

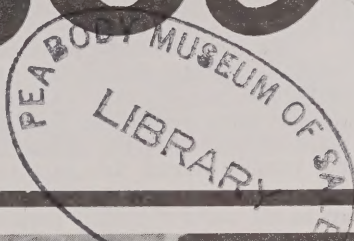
Twice a Month!



messing about in BOATS

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messaging about in BOATS

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Our Next Issue...

should feature the Great Merrimack River Rowing Race, a story on Roger Crawford's Swampscott dory owners' get together in Duxbury, MA, a report on a Connecticut River campout-cruise, the third installment (at last) of Rowing to Alaska, maybe a look at a plywood kayak to be paddled, rowed or sailed (design by Bolger), and if conditions permit, something on a sail in an Elver.

On the Cover...

Access to the start of the Great 'Round Gerrish Island Race was through this culvert for those who put in their boats at the finish line a mile away. Others dragged their boats over a grassy bank to water in the marsh. A unique sort of small craft race featured in this issue.

Commentary



BOB HICKS

As the summer of '84 fades into the past and the calendar of organized activities for all sorts of small craft shrinks away to nothing, I have to give some thought to those people who took the trouble during this past season to put on the wide variety of events offered to all sorts of boating people. These events certainly do not take place as profit making ventures, some do try to raise some margin over expenses to give to some deserving charity, but most are lucky to meet their expenses, and then only because the organizers (and sometimes friends who help out) work for the love of the game.

A few events are put on by larger well organized club groups, and these often are fortunate to have a half dozen or so involved volunteers willing to take care of the details. But most are planned and run by individuals motivated by enthusiasm to do something nice for their fellows. These solo entrepreneurs often get little advance help at all and are happy to have assistants turn up on race day. Everyone wants to take part, who wants to work. I mean, why, I do boats for recreation, not for work and stress and sometimes follow up faultfinding.

Regattas run by organized yacht clubs have always been around and they enjoy the support of members, even if it is only because such clubs often have a membership rule that REQUIRES each member to work on a club event. Most of the events I get to seem to have the lone wolf in charge. Always afterwards, he (or she), relieved that it is over, announces, "Never again!" Yet, many do come back again next year, time heals the traumas of the hassles and worries, and leaves the pleasant afterglow of the event's success.

I happen to enjoy most those events where competition is present but hard nose, rule bending (or rule complicating), WIN AT ALL COSTS types are absent. While these events thus do not carry the drama of "serious" competition, they do attract interesting people and enjoy an overall ambiance of pleasant socializing zinged up a bit with the race. I note in our Gerrish Island report in this issue that a class for those

who do not wish to race but merely cruise was provided, yet only two of the fifty-eight who took part signed up for this. So, all those people, regardless of skill levels, wanted to race, for their own reasons, whatever they may have been. So the race concept seems to be vital even in low key, non-serious events.

The lack of major league stature of such events leaves them to those solo organizers I mentioned. Often they are people who compete themselves and want to provide another opportunity for others. Sometimes the organizers work within the corporate framework of a maritime museum. Most of those are dependent upon volunteers, so it is still that motivated individual who carries the ball. The museum provides something of a liability shelter at best, and maybe a name to draw participants with.

When you go to one of these races in 1985 give a moment of thought to the person making it happen. You look forward to an interesting time, testing your ability to move your boat, by oar, paddle or sail, against others. You hope the course will be a pleasant one, scenic and yet challenging in distance or water conditions. All you do is show up that morning and sign up to take part, sometimes paying a modest fee for the privilege. The person making it happen has been worrying all week about the weather, choice of course, participant safety, will anyone come, acceptability of the awards, that sort of thing. The night before can be one of those 4 a.m. lay awake things, visions of catastrophe dancing in one's head. Especially if one is alone in the effort.

Yes, to you, the participant, the race seems to be a nice low key day on the water with hopefully no bad screw-ups. The organizer, while clinging to his or her dream of a good time for all, must wrestle with the demons of doubt and uncertainty. We all owe these people our appreciation, and the nicest way to show it is to go up to them afterwards and say, "Thank you for a nice day." That'll help to bring them back next year too.



Rowing on the Quabbin



Reprinted from Jim Thayer's THOLE PIN by permission.

For years I had been intrigued by the large wilderness of water in the middle of my home state of Massachusetts. The Quabbin reservoir is an ambitious public works project of the 1930's. It is operated and maintained by the Metropolitan District Commission (MDC) and has always, for me, been a vaguely mysterious and unattainable place. The lake and its surrounding watershed are the only wilderness in Massachusetts; as if to prove this there were, at last count, some 25 bald eagles living there. I resolved to see an eagle from my Express.

A few calls to the MDC revealed that the Quabbin is open to use by sport fishermen, for whose pleasure, the lake is annually stocked with trout and bass at unknown cost to the taxpayers of the Commonwealth. Motorboats under 20 HP may be launched at two ramps and the MDC maintains a fleet of aluminum rental fishing boats with motors for day fishing; camping or landing anywhere but the launching spots is prohibited and strictly enforced. In addition, canoes are prohibited and sailing not allowed; in fact any recreational use of the lake except sport fishing is illegal. I couldn't actually believe that this could be true and decided to stick by the rules and see what happened. (It is allowed to fish from rowboats).

My friend Frank Linton and I set aside a weekend and prepared our "Fishing Trip" (with the secret intention of seeing an eagle). At least one person in the boat must have a Mass. fishing license and fishing tackle. Got it? Check. So on the morning of our preparation we showed up with the Express in the van at the parking lot filled with pickup trucks with bass decals on their doors and various outdoor looking types with boots and fishing tackle hats, all with "Who the hell are these guys?" looks on their faces. After convincing the MDC attendant in charge that we had a rowboat and not a canoe and that we had a fishing license and tackle and met all the qualifications

they had to let us go out on the water. We set oars and rapidly left our hostile reception. Setting sail seemed decidedly inappropriate and we did not do so.

The lake is large, marvellous and wild, the water clear and pure and the air clean and fresh. After a mile or so distancing ourselves from the few fishermen we set sail and enjoyed about 3/4 hour of uneventful sailing being sure to keep our fishing pole up and the line trolling. To show we were really in the spirit of things when the wind slackened we even anchored and actually caught a couple of small perch and an undersized bass which we threw back. Ho Hum. We noticed that an airplane flying high over the lake seemed to change course to observe us when we had our sail set. Assorted comments from the occupants of the planning motorboats drifted downwind to us: "They don't allow sailing here...", "How did those guys get out here....", "Those guys are crazy, wait'll a storm comes up..." I relished the feeling that we were invading someone's private club.

And we saw an eagle!! Not a hawk, not a crow, not a seagull, but an honest to goodness eagle. A large bird with split feathered wing tips soaring and circling within a quarter mile of us; we both watched through the glasses and enjoyed this once in a lifetime treat -- we wondered of what benefit tangled monofilament line was to their survival. It was worth it -- we couldn't tell if anyone else noticed the eagle -- we had selected a spot where the fishing must have been bad and the nearest fishing boats were at least two miles away.

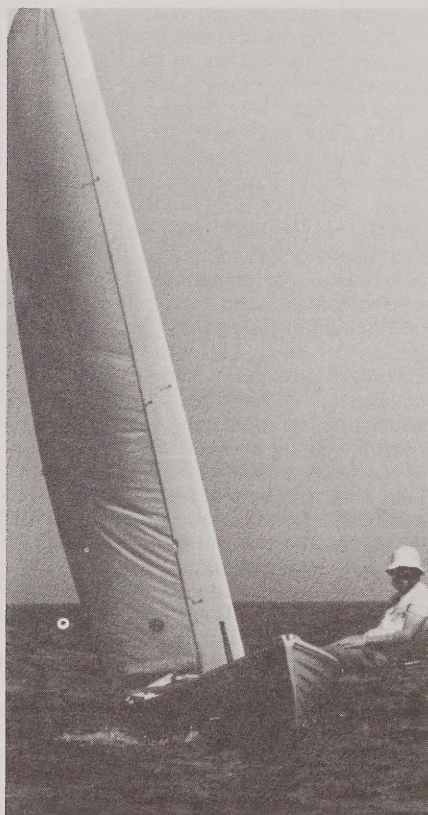
By this time we had rowed and sailed six or seven miles and we wanted to be sure not to be caught out after the seven o'clock curfew so we headed back to the launch ramp prepared to tolerate the increased concentration of anglers. About halfway back we were overhauled by a sleek MDC police launch with antennae and radios crackling and ordered alongside. He courteously advised us

that we had been spotted sailing by MDC air surveillance and that while it was his personal opinion that sailing was OK it was his duty to advise us of the rules; we did not have sail set at the time but admitted to having been sailing earlier. He checked out our fishing licenses and safety gear and asked how we got on the lake to which we replied with our launch ramp receipt stub which seemed to genuinely surprise him. He took our names and addresses, cautioned us against sudden storms, and turned in his report on the radio -- overhearing his report revealed that we had caused quite a furor on the lake and that they had been looking for us for over an hour! We rowed undisturbed along the shore enjoying the advancing afternoon light, the wilderness shore and the smell and taste of the wonderfully clean, sweet water.

Nearing the launch ramp with an hour to spare before curfew we anchored again and fished and relaxed. The MDC attendant who had ruled in our favor that we had a rowboat and not a canoe motored out to us and lamented that we had caused quite a stir by sailing on the lake and that he had gotten in trouble with his superiors for letting us on the lake and asked that we not do it again.

So if you want to have the chance to seeing an eagle and the certainty of enjoying some wonderful wilderness get yourself a copy of the MDC rules, a fishing license, some fishing tackle and give 'em hell. I think that non motored recreational use of the Quabbin with clean boats would not be discouraged. If anything I think the rule would be more environmentally benign to have no fishing, only eagle watching!! A no motor rule would certainly help keep the traffic down if that were a problem. I encourage anyone willing to put up with a little BS to enjoy a lot of wilderness to make a point of showing up on the Quabbin and demonstrating that wilderness observation is a clean and legitimate use of this wonderfully maintained resource.

Great 'Round Gerrish Island Race



Above: Doug Martin had a good breeze this year to make his MOCKING GULL fly. Doug will organize this event next year.

Opposite page top to bottom: The multi-crewed traditional boats head into the marsh at the start. The channel soon got narrow and congested (middle right). The finish on Fishing Island was a fine social occasion. Single crewed traditional boats head into Brave Boat Harbor, in foreground is organizer Gunderson who also competes for the Dynamite Payson prize each year.

The conclusion of the 1984 Great Round Gerrish Island Race was again on a small island just off Kittery Point in the mouth of the Piscataqua River. Up on the gravelly beach were most of the boats which took part, for the steamers and corn were on the fire and the Guinness was at the ready. And what an array of watercraft. Traditional rowing boats which were once the ONLY sort allowed in this race, sat side by side with not so traditional rowing shells, kayaks, canoes and sailing canoes, and small sailing craft were lined up alongside several windsurfers. A Bolger Surf sat in a tidal pool alongside Doug Martin's radical Mocking Gull. A big old lapstrake naval gig, looking a bit tatty, and suffering from a major leak from a sprung plank, nevertheless had completed the 7 mile (more or less) event around Gerrish Island.

There were 60 boats entered this year of all types, and according to organizer Lance Gunderson, almost half were traditional rowing craft. It appears that the decision several years ago when the race was dying from lack of support from the only boats acceptable, traditional rowing craft, to invite any sort of non-motorized watercraft has paid off. Organizer Gunderson was pacing about a bit upset, but everyone else was having a good old time eating, drinking and re-running the race.

Gunderson was concerned because in the early stages of the race in the narrow tortuous channels of the salt marshes behind Cutts Island there had been traffic jams in which slower boats had failed to give way to faster ones, thus handicapping certain serious competitors. But, Lance seemed to be the only one so concerned, and this was in part due to the fact that he'd not gotten

the promised help to run the event this year and had not only run the sign up, and subsequent awards, but also had taken part as a competitor. A bit too much.

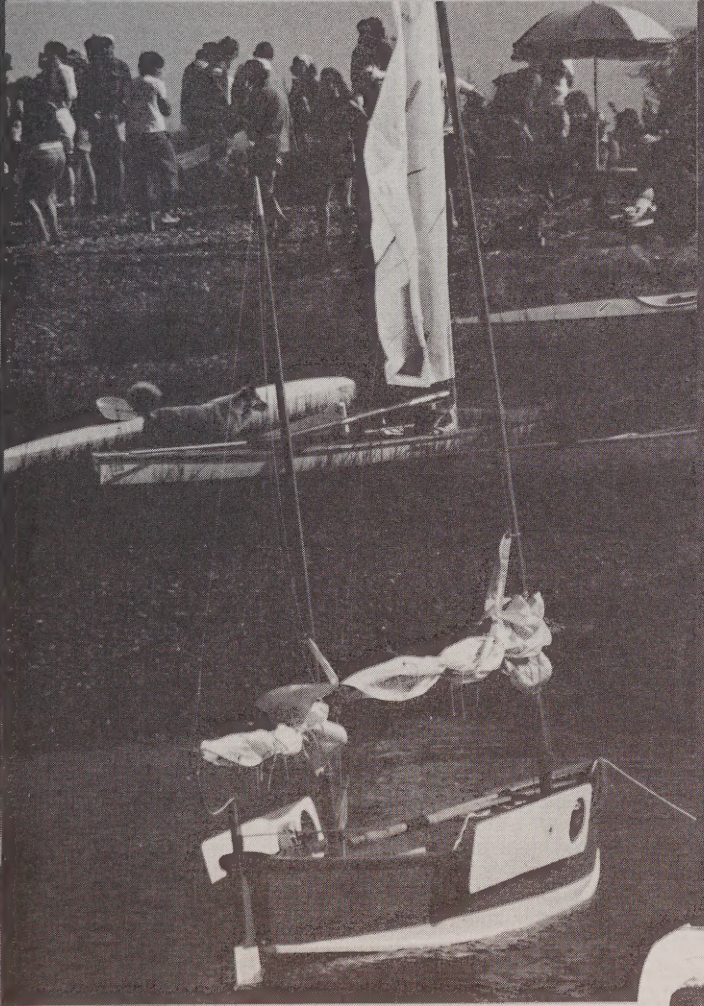
The start, staggered for various classes of boats, led up into the marsh and its tight channels. It was a half hour late starting and the absolute top of the tide had gone, so the channels were a bit narrower in places, tight fit gunwale to gunwale for the bigger boats. The wind was blowing 15 knots or so out of the southwest but in the marsh it had little effect for the sailing entrants, who had to paddle, row or pole along. The sliding shell oarsmen who knew what was coming brought along a paddle for the tightest spots. In the height of the jams some participants were seen dragging boats across the marsh grass to the next bend to get by the jam. Of such is this race made up.

Once out into Brave Boat Harbor, things opened up, and rounding the northern tip of Cutts Island (an extension of Gerrish Island, separated by a stream) the open sea awaited. Then for about three miles it was a beat upwind into the southwesterly, about a one foot chop snagging oars occasionally. Here the kayaks got in close, the oarsmen held off a bit around some shoal ledges and the sailors headed offshore onto a series of tacks. And so it was Ken Fink in a Nordkapp sea kayak who came in with the fastest time this year at 1 hour, 10 minutes, almost 12 minutes slower than the 1983 record set in an Alden shell by Jay Gould. Jay was in again this year but was the victim of a traffic jam up in the marsh. Jim Bowman set a new sailing record in his 5 meter sailing canoe at 1 hour 35 minutes, 40 seconds. The beat all the way down the ocean shore made the sailors cover an awful lot of water to get to the finish. Doug Martin and a windsurfer came rushing by us on one tack, going very fast and enjoying themselves, but the fact they overtook us halfway down the ocean side of the island says something about how long it had taken them to get on that tack which would take them right into the Piscataqua.

Gunderson had been told that maybe the event ought to be a cruise and not a race, so he established a cruising class for those so inclined. Only two signed up. Everyone else wanted to race, whatever they had brought.

Whatever the motivation, the group was a really nice gathering, and the mixing of so many different sorts of small watercraft was just great, no narrow view here of what the proper boat should be, but a broad guage gathering of many types in good fellowship.

After three years of doing the worrying, organizing, gathering of prizes, signing up, awarding prizes, and taking part, Lance Gunderson has had it. He says that the 1985 event will be organized by Doug Martin. And the course will stay the same, despite the hangups. The marsh is a very unique part of this unique race.





ANORAK



ASSOCIATION OF NORTH ATLANTIC KAYAKERS

Chesapeake Bay in Late Fall

If you want to take pictures of wildlife on your boating trips you must have your camera loaded and ready to use at all times, even if you "just don't feel like it today!" I use a 300mm lens which I keep on the camera. On our Thanksgiving trip to Chesapeake Bay I didn't bother to load film into the camera and I didn't feel like shooting pictures. That is why I will be unable to show slides of the silhouettes of big flocks of whistling swans passing low overhead against a golden sunset that turned the bands of clouds into brush strokes of pink, red and purple. The swans weren't way out on the horizon, this time the show was for us.

The day after a big windstorm, Janice and Bill Lozano in their Klepper and I paddled out from Janes Island State Park, just outside of Chrisfield, MD, to Smith Island. The Martin National Wildlife Refuge makes up the northern half of Smith Island and three small, isolated villages, Ewell, Rhodes Point and Tyerton are located on the southern half of the island. Actually, the "island" is many vast, low-lying islands, salt marshes separated by canals that serve as the only roads between the towns. The residents of these villages are fishermen and the waterfront of each village is lined with shallow-draft clamming boats. Many of the docks are filled with piles of blue crab traps.

The salt marshes were rather devoid of life except for a few great blue herons and some clapper rails. On the six mile crossing, in a light breeze and sunshine, we saw loons, surf scooters and oldsquaw scattered across the open water along our route. We arrived at the refuge shore around 3:30 pm and followed the shore south to the main boat channel into Ewell, and additional four miles of paddling for us. We were winging it on this trip. We had no place picked out for our camp. Except for the villages, the "land" was all mud and marsh. By 4:30 pm the sun was on the horizon and we still had no place for the tents. We flagged down a passing fishing boat and the skipper suggested we camp on top of a nearby field of dredging spoils. We stumbled across a section of marsh to reach the dredge field. It didn't look good, rather wet, and dragging our gear across the marsh didn't seem a pleasant prospect either. A sharp cane shoot punctured my

neoprene boot. The clapper rails out in the marsh started in with their noisy kak-kaking. Were they taking this all in as a joke?

I hadn't bothered to put film in my camera at this point, I didn't care a damn about taking pictures. Now in the red and gold glow of the twilight the flocks of whistling swans started moving south, low over our heads, from the refuge, flying in long lines to some other desirable place for the night. These are the pictures, and I still hear the sound of their beagle-like honking, that I cannot show you. We were busy at the time. We got back into the boats and paddled an additional half mile to Ewell. At the harbor mouth we found a grove of a half dozen pine trees wrapped in poison ivy vines, a decent place to camp. We kicked the trash aside and set up our tents. A couple of rats living there checked us out but eventually disappeared into the bushes.

Camping on Smith Island: There are sand beaches on the west side of the islands where I think one might pitch a tent. I don't know if one could arrange to stay overnight on the grounds of the refuge headquarters or not. Off season it might be worth a try. For sure they won't help out during the tourist season, more tourists they don't want. Don't waste your time trying to sneak a camp within the refuge as that will just insure that we won't be welcome in the future.

Sunday we paddled from village to village along the canals and photographed every boat and waterfront boatshed in all three villages. Around 4 pm we took the island ferry boat back to the mainland. Captain Jason allowed us to put our boats on the cabin roof at no extra charge.

This late fall trip contrasts with several kayaking trips I made on Chesapeake Bay in the springs of 1976 and 1977. The salt marshes around the bay come to life in mid-March and early April. The mosquitoes don't hatch out until later. At that time of year the whistling swans are still around, but in addition, the ospreys are back building nests on the duck blinds, derelict boats and anything else sticking above the level of the marsh grass. Glossy ibises, common and snowy egrets and oystercatchers will also be found around the marshes and mudflats.

On the Virginia side of the bay I used to paddle in the pleasantly rural area from Bavon north to Fixwells (New Point Comfort to Wind Mill Point). They have daffodil farms around there. You'll see whole fields of yellow flowers in bloom. I used to get myself a crabcake sandwich in the late afternoon before finally getting on the road for home.

WTND... a Novice Viewpoint

I first got interested in sea kayaking by reading various books on the subject. Whenever I got to the chapters on wind and other weather hazards I used to skim over them lightly. To a novice kayaker having such a passe attitude toward weather can be a very dangerous oversight. In John Dowd's book "Sea Kayaking" he mentions how wind can be strong enough to blow boats off course and rip paddles right out of your hands. When reading this section of his book I thought the wind would have to be blowing with extreme force for anything like the above to occur. It was on April 21 that I learned just how important wind plays on a sea kayaker.

The day started with a small incident in the morning. While we were unloading our gear a policeman drove by and asked for our assistance. Apparently a man while paddling his raft dumped overboard and was submerged up to his neck in 45 degree water. Luckily after we arrived to help, a powerboat was on the scene to rescue him. We noticed when he was pulled up to the dock that he had no safety or cold water gear. Without any gear his innocent little raft ride turned into a pretty bad nightmare.

After that incident we decided to load up our boats and take off towards Echo Bay and Huckleberry Island. Paddling in New Rochelle harbor was pleasurable. The wind was blocked by the buildings and boats, but as soon as we got out of the harbor things took a turn for the worse. The wind was blowing off the land at a good 15 to 20 mph. I heard an

experienced kayaker comment that it was damned breezy, my thoughts were more on the level of a full fledged gale. As we paddled further out from the land I found wind and waves were increasingly difficult to handle. Finally things got way out of hand when I found out it was impossible to keep up with the other people in the group. My boat was trapped beamwise to the wind. I watched helplessly as the others paddled their way to Huckleberry Island and I sailed my way to David's Island. Seas were around 2.5 to 3 feet in the channel and every once and a while a wave crest was chopped off by a fierce gust of wind only to smack me delightfully in the face. At this point I can truthfully say I was not enjoying myself.

I learned a second lesson after arriving safely on the island. In strong winds never beach a boat beamwise to the wind. As I sat on the rocks and rested, the wind picked up my boat like it was a styrofoam cup and tossed it about 10 feet over the jagged rocks. My enthusiasm for paddling was definitely dwindling for the day. Lunch with the rest of the group fortunately revived my spirits and I was ready to head back to the mainland. Unfortunately we had to face the wind gusts head on. In the water I made the extreme effort of not stopping. Visions of sailing to Long Island seemed more of a reality then a dream and gave me plenty of incentive to paddle hard even when I felt like giving up. At times it felt as though there was an invisible hand grabbing one end of my paddle battling for its possession. Luckily I won the battle and arrived back on Glen Island tired but in one piece.

The trip was by far one of my most enjoyable adventures, but the experience proved to be valuable during paddles on later dates. It seems to be inevitable that anyone in the sport of sea kayaking will someday face unavoidable wind conditions. I suggest to those novices to go out on a windy day with experienced kayakers and get a good feel of what strong wind can really do to you. Last but not least make sure to read carefully those chapters in the sea kayaking books on wind. The knowhow presented in these chapters, as I learned, will definitely give you the edge when paddling in adverse conditions.

By Doug Savage



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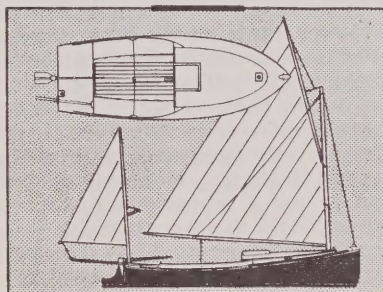
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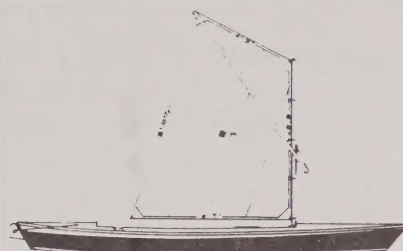
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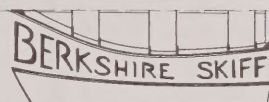
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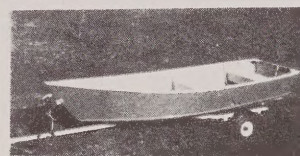
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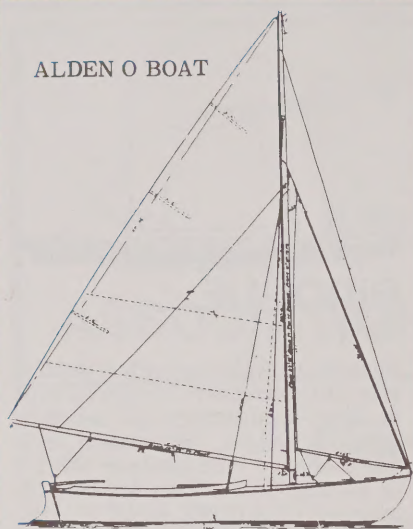
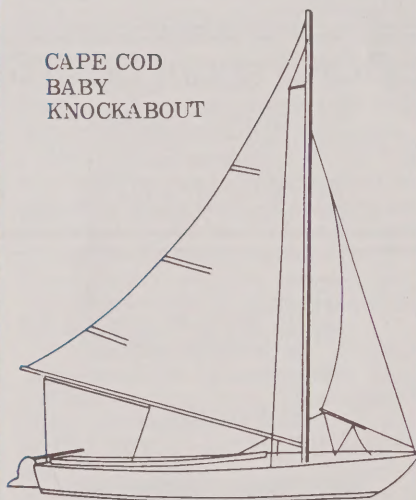
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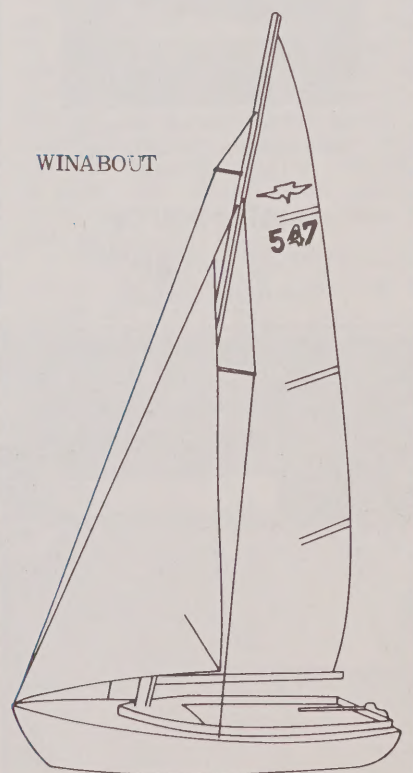
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ALDEN O BOAT

CAPE COD
BABY
KNOCKABOUT

WINABOUT



The 3 Little Sisters

(concl.)

Report by Lionel Taylor

Illustrations by Joy Taylor

Some years before the appearance of the Alden O Boat, a number of her slightly smaller sisters were being built in the Northeast. Despite the slightly lower aspect ratio rig, you still had to look twice to distinguish this 18 footer from the one designed by John G. Alden. Designated as the Cape Cod Baby Knockabout, this marconi rigged sloop, unlike the O Boat, was built exclusively by one concern, the Cape Cod Shipbuilding Company of Wareham, Massachusetts. Eighteen feet overall, 15'6" on the waterline, the Baby Knockabout had a beam of 5'10". With Virginia cedar smooth planking on oak on a 1/2" thick white pine, canvas covered deck and Douglas fir spars, her hull, with the exception of the beam was almost a duplicate of the 169 version of the O Boat.

The Cape Cod Knockabout was a well built, safe boat manufactured by an old reputable company that had been building boats since 1899. The first Baby Knockabout was designed and built in 1918 by a Captain Charles Guernsey. Guernsey was neither a sea captain nor a sailor yet he designed and built many fine sail and power boats in his time. Guernsey was by trade an accomplished wheelright who along with brother Myron operated a shop on the main street of Wareham, Massachusetts. Curiously enough, with Myron as shop foreman and Charles as salesman/designer, the company soon began to build dories for fishing and pleasure under the name of the Cape Cod Dory Power Company. It was during this time that Guernsey took another look at the small 18' sailing knockabout he first built in 1911.

With the infusion of outside capital in 1921 and a plant move to Narrows Road in Wareham, the new organization called the Cape Cod Shipbuilding Company began to produce all types of sailboats including the Baby Knockabout. The popularity of the boat began to grow and by the mid-twenties a fleet of Baby Knockabouts raced in southern Massachusetts.

Termed as the "poor man's yacht", the first Baby Knockabouts cost approximately \$175 including a free sail-away lunch. According to Mr. E.L. Goodwin, present treasurer of the still-existent Cape Cod Shipbuilding Company, the Baby Knockabout was manufactured on the original mold built by Charles Guernsey himself who, Mr. Goodwin goes on to say, had no training as a designer. Goodwin also doesn't believe any early plans existed for the boat.

The original hull specifications changed little over the years. Originally she was 18' long, 15'9" on the waterline with a draft of 14" with the centerboard up. Guernsey's hull design was well suited to the choppy, shallow conditions of Buzzards Bay upon which Wareham is

situated. The rounded bilges took the short seas well and the deep-footed bow reduced pounding by cutting through the waves rather than riding over them. Her moderate beam was compensated for by a heavy 4'2" centerboard weighted with lead and 350 pounds of inside ballast. The boat drove well to windward and tracked fairly well running down wind. The excellent hull design is one of the reasons for the Baby Knockabout's success down through the years.

The same cannot be said for the rig. Because, like the Alden O, the Baby Knockabout was especially adapted for the boys and girls of the area so that they could "learn the art of seamanship", as original sales literature stated. Guernsey selected a low aspect ratio rig (approximately 1-1/2 to 1). The combination of a large main, small jib and rudder gave the 18 footer a heavy weather helm. Whenever the wind blew over 12 knots the boat would head up safely into the wind but when the weather really piped up, the boat was very difficult to control. It wasn't long before more experienced sailors started to make changes to the rig to correct the deficiencies. A fuller main and larger jib were added, resulting in a taller aspect ratio rig. The boat's sailing ability also improved when the centerboard and rudder were made larger. Despite the fact that the Cape Cod Shipbuilding Company later incorporated a lot of these changes into their new boats, they claimed in their literature that "the (old) rig gave the boat a sporty look". In terms of the appearance of today's modern sailboats that statement might appear to us to be a slight exaggeration. However, the buff colored deck and cockpit with the white topsides and green bottom readily identified the boat that Mr. Goodwin claims was "the largest class of one designs ever built by one company before the days of fiberglass".

The sale of the Baby Knockabout became widespread and by the 1930's a fleet of one hundred boats raced on Long Island's Great South Bay. Fleets also existed in eastern Connecticut, Rhode Island, New Jersey, and Maine. However, it was in southern Massachusetts that the fleet grew to great prominence. Eight yacht clubs joined together in 1938 to form the Baby Knockabout Association. An annual regatta was held, the winner of which received a trophy sponsored by the Cape Cod Shipbuilding Company. Sixty-seven boats crossed the starting line in 1940 making this race the biggest event in the history of the class.

Sailors must have been race-starved after World War 2 because, in 1946, a fleet of 51 boats showed up for the first regatta held at Waquoit, Massachusetts. Enthusiastic racing continued through the year 1950, which was not only

a successful season but one in which a change was made to virtually all of the class specifications.

Perhaps it was the cost of remaining competitive with these new class rules that reduced the number of racing enthusiasts in the next few years. However, it wasn't until later in the 1950's that simultaneous events almost brought about the demise of the class: the Korean War that took many of the sailors into service and the Cape Cod Shipbuilding Company that stopped producing the Baby Knockabout and Hurricane Carol that virtually damaged or destroyed 50% of the existing fleet. Owners scurried around repairing and buying up secondhand boats to keep the fleet racing. Clearly, the boat needed a new builder and some drawings from which to manufacture her.

There is some confusion as to what happened next. Mr Goodwin tells us that "... various plans of the rig, rudder, centerboard, etc. were drawn at a later date", undoubtedly from the finished product, "... and toward the end of manufacture at the Cape Cod Shipbuilding Company, some outside naval architect took off with what they considered a set of plans". Other sources seem to indicate that a Mr. Robert Stanton Fox drew up plans for the boat based upon Prince Crowell's "Imp", one of the existing wooden boats.

Whichever event, or possibly both, occurred it was really the postwar use of fiberglass that saved the Baby Knockabout from extinction. A wood prototype mold was built and the first fiberglass hulls were turned out in 1959. In 1964, after 46 hulls were built, the mold was sold to the 18' Knockabout Class Association. The Association licensed builders to fabricate a custom made fiberglass boat as late as 1978.

TODAY

Like a species of bird or animal that was thought to be extinct and is later found to exist on a remote island, the Alden O Boat still is sailed and raced on a small boot-shaped lake called the Upper St Regis in the Adirondacks, of New York State. Originally 25 boats were purchased and brought into this area and through the enthusiasm and tenacity of their skippers lived through the decline and virtual disappearance of the class in the other sailing areas of the country. As a matter of fact, 21 of the 25 boats raced together there as late as 1975. That number is currently down to 18 (1983) with four new boats being built.

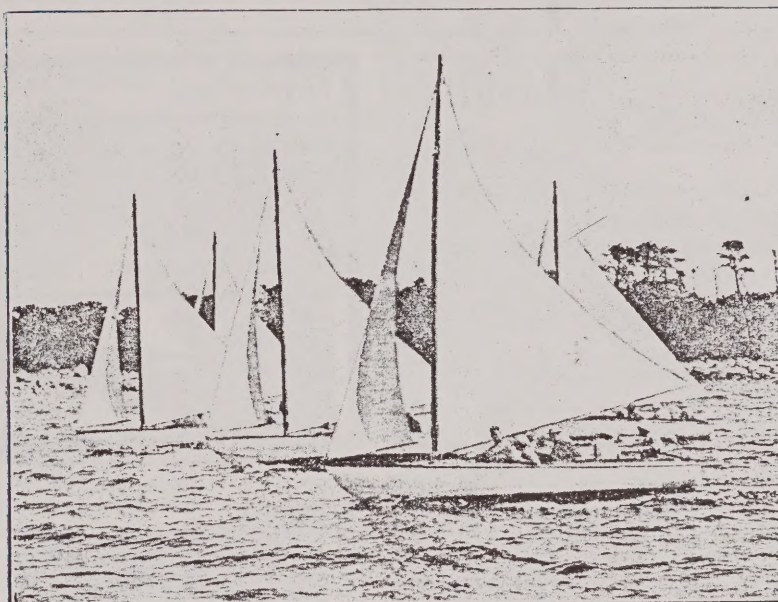
In Maine, there has been a resurrection of the Alden O Boat. According to Mr. Donald G. Parrot of John G. Alden, Inc. they made photographic copy plans of the tracings in their files for builders because the original drawings were in such poor shape. In Kennebunkport, the Landing Boatshop, an apprenticeship program, is custom building the Watch Hill (#169) version of the O Boat. They have, in fact, built three in the last two years and were anxious to build at least another one in the spring of 1983.

According to Mr. Clifford Hurst, Business Manager of the Boatshop, it is

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a true duplicate of the one John Alden designed in 1922 with a few minor exceptions; some of the rigging and hardware has been substituted for what is available on the market today. The deck canvas has been laid on plywood instead of planking and generally the centerboard is made of fiberglass and plywood rather than oak. Otherwise, the Boatshop's Alden O's are planked in northern white pine over oak ribs and keel, have a brightly finished mahogany transom and sheer and other ash or oak brightwork. Bronze fittings are used throughout.

By the end of 1982, two boats had been sold to owners in Massachusetts, while the third was waiting to be delivered. It is interesting to note that one of these boats was built using the W.E.S.T. system of cold molding rather than the traditional methods.

Except for the hull, the Baby Knockabout is a different boat today than what it was back in the 1920's. Change and innovation have been the apparent watchword of the class. Improvements cost money, however, and the Baby Knockabout can no longer be dubbed "the poor man's yacht". Virtually every component of the boat has been changed: it has a smaller main, a larger jib and rudder; the sails have been redesigned, and a double shroud has been substituted for spreaders. The boat has a larger, heavier centerboard and a spinnaker was added and changed three times -- even the battens were altered!

Fewer changes than were made on the Baby Knockabout have caused other sailboat classes to become extinct. Perhaps making the one-design specifications more strict has helped the class to survive, however, limited changes can still be made to the rudder, centerboard and rig.

Construction was still going on as late as 1978: four to five boats being built a year. Materials of the highest quality were used: matched teak for the coamings and cyprus or redwood for the floorboards. The cost of the boat four years ago was approximately \$4500.

Forty to sixty of these boats raced that year in regattas which included a National Championship and the SMYRA Championship. Fleets are still active in Rhode Island and Lake Champlain in addition to southern Massachusetts. Even some beautifully maintained "woodies" show up at the starting line. And, of course, there's the odd daysailer appearing here and there, still enjoying the comfort, spaciousness and speed of the modern design and rig.

With builders using modern materials and methods of construction the Knockabout Era may not be over after all but may even be due for a revival, particularly for those of us who desire a roomy daysailer, a fast club racer and a boat that looks like a boat instead of a plastic bathtub.

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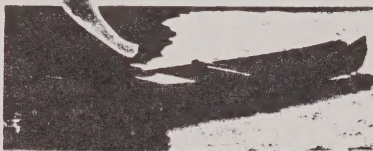
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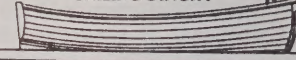
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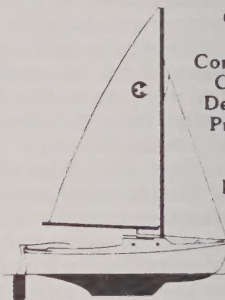
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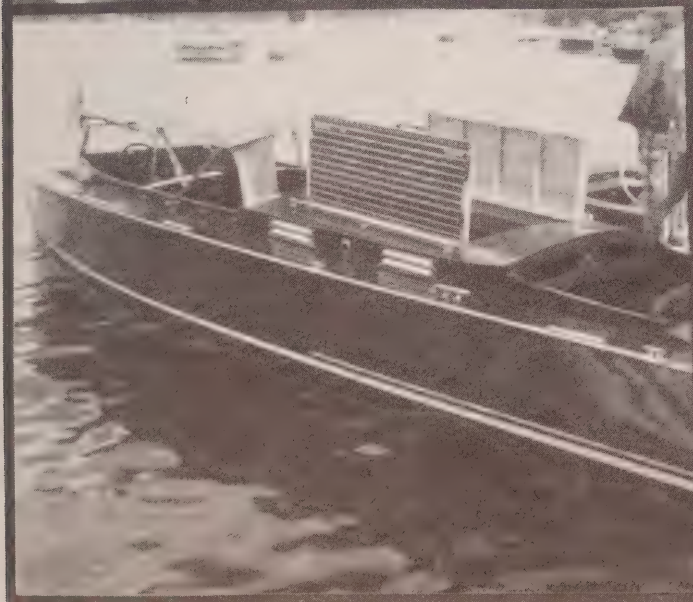
Lake George Antique & Classic Show

The 11th Annual Rendezvous of the Adirondack Chapter of the Antique & Classic Boat Society took place on August 25th at Bolton Landing, NY on Lake George. The new site is on Green Island where condominiums and a conference center are under construction. Over 50 boats turned out which nearly filled the 58 slip dock facility. One drawback was the lack of room for any fly-bys, and a parade which was scheduled for Saturday afternoon was not held as no permit could be obtained.

Left from top: SCOTTY TOO is a replica owned by Allen Lauter of Silver Bay. Charlie Griffin was riding mechanic in Horace Dodge's DELPHINE IV when it won the 1932 Gold Cup, driven by Wild Bill Horn. GOLDEN TIMES is a 1929 28' Chris Craft owned by Phil and Jan Harper of Hopkinton, MA.

Right from top: HAPPY TIMES is an El Legarto Replica by Bill Morgan of Silver Bay. BARBARA is a 1904 electric launch built by F.R. Smith & Sons of Pt. Hope Landing, NY. STARAKI is a 1939 Acroyd with a 1hp OMC and a complete picnic outfit.

Report & Photos from Walter Fullam



What's happening...

OCTOBER 15: RADIO CONTROL YACHT RACE, NEEDHAM, MA.

Contact Bob Francis at (617) 899-3662 for details on this model sailing yacht event.

OCTOBER 20: CANOE TRIP, IPSWICH RIVER, TOPSFIELD, MA

This canoe trip is organized by the Ipswich River Watershed Ass'n and will leave from Salem St. in Topsfield, MA to go downstream through beautiful Wenham Swamp (Audubon Sanctuary) to end on Asbury St. in Hamilton, MA at Bradley Palmer State Park. Bring lunch. For details call Walt at (617) 887-8671 or Jackie at (617) 887-9685.

OCTOBER 20 & 21: CANOE CONSERVATION CRUISE, QUABBIN RESERVOIR, MA.

Final outing sponsored by the Connecticut River Watershed Council, this one to enjoy Quabbin's wilderness aspects and learn about a proposed water diversion plan to the reservoir from the Connecticut River. Phone (603) 643-5672 for further details.

OCTOBER 21: HEAD OF THE CHARLES ROWING REGATTA, CHARLES RIVER, BOSTON & CAMBRIDGE, MA.

This is the BIG ONE for rowing shells, singles, doubles, fours, eights, men, women. An all day race, 40 events over a 3 mile course upstream from B.U. Bridge to Allston. Excellent viewing along the Charles and from several bridges. The top oarsmen and women in the country enter. No spectator or parking fees.

OCTOBER 27: SEA HERITAGE CONVENTION, HOLIDAY INN, NEW YORK, NY

Bernie Klay's Sea Heritage Foundation will host its annual convention at the New York City Holiday Inn for all those interested, members or not, in his view of old timey sea stuff. The program includes seminars on appreciating maritime art, antiques and old books, and a Sea Dog's Dinner featuring maritime artist John Stobart as guest. Admiral Nelson (re-incarnated!) will also address the assembled multitude and the X Seamen's Institute will present a concert of sea chanteys. For more on all of this call Bernie Klay at (212) 343-9575.

NOVEMBER 1: MONTHLY MEETING OF SMALL CRAFT ASS'N OF PEABODY MUSEUM, SALEM, MA.

Regular monthly meetings of this Massachusetts north shore small boat group are on again throughout the winter with regular feature programs each month. Call Bob Hicks at (617) 774-0906 for details of November program.

NOVEMBER 11: 4-HOUR RADIO CONTROL MODEL YACHT RACE, NEEDHAM, MA.

Contact Bob Francis at (617) 899-3662 for details on this endurance race for model sailing yachts.

NOVEMBER 17: JIVE TURKEY RADIO CONTROL MODEL YACHT RACE, NEW YORK, NY.

Contact Richard Plaut at (212) 249-3772 for details on this event held in Central Park.

What are YOU Building?



ERNIE KING'S MOLITOR

Still messing about in boats and enjoying the publication of the same name. We have restored a 1923 Old Town "Molitor" 17' canoe this year and were finished in time to take it to the antique boat show at the Thousand Islands Museum this past summer. To our delight

the "Molitor" won two awards, Classic Boat of the Year, and Best Canvas Canoe. FREE SPIRIT is her name, and even more pleasing than winning the awards was listening to the comments of those who stopped to look her over.

Ernie King, Lake Hopatcong, NJ

SETH PERSSON BOAT BUILDERS

We have been rather busy with some fairly interesting craft. Our New Wave pulling boat is an 18 foot one man sliding seat boat (possibly two butt tight). Construction is 1/4 inch marine grade mahogany plywood on bent oak frames. This boat is my brother Rick's. He has been busy putting a new forekeel, planks and deck on the family boat, a 1937 Yankee One Design.

Another craft is our fabric kayak, which we designed to be highly versatile. I wanted a boat that could be a one or two man kayak capable of carrying a good amount of camping gear, one that could then take on the Connecticut River on a Sunday afternoon, or the Sound in rough weather, there really isn't much difference. In the back of my mind was the thought to put an Oarmaster into this boat, an idea we have now tested and found to be quite practical. Next to come will be a sailing rig, deck cover, out-

board mount, etc.

We are now setting up to produce this boat on a semi custom basis, trying to keep a few in stock for immediate delivery. It will sell for \$800 with two double paddles. Add on the Oarmaster and oars and for \$1500 you have the world's first (?) cruising kayak/sliding seat pulling boat, all in one package. I have done a preliminary sketch of an 18 foot version (present boat is 15 feet) which could accommodate two Oarmasters.

This summer saw the completion of a 21 foot custom "bassboat" complete with an abundance of brightwork and polished bronze hardware. I wouldn't let a fish on board myself. This boat was built of 1/2 inch mahogany plywood, and it cruises at 18-20 knots while burning only 2-1/2 gallons of gasoline an hour.

Jon Persson, Old Saybrook, CT.



Block Island pier in late nineteenth century.

MYSTIC SEAPORT MUSEUM DOINGS

The Museum will sponsor the 4th Annual Symposium on Southern New England Maritime History on November 3rd. The program includes the following presentations:

Cruising for Bowheads and Collecting for Museums is the story of Captain George Comer of East Haddam, CT and his career on Hudson Bay living amongst the eskimos as a whaler and anthropological researcher. It will be presented by Fred Calabretta.

The Jamestown - Newport Ferry, 1871-1969 traces the history of that water crossing. Speaker is Edward Wanton Smith, Jr.

Shipbuilding Along the Connecticut River: An Overview of the Industry in the Nineteenth Century reviews a century of building coastal and blue water craft on the River. It will be presented by Brenda Milofsky, Director of the Connecticut River Foundation.

New York Harbor Working Craft of the Past is a review of some of the traditional watercraft once employed in that port. Speaker is Norman Brouwer of South St. Seaport in New York.

Lorenzo Dow Baker of Wellfleet: Yankee Entrepreneur in the Caribbean is a profile of a Cape Cod fisherman who made his mark in the fresh fruit trade. Speaker is Dr. Randolph Bartlett.

Registration fee is \$22 (\$20 for Museum members) and forms may be obtained from: Symposium, c/o Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355.

THE JOSEPH CONRAD is going into drydock for the next nine months, beginning in December, for major restoration. Allan Villers' famed circumnavigator was built in 1882, 104 years ago, and has had quite a life. A major activity for the ship was as a sail training ship for the Danish merchant marine, for a period of 52 years. In 1937 Huntington Hartford converted her into a private yacht. Later she came to the U.S. Maritime Commission as a training vessel and in 1947 was declared surplus by the government and donated to Mystic.

The major restorations will include a new teak deck, the stock for which the Museum bought several years ago, 6,000

lineal feet of 3 inch by 5" teak plank in 16 to 24 foot lengths. This will be the first new deck since 1922. Other changes will bring the below-decks accommodations and companionways back to the status of a training ship, removing the yacht interval revisions. A lot of electrical and plumbing work will also be done as the CONRAD serves as a floating dorm for youth enrolled in the Museum's sail training program.

The steel hull was partly repaired and strengthened in 1977 and has also been coated with epoxy resin and flaked fiberglass.

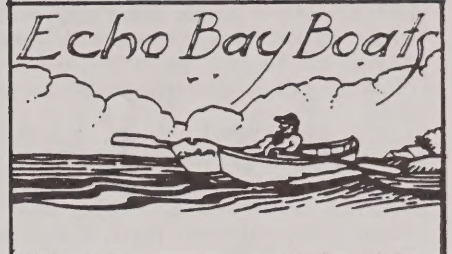
Two staff members went to Galveston, Texas to work on a similar restoration to acquire specific steel hull techniques, and two commercial shipyards have donated rivetting tools appropriate to the task.

Work will go on under a protective cover enabling Museum visitors to view progress, with six to twelve full time shipyard workers on the job.

More than 250 historic photographs from the 19th century and early twentieth century are going on display opening September 29th in the Museum's Schaefer Building in an exhibit entitled, "A Look Back: Maritime Photographs from the Archives of Mystic Seaport Museum." The display will run through February, 1985.

All sorts of maritime subjects related to the east coast will be on display in a variety of photo originals going back as early as 1840. Vessels, shipwrecks, lighthouses, sea captains, docks, etc. are all to be seen over these years when industry was growing and steam was intruding on the world of sailing ships. Included are stereopticon photos designed for three dimensional viewing in special holders, a parlor amusement of the last century.

The Museum has a collection of 80,000 photographs stored in special environmentally protected files which permit preservation of a black and white photo for as long as 100 years. This great untapped resource has been tapped just a tad for 250 prints that will show you how it was 100 years or more ago along the coast of New England and the northeast.



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14



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BILL GRAHAM, 7 Ward St., Ipswich, MA 01938 (617) 356-3623. (11)

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JIM RITTER, Easthampton, NY. (516) 324-7051 eves. (11)

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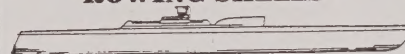
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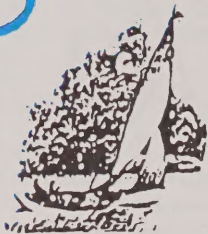
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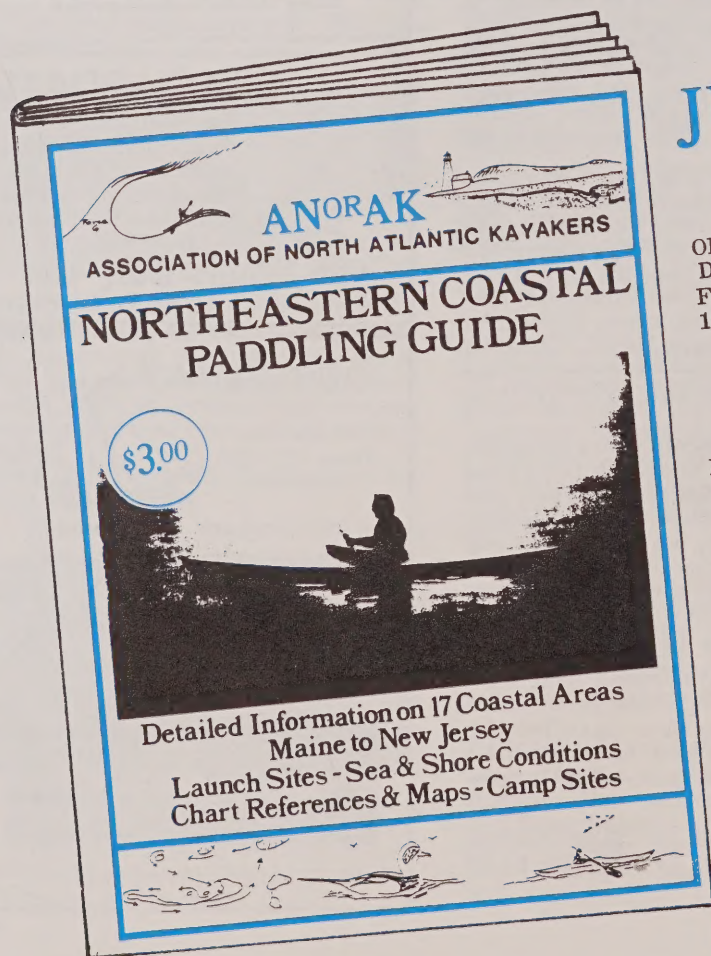
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