did? What was their response? Were they interested?

PAUL HAWKINSON: [01:26:33] The people who knew Jim Richardson were, like, you're going to learn a lot down there, absorb all you can. I don't know. I don't know that there was the sense of history. It's hard to say, you know what ...

JENIFER DOLDE: No, I hear you. I'm from Dorchester. I think I mentioned that. And so, Jim Richardson is pretty much legend. But perhaps outside of that bubble of Dorchester County and those who knew him from the surrounding community, there was a period of time with *Dove* that I

think he got a lot of attention. And so one of the things I'm trying to gauge is this legacy and almost the legend and to what extent that was true then and how much it's true now. Do you have a sense of that? I know, personally, your admiration for him is clear.

PAUL HAWKINSON: [01:27:55] Yeah. I'm sorry. What was your actual question?

PAUL HAWKINSON: Well, sorry, the question was kind of lost in there. What do you think the legacy is ... I'm speaking beyond *Dove*, but including *Dove* is one of the projects what, what do you think that Jim Richardson's legacy is as a boat builder, as an icon in the community? What do you think people should remember him for?

PAUL HAWKINSON: [01:28:29] Oh, man.

JENIFER DOLDE: I know. I ask tough questions sometimes. We're getting toward the end, so I'm asking you to think of big picture.

PAUL HAWKINSON: [01:28:45] Well, the love and care that he had for people was evident. There was one point this one guy who had been in high school with me came down to visit and this was probably ... I'd probably been working there almost a year, so it was probably spring of 1978. And I had asked Jim, I said, hey, buddy of mine from school is coming down to visit and staying with us. Could he come

down and work for a few days just to visit and see? And Jim was like, sure, bring him on down. And he was working with us two days and Jim offered him a job if he wanted to stay on, just because he liked. This guy didn't have any experience in boats and not much in woodworking. He was actually into audio visual theater lighting and sound and stuff. He was a theater person. And Jim just liked him and said, you want a job? He was notional, but his notions were good and honorable.

JENIFER DOLDE: I'm definitely getting that impression. What was your friend's name if you don't mind me asking?

PAUL HAWKINSON: [01:31:01] Oh, Tim Palmer.

JENIFER DOLDE: Okay. It's a similar story to somebody that reached out to me on Facebook, who also is an audio-visual person who ended up doing a little bit of filming of Mr. Jim, so it just piqued my interest. So, obviously, this impacted the course of your career and your work life. So tell me how long you worked for Mr. Jim and then where you went after that.

PAUL HAWKINSON: [01:31:38] Oh, okay. My work for Jim was completed when we delivered the *Dove*. I had been ... let's see, there were a couple guys that raced with Jimmy Wilson on *Magic* that were ... they had a crew together and they were adding some to complete the restoration of *Edna*

Lockwood that was going on in the 70s. And I applied for work there and got a job. Now, I did not know at that time Jim had ... one of the other things we did down at Richardson's was we had completed ... now, see, this is where ... this was one of the projects that the hippies were working on with Jim before I got there was the main mast for the *Constellation* up in Baltimore. Do you know about that one?

JENIFER DOLDE: I know that that was going on and that certain things were put on hold and finished and ... yeah.

PAUL HAWKINSON: [01:33:16] Yeah, that finished up to be a 90-foot stick. And it was like four feet in diameter at the butt. It was a big piece of fir. After the *Dove*, he had a job to build the bow sprit for them. And he had never mentioned it to me to keep me on. He said, oh, I didn't know you were going to hire away so fast. And I was like, well, everybody said the job's done, the boat's gone, the job's over. Anyhow, but then I worked on the *Edna Lockwood* restoration there until we launched her.

JENIFER DOLDE: And that was for the museum, you said?

PAUL HAWKINSON: [01:34:22] Yeah, for the Chesapeake Bay Maritime Museum.

JENIFER DOLDE: Yeah, for us. I probably have you in photos somewhere. I just turned up some of those pictures recently.

PAUL HAWKINSON: [01:34:34] [Mark Brower?] and [Brian Foss?] and Jay Dayton was on that project. Michael Patrick. I think there were a couple others, but I can't pull any names out right at the moment. But I was there for a year. And then, [Ed and Abby?] DuPont, [Brian Riley?] and [Freddy Kemp?] had bought Higgins Yacht Yard from Jack Higgins. And they hired me there at the end of 1980. And I worked there for 18 years.

JENIFER DOLDE: Oh goodness.

PAUL HAWKINSON: [01:35:37] And we did a whole of log canoe masts, log canoe restorations, and general yacht work. That was like ... I was the travel lift operator there and worked with ... oh, you know who else was on the *Edna Lockwood* project, I totally forgot about John Scofield, Richard's brother.

JENIFER DOLDE: Oh, right. Okay. Yeah. And I worked with Richard. He retired, but I did work with Richard. I miss him. Yeah. I've never met John.

PAUL HAWKINSON: [01:36:35] Okay. Richard and I work together at Higgins as well.

JENIFER DOLDE: Yeah, I'll probably end up talking to him as well as we talk ... when start talking about just restorations in general. What canoes did they work on at Higgins during that time period?

PAUL HAWKINSON: [01:37:01] *Patricia, Oliver's Gift, The Island Lark*. We built some spars for *Silver Heel*.

JENIFER DOLDE: Well, that's the thing about log canoes, they always need ...

PAUL HAWKINSON: [01:37:35] We did restoration work on *Noddy*. See, now, *Silver Heel* was not there when ... I think we did some stuff on *Edmee S.* as well. And it's like, yeah, like you're saying they need restoration work all the time because you got to do the work as lightly as possible, keep the weight off of the boat, but at the same time, you've got three forces going on there. You've got the mast and the sails trying to wrench the boat one way, the center board is trying to hold it up, and then you got all the [gorillas?] on the springboards that are trying to pry the decks off of the thing, and generally wring the boat in half. It's a whole lot of forces going on there. And you can think that you're going to build something to last, but you're going to tear it up just like any other ... just like carbon fiber stuff, it'll get to a point where it just explodes.

JENIFER DOLDE: Well, I think that's true of most sailing vessels. The forces are tremendous. When you finished at Higgins, is that when you moved to North Carolina or where did you go from there?

PAUL HAWKINSON: [01:39:39] We move to Irvington, Virginia.

JENIFER DOLDE: And you are still working in a ... in boat building?

PAUL HAWKINSON: [01:39:49] I worked in a ... I was working in the commercial yard. I did carpentry and equipment operation. We lived there for six years. I was at Rappahannock Yachts there. And that was maintenance repair, restoration stuff. And from there, we moved to Buford, South Carolina. And I worked at Marsh Harbor Boat Works there for three years while we lived in South Carolina. Realized I was too far south and we moved here to Washington, North Carolina in 2008.

JENIFER DOLDE: And what are you doing down there right now? You're still working?

PAUL HAWKINSON: [01:41:11] And it's funny. Yes. This is where I've been working building power catamarans now. Actually, there was nobody hiring here in 2008. The whole boat thing was ... the bottom was getting ready to drop out. And I spoke to a man who had just bought a boat company, but he didn't have enough capital to hire a crew

and really get rolling yet. And he pointed me towards Jim Gardner, who had been ... Jim was in boat school with Ed Farley in the early 70s. And Jim was building composite parts to go to a ship conversion. And we were shipping composite parts to Abu Dhabi for about two and a half years by the container load. And it was really funny just to make the connection that I had known Ed, and I've been working for Jim for 13 years now.

JENIFER DOLDE: But you said you're building power catamarans?

PAUL HAWKINSON: [01:43:14] Yes.

JENIFER DOLDE: Wow. I'll have to take a look at ... I'm sure you have a website.

PAUL HAWKINSON: [01:43:17] Yeah.

JENIFER DOLDE: Yeah, certainly, you never stopped ... the skills very, but you never stopped working with boats. You never stopped practicing those skills that you learned right out of high school. How do you feel about what you do? Is this your life's work? Is this just a job?

PAUL HAWKINSON: [01:43:48] Well, I tell you all the boat stuff was really, really compelling until I got to have a family and realize that if I didn't major on being a husband and a dad that I was going to lose that. And my participation in boating adventures really had to take a

backseat to being a comforter and a provider and a father figure. Now, I'm not saying I do a great job of it.

JENIFER DOLDE: So it sounds like ... so boat building ...

PAUL HAWKINSON: [01:45:12] It has ...

JENIFER DOLDE: I'm sorry. Yeah, it was more than a full-time job. It was taking away from life. Yeah.

PAUL HAWKINSON: [01:45:24] Oh, absolutely. Oh, yeah. Yep.

JENIFER DOLDE: Now, I think we all make those choices and that doesn't mean ... so you think back on those days when ... and particularly probably before you had a family, is this something you think about often? Is it something you share with people, your time at Richardson, your time restoring boats, working with wooden boats? Is it something you think about frequently?

PAUL HAWKINSON: [01:46:05] Absolutely. And what I learned there, what I share with the younger people that I'm working with, it's... to be able to teach, mentor, and encourage younger folks in the trade is an incredible blessing. And that's a legacy of what I learned from Jim Richardson and a myriad of other people who have sown into me.

JENIFER DOLDE: Very well said, very well said. We're coming up on two hours. It's a long time. It can be quite tiring. I'm sure you've had a long day as well. Before I stop,

just a couple more things to wrap up after we stop recording, is there anything else you might want to add before we finish up?

PAUL HAWKINSON: [01:47:47] Not that I can think of. Go through the photographs that you got from my dad. If there's anything, any questions you have about stuff that you see, feel free to get back with me on it.

JENIFER DOLDE: I will definitely do that. I'm identifying those well as possible. One of our volunteers will catalog them. And it's always important to be able to identify in as much detail, so I could probably even share the thumbnails with you, send them to you by email, so you can reference it. Well, I'm going to stop recording for right now.

END OF AUDIO FILE