

Interview with Capt. Garnett Arnold (Abell, MD 20606). Mr. Arnold is 94 years old and has been a waterman for much of his life. Topics discussed inciuded the history of the Potomac River doryboat AFRICAN QUEEN (CBMM 88-43-1), and of dories and oystering on the Potomac River in general.

5/12/89

Present were: R. Dodds, David Sayre, Robert Arnold (son)

see ace, file 88-43

Interview Log

Interviewee: Capt. Garnett Arnold (G.A.) Tape #: OH 59
Unidentified Speakers (Speaker)

Interviewer: Unidentified (Q.) # of Tapes: 1

Date: May 12, 1989 # of Sides: 2

Comments: Sound quality better than some from this period, however, there are multiple conversations with multiple unidentified speakers, and no one is identified on record. Transcriber tried to make best of the recording.

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Captain Garnett Arnold
BEGIN SIDE A

SPEAKER: The one that Art Pachetti (phonetic) had --

G.A.: Who?

SPEAKER: You didn't know Art Pachetti. What's -- Delahay
(phonetic) boys owned that big --

G.A.: I remember.

SPEAKER: All right, okay. She's the one that he's trying to trace
to see exactly how old she is and see when -- he'll tell you what he
wants to know. Ask him what you want to know. He wants to know what kind
of sails she had on her, and when they took them sails off her, and
when she became a power boat with a motor in her, and what kind of
steering rig, did she have a tiller instead of a wheel, more or less a
history about her.

G.A.: As far as I can tell you, she steered with the tiller. And
the Delahay boys was
oystering, wasn't they?

SPEAKER: There she is right there.

Q.: That's how she looks today.

G.A.: Huh?

Q.: That's how she looks today.

G.A.: Yeah. I know when she dredged, and he had two lines (sic)
on her. Buddy Gibson (phonetic) built her, didn't he?

SPEAKER: Buddy Gibson. I tell you who was --

G.A.: Buddy Gibson (INAUDIBLE) Neck Creek?

Q.: No. According to our records, a fellow by the name of Peg Leg
Hayden.

G.A.: Peg Leg who?

Q.: Peg Leg Hayden, H-A-Y-D-E-N.

G.A.: I know Haydens over there Cobb Island.

Q.: Cobb Island, this is where he lived.

G.A.: Over on the mainland across that bridge, the island, and
that one crew there, (indiscernible) Sound, and that was called Mosquito,
they didn't say mosquito, they said Skita, Skita Net.

SPEAKER: Close to Rock Point, wasn't it?

G.A.: My, God, there were some skitas there too. I don't remember, I remember when they sold her, and -- but you sure that he built this one?

Q.: Well, that's what our records say, that he built it. Yeah, back around sometime before 1930. That's what our records say. Now you say she was built by somebody else.

G.A.: The man that first had her, he might've -- I thought he sold her in Charles County because I know Buddy Gibson, and he built it in Horseneck Creek (phonetic), and that's the same boat that the Delahay Boys had.

SPEAKER: Yes, sir.

G.A.: Well, I'm telling you the way it was.

Q.: Okay, go ahead.

G.A.: And that boat was built in Horseneck Creek. Buddy Gibson built her, that fall he dredged her and put two cranks on her.

SPEAKER: Captain Garnett, what year was she built? Do you have any idea what year?

G.A.: No.

SPEAKER: Well, I'll tell you a little story --

G.A.: I remember when she was built all right. That boat there --

Q.: The picture there.

G.A.: Yeah, that boat there, that's the boat that I had.

SPEAKER: Was she built before this one or after this one?

G.A.: Oh, this boat's oldest.

SPEAKER: Is it?

G.A.: Uh-huh (Affirmative). That boat was (indiscernible) up on the first day of April 1916, and I fixed her up and I had put everything into her, a (indiscernible).

SPEAKER: Oh, yeah, I'm sure.

G.A.: And I had my sister's son, and he went with me. He come down here and asked me, he said, I was his uncle, and he said out of the hull, a flat hull, and he (indiscernible) up with me. And I know it would work. Twenty-five boats lost, got (indiscernible) pound boat. Can't recall her name, but she belonged to Tom Webster.

SPEAKER: Tom Webster was --

G.A.: And one of Ed Tyler's sons was there, Little Ed was there. And he was a self-navigator for the West Indies and all. He didn't have a -- he was on that boat. I said Ed, what's (indiscernible)? Twenty-five cents.

SPEAKER: Twenty-five cents, Captain.

G.A.: And this year, I bought six bushels of oysters at \$20 a bushel. If I'd have got \$20 a bushel then, I'd have fainted.

SPEAKER: Captain Garnett, this boat he's talking about was down my way, you know, for quite a few years. I don't know if you remember the man or not that owned her. He lived -- he was my next door neighbor. His name was Bernard Thompson. They called him Bern Thompson. And he was relation to these Thompson up here. Old Man Golden (phonetic), he was some relation to Old Man Golden.

G.A.: Yes, and Old Man Junior's boy.

SPEAKER: Well, he owned this boat, and he's the one that sold her to the Delahays.

G.A.: Yeah, but he bought her from up there, didn't he?

SPEAKER: Yes, yes.

G.A.: Who did he buy her from?

SPEAKER: I don't know. I never did know. That was back in the -- when I knew her, I was back, I'd say 1932, 33, something like that.

G.A.: The Delahays Boys got that boat and they -- out of business, you know. You was up here over that time.

SPEAKER: Oh, yeah.

G.A.: Used to work a lot (indiscernible), had all them spat out there. Oysters were big. (Indiscernible) say that you had to scale them all off, and you weren't allowed to knock them off -- they would throw the big ones overboard and little ones, if you kept them, you put the oyster (indiscernible). And they go up there, and they worked up there -- Gus Forbus's (phonetic) son, young Gus.

SPEAKER: Well, that's the one I know.

G.A.: I think he was harboring in White Neck Creek, wasn't he?

SPEAKER: White Neck Creek, yes, sir.

G.A.: He was in that old (indiscernible) and he went out on (indiscernible), and he went out there so he could talk, talk his way --

he was running down some island down the bay. And oysters that day went \$6. I believe you put out (indiscernible).

SPEAKER: Well, I put out on -- I know where I put out. I put out on River Bar, and that was the most money I'd ever got in my life for an oyster, and plenty of oysters. I caught -- this was outstanding, really it was.

G.A.: You weren't working up Wicomico.

SPEAKER: No, I was working on River Bar.

G.A.: Miles River.

SPEAKER: Yeah, Miles River Bar.

G.A.: That's right there, that island.

SPEAKER: Oh, my God, there was so many oysters there, I didn't know what to do with them. But this boat here, I remember this boat. Old Man Bern Thompson used to carry fishing parties out of. And he had a man on the boat with him that morning was almost as old as he was and he couldn't see much. Captain Bern says hold that light there so I can see if it's anything ahead, and he stuck it up in there right in front of the man's eyes, and he run into a schooner out there in St. George's Creek, and knocked a hole in the schooner, and they had to go ashore and tell the man to come out there, had to start the pump on her (laughter). You go ahead. I'm just trying to get him to kind of get along so you'd get some of the information.

Q.: Yeah, go ahead, sit down.

G.A.: I know when it changed, and I went -- starboard and port side, and talking to him up there, his name was Carlson --

SPEAKER: Captain Chester.

G.A.: And he wanted to talk, wanted to talk about boats. So he said it's right and left now. I said, Capt, I said you're an old sea-going captain, that's the way -- that's why it was (indiscernible).

SPEAKER: That's right.

G.A.: If you were a seagoing man.

SPEAKER: That was Chester's father.

G.A.: I told him if there's starboard and port when I was a boy, it's starboard and port now at (indiscernible) if I ain't an old man (laughter). All the young man --

SPEAKER: Yeah, I know they say right and left now.

G.A.: I can tell you why I was there. I was there because I lost my license, you see, for run a boat up to 65, 65 foot long. And if you were running a fishing party, you had to have it.

SPEAKER: Yes, sir. Yes, you'd better have it.

G.A.: And he said no. He says -- it's right and left. I said yes, right and left. I said it's easier for me when I see these old fellows, it's going to be starboard and port with them.

SPEAKER: That's right.

G.A.: The way I talk, you know. It's very funny how old stuff becomes, like if this is the boat, it's like you have to say -- the boat the Delahays had, that boat was built in White Neck Creek.

SPEAKER: Is that right?

G.A.: Yes, sir. And she was built by Buddy Gibson, and he kept her about two or three years (indiscernible) he was a big man, George Gibson's son.

SPEAKER: What year was that, Captain Garnett?

G.A.: I'd be afraid to say. Tell you a lie. Many one I have told, though.

SPEAKER: I'll tell you. It had to be, I'd say it had to be very early 30's or before the 30's because I'm remembering about '32.

G.A.: Huh?

SPEAKER: I remember her in '32, 1932.

G.A.: You know his wife?

SPEAKER: No, this boat. I say I know this boat, in '32 she was down home, see.

G.A.: Yeah.

SPEAKER: Told Man Bernard Thompson, my next-door neighbor, an that's how come I -- I was young, but that's how come I remember.

G.A.: Well, that boat was bought from -- must've got it from (indiscernible) didn't they?

SPEAKER: I don't know, I really don't know. I know she was repaired once down to Diggle's Railway (phonetic) in St. George's Creek. A guy rented her from Old Man Bern Thompson went out in (indiscernible) Point Holler in a southwest wind, and she was kind of -- the bottom wasn't too bad, knocked a board off her. Board was about, I'd say, six inches wide, and they knocked that board off her. I watched her sink. She

didn't go to the bottom, naturally, she floated on top because she was wood. And she had a small motor. It seems to me that she had something like, when I knew her, like a '29 Ford engine into her. You know them old 29's?

SPEAKER: You mean a Model A.

SPEAKER: Model A Ford.

Q.: When you first knew her.

SPEAKER: When I first knew her. Model A Ford. But now I don't know what -- what's she got in her now?

Q.: I'm trying to remember. I think it's a 6-cylinder Ford she's got in her now.

SPEAKER: Is she?

Q.: Yeah.

SPEAKER: See, she's over to St. Michaels' museum now. This guy Art Pachetti bought her from the Delahays, I think, didn't he?

SPEAKER: I believe he did.

SPEAKER: He bought it from the Delahays, and he kept her a right good while, and he was getting ready to move to Florida. Well, he took her all the way down to Florida through the inner waterway. And his wife says -- he was going to sell that boat. And his wife says you're not going to sell that boat. That's a treasure to me, and if we can't have it, I'd rather for you to give it to the museum so that people could enjoy it. And so he gave it to the museum over there to Solomon's. But I think what it is, the problem was, wasn't it that you got to keep a boat in the water to stop it from leaking, for one thing, and you put her out on dry land so people can see it, she's going to crack open. She's going to crack open, she ain't going to last too long.

Q.: They also had one there too.

SPEAKER: Do they?

Q.: They've had one there for a number of years, an older one. So they were given this one, but they don't -- as you say, she was in the water, and they didn't need two of them, so they gave it to us last year, and we've been looking for one because there aren't many left, as you know now.

SPEAKER: That's right.

Q.: But there are, you know, a lot of questions regarding her origin. For instance, we're not sure even maybe she was built for sail. Possibly she was possibly built for sail, though we think probably not.

SPEAKER: Captain Garnett, did that boat have sails on her? Do you know if that boat had sails on her or not?

G.A.: (Indiscernible).

SPEAKER: Well, the boat seemed to me, when I first saw it, like an old boat --

G.A.: When Gibson had her, built her, that's what he built her for, dredging. The river was open then.

SPEAKER: What year was that? What year was that -- the river was open when I was in elementary school. I was in elementary, I was in 7th grade when that river was open to dredging.

G.A.: It was Potomac, either (indiscernible) pair of 22-shaft foot tongs, or the small boat (indiscernible).

Q.: Is that right?

G.A.: And I wouldn't have nothing but (indiscernible). Man can't catch many oysters (indiscernible) I don't want them. I got it for the -- got to work with me. And I had the -- I'll never forget. I had one of them long oystering (indiscernible) catch my oysters now (indiscernible) old man than I was. But I couldn't -- if you didn't watch him, I'd beat him. I would press myself to keep up with him. He was oystering for (indiscernible) awful tight. That's hard, carrying. And another thing, he had me -- I had my tongs cut over. I had 18 heads. And 16 is what we generally used.

SPEAKER: Yeah, that's what I always used.

G.A.: Sixteen (indiscernible) heads. And I had a pair of 18, and I thought -- small man, but I was strong, I wasn't as old as I am now, but -- when I come through that tide, you see, it don't look like two more teeth.

SPEAKER: Makes a big difference, buddy, makes a big difference, dragging that water.

G.A.: End teeth cut off each and had them fixed over -- Palmer was living then, a blacksmith. I let him (indiscernible) tongs. He said -

- I said you ought to warm tongs, you can make money warming tongs. Ain't a boat goes out here ain't got -- tied up with string. (Laughter). That's true. And I went over there, and I said I can't do it. I don't want to make a -- no island, make a tong.

Q.: Captain, I think you mentioned earlier you remember this boat having a pair of winders on her, hand winders.

G.A.: Had one wind on this side, and one on this side.

Q.: Where were they located on her?

SPEAKER: Where were they at on her, Captain Garnett? Where were they at, middle way or where they located at, them winders? What part of her?

G.A.: After the seat, after the main -- seems to me like would be about here.

SPEAKER: Right along back in there?

G.A.: Yeah.

SPEAKER: Right along back in there.

Q.: Yeah.

G.A.: And had it on this seat that run down the side to the stern, you see.

Q.: Right, okay.

G.A.: You remember those?

Q.: Yeah, the main thwart is still there.

G.A.: Yeah. See, this winder here on this side of course, and then the other one cross here. I said, Buddy, you got too much (indiscernible). I said another thing, make it bad on you when you go to pack up. Shouldn't have a winch here. I said you'll catch just as many oysters. No, man --

SPEAKER: I said after a certain amount -- he didn't catch as many as (indiscernible).

Q.: That's the main thwart there.

SPEAKER: That's the after part, this is the after part of this boat we're talking about here. This is the after part. And that winder was long in there --

G.A.: That's the main (indiscernible). Main was right in here. The forward was up in the bow.

SPEAKER: Yeah, always up in the eyes of her, wasn't it?

G.A.: Yeah, right here.

Q.: So she had to -- if she didn't have sails in -- she had two masts in.

G.A.: Oh, yeah.

Q.: She did have her masts in.

G.A.: Oh, yeah, both masts. Rearwards and forwards.

Q.: Were they using sail, Captain? Do you remember?

G.A.: Huh?

Q.: Were they using sail on her, do you remember?

G.A.: Yeah.

SPEAKER: Yeah, they used sails. That's what they built them for, that's what they built them for.

G.A.: -- as far as I can remember. My father had an old canoe --
(Multiple conversations.)

SPEAKER: No, sir, you wouldn't dredge in the Potomac River, you could hear it.

Q.: Yeah.

SPEAKER: When it was illegal, they dredge them when it was illegal to do it. (Laughter).

Q.: So it appears to be that she was built with sail, for sail.

SPEAKER: I would say so.

G.A.: (Indiscernible) sails. That boat here, her main ones were 39 feet, and remember how long she was, 34, and 10-foot beam, and had a 39-foot mast into her, and her fore boom was

22 feet. The main boom that went back aft goes over the stern --

SPEAKER: Over the stern. That was a little sail, wasn't it?

G.A.: Yeah.

SPEAKER: It was a little sail back aft, and the big sail was up on the bow.

G.A.: I started -- that boat, and when I got done, I -- if I had to work 50 cents a day, work from sun to sun, might as well be dead. (Laughter). All -- 73, when you're doing that, you're an old man them days. And I had a sister was 13 years older. She was (INAUDIBLE). I told her, I said you stay here with your mom, I'm going to see, I'm going to (INAUDIBLE) --

(Multiple conversations.)

G.A.: -- in Quantico. And they put me in the shipyard there. Have to build 15 sub chases, one to save -- beach out there. Made on one of them -- Captain was named Hendrick, an old fellow. I've known Sylvester. Me and him was very good friends. He was a big man. And he was captain on the -- I said you were in the Navy. He said yes. I went up and got my (indiscernible) -- and when it got to -- you know what they rated him at?

Q.: What?

G.A.: Lieutenant, Lieutenant Commander.

Q.: Is that right?

G.A.: And put him --

SPEAKER: Couldn't do that today.

G.A.: (INAUDIBLE).

Q.: No.

G.A.: Well, I'll tell you the truth, I (indiscernible). And he got going down and left Norfolk after he got the gunnery -- they put three guns on them, had one over the stern. And them subs would come up on you. So he got -- he said where you going? Said I don't know. They called him Captain. Well, he -- he was a lieutenant commander. He opened up his orders and said go down the beach, what to do and everything. He said when he got his self together, he says (INAUDIBLE) --

(Multiple conversations).

G.A.: Put the lookouts from up in t here, and (INAUDIBLE), said all at once he hauled out. Boat ahead. So many degrees this way, so many yards (INAUDIBLE). Could see her -- broadside. Turn the guns, and he said had all three engines running full speed, and (INAUDIBLE) half down (INAUDIBLE). Couldn't get -- trying to get her up. So she was sitting like that. So he told me, he told me at Quantico up to the station I guess the old railroad station's still there. Been quite a while since I was in Quantico. He told me what -- he says that's close enough. Hollered fire, and they fired all three guns.

SPEAKER: Captain Garnett, I want to ask you something. Who do you think was the man that really built this boat?

G.A.: Huh?

SPEAKER: This particular boat he's -- who do you think is the man that really built this boat?

G.A.: Buddy Gibson, I know he built it.

SPEAKER: Buddy Gibson.

G.A.: I know he built it.

SPEAKER: All right.

G.A.: I've sat on the washboards when you're putting through
(indiscernible).

SPEAKER: I want to ask you something else. Who was the next -- he
built her, did he build her for his self?

G.A.: Yes, sir.

SPEAKER: Well who did he sell her to? Do you know?

G.A.: No, sir But I think he sold her in Charles County.

SPEAKER: Sold her in Charles County.

G.A.: I think she did. Seen her -- I don't remember
(indiscernible), you know how oystering was at the time.

SPEAKER: Yeah.

G.A.: And I used to see her working on (indiscernible). Of course,
what county he was from, I don't know,

SPEAKER: Yeah. Well did you ever -- you've seen her work,
you've seen her work in Wicomico River, haven't you?

G.A.: I've seen her -- oh, yeah, sure. First time ever got
(indiscernible) and Jack Gibson -- his son lives right out here before
the church, and --

SPEAKER: You want to ask him -- how old was Buddy Gibson? How
old would Buddy Gibson be now if he was living? That'll give you an idea
of how long ago it was. How old would Buddy Gibson be now? Was he
older than you?

G.A.: Yes, sir.

SPEAKER: How much older? Do you know? Have any idea?

G.A.: Probably about two years, two or three years. When come
ashore, he (indiscernible). Old Man Jack (indiscernible) granddaughter --
had a big house, you know, you went out there, big house near
(indiscernible). And told me, he says -- he went to Camp Meade and
(indiscernible) --

SPEAKER: That was Buddy, what was his name, Buddy Gibson?
What was his real name? That was a nickname.

G.A.: That's all I know.

SPEAKER: Just Buddy Gibson?

G.A.: Buddy Gibson.

SPEAKER: Well I want to ask you something. Do you know who he sold that boat to when he got rid of her? Old man Bern Thompson down St. George Island brought her from up here

G.A.: He bought that boat -- if there's any way you can find out, why --

SPEAKER: He bought that boat --

G.A.: See if he didn't buy it from Charles County.

SPEAKER: Well it's no way. He's got a son down home where I live, Dick Thompson, I can ask him, but it seems to me that Bern Thompson bought that boat from up here, and he -- did that boat belong to the Delahay Brothers' father? Did he follow the water? Did Delahay Brothers' father follow the water?

G.A.: No. The Delahay Boys might be the one that want that boat.

SPEAKER: Well, that's what I'm thinking, see. And then --

G.A.: The Delahay Boys had -- they had this boat. Old Man (indiscernible) raised them two girls. One of them was (indiscernible) from St. George's Island.

SPEAKER: Yeah, I know. They got a place down there called Taylor's Island. Yes, sir.

G.A.: (Indiscernible).

SPEAKER: Well, Bern Thompson bought that boat up here from somebody. Then the Delahays got hold of her. And later on, that was back in the -- I guess -- I believe that was in the early 50's, or '45 or '50. And then Mr. Bern Thompson sold it, and they kept that boat.

SPEAKER: I now where Arthur Chay (phonetic) got her. Where did he buy her? You have any idea?

SPEAKER: I believe he come up here and bought her. I believe she was up here, and this guy, last guy had her that gave her to the museum.

SPEAKER: That wasn't (INAUDIBLE).

SPEAKER: Yeah, I wouldn't doubt if he didn't buy her from the Delahay Boys. It's a story, it's hard to --

Q.: I know.

(Multiple conversations.)

Q.: What did Buddy Gibson -- where would he have built this boat?

G.A.: Huh?

Q.: Where would he have built this boat, Buddy Gibson?

G.A.: He built it White Neck Creek.

Q.: Where is that?

SPEAKER: White Neck Creek.

Q.: White Neck Creek?

SPEAKER: White Neck Creek is right on the edge of the Potomac. It's -- I could even show you --

Q.: No, I could probably -- that's all right.

SPEAKER: White Neck Creek. I mean it's known in this area. It's in the 7th District of St. Mary's -

(SIDE B)

G.A.: I hired him, me and (indiscernible) at Chesapeake Beach when I was there, manager, I worked for (indiscernible), and they were hauling (indiscernible). There was two ladies worked for (indiscernible) one whiskey (laughter). The same (indiscernible). Said you can't sing. If I had a bottle, I'd give it to you. Keep your mouth shut. And I didn't know. I had my boss, a man I worked for, I owned the place, and he bought a 15-gallon stone jug of whiskey from when Annapolis went dry. And they were running brandy that night. See, it was dry down there. And then they had a couple cases. And that was old (indiscernible) that was high-priced whiskey, but the (INAUDIBLE). A 15-gallon stone jug, I'd give anything for that now.

(Laughter).

SPEAKER: Would you like to have it full of whiskey?

G.A.: Yes. I don't want any -- they ain't got no whiskey like that now.

SPEAKER: White Lightning. That was what you call White Lightning.

G.A.: You could sell that, I'd sell it too --

(Multiple conversations.)

Q.: Captain, I have another question regarding this boat. Most of the dory boats that I seen had tiller steering. Now she's got a wheel.

G.A.: Yeah.

Q.: Did she always have a wheel, do you know?

G.A.: Not when Buddy was dredging her, he had a tiller.

Q.: He had a tiller in her.

SPEAKER: Right and left, that right and left.

Q.: Yeah.

SPEAKER: You don't say starboard. It takes a long time to say that. That fellow might've run into something.

Q.: She's got a wheel on her.

G.A.: Yes, sir.

Q.: Do you know when that may have been added to her?

G.A.: Oh, she -- that was done when they (INAUDIBLE) --

Q.: They did have a tiller.

G.A.: (INAUDIBLE) It got so the big ones -- can't knock the little ones over, get arrested. You couldn't get them off-- you had to (INAUDIBLE).

(Multiple conversations.)

Q.: Captain, another question for you. We know that the cabin has been changed quite a bit. Do you remember what the original cabin on her looked like? This is the cabin she's got on her now, but we know it was added quite later.

G.A.: No, she wouldn't have nothing like that on there.

Q.: Is that the kind of cabin she would've had on her?

SPEAKER: I don't believe -- a flat cabin, yes, sir. Yes, sir.

G.A.: Yes, sir. I had it on there when we were dredging, you see. You walk up here and you'd see

SPEAKER: I guarantee they never had much of a cabin on there when they had sails. Just a little hatch.

G.A.: But those -- she looks nice.

Q.: This is another one that's still around over in Solomon's. She has what I think may have been the cabin that this one had at one time.

SPEAKER: It's like a hatch over it. I mean it just goes over the collar board so you can stick your head under there to sleep or get out of the rain.

Q.: So this is what the cabin pretty much looked like with a hatch.

G.A.: That's old time dory boat cabin. The handholds were normally on her boom control, see.

Q.: So there was no handholds on it.

G.A.: Sometimes in dry weather your sails will stretch out a lot.

Q.: I've seen the door that goes into the cabin. Sometimes I've seen it in the middle --

G.A.: What you call a companionway. I've had different ones on the boat there. Wouldn't been on there when I was dredging her. Couldn't get the sails on.

Q.: Do you remember on this boat here, Captain, where the companionway was? Was it in the middle? Was it to the side?

G.A.: See where that door's at?

Q.: Yeah.

G.A.: Like a door there. All right, they're always -- for some reason, they always had it on that side.

Q.: On the starboard side.

G.A.: It's right now. I don't know. I ain't been in the water for a long time.

Q.: But most of the companionways you saw were on the starboard side.

G.A.: Yeah.

SPEAKER: Yeah, that's the way that one down home there when you had a motor in her, it was right on that side there, right on that side.

G.A.: When you stop to think of it, most of all them schooners had it back there, didn't they?

SPEAKER: Yes, sir. If you're right handed -- if you're walking, it's more convenient on this side to grab a handle, you know.

Q.: Also, I think because the centerboard, some of these still had the centerboard in --

SPEAKER: That's very possible.

Q.: -- you had that in the way if it was in the middle.

SPEAKER: Where did they --

G.A.: Down to the keel.

SPEAKER: Ask him how long that centerboard was, or how deep did it go down in the water.

Q.: This boat, she must've had a centerboard trunk in her.

G.A.: Oh, yeah, she had one into her.

Q.: Right through the middle of the keel?

G.A.: Oh, yeah. That boat had (indiscernible).

SPEAKER: How far did that centerboard go down in the water, how far below that bottom did it go? Have any idea?

G.A.: Oh, my God -- run the board up, and then they have the height. Now (indiscernible).

SPEAKER: So you can pull it up.

G.A.: And you had to use that, because them -- the schooners had big board, you'd go around I guess schooners were running five feet. I don't remember.

SPEAKER: How about the dory boat? How far did that go down on the dory boat? How about the dory boat? How far did that go down?

G.A.: Go down about 4 1/2 feet -- for dredging shoal walls, hits tide high, dredging shoal walls, and have to drag it so much.

SPEAKER: Yeah.

G.A.: (Indiscernible).

SPEAKER: What are them boards made out of'?

G.A.: White oak. My boat was built, that boat there was built right down there where this house is at, a little boathouse there. My grandfather was Tom Hollander (phonetic), he was from a Texan. And them Hollanders over there, a bunch of them come over here, and Tom was in it, and Tom met my mother, and her name was Nanny Ellis (phonetic). I don't know what she looked like, but my mother told me, she said when her father died, she was very small. And so the mother -- grandmother didn't know what she was going to do. She had a big party that run to Baltimore, and Tom Hollander was running freight during the Civil War, run from Baltimore to Alexandria, steam was (indiscernible). Running, go up there

and get a load and bring it back. He'd run the thing if he come to -- for something to do. And I heard my father say he was 18 and at the Battle of Bull Run, and they were fighting out there and said, they were coming down and they were (indiscernible) every flat down, had hooked the north. But they had just got to Alexandria, Virginia. They would run away from it then. He said he was on deck, and Tom Hollander had a wind jack (phonetic), one of them funnel jacks.

SPEAKER: Yeah.

G.A.: And that was to see if there was any air high. No engines. So it was blowing a gale wind northwest. One old soldier run down and had his little musket in his hand. Them days, they didn't have no watering drums them days. He was standing on deck. Said they hollered to him, "Dick", that's where Dick Hollander's name comes from. Said bring my rifle out here.

SPEAKER: Going to shoot it.

G.A.: Said they brought it out, said lay it on top that (indiscernible). Father told him, he says pull that jib down, he had an old American flag for a wind jack. (Laughter). He says yes, he said when you catch hold of them (indiscernible), he says that's the end of the war for you. You're a dead soldier. And he says if you put your foot on this boat, you'll be shot. Tom Hollander was one of them crazy fellows too from what they told me, I didn't know nothing about it, only what I was told.

Q.: Captain, another question for you. In the cabin or hatch, back when they had these low ones, was there any kind of benches or anything inside there? What was inside?
Anything?

G.A.: Lockers.

Q.: Lockers?

G.A.: Yes, like --

SPEAKER: Sleep on, locker on each side.

Q.: On each side?

SPEAKER: Locker on each side, wasn't it, Captain Garnett?

G.A.: Yes, sir. These boats had one run all the way around up in here and underneath of there on account of if you had three -- see, each man could have his own bed. Each little mattress was about that

wide. Almost stay awake to see -- for your missing mattress.

(Laughter). I used to haul seine and caught a lot of fish, and I'll tell you where I was at -- White Point, and there's a sand point next to that. And going on down then, I said to the (indiscernible), he owned the net and I owned the boat, you keep your part up and I'll keep mine up -- when something's gone, watch yourself, didn't have to ask nobody.

SPEAKER: You was off White Point, wasn't you?

G.A.: On White Point.

SPEAKER: Yes, sir.

G.A.: I was following, and he was next to me. Lay that net out, come -- and Lindbergh was coming up on the Destroyer, I don't know what --

SPEAKER: Charles Lindbergh.

G.A.: On a Friday about 10:00 when she past (indiscernible) Point. That's the story. Carrying that plane Lindbergh flew the ocean on. The tale that they tell to me don't mesh the real -- when I stand and seen something and they tell it these days different.

SPEAKER: That's right.

G.A.: And you see, there's nothing -- to get close ways with him -- nothing to it. But Lindbergh, they wouldn't let him fly back -- to St. Louis, wasn't he? They carried him to Navy Yard in Washington. That was -- yeah. I caught the seine boat and filled her up that day. And I looked, when I looked down, the fish were looking me in the face, trying to get out of that net, you know. Did you (INAUDIBLE)?

SPEAKER: Captain, I had -- me and Tommy Po (phonetic) had 10 gillnets off there to the channel and back. I mean it's a place for Rockfish too. You talk a place for Rockfish.

G.A.: Fishing, coming up the river, I said wonder if it would be good let -- (indiscernible). We did. And I got up the steamboat wall --

SPEAKER: Where at? Leonardtown?

G.A.: I told my buddy, after I went in partners with him, I said Willy, I said I'm going to call Ellis, Smitty Ellis (phonetic), he was the man who shipped fish from down here. So I called him, told him -- asked the secretary, she said yes, Mr. Arnold, says he's coming in the

(indiscernible). I said tell him to come to the phone. I said Smitty, I said -- it was on a Friday, and he -- she the Destroyer had got in off of (INAUDIBLE) in the -- I can't --

(Multiple conversations.)

G.A.: When you get as old as I am, you'll say that old man said so.

SPEAKER: You got that on tape, every bit of this haven't you?

Q.: Yeah.

SPEAKER: Every bit of it.

Q.: Yeah.

SPEAKER: That will give you a general idea.

Q.: I think I've got one more question I want to ask him.

G.A.: He said if you can get those fish in, he said, before Monday morning, I says I'll have them there tomorrow, and I got the Gibson Boys, they were some relation to the one that built the (indiscernible). I said -- he said I can't tell you 33 1/3 cents a pound. How many do you think you've got? I said I don't know --

(Multiple conversations.)

G.A.: I had a bunch of-- 16's to the barrel. I have put (INAUDIBLE). I said all right, I'll have them there, which we did. Well, Captain, when you figure it out behind him, I told him about it. No, he says you misunderstood me. I said you said 33 1/3 cents a pound, you gave me 33 cents a pound. I said that amount of fish, I'm (indiscernible) no used to me telling you something that I don't know whether it's true myself, but I said you're wrong. You told me 33 1/3. I said that's (indiscernible). I wouldn't tell the crew that.

(Multiple conversations.)

G.A.: (INAUDIBLE).

Q.: Captain, I have one more question for you. These dory boats, when did they first start putting engines in them, and what kind of engines did they start putting in these boats? These dory boats, when did they first start putting engines in them, and what kind of engines did they put in them?

G.A.: (Indiscernible).

Q.: What's that?

G.A.: Two separate engines, Minus and Herbert.

SPEAKER: Minus is an engine, named Minus.

Q.: Oh, Minus?

SPEAKER: M-I-N-U-S, I guess. M-I-N-A-S. And a Herbert.

G.A.: Take off on the Victory. There was something happening to it, you know. (INAUDIBLE).

(Multiple conversations.)

G.A.: (INAUDIBLE). That boat, the first engine I put into (INAUDIBLE). -- was a fine man. And he had a daughter there, Goldie (phonetic).

SPEAKER: She was pretty now. I can see he's thinking about how pretty she was.

G.A.: Old Man (indiscernible) said what you going to name that boat? The Minus engine's running, on credit too every cent, financed me with the bank, and they wouldn't pay him. So he says I've got -- I think he said -- I don't know how many daughters he had. He said you know Goldie. I said yes. He wanted me to name it after his daughter. You know what that would lead to (laughter). I'd been his son-in-law probably, and Old Man would be paid -- probably he would get paid for an engine. I never let that catch me at all. I didn't take notice of that, but I was thinking about it. That summer, I went away. I needed a (indiscernible) sail --

SPEAKER: What did you name her?

G.A.: I named her the Elsie, after my sister's -- half sister's daughter, Elsie Williams. And she was crippled, the reason -- she was born that way. And so that's why I named after. The old half(indiscernible) down at the creek there, and she would say (indiscernible) -- Old Man Harry Little was running it, that boarding house down there. You all don't --

SPEAKER: No, I don't remember that.

G.A.: So he said, she hung right out in the dancing room. "Hey, Garnett, I seen you the other day. You didn't see me, I seen you." I thought can't expect no more than half crazy, you know. But her name was Elsie (INAUDIBLE). I named her Elsie, and she said "I see you named that boat after me. I wanted to change the name, but I had to tend to the (indiscernible) and all 13 (INAUDIBLE)."

Q.: When did they stop dredging under power on the Potomac?

SPEAKER: Under power in the Potomac? Well, they never did dredge by power in the Potomac. Not legally. Illegally.

Q.: Well, there were a number of boats that had these engines put in them. Were they put in just to get to and from?

SPEAKER: Well, mostly, but you know if they had chance, they'd dredge oysters.

Q.: Yeah okay.

(Laughter.)

SPEAKER: I've dredged many myself. You know, I've dredged oysters when I was in high school.

G.A.: Yes, sir.

SPEAKER: It was that or starve to death. You know, you had no choice.

SPEAKER: Some of these tributaries didn't have very good oysters.

(Multiple discussions.)

G.A.: (INAUDIBLE) had nothing. I was (INAUDIBLE) -- out of the creek, you know. Corning out of there, looking for old sails and (indiscernible). Struck in behind me (indiscernible). I pulled it in, I said we'll start the engine right up. But I always wished that I had -- I believe I could've caught them (indiscernible) about seven, eight feet, over top of my head, I could just reach the (indiscernible). Went away, made money, and I paid -- at Christmas, I paid Old Man (indiscernible) for my engine. So I went down there, I said --this is my third trip down here. I said -- he says you better keep that money. I said I'm paying you, because he was handling it through the bank for me. I said I'm paying for -- Goldie was the girl that wrote it up. She said don't pay no attention, Bobby. She said you go ahead -- I was caught, I told Old Man (indiscernible), and after I paid that, I didn't have no reason to go down there, I didn't go down there. There was plenty of other girls.

SPEAKER: There's a lot of history in this area down here. I mean -- you're speaking to Captain Arnold, I know he's 99 years old. Poured gasoline on them pungy boats --

Q.: Is that right?

G.A.: -- when the motors first started going in the boats, you know. Started having some cars around, hauling gasoline from Baltimore.

Q.: Yeah, he's still alive.

SPEAKER: Do you have a picture of a dory without a sail?

Q.: Yeah, I've seen pictures.

SPEAKER: Well, I've seen them under sail, and you have too.

Q.: Yeah.

SPEAKER: I tell you, I just was born barely soon enough to --

SPEAKER: The drawing (INAUDIBLE).

(End of Interview)