F129-6A

1/14/69

Paul Hensel, interviewed by Karl Kortum and Harold Huycke, at his home: 62 Peabody Street, San Francisco.

Load under cranes in Fort Bragg, Albion, Crescent City. With ship's gear in Eureka, Columbia River.

Size of loads -- off flat cars (load on flat car dictated size) (tape)

"Aberdeen dolly" (see tape)
"Raymond jack"

String of steam schooners
barbound -- go out in procession and look at bar and steam back.
Half a dozen, Gray's Harbor or elsewhere.

Picture # 5
Put 4 x 5 underneath -- "stick it" or 3 x 3 or 1 x 4 (built it up -- 3 or 4 1 x 4s -- so splice in sling doesn't catch when being hauled out).
"That's rough piling"
PORT ANGELES-- MULKILTEO had 90' booms.

Discussion of warping in with booms "wung out" so could discharge with own gear even though were outside ship (with 90' booms)

"rough piling"
"You start outside and work back to the ship" "Boom wung out as far as it will go."

Depending on room a couple of men might push hanging load out (away from ship) so wasn't dropped plumb. Gain more space on wharf.

Haystacking -- best done with a friction winch.
"Just let the offshore winch go -- whssssh -- you fly over there -- maybe forty feet" (tape)

"Main thing is keep it straight -- fore and aft with the ship -- goes out forty feet."

"You can do it with 'cork' winches, too, but friction winches better."

"You just drop it any old place -- you heave the sling out, the load toppled over -- just dump it, that's the way it works with hay stacking. No sticking."

"Former days they all had friction winches."

"The big ones with two gears to one hatch and one aft -- DAISY GRAY, JOHN C. KIRKPATRICK, had what we called "cork winches"-- moving cylinders on some. The winch driver had to know them too. With them he didn't have steam under his foot any more. It was all in the handles."

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