

Twice a Month



messing about in BOATS

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Our Next Issue

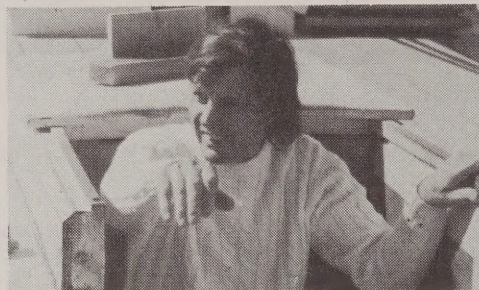
Our next issue, dated April 15th, goes into the mail about April 5th. In it will be feature articles on circumnavigating Long Island by kayak, a 1983 adventure for four New York firemen; an interview/visit with Platt Monfort of Wiscasset, ME, who is way out at the leading edge of lightness in boatbuilding ideas; another in our ongoing series of camper/cruisers, this one a Robert Tucker design, 17' SILHOUETTE; a story on building a scale model of your dream boat before undertaking the real thing, as a way of comprehending what you are about to do; some photos of the new Garwood Speedster replicas under construction and out on the water; and, as they say on TV, "more."

If you are interested in back issues, there are some available. Issues #4 through #10, and #13 through #19 are still available, all the rest are out of stock. You can order them as part of your subscription or at a cost of 65¢ each. Just let us know.

On the Cover

On the cover of this issue is the pocket schooner (26' LOD) VICTORY, the product of several years of restoration by Al and Karin Butler of Rhode Island, who will be sailing her in a circumnavigation of New England starting this coming summer.

Commentary



BOB HICKS



Circumnavigation is a term that is cropping up in our feature articles recently. In our March 1st issue we featured Chuck Jones' one day circumnavigation of Maine's Monhegan Island by kayak. In this issue we introduce the Butlers, who will commence a circumnavigation of New England this summer in a pocket schooner. Next issue we will feature a circumnavigation of Long Island by four kayakers.

Well, these adventures don't compare with those of Magellan or Sir Francis Drake, nor even to recent adventures such as John Dowd's circumnavigation of Australia by kayak. They are comfortable small scale adventures that ordinary people can indulge in. This is an aspect of messing about in boats that is important, the opportunity that even a small boat can provide for some adventure that simulates those of much more heroic scale, providing many of the thrills without the risks, a step better than watching a public TV special, yet not a commitment of life and resources to an impossible dream.

Circumnavigating seems to have a special allure, even if it is just going around an island in a lake in a canoe. The idea of travelling on until one arrives back at the starting point, without having to retrace one's course seems to be the key. Coastal cruising in New England can apparently offer a lot of adventure, it's an interesting coastline, but sooner or later you have to come back.

The Butlers' plan to circumnavigate New England via the Hudson River, Lake Champlain and the St. Lawrence River, thence down the Atlantic coast, is the most ambitious we've heard of to date. Most ambitious for people who do not plan to commit all they have to it, but rather do it as a long term recreational experience. They may take two or three summers to make the circuit, it doesn't matter to them about the time. However long it does take, they'll be moving on to new places and scenes each day of the trip they travel. No having to "come back".

Chuck Jones' little one day adventure was obviously quite an exciting one for a novice kayaker, just the right scale, a scenic coast to cruise, yet short enough to do in a long day. Some challenges appropriate to his skill level.

And shoreside morale support in the form of his wife and friends.

The upcoming report on the Long Island circumnavigation, a two week sojourn, also includes those elements of familiar areas, contact with friends, access to resources, food, gear, even hot showers. Not a really macho sort of thing, no wilderness trip. Yet, a challenge to people who love kayaking but wanted more than just a day or weekend trip.

It is also possible to circumnavigate INSIDE of a body of water. We've heard about a Vermont woman who has rowed around Lake Champlain, and hope to bring that story to you. Here the circumstances pose a different sort of potential problem. You CAN short cut such a circumnavigation, say to hell with it and cut across some long inlet or bay to the next point. Going around an island you have no such option, you HAVE to get around the point, sure you can cut across to the next point and skip an inlet, but the bulk of the land prevents any major short cutting. Once you launch yourself onto a circumnavigation of an island, you're committed. Unless you up and quit, of course. But, still, seeing a large lake by way of following the coast around still strikes me as a lot more interesting than simply heading out across open water to a far shore.

Maybe circumnavigating provides the opportunity for a long overwater cruise without ever being far from the land, a comforting thought to many of us who are not hard nose blue water dreamers. Certainly, in my view, a circumnavigation of any chosen land mass should be a whole lot more interesting than endless days offshore on some course to a faraway place, days and days of empty sea. Most long distance cruising stories talk of the endlessness of days all alike, only weather changes bring on new experiences and some of those can be menacing and life threatening.

Well, is there anyone out there reading this who has done, or plans to do, their own circumnavigations? Large or small, one day, or week, or month, or what. Here in New England. Some far away place. I'd like to hear about them, there's room here for more of this sort of manageable adventure.

It's called Health on the Water and it's a three day medical seminar on taking care of medical emergencies when you're out of reach of professional help. The cost is \$325 for an individual, \$295 each for a couple or \$275 each for group members. Not cheap, but when viewed in relation to the costs of a yacht and all its gear, not unrealistic. It is the contention of Dr. Chris Brigham and his two associates, Dr. Michael Cohen and Dr. Robert Russell that people who go out in boats beyond the immediate reach of help from shore based first aid need to know a lot more about taking care of potential medical emergencies than they do. This team has put together an in-depth three day total immersion medical emergency course that is, to this layman, enormously informative. We spent one day at their seminar held in Beverly, Massachusetts February 10-12 and found the twelve participants were not just being told what to do, but also shown and then given opportunity for hands-on tryouts. While the course includes much medical emergency information for troubles that can strike anyone anywhere there was, of course, much emphasis on emergencies that are peculiar to offshore sailing.

The three doctors alternated in presenting various subjects, slides were used extensively, a comprehensive manual was provided, and large quantities of appropriate medical supplies and instruments were made available. Being able to use hypodermic needles, catheters, etc. offshore were typical techniques demonstrated. How to diagnose what has happened to someone, if not obvious, was an important topic. Dealing with marine perils such as near drowning and hypothermia were covered. Taking care of bone fractures and internal injuries were discussed.

A very important topic was the medicine chest aboard. While yachtsmen

HEALTH ON THE WATER, INCORPORATED

Report & Photos by Bob Hicks

have thousands of dollars in hi tech navigation gear and other expensive gear for comfort and convenience, they often get along with wimpy little emergency kits insufficient to deal with a real problem off shore. The sort of kit that meets HOW's basic standards costs around \$150, and, of course, even better setups run more. Again, like the cost of this course, these numbers are high for the daysailer, but he doesn't need them. It's the offshore sailor, or serious racer or cruiser who this program is aimed at. And they can afford to do it right, or certainly should.

Survival in the water included demonstration of survival suits and automatic life raft gear, this stuff brought to the seminar by the Life Raft & Survival Equipment Co. of Providence, RI.

A unique service known as MASH, Medical Advisory Systems Hotline was also demonstrated to the group. This is a \$45 membership program which enables a subscriber to contact land based medical hotline via the VHF radio and obtain medical advice in dealing with a problem onboard. The demonstration at the seminar involved one participant

as victim of a swinging boom and subsequent head injuries. The doctor on the hotline carried on a 30 minute step by step analysis of the victim's condition with the victim's companions performing the specified checks on physical and consciousness conditions. While the doctor on the phone could not actually treat a victim he could lead the others onboard in the correct direction for proper treatment while they awaited help or headed shoreward for such help.

Well, maybe this course is beyond your needs and budget, but you still might be interested in a book Dr. Cohen has published entitled DR. COHEN'S HEALTHY SAILOR BOOK. It includes much of the material the course covers.

Who are these three doctors who have undertaken this sideline program? Dr. Chris Brigham is a family physician who practices in Bar Harbor, ME. Dr. Michael Cohen is Chief of Neurology at the Philadelphia VA Hospital and Director of the Headache and Neurological Center of Philadelphia. Dr. Robert Russell is Professor of Ships' Medicine at the Center for Advanced Maritime Studies at the Maine Maritime Academy in Castine, ME. He is a pioneer in providing medical training to merchant marine personnel and co-author of A GUIDE TO CLINICAL CARE IN ISOLATED ENVIRONMENTS.

If this subject of better preparation for medical emergencies afloat is of interest to you for further inquiry, here are some addresses you can contact:

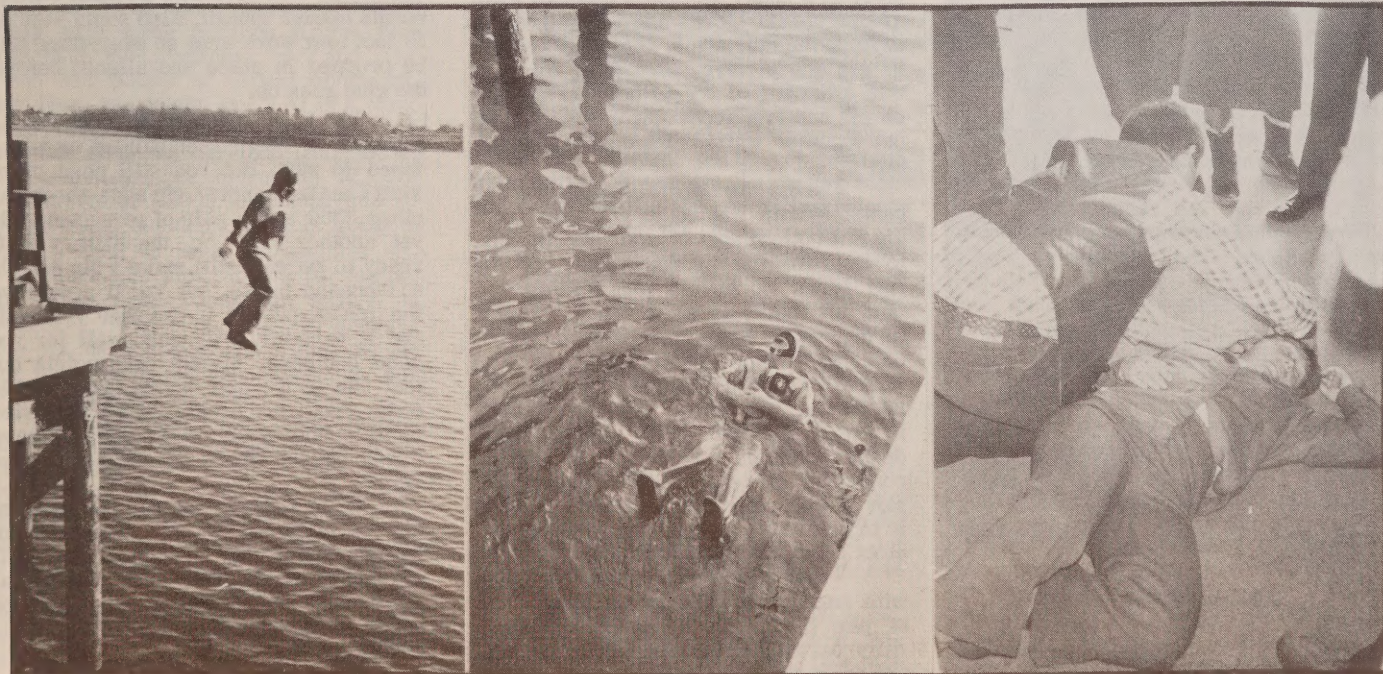
Health On The Water, P.O. Box 24, Bar Harbor, ME 04609.

Medical Advisory Systems Hotline, Pleasure Craft Division, Box 193 Chanteyville Jct. Owings, MD 20736.

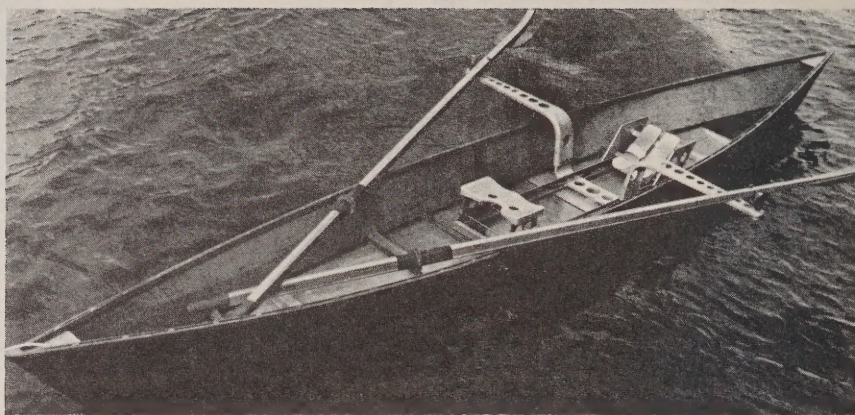
Life Raft & Survival Equipment, Inc. 235 Promenade St. Providence, RI 02908.

Dr. Cohen's book can be obtained through HOW.

The survival suit demonstration in the icy waters of Beverly Harbor was persuasive. A mock medical emergency involving use of the MASH emergency service was part of the seminar.

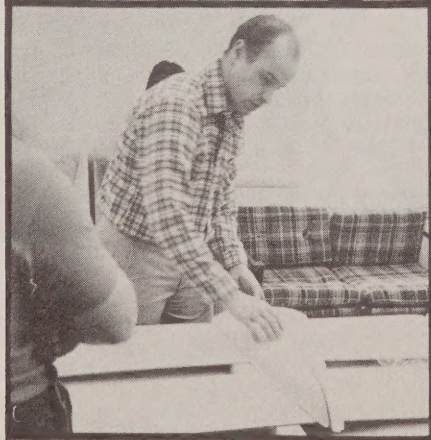
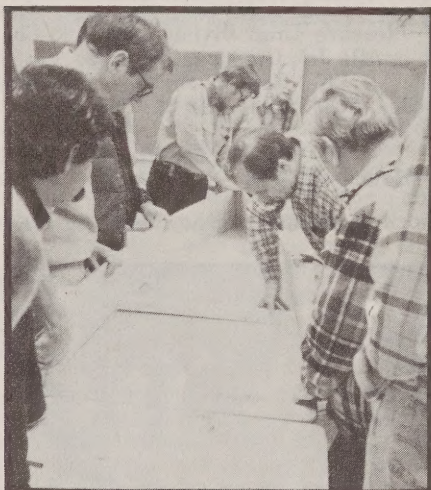


The Kittery Skiff Kit



Bill Graham has been seen around his home town of Ipswich, Mass. hauling his Alden Shell to the water behind his ten speed bicycle on one of those collapsible bicycle wheeled carts that a California firm advertises. So nobody aware of this enthusiasm of Bill's was surprised to learn he had opened a new part time shop in the barn behind his house, calling it Rowing Sport, specializing in Martin Marine products. A subsequent write-up in the local weekly paper gained him some local notoriety, so when he decided to host a one day seminar on building the Martin stitch and glue Kittery Skiff, a dozen local would-be oarsmen/boatbuilders turned up.

Ted Perry demonstrates how the Kittery kit goes together.



Ted Perry of East West Custom Boats of Kittery Point, ME came down to demonstrate the building of Martin's first kit boat. Ted is Arthur Martin's son-in-law and East West Custom Boats not only builds the Drascombe line in wood and WEST epoxy, but also manufactures all the Martin pulling boats as well as the Kittery Skiff kits. So Ted knows of what he speaks.

The Kittery Skiff is intended to be a low cost way to get into rowing, at about \$310 the flat cardboard box full of plywood sheets and odd bits of framing wood, plus a WEST system epoxy outfit will get you a hull designed by Arthur Martin, a man with a proven product, the Alden Ocean Shell. Of course YOU have to put this together.

The four hour demonstration did illustrate many points. Right away it was obvious that one cannot demonstrate how to assemble a stitch and glue boat in a half day, or even a day, as various steps in the process require that glue cure before proceeding. So Ted had to concentrate on discussing all the bits in the box, show how to mix up the resin and fillers used, glue up two side pieces with the butt block, and prop up the two sides in a shaky mockup of how they wrap around spacer blocks and join at the ends to form the hull shape. The group seemed to get the picture, even if at times it was awkward to try to hold up several pieces and talk about how they should be put together while being unable to actually do so.

The kit has several interesting aspects. Martin wanted to get away from the flat bottom sort of craft at both ends, to improve the hydrodynamics of the hull form. So he provides the forefoot (and aft foot?) as solid chunks of pine formed up to bring the flat bottom pieces up to the stems in a smooth curve. And where the flat ply bottom joins the rabbet at the rear edges of these chunks, it too is wrestled into a shallow curve despite plywood's reluctance to assume compound curves, by dint of a series of saw slots in the end of the ply, to allow it to deform some to fit the chunks. the slots layer get filled with epoxy.

These chunks illustrated a problem with such a kit. They were formed out of pine by machines used to mechanically carve duck decoys. OK on the out-

side curves. But the flat inner surfaces where the two halves of each end join were warped all out of shape. Ted explained that the storage conditions of the kits in unheated shed permitted too much moisture variation in these chunks, and they deformed. So the builder must re-surface them (somehow) to the necessary flatness. The plywood stuff and the smaller framing pieces did not suffer from this problem.

The boat is assembled by butting the side pieces (two to a side) together, then joining them to the stem pieces at each end, with a spacer block amidships to set the beam and hull fore/aft curve. After this, the bottom pieces are "sewn" on with wire, holes are drilled every 6 inches along edges and wire loops drawn through and tightly tied. Now the hull shape is set, and the inner joint is filled with resin thickened with micro balloons. After this sets, the wires are removed, the spaces where they were are filled, the outside seam is filled, sanded off smooth, and glassed over. Various bits are then fitted inside to take the Oar-master seat, etc.

Not too difficult, certainly not a job requiring boatbuilding expertise. A handiness with ordinary carpentry tools seems needed though. Also some sort of 16 foot long work area so everything can be propped in place and aligned before the glue goes on.

The boat is finished off with a sealing coat of resin, then painted or varnished to suit. But you still need more stuff. The Oar-master rig adds about another \$350 and a pair of oars could add yet another \$200. So, the Kittery Skiff ready to go can still make a big hole in a thousand bucks, but you'll also have the fun of putting it together yourself, and it certainly will work well for you once equipped. Martin also points out that due to the skiff being a true double ender, you can reverse the Oar-master on its mounting frame and then you have a two person craft, oarsman and passenger.

More information can be had from Martin Marine, Box 251, Goodwin Rd. Kittery Point, ME 03905, phone (207) 439-1507. If you live on the Massachusetts north shore, Bill Graham will be happy to talk to you, he's at (617) 356-3623 in Ipswich.

The Butlers are Ready

Report by Bob Hicks
Photo by Al Butler

"Oh, yes, we're going for sure," Al Butler insisted, and as he flipped up a pile of charts laying on top of the grand piano in the front room of the Butler home, he added, "after all we've bought all these charts and so we've got to use them." The charts cover all the waters involved in Al and Karin Butler's plans to circumnavigate New England in their 26' schooner, VICTORY. They leave by mid-May, return the first of September, and VICTORY will spend the winter at whatever location she had reached by that September return date. No, they don't plan to try to make it all in a summer as they intend to enjoy the trip as it happens, no deadline, no schedule.

That grand piano is partly dismantled, but, "Listen to this tone," Al said, and riffled over all the black minor keys on the keyboard, the white major keys were missing. Nice sound. It was a BIG piano too. "You know, pianos and wooden boats have some common jargon, they both have ribs, bottoms, etc. and this piano has plenty of curved woodwork, fair lines you might say." Al is a piano tuner/restorer, self employed, and Karin has just given up her long time job in the administrative hierarchy of URI (University of Rhode Island) to join Al in the piano business. This is going to permit them to take the summer off. "Summers are slow anyway for tuning, and most restorations can wait," Al explains. "We work about 10 hours a day six days a week all winter to get the work done and the money in, and when summer comes, we're gone."

Al and Karin have been around boats all their lives, Karin lived in the Point Judith area of Rhode Island, Al lived along the Connecticut coast of Long Island much of his youth. "We moved into New York City, and then out to Staten Island," Al grimaces. "Worst period of my life, I couldn't wait to be old enough to get back up here to New England." Here today is in East Greenwich, RI.

Al was eventually employed as an



Summer of '83 and VICTORY is ready to go, so is Karin.

architectural draftsman, until Karin persuaded him to go back to piano school to finish his training as a pianist. He got involved then in the tuning side of the musical instrument and gave up the security of the drafting board to wing it on his own about 8 years ago, tuning pianos. Inquiries into repair and restoration developed so he undertook that sort of thing. "I learned as I went along," he explains, "and it just took a natural course." Out in the two car garage size building Al put up as his workshop, the components of several pianos in varying stages of restoration fill all the available space. Karin's project, her first in her new role, is a tiny child sized upright undergoing a complete overhaul.

So there's no room in the shop for boat work. VICTORY lies afloat in a marina about 6 miles away in Wickford, under a sort of disheveled winter cover partly old canvas, partly polyethylene plastic to let in the sun. The spars form the ridgepole for the cover, and belowdecks much of the interior finish is missing. That stuff, along with the booms and gaffs are back in the basement of the Butler home. A basement with NO outside access, and inside access down a steep, narrow stairwell with a 90 degree turn at the bottom. The cabinet bits go down the stairs, the spars come in through cellar windows. Here was built twin HERO dory skiffs, another tale altogether, and the saga of getting the boat built in the cellar out, butt of much humor for years and years, is illustrated on the following pages. Al Butler doesn't let anything get in his way when it comes to his boats.

VICTORY has been completely rebuilt over the last couple of years, this winter's work is on completing that cosy interior. We sat belowdecks on the plush

maroon cushions as Al explained where all the bits would go. The wood paneling to complete the interior is being fabricated from some 100 year old sugar pine Al got out of an old pipe organ he salvaged. Gorgeous lovely wood, and its light, almost blonde finish will highlight the interior. The cabin sole is solid teak an inch thick. People wondered why Al didn't use plywood and veneer over with teak for the same "look". Not Al Butler.

The major rebuilding had involved new floors, frames, deck beams that had never even been installed by the builder (see Al's story on that). Coming home from the trip to Scituate that ended up at Rocque Island Maine, VICTORY had lost her rudder near Duxbury and got a tow into Scituate. There when the travel lift slings started to lift her from the water, she began to creak and groan and Al noticed the absence of the main crosswise deck beams. She was squeezing together under her own weight. So in went some rugged deck beams. The bilges are all painted in red lead, the rebuilt Grey gasoline engine is immaculate, the electrical wiring, professionally installed, would do justice to modern hi tech equipment. VICTORY is just about ready, the belowdecks clutter from work in progress is really only just the clean-up of esthetic detail, to make her a really nice place in which to spend a long summer.

And Al and Karin Butler are ready, their economic sustenance organized to provide the time and the money. They'll be sending us progress reports from time to time this coming summer, reports which will give us all the chance for some vicarious enjoyment of a cruise around New England in a pocket schooner. Don't miss out.



VICTORY...

26 Feet of Schooner Delight

Report & Photo by Al Butler

Her builder, Warren Prescott Gannett, was born in Scituate, MA in 1876. Warren Prescott Gannett, "Scottie" to all but formal acquaintances, was a sterling example of New England Yankee individuality, ingeniousness and craftsmanship. He built in the limited space of the small shop behind his house in Scituate at least a dozen sailboats from about 18' to 25'. Twenty-five feet, six inches was the maximum length he could fit inside the shed.

He also built an uncounted number of small skiffs. They were mostly to keep bread on the table. It was the bigger boats that he really put himself into. Many of them are still afloat, some built over 30 years ago. He built them without the benefit of formal study. The graceful clipper bowed gaff-rigged boats which resulted are still prized by their owners and admired by others.

He never installed an engine. He thought they were abominations and that no sensible man would want anything but sails. Naturally his boats were gaff-rigged, what he called a "Macaroni" rig was out of the question. He made his own sail designs too and had all the original ones made by Hamlin on Cape Cod. His first boat, the schooner MARY JANE, was built about 1913. World War I began a long interruption in his building of larger vessels, but the year 1935 began a period of production which saw a new boat turned out on the average of one a year until 1947. Scottie would build a boat dur-

ing the long winter months, fit it out in the spring, sail it for a year and then sell it and use the money for stock for a new boat.

Scottie was fond of bread pudding and would never set out on a voyage without the ingredients and fuel to stoke his iron cookstove, a feature built into all of his boats. His favorite cruising grounds were the north shore where he'd set a course for the lightship, often tying up and passing the time with the crew. From there he'd sail to Marblehead, Gloucester, Annisquam or the Essex River where he'd tie up at the Story yard and swap yarns with the men there.

His last vessel, the PALOMINE, launched in 1946, was his only commissioned boat and two exceptions were noted in this particular boat. First, a head was installed and second, space was designed into the hull for an engine and the deadwood designed to receive a shaft log. He did not install that engine, leaving such a distasteful task up to another soul. The PALOMINE exceeded the length of his shop so it must have caused some alteration in Scottie's usual method of but-toning down for the winter that year. At 26' LOD, this little schooner has lived a good life enjoying a few loyal owners who kept her in good condition, that is until 1970 when a Barrington, RI man bought her, mooring her in the Barrington River in Narragansett Bay. Prior to this, the little schooner was nearly a fixture on the Vinyard and Nantucket Sounds during the summer months, generally wintering in Hyannis, MA. Her

names included SINBAD, PALOMINE, DAWN ROBIN, LIVELY LADY, SPINDRIFT, and as of 1981, VICTORY.

It was during the summer of 1969 that I first saw SPINDRIFT as she was then named. Having just come to Narragansett Bay from the hands of an owner who spared her no expense for upkeep and improvement, she was a sight for sore eyes. I was rowing about the harbor and this beauty caught my eye and I have never forgotten that image to this day. I was then the new owner of my own first sailing vessel, a small Walsh designed hard-chined Friendship sloop and I never dreamed that someday I'd be the owner and rebuilder of this gorgeous miniature schooner.

A couple of years later, SPINDRIFT was forgotten as my sailing interests centered more on ocean cruising and I seldom frequented the Barrington River where SPINDRIFT almost never sailed from. I had occasion to see her dry docked for some maintenance in the mid '70's but it was still unimaginable that fairly soon . . .!

vessels and restored them as we were able, then sailing them summers out in the "circuit" known locally as the Block Island to Nantucket route for summer cruises. We never poked further west then Westerly (yes, Westerly!) and the Cape Cod Canal served as a barrier, it seemed, to northern cruising. Time was important then, we were both employed by firms which allowed one or two week vacations, pretty well dictating the limits

of our cruising.

By 1979 we had owned and sold two old Herreshoff sloops, one a well-known Buzzard's Bay 15 and the other an equally well noted Fishers Island 23, ARIEL, and were bringing in the new year (1979) boatless, not counting numerous dinghys. Sundays were often spent "boat looking" and failing to fall in love with a Herreshoff Goldeneye (plastic) in Riverside, we headed south along the eastern shore to favorite haunts; Unk Allen's yard at Riverside, Narragansett Boat Terrace, Cove Haven and on down.

This was late January or early February and ice choked the shores and stopped all the rivers, providing a truly wintry vista for a Sunday drive. Passing over the bridge across the Barrington River towards Warren, we spotted a little vessel (the only one) wintering in the ice, all 18" of it, on one of the outermost slips at Stanley's Marina. We could see she was schooner rigged, main topmast and all, and heeling slightly owing to uneven pressure from the ice heaves on either side of the hull. Who would not have explored further? From the car we could even spot a "For Sale" sign on her gallows frame.

Never once did I suspect that this was SPINDRIFT. That old friend of my sailing youth (a secret love?) just did not look like this forgotten, mistreated old wooden sailing vessel wintered afloat to save a buck rather than to keep her from drying out. She was forlorn indeed! Ice and snow about the deck, running rigging waving in the breeze where it could, and strewn about the deck in a frozen ice cake otherwise. Hatches askew admitted snow, rain and sleet along with anything else that blew by. Water had risen over the cabin sole to form a skating rink of ample proportions. Ice, ice and more ice!

Now, I have never been particularly sensible. Sensible would have kept on driving past that boatyard. Sensible also would, if he'd dared turn in at the yard, have never stopped the car more than long enough to say, "Gee, she looks lonely out there." or such. And sensible would not have gone aboard another's boat in mid-winter to find a veritable wreck of a schooner, only to ask his mate, "Do you have a match?" I had found a bit of newspaper and a few old pieces of cabinetwork and I figured these would get the Shipmate going. I figured on getting some life-giving warmth into SPINDRIFT before continuing the belowdecks inspection. My reward was smoke and burning paint. The owner had painted the stove in black enamel to "preserve" it, I suppose. More than that, our belowdecks looking was cut short by near asphyxiation due to a Charlie Noble that was rusted closed. This old Shipmate had never been fired up since the schooner came to Rhode Island nine years before! Paint had held the stove and how much else together, I thought. I say thought, because Karin was neutral so far and willing to, "see how far this one leads."

Frozen now, we departed for the office at the marina, there to learn that this new find was for sale at \$5000. We

did not feel that this was realistic and continued on our way to let this whole business of the icy schooner either become a memory or the beginning of the new boat. Weeks later, after coming to within a check's thickness of losing out on SPINDRIFT, we were in real trouble. We owned a boat that might or might not just sink when the ice broke up! This being the big deal, we had stipulated that one of the selling conditions and guarantees be that the boat float when the ice ceased to lock her in place. We had stipulated a good many other things as well, but another buyer hovering nearby offering thousands more for her had sealed the deal and we had to put up or bow out. We took her on. And she took us on.

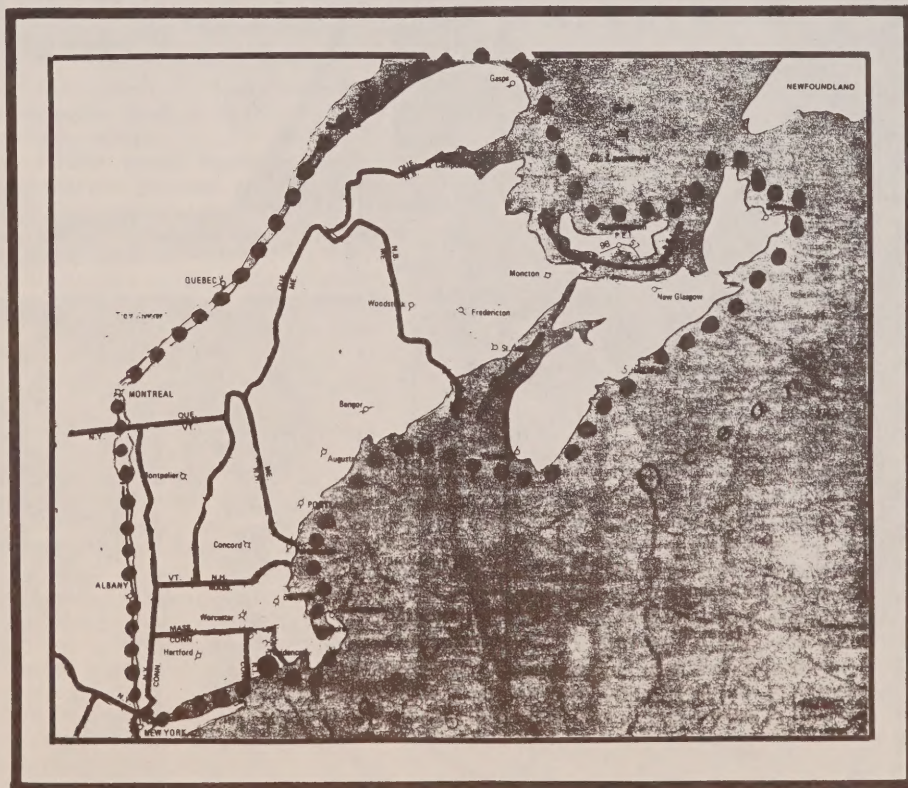
She floated. As a reward for this, she got hauled out overland to our home in East Greenwich for a complete infixtures. The inspection revealed one problem after another. Engine had five quarts of salt water in it. The sails were rotten cotton, the rails rotten, the foredeck rotten and so on. A plywood sole so strongly built as to cause an observer to wonder as to why, prevented inspection of most of the bilge, which probably saved the boat and our marriage. I was (three years later) to tear that out at the beginning of a two year rebuilding project that would have sorely tried our relationship, probably ended the existence of SPINDRIFT and cleaned us out of every penny for the next four decades. Actually, things such as kicking the bulwarks off the starboard side, realizing that great expense was needed to replace them, so down the ladder and pick up the pieces, nailing them back onto the rotten covering board and sheer strakes have gone along rather methodically and more or less in a manner that has permitted a warm relationship to grow be-

tween US and the BOAT.

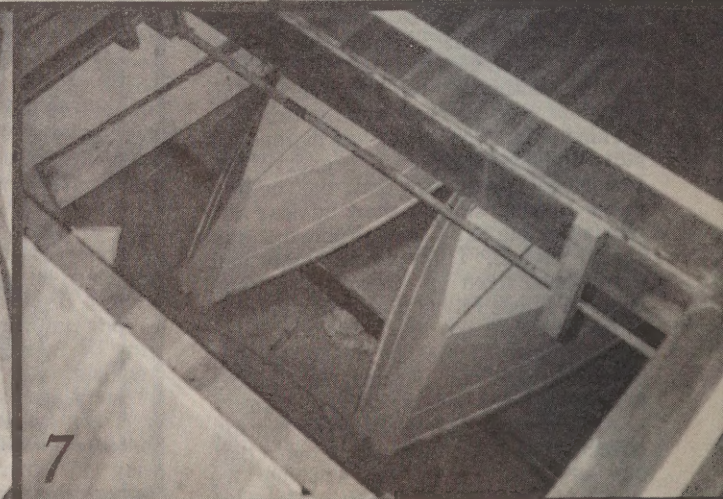
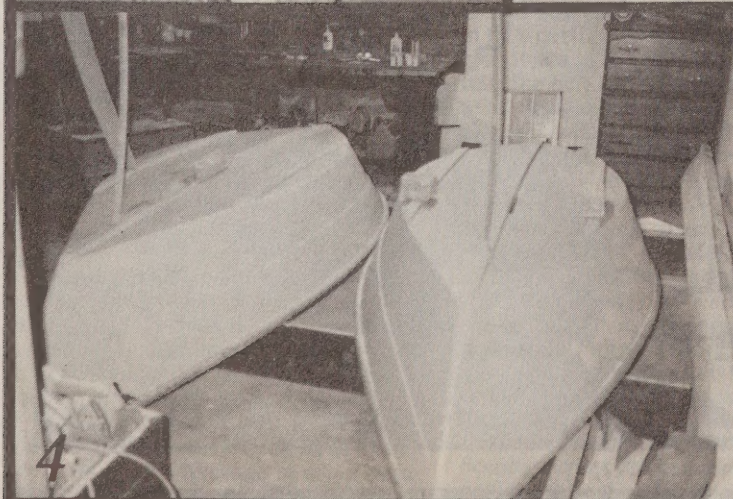
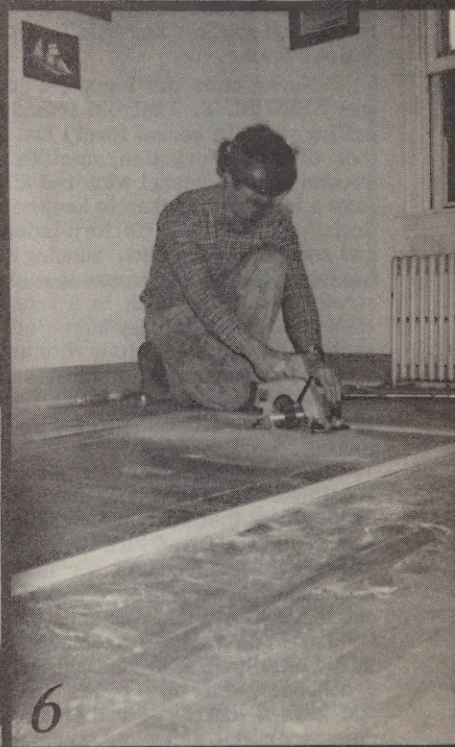
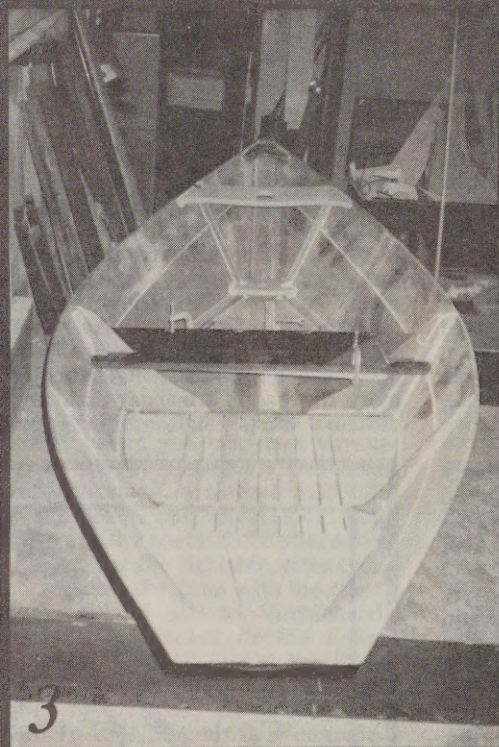
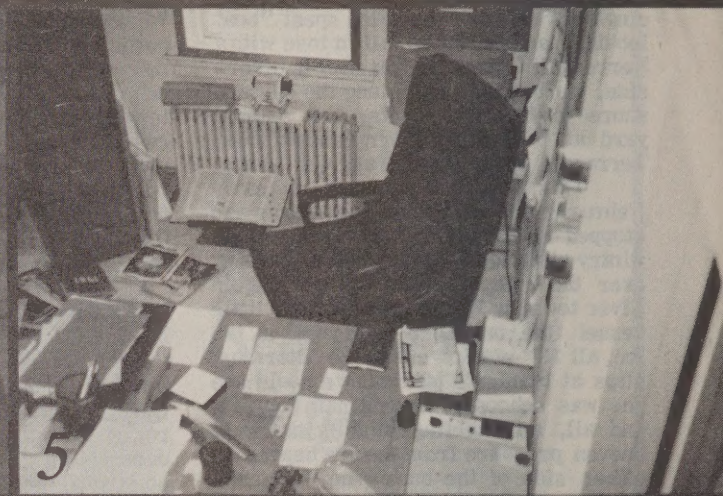
When, two years later and after many, many hours of repair work, alteration and redesign had passed, she STILL was not rebuilt, but was ready, we felt, to take us on our first voyage.

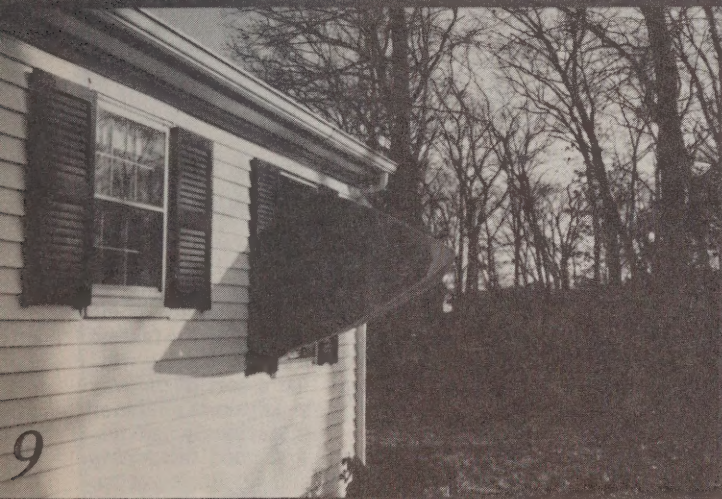
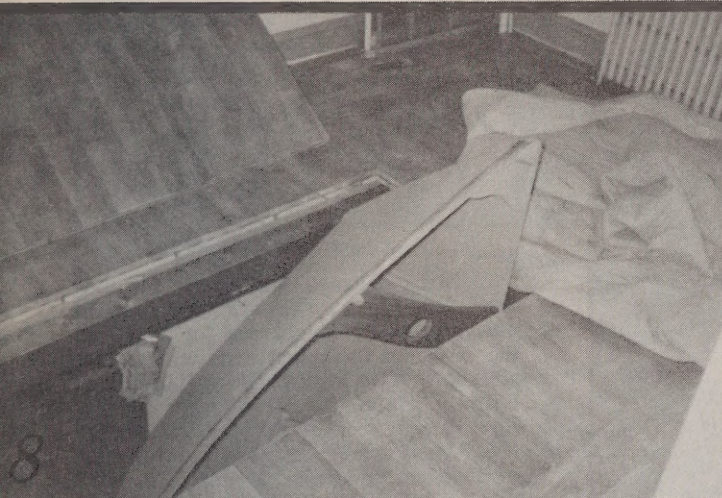
A two-week trip north of the Cape Cod Canal to VICTORY's (nee SPINDRIFT) birthplace, Scituate, MA, grew into an eight week sojourn to CANADA and back! (More on that adventure in a later issue). As I'm self employed full time as a piano tuner, I could absent myself from the job and Karin was able to get a week or two at a time and join me at various points along my way. This barely worked, and we won't do it that way again. Especially as Karin has also now come on full time in our piano tuning business and we will both steal real time this coming summer (1984) to celebrate a two year rebuilding and outfitting period done with serious cruising in mind. A summer of sailing the new VICTORY has been enjoyed already locally and we feel somewhat accustomed to her now. She very little resembles that icy orphan we found in the winter of '79, and also, as yet, very little like that pretty lady I first noticed back in '69.

So this summer VICTORY's job (yes, job) will be to sail westward from Rhode Island to the Hudson River, north through Lake Champlain to the Saint Lawrence and Canada, on out around Cape Breton to Nova Scotia, thence back to New England, thereby completing our circumnavigation. Our aim as we go is to write of the people, the waters, the weather and the sea-lore to be found in an area not frequented by southern New England boating folk. VICTORY will be on this course summer months each year until the circumnavigation of our New England states is complete.



The HERO Twins Come into the World





1. Conception, Al looks over the model he made first of HERO to see if it's worth the effort.

2. HERO going together on the molds, lapstrake plywood construction.

3. Fitting out the interior.

4. The twin HERO's just about ready to come forth.

5. Upstairs over the building shop, the piano business office sits.

6. Office emptied, Al begins to open the way.

7. The opening awaits, the two boats in view.

8. On the way up on the first stage of the trip.

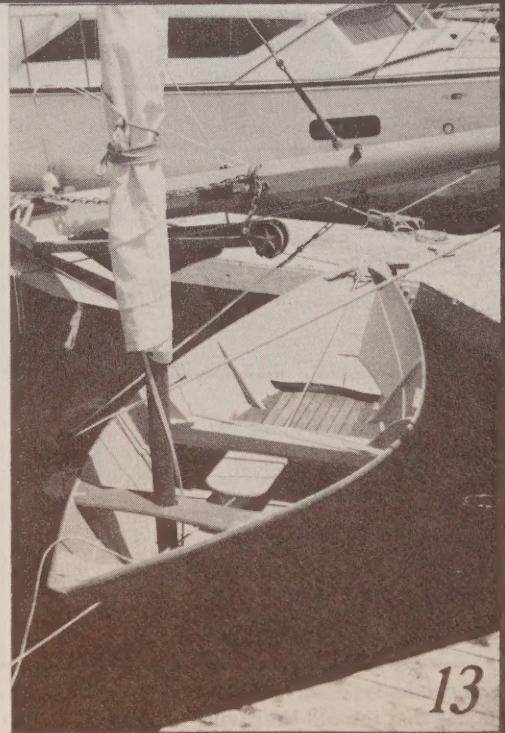
9. The moment of truth, out into the world comes the first HERO.

10. And here we are, you CAN get a boat out of that cellar if you really have to.

11. Getting used to the outdoors and sunlight in the yard.

12. Test row, an hour after emerging into the outdoors, and HERO is a delight to row.

13. Rigged out and at the float next to the mother ship, VICTORY, HERO is the perfect tender.





Sunny Sixties Snow Row

Sixty degrees and sunny for the Snow Row? Yes, February 25th was a springtime day, bright sun for most of the day, not too much wind until mid-afternoon. Two dozen pulling and paddling boats turned up at Hull, MA for the Snow Row race put on by Ed McCabe and the Hull Lifesaving Museum. It was the best turnout yet, and the day made it just fine to be out on the water. Of course, the chop out a ways on the 3 mile course made up from the westerly wind blowing against the incoming current through Hull Gut gave some a struggle, but in all, it was an enjoyable day, not a macho exercise.

Ed McCabe sort of loosely sets this one up, it has an easy way about it. Like there were four classes, one for anything goes stuff, one traditional, one for solo rowers, and one for paddlers (kayaks). Needless to say this sort of easygoing arrangement makes for some confusion at awards time, for the fastest kayak was a two man outfit, but the winner was a solo as that's sort of the way it was planned, solo kayakers. Winner Dick Wheeler was obviously uncomfortable about this but good fellowship seemed to prevail and Ed didn't get too worked up about it.

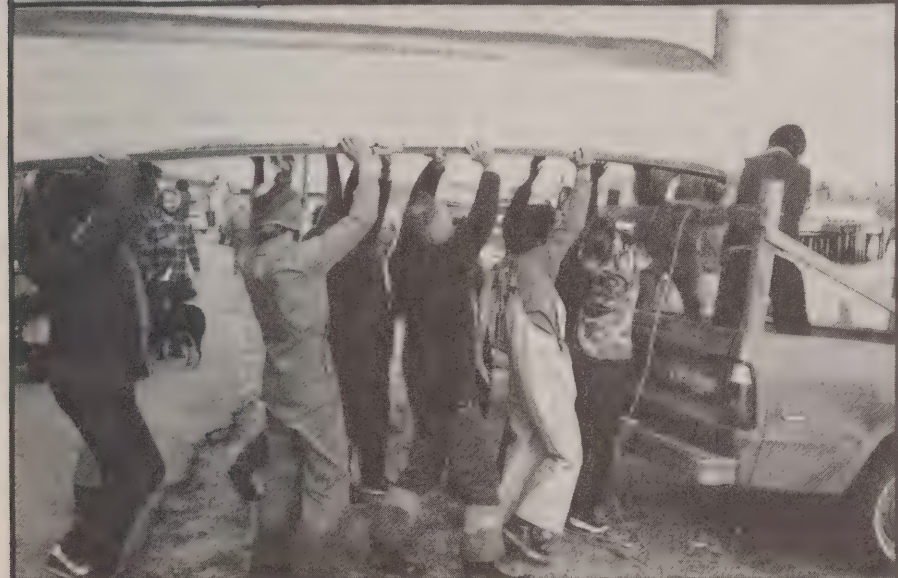
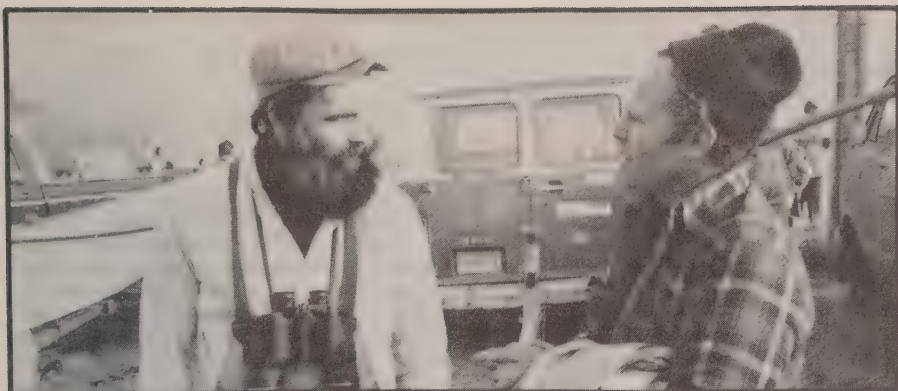
The Mainville family continued its winning ways, turning in the fastest overall time in the big black 21 footer. Still using the original heavy boat, Chuck says they're starting on the new lightweight early March. Henry Szostek topped the solo rowers in his glass peapod, the elegant sliding seat rig doesn't get used for this winter outing. And the traditional winners were Dick Wolfe, Mike Wright, Scott Thorburn and Bill Bradford.

The boathouse at Pemberton Point was jammed with all sorts of boats undergoing restoration or construction as part of the Hull Museum's ongoing boat-building skills program, but Ed and the crowd and the local TV camera crew managed to get wedged in amongst the clutter for presentation of the Nantasket Mugs, souvenirs the Museum is selling to raise funds to bring the former lifeboat NANTASKET home to Hull from the Mariners' Museum in Newport News, VA. As Ed often refers to it, the Snow Row was a "boffo" time for all, and an early start on a new year of rowing sport.

The LeMans type start of the Hull race is sort of unique, Ed justifies its use on grounds that the old lifesaving crews had to run to their boats and launch them.

Report by Bob Hicks

Photos by Bob Whittier & Bob Hicks.



Bringing Back the Nantasket



The Hull Lifesaving Museum is still in its formative stages as the laborious task of fund raising to convert the old Coast Guard Station into a life-saving museum goes on. Amongst all the rebuilding of the building tasks is a project to obtain the return of the lifeboat, NANTASKET, now at the Mariner's Museum in Newport News, VA. That museum is prepared to send back the NANTASKET on permanent loan once the Hull museum has properly prepared a protected place for the old lifeboat.

So the fund raising for this is being handled with a bumper sticker, and memento cups and plates program. The bumper stickers are \$2 each, the 9 oz. mugs are \$6 each and the 8-1/2" plates are \$15 each. These can be ordered direct from the Hull Lifesaving Museum, Box 221, Hull, MA 02045.

In other museum news, the Marine Skills Workshop in the old Coast Guard boathouse at Pemberton Point has instituted a rowing program with the adjacent high school as an option for high school phys ed. One of two longboats on loan from the Boston Schools has been restored. A peapod has been lofted and the building molds set up and some piece parts fabricated. If this ongoing program interests you contact the museum for further details at (617) 925-3595 or write to Box 221, Hull, MA 02045.



Top: Organizer Ed McCabe (left) chats with Lance Lee. Lance brought four rowing crews down with him from the Apprenticeship. Middle: "Trucktopping" Bill Gribbel's old Coast Guard peapod required a big team. Bottom left: Kayak winner Dick Wheeler discusses his 19 footer. Bottom right: Another sort of cartopping effort.

What's happening...

APRIL 1: APRIL FOOLS ROWING & PADDLING OUTING, LOWER CONNECTICUT RIVER.

Ben Fuller will try again to lead interested oarsmen and paddlers on a river estuary outing on April Fools' Day. Last year six of us indulged in a lovely day. Call Ben at (203) 572-0711 for further information (Mystic Seaport Museum).

APRIL 5: MONTHLY MEETING OF THE PEABODY MUSEUM TRADITIONAL SMALL CRAFT ASSOCIATION, SALEM, MA.

Larry Zuk, builder of sailing canoes, will be featured speaker, with emphasis on rigging a sailing canoe for best performance. For further details, call Bob Hicks at (617) 774-0906.

APRIL 7: RIVER CANOEING CRUISE, HARWICH, MA.

Paddle the interesting Herring River, about 6 miles, the last couple of which are tidal, a fun trip on a narrow winding stream. For more details call Bud Carter at (617) 398-2605.

APRIL 14: FLAT WATER CANOEING CRUISE, BREWSTER, MA.

A five mile easy paddle (barring strong winds) through Walker, Upper Mill and Lower Mill ponds with a stop for lunch. For more information, call Ann White at (617) 888-8396.

RADIO CONTROL YACHT REGATTAS

Several spring events are on schedule for radio control yacht racing enthusiasts. On April 16th the Patriot's Day Regatta will take place in Needham, MA. May 6th brings the Spring Tune-up Regatta at Springfield, MA. May 13th is the Housatonic Open at Stratford, CT. May 19th and 20th a two day divisional regatta at Marblehead, MA is planned. We'll have more complete details for our next issue, might be sort of fun to have a look at miniature yacht racing.

SPRING CANOEING SCHEDULE

The Southeastern Massachusetts Chapter of the Appalachian Mountain Club has a full schedule of spring canoe outings arranged. In addition to the detailed events through mid-April that we have already listed on these pages, the following are scheduled:

APRIL 21-22: Whitewater in NH, contact Ed York at (617) 394-4038.

APRIL 28: Flatwater on upper Charles River in Millis, MA. Contact Ruth Irwin at (617) 447-4637.

APRIL 28-29: Whitewater instruction in Warren, MA. Contact Bob Nixon at (617) 822-5768.

MAY 5: Tidal in Sandwich, MA. Contact Carolyn Crowell at (617) 888-4923.

MAY 5-6: Whitewater #2, on West River in Jamaica, VT. Contact Bob Nixon at (617) 822-5768.

MAY 12: Tidal in Barnstable Harbor, Barnstable, MA. Contact Ann White at (617) 888-4669.

MAY 1: Tidal on West Bay in Osterville, MA. Contact Mary Schmonsees at (617) 428-9511.

MAY 19: Flatwater instruction in No. Falmouth, MA. Contact Chuck Wright at (617) 564-4250.

MAY 26: Tidal in Hadley Harbor in Woods Hole, MA. Contact Chuck Wright at (617) 564-4250.

MAY 26-28: Whitewater #2 on Androscoggin River in NH. Contact Russ Ottey at (617) 563-6637.

MAY 26-28: Whitewater #1 on Battenkill River in VT. Contact Bob Milburn at (617) 878-1605.

June and July schedules will be published in later issues.

STERLING COLLEGE CANOE BUILDING COURSE, CRAFTSBURY COMMON, VT. MAY 12 - 20:

This nine day total immersion (not on the canoe trip!) course is organized to instruct a maximum of eight persons in building and using traditional canoes. The building portion is under the direction of Horace Strong at his canoe building and repair shop in Craftsbury Common. The canoeing training and the expedition are directed by David Brown. The first five days include morning and evening building of a traditional wood and canvas canoe at Strong's. Afternoons will include preparation for the expedition, practicing necessary skills, etc. The last four days will be an expedition somewhere in northern New England. At the conclusion, the names of all eight participants will be placed in a hat and one drawn to take home the completed canoe. All-in cost is \$750, complete. For further details contact the Canoe Building Short Course, Sterling College, Craftsbury Ctr. VT 05827. The phone is (802) 586-2561.

TO MARKET - TO MARKET

Lance Lee's Apprenticeshop has scheduled a weekend symposium on selling wooden boats aimed at the many small builders coming onto the scene who are finding it difficult to sell their products. The roster of expert speakers is impressive, John Gardner is the keynote speaker, Jon Wilson delivers the concluding comments. Case studies of successful builders as well as successful firms in unrelated fields serve to illustrate how best to find a market and develop it. The registration fee is \$25 for the weekend and that includes a Friday night keg of beer for early arrivals. The seminar concludes at noon on Sunday to permit travel time for those travelling far. Last minute registration at the door Saturday morning is OK. This news release was sort of last minute itself and some readers will not be seeing this until after the fact, unfortunately. We will probably attend the Saturday session (Sunday we're going rowing) and will bring you a report on this subject. The location is at the Apprenticeshop on Sea St. in Rockport, ME, starting at 9 a.m. Saturday March 31st. You can call (207) 236-9646 for more details.

AUDACITY CRUISE LECTURE RERUN

The Custom House Museum of Newburyport, MA announces that it will host a repeat of the very popular illustrated lecture, "The Voyage of the Audacity" on April 5th at the Museum at 8 p.m. Advance tickets at \$1.50 each for non-members and no charge to members must be obtained, there will be NO ticket sales at the door. Max Scholz and Lavana Snyder spent three years cruising aboard their staysail schooner AUDACITY in the Caribbean, Europe and Scandinavia. This lecture will feature the Caribbean slides. For more information, contact the Custom House Maritime Museum in Newburyport, MA at (617) 462-8681.

SUMMER HOURS FOR CUSTOM HOUSE MUSEUM

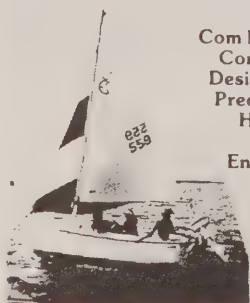
The Custom House Maritime Museum in Newburyport, MA opens for summer hours as of mid-March. Monday through Saturday they will be open from 10 a.m. to 4:30 p.m. and on Sunday from 1 p.m. to 4 p.m. Adult admission is \$1.50, senior citizens \$1.00 and children 5 to 15 75¢. Members are admitted free. To inquire about museum tours, call them at (617) 462-8681.

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CONNECTICUT RIVER THREATENED

Recently there has been much public and official debate over the planned dumping of 80,000,000 gallons of untreated sewage into the Connecticut River by the city of Springfield, Massachusetts. The Connecticut River Oar & Paddle Club is adding its voice to the protest against this action. As we are located in the last town on the river, Old Saybrook, we are all too aware that whatever goes into the river sooner or later finds its way to us. We feel that Springfield's planned action is an unconscionable attack on our share of the environment, a violation of our most basic water rights and a typically short sighted attempt to save dollars to gain votes on the home front. If we could, we would vote against this plan, but we don't even have that option.

The most disturbing aspect of this whole affair is the precedent which has been set by the federal EPA's approval of this plan. If Connecticut should happen to lose its ongoing court fight to stop this dumping, then the way would be open for virtually any town in any state to demand equal latitude in such affairs. After all, how can the EPA justify not allowing another town to dump a like amount of sewage as they are allowing Springfield to do? The danger here is that few politicians will resist forever a chance to save a few tax dollars if this will win favor amongst constituents.

To ensure that this planned action is both a failure and a signal to other towns, it is important that the representatives of the public, and the public itself, should make it understood that the people of this state and others will not lower their standards and resolve and thereby negate the billions of dollars already spent on cleaning up our rivers. We cannot afford and will not abide the occasional exception, lest the exception become the rule. The Connecticut River Oar & Paddle Club will continue to protest this planned dumping upon us and will do all it can to bring public pressure to bear on the municipality of Springfield, Massachusetts.



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IHPVA



IHPVA MOVES ON BOATS

The International Human Powered Vehicle Association now has an active interest in developing more efficient human powered small boats, and there is some possibility that their current top effort, the proa, SABRE, will be at the Small Boat Show in Newport the end of May. This is a 22' long, 60 pound pedal powered craft which has been reported as having "no problem" beating rowing shells, so if a confrontation can be arranged in the rowing race at Newport, it certainly should be interesting. The objective of this human powered vehicle group is to refine and develop vehicles that provide really efficient conversion of human energy into motion.

In the case of boats, rowing with oars develops substantial torque but this is developed in sporadic bursts and the maximum force vectors operate through only a small angle of the sweep of the oars. Craft driven by propellers driven via pedals/sprockets arrangements, as in the bicycle, provide a continuous driving force. The problem in this has been development of a propeller suited to the human energy input power and rpm. Existing propellers are, of course, developed for much higher rpm and horsepower inputs.

Norm Benedict, the IHPVA director of the HPB program (Human Powered Boats) has this to say about design parameters for such craft:

The human powered boat will use similar thinking to that which developed the Gossamer Albatross human powered aircraft. The lightest possible displacement, modern ultra light but strong materials and special propeller design will be needed to break out of the rowing shell's displacement hull speed barrier.

Hulls: Semi planing or planing, or hydrofoil types of simple foam plastic will suffice. They should consider shapes best suited to break the grip of the water in planing. The foam exterior can be hardened with coating of resin and glass. Designs providing for the operator to sit

sideways to the direction of the boat and thus use an ultra simple drive mechanism must be considered. Strongbacks with buoyancy enough to support hydrofoils also should be considered.

Materials: Not only the hull but many underwater components for the drive train such as struts, rudders and even propellers can be made of buoyant material thus contributing to a lighter displacement rather than burdening the hull. Again, a hydrofoil which would get most of the craft out of the water at operating speed has the greatest advantages.

Propulsion: The drive from operator pedals to propeller has to be of the simplest configuration and lowest possible friction. Existing propellers are not suitable as they are designed for high rpm and far greater power inputs. High aspect ratio propellers such as used by low rpm steamboats, scimitar shape aircraft types which increase pitch with rpm are possibilities. A surface drive type with only one blade submerged at a time is a further concept tried by high power hydroplanes in the past. We need not only consider stern located pusher props either. A bow located tractor propeller can utilize clean undisturbed incoming water advantageously. And amidships propellers on hydroplanes have demonstrated ability to lift the entire hull rather than just one end. Duo-counter rotating propellers have been developed for internal combustion engines that demonstrate improved efficiency. The possibilities are numerous.

The Minimum type of test boat: This would be of very wide foam plastic slab as used in construction insulation. A sideways seated operator would then enable the simplest of propeller drive shaft mechanisms. Development could then focus on propeller design for maximum efficiency and lift. The surface of the test boat need not be "hardened" even until many configurations can be tried. This sort of construction can be accomplished in hours rather than in weeks.

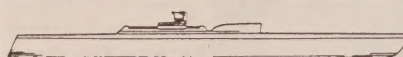
Classes: The IHPVA aim is to develop HPB's for three distinct categories of use; racing, practical and special for persons with special physical requirements.

Further information: Contact the IHPVA, c/o Norm Benedict, 2155 W. 250th St., Box 566, Lomita, CA 90717.

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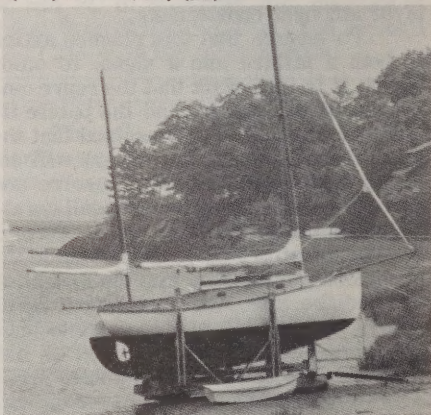
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PAUL B. WORTHEN, Salisbury, MA (617) 465-5931. (21)

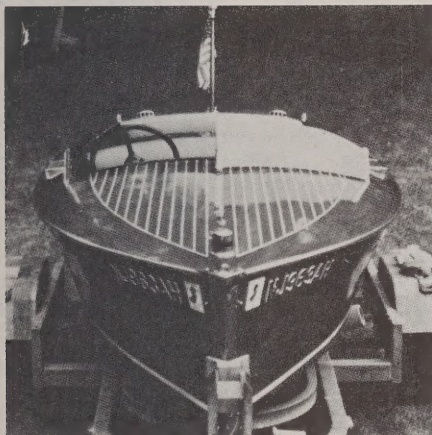
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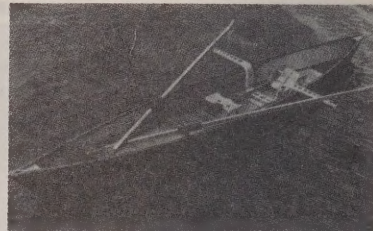


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