

*Dick Hansen, birth  
January 11, 1923*

**Dick Hansen, Interview II** *1st Interview*

**By: Roger Sherman**

**July 11, 2000**

**This interview was done at the home of Dick and Faith Hansen, 2648 El Sol Pl., Coupeville, WA, 98239. Their home is in the Sierra development, off the West Beach Rd.**

Roger—Some of the paper work that you have there shows that the dock was built in 1905.

Dick---Yes, you know that's interesting because the tide lands, and there was 4000 feet of them in front of that town that I got with the dock. Could not be purchased until after the state became a state and the state was a state in 1889. So those tide lands are from before 1889 and probably came from the federal government. I don't know. They would have to have been owned by somebody before the dock was built. Now, I think probably they went with that other dock, the Robertson wharf. Maybe they were bought with that dock when that was built, which was before and whoever built my dock at Coupeville, purchased those from the Robertson Wharf people or maybe they were the same people, I don't know, that built the present wharf. The tide lands would have to be transferred over to the Coupeville Wharf from somebody and somebody else would have had to have bought them before the state was a state. They were older than the dock.

Roger—When I was on the Port District, that was in the 80s, we were leasing where the dock was sitting. I don't think you could call that tide lands, but we were leasing that part, where the present dock is sitting, from DNR (Department of Natural Resources). Whether we actually owned the tide lands there or not, I don't know.

Dick---You wouldn't have much to own except the Alexander Donation Claim piece up at the head of the dock, up at the shore. The rest of it is all tide lands, first and second class.

Roger—Ok, how do you distinguish first and second class?

Dick---Let's see, the tide lands that the dock owned went from the meander line out to mean lower, low level and beyond that the federal government owned it. But the state didn't own any tide lands in front of Coupeville because the wharf owned them. Outside of Coupeville they owned the tide lands out to mean lower, low water from the meander line, the way I understand it. But in front of Coupeville because these tide lands were bought before the state was formed they came and they were the kind that the state would not sell later on. But before the state was

a state, they were acquired in some way and they go out to mean lower, low water from the meander line.

Roger—Yeah, It goes from point to point, wherever their survey points are.

Dick---And it's out in the water some places a little bit and some places it isn't.

Roger—The interesting part here on these two pictures, the historian Theresa Trebon that did all the work for the reserve. She came across these and gave me copies and this shows the water front in 1930 and this one shows it in 1909. In 1930, this is the wharf here and they've got it cut off so they could tuck it into the picture.

Dick---Four hundred feet out, yeah.

Roger—And this shows the old livery stable. Now look at this one though. Same dock, livery stable and this shows a dock here and it shows this and the old Robertson dock. Now that doesn't make any sense to me. What they say about the old Robertson dock is that it was in a U shape so that you could go out and come back in and the horses didn't have to back up. I have a picture of that dock. I have three pictures of it now. One is from the water and there is no U shaped dock there. So that is one of the mysteries that I have to try to solve. Have you heard anything?

Dick---No. This is so far before my time that I don't know anything about it. I just knew that there were stubs of piling sticking out there a long time that finally eroded away and that's where a dock was and I thought that maybe there were more than one but I didn't know just where they were.

Roger—Now George Hesselgrave said that there were some pillings here and he gave me the name of the guy that used to build boats there. But I got the impression that this dock didn't go out all that far.

Note: We are talking about the area adjoining the livery on the east side.

Roger--But this shows the dock still being there in 1909, the old Robertson Dock, after this one was built. Maybe it had been abandoned by then. I don't know.

Dick---They may have used some of the material from that for this. Who knows. They may have bought that if it wasn't used anymore. Maybe they bought the dock and transferred the decking over to this one when they built it. You'd almost have to ask those old timers and they're not around.

Roger--There was a lumber mill and they did, the Lovejoys, did build boats there. There was another dock down at Snakelum Point. I've got some information on that too. But that was kind of a bad one. They didn't build it high enough and an extreme

high tide came in and floated some of the timbers off of it.

Dick---You know the wharf itself on a west wind and a good high tide, the waves were slapping in underneath there in those stringers on that present wharf.

Roger--Yeah, I went down there on a twelve foot tide. Do you remember looking at it on a tide higher than a twelve?

Dick---No, twelve is about as high as it gets, although you have storms that might put another foot in there, you know, a SE storm, and hitting 50 and 60 miles an hour can push a lot of water into that bay and raise it a foot above the extreme and I think twelve is probably the extreme, twelve and minus four. The boats are on the bottom on a minus four and there's about four feet of water on the face of the dock.

Roger--For awhile, they were dumping a bunch of mussel shells over there too, which didn't help very much. We finally stopped that.

Dick---Well they are not doing that down there anymore, are they?

Roger--No, they're working, right now, off the mussel rafts, so all that debris is going out in the bay where it belongs.

Dick---They have a couple of scows.

Roger--Ah, I didn't bring my notes with me, but Elmer Calhoun bought that dock. I think it was 1914, 13 or 14, but I don't have any records of when you bought it from him.

Dick---It was about 50, 1950 because we were married in 48 and I worked for Boeing for a year and we came up here about 1950.

Roger--Your wife says 49.

Dick---That's why she ought to be in on this thing.

Roger--You don't have any of the original paperwork when you bought it, just when you sold it?

Dick---No, at least I can't locate it. I don't know where it would be.

Note---Looking at the paper work for when Dick sold the dock.

Roger--Archie Edwards, Trevor Roberts and Stanton Coffin.

*Original Port Commission*

Dick---That goes back aways huh?

*??*

Roger--Yeah, that's not too long after the Port District was formed. It's a good thing it was. Over the years they used the tax money to rebuild that thing, but that probably would have been condemned if the port had never been involved because the expenses are just too much.

Dick---Who else do you think I would sell it to if I didn't sell it to them too, so you can see to me, it was a pretty good deal too. I don't know if I agree on all of the tax money that's been spent on it.

Roger--Well, there's a lot of people that don't. It's kind of like keeping an old horse alive. It's the same type of thing.

Dick---I could hardly afford to keep it there. The public can, I guess.

Roger--Well, now it's a tourist draw, so I think they can warrant it from the stand point that it does help bring funds into Coupeville.

Roger--Tell me about the screening plant.

Dick---Well, when I came up there, when I first got the dock, why it had a little screening mill in there that Elmer Calhoun had installed, I guess. I don't know where he had gotten it, but it was just a small mill. I was kind of associated with Lilly Seed Co. through my father in law who was the president of Lilly's at that time and they were interested in raising grass seed up in this area. Right at that time alta fescue was in its heyday.

Faith--Well, this is Elmer's.

Dick---Elmer's warranty deed?

Faith---I guess so, so now Abraham Alexander.

Dick---Yes, that's for the property at the head of the dock, I guess.

Note---We are looking at Elmer's warranty deed.

Roger--October 1928.

Dick---So somebody else must have owned that.

Roger--I think we have another mystery going.

Dick---Maybe it was Alexander that owned the dock after it was built in 1905.

Roger--Well, Alexander then must have purchased it from the group of people that built it. I'll have to look that up again, but I think it said that it was 1914 when Elmer

Calhoun bought the dock. If you bought it in 49, that would mean that he owned it for 35 years.

Dick---The way this is worded is that this is a certain tract of land lying North of the county road and etc. and etc. and between that certain tract of land deeded by the grantor herein to Harry K. Starks and etc. and etc. and that certain tract of land deeded by the grantor herein to Elmer Calhoun. So this was a piece of land that Elmer bought later that adjoins land that he already had.

Roger --Ok, so probably he did already own the dock. Which side did he buy it on?

Dick---This couldn't be the one in front of the warehouse because Elmer's other land would not adjoin it. Whatever land he bought there, adjoined the land he already had, according to the way I read it.

Roger--Did you own the building where the port district office is now? Where Miss Kippen lived for so many years.

Dick---That was Craney, Mrs. Craney had that for a long time.

Roger--Ok, you didn't own that then?

Dick---No. There was a little shed down there on the beach between her property and the dock, I think. And I think there was an Eskimo that lived down there at one time.

Roger--That was between the dock and the livery.

Dick---Between the dock and Craney's there was a space.

Roger--Did Craney own that livery at that time? They called it the old livery. It's where all of the shops are now. Warren Lindsey had it for quite awhile.

Dick---Elmer had that and that's what was conveyed to me with the dock. It was a potato warehouse. They dried spuds in there, they baled straw in there and shipped it out by barge and spuds for drying.

Roger--I know they had a drying plant in there for awhile.

Dick---And evidently that went out by barge too. There wouldn't be much sense of having all that stuff, or doing that in there, unless you shipped it out from there.

Note---Talking some more about the little piece that Elmer bought.

Roger--You were talking about the screening plant, that Elmer had. A small one in there.

Dick---When we decided to get some of the farmers to raise grass seed, well we had to

have better mills that would handle more product. Lillies were getting rid of stuff down there and one of the things that they had down at Harbor Island was an excess cleaning mill, only a big one. It was the twice the size of the little one that was in there. We got a millwright up there and we commenced to put that equipment in. We had to build the dog house to get it high enough so we could get bins underneath it, good sized bins and then have a bin above it so we could dump into it from the elevator. We had to build our elevator higher, so there was a lot of millwork that went on in there.

Roger--Did you build the dog house?

Dick---Yes, well I paid for all the lumber and had it all rewired, explosion proof wire at the same time. Then, we decided that this cleaning mill would do quite a good job, but there was some things that it would not get out. It wouldn't get, say, dock out of certain things, mustard seed and etc., it wouldn't get it out completely like it should and with grass seed, we wanted to have blue tag stuff that we could send out as blue tag which was top quality seed. We used to have an inspector come in and check from the state. I knew him well. He came in every so often and checked samples of stuff that we cleaned and etc. be sure that it came up to grade like it was supposed to. Anyhow, I needed another mill, so I bought another mill which was an all together different type of mill. The shafts went horizontally through the material as it corkscrewed through and little cups on the discs that flipped certain seeds out and dropped them into a bin and it worked differently than the screen deal works, which is how the Clipper Cleaner (trade name) mill works.

Roger--When you put that in, did you leave the other type of mill in also.

Dick---Yes.

Roger--So you had both types?

Dick---Yes, and I had to put a bin above that to empty into it and also then below that. They happened to be tearing stuff out, down at Lillies, and I got all these bins and stuff like that. We didn't have to build many bins. We got a lot of them from them and shipped up to us, auto freight, and so I was pretty lucky. This mill that I was talking about, I had to buy brand new from back east and have it shipped out and set up and we hooked it all up. Anyhow, it was quite a project. We upgraded it to where we could handle this grass seed is what it amounted to and get blue tag quality out of it and put it up in Lillies white bags and then I got involved with trucking it down to Seattle and etc. with an old 37 Ford. Those mechanical brakes on those hills in Seattle. A lot of times, I didn't stop, I went right through those stoplights. I couldn't stop. I had to find another way in to avoid those hills. Jeez that was an awful feeling, hanging on the brakes. just as tight as you could and it just kept going right across and boy they better get out of the way and they did. We were into that grass seed for quite awhile. We had

this place planted in alta fescue in rows. It had to be planted in rows, couldn't broadcast and that is tough stuff to get out afterwards when you went to plow it out. You couldn't really do it because one plow would be down in the ground and the other plow would be underneath the grass. You did an awful rough job. We ended up rottotilling the whole thing.

Roger--Yeah, that's what we do now on sod fields is rottotill them, but we have a rottotiller that's ten feet wide. You sold quite a bit of alta fescue?

Dick---Yes, right to Lillies and paid the farmer for his crop and etc.

Roger--You did all right putting that mill in then.

Dick---Yes, because we paid off everything and etc. and I was still buying the dock at the time too.

Roger--How much did you pay for the dock originally.

Dick---Gosh, I don't remember.

Faith---\$10,000

Dick---\$10,000. Was it that low.

Roger--That was a lot of money back then. Do you remember the big fan, the big wood fan in that mill, about four feet long with boards on it. It had a v-belt type wood pulley on it?

Dick---It was adjustable.

Roger--I've got that. That's the only thing that we saved out of that mill when we took it out. We asked the historical society if they wanted it. They didn't have anyplace to store it. Stuff like that---that was a real shame. We should have kept that thing someplace.

Dick---Somebody must have bought that small mill, some farmer probably. I know they were trying to sell it.

Roger--There was only one mill when we took it out.

Dick---That was the big mill up above on the platform. I took the other one down, the one that I had bought from back east and took it all apart for the metal before I got rid of the dock and just scrapped it. I don't think that would have had so much historical value anyhow as the old clipper mill that you're talking about. Oh, I know, you're talking about that air, the fan, the pulleys were tapered and out of wood and they were run on a lath after they had glued a bunch of wood together

and made into a tapered deal and you'd take your belt and you'd stick a stick under it when it was turning and flip it down to the next.

Note---tape, side A ended, but Dick was talking about what we now call a variable speed pulley. The old one had one on either end so you could change speeds on the fan and still keep the fan drive taut.

Note---missed part of interview, but Dick was talking about the Whitmarsh railway siding on March Point, on the way to Mount Vernon.

Dick---Puget Sound Freight Lines would give me the same kind of situation as though I was at Whitmarsh and so I could ship a whole car, 40 tons of peas out of there at the same rates.

Roger--Did you haul them to Whitmarsh?

Dick---No, they came in with a freight boat.

Roger—Ok, that was one of my questions if they used to come in with those big orange Boats.

Dick---Yes, they'd come in the middle of the night, call me up on the radio telephone, We're coming in, in a couple of hours. Ok, I'll be down there, so I'd come down and had the lights all on and everything and they'd come in and, had an elevator on that thing and bring the fork lift up on that elevator and a bunch of flats on the fork lift and bring those flats in on the dock and put them by the stacks of peas and then a gang of guys came off that freight boat and they'd start loading these flats.

Roger—Oh, they had their own crew then?

Dick---Yes, and I just stood there watching them. Checked it out, you know, but middle of the night business and that's the way they did it. And you know in the old days, we had this ramp going down in the back and that ramp was for freight boats that came in and they had a cable or something down there and they'd bring the hand trucks up on that ramp and then they would load them up inside the dock and then run them back down the ramp and into the boat because they didn't have the elevator like Puget Sound Freight Lines got later on. That was what that ramp was back in there and then later on I cut that ramp out of there and built a boat lift over the top of it.

Note---Puget Sound Freight Lines was founded by Captain Frank Edward Lovejoy, Calista Lovejoy's son. Howard and Calista Lovejoy were Coupeville pioneers.

Roger—Ok, so that ramp was still there when you bought the dock in 1949?



Dick---Yes, it was, kind of rotten because it had been in there so long and under water most of the time but it was there and there were steps going right down one side and the platform coming up from the middle and it had some kind of a cable system where they ran the hand trucks on and off.

Roger---Yeah, I've never been able to exactly figure that out. They say that the cable system was powered from the steam engine on the boat.

Dick---Had a pulley up there then, somewhere on the dock.

Roger---Did you, this guy by the name of Devries, he lives off Arnold Road, above Monroes Landing and he just passed away. He was 92 or 93. Well, I interviewed him a couple of years ago and he was a crew member on the Atalanta which was the last steamer that ran. It quit in 35 or 36 and he told me about that. It was some sort of a little donkey engine that they had on the freight deck there and that's what ran that cable and then they had some way of attaching the hand carts to it. Pretty hairy. He said the guy that controlled the cable couldn't see what was going on, on the ramp so there was a lot of hollering going on. Do you remember those freight boats that came in? I didn't realize that they ever called in Coupeville. Do you remember the names of them? One was the Indian. The three that I remember, that I have names of are F.E. Lovejoy and I don't think it came in because it was a bigger boat and the Warrior and the Indian.

Dick---I think the Warrior is probably the one.

Roger---I can remember those big orange boats when they used to come around.

Dick---Latter on, they turned them into barges.

Roger---Did you know any of the Lovejoy family?

Dick---No, I knew of them.

Note---Roger talks about the Lovejoy family and their connection with the boats.  
Tom Lovejoy is now the president of Puget Sound Freight Lines.

Dick---Matenusca valley wanted a car lot of seed from us, one time, and we had gray winter oats and vetch and dried peas and evidently they planted the peas and the gray winter oats together up there and got an all together different kind of pea growth out of it up there in the Matenusca valley with the long days. Evidently the peas would climb right up the oats and eight, nine, ten feet long and vine all over the place and made some terrific forage crops for them.

Roger---This is in Alaska?

Dick---Yes, so I had to truck this stuff up to Anacortes and into a warehouse and down

a concrete ramp and into a floor and hand truck this stuff off and pile it up, forty tons of it in order to get it to move out on the ship and I ended up doing most of that. I don't remember hiring anybody else to do it but it had probably eight truck loads that I had to haul up there in order to fill a car which they called a forty ton shipment. I can remember that happening. There was a lot of things happened down there. Some barn owls moved in. Had a cyclone, big tin rig so that when the wind from these mills blew in there, it would go around in a circle and this thing was shaped like a V and dust and stuff would drop out of the air and drop down and you could take it off at the bottom and you could get rid of all the fine stuff that way. And then you had a thing that blew out the side of the building where the air went after it had dropped most of its dust and that's where the barn owls came in. I had a whole nest of barn owls in there one time and I could go up there and lift the lid of this thing and look down there and see these baby barn owls developing. It was the darndest sight. I used to take the kids off of these boats that came in and asked them if they wanted to see some barn owls, take them up there and give them a good show of barn owls developing up there. Boy, that was quite an education for those kids.

Roger—This was in part of the mill itself, wasn't it? What happened when you turned the mill on?

Dick---Well I don't think the air hurt them to much. It may have surprised them, but I Don't think the air hurt them. Evidently it didn't, or else I wasn't using the mill much then. I don't know. I had another thing down there too that was kind of interesting. In order to maintain that wharf, I used to put in my own piling. And I actually came out here on West Beach, if you can imagine doing such a dumb thing and found a 50 foot piling laying out here and I wanted that down at the dock because I could use that out underneath the building in the area of where the mills were. I needed a piling down there because one of them was going out. It wasn't going to support anything. I went down here on the beach with a tractor. I even had that five ton truck out on the beach and I had no business at all out there with a five ton truck. I got it stuck out there and I had to get it back in before the tide came in, you know, with the tractor, managed to pull the truck back out and then I got a hold of the log I was after, with the tractor, and the tractor stayed up on the beach and I put a long cable out and I pulled that log up on the beach and got it up on some high ground. I got it up on the bank and I could get the truck half way underneath it and by maneuvering around I got this piling sticking out past the cab. I had it sticking out and chained to the deck of that truck and the truck was tipped like this, all the weight on one side and the I took it down to the dock and rolled it off and managed to put it in through the deck, underneath these mills and I had Al Sorgenfrei give or sell me an old wrecker he had and it had a big winch on the back of it and I was able----And any how, I stuck this piling down through the floor, or brought it up through the floor. Then after it was sticking up near the roof, I commenced jetting it down. Then, they didn't care so much for the water and they had about a 3 and one half inch line out on the dock and it was my fire protection water and I could tie onto

that to jet piling in and I ran a lot of water, next to the piling with a one inch pipe and high pressure hose and next to the piling. It would sit there on that mud and gradually start to go down when that water jetted away in front of it. It would finally get to the point where skin friction would be so great that when you took the jet out, it would not sink anymore. It would hold so tight. I can remember one time, getting it down there quite a ways and having to go home and come back the next day and the tide had come in the dang thing had floated back out again and was up almost through the ceiling and I had to go through all that again. I finally got it back down to where I wanted it. Then I had the toughest part of all, getting down in underneath and cut the piling off and get it underneath that cap. Usually you had to pound a wedge in there to finish it off and then you had to drill a hole through the 12 by 12 and put a big pin through down into that piling to hold it there.

Roger—Yeah, they call them drift pins.

Dick---Well, I did all that stuff myself and I can't figure how in the world I could ever have done that in the old days. Got up there and re-roofed that thing one time, the whole dock. Tore all the decking up all the way from the shore out to the dock and turned them over if they needed to be turned over, threw them out if they needed thrown out, put new planks in and worked all the way out, spacing them about an inch apart to let the air get through them. People didn't like that. Somebody backed out with a load on the dock and evidently threw a cigarette out and first thing you know the docks on fire. Had to run down there and had to put it out.

Roger—When would that have been, when you had that fire?

Dick---Just a small fire, probably 52, 53 somewhere in there. It's hard to pin point something like that. Farmers were backing out there all the time.

Roger—Do you remember the waiting room out there. Was that still intact when you were there?

Dick---Yes, I took the little stove, that was in there, out. There was a waiting room back in that corner, the northwest corner and there was a couple of toilets on the outside, accessible from the outside. They just went in a little ways and they had a seat and hole and everything dropped right into the water, in those days.

Roger—I used to fish through those.

Dick---The kids were down on the dock all the time, kids would smoke a little out there too and build a fire on the deck and I found several charred spots like that. I got to thinking: I've got to keep these kids off this dock when I'm not here so that's why the chain link fence went up at the head of the dock. That didn't work because they could come in by boat and climb up on the dock, you know. It was

an attractive nuisance. I was terribly out on a limb as far as liability was concerned, all the time.

Roger—Can you give me your birthdate?

Dick---January 11, 1923

Roger—Do you remember the steam boats at all?

Dick---I remember a sightseer coming in one time with a load of kids for the college. The college had just bought Fort Casey and they brought a whole slew of kids up there on a cruise one time. I think Stan Willhight got pictures of all that. I think it was the Virginia V, if I remember rightly.

*2nd in Tourist  
Dick & Mary brought  
in pictures of the  
Steamboat  
"Sightseer"*

Roger—Do you remember the Atalanta, the steamer Atalanta was the last one on that run. Do you remember that at all? It went off in 35 or 36. You wouldn't have been very old.

Dick---No. Union oil came in there all the time with the barges, you know, for quite a period of time and pumped through those pipes, up to the Union oil tanks up there until they could truck it cheaper from March Point. That was kind of a nice little income every year and I ended up jacking them up a little bit on it for the last few years. They finally pulled out. Another interesting thing that happened was that the Navy had these flying boats and Crescent Harbor was where they would land and taxi in to their seaplane ramp and etc. and out of the water and when you've got a good southeast storm, they couldn't land in Crescent Harbor. It was too rough. I can remember them landing in Penn Cove, the whole squadron or whatever they had, and there must have been 15 or 20 of those things out in Penn Cove circling around in the bay. They circled around there for hours waiting for the wind to die off some so they could go into Crescent Harbor.

Roger—I wonder, you know, where the Oak Harbor dock used to be, you know, they shortened that spit there so that they could land on that side. I wonder why they didn't come in from the west and land on the bay there in Oak Harbor. Maybe those planes were just too big and were not capable of doing that. That's a great story. I've never heard that one before. Remember any other stories? During the Second World War, I don't know if it was the Second World War or the First World War, but there was an army truck, I don't know if they were bringing it into the fort or it was going the other way or if it was off loading from a barge, or what, but there was one that sank down there. It was an army truck loaded with ammunition.

Dick---Sank down where?

Roger—Off the dock. You never heard that story? It would have been before you purchased it, probably World War I because the bridge was built in 35 and they

would have come over the bridge in the Second World War. But I knew that it was there because I heard some divers talking about it. And then we were down there one time and the EOD crews (Navy Explosive Ordinance Disposal) were over from the base and they were bringing up 30-06 ammunition.

Dick---From the dock.?

Roger---Well, not to far off the dock, kind of in the northeast corner.

Dick---I did have an interesting thing happen. You know I told you about that cyclone that I mounted inside, that the owls were in. I had another one sent up at the same time and I didn't need it so I took it out on the back deck and just turned it upside down. It must have weighed a couple of hundred pounds, maybe three hundred. It sat out there until a wind storm came up from the west one time, about eighty miles an hour and blew that thing off the dock. I come there the next morning and it was gone. For a long time, it was down there on the northeast side of the dock. That tells you how hard the wind blows there.

Roger---Didn't you, when you took that ramp out on the face, didn't you at one time have it set up to bring small boats up to store them in that building?

Dick---I built a track above the thing and put timbers up. I got a bunch of timbers from the navy base when they were tearing some water towers down. It was a kind of blue colored wood that had been treated with copper or something and was real good stuff and I built this thing and put a stringer across the top and then put a metal plate on the top so the wheels could run along the top of that and then built this thing that hung down with a chain hoist. It had a bucket on it so the chain could curl up inside it. I had a push button on an extension cord and I had this frame hanging on a hook with straps going down and I would just lower the whole thing down into the water and the boat would come right into those straps and I could hoist it right out of the water. I had boat storage down there for awhile and I hoisted 22 foot boats, Chris Craft boats out of there all the time. One time I had a guy come in with a 24 footer. He'd damaged his prop or something that needed repair and I told him that I didn't think I could haul that much out. I was a little leery of it. Well can you haul the back end out. Sure, we put the straps onto the thing and fixed it so that the back end came out. We were able to take care of that job for him. For awhile, I was doing that kind of stuff.

Roger---Did you have problems with the pigeons in there?

Dick---No, but the sparrows were a problem. Pigeons came after my time. No, I had sparrows inside. I used to pepper them with the 22 shot shells. Probably blew holes through my shingles, but gee they were terrible, all over the place. They destroy the sacks. I had Norway rats too, for awhile. Had the kind that came in through the shingles before I re-roofed it and the kind that nest underneath, low

down and I got cats in there for awhile and poisoned a lot of them too but I had the cats in there and they did a pretty good job. Finally cleaned them out. Boy, found a place in the back there where, I don't know what kind of a storage room it was just a mess and that's where they were nesting and I cleaned all that out. Something from the old days.

Roger—Now, that, what we call the livery now, where all the shops are, did you use that for storage? You said that you owned that.

Note---End of side B on first tape. Might have missed some

Dick---They had this old mill down there at San de Fuca at one time and they abandoned that thing shortly after we came up, I guess, and ran the dock. They closed the mill down.

Roger—Are you talking about the sawmill?

Dick---Yes, sawmill and when they did that, when they moved all of the equipment out, they still left the decking. I went down and looked at it and it looked pretty good. Of course, I had the dock and I was interested in decking without having to go to a lumber mill and buy it, so I went to see Melvin Grasser. I knew he owned that land and I asked him if I could have that old decking and he said oh, you can have it. So I commenced to get my tools and stuff and pry all that decking loose and pull all of the spikes out of it and get rid of them and then I've got a whole bunch of lumber for the dock. And then I had the problem of getting it to the dock, so I figure, well, I'll come down here in my little boat and on a high tide I'll just make up a raft of this stuff and haul it back to the dock. I had a little three horse power motor and a ten foot boat. Well, the tide came in and I threw all these planks into the water and I tied them up real good, hooked them up to my boat and I starts off. I headed down toward the dock. Well, of course when the tide comes in, in the afternoon around here, a west wind usually comes up and I wanted to turn into the dock, but I couldn't turn into the dock. I couldn't do anything. I ended up at Long Point and I was lucky enough to be able to get around Long Point and back in behind it and beach it. And there it was, all those planks that I wanted at the dock, way down there at Long Point. If I didn't have a guy whose boat I was taking care of, who felt sorry for me, I'd have never got those back. That's what happened. Mrs. Salmon, who lived right there, took real pity on me and came down and gave me some juice. I thought that was real nice of her, real neighborly. Then I got this guy to come down there with his big boat, a lot of horse power motor, and haul it back to the dock. Then I floated it in underneath my boat lift, put the straps under it and hauled it up on the deck. Worked fine.

Dick---One time I came down there in the morning and here's a flashlight laying down on that ramp. It was still burning. I reported it to somebody and they come down and looked. Evidently some older fellow from the rest home come down there and just rolled off into the water. They found him up on the beach. That was a

sad experience. They called it a suicide.

Roger—Do you remember anything about the fishing in Penn Cove?

Dick---The fishing boats?

Roger—The fishing boats, the smelt fishery, any of that stuff.

Dick---Yes, the Smith brothers usually bottom fished in there and so did Criscuola. You know where Criscuola lived, in the big house across from where Union Oil used to be. That was the Criscuola home. It's still there. They were fishermen and came in here with the Panther, I think was the name of it.

Roger—Now the Criscuola that I remember was Mike. What was his father's name?

Dick---His father was also Mike. Jack and Joe were Mike's brothers. Joe Criscuola was one of them and I think Jack was another.

Roger—Ok, now what did the Panther do in the cove? Was it a bottom fisher?

Dick---Bottom fished, yeah. They came in at the dock and a lot of times they'd have some undersize stuff that they'd give me in boxes, leave a regular fish box on there, cause I let them tie up all the time and they'd give me crab that they'd get in their nets sometime too. Legal size crab, but they're only allowed a certain amount. So I used to get fish products all the time. And I can remember the Smiths, I don't remember which Smith it was that used to come in a small boat with nets and surround these schools of smelt in August and September, that time of year and right near the dock sometimes, they'd make a set and get a whole bunch of smelt.

Roger—When I was a kid, it was Ed Smith. But he was getting pretty old then.

Dick---For a long time, he did do that until he got too old to do it but I can remember him putting along with that little boat around that time of evening and getting the smelt, surrounding them, but a lot of them, they got right down at Good Beach.

Dick Hansen sold the wharf to the Port of Coupeville. The deed was executed by the Hansen's on February 28, 1969 and recorded by the Island County Auditor on March 27, 1970, file #229290.

Dick talked about the approach pier. During its construction, the crew miscalculated the height. It has a distinct bow in the middle.

Small parts of the two tapes were not transcribed. We tended to wander quite a bit from the subject. All told it was a wonderful interview and will eventually be given to the Island County Historical Society and the Coupeville Port District, the present owners of the wharf.



Jean Hansen wrote a poem for her dad:

Coupeville Wharf and Seed Company  
(For Dad)

Smith's Prairie would not farm forever  
But it did when I was seven.  
Fields were full and often in the fall  
Where Front Street ended to begin the pier,  
I watched big trucks back creak their way  
On displaced planks deck spaced for strain.  
On the wharf Dad wore no hat  
But creosote tar-stained his pants  
And he would stand with sweat-farm arms  
Cup-handed in directions toward the ramp.  
When level, bed to floor,  
Two men could move, thrust tongue tilt back and slide  
Six sacks a trip, on hand trucks.  
Inside, loads were stacked in rows  
And sorted to be cleaned, resold.

Dad fought rats with tear gas trays  
And in the back he fumigated grain.  
I remember Alta sifting in the screen  
And agitating free of shavings  
And slid the shaft and slipped into the bay,  
Where current curled the ribbon  
Far down the cove.  
Dust floured the floor,  
Tide weeds seeped salt in musty wood walls  
That tucked us underneath the whine of mills,  
Where we gunny sacked clean seed  
And I learned to sew with twine.

Now two by fours are missing from the deck,  
children fish and do not need to ask,  
I move with morning far softening my past  
While the rafters sing with sparrows  
I can no longer shoot.