

Wooden
Boat Show Preview



messing about in BOATS

Volume 2 ~ Number 6

August 1, 1984





messing about in BOATS

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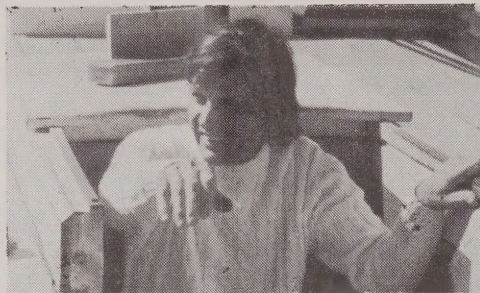
Our Next Issue...

will include the feature on the ultra high performing 10 square meter racing canoe that didn't make it into this issue; a progress report on the 25 foot schooner VICTORY's circumnavigation of New England; the start of a new series on rowing to Alaska in a Swampscott dory; a look at another camper cruiser, NOOTKA SOUND; and an article on a pioneering sea kayaker from ANORAK. If there's room for them all...

On the Cover...

Messing about in boats right in greater downtown Boston can have its charms, one of the participants in the Ship Channel Sprint in mid-June rows past the Boston skyline along the waterfront enroute to the finish at the U.S.S. CONSTITUTION in Charlestown. In its way, this is an interesting place to poke around in a small boat and the concept of a rowing race right into the heart of Boston is a unique one.

Commentary



BOB HICKS



Already it's midsummer and we find ourselves totally immersed in messing about in boats. Just about every weekend there's some sort of event to go to, weekdays we find ourselves off seeing interesting people. In the nooks and crannies we type out the articles and put together the two issues a month. We also try to keep the grass mowed and other home maintenance projects moving (paint the house... reshingle the roof?). Work on our own boats? Hah! I don't mind, they'll wait, but it certainly is the time of year to be doing things WITH boats and not TO boats.

We still get inquiries from readers (and potential readers) about how we expect to keep on filling up this little publication twice a month with interesting news. The view apparently still prevails that there simply isn't enough material around New England to feed the insatiable appetite of so frequently published a periodical. This is the attitude which fuels the rationale for quarterly newsletters.

Boy, it's been over a year since this publication was launched with a view towards publishing all the interesting stories around New England about people messing about in boats. After 30 consecutive issues to date we have MORE stuff awaiting publication than we had when we started. This is a form of synergism, the more we publish, the more who read us, the more who respond with more to publish, either as tips for us to follow up on or as complete stories ready to go. The problem (if there is any at all) is not in finding enough news to print but in finding enough room in which to print it. We want to add on pages of course and already have published several 20 page issues, with 24 coming soon on occasion. This expansion requires increased advertising support and that is slowly gaining. Adding on four more pages can be realistically done (from a financial viewpoint) if one of them is made up of advertising.

The way this has been going, we cannot look too far ahead in our planning. The six times a year magazine plans months ahead, but we don't. We do try to have the immediate next issue pretty well thought out, but regular readers will notice that our page 2 promises of what's coming up in the next issue don't always get fulfilled. Things come up. But, right now, in the midst of on-the-water activities which we feel deserve to be reported on, we are looking ahead a bit into fall and the array of potential articles is imposing.

Events: We expect to include coverage of diverse events such as the Friendship Sloop weekend, a traditional catboat race, an antique and classic boat meet, rowing races on a Connecticut river and along the Maine coast and around an island, a sea kayak symposium, a steamboat meet, a rendezvous of old Herreshof yachts, a traditional small craft meet, a report on canoeing 80 years ago when it was the thing to do of a Sunday afternoon in summer.

Adventures: A couple of major sort of expeditions will be covered, one a row to Alaska from Puget Sound by a middle age couple in a Swampscott dory, another a 600 mile trip down a wild river in Canada's Northwest Territories by four New England canoeists. More moderate local adventures will continue to be covered, such as progress reports from the 25 foot schooner VICTORY's circumnavigation of New England, and a one man kayak circumnavigation of Lake Winnebago.

Interesting boats: Oh, boy. We've got diverse craft we plan to look over, camper cruisers such as Story's new Chebacco 20, Nootka Sound, a semi-open dory camper, the Dirigo sea kayak from Maine, rowing shells made by John Peinert, the Seafari, a collapsible backpack kayak, the Piscataque River wherry, boats built by Baker Boatworks, a nostalgia look at three little sisters, the Alden "O" boat, the Cape Cod Knockabout and the Winabout from a man who sailed them in their heyday, a San Francisco Pelican built on Cape Cod, another lovely old mahogany runabout. On it goes.

People: Usually involved with an interesting boat is an interesting person and we'll be getting to know them, traditional builders, brash young radical designer/builders, white collar rat race escapees, and more. Who they are and why they are doing what they are with the boats they have.

Readers who have been with us for a while know how this is really happening, we have been bringing them a variety of news on messing about in boats. Those seeing us for the first time in this issue (it's being distributed at the Wooden Boat Show) will gain some idea from these remarks, I hope, about where we are going as our second year rushes by on a flood tide of news about messing about in boats. I hope it will persuade you to become regular readers.



A Look at Some Race Results

Results arrived from the Small Boat Race at Newport, which was part of the Small Boat Show there the end of May. Of some interest, I thought, was the distribution of various sorts of boats, and people in the 70 finishers of the 3 mile (approximately) race.

The first 47 boats all were some sort of sliding seat or rigger craft, in 48th place came Chuck and Frank Mainville in their Clipper 21, about 6 minutes down from the 1st man's time. That top finisher was Bob Sheetz in a Graham King rough water shell doing the course in 15:17. The top ten were all serious racing shells with Greg Stone in 9th place in an Alden Trainer the closest to a more recreational type of shell..

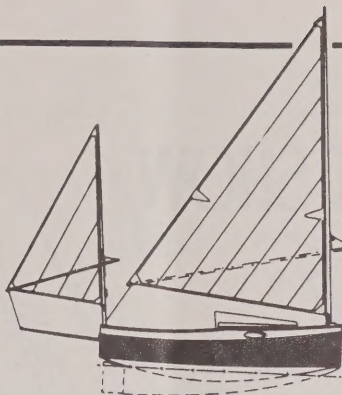
In 4th Dick Dreissigacker, age 37 and in 5th, Ken Lynch, age 41, were in at same times, 16:07, 50 seconds behind the 27 year old winner, topping their respective age groups. The top 50 year old finisher was Edward Brainard in 32nd place, 4 minutes and 21 seconds behind, so there is a pretty steep decline after 40 it appears. Hargy Heap, at 48 years, in an Alden Trainer, was close to that 50 group in years but well ahead just under 3 minutes back of the winner. Doris Aschman was the first woman to finish in her Alden in 29th place overall just about 4 minutes behind the leader. Six women took part, and the youngest, Samantha Hand, at 16, was rowing one of her dad's Onboard sliding riggers mounted on a 12' windsurfer. So she was 63rd, not surprisingly, but NOT LAST!

Best race in the traditional sort of boats was between Rob Lincoln in his 14' Little Rangeley and the two man team of John Aborn and Doug Hatch in a 16' wherry, Rob getting the nod by only 3 seconds for 50th place at 21:21. Rob had been trying to hold the Mainville team most of the way, but missed by 19 seconds.

It was a sliding seat race, not just in terms of winners but in terms of entries, if you're gonna race you gotta go for the advantages of the sliding seat format. Of course there were classes for various types of craft so even those lacking the power advantages of sliding seats had their own contests.

The range of makes entered was broad, look over this list: From the top, Graham King, Rec Racer, Vancouver, ARS, Alden Trainer, Laser, Small Craft, Peinert, Perrywinkle, Alden Ocean Shell, Scullcraft, Hudson, Fastart, Kiever, Onboard, Seashell, Vacshell, Pilot, Little Rangeley, wherry, River Shell, Misery Island Peapod, Warning, Thayer Whitehall, N-12, Cape Dory.

Looks like rowing is booming. Report by Bob Hicks



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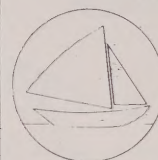
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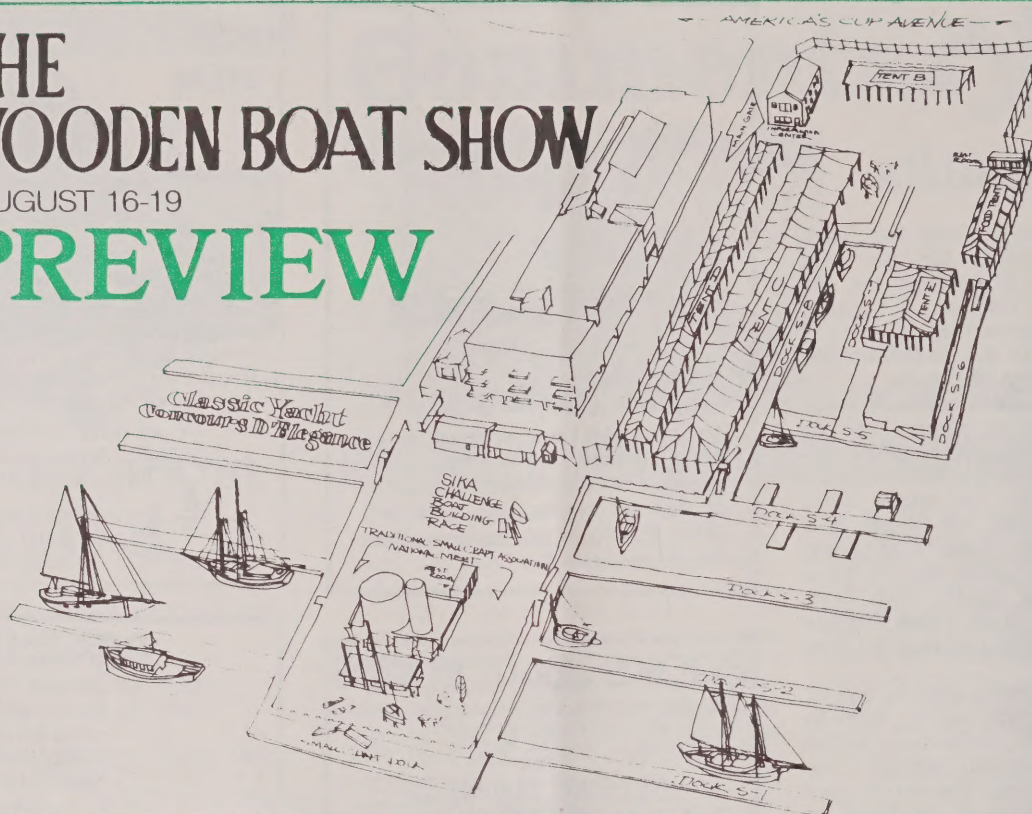
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THE WOODEN BOAT SHOW

AUGUST 16-19

PREVIEW



The Fourth Annual Wooden Boat Show is on for August 16-19 at Newport. As the Show's publicity says, "There's no boat show like the Wooden Boat Show." It is an experience that anyone interested in wooden boats should not miss. While its purpose is to promote the sale of boats and gear, it lacks that high pressure "commercial" atmosphere present at the big winter indoor boat shows.

Readers who have attended in prior years understand all this. There are some new developments for the '84 Show that all should be aware of, however. This year there will be a greater number of boats in the water available for tryout by serious potential buyers. The Traditional Small Craft Association will

be back with many member boats in the water for supervised tryouts by interested show goers. And, the Antique & Classic Boat Society will make an appearance this year bringing to the Show some of the lovely old runabouts and cruising motorboats of yesteryear. This effort will be put on by a newly formed chapter of the ACBS, the Southern New England Chapter, and they will welcome interested prospective members. The Antique Power Boat Historical Association (formerly the Chris Craft Association) will also be on hand in their quest for the preservation of vintage and classic powerboats and the collection of historical data related to them. So this important aspect of wooden boating will at last come together with other wooden

boat enthusiasts. The centerpiece for this sort of craft will be MARINER III, a 120' private power yacht, Scottish built, now from Biloxi, Mississippi.

Also on the "big" boat scene will be WHITEHAWK, an imposing sight at the Show docks.

Rowing racing will make it into the Show this year. Following the success of the small boat race at the May Small Boat Show, the owners of WOODEN rowing craft and paddling craft are invited to participate in this 3 mile (approximately) race around nearby Goat Island, starting and finishing in front of the Show docks. This event will take place on Saturday the 18th at 2 p.m. To register, it is \$10 by advance mail before August 10th, \$12 on race day at the Credentials center at the Show between 9 and 11 in the morning. Double entrants pay double, the fee is per person not per boat. All entrants will receive free T-shirts and beer at the finish dock, and each class winner will receive appropriate Shaw & Tenney oars. The race entry fee, incidentally, includes admission to the Show itself.

Any boat made of wood, with any form of manual propulsion, oar or paddle, is welcome.

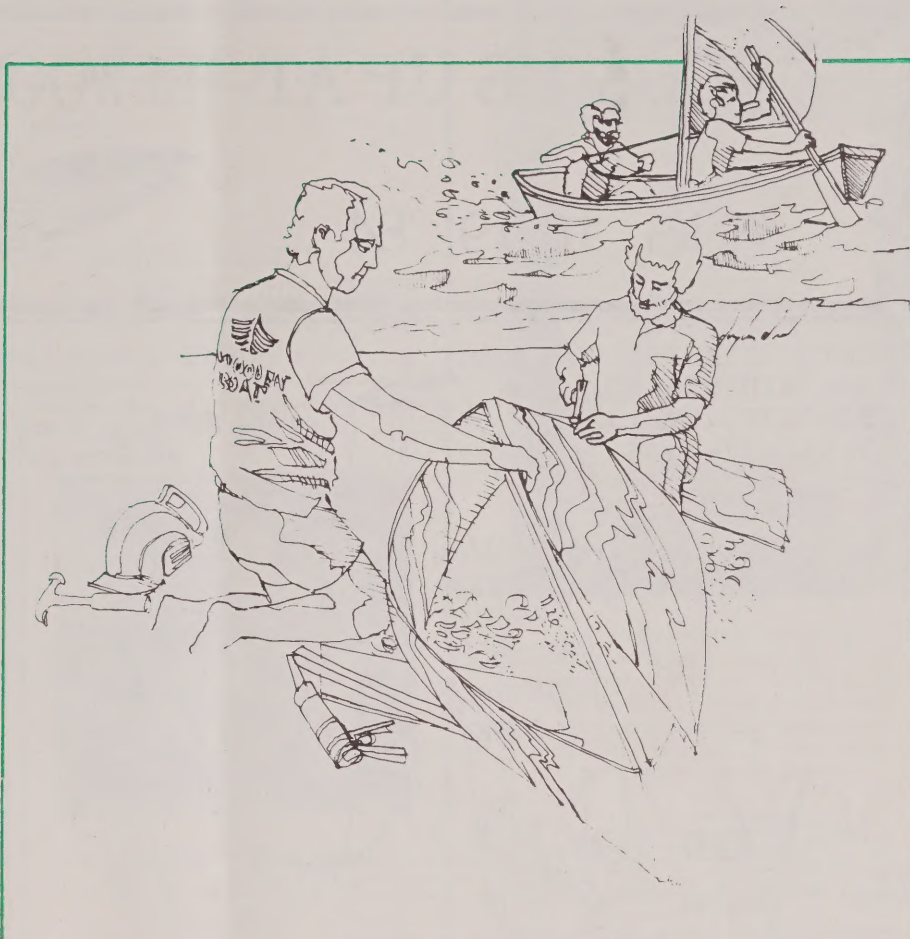
Again this year the SIKa Challenge Cup for the quick and dirty boat contest is up for grabs. By the time you see this, the six finalists from applicants solicited by SIKa in national advertising will have been determined, and these teams will go at building and then racing these "instant" boats during the Show. It is truly impressive how well a boat built in two hours can work, if not how awful they look. Great fun and a needed bit of buffoonery in a sometimes too sobersided activity.



A variety of seminars again will be offered, WOODEN BOAT magazine will sponsor one, for example, on how to do your own basic survey of a wooden boat you might be wishing to buy.

The main thrust of the Show is, of course, the trade displays of boats and gear. This show does not seem to attract all those "junk" dealers of trinkets and trash, the vast majority of items offered for sale are directly related to wooden boats. So it is a pleasure trip even if you are not in the market for anything at all, it's an education to see first hand what there is to be had. And if you are looking for a good wooden boat or appropriate gear, this is the place to see them all, and even try out a potential new craft for yourself if you are indeed a serious potential buyer. Herewith the list of exhibitors as of our press cutoff date of July 5th. There will be more, there always are last minute sign ups of exhibits, but this list will give you a pretty good perspective on what firms will be on hand. And on the following advertising pages, many of these exhibitors provide you with details on just what sort of boats or gear they will have for you to look over.

Don't forget MESSING ABOUT IN BOATS. We'll have a float on the water where we'd be pleased to say hello to present subscribers, and gladly sign up new subscribers (there is this business undertone). And we will have an interesting antique wooden racing canoe on display as a conversation piece. Look us up.



EXHIBITOR LIST

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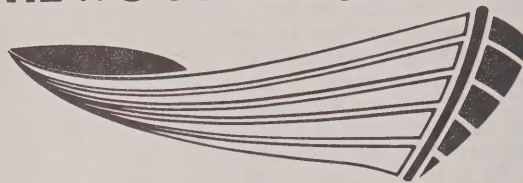
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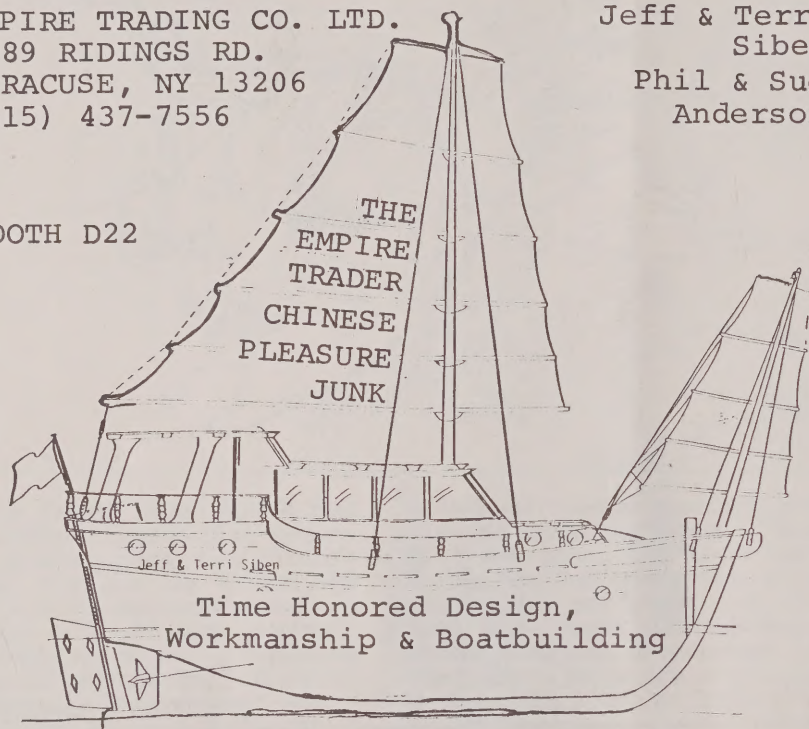
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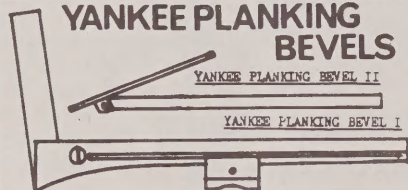
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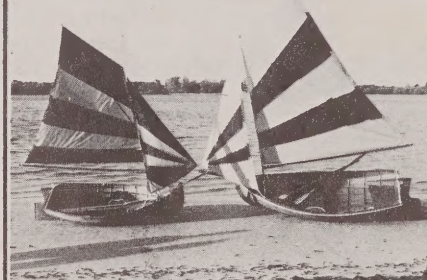
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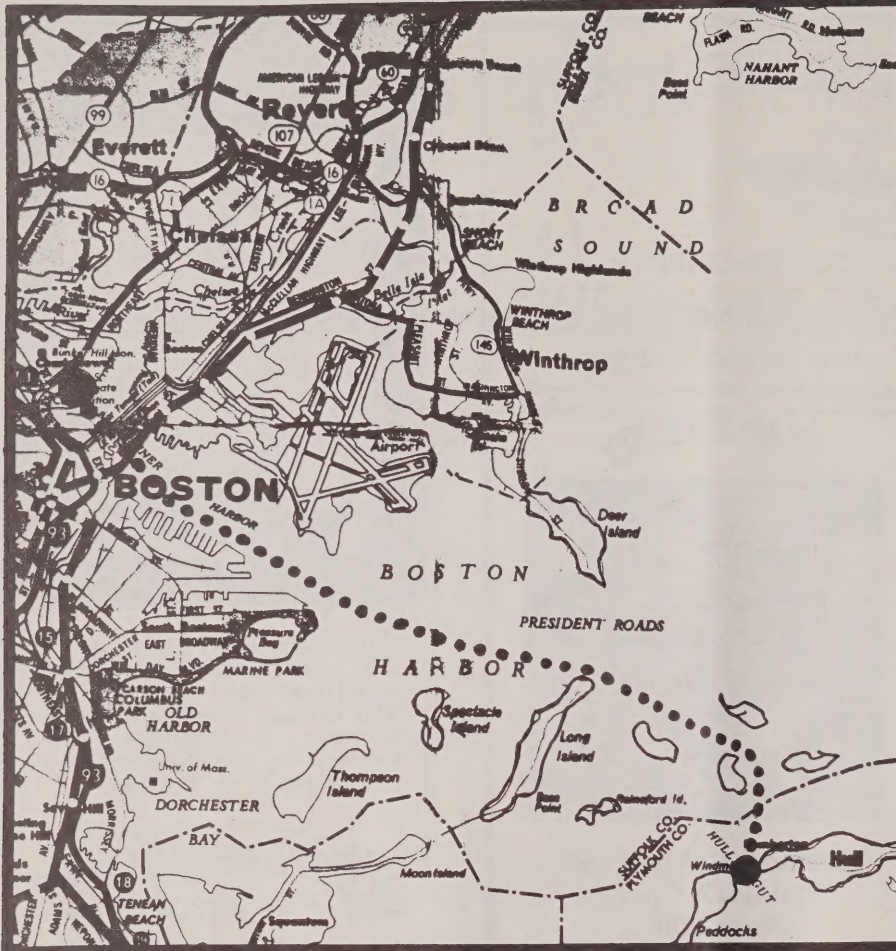
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Ship Channel Sprint

The Ship Channel Sprint on June 16th had a lot going for it. It was a nice early summer day, not much wind, moderate seaway in Boston Harbor (powerboat wakes were the worst) a challenging 8-1/2 mile course from Hull right to the U.S.S. CONSTITUTION wharf in Charlestown, a course connecting two maritime museums, the Hull Lifesaving Museum and the Constitution Museum. But only 20 boats took part. How come?

Well, it was a rescheduled date, as originally the event was to be part of the June 2-3 Parade of Sail (incorrectly promoted by the Boston media as the "Tall Ships") and when that event went belly up between a wild storm on Saturday and a Sunday when virtually no "tall ships" were to be seen, the rowing race was postponed. Apparently many who indicated they'd be there on the 3rd couldn't make it two weeks later.

They missed a good one, what a course to row over: Up through a number of the Harbor islands to the approach to the main ship channel into the inner harbor, past many old historical fortifications on these islands, then past the fort at Castle Island at the tip of South Boston, on past Logan International Airport and then along the downtown Boston waterfront to a finish right beneath OLD IRONSIDES, with follow up beer and chowder on the pier at Constitution Wharf.

Well, maybe only 20 boats took part but what an interesting mix and finishing order. While, as usual, there

were classes for various types of boat, the overall times prove to be the most interesting. Ken Lynch, a 41 year old oarsman from the Cambridge Boat Club who will compete in the Masters World Sculling Championship, set the best time in his Graham King rough water shell at 1:37:59. While the Harbor wasn't at all stormy it was well chopped up by power boat wakes with a lot of recreational traffic to watch out for. Yet this long narrow wooden racing shell handled it all very well (Lynch finished 5th a few weeks earlier at the Small Boat Race in Newport). The second fastest boat was another King shell rowed by Richard O'Connor. Third fastest and only a minute behind O'Connor (four behind Lynch) came Chuck and Frank Mainville in their 21' Pilot cutter. The Mainville's afterwards found themselves in a class of their own, at sign up they had been included with the multiple oared "Ships' Boats."

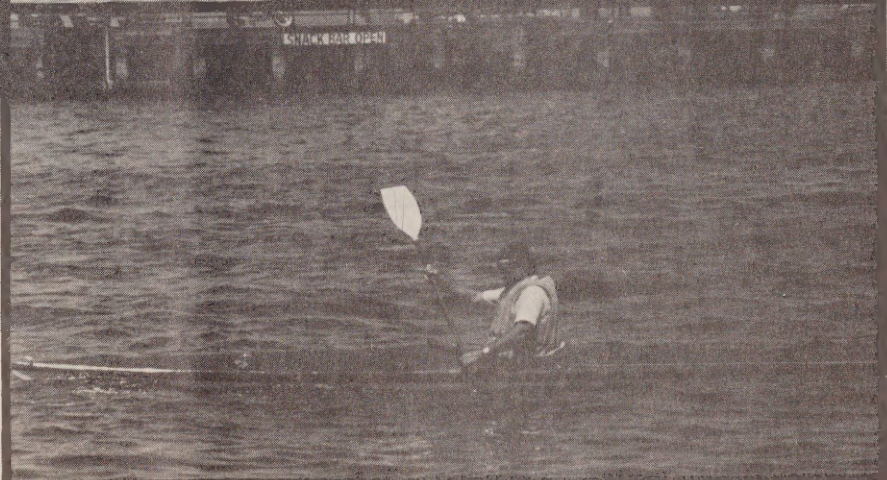
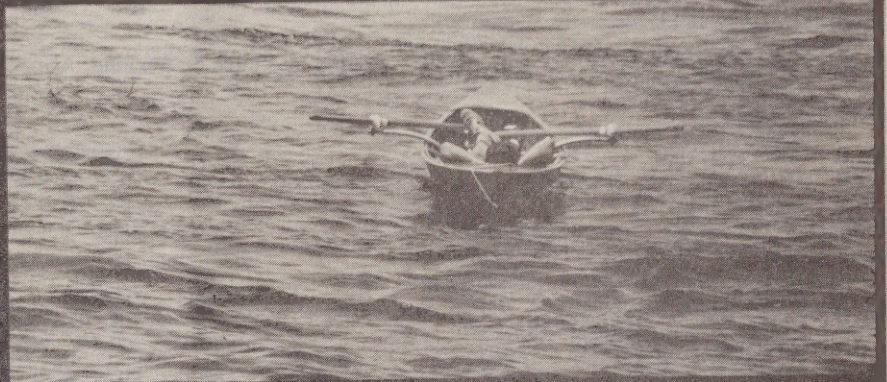
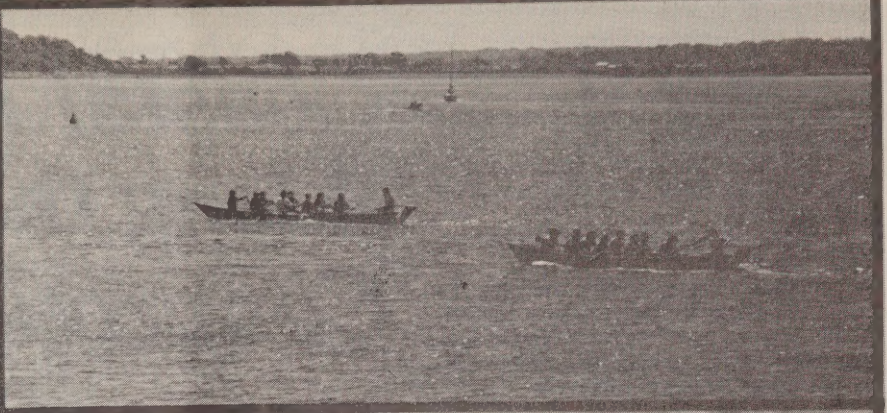
The latter class was led by one of the two Hull High School eight oared flat bottomed double enders, loaned by the Boston school system, once part of that city's Charles River boating activity. The enthusiastic young crew of boys and girls outrawed the U.S. Coast Guard Monomoy lifeboat over 8-1/2 miles to finish just 3 seconds ahead of the latter, and about 2-1/2 minutes behind the Mainvilles. Hargy Heap led in the Alden flotilla next about a minute and a half behind the Monomoy, and he just edged out the first traditional single oared

fixed seat craft, Rob Lincoln's Little Rangeley. Rob, in turn just edged out the first sea kayak, Ray St. Onge's Nordkapp. These three were all within a 45 second time span after 8-1/2 miles.

That's what made it particularly interesting to us, this mix of different craft all competing not far off on elapsed times.

The two men instrumental in organizing it all, Ed McCabe of the Hull Lifesaving Museum, and Dick Wheeler, director of the Constitution Museum, also took part. Ed and two fellow oarsmen from Hull rowed a beamy old dory into 18th spot, while Dick paddled his 19' sea kayak (sorry I missed the make) into 11th. Their efforts have created this truly unique rowing course, and they do plan to go for it again in 1985, hopefully with better participation.

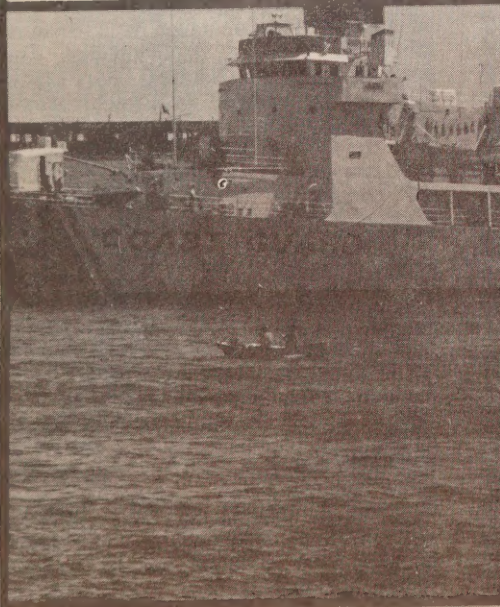
Mention must be made of Dave Morrow and his companion. They sailed and rowed Dave's traditional 13' Lincolnville Wherry (which Dave built) from Nahant north of Boston Harbor some 8 miles across to Hull to the start of the race. They then rowed the short craft the entire race, finishing way back but finishing, despite a lot of time going nowhere in Hull Gut against the inrushing tide. Then they got a tow out to Deer Island from one of the powerboat "shepherds" and from there sailed back to Nahant and home. That is real involvement.



Above: Checking out the King rough water racing shells that finished 1 - 2.

Below: Dave Morrow & friend pull in to finish after much effort.

Right from top: The two Hull High School crews warm up before the race. A solo carsman warms up also. Dick Wheeler of Constitution Museum finishes in his kayak. The tow back to Hull was the roughest of the day.



SEA KAYAKER CONTACTS

Looking for paddling companions on weekends, or interesting new outings to enjoy? You can contact the following people if you are:

NEW YORK CITY AREA: Chuck Sutherland, Friday evenings at (914) 769-1651.

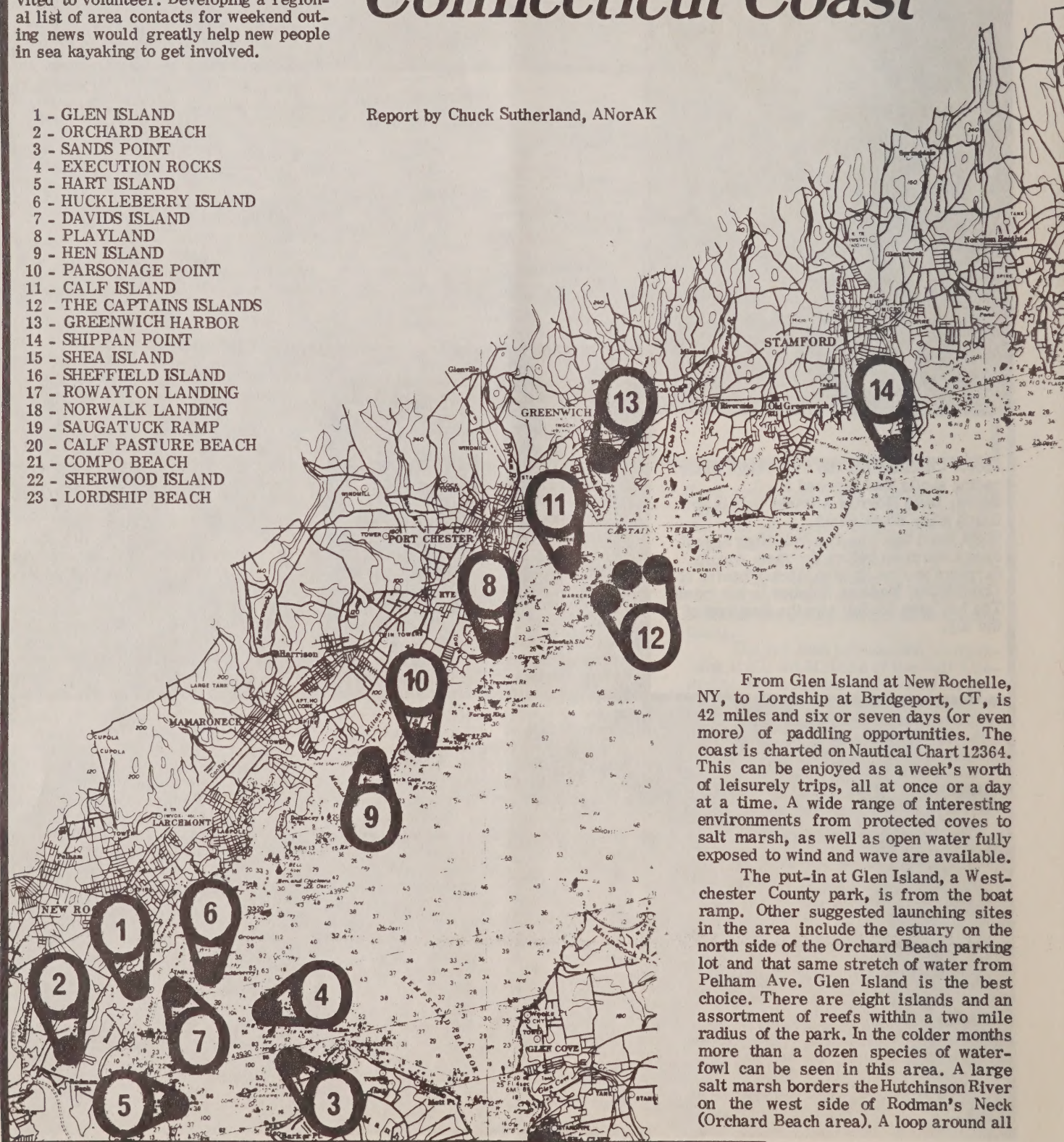
BOSTON AREA: Bob Walker at (617) 524-6239.

Other area co-ordinators are invited to volunteer. Developing a regional list of area contacts for weekend outing news would greatly help new people in sea kayaking to get involved.

Coastal Paddling Along the Southwest Connecticut Coast

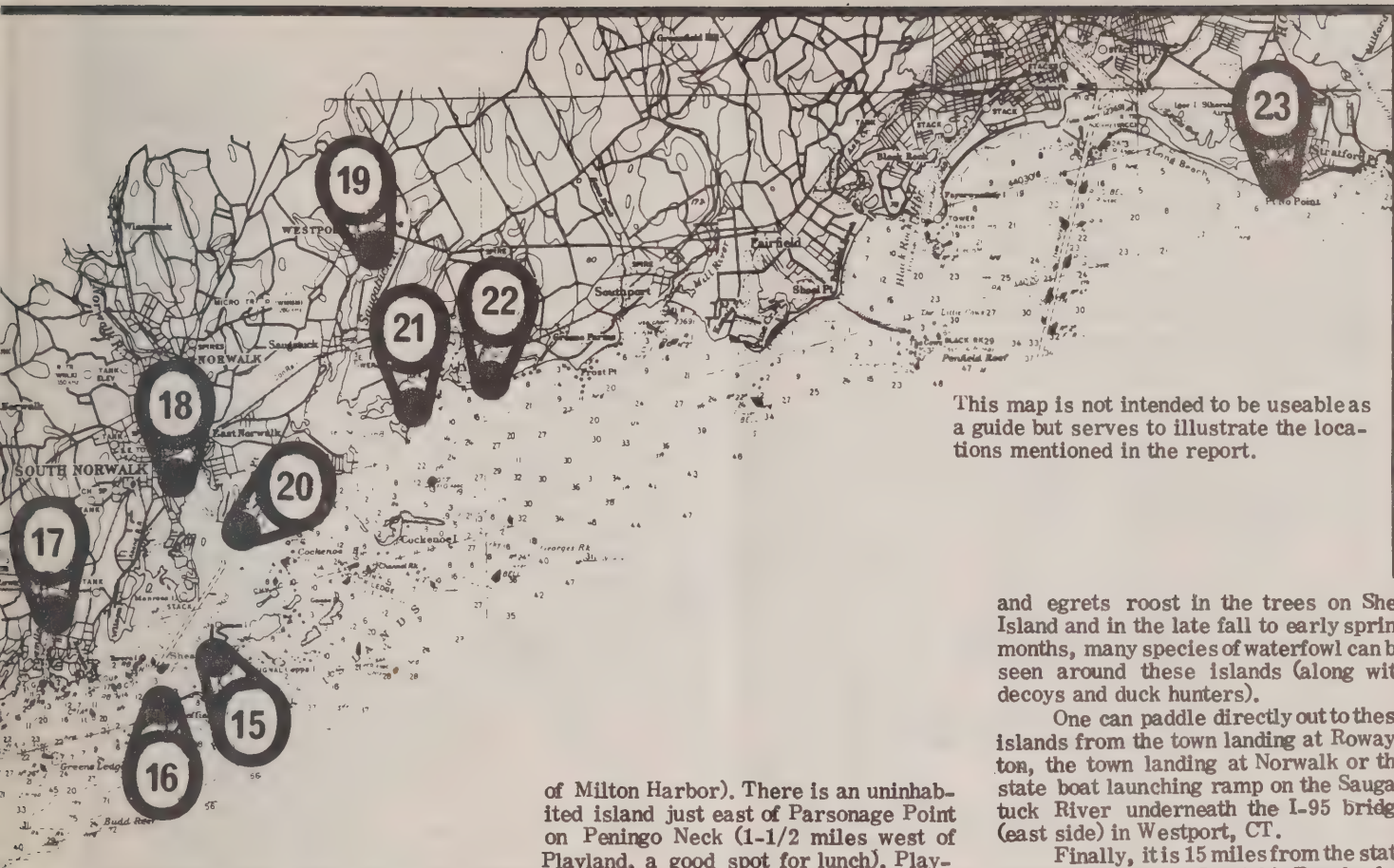
Report by Chuck Sutherland, ANorAK

- 1 - GLEN ISLAND
- 2 - ORCHARD BEACH
- 3 - SANDS POINT
- 4 - EXECUTION ROCKS
- 5 - HART ISLAND
- 6 - HUCKLEBERRY ISLAND
- 7 - DAVIDS ISLAND
- 8 - PLAYLAND
- 9 - HEN ISLAND
- 10 - PARSONAGE POINT
- 11 - CALF ISLAND
- 12 - THE CAPTAINS ISLANDS
- 13 - GREENWICH HARBOR
- 14 - SHIPPAN POINT
- 15 - SHEA ISLAND
- 16 - SHEFFIELD ISLAND
- 17 - ROWAYTON LANDING
- 18 - NORWALK LANDING
- 19 - SAUGATUCK RAMP
- 20 - CALF PASTURE BEACH
- 21 - COMPO BEACH
- 22 - SHERWOOD ISLAND
- 23 - LORDSHIP BEACH



From Glen Island at New Rochelle, NY, to Lordship at Bridgeport, CT, is 42 miles and six or seven days (or even more) of paddling opportunities. The coast is charted on Nautical Chart 12364. This can be enjoyed as a week's worth of leisurely trips, all at once or a day at a time. A wide range of interesting environments from protected coves to salt marsh, as well as open water fully exposed to wind and wave are available.

The put-in at Glen Island, a Westchester County park, is from the boat ramp. Other suggested launching sites in the area include the estuary on the north side of the Orchard Beach parking lot and that same stretch of water from Pelham Ave. Glen Island is the best choice. There are eight islands and an assortment of reefs within a two mile radius of the park. In the colder months more than a dozen species of waterfowl can be seen in this area. A large salt marsh borders the Hutchinson River on the west side of Rodman's Neck (Orchard Beach area). A loop around all



This map is not intended to be useable as a guide but serves to illustrate the locations mentioned in the report.

of the islands is 10 miles. It is 3-1/2 miles from Glen Island across the Sound to Sands Point on Long Island. The Execution Rocks Lighthouse (1869) stands about halfway across the open water portion of the crossing. Another equally old lighthouse stands on Sands Point. A lot of big time shipping traffic moves along this south side of the Sound, and attention to such traffic is important. Do not land on Hart Island as it is a prison, even though not so marked. Last winter a dozen guards kicked three of us off the island for attempting to eat our sandwiches on its beach.

Egrets and nighthawks roost in the trees on the east end of Huckleberry Island. The cove bordered by these trees has a rather isolated, undisturbed flavor about it. This is due to its facing the Sound rather than a developed shore. Davids Island has Ft. Slocum on it, an abandoned military base. We have explored this island several times.

It is 8-1/2 miles from Glen Island eastward to Playland in Rye, NY. There are a number of reefs off Playland that are attractive to shorebirds. I've shot pictures of purple sandpipers there at a distance of 15 feet with a 300mm lens. Three miles west of Playland is Hen Island and a large salt marsh maintained by the Nature Conservancy (west side

of Milton Harbor). There is an uninhabited island just east of Parsonage Point on Peningo Neck (1-1/2 miles west of Playland, a good spot for lunch). Playland is an amusement park, open to the public, which has a short section of beach where car-top boats can be launched.

Calf Island is just beyond the entrance to the Byram River about 2-1/2 miles east of Playland. The Greenwich YMCA issues permits to camp on this island. Such permits can be purchased on the island. Directly off Greenwich lie Great Captain, Little Captain and Wee Captain islands, all private. An old stone lighthouse, like the one on Execution Rocks, stands on Great Captain Island. These islands can also be reached by getting off Interstate 95, Exit 3 at Greenwich, CT. Go about 1/4 mile south to a small park at the innermost end of Greenwich Harbor (within sight of the exit ramp). With some care in climbing down the rocks, it is possible to launch from this park and paddle either out around these Greenwich islands and back, or proceed west to Playland or east around Todd's Point to Shippan Point in Stamford, CT, about ten miles. At Shippan Point (reached from Exit 8 off I-95) you can park on the east side of Shippan Ave. within a short distance of a gravel beach at the end of the road.

Looking east from Shippan Point, one can see the islands that lie off Norwalk, CT, 5-1/2 miles away. There are about 12 islands in this group and one can camp on the beach at Shea Island. The distance around all the islands is 12 miles. There is a steel lighthouse at each end of the chain and another of the series of old stone lighthouses is located on Sheffield Island. A great many herons

and egrets roost in the trees on Shea Island and in the late fall to early spring months, many species of waterfowl can be seen around these islands (along with decoys and duck hunters).

One can paddle directly out to these islands from the town landing at Rowayton, the town landing at Norwalk or the state boat launching ramp on the Saugatuck River underneath the I-95 bridge (east side) in Westport, CT.

Finally, it is 15 miles from the state ramp at Westport to Lordship Beach a few miles beyond Bridgeport. We did this section in a leisurely six hour cruise, landed twice on a foggy day. We crossed a couple of coves on compass courses. I did poorly at navigating. It is hard to recognize exactly where you are when you can see only a few hundred yards of the shoreline.

By car, Lordship Beach is reached by going south on Rt. 117 from Exit 30 off I-95, a mile or so to a Y intersection. Go to the right along the road which passes the airport on the left and a large salt marsh on the right. At the intersection at the far edge of the marsh, turn right and follow this road to the beach.

From shortly after Labor Day until about mid-May one may launch from the following beaches: Orchard Beach; Todd's Pt in Old Greenwich; Cummings Beach in Stamford; Calf Pasture Beach in Norwalk; Compo Beach in Westport. Sherwood Island is an underutilized state park just east of Compo Beach that would make a great place to launch except that it has been illegal to do so for the past 30 years, a policy that really needs to be changed.

No doubt there are other locations along this densely populated stretch of coastline where one can launch car-top boats without having to pay the high fees charged for putting powerboats in the water. Anyone knowing of such locations would do his fellow paddlers a favor by letting us know at ANorAK so we may add them to our listings. Contact me, Chuck Sutherland, at Box 444, Tuckahoe, NY 10707.

Map portion from :
Explorer's Map of N.E.
Great Circle Prod.
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The fourth and final installment of Bill Gerber's report describes conditions at present with references to all important information one might need in order to do all or part of the trail.

The Down East Coastal Canoe Trail-IV

Since the time of the First Run, in August of 1979, at least three significant changes have been made to the route based upon the experience of the first run. Instead of departing from Falmouth, subsequent trips have started from Spring Point in South Portland; from a beach at the north end of Southern Main Vocational Technical Institute (SMVTI), between Spring Point Marine and the large jetty just east of it. By prior arrangement shuttle cars may be parked in the long term parking area at the Marina. From there, the route proceeds first to Fort Gorges which appears quite imposing from the beach and, in fact, is only a 10 or 15 minute paddle away. Much caution is called for here, however, as the route cuts right across a major shipping lane in and out of Portland.

The fort is of Civil War vintage and was one of the three major installations protecting Portland Harbor. It is the only monument in all of Maine to Sir Ferdinando Gorges, a seventeenth century English Nobleman who spent much of his life and fortune attempting to establish a permanent colony in Maine. In spite of its imposing, if not menacing, appearance, Confederate Lieutenant Charles Read managed to capture the revenue cutter "Caleb Cushing" right in Portland Harbor and spirit her out to sea without a shot being fired at him. Incensed Mainers captured him shortly after but not before he blew up the "Cushing".

From Fort Gorges subsequent

trips have all headed over behind Little Diamond Island and run up Diamond Island Pass, across Hussey Sound, along the west shore of Long Island and then to the east side of Little Chebeague.

Similarly no subsequent trip has made the detour up to Little Whaleboat. That route is a bit more exposed, though one could skirt the west shore of Whaleboat itself. But the excursion makes for quite a long day. Later, trips have all proceeded to Stockman's Island, then to the southern tip of Whaleboat and, from there, directly to Potts Harbor at the south end of Harpswell Neck.

In the first run description of Clark Cove, I mentioned that the southern third of the point of land that is the Campsite is owned by the state. The northern two-thirds is owned by a lobsterman, Mr. Morse. (When you negotiate with him for lobsters, if it is late enough in the season, you might also negotiate with his wife for fresh corn from her garden. Their friends have clams, also). The way to identify the properly line ("good fences make good neighbors" - Frost, from Mending Wall) is to find the big oak tree at the east end and sight back over several spots of exposed ledge. That's the accepted line.

Departing Clark Cove, trips have gone around both the north and south sides of Sebascodogan Island. If one chooses to go south, a run out through Gun Point Cove, between Orr's and Sebascodogan Island is shorter and less exposed than a run around the south end of Bailey's Island. Of late, the transits

from the New Meadows River to the Kennebec have all been run across the old Indian portage between Winnegance Bay and the creek, sometimes referred to as a lake, of the same name. It is less surprising that the same name shows up on both sides of the peninsula when you discover that the word Winnegance, in the Indian language of the area, meant "a small portage". (Thus, we go from "portage" bay to "portage" creek. It all makes good sense now, right?) This route replaces the Sawyer Park, New Meadows Lake and canal, Sturgeon Island and back down the Kennebec route and cuts one day off of the duration of the original trip. It is still an option, for anyone who chooses to use it but it would make more sense as a segment of a trip that might use Richmond or Augusta as its destination.

Conveniently, Meadowbrook, a commercial camp ground, is only about a hundred yards south of the portage trail along the road at the top of the ridge. The Meadowbrook proprietors have been quite helpful to previous trips and their costs are reasonable. Using it, it is reasonably convenient to portage boats and any unneeded equipment all the way across to the creek, but to detour to the camp ground with whatever is needed for the overnight.

Regarding the portage itself, it begins at a boat launching ramp near the eastern most part of Brigham's Cove, right behind a small island. Be sure to be there near high tide. There is a \$2.00 per boat fee posted for using the ramp.

So far the residents seem to be going out of their way to avoid collecting it from canoeists. They seem to consider it to be their contribution to restoring functional use of the old portage trail. I hope I am "reading" them correctly; I've never specifically discussed the fee with anyone. From the ramp, the portage goes straight up the hill.

When you reach the secondary road at the top of the ridge, proceed straight across and just along the tree line to the trail beyond. The trail runs straight to the water. (Good swimming, there!) It may not be obvious but upon departing the Winnegance Creek terminus of the trail, proceed briefly north and then turn east. You may have to pick or cut your way through the floating islands of rushes. Apparently the wind blows them all over the lake so no telling where you'll confront them!

When you reach Route 209, coming south out of Bath, you have two choices. You can "truck" your gear and boats up over the road and down the opposite side; sporty, but most trips have done it. Be prepared to play "dodge-em cars". A bucket brigade works best to get gear up and down. Another option, you can also make the transit underneath the bridge/dam at the southeast corner. With a little ingenuity you can avoid the road altogether; a challenge, but probably safer.

Exiting from the Route 209 "portage", don't let the locals tell you to go to the left if the tide is running out, for that's mud flats. The channel goes to the right. Once in the Kennebec, there is another choice. You can make your way up to Bath and turn down the Sasanoa, as most trips have done. Or, if you have sufficient time, you can do down the Kennebec to Bald Head and turn up the Back River. It's longer, but worth the effort. However, do not plan on crossing the mud flats at either end of the Back River at low tide. Believe me, it's tough going!!

My expectation is that any sea kayakers who choose to run the trail will want to run around the south end of the Sabino peninsula rather than portage. Understandable, and I have no first hand experience to offer beyond the mouth of the New Meadows River. For camping, there are several commercial camps in the region with which arrangements might be made or it may be possible to work out something with the owners of Rogue or Malaga Islands. I might pass on one cautionary observation: Our forefathers, who were seafaring people, seem to have had the utmost respect for the waters at the mouth of the Kennebec. Enough said. (Yes, I understand that some people surf canoes in that area. They are accomplished canoeists; they are there in numbers; and they are prepared to swim! If you meet that criteria, by all means try it.)

At the outset, please be aware that the trail, particularly the legs through Casco Bay and along the southern side of Sebasteodegan Island, should not be attempted by anyone who is not a very accomplished canoeist. Even then, we recommend a minimum of three canoes and six people. Participants should have

considerable tidewater or Class II white water experience. They should be quite comfortable with navigating by compass and nautical charts. Participants should also possess the knowledge and skills to cope with high winds, strong currents, very cold water, thick coastal fog and the wakes thrown up by power boats and commercial ships. Based upon our experience with five trips thus far, there is 20% probability that you will not be able to cross Casco Bay because of high winds; 40% that you will be delayed somewhere for one day and 20% that you will be delayed two days. That's an accumulated 80% probability that something will happen to alter your route or schedule! Obviously, these cautions do not apply in equal measure to all segments of the trail, a few short stretches could even be attempted by those of only moderate abilities. But a very healthy respect for tidal waters is appropriate for all persons at all times.

Now, if you are still interested, the entire route can be plotted on a single National Ocean Survey (NOS) Chart: Number 13288 - Monhegan Island to Cape Elizabeth. You can substitute two other charts: the 13293 Damariscotta, Sheepscot and Kennebec Rivers; and the 13290 - Casco Bay if you like. They provide more detail but do not give full coverage of the Sawyer Park, New Meadows Lake and Canal segments of the northern route option, should you choose to go that way. The foregoing text of this four part series of articles should provide all of the information you need to plot your route and find all of your campsites.

With the changes noted the sequence of put-in, enroute campsites and take out is as follows: South Portland/SMVTI; Little Chebeague Island; Clark Cove; and then either Sawyer Park and, now, Thorne Island, or Meadowbrook (depending upon which route you choose); Beal Island or Knubble Bay Camp; Fort Island and Pemaquid State Park. The total distance is about 65 to 75 miles, again depending upon which options you choose.

The best time of year to go seems to be through July and August. Coastal waters, particularly across the more exposed legs, are more likely to be calm during those months. Also, should you get in to trouble, the probability of help being near is a bit higher.

For tide conditions, I prefer to

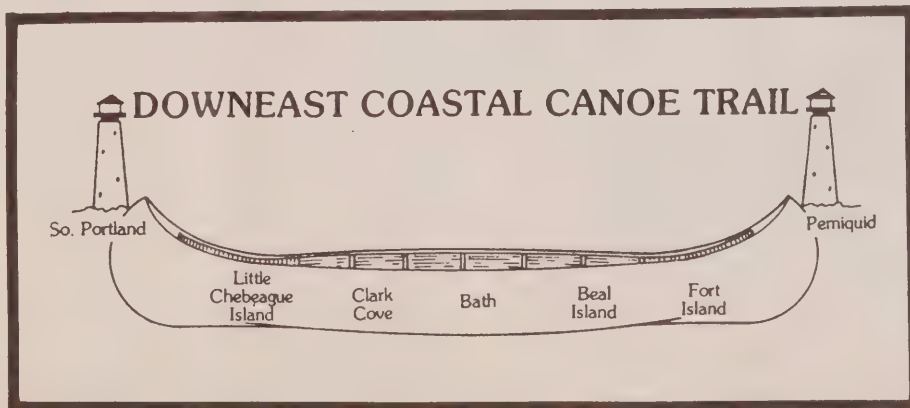
have flood tide through midday during the first few days of the trip. Then if it becomes necessary to go inland, such as behind Sebasteodegan Island, the tides, at least are in your favor. Also, again, if someone gets into trouble, they are more likely to be carried toward land than launched out to sea.

Tide or Tidal Current Tables are essential for proper trip planning. These can be found in government documents, in Eldridge in the Boating Almanac, and a number of other publications. These and the NOS Charts can usually be obtained from east coast marinas and marine supply houses; or the charts and government tide/tidal current tables can be obtained by writing to: National Ocean Survey, Distribution Division (C-44) Riverdale, MD., 20840. Expect to spend about \$10 to \$15 for a full set of charts and tables.

If you plan to spot vehicles at the Pemaquid state Park take-out, you should first contact the ranger there at (207) 677-2423 or 2194. To use Beal Island or Knubble Bay Camp, contact the register (see the Camps Section of Appalachia). To leave your shuttle car near the put-in, contact the Spring Point Marina in South Portland. There is a Coast Guard Station in Boothbay Harbor. Their phone is (207) 633-2643 or 44. They monitor VHF Channel 16 and Citizen's Band Channel 9. Another one is located in South Portland, phone (207) 799-1680. They monitor SSB-2182 in addition to the VHF and CB channels noted above. A small weather radio is worth its weight in gold. If you go to buy one, if the set does not work in the store it probably won't help you much on the water either. Get one that you know works. Weather broadcasts are continuous on one or another of three frequencies. You should be able to pick up one of them almost anywhere on the northeast coast. The hospital in Bath is located at 23 Winship Street; the phone is 207-443-5524.

One of the members of the fourth group to do the trail worked up a certificate to be presented to those who complete the full journey (yes, including the portages too!) They are available until the current stock runs out! Retroactively too, get in touch - Bill Gerber, 16 Princess Ave., Chelmsford, MA, 01863

May the tide be with you and may the wind be always at your back!



NINA

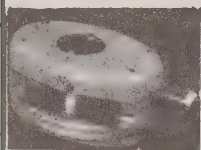


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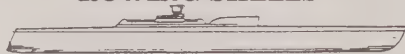


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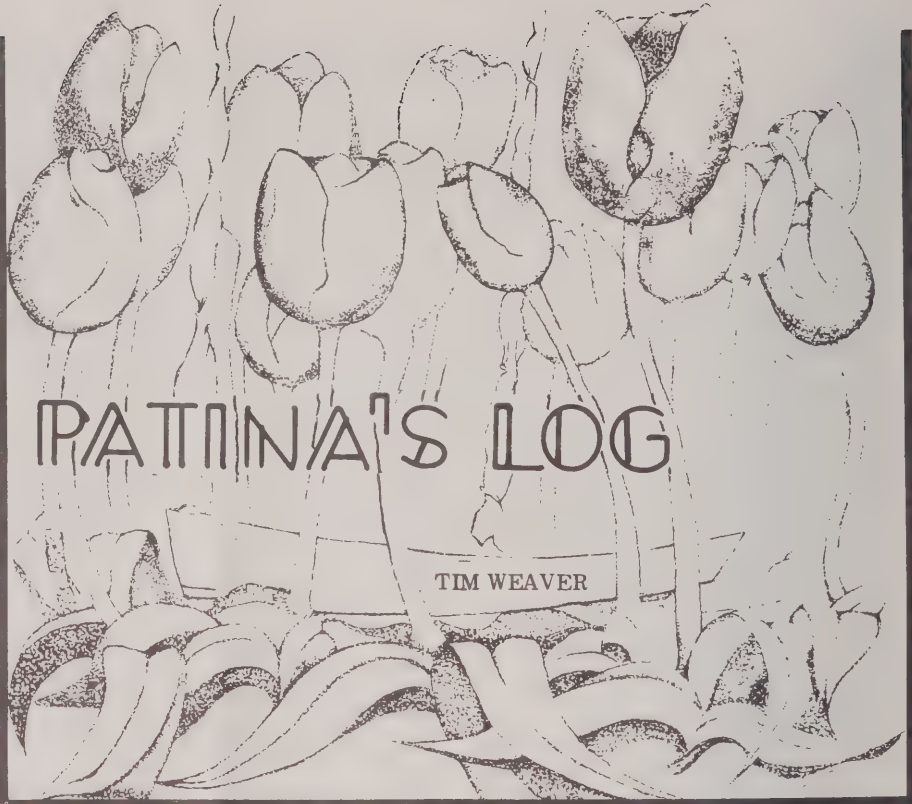


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Thursday, March 15. The retreat of an early spring is going to require some action to relieve this unusually early case of boat fever, a fever brought on by an unreasonably warm late February.

What to do? It must be positive, foster a cheerful disposition yet not feed this fever. How 'bout ordering a little paint? A quick search comes up with my dogeared discount flyer and I make quick work of it. One gallon Topside Enamel, 403 High Gloss Yacht White -- no porch and deck enamel this year, going to go that extra mile, give Patina the best. One quart Seam Compound, No. 742 -- that'll last two years. And one quart Tarr and Wonson, Limited, Copper Paint, 503 Red -- going from Gloucester brown to red this year and will leave out the boot top, am going for the plain truth of things. Cost: forty dollars, not cheap, but fair. I get the order in the mail, boat fever abates.

Tuesday, March 20. A cold wet morning and a grey day. Glad I'm at work and busy. About 11 o'clock Alan comes in from the shipping room. He's got a package and it's mine. What's this? From Dunbar Marine, Hmmm, open it comes. It is a feast for the eyes. Three fine tins, they glisten and shine and wear their labels proudly. I like that Tarr and Wonson label: a fine straightforward red with a yellow banner against which blue letters proclaim Copper Paint and below that a porthole through which one gets a glimpse of a decent three masted ship. Here, despite the weather, is a sign of spring.

Thursday, April 20. The only sure indications of the coming spring, outside of a month of rain, have been those three shining tins sitting on their shelf in my apartment. They bring good thoughts and warmth despite the relentlessly dreary

weather. They glow and sparkle from their spot.

Sunday, April 29. The first spring day. It's warm, the sun is burning off the haze. This bright warm day is too nice a one for work. Time to take a ride, visit a friend, get a little sun in my bones. So I'm off the Frank's, haven't seen him in a while. And as I pull up I see a grand wall of tulips, strong and large with a red-blued flower and green silvered stems. They march before my eyes. And we go for breakfast and return to look this spring sight over, sit and talk amongst it all. Winter buttercups, grape hyacinths, crocus and daffodil. The tulips? Elizabeth Arden Darwin hybrids. The colors play in the sun and the wisp of a morning's breeze gives tremor to the leaves. Before I know it, it's noon and time to move along. Time for a nap, to rest assured that spring is here. And I try, but I can't get PATINA off my mind, she's crept in with the flowers. I grab some paint, the seam compound, some cotton caulking, a few tools and am off. The work goes fast in the sun, a good warm sun that I can feel in my palms. In the midst of it there's time to take a break and watch a parade. Shriners on motorcycles do tricks, fire engines glow, a great crowd of metallic balloons tow their man down the street, a fife and drum corps stirs the heart, the governor rides by. Now this is the sort of a boat fixing break a fellow can enjoy. And it's back to PATINA. The seams done, a few needed caulking, that's done. A bit more seam compound here and there and the copper goes on. Then the sides get a coat of white. Things are shaping up.

Saturday afternoon, May 5. Time to begin pulling things together, to check the floorboards, masts and sprits, to patch what's needing it, turn the boat and check the deck, sand, paint. Know we'll

have to patch the floorboards, the deck too. And want to give the sides another coat of white, the first just didn't cover. Plenty of work. So I gather a few tools, making sure not to forget the little Makita sander, have heard a lot about it and we're going to give it a try.

Just about when I'm ready, my son, Dan, who gives a day or so each spring to the boat project, arrives right on time. We have a good plan and the work moves along. Dan gets right on the spars with the Makita while I start sanding the sides. And the Makita makes quick work of the spars. He moves on to the floorboards and is puzzled about just how to patch them, and I give him the same advice, the best advice I've ever been given when it comes to messing around with a boat, "Just use common sense." That answer clears the air, puts things in their place, and Dan gets on with it. And I get back to sanding the sides. Soon we're mixing paint and going at the floorboards and the spars. Patching, sanding, painting, setting work out to dry, we move along.

Then Mike comes along, he's the son of the fellow who owns the yard where PATINA sits, and he picks up a brush. Later Jim, he's Mike's dad, comes along and he picks up a brush. This is turning into Tom Sawyer's picket fence. With enough help to turn PATINA, we do just that, and I get on with the sides. The brush, the paint, the side of the boat, all dance in the afternoon light. The second coat gives the white new strength. It stands up to the light, takes its place, announces itself.

I decide to check the deck, that I've been putting off. There's rot along the washboard, first noticed it when I pulled PATINA last year. Right then and there I stopped and cut it out. But what about the rest of the deck? The counter? That's fine. The foredeck? What's this? Soft wood along three seams and going back an inch each side of the seam. A bit more work here than expected, but not today, for today we're done.

And I take something special from this afternoon, more than doing something I like, more than the good weather and the sight of things. It is the working with my son, sharing the delight of a simple pleasure, something that will be with me long after PATINA is gone.

Monday, May 7th finds me in a little boatyard in Chester, Connecticut, cutting in the deck of a Stone Horse Senior, a boat designed by Crocker and built by Lee a good while ago. The notions of the designer and the eye of the builder fall into place beneath decent paintwork, a bit of polish for the apple. And this is Jim's boat, Tom Sawyer's fence has two sides. Fine with me. And how about that bow? No hollow there, kind of spoon shaped. Shades of a Gloucester "Indian Header?" A faint echo of a McManus fishing schooner via Crocker?

Sunday, May 13th, back to PATINA. A butt plane, a sabersaw, some pine, a few #10 wood screws, a hand drill, a screwdriver, a penknife and I'm ready to work on the deck. First step; get the

rot out, all of it, and cut back to good wood. And the rot goes to the rail, just painted that last week, but off it comes. And the picture is clear; no need to re-plank, just fit new wood where the bad was, and there's plenty of support all around.

It becomes a quiet afternoon of sketching out a pattern -- that's done right on the deck that's being replaced, transferring the pattern to a piece of pine, cutting the pattern, tracing that pattern over the original deck sketch, cutting that out -- just to the line, and, lastly, the fitting. The plane, a penknife, a chisel or two, the sunlight, the shavings, the quiet, a few birds around. The work goes decently if not perfectly. Things fall into place. And it boosts my confidence as much as it helps the boat. And do I glow when a fellow comes along and says, "Looks good." Just makes my day. It's been a good afternoon of things going nicely. Now, with the floorboards, spars, bottom and sides done, the new wood in the deck, things are perking up. Now it's the weather that's got to be watched. May and June have been notorious for the last two years. Outside work needs fair weather. I must grab the first good weather and finish her off.

Friday, May 18th, it's been five -- uno, dos, tres, quatro, cinco -- days of sunny mornings and afternoons and then early evening rain. And I just need to caulk and sand that deck, paint it and cut in the trim. And get the waterline right, firm, authoritative, crisp. Boat fever is full blown. Things seem urgent, at least in my mind they are urgent. I want that boat in the water and today the sunny early afternoon is holding its own. I make the big move and leave work an hour early and I move quickly. First the deck, a bit of caulking and sanding. And am I proud of the seam compound, bought some wood preservative -- it's oil base -- and mixed it with the seam compound. That should take care of rot in those new seams. And on to the waterline. Goes well. And back to the deck. It gets a coat of mint green. And, wait a second, are those thunder clouds? Yes. My mind clouds over. Fiberglass creeps into an unguarded corner. The cloud passes, my spirits brighten. But that waterline is not looking just right, having my back up against a hedge doesn't help much. I keep fussing with the waterline, and that's dangerous. What's this? Is somebody watching me? Do I smell perfume? All I need is a critical bystander. What's this? A lilac under my nose is what it is. That's it, I let go. The world is too nice to fight. That lilac turns things around. And the waterline comes along. The cap rail gets cut in and I step back.

White against red copper. And the light green of the deck reflects the sky's blue, joins with it, creates a soundless excitement that is nicely bounded by the earthen toned gray of the rail. The centerboard case, now whiter, stands forth. The trim of the cockpit coaming catches the light. PATINA holds her own against the new grass, the flowers and the leaves. I guess you could say she's in bloom.

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What's happening...

AUGUST 3-5: 20TH ANNUAL ANTIQUE BOAT SHOW, THOUSAND ISLANDS SHIPYARD, CLAYTON, NY.

Initial plans for this celebration of twenty years of antique boat shows include several interesting craft headed up by the 92' brigantine BLACK JACK. Built in 1904 as a steam tug, this craft was converted in 1952 to a brigantine that carries about 3,000 square feet of sail. Also featured will be the 39' mahogany cruiser VALETTA, a three year restoration project for her owners, and which will be open for public visiting during the show. The Museum plans also to launch its Gold Cup racer, DIXIE II for in-the-water viewing. Another Gold Cup racer, SILVER KING, built in 1927 by Ditchburn is expected to be on hand. The owners also expect to bring their Herreshoff launch, CORSAIR.

Amongst the numerous smaller craft that make up the show will be a contingent of Dispros, disappearing propeller craft that will be on their cruise during the show period and plan to drop in.

AUGUST 5: THE GREAT PAWCATUCK RIVER RACE, WESTERLY, RI.

A rowing race 2-1/2 miles long down the Pawcatuck River (tidal) from Westerly to Avondale, with classes for recreational and competition craft for oar and paddle. Refreshments, band concert follow. Entry fee is \$10 per boat, benefit the Westerly Pops Concert. For entry information contact Edmund West, 99 Water St. Stonington, CT 06378.

AUGUST 10-12: SEA KAYAK SYMPOSIUM, MAINE MARITIME ACADEMY, CASTINE, ME.

This is the third annual sea kayak gathering organized by CANOE Magazine and L.L. Bean, and will feature two days of seminars on getting the most out of your sea kayak, plus lots of opportunity to try out various kayaks the manufacturers will have on hand at the beach nearby. Of course, one can also buy a boat and gear. This year, in response to a survey of 1983 participants, a two track program will be scheduled, one at entry level, the other for more advanced kayakers. A number of well known sea kayak people will conduct programs from how to get into the boat for a beginner on up to expedition planning/packing/navigating for experts. Registration is \$25, food and accommodation are available for moderate cost, including nearby camping. Contact Sea Kayaking Symposium, c/o CANOE Magazine, 60 Elm St. Camden, ME 04843 for registration or further details, or call them at (207) 236-4393.

DOING SOMETHING INTERESTING OUR READERS MIGHT LIKE TO KNOW ALL ABOUT? LET US KNOW AT: BOATS, 29 BURLEY ST., WENHAM, MA 01984.

AUGUST 11: ROW AROUND HULL RACE: HULL, MA.

This event is open to open rowing and paddling craft with various classes catered to. It starts at the Mariner's Park in Hull and finishes at the Hull Lifesaving Museum. For more details contact the Hull Lifesaving Museum, at (617) 925-3595.

AUGUST 16-19: WOODEN BOAT SHOW, NEWPORT, RI.

The 4th Annual Wooden Boat Show returns to Newport with all its past charms and some new offerings of interest. The complete details as of press time (July 7) are elsewhere in this issue.

AUGUST 18: HUDSON RIVER ANTIQUE & CLASSIC BOAT RENDEZVOUS, KINGSTON, NY.

A group of antique and classic boat owners have organized a Hudson River Chapter of the ACBS and plan their first event as a good time for owners and lovers of any sort of antique or classic craft. The event will be at the Hudson River Maritime Center at Ron-out Landing on the Hudson in Kingston, NY. Planned activities include a parade up Rondout Creek and a dinner cruise on the Hudson on the MARION T. BUDD. Owners may bring boats to display on land or in the water and a "People's Choice" award will be made. There is no registration fee. For more details contact Howard & Dolores Tubbs, 156 Roosevelt Rd. Hyde Park, NY 12538, phone (914) 229-5834.

AUGUST 25: ANNUAL SHORT SHIPS RACE, ROCKPORT, ME.

Bill Gribbel will again organize his famous rowing races this summer. The program consists of a short 1.4 mile race in Rockport harbor and a longer 8 mile race alongshore from Rockport to Camden. The short race starts at 8:30 a.m., the long race to follow. This is same format as in 1983. For further details, contact Bill Gribbel at Box 45, Rockport, ME 04856.

AUGUST 26: ANNUAL MONOMY ISLAND CANOE TRIP, CHATHAM, MA.

Paddle out to, and explore, this bird sanctuary island off the elbow of Cape Cod. Contact Chuck Wright at (617) 564-4250 for further details.

SEPTEMBER 7-10: ADULT SAIL TRAINING WEEKEND, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

This is a weekend cruise for adults on the schooner BRILLIANT to learn celestial navigation. For further details contact the Education Department at the Museum, (203) 572-0711.

SEPTEMBER 8: SAILING CLASSES BEGIN, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

This starts a ten week (once a week) program of sailing instruction for children and adults at beginning, intermediate, advanced and racing levels. For more information contact the Education Department at the Museum at (203) 572-0711.

SEPTEMBER 8-9: CANOE CAMPOUT AT FALMOUTH, MA.

This campout will be on Washburn Island, a tidal area. The group will explore Waquoit Bay and enjoy swimming, bird watching and a night paddle. Contact Chuck Wright at (617) 564-4250 for more details.

SEPTEMBER 9: GREAT ROUND GERRISH ISLAND RACE, KITTERY POINT, ME.

An interesting rugged 6 mile row (or paddle or sail or any combination thereof) that takes one through salt marsh channels, harbor and along open seashore around Gerrish Island. Any sort of non-motorized craft may take part, but salt marsh section limits size to small boats and any sailing rig must be able to knockdown. Entry fee is \$1.50 per oar (!) and you can get further details from Lance Gunderson at (207) 439-9623. Beer and seafood cookout are included at conclusion of event.

SEPTEMBER 14 - 16: TRADITIONAL VESSEL WEEKEND AT STEAMBOAT DOC, ESSEX, CT.

Traditional plank on frame schooners and gaffers over 25 feet in length as well as marconi rigged craft of similar type and construction will engage in a number of races on the Connecticut River and out on nearby Long Island Sound. Smaller catboats and craft with gaff or lateen rigs will race in Essex harbor. Sponsors are the Connecticut River Foundation, Mount Gay and the Essex Boat Works, and headquarters for the weekend will be at the Foundation's River Museum, an 1878 steamboat warehouse on the river in Essex. Information and advanced registration are available by writing the Foundation, P.O. Box 261, Essex, CT 06426 or calling them at (203) 767-8269.

SEPTEMBER 15-19: WHITEWATER CANOE TRIP ON THE ALLAGASH.

Qualified whitewater canoeists can contact Bob Nixon at (617) 822-5768 for details and to confirm skill level.

SEPTEMBER 22-23: SACO RIVER CANOE OUTING.

For further particulars contact Judy O'Bryant at (617) 587-3370.

SEPTEMBER 20: 1930's SEAFARING FILMS, CUSTOM HOUSE MUSEUM, NEWBURYPORT, MA.

Giles Todd will show films from the 1930's as the Museum's indoor lecture series resume for the fall. Showing is at 8 p.m. at the Museum on Water St.

SEPTEMBER 22: SCHOONER RACE, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

About 30 schooners will rendezvous at the Seaport Friday night for a Saturday morning start of the race out on Long Island Sound. The schooners may be viewed by Museum visitors until about 6 p.m. on Saturday after the race is over. For further details contact the Museum at (203) 572-0711.

SEPTEMBER 22: IPSWICH RIVER CANOE TRIP & CLEANUP., TOPSFIELD, MA.

The Ipswich River Watershed Association sponsors this recreational and environmental day on the River for interested canoeists. For details call Ray at (617) 774-4493 or Jackie at (617) 887-9685 or Walt at (617) 887-8671.

SEPTEMBER 22: WATERFRONT DAY & SECOND ANNUAL MIGHTY MERRIMACK DORY RACE, NEWBURYPORT, MA.

The Custom House Museum will sponsor this all day affair featuring the three mile (approximately) rowing race from Lowell's Boat Shop in Amesbury to the waterfront behind the Museum in Newburyport. The race is restricted to wooden boats of traditional types. For further information call the Custom House Museum at (617) 462-8681.

TSCA MEET AT WOODEN BOAT SHOW

The Traditional Small Craft Association will once again this year hold a national gathering at the Wooden Boat Show, August 17-19 at Newport, RI. Interested members (or non-members who might wish to participate) are invited to attend and bring along their boats. There will be supervised public use of those boats whose owners choose to permit such use, part of the TSCA effort to educate the public to the charms of traditional small boats. If you can bring a boat on any or all of the days of the Show please contact Peter Schmid at (617) 374-1390 eves. or Kevin Wong at (617) 482-1734 eves. for further information on participation, free show admissions, etc. The 1983 TSCA Meet attracted 110 new members to TSCA and introduced hundreds to the enjoyment of traditional small boats.

XMAS COVE TSCA MEET TO RELOCATE

The Traditional Small Craft gathering held each September at Christmas Cove, ME will be relocated this year to reduce the expense for participants (accommodations, meals, etc.) and improve water access (less tidal problems for launching and taking out). We expect to have details for our upcoming issues.

SAILING CANOE RACING SCHEDULE

The canoe sailors of the American Canoe Association have a rather full calendar of races in New England and nearby New York and New Jersey for the coming season. If this sort of boating sounds interesting you can learn more by calling Larry Zuk in Concord, MA at (617) 369-6668. The dates through the rest of the season are:

AUGUST 11-12: National Championship, Lake Champlain, Shelburne, VT. (802) 985-2692.

AUGUST 18: ACA Class Regatta, Brooklyn, NY. (212) 768-9589.

AUGUST 19: Sebago Series #4, Sebago Lake, NY. (914) 657-8452.

AUGUST 25: NCSS Summer Series #4, Rumson, NJ (201) 842-6671.

AUGUST 26: ADK Trophy, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 1: National Championship, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 8: George Service Series #2, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 9: Sebago Series #5, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 9: Great Round Gerish Island Race, Kittery, ME. (603) 772-2306.

SEPTEMBER 15-16: ACA Class Rally, Lake Massabesic, Auburn, NH. (617) 369-6668.

SEPTEMBER 16: Togetherness Trophy, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 22-23: ACA-AMC Sailing Cruise & Camp, Damariscotta, ME. (617) 251-4971.

SEPTEMBER 23: Year End Sailing Cruise, Jamaica Bay, NY. (212) 768-9589.

OCTOBER 6-8: Season Ender Sailing Cruise of Maine Lakes. (617) 369-6668.

ED. NOTE: Persons interested in non-competitive canoe sailing activities can contact Larry Zuk at (617) 369-6668.

ANTIQUÉ & CLASSIC BOAT GATHERINGS SCHEDULED FOR THE SUMMER

A number of meets for the antique and classic boats are on the summer calendar within reach of our New England readers.

AUGUST 2-3: Chris Craft Jambo-ree, Clayton, NY. Contact Bo Collins at (315) 686-4104.

AUGUST 3-5: Shipyard Museum 20th Annual Antique Boat Show & Parade, Clayton, NY. Contact Bo Collins at (315) 686-3104.

AUGUST 18: Hudson River Antique & Classic Rendezvous, Rondout Landing, Kingston, NY. Contact Howard Tubbs at (914) 229-5834.

AUGUST 24-26: Adirondack Meet, Lake George, NY. Contact Jack Binley at (518) 543-6002.

AUGUST 25-26: Herreshoff Rendezvous, Bristol, RI. Contact Halsey Herreshoff at (401) 253-6660.

SEPTEMBER 9: Niagara Frontier ACBS Meet, Buffalo, NY. Contact Zeke Zeisz at (716) 695-1989.

ALDEN OCEAN SHELL MEETS FOR THE SUMMER:

Owners of Alden Ocean Shells and interested other persons can enjoy several outings in the next couple of months, as follows:

AUGUST 18-19: Martin Oarmaster Regatta, Schroom Lake, NY. Contact Pete Smith, RD #1, Box 65, River Rd. North Creek, NY 12853.

AUGUST 19: New Meadows River Cruise, Brunswick, ME. Contact John Chandler, Jr. 6 Brookmere Way, Brunswick, ME 04011.

For all information about the Alden Ocean Shell Association, contact Ernestine Bayer, 371 Washington Rd., Rye, NH 03870.

RADIO CONTROLLED MODEL SAILING YACHT RACING SCHEDULE

The model yacht racers have a full calendar of events in New England and nearby New York for the balance of August and September are:

AUGUST 5: Midsummer Open, Stonington, CT (AB). Contact Bob Weall at (203) 599-1644.

AUGUST 11: Kehoe Memorial, New York, NY (M). Contact Richard Plaut at (312) 249-3772.

SEPTEMBER 2: Summer Special, Stonington, CT (M). Contact Bob Weall at (203) 599-1644.

SEPTEMBER 3: Trigg Memorial, Needham, MA (EC-12). Contact Bob Francis at (617) 899-3662.

SEPTEMBER 8-9: ACCR, Port Washington, NY (M). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 8-9: Mayor's/ Fort Adams Cup, Newport, RI (EC-12). Contact Mike Andrea, at (401) 724-5221.

SEPTEMBER 9: Randall Memorial, Springfield, MA (AB). Contact Bernie Gaudette at (413) 525-7316.

SEPTEMBER 15 & 16: Campbell Cup, Marblehead, MA (M). Contact John Snow at (617) 526-7856.

SEPTEMBER 22: Central Park Memorial, New York, NY (10R). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 22 & 23: MTRRA Championship, New York, NY (M). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 30: Chandler Hovey Cup, Marblehead, MA (M). Contact John Snow at (617) 526-7856.

(AB) - Any Boat, (M) - Marblehead, (EC-12) - East Coast 12, (S) - Star, (36-600) - Same.

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18' OCEAN ROWING SHELL. Small Craft Warning. Hardly used \$1000. APPLIEDORE POD. Rowing and sailing boat. West system. Almost new, completely equipped \$2300. JOAN FINK, Walpole, ME (207) 644-8329. (6)

17' TOWN CLASS wooden sailboat, fiberglassed bottom, trailer. \$800/b.o. KATHY PIERCE, Winchester, MA (617) 729-6691. (6)

26' KNOCKABOUT SLOOP, built in 1940 in Annapolis, thoroughly restored in 1984. Cedar on oak, spruce spars, ss rigging. Dacron sails. New keel, planking, ribs. \$6800, including 5 hp SeaGull. DAVID KELLAND, Lexington, MA (617) 253-5550 (6).

14' ROWING DORY SKIFF, new. Marine plywood, epoxy glassed, beautiful. \$950. RICHARD SMITH, 203 Delafield, Poughkeepsie, NY 12601. (6)

28' "SWEDISH KINGS CRUISER" wooden sloop. A real beauty, mahogany planked, teak decks, sleeps 4, Volvo diesel engine, VHF. Asking \$12,000.00 MICHELLE MENO, Barrington, NH. Call (603) 664-5303 or 942-8759. Keep trying as owner is often away. (6)

WANTED: ENTHUSIASTIC PERSON who'll moor and use my 22' fiberglass Crotch Island Pinky so that I can sail it now and then -- boat is now not in use. STEVE GRIMES, W. Roxbury, MA. (617) 426-8083 days. (6)

26 RACE POINT SURFBOAT CONVERSION. Approximately two feet cut off stern to provide transom for outboard. Light, easily-driven hull. Cabin sleeps two. In water in Duxbury. \$2500 including 25 hp Johnson. GEORGE PALFREY, Duxbury, MA. (Can be reached days (617) 578-2574). (6)

14' OLD TOWN 'WHITE CAP' SLOOP. Sister ship to Manry's Tinker Belle. New main & jib, centerboard & trunk, coamings & deck. Trial sail in Boston Harbor. With trailer \$1,500. RANDALL BRUBAKER, Cambridge, MA (617) 497-5361. (6)

NEW 18 FT BLACK RIVER CANOE - Adventurer model; asymmetrical keelless hand laid fiberglass with moderate rocker, 590 lb capacity \$685.00.

NEW 17 FT CHALLENGER CANOE - Asymmetrical - semi-V bottom. Extremely fine entry, hand laid fiberglass! 550 lbs capacity \$665.00.

WALT'S BOAT N° TACKLE, Lowell, MA (617) 453-9763. (6)



CROCKER CRUISING CAT, 1968, 22' x 9'7" x 3'6". Ketch rig, cedar on oak, bronze and Everdur fastenings and fittings, SS rigging. Palmer P-60 gas engine, Manchester sails, roller reefing jib and genoa. Berths for four, cushioned, galley with dinette, coal and gimbaled alcohol stoves, SS sink. Edson wheel steering, all std. cruising equipment, compass, depth sounder, ground tackle, etc. Cradle and dinghy. 1982 survey report available. \$17,900. PAUL B. WORTHEN, Salisbury, MA (617 & 465-5931. (5)

16 FT. ADIRONDACK GUIDE BOAT. This is not a museum boat, but was built around the turn of the century and is still in very good useable condition. All original hardware, caned seats and ready to row, including oars. 65 lb of boating history.

S.M. BISHOP, Scotia, NY (518) 393-7936.

BEETLE CAT SPARS, hardware, rudder and tiller, all in good condition. Will swap for boat, boat gear or cash. CHARLIE REIBEL, Shelburne, VT (802) 985-8197 or (802) 658-1120. (6)

ADIRONDACK GUIDE BOAT, 14'6" wine glass stern. Probable Hamner built. \$1000 or will trade towards Boston Whaler. The boat is sound, but needs complete restoration.

BILL MILLIS, Waterville, ME (207) 872-8969 or (207) 872-7831. (6)

18'9" GAFF RIG CATBOAT, dacron sail, cuddy cabin, two foam bunks, new iron centerboard, outboard bracket. Needs work \$2,000.00

DON HOLTHAUS, Hingham, MA (617) 749-2924. (6)

12' SAN FRANCISCO PELICAN, great family day sailer, fir marine ply on Honduras mahogany framing. \$3500 with sails. Brand new.

OLD WHARF DORY, Wellfleet, MA. (617) 349-2383. (TF)

21' ALDEN SLOOP, full keel, cabin, two berths. Needs major repairs but going very cheaply to the person who will repair her and keep her in good shape. ROBERT BARKER, Old Saybrook, CT (203) 388-5531. (5)

WANTED: Experienced boatbuilder/repairer for a permanent position as ship carpenter on MAYFLOWER II at Plimoth Plantation in Plymouth, MA. Requirements include ability to perform major repair work, watchfulness, attention to traditional daily care and appearance of the vessel, ability to share knowledge and experience with marine department team and museum visitors. A rare opportunity for a heads-up person. Reasonable salary, benefits, vacation time. PAUL LIPKE, Plimoth Plantation, Plymouth, MA (617) 746-1622. (5)

18' CAPE COD KNOCKABOUT, project boat. Built 1924, restoration begun on hull, paint has been removed from exterior, also caulking from seams. Needs some new frames and planks, attention to centerboard, but is restorable. The spars are perfect, varnished spruce, several sets of sails, original cotton and dacron, all in good condition. Standing rigging is stainless, running rigging all dacron. All original bronze fittings throughout. \$295 for what could be a nice restoration for someone who would enjoy bringing back this 1924 daysailer. BOB HICKS, Wenham, MA. (617) 774-0906 (eves. best). (5)

CANOE-KAYAK PLANS: 16' wood/canvas, can be fiberglassed/ Free catalog. TRAILCRAFT, Box 392M, Concordia, KS 66901. (TF)

13' 6" WHITECAP, lapstrake sloop built by Old Town. Good shape. One split plank (repairable). Trailer available. \$700.

GARRETT HAAS, Newport, RI. (401) 846-9003. (5)

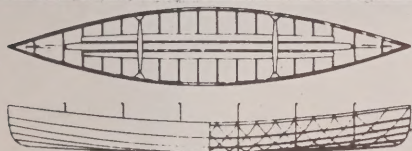
TRADITIONAL SMALL BOATS: 8'x4'3" moulded pram dinghy, round bottom, lapstrake built. 9'x3'8" flat bottom dinghy, double planked bottom and lapstrake sides. 10'x4' flat bottom dinghy, double planked bottom and lapstrake sides. 12'x4' Newcastle One Design, V-quartered sailing skiff, 65 sq. ft. standing lug-sail. Daggerboard and kickup rudder, two rowing stations. Utility racing skiff. All skiff orders should allow 6 to 8 weeks for delivery. Port Orford cedar and black locust, white oak, Douglas fir, bronze and copper used throughout. These are traditionally hand-crafted vessels that can be car-topped easily to the water. Also, 23'x10' William Garden Catboat, double planked, 12hp BMW diesel inboard. Racing cruiser, 420 sq. ft. gaff rigged. Only three to be built. 90 day delivery. EMC JOINERSHOP, P.O. Box 133, Newcastle, ME 04553. Write today! (TF)

Looking for a Boat or Gear?

26' MATTHEWS SAILER, 1936, Port Clinton, OH. Sails, rigging, all hardware. No mast. Boat is in fair condition but needs some serious work. \$1500 or best offer.
JOE ZAMMARELLI, P.O. Box 7865, Warwick, RI 02887. (5)

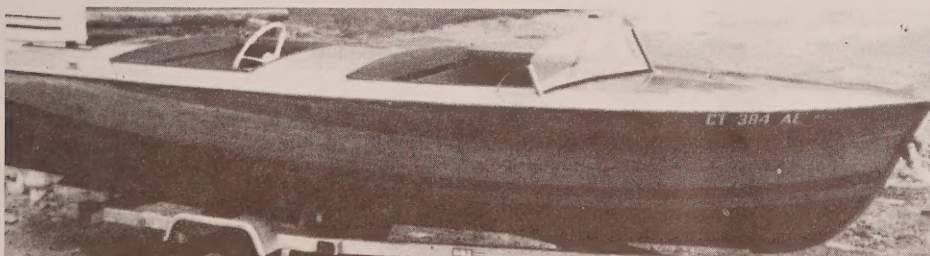
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BOB HICKS, Wenham, MA. (617) 774-0906 (eves. best). (5)



NEW 14', 20 LB. 2 MAN SNOWSHOE CANOE. Simplified version of my geodesic KEVLAR design. Plans \$24.95. NOW KITS, \$195.
MONFORT ASSOC. RFD #2, Box 1490 MA, Wiscasset, ME 04578. (TF)

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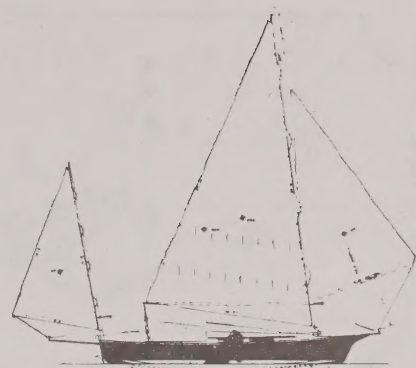
16' MAHOGANY RUNABOUT, strip planed, double cockpit, brand new. Offered by builder. Includes 50hp outboard and



FLEET-O-WING WANTED: Or information as to whereabouts of any surviving boat. Built in 1930's by Marcus Lowell and Son of Amesbury, MA. It is a 17' keel daysailer designed by Sparkman & Stevens. If you know of any such boat anywhere, please contact:
PERT LOWELL, Lanes End, Newbury, MA 01950, (617) 462-7409. (5)

21' ANTIQUE CANOE, four man "Quad" built prior to 1936 by J.R. Robertson Co. of Auburndale, MA. Varnished strip planked, copper fastened on tiny oak bent frames. Originally used in short sprint races by four men paddling from kneeling position, can be enjoyed nicely by two persons for recreational paddling. Almost perfect condition, has minor imperfections in finish and on gunwales. A collectors item that is elegant, yet rugged enough to be used and not just admired. \$1495.
BOB HICKS, Wenham, MA (617) 774-0906 (eves. best). (5)

WANTED: 10' flat bottom aluminum boat and small electric or gas motor, cheap. Recovering from heart attack, need to relax without spending money! Fishing is the only way!!!
DANA BAKER, Waterford, CT (203) 447-9714. (6)



BOLGER BLACK SKIMMER. Sharpie yawl. 25' 3" x 7' 7" x 10". Built by professional with best materials for his own use. \$6,000. Brochure available.
MIKE O'BRIEN, P.O. Box 421, Gloucester Pt. VA 23062. (804) 725-5492. (5)

15' CHAMBERLAIN ROWING DORY, in good condition. \$750 or best offer.
KEVIN CONDON, Marblehead, MA. (617) 598-2229. (5)

16' GILMORE WOODEN SKIFF, used, with cuddy and rear storage, 18hp Evinrude with 2 tanks, runs well.
MOSES KNOWLTON, Wenham MA. (617) 468-1390 after 6 pm. (5)

WANTED: GAFF SAIL, 140 square feet, about 14' on foot, other dimensions not critical.
HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385. (203) 442-7376. (5)

1950 PENN YANN SWIFT, 12' twin cockpit runabout. White canvas covered hull with varnished topsides and interior. \$1500 with Sears trailer and 20hp Merc.
DAVE KNOWLTON, Ipswich, MA. (617) 356-5121 weekdays. (5)

WANTED: 10 or 12 foot single oar for use as a scull.
JAY MOORE, Salem, MA (617) 745-7340.

25' NEW HAVEN SHARPIE project. Hull, cabin, fiberglass over plywood. 8' beam. \$1500 or b.o.
CALL (617) 255-4692. (6)

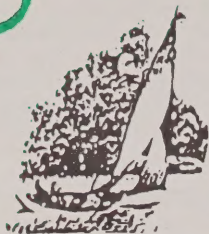
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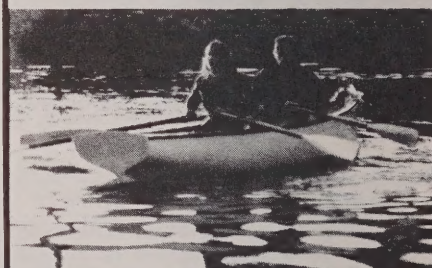
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BAY of MAINE BOATS

INTRODUCES



PISCATAQUA WHERRY

14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease, whether by yourself, with passengers or with cargo. Rugged, sturdy rowing boat ideal for pleasure, sport or good health. Amazing stability with sharp entry to the seas and traditional wine-glass transom.

BAY of MAINE BOATS

BOX 631, KENNEBUNKPORT, ME 04046
(207) 967-4282 43° 20.9' N x 70° 28.7' W