

**OH 95 Side 1: Interview with Dan Dize 8/15/95**

DD: Dan Dize

NP: Norman Plummer

PL: Pete Leshner

Transcription Notes: [?] indicates phonetic transcription.

**[00:00:01]**

**PL:** Talking with Dan Dize on Smith Island. Interviewing are Pete Leshner and Norman Plummer.

**NP:** Okay. This is high tech stuff here.

**DD:** Yeah.

**NP:** Could I start out by-

**DD:** Now-

**NP:** ...asking you a little bit about-

**DD:** That's the only [?] way [unclear 00:00:15].

**NP:** Okay. But I wanted to know, you're about 86 years old?

**DD:** Yeah, and in five days I'll be 87.

**NP:** No kidding. Well happy birthday, coming up. And were you born on Smith Island?

**DD:** Yeah. Right on Ewell here. I live at Rhodes Point now, but I was born on Ewell down one house across the road from the biggest of [unclear 00:00:42]. And I spent about 45 years there. And hard years on [unclear 00:00:55] the bay. I crabbed when crabs were a quarter of a tin for a half cent a piece, or three quarters for a cent. And like, I've told a lot of people that I worked for many a week for less than five bucks. They go, "How in the world you do that?" This is ... This day and time you talk to somebody, you know, "how in the world you do that?" You want me to tell you how easy it was to do that? With a cent a piece! I've seen it so you couldn't catch over 40 crabs a day, six 40 is \$2.40, ain't it? So that's how much I make. \$2.40.

And we used to, like, well we used to have to give all of our money to our mother. See, my mother... my father died when I was 12, and as the way the time was [?] Daddy died when he was

young too. And we... after years, I don't know how many years, we used to get it done on Saturday and whatever money we made, we gave to our mother to pay the school bill. We could live on, like, from four to seven dollars a week, but the story is, well, you wouldn't get that seven dollars. You got it? I ain't kidding you, either. Like, you see all these shanties around here they got this day and time? Shed room crabs and got floats and so forth? Okay. There weren't no such thing as us even thinking about such because where you going to get the money to make the floats in the shanty? You know-

**NP:** Let me ask you a question. When you were crabbing, what kind of a boat did you use?

**DD:** Alright, I started out in a ten-foot boat like a rowboat. She never had no washboard or guard on her. No rudder. No centerboard. Okay? I had a six-yard square sail, and if I didn't get somewhere with the sail, I had to shove it. And-

**PL:** You had a pole?

**DD:** Pardon?

**PL:** A pole?

**DD:** No. Eight-foot oar. That's what I steered with when I was sailing. And if you didn't go... when I was in deep water, you see, I could scull. You know what sculling is?

**PL:** Yes.

**DD:** Alright, alright. You know what sculling is, you know what it's all about. So, like going through... we call them the guts, you go to the bathtub, you go through the barn, you had to go through the crooked guts. You used to tag this way, that way, another way, okay. If you didn't quite make it around the point... scour. So [laughs] I went with my daddy, I guess, on a... see, the bugeye would carry... she'd carry a thousand of those [unclear 00:04:09] under deck, 200 on deck, she'd carry twelve hundred in her [unclear 00:04:15].

**NP:** How old were you then?

**DD:** I probably started when I was about four. And when my daddy died, when I was 12, always did blame my uncle and William Wallace Evans [?], whose name was but everybody called him Bill Wallace. Well, anyway, they advised my mother to get rid of this bugeye because we didn't know enough or to freight up and down

the bay which is the worst thing ever done in her life. That's what brought us to, like, this here less than five dollars a week crabbing and so forth, you get me? We knew the way up and down the bay then just as well as we do now. And well, I later on... I built her, I built her 43-foot round stern boat, 10 and a half foot wide and I put a standard six Buick into it. And we... then I put a mast into her back half and a double set of patent tongs with a four horsepower head engine winder, and it had two winding gears on it. And we can wind them both at a time, and we went over the Potomac River. And the guy... whoever's the head of it, [unclear 00:5:59] crash some way or another... the hard way, they closed Potomac River, you get me? When I mean closed it, they don't let you... you can't do that, no, you can't [unclear 00:06:11] in there, or you can't dredge in there. See what I mean?

**PL:** Yeah.

**NP:** Do you remember what the name of the bugeye was?

**DD:** Yes, sir.

**NP:** What was it?

**DD:** The James G. Blaine. James G. Blaine.

**NP:** Oh, it's named for a president.

**DD:** My daddy was offered a thousand dollars for her when he was on his deathbed which he didn't know he was on his deathbed at that time, and he wouldn't take it. What do you think we got for her after my daddy died? She had a brand new dorsal [?] on her, had a push boat, five horsepower Herbert victory [?] engine in the push boat, [unclear 00:06] nice. You can stand up in her cabin, the cabin was varnished inside... had enough room there... my sister and my mother used to go with us on the boat, and had two bunks underneath the stern deck and there was enough room back in them two bunks for to sleep three or four people. Nobody didn't sleep-

**NP:** What was your father's name?

**DD:** Theodore. Theodore Dize. Theodore Wesley Dize.

**NP:** And how did James Blaine get its name?

**DD:** You got me.

**NP:** He was a man who ran for president one time.

**DD:** I knew who you're talking about but you got me there. Now, he always intended to put an engine in her. We traded lumber from [unclear 07:47:00] and different places to Baltimore, and we got four and a half dollars a thousand feet of lumber and we used to get four and a half a cord... for a cord of wood. She'd carry 30,000 feet of lumber and she'd carry 30, 35 cord of wood. And like, okay, we used to get wood from people that lived on the island here over the Western shore or up on these rivers from a sawmill, and like, okay, here's what you had to do or to... when you're getting a dollar on a cord from wherever or whoever you're selling it to, you just go to Baltimore and get a load of coal. Fifty ton of coal [unclear 00:08:43] with her deck, opportunity [?], my daddy called it, and bring that down here and resell that. 21 a bushel to oyster tub, 21 bushels was a [unclear 00:08:58], and we had a... we had an arm frame... four by eight was a cord of wood. You fill that up and... or 21 bushels of coal was a [unclear 00:09:15]. That's the way they sell the things in them days... and I... okay, listen now, what I had to do for to get this wood... alright... you know, the seashore. And it goes off, you know, real shallow-

**NP:** This isn't St Jerome?

**DD:** Yeah, no. This... anywhere you went to get wood, they never had no wharf.

**NP:** Yeah.

**DD:** Alright, we had to... they come down with ox carts or something like that, and dump the wood maybe 15 or 20 foot from the edge of the water. Okay? You had to take that wood or two to skip, I mean that wood to the skip. We had to... [unclear 00:10:05] board the boat, put it on the side of the boat, put it from the side of the boat over to the hatch, hand it to somebody down the hull, and he hand it to somebody and place it over in the wing. That's one way of getting her loaded. Alright. That's... that's how many times you got to hand it. When you got over the... when you coming, like, over to the island here, you had to... well, when you first started, you could reach it, you know, right on the side of her, but when it got so down in the hull, somebody had to get down in the hull and hand it to somebody over in front of the hatch, and then you hand it to somebody up on there, and he put it over on the side of the boat, and then you put it from the side of the boat to the skip, and you put it in the skip, and then you bring it ashore, and then put it on the land, which you... you don't have

no wharf, either. And like... we had a little wagon, she wasn't over that wide, I'd say, like 15 inches, or something like that, wide. And we had to carry that from the water's edge up to Ewell Island. We all had to [unclear 00:11:27] think on that. We had to carry that from the water across the first lot of houses, cross the road, and then on the... we lived on the back side of the road, and pile it up behind it again, and we had to do that... we got... we burned six cord of wood and two and a half, three pound coal every month.

**NP:** Wood was how much a cord?

**DD:** You could get all the wood you wanted from one and a half to two and a half a cord. They had hundreds of cords of it, these sawmills did, and it was going to waste, them doing nothing with it. We carried it to Baltimore. I ain't [unclear 00:12:14] now but this is just a fact. My daddy had my way of using this bugeye for freighting with when it weren't so hard to have a thing to eat on there, especially like you'd come to freeze up in the winter, you know? No, saying lots of people didn't really... he bought this place and grow cattle and grow hogs. We had hog meat and beef.

**NP:** Was that here on Smith Island?

**DD:** Yeah, mhm [affirmative]. Yeah, it's still there. I've been paying taxes on that ever since he died. He's been dead 74 years.

**NP:** Let me ask you when you started working on skipjacks.

**DD:** 12...

**NP:** Mhm [affirmative].

**DD:** With my cousin, John Todd [?] Tyler, and he weighed 348 pounds. He was a good dredger. Whether you've ever ever heard this word or not, there is dredgers and then there's dredgers [emphasis]. And the same goes for crabbing, and the same goes for everything on the water. You don't... you don't see nothing that you're going to get, you're just hopeful you're going to find them and get them, and it's a good question whether you do or don't. Some do, and some don't. Some find them, after they find them, they don't know how to catch them.

**NP:** What skipjack was that?

**DD:** Claud [W] Somers.

**PL:** Okay.

**DD:** Claud [W] Somers. How much did I get? I had to dump both dredges as they come up. Wait, I had to... she... always a dredge would come up on her back bow and you'd have to pick a stick in there and get in there and turn her over. Okay I had to turn the dredge, dump this dredge, over on the other side dump the other dredge, all day long. I got 12 bucks a week.

**NP:** And were these hand cranked?

**DD:** No, no, no, no [unintelligible]. I had him do it with my brother-in-law, like we call it, a hand cranking. I don't... [unclear 00:14:32] would hang and pull the crank down and knocked him overboard [laughs].

**NP:** [Laughs] I bet he liked that. I bet he liked that.

**DD:** I cut the engine off and we got him aboard. We got the [unclear 00:14:45] to hang, we got the dredge back, of course bent. Nine times out of 10 you bend your dredge bad, you got to do something with her. You can't out there, you got to go to a blacksmith and so forth. And I dredged... the second boat I dredged on was the Rose Augusta with Captain [Ephraim/Ed Frank?] Tyler. He lived in what we call... they distinguish this north end... we call it...it's called Ewell. Okay? We distinguish it as North End Drum Point, Rhodes Point. Drum Point is Tylerton but Rhodes Point is Rhodes Point on a high end, but it didn't use to be Rhodes Point. It used to be Rogue's Point. And when Uncle Sam put a post office there, he said we can't put that name there. Said we can change it to Rhode's Point, you got it? So that's why there's a Rhodes Point.

So like dredging on this boat... when I dredge with my cousin John Todd, I got 12 dollars a week, but I wouldn't get like a share. Most usually, people on Smith Island dredge on these boats for a share, and how much is a share? It depends on how much you make. But there was two heads on there besides me. That's the reason why I had to dump both dredges and help cut off those sides all the time. And they make anywhere from 35 to 70 dollars a week. But I'm on there for 12 and that's all I get. When I dredge on the Rose Augusta I got to have a share. There was one man aboard there which was named some relation to Ed Frank but I don't know who it was, we got a half a share and we either one of us could cull oysters and get a whole share. Course he wasn't too good a dredger, but the story was those

days if you a good dredger, everybody tries to get on your boat. And, nine times out of 10, he's all filled up. He's got a boat, he's got a boat, he's got a boat... the question then is who is say the next best or the third best, get me? But, you're finally stuck so that you had to get anybody on you could. Now this is like the spring of the year for that fall, yes sir, and you have to get on whoever you could for to bring your living to a decent livelihood.

Speaking again back on my dad running the boat, he always intended to put an engine in her, and if he had, he'd have made a whole lot more money. We used to make as many as three trips a week from St Jerome's to Baltimore. God, that wasn't money then, it was a whole bank! I mean a whole bank!

**NP:** Did you ever use the James Blaine for dredging?

**DD:** Oh yeah, he did. Way back there, then he quit that and went freighting... he had all the work he could do running oysters. How much? 10 cents a bushel. Do you know where the Potomac River Bridge is at?

**NP:** Yes.

**DD:** Alright, he run oysters from Potomac River Bridge to Crisfield for 10 cents, 10 cents a bushel.

**NP:** Did he do that mostly under sail or did he use a push boat a lot?

**DD:** No. 90% of it was under sail, and she was a... we call it stiff, like she would [unclear 00:19:28] out of sail, and it hadn't been nice so she couldn't go. I mean, she was stiff. Course I've seen boats stiffer.

Well, coming down the Bay I was with Charleston Evans [?] on the F.C. Lewis Jr and we were coming down the Bay for Christmas. Off of Herring Bay, we see these two things way down the Bay. We say, "What in the world is that, right there in the Bay like that?" And as we got a little closer, we began to find out what it was. It was two schooners coming up there with three holes [unclear 00:20:07] on her other than lumber reef [?], they had to carry a lumber reef [?] in her sail, mainsail for to stretch it. We had the three holes on her, we had about five or six foot of sail on our boat. We just couldn't care. They're going far [?] winds, we're going headwinds [unclear 00:20:32] pulled it flat. Christ, they couldn't care.

**NP:** Of course.

**DD:** I went across the Bay on the Rose Augusta one time, and we had chewed up a reef [?] and there was a stream... there was a ram going up the Bay, and there weren't enough wind for to push [unclear 00:20:52]. That's how much difference it is when boats can't sail. And the last boat I had, I built a round stern I was telling you, 43 foot long and 10 and a half foot wide, what do you call it, standard six Buick which is one of the nicest engines ever run. Boy, that was a nice rig. And I only had one problem with her the whole time I had her. That was her pump stopped pumping one time when it was rough. That is the only thing I had wrong. But-

**NP:** Tell us a little bit about the Kathryn.

**DD:** The Kathryn, I dredged on the Kathryn with Captain Willis Evans when I was 17, and then he come ashore and his son dredged, and I went with his son, and I dredged the oysters and I dredged the [unclear 00:21:52] Wenona, all them places up there. And we used to count them in North Point, they wouldn't let us count them in [unclear 00:22:02] we had to count them in North Point. Shove them in a tub and get them out, and I went with my cousin Danny Somers [?] on the old [unclear 00:22:12] up there, the [unclear 00:22:20] would carry 350 bushels. Okay? Her ticket... that's what you got, a ticket. When did you get the money? This is in the spring. You got your money sometime in the middle or latter part of summer. You get me?

**NP:** Yes.

**DD:** That's how tight it was then. Okay. I wanted a piece for the engine, and I went to a junkyard in Baltimore and it costs 50 cents. I never had the 50 cents. So I went to my cousin, Danny Somers, and I said, "Danny, you ain't got a dollar left in the house, have you? What do you think he told me? He said, "Dan, I ain't got a Jesus stamp [?] to my name." I tell you-

**NP:** Hard times?

**DD:** [unintelligible], you tell me hard times... like okay, his house was all paid for, his boat was all paid for. He said, "Dan, looks like me, I'm going to lose everything I got, best I can do."

**NP:** Well, you worked on the Kathryn for how many years?

**DD:** Oh, I only worked on a couple of seasons.

**NP:** Mhm [affirmative].

**DD:** And then I bought-

**NP:** You knew, you said to me, Captain Spriggs, John Spriggs-

**DD:** Oh yeah, Johnny Spriggs. And Johnny Marshall owned her. When all of them that I'm talking about went, that was going into her, they didn't own none of her. Now like you're talking about John Dodson over the Bay, he owned her. He owned her. And then I don't know who that fellow was that owned... what did I say her name was... Hattie Lloyd, but they used to have [unclear 00:24:20] which one carried the most sail, the Hattie Lloyd or the Kathryn.

**NP:** Now you were telling me about Jimmy Dougherty.

**DD:** Oh yeah, old man Jimmy Dougherty. I didn't really know that he built the Fanny Dougherty, no, yeah, the Fanny Dougherty, but I mean the Kathryn. I didn't know that he built the Kathryn. I thought she was built in Pocomoke.

**NP:** No, in Crisfield.

**DD:** In Crisfield?

**NP:** Yes.

**DD:** Got you, got you. Well, this Annalee that I had was built to Youngs Creek [?] Virginia, and he built two of the seven skipjacks down at Youngs Creek, Virginia, I don't remember what its name was.

**NP:** But no, you knew Jimmy Dougherty?

**DD:** Oh I knew him he put a mast in the Annalee for me. Him and his son, went into the woods to cut it, brought it down with a wagon and some kind of crane there to [unclear 00:25:23] down the railway at that time, some kind of crane that stepped it for us. Cost 110 dollars.

**NP:** Did you know Jimmy Dougherty's wife?

**DD:** Nope, I didn't know... I knew his son, but can't remember what his name was and he was the one who was telling me that he never seen a sign in his life... he used to drive a tractor trailer, never seen a sign in his life so big, he said I can't read it when [unclear 00:25:50] but I could remember what it was and read every bit of it after I passed. And-

**NP:** You said that Jimmy Dougherty built the Fanny Dougherty?

**DD:** Fanny Dougherty, yeah.

**NP:** And when was... do you know why was it named the Fanny Dougherty?

**DD:** It was named after one of his people, I don't know, probably his daughter.

**NP:** Because-

**DD:** Either his daughter or his wife, one of them.

**NP:** Well, we were looking at the census records and there was a James Dougherty whose wife was named Fanny L Dougherty-

**DD:** Well-

**NP:** And her unmarried name was Dize.

**DD:** Oh, I don't get you, I don't know nothing about-

**NP:** And he had a son named George.

**DD:** George? Well, I didn't know him.

**NP:** Okay.

**DD:** But he was some carpenter. He built a fish steamer [?] too. You know what a fish steamer is, don't you, what I'm saying?

**NP:** No.

**DD:** You never been on a rig if you ain't seen them fish steamers. I got a son, my oldest son who is 63 years old, he's been captain of a fish steamer for 38 years.

**NP:** You mean those great big boats they have over at Reedville?

**DD:** Yeah.

**NP:** Okay.

**DD:** Well they got... They got Gilbert, my son is named Gilbert... he started out in [unclear 00:27:26] Mississippi as a friend of his took him on as chief engineer and he worked up until he was captain and he caught as many as 64 million a year. When he first started, all they'd catch was some eight, 10, 12 million. He and another guy got into an argument down there this year, down over in [unclear 00:27:50] Louisiana. Said these big fish steamers and things are going to break up fish.

Said can't catch no fish. Why? Because all these fish steamers caught them up. And Gilbert, he's been captain of a fish steamer for 37 years. And times were so tight and fish were so scarce and hard to catch and so forth, they had to row around them, never had no engine in the first boat, why have no engine in the first boat? Kept making too much fuss, scare the fish away. That's fact, that ain't no joke. Okay.

And, they catch eight and 10, 12, 13 million. Well, [unclear 00:28:38] men only got nine cent. The captain, of course, supposed to get a share of whatever that was, okay. He couldn't get enough to live on, he had to work in the news [?] room to get enough money to live on. Now then, he stuck it out and he had to quit last year on account of his health. He had bypasses five or six years before I did. I had five bypasses eight, nine years ago, and he had them before I did. He stuck it out, and [unclear 00:29:29] you know how many [unclear 00:29:32] he's worth? Well, he got hooked up with a woman who had six children, if he hadn't done that, now he would've been worth... he's worth about 900 thousand of them [unclear 00:29:46]. His stepson, I was telling you the most he'd ever caught was 64 million, his stepson last summer caught 85 million and 500,000, and how did it pan out in the end? About \$1500 a million so you can add that up.

**NP:** What kind of fish were they?

**DD:** Alewife. Menhaden. You got a hundred different names.

**NP:** This is out of Reedville?

**DD:** No, this is where they caught them was down in Empire, Louisiana. This year, one of the fellows over there, [unclear 00:30:41] Hannock [?] which he got drowned in. He's dead so I'll rephrase that. He went up to check the oil that goes in the fish steamer, diesel fuel. In some way or another, nobody don't know to this day, he fell over in the tank and hollered and hollered and they come got him out, too long, soaked through into his heart and killed him.

**PL:** I wouldn't doubt it.

**DD:** His name was Hannock [?]. Well, this year, he was insured for a million and something, and his wife carried on the business which was a lot of money then, and they expanded and they're down in Texas and all places now. He had 78 fish

steamers at one time. Hes dead and gone, of course, and he's got... the company...

**[end of Side 1]**

**OH 95 Side 2: Interview with Dan Dize 8/15/95**

DD: Dan Dize

NP: Norman Plummer

PL: Pete Leshner

Transcription Notes: [?] indicates phonetic transcription.

**[unintelligible 00:00:00 - 00:00:08]**

**NP:** Tell me a little bit about ... you mentioned Mr. Dodson that owned the Kathryn used her to take care of his fish traps.

**DD:** He had... they had fish traps of their own. Most everybody did other than [unclear 00:00:26]. I've seen fish traps that they could [unintelligible]... it was ... man, you had to know jigsaw puzzle to get through them.

**NP:** How do you use the skipjack to take care of the fish traps?

**DD:** You go and anchor the boat. You got a fish skiff [?], a little scull [unclear 00:00:49] paddle, whatever, all through the trap, and pull the lines loose. Pull her up and bail them out behind. Behind net, like a crab net you catch crabs with, you see? When I first started-

**PL:** And then they load all the fish on the skipjack?

**DD:** If it was more than the... fish skiff would die [?], they'd probably put some on her. Like okay, it was the pungy boats, they used to fish in sailboats all together, you know, like the [unclear 00:01:37] is doing now. There was one down there off of Tangier that capsized, everybody... they ate in the hull where they carry cargo. That's where they done their eating. And there was two or three on her got drowned there [unclear 00:01:52].

**NP:** What caused it to capsize?

**DD:** Pardon?

**NP:** You said it capsized.

**DD:** Yeah.

**NP:** Because of the wind?

**DD:** Yeah. You know, you had a bout of wind-

**NP:** I'm sorry?

**DD:** I said they have a bout of wind. Like this, I've seen on television with that destroyer that capsized in the Pacific from a cyclone. I'm telling you that's... there's a lot of things. Look, talking about... there's dredgers and then there's dredgers, right? There's watermen and there's watermen. And then a guy that's had a powerboat all his life and thinks he knows everything about the water? He don't know his ABCs about the water to a skipjack or a sailboat man, sailboat captain.

My dad got one of those guys, I don't know. My brother-in-law was with my daddy one time. We were in water for two days and nights, and sick. He sent my brother-in-law up to the bow. He said, "Look on the port bow," said, "You'll see Tangier Beach Lighthouse." It was dark, still dark, and he said he went up to the bow and sat down and look right down at the water. He said, "I know I'm gonna see it." So, he said hisself, his name was Philip, we called him Phil. He said, "Phil, that light I see on the port bow... Yes, isn't it [unclear 00:03:50]?" See what I mean? Two days and nights, we'd sail beating headwinds...

By the way, that, where they come from, you got me, I don't know either. I had them every once and a while, I think my wife does it sometimes on this hand but I have no idea what done that.

**NP:** Let me take you back now. At 17, you were working on the Kathryn.

**DD:** Mhm [affirmative].

**NP:** What happened next?

**DD:** Well, I went from boat to boat. I... went on the FC Lewis Jr, I went on the Claud Somers. The first one I went on was Claud Somers, then FC Lewis Jr, the [unclear 00:04:38], the Rose Augusta.

**NP:** These were all out of Smith Island?

**DD:** All of them were here. There used to be a lot of boats here. By the way, there used to be nine puny boats on here at one time. [unclear 00:04:53] in my day to the cove over there on the bay shore called Simon's [?] Cove, they used to park the puny boats on the cove, anchor them and go home for the summer. I never did know how they got them up there, I don't know, because it's a challenge up there, and you can't hardly get a

skiff up there let alone a boat going [unclear 00:05:21]... you say, these here bugeyes and pungies... your square sail bugeyes, your square sail pungies. There's sharp sail bugeyes and square sail pungies, and you need experience getting in, can't tell them what they are into you go look the hull. Both got a log in the [unclear 00:05:51] room, they don't have a [unclear 00:05:53], schooner's got a [unclear 00:05:54], but you got a rail into her, here's a bugeye. Right?

In Reedville, I used to go over there to the railway and Carl Wise [?] built a bugeye for a guy. I don't know, he had two or three years... so Carl said to me one day, he called me into the office, "Let me ask you something, this means that a bugeye can't get into a boat [?] what's wrong?" You get me? What's wrong?

Now he's built this boat outright, and what's wrong? Why can't he get into the boat? I said, like a boat will take so long and this is halfway, the back end of the centerboard is supposed to be exact center of the boat. I said, "Well, you got the back end of the rail bad, that part of the boat, forward metal rail or aft metal rail. Centerboard? What centerboard? She ain't got one." [Laughter]. I can't get over that. Jesus Christ, I had to tell him she was supposed to have one.

I tell you. I don't get it. I can't think..[unintelligible] I said [unintelligible] had years, telling you the experience I've had in life. The last thing I had was a 106-foot long. I made trips on her by myself. Why? I couldn't get anybody to go with me.

**NP:** What kind of boat was it?

**DD:** It was an LCI [?] government boat, and she had twin diesels, six [unclear 00:08:22]. She had radar, CD, VHS, depth scanner [?], telephone, [00:08:38]. She had to work. But, I wouldn't have been able to bought something like that. I tell you what I gave for her. I gave \$7,000 for her. The man that I... when you still owe money on a boat, you got to carry insurance for her because of that. So I had insurance on the boat. That's \$9,000 a year. Pay little bit today, a little bit tomorrow, a little bit the next day. It was \$9,000 put down so that can be getting interest on it.

Anyway, I paid \$9,000 for three years. Had two accidents, one was over a thousand dollars and one was 900 and some. They never gave me a [unclear 00:09:38] on her.

So anyway, my daughter was bookkeeping up until [unclear 00:09:44] and he kept calling her and telling her my insurance was due. I said, "Don't say anything about no insurance, you let me do the talking to that dude." So anyway, he finally got ahold of me. He said, "Dan, your insurance is due." "What insurance? I ain't got insurance with you." "Yeah, you have," he said. I said, "No, you go insurance with me, I don't got none with you." You just forget that I'm gonna give you another \$9,000 and you only made my... what do you call it now, when you take off so much before they finish the bill, what they call it?

**NP:** Discount?

**DD:** Yeah, discount. And they make... that's one way or another. Anyway, he goes... and I said, "I'm not gonna give you another cent." He said, "You got to, because, he said, "you still owe money on her." I said, "I'm fixing all these damn [unclear 00:11:02] and we're going down to Salisbury right today for to finish paying her off." And I said, "Therefore, you'll never get another cent." So he finally went broke... Carl [?] had his engine insured for thirty-some hundred dollars, and-

**NP:** What did you use the LCI for?

**DD:** Freighting... I mean freighting grain and freighting [unclear 00:11:36] out of gravel. Now you see... I'm trying to say, you said it then. Like Elizabeth City, North Carolina; Belhaven, North Carolina; Engelhard, North Carolina to Norfolk or Baltimore or wherever. From down Elizabeth River, [unclear 00:12:09] to Salisbury. Cargo [?] from there to Baltimore or to Seaford, Delaware or wherever you had to carry... Cambridge. Continental grain... I run some continental to Baltimore, continental to Seaford, Delaware. Continental here, there and everywhere. Then you come up to and you arrive at West Point, run grain from there to Norfolk, from there to Seaford, Delaware, to Baltimore.

**NP:** And how long did you do that?

**DD:** 27 years.

**NP:** With the LCI?

**DD:** Yeah. No, no, no, no, no. Not with just the LCI. I did it with... part of the time I had a boat... she was built for a fish steamer, made a powerboat of her. She run the packet [?], they call it, in Baltimore, Salisbury for years. Her name was the Henrietta Frances. Henrietta Frances.

**NP:** Henrietta Frances.

**DD:** I run her for... I don't remember for how many years.

**NP:** Which one was first?

**DD:** Henrietta Frances.

**NP:** Mhm [affirmative].

**DD:** And this Henrietta Frances would carry about 7,000 bushels. The Marylander would carry about... well I had as much as 21,000 on her.

**NP:** The LCI was named the Marylander?

**DD:** Marylander, yeah. And Carl [?]. I bought her from him, he had her turned into this here freight boat to ... from an LCI. No, I'm wrong. She was an oyster boat in Connecticut where Carl bought her from. She was an oyster boat.

**NP:** Which one are we talking about?

**DD:** The Marylander. She was so far gone, he said you could step through her deck in a lot of places. He put a new deck and things on her, started her going.

**NP:** But this is after you had her?

**DD:** No, this was just before I bought her.

**NP:** Oh, I see. Okay.

**DD:** Just before I bought her.

**NP:** Do you remember about when that was?

**DD:** Yeah, about 18 years ago. Wait a minute, wait a minute... 18, 18... I'd have been in [unclear 00:14:58] about 16, and before 20, maybe about 20 years ago.

**NP:** About 1975?

**DD:** Yeah.

**NP:** And that was a World War II LCI?

**DD:** Yeah, yeah. You know, these fish steamer companies bought dozens of boats that Uncle Sam discarded, you know, and some of the prettiest ones you've ever seen. I ain't kidding you. And you're talking about tough. Some of them was tough. And these here LCIs and things, they were built out of like carbon steel. I don't think... it weren't as hard as carbon steel but similar to that, between ordinary steel and that. It was hard. We patched her like... two of Carl's boats run together and made a great big gash into the Marylander's side and they patched that with a piece of steel, and I wish you'd have seen what kind of rust [?] would gather [?] on that and what needed to be gathered [?] on the other one. And that was tough.

**NP:** Tell us about little bit about the Fanny Dougherty?

**DD:** Oh, the Fanny Dougherty? I thought she was a wonderful boat. No, a wonderful boat. I dredged her more and more and more, 30 years on her.

**NP:** And were you living in Tilghman Island then?

**DD:** Part time, yeah.

**NP:** But also here in Smith Island?

**DD:** Bought her while I was living in Smith Island-

**NP:** You did?

**DD:** But I moved to Tilghman Island. By the way, I bought her from Baltimore, I bought her from... I can't think of his name now, maybe I will directly as I go along. He lived in Crisfield but he was working in Baltimore down to Curtis Bay. That's where I bought her from. I traded this round stern that I built, I traded her and \$400 to boot for the dredge boat. So, I brought the dredge boat from Baltimore down there, I was living up there then, and my wife's sister's daughter, she was about 12 years and myself, I brought her from Baltimore down there, might as well say by myself.

**NP:** When did you move to Tilghman?

**DD:** I came back in like... I've been here nine years. 32 years... about 41 years ago I moved to Tilghman.

**NP:** And you still had the Fanny Dougherty when you moved?

**DD:** Oh, yeah, I dredged with the Fanny Dougherty, and well... like when I was dredging her, she was always hard out there.

When you get to dredging, she was laying there stone dead as we used to say, she wouldn't keep up. Alright, and you had to get someone from the middle of the deck to go pull the jib on her to get her to keep up so she could get ahead by herself. I get, okay, she ain't got enough sail on the front end on her, and her centerboard ain't quite far enough aft even though the center of the centerboard is supposed to be... I mean, the back end of the centerboard supposed to be dead center of your boat. And I moved the back end of the well, I had to put a new well into her, I moved the back end of the well back 18 inches and put a two foot long [unclear 00:18:56] in her and you would never know how much difference and she'd talk to you. She'd solid talk to you.

How come I think about that as much as I did? There was a boat named Susan May, the same model of her almost that a fellow by the name of Jim... I can't think of this name. They called him Jack [?], I think is what they called him. He sold her then... he was dead, he hung himself in the rig in Solomons Island. Why? They said his son didn't know, I don't know who done it, but he's gone. He's gone.

Anyway, he... that boat that he sold to this here [unclear 00:19:58] Deal Island, she would do I said the Dougherty would do after I changed her with a two foot long [unclear 00:20:13] and the well 18 inches. She do just like that. Her name was Susan May. He... that man, that Jack [?], they called him, him and I can't think of the other name... I finally bought the boat the other guy owned, I was talking to another guy up there in St Clements Bay and he went on the Maggie Lee, her name was. He was in grain and took her from St Michaels to Baltimore, said he could dump grain right in her hull and she'd never lose a drop.

**NP:** And this was a skipjack?

**DD:** Maggie Lee?

**NP:** Was a skipjack?

**DD:** Yeah. Yeah. I finally bought her.

**NP:** Oh, you did?

**DD:** They never did know it but I made \$7,000 on her.

**NP:** And you owned that at the same time as the Fanny Dougherty?

**DD:** No, yeah. Wait a minute, wait a minute. Wait a minute, yeah. And then I bought the Martha Lewis. Do you know anything about the Martha Lewis?

**NP:** I don't-

**PL:** Yeah, yeah, she's up to Havre de Grace now.

**DD:** Oh yeah, yeah, somebody by the name of Randall George owns her, a brain surgeon from Alabama.

**PL:** Right, uh-huh [affirmative].

**DD:** Well anyway, what was I talking about... I had her for about 12 years. And then I owned the Dougherty then and I sold the Dougherty to my son-in-law, and then I got this screen [?] boat and he said, "Why not sell the Dougherty?" and he bought half of Martha Lewis. He'd rather do that than own all of the Dougherty. So, we sold the Fanny Dougherty then, and had Jim, my son-in-law, Jim Tyler, who took over the Martha Lewis. I don't know how long I let him have all the money she made, boat parts and everything for six years or more before he died. Just before he died, I think it was, I gave him the other half of it, which he paid \$9,000 for the first half, well, at least the other [unclear 00:23:04], he got \$40,000 just right at the snap of your fingers, nothing to it.

The man who bought her, which was my son Russell's partner Willy Roe, bought it from Willy Roe, he gave \$40,000 but he sold it to this here Randall George for 30. Willy Roe was a good waterman -- and that is where it comes back to this here power and sail -- Willy Roe was a good waterman as a powerboat captain, but he weren't a waterman for a skipjack or sailboat.

Not like [unclear 00:23:45] Riley Wilson [?] and Russell. They're watermen. I don't know whether you know him or have heard of him or not, but Pete Sweitzer used to be the king of the road at Tilghman Island at catching oysters. Pete Sweitzer.

**NP:** Mhm [affirmative].

**DD:** You know him, do you?

**PL:** Yeah.

**DD:** Alright. He used to be king of the road. Russell and Riley Wilson [?] had made such a menace out of him that he changed the law. Oh yes, he used to... Pete used to go to the head inspectors and gets the law changed from like, okay,

let's put it this way... I don't know whether that's exactly right or not but... six o'clock in the evening is the end of your [unclear 00:24:48] oysters. If you don't get them out by then, you have to wait until next morning. Well, Pete said, "I want you to change...", maybe it was seven o'clock... He said, "I want you to change the time to six o'clock as end of the time to get out, if you don't get them out you have to wait until morning. Because Russell and Riley Wilson [?], instead of saving everything on bottom, it meant little oysters, whatever. The oysters grow [?] by three, three and a half, something like that. You're illegal if you save them that long, it ain't supposed to be that long.

Anyway, they still tore him up and he went to get the law changed back, so now he's going [unclear 00:25:46] to live with it. So, that's what they're living with today. They got another hour, it's what they done, to put them out from where Pete had it changed to. So that's where it stands now. But Russell and Riley Wilson [?], like... do you know Henry Reefer [?]?

**PL:** The blacksmith, you mean?

**DD:** Yeah, yeah. He had to quit altogether, didn't he, on account of his heart-

**PL:** Yes, he did. Yes, he did.

**DD:** And everything? Okay. He was one of the finest men I've ever met.

**PL:** Oh yeah, why's that?

**DD:** Well, he knows how to tie a boat to the water, ain't never did charge me a cent. He done work for me. Always paid him, of course, but he was always ready to help you anyway. Yeah? They won't accept him in the Masons.

**PL:** What was that?

**DD:** They won't accept him in the Masons.

**NP:** The Masons.

**PL:** Oh.

**DD:** Got me? There's only one guy... I'm a Mason. I ain't got my ring on me now. But anyway, there's only one guy who kept him out. He knew who it was. He still ain't never make [unclear

00:27:15] I know. I reckon he sold that place of his, he's in bad shape now so maybe his memory ain't too good.

**PL:** Well, it's... he can't talk, he can't talk very much.

**DD:** He can't talk?

**PL:** Yeah.

**NP:** He had a stroke.

**PL:** Right.

**DD:** Oh, he had a stroke?

**PL:** Right.

**DD:** Oh dear. He was nice though. Real nice.

**PL:** Did he just do your work on your dredgers while you were up at Tilghman?

**DD:** Oh well, I went [unclear 00:27:45] there, and he work on my dredgers. Okay, thing about dredgers-

**PL:** Mhm [affirmative].

**DD:** I told you a while ago, always on the leeward [different pronunciation] side... leeward side as I should have put it, we just say leeward [different pronunciation] ... the leeward side of the dredge boat, the dredge always comes on the back. You put a stick into her and do like that and she comes upright. Okay? Right down there to the foot of this wharf, there used to be a blacksmith shop there. His name was Ed [?], he comes from farmland. He could make good catching dredge or fairly good, I'd say that. Anyway, there was another blacksmith on Tilghman Island, his name was [unclear blacksmith name 00:28:38]. Spelled like [unclear 00:28:48]. He comes from Holland or Belgium or some place over there. Anyway, this is what I want to show y'all. Look what I want to show you. Ed's neck, we call it, on the dredge had about so much crook to it. And this dredge would always come on the spot, you'd have to turn it with a stick. Okay? [unclear blacksmith name], he had a crook on it about so, and they would never come on her back, you got me?

**PL:** Okay.

**DD:** Never. I don't know what you've done, she would never come on her back. I lost one of my dredgers and I got [unclear blacksmith name] to make me a dredge. Okay? We will say, this

dredge was so wide, and I told [unclear blacksmith name] to what I wanted him to make a dredge that wide. He said to me, you know, [unclear 00:29:59] say anything back to you, it's your own game. "Dan," he said, "you don't need a dredge that wide." Said, "you cut that much off of her and the round into her, the throat they call it of the dredge, you make that deeper and cut six inches off of her so you catch more oysters." Listen now what I want to tell you. Every time that Ed dredged, which was always a good dredge, every time that you'd catch three quarters of a basket full, that [unclear blacksmith name] dredge would follow a basket up and stay on [?]. I don't mean that ain't one leg [?], we call it a leg on the boat. That ain't one leg after all day long. So, I don't know why that dredging guy [unclear 00:31:05].

**NP:** I don't blame you.

**DD:** He was a blacksmith in this world, made his own rigging to make his [unclear 00:31:11] and everything. He was good.

**NP:** He was on Tilghman?

**DD:** He was just... well, in fact, let me get this straight now... oh, he was just above the bank in Tilghman now, his place is. He said he built the whole thing, his house and all. One little [unclear 00:31:28] to help him. He done the whole work. I still believe... if you ever had the chance to try this, you might do it. I still believe them porch boats that he got... you know [unclear blacksmith name] was supposed to have a lot of money, and then when he died, they could only find \$7,000. I still believe his money is in the porch boats. You got me? He built it, he built it all hisself but I still believe his money is in the porch boats. Sure do. Hey, I like him too. When I went to buy the Marylander, I couldn't scrape up enough money to get it. So I went here, there, anywhere to buy it-

**[end of interview]**