

Conversation with Henry Brammar, 7/29/74, at Maritime Museum with K. K. and Bill Anonsen, rigger on the FALLS OF CLYDE, whose great grandfather was master of the steel bark, PERR UGLAND of Arendal. Young Bill spent part of his youth in Arendal before his family moved to the U.S.A. . . .

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There were only twelve men in the fo'c's'le of the FALLS OF CLYDE when I was there, reduced from sixteen. She didn't carry a sailmaker, bosun, or carpenter, either.

So when Captain Engalls wanted to lay a new poop deck, he hired a carpenter for that trip. The new deck was laid on top of the old—it is a double poop deck.

Captain Engalls worked on the poopdeck himself, along with the carpenter. It was mostly done at sea.

Me and the Norwegian sailor, "Stavanger Ole", were busy in the meantime down in the 'tween decks sewing sails. Captain Engalls led the work on that, too. But when the weather got worse and seas started to come over, the hatches had to be closed. Captain Engalls told us to go help the carpenter on the poop.

"Stavanger Ole" was also in MARION CHILCOTT. To look at Ole, you would say, "There's a real old Norseman." He learned sailmaking in a sail loft in Stavanger. Ole didn't stay very long in any vessel, due to the fact that he liked his booze. I was with him later in the Charles Nelson steamer MARSODAK. The captain gave him all the canvas work to renew—the dodgers around the bridge, the ventilator covers, and the like.

The new deck for the FALLS OF CLYDE went down very efficiently. Captain Engalls had a roller to roll the oakum into the seams, for instance. He was a man who knew exactly how to start a job; he was very keen, up to the mark.

In our first passage from Honolulu, we were but a few days out when we came in sight of a steamship steering the same course as we were. We were bound for Frisco with a cargo of molasses. It was in the spring of the year and the northwest winds were coming out strong from the westwards. Day after day it blew hard, and we, having our bottom clean, went through the water with nothing to stop us. The steamship was the SIERRA, one of the Spreckels line ships. We sailed abreast of her for two days. If the wind had kept up we would have been in the same day as the SIERRA. But she got in the day before.

If you knew how to handle vessels you could get time out of them—that's why I admired Captain Engalls.

He was also good with the palm and needle and he was good with the carpenter's tools.

