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planer, and a bandsaw out of the money he received by selling the Manzanita.

He soon began bidding on contracts and his business grew. Initially, he started out building skiffs or anything else he could find to build. His reputation spread and he was soon building an eleven ton tugboat called the Fawn. This particular tug had four by four oak frames that to be bent on the bending table with block and tackle. Beginning in 1906, he built the Bonita, a forty foot cutter which is still sailing in San Francisco Bay. Later in the same year, he built several sailing schooners, a sixty foot cruiser, ^{and} two thirty-six foot pilot boats for use in the Hawaiian Islands.

My grandmother had moved to Vashon with her family who operated a farm on Maury Island. She delivered mail in order to earn extra spending money. Weekend mail deliveries to the island used to be so voluminous that she would have to employ the use of a wheelbarrow to transport her heavy load from the Burton dock to the local post office. One day, when Gramps was visiting the island and happened to be walking off the dock, he noticed her pushing the wheelbarrow and offered to help. They were married two years later on January 1907. After they were married, Gramps's small boatbuilding business was in full swing and he continued being self-employed for the next ten years.

"The small boat business went to pot in the First World War

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so I went to work for Puget Sound Bridge and Dredging. They was buildin' a couple of four masted, blad headed schooners with diesel engines in 'em. I was kind of the a lay out guy when I first went to work. They had me mouldin' frames and layin' out the ceilin'!

"One day they was puttin' in an afterhood. They came and told me it wouldn't fit, so I went in there to see what was the matter. I thought the bevel taker, workin' for me, might have given me the wrong dope. Anyway, I went back in there and noticed they had their gear on wrong. So I slacked the clamps off and I told 'em they had to use canton pieces. I twisted her down and she fit like a glove.

"There was about six men in this plankin' gang and they were all standin' around watchin' me and so I told 'em, 'You see how easy it is? I can do it alone! There's all you guys here and it ought to be easy!

"This one guy says, 'I don't give a damn!'

"I answered, 'You don't? If you don't care, you can go to the office and get your time and get the hell out of here!'

"'I don't have to for you! You son of a bitch!', he answers."

"I hauled off and knocked him ass over teakettle. Then, when I got him up, I kicked him in the ass and gave him a shove. The rest of the plankin' gang started for me and I grabbed a dog and I said, 'Damn you guys! If you touch me, I'll knock your god damn heads off! You god damned guys get to work or

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else you'll all go out of here! The whole damn bunch of you!

"After they started back to work, I was goin' out. This
guy I had been shovin' ahead of me along, grabbed a slick that was lying

along the keelson and he said, 'I'll cut your damn guts out!' as he rushed for me.

"I hauled off and hit him with my right hand. I knocked him out! He was unconscious for two, three, four, five minutes, at least. So, by god, I had to wait until he come to.

Then I picked him up and I told him, 'God damned you! If you come back here again, you'll get it worse than you did now!' and so, I shoved him down the brow of the ship, where we haul the timbers in. And that was the last I saw of him.

"I returned to lay out some more stuff and here come the big boss and he asked me, 'Who hit that man?'

"'I did!'"

"'What in the hell did you hit him with?'"

"'I hit him with my fist. What the hell did you think I hit him with?'"

"'I thought somebody hit him with a club!' the superintendent said to me."

Gramps remained silent for a minute or two and then continued, "The guy I hit died about three days later and do you know what?"

"No! What did they do to you?" I asked, expecting to hear Gramps explain how he was charged with murder or else fired.

"Linderman, the president of the company, said, 'That's the

kind of bosses we want around this damn shipyard! Let's make that man top boss!" I was made outside superintendent, handling the whole thing. I was in charge of all the shipwrights, the fasteners, and all the lay out men. After that incident, when those buggers seen me comin', they was diggin'!! They wasn't monkeyin' around."

"Was that your first superintendency?"

"That's right! And from that day on, I was superintendent of all the yards I ever worked in for the next forty years. I was top boss in them days!"

"How long were you superintendent at Puget Sound Bridge and Dredge?"

"That was in about 1916. I only worked there for three or four months."

"Why didn't you work there any longer?" I asked, curious that he might have been involved in another fight with the men.

"Well, before, when I was workin' in my shop on Vashon, I'd promised a couple of businessmen who were starting a ferry service that I'd build 'em a passenger vessel about 106 feet long. That was the Manitou. When they got ready to build it, they came over to where I was superintendent and insisted that I go and build it, because I'd promised it. So, I quit the Puget Sound Bridge and built the Manitou.

"That was the last boat I built on Vashon. It took us about six or seven months to build with five or six other

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workers helpin' me.

"They were going to build it like the ones that had been built before," Gramps continued with his story about building the Manitou. "They were designin' the other passenger vessels too sharp forward. Them other steamboats on the sound didn't have enough room on the fore deck and didn't have enough flair forward. So, I made her full on deck and with a flair. Boy! Was she a honey!"

"The Manitou is still around, isn't it?" I remembered seeing a recent picture of her in one of the local newspapers.

"She's moored over in Lake Union in Seattle. She's one of the last ships of the famous, old mosquito fleet, that is still floating on Puget Sound to this day! What do you think about that?"

"I think that is remarkable, Gramps. But, of course, you are a remarkable person."

After the Manitou was delivered to the Vashon Navigation Company, Gramps began looking for another job. A friend of his, a naval architect who had five, five-masted schooners to design for a group of investors, recommended to them that they hire Gramps to supervise construction of their ships. Gramps was soon offered the task and he accepted. He began by helping design the schooners and by fashioning half models. He then supervised the building of a shipyard in Port Blakley.

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Harbor. He layed out the yard, constructed three sets of ways, built a mould loft, and installed machinery when word reached him that the yard was going to close. Apparently, the investors and the person who had acquired the contract to build the five schooners could not reach an agreement. Each party wanted 51 per cent of the profits and neither would yield.

Even though this enterprise failed to materialize, Gramps's shipbuilding career was just beginning. He next went to work in Seattle for Elliot Bay Yacht and Engineering Company, which specialized in repair work and in building small fishing boats and barges. After organizing this yard, the owner asked him to lay out and supervise the building of a shipyard on the Duwamish River to be called Elliot Bay Shipbuilding Company. When the yard was completed, the company was awarded a contract to build five cargo ships for the Swedish government. Gramps took over the superintendency, set up five sets of ways, lofted the vessels, and began construction.

"I quit Elliot Bay because I wasn't satisfied," Gramps was explaining to me one afternoon. "I had been invited to visit Captain Anderson, who owned Lake Washington Shipyards, at his home. We made a deal and I went to work for him.

"I launched the first ocean going vessel on Lake Washington on July 3, 1918. She was a 280 foot steam vessel that was built for the French called the Osprey."

"How did you know how to launch ships of that size?"

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"Hell, I'd been in that launchin' business workin' on big ships for Ed Heath and those kind of people. I had experience that a lot of them guys in those days didn't have. I was used to big ship buildin' on wooden boats before all this happened."

"When you went over to Lake Washington, was the Osprey just waiting to be launched?" I asked, trying to understand the circumstances surrounding Gramps's arrival at the other shipyard.

"No, When I went to work for Captain Anderson, the Osprey was just framed up. We finished her and I was given the task of launchin' her because they had never launched a boat that size before. After we successfully launched the Osprey, I finished the Olie Ander,^{and} launched her, set up two more ships before returning back to where I started!"

"You mean you returned to Eliot Bay Shipbuilding and quit Lake Washington Shipyards?" I asked astonishedly.

"They offered me a better deal and I thought I should go back and finish what I had previously started. So, I returned and launched the five ships that I had originally lofted when we first started that yard."

"Do you remember the names of any of those ships?"

"I launched the Trolltind, the Semeltind, and three other sister ships. In fact, the last one we built and launched was a five masted schooner called the Beyanka. The others were motor ships we was buildin' for the Sedes or the Norwegians."

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"Were you superintendent there too?"

"What in the hell do you think? I had 150 men workin' for me and we used to plank one of them 280 footers in eight-teen days! How 'll that be?" Gramps answered with a thrill.

"Were those the only ships you built at Elliot Bay?"

"After the big ships, we then had fifteen barge type vessels to build. We had 'em lofted and the frames all sawn, but the War ended and the Government cancelled their contract."

"What happened after that?"

"The yard closed down and I went to the Philippines to build some tugs."

Gramps was about ready to continue with his narrative, when I interrupted him and asked, "How did you get that job? What is the story behind your project in the Philippines?"

"Ted Garry, a naval architect, had a job designin' some tugs for Washington Iron Works to be used in the lumber industry in the Philippine Islands. He asked me if I'd go down and supervise the construction of these vessels and I said that I would."

"I went into his office one day and looked at his design and told him, 'Hell, that's no good, Ted. That design is meant for inland waters. Down there, in the open sea, you need a different kind of a vessel!' So I helped him design the tugs, practically did the whole thing myself."

"Before leaving for the Philippine Islands, I went down to

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Oregon and picked out Port Orford cedar for the plankin'. Flo and I booked passage on the Elkhorn and I shipped on as ship's carpenter for the passage. We left Seattle in September 1919 and returned two years later in September 1921.

"While I was down there, we built two 80 foot tugs with a twenty foot beam for the Cadwater-Gibson Lumber Company. Then we built three log barges 150 feet long. The last year I was there we built a dock into the China Sea and finished a sawmill on the west side of Bataan. Somebody told me that one of the tugs we built is still in operation down in the Philippines."

"What made you decide to return to the United States?"

"Two or three of my friends had died of black fever, so I decided to return to Seattle before I got the lousy crap!"

"Is that when you became superintendent of Lake Washington Shipyards?" I asked since that was one of the stories I had always remembered hearing about.

"No. Before that, I had a third interest in Lake Union Drydock Company. I bought the land where the Lake Union Drydock is today with my own money! I wanted to take contracts, but my other two partners didn't want to take any chances. Instead, we built a dock and had a floating drydock. We mainly did repair work.

"In the meantime, the company, Lake Union Drydock, bought Lake Washington Shipyards in Houghton. By that time, I got tired of my partners and sold out. A fellow named Burkheart

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bought Lake Washington Shipyard and made me superintendent. So that's when I worked for Lake Washington for seventeen years and built it up into a real competitor. We made Lake Union look like a bunch of monkeys!" Gramps said with delight.

"That is something else. What was your specific job then?"

"Hell, I was the boss! What do you think? I had close to 300 men workin' for me and we were busy every year. I was running the whole damn business. How 'll that be?"

After Gramps was in a more relaxed mood, after my last question, I then proceeded with another, "What boats, or I mean ships, did you work on while you were in charge?"

"We built three ferries for the Kitsap County Transportation Company: Kitsap, Bainbridge, and the Vashon. We built cannery tenders like the W.B. Fouchey. 300 motor ships like the Northland. We rebuilt large vessels like the converted ferry boats the Chippewa and the Kalakala, sponsored out the Iroquois. I designed two tugs and we built the Go Getter and the Alco. Built a steel survey boat for the Army Corps of Engineers called the Robert Grey. Built over sixty double ended gill netters. Rebuilt the steamship Baronoff. Built two luxury yachts for the author Stewart Edward White, including one I designed called the Kuru. Is there anything else you want to know?" Gramps asked humorously.

I was so startled at Gramps's ability to recall the names and details of ships he built that I was unable to think. I

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did propose another question, however, "What ships do you remember best or did you like working on the most?"

"I really enjoyed working on the Iroquois. I lofted her when we sponsoned her out. Had to do it in three sections because she was so long. I had to overlap each section. Now that was a pretty tough job of loftin' and I done it!

"We gave her a wider beam, that's what sponsoned out means in shipbuildin' talk, and converted her into a ferry with staterooms instead of a passenger vessel. I made all the detail drawings of the staterooms besides doin' all the loftin' work.

"We put in 65 staterooms and a couple of special ones up forward in three days 'cause it was all made up ahead of time, the whole damn business. By god that's the truth too! Previously, we had made up all the staterooms, hung all the doors, everything was painted and varnished, all the panels were installed, all the heating, electrical, bunks, everything. The whole damn thing was all done ahead of time while the steel work was goin' on. It was my idea to do it that way! They'd never done that before on a ship and it was a success!"

"Do you remember any others you especially liked?" I asked after we had thoroughly discussed the shipbuilding techniques involved on the Iroquois job.

"The Chippewa was another job that was interesting. We rebuilt her and made a ferry out of her instead of a passenger vessel. I done all the detailed drawings of her interior and

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and lofted the son of a gun myself!"

"Who designed the interior?"

"I did! Who the hell else do yah think was going to do it?"

I designed the whole interior of the Chippewa!"

"I mean where did the ideas come from for the interior design? Who determined what the interior was going to look like?"

"I always used to look at all the boats I ever travelled on and I would always look to see how they were finished on the inside. I doped the whole damn business out on the Chip-

pewa. That's my idea of how an interior should look. Some-thing like the old steamboats with dark mahogany panels, brass work, and plenty of detail."

"What was your least favorite job? Which job gave you the most difficulty?"

"The Kalakala! I worked seven days and seven nights without sleep to get her finished on time. That was the toughest job I ever had in my life. Had a lot of subcontractors who didn't get their jobs done by the deadline. In those days we worked on penalties and had to make our deadlines."

"Anyhow, we had the pilot house built, but the subcontractors dian't have the doors made. So, the very last night we was workin', we had to make some doors: fit 'em, build 'em, paint 'em, and installed so she would look shipshape on the trial run that was scheduled for the next day. Jesus Christ what a job!"

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"All the stair rails goin' up the stairs, they failed on that. I had to do somethin' else in a hurry on the last night. When we got through, about an hour or two before we took the trial run between Seattle and Bremerton, I could hardly walk. I was crippled. Seven nights and days, never slept a wink. I just about killed myself. That knocked me over. I wasn't worth a damn for six months. It just about knocked me to pieces!"

I let Gramps pause to reflect on the experience he was describing before proceeding with my next question. After relating one of his stories, he usually sat and meditated for awhile before he would be ready to resume again. "If that was your worst job, or the one you disliked the most, what do you think was the highlight of your career?"

"Highlight of my career was launchin' the caisson over here in Winslow. You see, when I finished at Lake Washington in 1939, after bein' superintendent for 17 years, they hired me to launch a giant drydock gate and then take over as superintendent of the yard. They called me over to set her up and I launched her and made a success of it. Everybody came from everywhere to see how it was going to be done. People come from everywhere to see that thing launched because they thought it was impossible to do!"

"She was the only one that was ever launched that was fully complete. A lot of 'em build 'em half way up because they're so god damned high and so narrow they're afraid it

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will capsize on the ways. Then they finish 'em up when she's in the water. Hell, I wasn't afraid she was goin' to topple. I knew what I was doin'!"

"How big was the caisson?"

"She was 1750 long tons, about 50 feet high and only 29 feet wide. She was a big, heavy thing, and a clumsy thing, and a lousy thing to handle."

"How in the hell did you ever do it, Gramps?" I asked, employing some of his shipbuilding language.

"Well, I came over to Bainbridge Island to do the job. I went to Al Copp, the general manager who hired me, and I said, 'Al, have you got any plans about how you're going to do this?' He said, 'Hell, make your own plans!' So, I went to work and done it."

"Did you have to make a plan of the launching operation?"

"Hell no! The Navy wanted a plan of it. They were worried about how we were going to launch it because we built it with 550 tons of ballast in her so she wouldn't lean over. You see, we had valves that weighed about three tons a piece installed clear up to the top. That was better than fifty feet high. We also had all the heavy hoses fastened in her to flood the drydock with."

"They told me I had to have a plan of it and I said, 'To hell with the plan. I don't need no plan!'"

"How did you ever do it without a plan?"

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"It was simple as hell. See, I didn't put in a straight ways because she drew 24 feet of water when it was launched. Instead, I put a curve in the ways: a crown like a deck beam, 4½ feet to about a 450 foot long set of ways. I had to loft the whole damn thing in three or four sections up in the loft. and when it came time to cuttin' the piling that extended about 400 feet out into the bay, I had to get a transit and line 'em up. Had divers puttin' in the ways under water. We started up forward and had to keep the curve goin' all the way down into the water. If I hadn't done that, the caisson would have gone out into the bay nearly twice as far, if I'd made the ways straight.

"When it came time to start packin' her up, I knew what I was doin'. I had two inch rods goin' across from the ways to the keel. You couldn't get nothin' under the keel, except them cross bolts we used to keep her from spreadin'. Had to use 150 thousand feet of lumber to launch her. I had big timbers supporting the deadrise. That thing was sixteen feet above the grease where I had her packed up. Everything was sittin' plum. Had everything fittin' perfect so there wasn't an unequal pressure. The naval architects thought we needed poppets up forward!"

"What are poppets used for?"

"Poppets are big shores used up in the forward end so she can't come down when she goes into the water. They think

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the minute she hits the water, she's goin' to lift. But, she don't unless she's goin' down a straight set of ways.

"I told the architects, 'The son of a bitch is goin' to have a rollin' motion. Just like a ship goin' over a wave. The damn architects don't know nature. Good Christ! I know nature. She was goin' down on a roll because I had built a crown in the ways!'"

"So what happened when you launched her, Gramps?" I asked with anticipation.

"Nothin'! Everybody cheered when she went in. You see, when she rolled down, she kept rising up in the water. It worked fine because I didn't use any poppets. You get somethin' goin' down there, quite fast, first they go down and then they rise up after they hit the water. Then they go down again, just like goin' over a wave. If it has a rollin' motion, she keeps on goin' until she gets waterborne. Then she straightens up, after she's afloat. But they don't see that! I'm talin' about nature now. They haven't got that kind of brains, cause they never done it before. These naval architects, hell, they make me laugh."

After the caisson was successfully launched, Gramps moved to Bainbridge Island and began building his own boatshop. He remained superintendent of Winslow Marine Railway and Shipbuilding Company for the next two years. When Gramps left Lake Washington Shipyards, he brought a lot of work to the Winslow

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yard as ferry people came over to Winslow to have their work done.

World War II created an era of considerable shipbuilding activity in the Puget Sound region and Gramps was in the middle of it. He was hired away from the Winslow yard to start a new shipyard in Bellingham to be called Northwest Shipbuilding Company. Within six months after his arrival, the new yard was built, eleven sets of ways were erected, and five 160 foot freight and passenger vessels were sitting on their ways waiting to be christened.

Laying out and building the yard from scratch, developing a hard working crew, lofting the vessels and building them within six months may have been a record. But, the remarkable feat was the launching he performed.

"I was on top of the grandstand with the owners of the yard and with Governor Langley. I took off my hat and waved it. This was the signal to blow our steam whistle. The fellows under each ship, when they heard the whistle blow, hit their triggers and all five ships were launched simultaneously: they all hit the water at the same moment.

"It was a beautiful sight! That's the only kind of launch-in' to happen like that in the whole country. That was something unusual. Hundreds and hundreds of people were there to see this happen because it never happened before.

"When the ships hit the water, a flock of geese flew over

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in "V" formation and this symbolized good luck!"

Immediately upon launching the Army freight and passenger vessels, Gramps laid the keels, on the same set of ways, for five Micki-Micki tugboats, 160 feet long. Within less than thirty days, the tugs were framed and ready for planking. The six remaining sets of ways at the Bellingham yard were the location of six, 160 foot freight and passenger vessels that were being built one along side of the other and all at the same rate of progress.

Before these six freight and passenger vessels were finished, Gramps was offered another superintendency. They needed somebody to oversee construction of five freight and passenger vessels in Anacortes and Gramps was selected to organize that yard.

"There wasn't nobody that knew a god damned thing about it, but me! Hell, they were all a bunch of greenhorns. Didn't know a damn thing about buildin' ships or fixin' up a ship-yard. We had a bunch of guys workin': they were all a bunch of rookies from the woods, loggers and all that junk. They were havin' troubles gettin' things built because they didn't know what in the hell they were doin'! I went down there and set up the last big barge they was buildin' and started the five freight and passenger vessels.

"We had 'em all lofted and the moulds made in Bellingham before I went to the Anacortes yard. The moulds were shipped

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to the yard at Anacortes and we built all five vessels within a record time. An inspector for the government said I built them cheaper than any of the rest that were built in the whole country. I done it for over \$100,000.00 cheaper than anyone else who had built those kind of vessels in the whole coast. I had the system for settin' 'em up. It was ordinary to me, it didn't mean a thing. It was just ordinary work like I had done before!"

Gramps left Anacortes in 1944 and returned to finish his own shop on Bainbridge Island. The demand for wartime production had ceased and he wanted to get away from shipbuilding in large shipyards and have his own little boatshop.

He and his sons-in-law built the original shed of his shop during the latter part of 1944 and during the early months of 1945. Originally, they were going to use part of the shop to build a 75 foot schooner that Gramps had designed for the family's use, but nothing came of the enterprise and instead Gramps started his own business at the age of sixty.

His "peanut stand", as he affectionately calls it, kept him busy over the next ten years. When he was not called down to the local shipyard to supervise a difficult task or help figure out a bid, he contracted his own work. Initially, he built fifteen clinker-type dinghies for the Coast Guard to be used on their larger vessels. He built rowboats, sailing prams, cruisers, and when I got to know him at age seventy he

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was built as 33 foot gill netters. When he wasn't busy with new construction, he was busy hauling boats out on his old fashioned, wooden ways and repairing them. His ways were always occupied and people were continually after him to work on their boat; whether it was a major rebuilding job or a simple patch job.

People flocked to his house to seek advice about boat-building techniques, consultation on modification of some aspect of their design, or instruction on sailing their boats. He was always available to share his profound knowledge and vast experience.