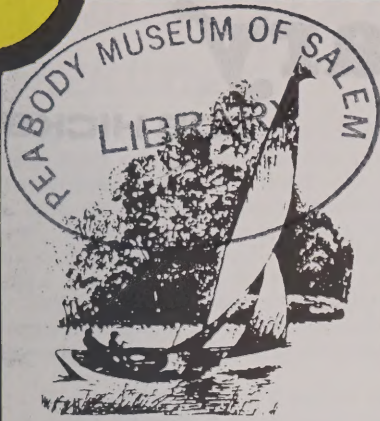




messing about in BOATS

Twice a Month!

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December 1, 1984





messing about in BOATS

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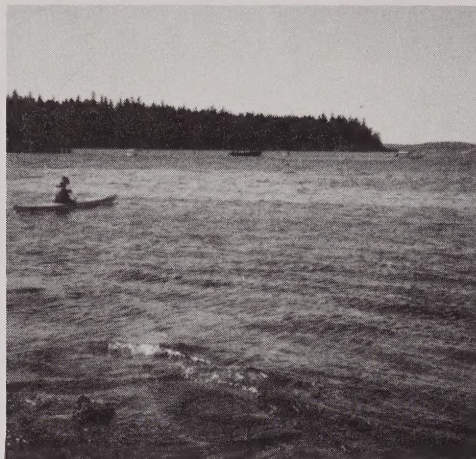
will feature articles on Jim Thayer's NINA beach cruiser, on Charlie Porter's 28 foot aluminum dory in which he plans to row from Cape Horn to Antarctica, on Bob Wilmes' old timey inboard launch POLLYWOG, and on Chuck Jones' return to Monhegan by kayak. Also there should be the 6th installment of rowing to Alaska, about the people, and a look in at Randolph spars in Mattapoissett. That should do it.

On the Cover...

Builder Brian Lankshear calls it a "Tryak", his tri hulled sailing kayak, an amalgamation of paddling kayak and sailing trimaran that has turned out to be quite satisfying to its creator. There's more on Brian's approach to messing about in boats in this issue.

Commentary

BOB HICKS



"Little Adventures"



One of my earliest intentions for this publication was to chronicle what I call, "little adventures", the outings that ordinary people undertake in their choice of boats which provide a bit of a taste of adventure. This is a much more modest scale of commitment than the major "expedition" sort of thing that we usually get to read about. I have no objection to those stories at all, but I did feel that the more modest realizable adventures of you and I are the stuff of reality for the vast majority of people today.

It has been gratifying to see the intent become a reality. There have been a number of adventure stories over the past year and a half, adventures that readers have undertaken and subsequently reported upon for publication. Right in this issue is Dick Wheeler's 50 mile paddle through the night from Plymouth to Boston in a sea kayak, for a cause. It was so rewarding to Dick to be able to experience this in spite of his busy urban schedule that he is now planning to organize a similar adventure next summer and invite along like minded fellow small boaters.

I chose to run the serialized adventures of a middle aged couple rowing to Alaska in a Swampscott dory despite its geographical remoteness from here because their spirit typified the need we seem to have to get outside of our usual routines and do something for the challenge of it. But, also there have been stories like Chuck Jones' first novice kayak paddle around Monhegan Island. To an experienced serious sea kayaker this was maybe a bit laughable, but to Chuck it was an important step undertaken to challenge himself in his boat. And in our next issue we'll have Chuck's follow-up this year in which he paddled OUT to Monhegan first, then paddled around it.

There's been the story on sailing

down the Maine coast in a Crotch Island pinky, rowing the Maine coast in a Bolger/Payson instant boat, sailing around New England via the Hudson and St. Lawrence rivers (still going on) in a mini schooner. All of these adventures were undertaken by ordinary people, not professional adventurers. They all had real life workaday jobs, and commitments to society we all have. But they took the time to go for it when a taste of adventure seemed possible.

A couple of more major adventures soon came to my attention. Last spring I previewed Bill Zeller's proposed 600 mile paddle down a wild river in the Northwest Territories of the Canadian arctic. That trip was a success and we hope to have Bill's report on it for a winter issue. And now we have coming up in the next issue a preview look at a 28 foot aluminum dory in which Charlie Porter and several companions plan to row from Cape Horn 480 miles across to Antarctica. This isn't an idle fantasy, Charlie has already spent a two year period rowing around Cape Horn and the whole archipelago of islands off the tip of South America in a folding Klepper with a Martin Oarmaster rig in it, in pursuit of his anthropological studies. And he's off to Cape Horn this November in the steel Tahiti ketch he built for the purpose. Charlie is a bit closer to being a professional adventurer in the mold of Indiana Jones, but he's an engaging, everyday sort of guy who happens to have an exotic life purpose in his anthropology research. That's another story I hope to bring you but it'll be a while.

So the range is great, from a paddle round a local island or along the local coast overnight, right on to a row across the fiercest straits in the world, all by people you and I can relate to, and perhaps emulate sometime each to our own degree of scale.



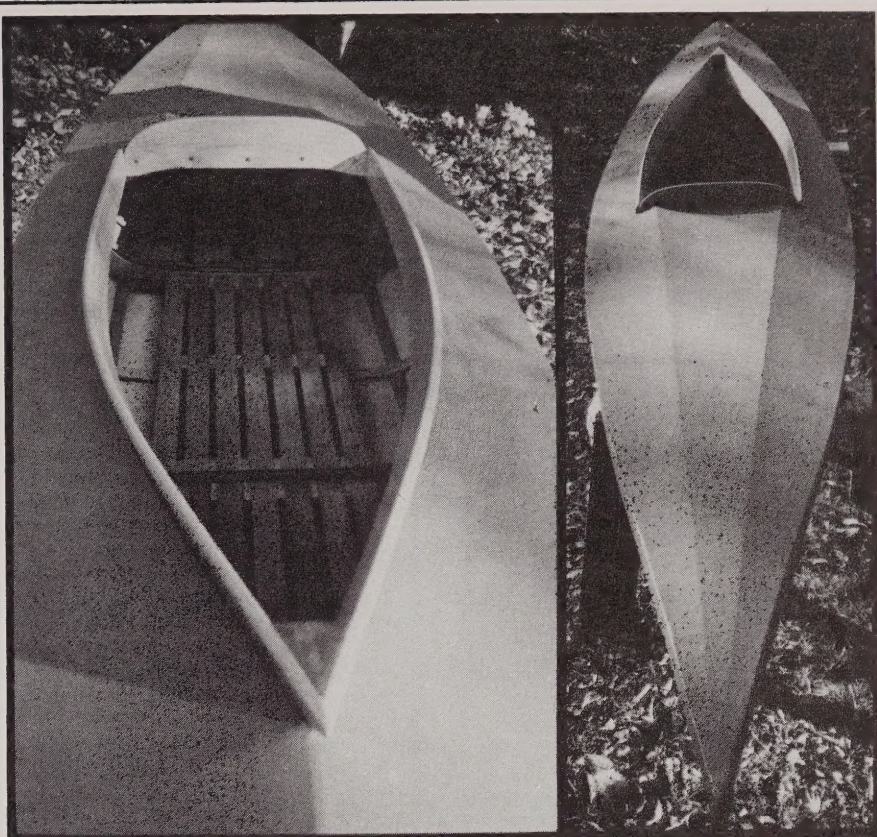
What are YOU Building?

Dave Norton has four of his very nicely built canvas/wood kayaks under construction, one for himself, one for his wife, two others he plans on selling. "Well, I ordered up the very best Sitka spruce for the framing," he explains, "and I received three boards and a bill for \$210!" Original idea for building two became doubled when he determined he had enough of the expensive wood to do so.

The boat is a 15 foot canvas covered wood framed type derived from plans in a 1953 British book on boat-building by one Percy Blandford. Dave built the 11' single seater when he was a lad of 13 back home in New Zealand. "I got up all the stock for about \$12 at the time," he reports, "and went on to build it, a very nice boat for a 13 year old." He subsequently enjoyed it a lot. "I eventually only went out in the very worst white water or sea conditions," he describes his experience, "thrill seeking."

Dave came to the U.S.A. in 1975 and was away from boats for a number of years as other concerns took precedence. But his interest was re-awakened after getting to know a fellow member in the local sportsman club, Jerry Jodice (catboat man), who in turn introduced Dave to Don Jones (kayak man).

Dave decided to build the 15' model from Blandford's book (he still has it) but that was designed as a double. So he took the cockpit off the 11' design and adapted it to the 15 footer. Then he made other detail changes, changing the beam to 25 inches. "I wanted a stable, safe feeling touring canoe (British version of kayak) for my wife as well as myself," he explains his liberties with the design. Dave also added interior bent flat frames from gunwale to gunwale amidships for better bearing for the seat, his feet and gear he might carry. His first boat is nearly complete, painted a bright blue. It has 14 oz. canvas on the bottom and sides, 10 oz. on the deck. The hull is a hard chine sort, looking much like the Greenland type. The fore-deck is quite high and steeply pitched. Remaining to be done is the fitting of



Original double plan Dave began with.



rubrails on the gunwales and on the stem and stern.

"I'll be looking for someone who prefers a well made wood/canvas boat to plastic," he goes on, "when I get numbers three and four completed." That someone wouldn't go wrong, the workmanship is very nice, the boat looks "right" and professionally made. Dave

lives at 701 Washington St. in Gloucester, Mass. 01930 if you are interested in contacting him about his boats.

Report & Photos by Bob Hicks

(Next Issue: Bob Wilmes' 18' antique inboard launch, POLLYWOG).

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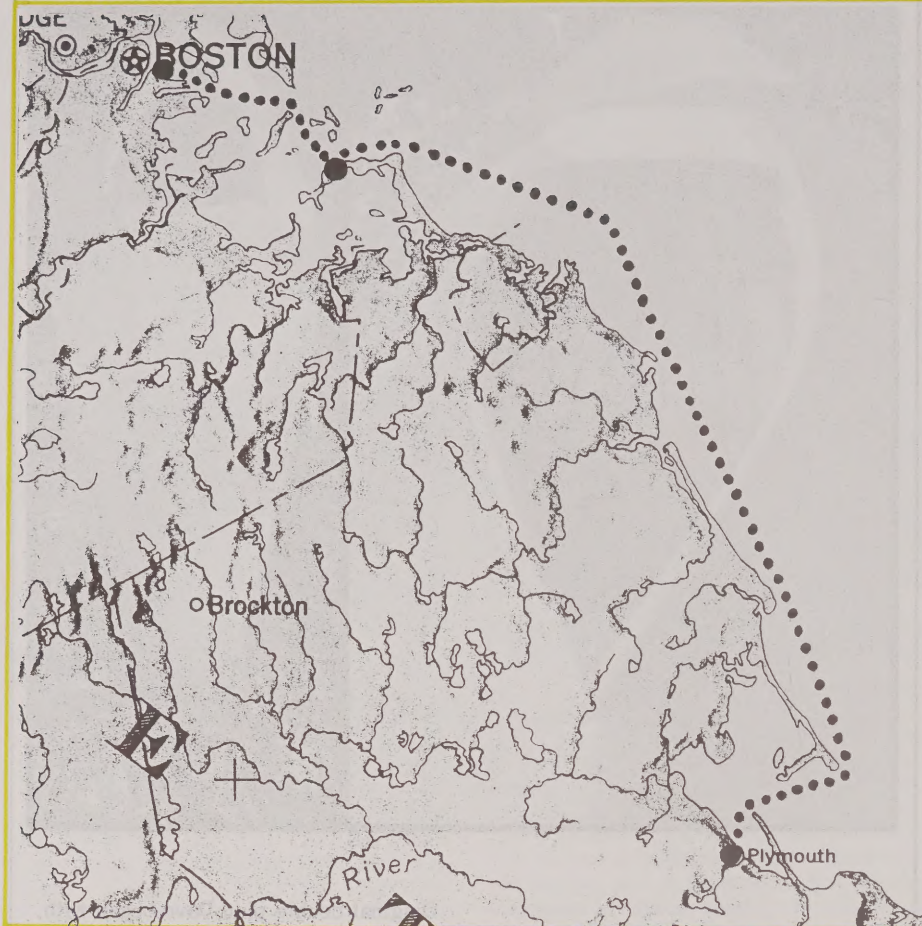
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Dick Wheeler's 50 Mile Paddle-a-thon

Anthony's Pier Four Restaurant on the Boston waterfront was deserted almost on Saturday morning, October 20th. Only a small party of people who are boosters of Boston's Constitution Museum had gathered for a special fund raising brunch, and around 10:30 they were out on the waterfront deck looking down the ship channel past an MDC fireboat that had begun sounding its sirens and pumping four towering columns of water high into the air. When a tiny figure wielding a double paddle came into view underneath the waterspouts, heading for the restaurant, the group broke into applause and some decorous cheers. The man in the kayak was Dick Wheeler, director of the Museum, and he was completing a 50 mile overnight paddle from the Mayflower in Plymouth, in time for the brunch, as a fund raising paddle-a-thon.

After some maneuvering around at the piers, no way to climb up to the restaurant deck from the kayak, the lobster boat that had accompanied Dick through the trip got alongside, and hoisted him and his kayak out of the water, and then he climbed from the cabin roof of the lobsterboat to the deck to be greeted by the onlookers. One, his 80 year old mother, was especially pleased. "Mother was going to stand out on Brant Rock with a boathook as I went by last night and haul me in, if I didn't have that lobsterboat along for company," the 54 year old Wheeler remarked. Only partly in jest.

Last summer the Constitution Museum took a financial bath. The aborted so-called Tall Ships in June cost them \$9,000 in expenses accrued to take part in that fiasco (no fault of their's). Then an unannounced road reconstruction project right at the entrance to the Charlestown Navy Yard where the U.S.S. Constitution and the Museum are located, construction to service a condominium development elsewhere in the Yard, made tourist access a near impossibility. It discouraged a projected attendance at the Museum that a \$40,000 promotional campaign run earlier had hoped to realize. So the Museum was hurting. The Museum is a private non-profit facility that co-exists with the publicly funded U.S.S. Constitution as an educational adjunct. So, no taxpayer funds go into its operation.

Dick Wheeler and the trustees were looking at a big bind and probably would have to curtail Museum programs and lay off some of the help. But Dick who is an avid sea kayaker, thought about taking a lead from the fund raising walk-a-thons and bike-a-thons used by land bound causes to raise money. The essence is that those participating in the event obtain pledges from backers, usually at so much a mile. Dick figured maybe a 50 mile kayak paddle could work out. He points out that the Constitution herself was once saved from British guns when the crew spent 60 hours at the oars of the longboats rowing her to safety in the dead calm.

The trustees got behind the idea at \$1000 a piece and the Boston media picked up on the plan. So, Dick gathered up his "older" 17 foot Eddyline WT500 kayak and wetsuit and sleeping bag and headed for Plymouth on the evening of October 19th. "It was necessary to arrive at the brunch on Saturday morning, so I had to paddle through the night," Dick explained. "I wanted to clear Plymouth harbor in daylight, so that meant the 5 o'clock start." He planned to go unless the weather turned up really bad, and had to leave plenty of time for dealing with adverse currents or winds as he followed the shoreline north and northwest.

Initially Dick planned only to have an escort out of Plymouth harbor, and then to paddle alone sticking close to shore. The prospect of Mom out there on Brant Rock with that boathook drove home the importance, however, of setting a safety example, so he tried to arrange for escort from Coast Guard Auxiliary craft. Things didn't jell, and as the time arrived, Dick's brother, a lobsterman himself, was able to arrange for the FV PHOENIX, Mike Duane and John Haviland aboard, to escort Dick all the way.

This changed the planned route, as the lobstermen obviously weren't about to go so close inshore in the dark as Dick would have. So the course was revised in a sort of point to point route up the coast, "We even went outside of Minot's Light off Scituate," Dick says. At times they were well out.

The weather was near ideal for so late in the season. It was unseasonably warm, with little wind and a near flat sea. "About 11 p.m. the wind came up dead ahead from the north," Dick reported, "but by 1 a.m. or so it eased off. The TIDE was against me most of the way, though."

By about 3 a.m. Dick had reached Hull, plenty of time in hand, so he went ashore to sleep for a while. He didn't need to arrive in Boston until 10:30 so he had to stop somewhere. "I found I should have brought dry clothes," Dick said. "I began to shiver in the wetsuit once I got ashore and stopped paddling." He got into his sleeping bag and warmed up best he could.

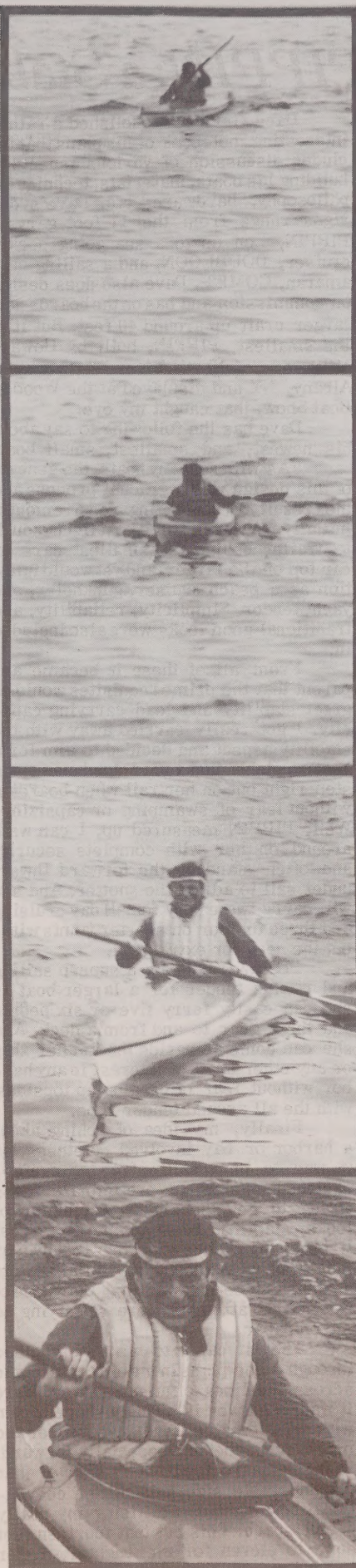
The paddle from Hull was about 8 miles and so Dick had no trouble in terms of timing, arriving on time at his destination. Even the adverse tidal currents had not seriously held him up in the otherwise quite benevolent conditions. He was suffering some pain in his wrist from the, "30 or 40 thousand paddle strokes I made," and was weary of it all by the time he stood on the deck at Anthony's, but the reception he received buoyed him up and he went on inside for breakfast. He needed it, because mid-afternoon he was back in that kayak again on the nearby Charles River, he paddled in solo grandeur up the Charles in the wake of the last of the day-long Head of the Charles rowing races before the assembled multitude. "I was in that wetsuit 24 hours," Dick said.

Well, did it all help out the Museum? Dick told me they had raised \$30,000 to date (October 30th) with more coming in, and had attracted a number of new members for the Museum as well. So now he has plans for next year, plans to include others interested in a manageable adventure.

Later on I'll bring you the details of Dick Wheeler's expanded plans for a 1985 Constitution Museum fund raising paddle-and-row-a-thon, but the essentials are these. Anyone wishing to participate with any paddle or oar powered boat and obtain backers at some \$ per mile would be welcomed. The trip would go from Plymouth to Cohasset the first day, overnight there, and on to Peddocks Island for the next night, with a big shore clambake for the participants. Then the third morning, the group, now all assembled at Peddocks, would row or paddle up the ship channel into Boston, and the U.S.S. Constitution herself would be outside the harbor to greet this "Small Ships Parade".

"There aren't many adventures we can indulge in today with our busy urban lives," Dick expounded. "This would be one that any reasonably fit and competent small boat oarsman or paddler could take part in." And all to help out a cause that exists in support of the oldest U.S. Naval ship still in commission, "Old Ironsides", the U.S.S. Constitution herself.

Report & Photos by Bob Hicks



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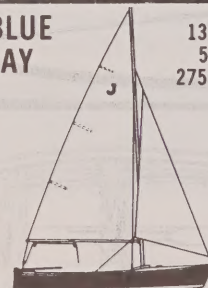
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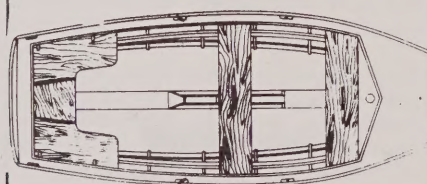
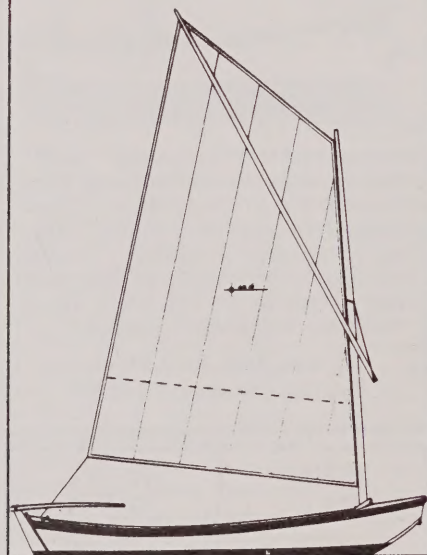
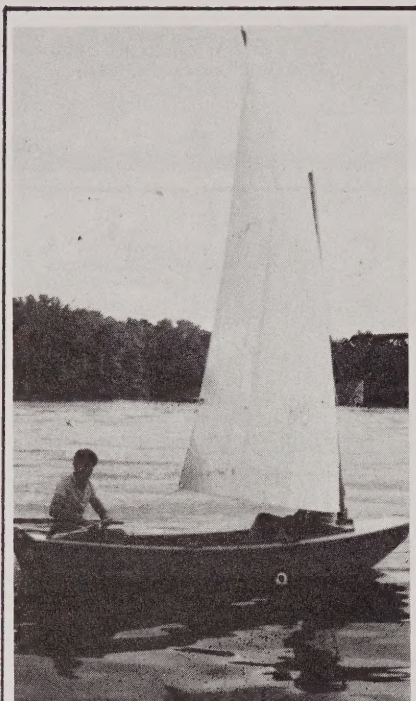
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PLANS

PIPPIN: a Stable Sailing Garvey



PIPPIN

11-foot Sailing Garvey

LOA	11 ft.	Sail Area	64 sq. ft.
Beam	4 ft. - 3 in.	Crew	3 cruising, 6 max.
Draft	0 ft. - 7 in.	Construction	Wood-Epoxy
Disp.	600 lb. (avg. load)	Varnished trim and spars.	

Dave Gerr has published a rather interesting notebook of his plans that includes discussion of various aspects of building his boats, materials, techniques, philosophy, hardware, etc. Dave's designs range from the 11 foot garvey, PIPPIN, on up to a sea going pocket cruiser, DOUBLOON, and a sailing catamaran, COMET. Dave also does design on commission and has on the boards now larger craft up around 40 feet. But it is the smallest, PIPPIN, built by Howard Mittleman of North River Boatworks in Albany, NY and displayed at the Wooden Boat Show, that caught my eye.

Dave has the following to say about his newest, and smallest, small boat:

"As with so many boats, the genesis of this design was a gradual process and the result of conflicting requirements. Initially we were after a boat light enough to trailer behind the smallest cars or car top on the larger, and yet would function as a beach cruiser, gunkholer, and yacht tender. Simplicity, reliability, and traditional good looks were also included in.

From all of these it became apparent that the prime requisites would be great stability and load carrying capacity. I got really carried away with the stability aspect and decided to aim for a boat so stable that a good sized man could step right out on her rail when boarding without fear of swamping or capsizing. Well, PIPPIN measured up, I can walk around on her with complete security and often stand on the forward thwart under sail to adjust the snotter. And she will carry two easily for all day cruising and three or four on shorter jaunts without the need for extra gear.

PIPPIN would be a superb sailing and rowing tender for a larger boat as she can easily ferry five or six people and their gear to and from a dock. And she can come alongside the mother ship or any other craft of interest in any harbor without fear of banging up topsides, with the all around fender rope.

Finally, my idea of poking about a harbor or bay involved quietness, so it was to be a sailing/rowing craft. I sketched a slew of preliminary ideas trying to get the right combination of looks, stability, room and performance. It began to look like a fourteen foot by four foot craft would be it, with a flat bottom and hard chine for stability. But, none of these first attempts were satisfying to me on paper.

Then it came to me as I thumbed through some plans in the office and came across the lines of an old garvey. Here it was. A garvey is a finely shaped pram with great topside flare, sweet sheer and pronounced rocker, especially forward. Being "square toed" it is shorter than a comparable size skiff with a conventional bow without sacrificing any really useful space. This cut that fourteen feet down to eleven for me. Lighter, easier to handle, less expensive. The garvey is

a load bearing design, plenty of ability to lug people and gear. And, despite the transoms on both ends, the great rocker and small forward transom give her a salty shape that is easily driven.

With the decision thus arrived at it was detail time after that. I decided to deck over the bow and sides and add a coaming all around to make her dry and nearly impossible to swamp and to provide that secure feeling when it breezed up. Under that fordeck was a bit of dry storage space.

I never had any doubt about using a sprit rig, nothing else allows setting more sail on shorter spars, and more quickly rigged and unrigged. The PIPPIN rig goes in or out in a couple of minutes. To remove, the snotter is eased, the lower end of the sprit is freed, the sprit held vertically and the sail rolled up around it snug to the mast where it is then lashed with the snotter. The whole assembly can then be lifted out of the partners and stowed inside the boat. The simplicity also means a minimum of things to go wrong.

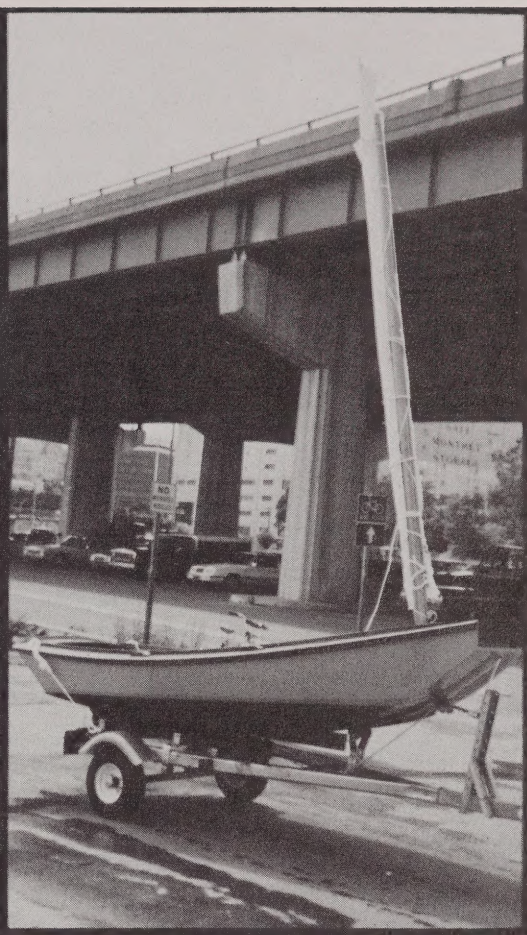
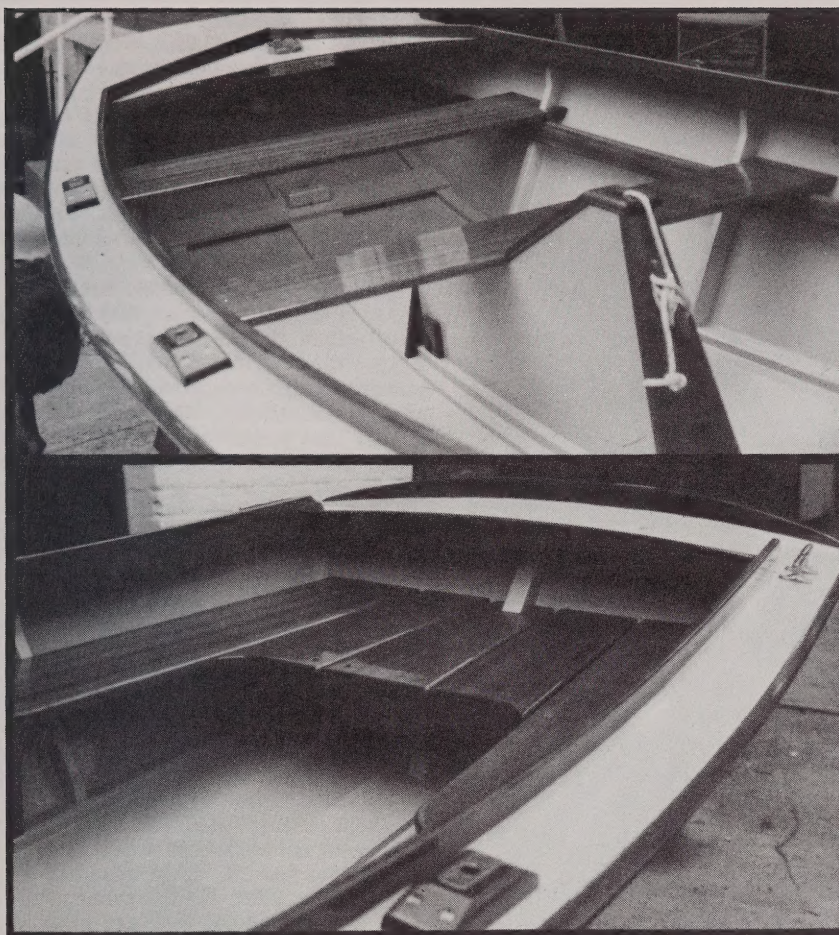
Yes, but the sprit rig isn't the most efficient type, but it is more than enough for this design, and can be trimmed by halliard, sheet and snotter for any sort of wind condition or direction. And it looks right for this boat.

The centerboard case fits under the midship thwart with its pennant easily accessible to the helmsman. The rudder lifts off easily. Both fold up when they strike bottom, sailing in skinny water taking soundings with the centerboard was intended to be with this design.

Howard Mittleman of North River Boats in Albany, NY is building PIPPIN to order for \$2400 complete less sail. Howard does nice work, using only marine grade ash, mahogany and oak. The spars are Sitka spruce, planking is marine ply. The hull is saturated inside and out with epoxy for a tough, abrasion resistant finish, a wooden boat with the resilience and watertightness of fiberglass. The fittings are bronze, the trim is varnished mahogany. The rub strake along the sheer has been grooved to accept a one inch rope fender.

Future possibilities I have in mind for PIPPIN include maybe using two side planks lapstrake to create a more traditional appearance. A really huge rig, maybe 90 or more square feet (the stock sail area is 64 square feet) for the more adventurous, maybe a sliding gunter or batwing configuration, would encourage some racing at the club anchorage, even frostbiting. Yet the normal rig could be used for more prosaic duties as a tender.

I sell the plans for PIPPIN for \$35, and Howard will build one for you if you like for \$2400. Contact me, Dave Gerr, at Gerr Marine, Inc. 37 Alden Park, Throgs Neck, NY 10465. Howard can be reached at North River Boatworks, 6A Elm St., Albany, NY 12202.



Left: Interior finish work is very fancy. Right: Ready to head for the water (well, maybe that spar should come out first).

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Are you ready for the TRYAK?

Brian calls the boat a "Tryak" for lack of a more descriptive name. It is undoubtedly a kayak hull, but with the two outrigger hulls it becomes a tri-hull. It came about as did Brian's other boat, a heavy plywood double kayak, because Brian Lankshear decided that's what he thought he'd like to have. So he built it.

Brian isn't a boatbuilder or designer, he's been employed mostly in the electronics industry in the Boston area, and done house carpentry besides. At 28 he's still single and pursues his growing interest in small boats to wherever it leads him. His initial experiences in a Sportyak rowing soon turned him toward the kayak concept, and his fortuitous social meeting with Pat Dumont steered him toward the double kayak. Experiences they shared in that craft led to the desire for a sailing rig, and thus the Tryak developed.

But first, what about the double? It's a heavy plywood double ended boat

decked over but looking a lot like a small sharpie hull, shallow vee bottom, quite high freeboard for a kayak. The big open cockpit can be enclosed into two separate cockpits when a removeable center deck unit is clamped into place. This then permits use of regular kayak spray skirts and permits Brian, from the rear cockpit, to position his waterproof camera carrying box before him on the deck for instant access. A compass is fitted under the deck viewed through a small plastic port, and he even has a thermometer at hand for checking water temperature. The boat has plenty of room for carrying a lot of gear. It's almost an expedition boat.

Well, Brian and Pat paddle mostly on the north shore of Massachusetts with summer trips to Maine, or Narragansett Bay. But they go out year round, in winter they paddle protected waters such as Plum Island Sound, only a few miles from their home town of Andover.

The camera Brian carries along has chronicled a number of these icy adventures, as well as wildlife. It seems that the boats got Brian out to where the birds and seals were and this, in turn, got him into nature photography, also self taught, and now they have several fat albums of photos of birds, winter and summer shore scenes, and such. Brian's now has field guides and is fast becoming a bird watcher of serious scope. All because of that Sportyak.

In the summer of 1984 Brian conceived of the sailing kayak, they had tried a sail rig in the double but not been too happy with it. And Brian had an itch for something different. It took a couple of tries. Look at the construction in the photos. That's stitch and glue on a grand scale, the stitching large diameter line that is retained in place after the gluing has been done. Looks sort of like a moccasin. The center hull is made up of two marine ply sheets made long enough with interior butt blocks, sewn together from stem to stern along the bottom. This is a very steep, deep vee hull, obviously it would tip over instantly without the side outriggers. The first outriggers were much smaller, too small, they did not provide sufficient flotation and the tippy center hull continued to be tippy, burying either outrigger and dragging the cross struts. Next came bigger outriggers of the present size, filled with foam plastic chunks but not otherwise watertight. Too much water got in, again upsetting the trim of the craft. So the present outriggers were made, they are glued up watertight, and the cylindrical hatches permitting interior access are plastic 5 gallon pails bonded in, complete with lids. A lot of lighter bulky gear can go into these two smaller hulls.

Holding it all together are tubular metal struts. They are clamped into place in such a way that the whole assembly can be dismantled into three separate parts for cartopping in a few minutes. The struts at first exhibited a bad habit, they would catch waves, or even bury in a swell if the craft tipped on a wave crest, getting both passengers wet and just upsetting peace of mind. So, Brian fitted a stretched piece of dacron sailcloth under each side between the hulls, much like the underside of an aircraft wing. And like a wing, this flat surface climbs any sea, surfing actually and providing lift and dryness at the same time.

Brian and Pat tried it all out in this final form off Boothbay last summer. Without realizing it, they got about 8 miles out when they noticed the afternoon southwester building. It was a run back, but it was a long way, and with no backstay at that time, a worrisome trip hanging on to the mainsheet hard to ease some of the strain on the flimsy aluminum pole that serves as a mast. The sails came off a sailboard. It worked, albeit with a bit more fine tuning.

The lateral plane for going upwind is provided by those three deep vees digging into the water, they get a good grip according to Brian and he feels he can point up close to 45 degrees with out overdoing things.

Both the cockpits are tight fits, that vee hull shape closes in fast on your butt as you lower yourself into place. As in the double, Brian occupies the rear cockpit and controls the rudder and mainsheet from there. Pat goes along for the ride and navigates.

The rudder is a foldup for beaching, and it is a second try, longer than the first when that one did not provide sufficient control. What about paddling? Not with a double paddle. They carry single paddles for no-wind conditions. These can be used in the water in between the hulls successfully. But, paddles are truly auxiliary, the Tryak is not a dual purpose kayak, it cannot be paddled without its outriggers, and with them it is far more effective as a sailing craft.

Brian also has a plastic slalom kayak of some years' vintage, and Pat has her own Greenland type solo kayak, a plywood/canvas craft. Prior to getting the double functioning they did their boating in these. In the summer of '83 ANorAK's Chuck Sutherland, paddling around Cape Ann in northeastern Massachusetts, arrived at some tidal ledges, the Dry Salvages, and lo, there on the rocks communing with a resident seal, was Brian Lankshear. Brian's present enthusiasm for wildlife observation is directly due to the ease with which he found his kayak had enabled him to approach and become accepted by the seals. He's since added birds, and acquired a camera with a 300mm lens, and all those albums full of seals and birds and windswept winter beaches.

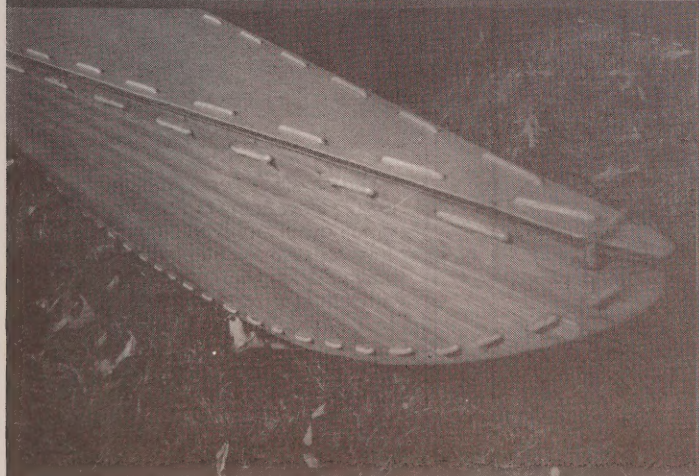
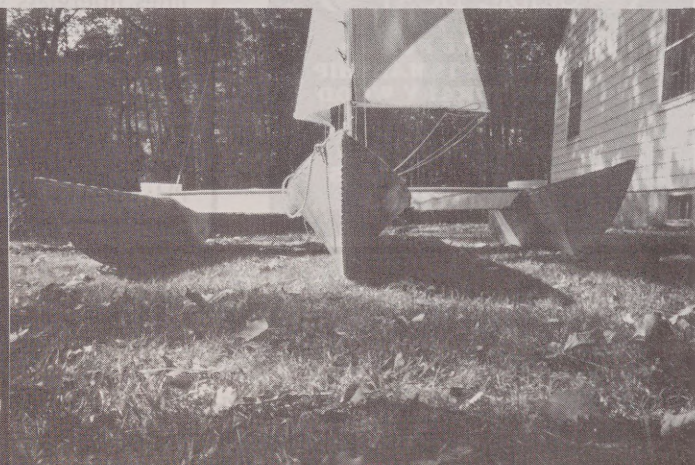


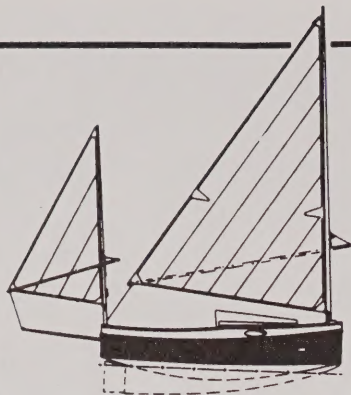
"No, I don't go out to the Dry Salvages in winter," Brian says. "It's much to dangerous. We stay inside in places like Plum Island Sound." Geared up in their Farmer John wetsuits and wearing the real sheepskin hats Brian fashioned for them, Brian and Pat will be out there on those crisp sunny winter days enjoying a natural environment that has really been deserted by the rest of mankind. Unless they find some other local kayaker of similar bent.

Report by Bob Hicks

Photos by Brian Lankshear & Bob Hicks

Above: Pat takes the summer sun in the spacious cockpit of Brian's double. Note center deck stored on foredeck. Below: Beam is about 9 feet, length is 16 feet, Brian sits in the control cockpit. Notice deep vee of hulls. Also notice hero size stitching of construction. The hatch into the outrigger hull is a 5 gallon plastic bucket with lid, but no bottom.





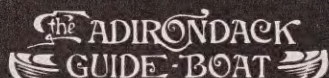
MICRO (15'4" X 6' X 1'9"), Says Designer BOLGER, "—is one of the best proposals I ever came up with." Easy, plywood, "instant-type" construction. Very complete information, \$1. Plan, \$45 (overseas, \$47). LA ROWE BOAT PLANS, 302 Crosswinds, Palm Harbor, Florida 33563.

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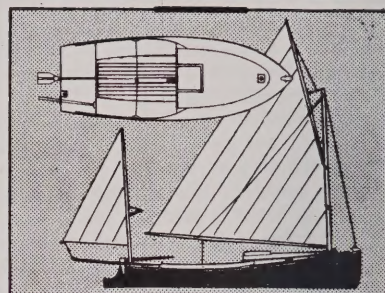
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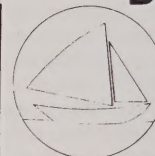
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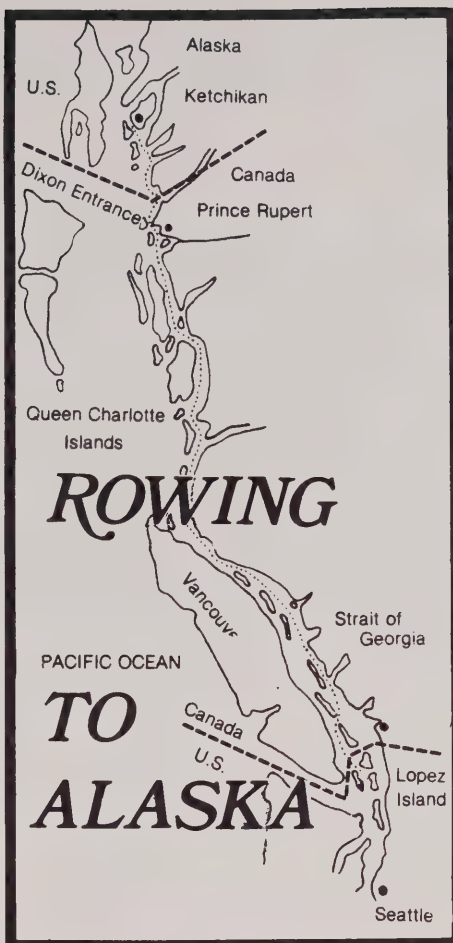


Planning for most boating adventures includes a great deal of concern for personal safety. At our age, Nancy and I need all of the physical and morale support we can find for any undertaking. Our experience on this extended rowing trip included the discovery that regardless of how much pre-planning we exercised, every day brought us something unexpected—and usually in a form requiring extra physical response. Our introduction into that witches' weather cauldron known as the Dixon Entrance was no exception.

On this particular August morning, we were northing our way into Prince Rupert, B.C. We had crossed the southern part of Chatham Sound in the turmoil of 15-18 knots of wind out of the southeast. In most boats in this area, this would not raise undue concern. We were in a 17' Swampscott Dory, rowing our way (slowly) from Lopez Island, Washington, to Petersburg, Alaska, and we had considerable concern.

During the preceding night, winds and slashing rain pounded our small, nearly treeless rock, knocking down our extra rain tarp, leaving us and our gear thoroughly soaked. At that time, we were three weeks out of Bella Bella, and had one day to go into Prince Rupert—close enough to be talking about warm showers and cheeseburgers.

At about 0800 hours, we nosed out from the lee of Smith Island, heading generally for Ridley Island, about four miles away and two to five hours of rowing, depending on the wind, waves, current and chop. The wind was ricocheting off the Tsimshien Passage cliffs in the southwest at 15-18 knots. The ebbing current was whipped to about four-foot waves, acceptably spaced. By quartering into the wind, we were able to hold a northerly track. After about an hour and a half, the wind picked up to 18-20 knots—too strong for us to row against. We opted to run for Kitson Island and wait it out. After waiting there for about an hour, we felt the wind had abated somewhat. We broke the soft sand suction with strength that we thought had long ago been left with our youths, broke the surf, and rowed once again into the wind. It had, indeed, slackened, for we found we could now make northward progress (and not be blown out to sea). Steadily, now, the wind dropped to less than five knots. After about two hours of easy pulling, we were entering an area of heavy construction, in the approaching regular channel just off Ridley Island.



5-Capsized

Report by Pete Ashenfelter

The early morning small craft warning had proved to be justified. Here we were, home free—or, so we thought.

Swwatt! Like a blast from some giant wind mill, our dory was slammed over onto its port rail. Just as suddenly, we found ourselves being propelled over the top of the water at a frightening speed. Instantly, otherwise docile waters were whipped up to three to four-foot waves with ripping spray. Every ounce of strength we could find went into our immediate tasks: keep from turning broadside to the now-breaking waves; avoid colliding with any construction barges, cranes or installations, or with any of the fixed concrete channel markers. By now, collision with any of these would have meant instant destruction of boat, gear, and, likely, its two miniscule occupants.

Supplications shouted into the wind evoked nothing but increasing wind. Our narrow, eight-foot spruce oars visibly bent to the pressures of maintain-

ing a course off the rocky shore and away from reefs and markers.

Ahead, we began to make out a breakwater that instantly became our goal. But the Lord of Wind and Rain still had a hole card. With a gust that the Canadian Coast Guard registered as 60 knots, the wind wrenched off an entire wave and threw it at us. Both Nancy and I saw it and sat staring in motionless disbelief. A wall of white water was suddenly hurtling across the fractured waters at us.

"This is it!" I shouted over my shoulder. "Hold on to the boat!" Effortlessly, the boat was first twisted into a trough and swamped. Then, it was lifted up, over and down, its turtle position held down by the upright mast and secured boom and sail. We both were thrown clear. We both managed to swim to and hang on to the buoyant, overturned hull. Our life jackets helped reduce the chill factor, a precaution for which we were doubly grateful.

At the time of our capsizing, several fishing boats were departing the breakwater. One came alongside to pull us in, but could not handle both the weather and the rescue. Another fishing boat came alongside and helped pull us out of the water. We were, by then, hanging on to the side of the first fishing boat. Still, a third fishing boat managed to make fast with a towing line to our overturned dory. We all, then, slogged in to relief behind the breakwater.

The storm proved to be very local. It spewed its fury for another four hours before tiring and dissipating. In our small 17' craft, we were moved four and one-half miles down the channel in about 15 minutes. Neither of us expected to escape a capsizing. We didn't have time to think about such things as hypothermia, drowning, broken bones or other physical losses.

Later in the day, after two hot showers each, and our somewhat belated cheeseburgers, we were both still shaking and shaken. During the brief but violent experience, neither of us was conscious of fearing for our lives. We both quickly concluded, though, that we had gone for one heck of a ride, and that we don't need any more experiences like that.

(After several days rest in Prince Rupert, Pete and Nancy decided to continue their trip up into Alaska. This meant refurbishing and repairing their boat and replacing many lost items. As it turned out, Prince Rupert was not to be the end of their dealings with the Lord of the Winds and Rain.)

What's happening...

DECEMBER 6: MONTHLY MEETING OF SMALL CRAFT ASS'N OF PEABODY MUSEUM, SALEM, MA.

This meeting is planned to feature Larry Zuk of the American Canoe Ass'n with a presentation on building strip planked sailing canoes and rigging them. In addition to slides, a couple of rigged canoes will also be displayed. Meeting is at 7:30 p.m. at Museum, East India Square, Salem, MA. Guests are welcome. Contact Bob Hicks at (617) 774-0906 for further particulars.

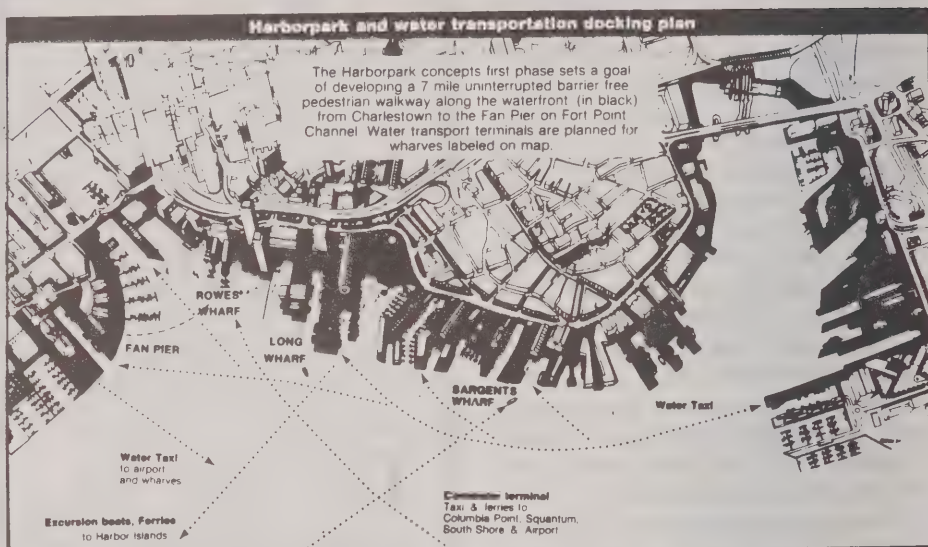
DECEMBER 12: MARITIME LECTURE, HART NAUTICAL MUSEUM, MIT, CAMBRIDGE, MA.

Llewellyn Howland, III, yachting historian will present, "Herreshoff Manufacturing Co., the Irresolute Years. Program is at 7 p.m. at Museum at 265 Mass. Ave. in Cambridge, MA. No admission is charged.

GOT ANY WINTER ACTIVITY PLANNED?

Not much happening in winter, but if you or your group have indoor or outdoor activities planned during the winter, let me know so I can list them here.

BOSTON WATERFRONT PLAN TO OPEN UP PUBLIC ACCESS



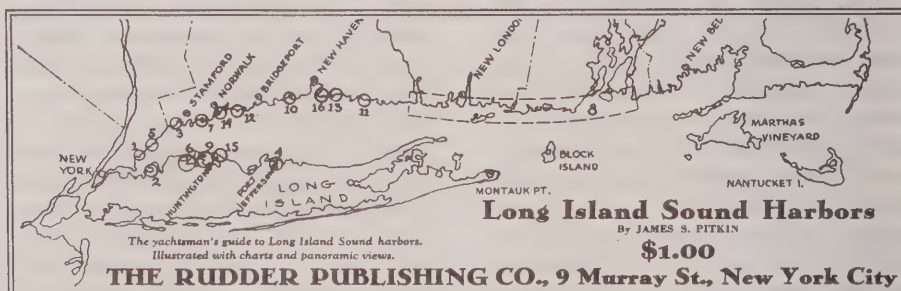
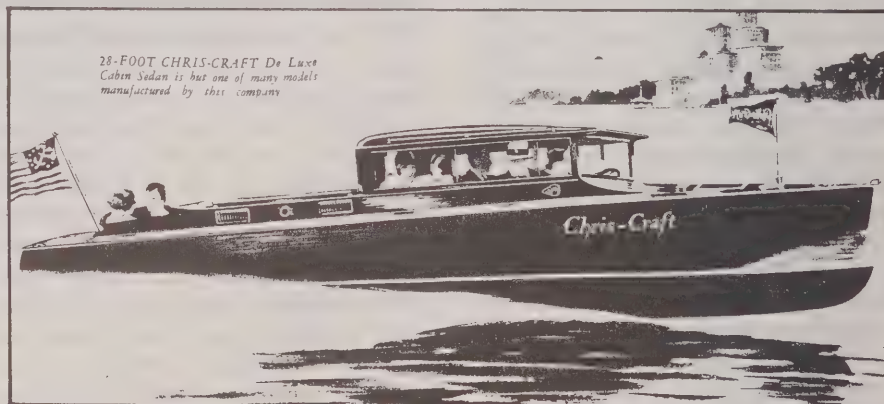
As the building boom continues in Boston, waterfront property has been going into condominium and hotel construction. Now the city has proposed a

comprehensive plan to permit development while preserving public access to the waterfront. Eventually some 20 miles from Boston to Dorchester will be saved.

Them Days are Gone Forever

I've had the chance to copy a bunch of bits and pieces of interest from some 1930 era boating magazines, items that caught my nostalgic eye, ads, boat plans, editorial comments, that serve to illus-

trate that while maybe, "Them Days Are Gone Forever", they had much in common with our boating aspirations of today.



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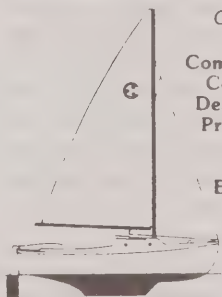
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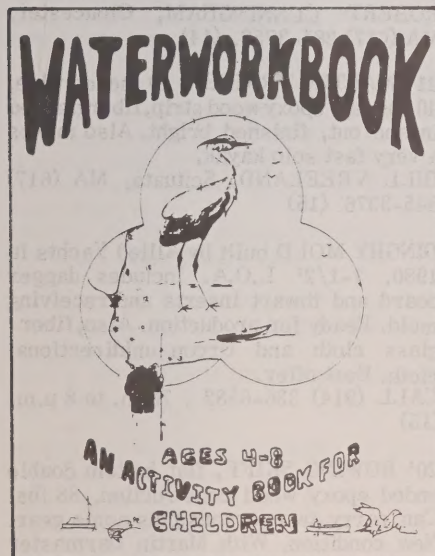
Rt. 1A, Newbury, MA 01950 617-465-0312

Good Winter Reading

OUT OF PRINT BOOKS & PERIODICALS

Antique and classic boat enthusiast Bob Glick has carried his interest beyond his three old boats (one restored, one under restoration, one to think about) and thirty antique outboards on into the antique periodical and book business. His Columbia Trading Co. specializes in original boat, canoe and marine engine literature, old books mostly of a technical nature, and the old magazines of yesterday, **MOTORBOAT**, **MOTORBOATING**, **RUDDER**, **YACHTING**, etc. Bob says he usually has about 1,000 books on hand, and currently lists about 300 titles in his literature (sales and maintenance and owner manuals) and about 500 old issues of periodicals. They date back to the turn of this century, and he says the stock covers the era from the beginning of motorboats to the end of wooden boats (as the only kind).

Bob will also do search work for titles he does not stock. He invites your inquiry into any old publication you may be looking for, and also will consider the purchase of such publications. Write to Columbia Trading Co., 2 Rocklyn Dr. Suffern, NY 10901.



WATERWORKBOOK IS FOR NAUTICAL KIDS

Susan and Coley Baker of the Family Works in Waterbury, Ctr. VT have published one of those kids books full of projects involving coloring in scenes, connecting the dots, etc. It is for youngsters ages 4 to 8, BUT it has nautical emphasis, the various rainy day projects are appropriate to youngsters with boating family activities. It sells for only \$4.00 postpaid from the Family Works, Waterbury Ctr. VT 05677. The Bakers do their boating in restored PennYan and Lyman motorboats.

ONE MAN'S LIFE IN BOATS

Here's a 307 page volume with 150 illustrations that chronicles American yachting in the years between the two World Wars. Waldo Howland has collected together his memoirs of 50 years in the game, many of them as president of Concordia Yachts. He's also a 50 year member of the Cruising Club of America and the Royal Racing Club. Credentials to spare.

The era saw yachting reach a peak of excitement and spawn a generation of great designers such as L. Francis Herreshoff, John Alden, William Hand and Starling Burgess. Howland writes with empathy and delight about the people of the era but the boats are the central characters, according to the publisher's announcement. It sounds like a great nostalgia trip back into more spectacular times in yachting.

This one costs \$32.50 in hardcover and can be ordered from the Mystic Seaport Museum Bookstore, Mystic Seaport Museum, Mystic, CT 06355. Probably you ought to include \$2 for shipping.

SEA CANOEING IS NOW AVAILABLE

SEA CANOEING is a book by a British sea kayaker (canoeist over there) that was very popular but went out of print. Now the author, Derek Hutchinson, has revised and updated it and in the New England area you can get a copy from Aquaventures, 75 Parkton Rd. Jamaica Plain, MA 02130 for \$20 postpaid. This is THE book for serious sea kayakers with full coverage of all aspects of the sport from the expedition viewpoint by a man who has kayaked (canoeed?) the tumultuous North Sea on expeditions.

Aquaventures also has John Ramwell's SEA TOURING at \$10 postpaid for the less adventurous.

PADDLEWHEEL STEAMBOATS ANYONE?

Bob Whittier of Duxbury, MA. who is a prolific writer on boating subjects (eight books and over 2,000 magazine articles) has put together a big (8-1/2 x 11) softcover book on PADDLE WHEEL STEAMERS & THEIR GIANT ENGINES. Whittier tells the story of the early steampowered boats with their walking beam engines in 25,000 words and 80 illustrations, over a span of nearly 150 years from the early 1800's to 1950.

Whittier researched museum files and old books for photographs and drawings which detail construction and operation of the huge walking beam engines and the big boats they powered. Two surviving boats are described.

Cost is \$7.95 plus 75¢ for postage from Seamaster Boats, Inc. Box T, Duxbury, MA 02331. Mass. residents should add the 5% sales tax.

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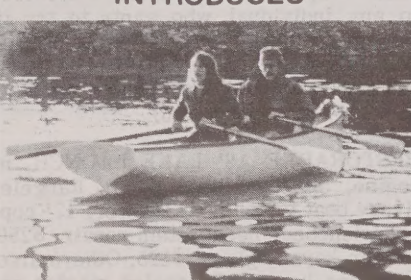
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JIM FOX, Marshfield, MA (617) 837-6878 or (617) 837-1181. (15)

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HERB KEMBALL, Humarock, MA (617) 834-8658. (15)

GOOD BOATS: 17' Newfoundland sailing yawlboat. Sprit rig, FG and teak reproduction, with trailer, cover and accessories. \$3750. 17' Swampscott dory, new wood, sprit and marconi rigs. \$1750. Turnabout, wood, very good condition. Excellent sails. \$500. Sails, about a dozen new and used for 10' - 25' boats. Some O'Day. Always interested in cash and/or trade dickerin'.

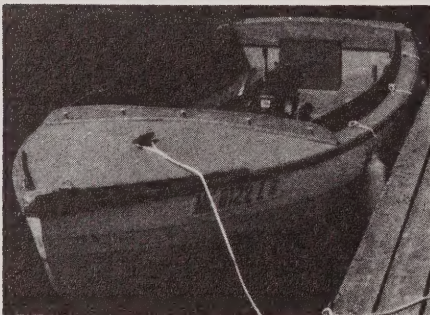
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RESTORABLE 18' LAKE LAUNCH, no engine, pretty lines. \$400. Rangeley livery boat for outboard power, 17' copper clenched, needs stem repair. \$250. Bolger kayak, glass. \$125. Others also. Vire one-lunger air cooled marine engine. Vintage outboard racing engines. ANDY ANDERSON, Mattapoisett, MA (617) 758-9240. (15)



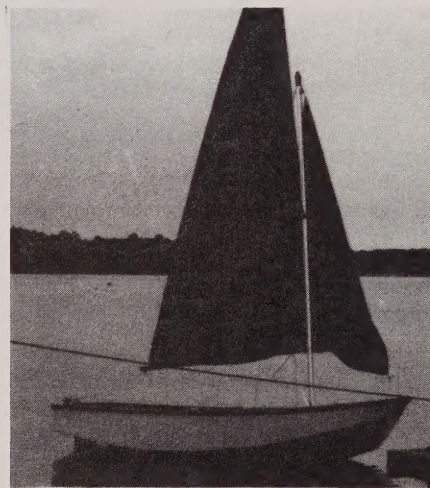
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17' POWER DORY. Antique? Hull needs considerable work but is rebuildable. Engine is 2 cylinder Palmer HH, 7 hp, has been stripped, rebuilt and test run, ready to install. Trailer is in very good condition, tilt bed with winch. Includes all fittings, copper tank, brass steering wheel, propellor, shaft, etc. \$900. RON GINGER, Framingham, MA (617) 877-8217. (15)

WOODEN BOAT CLEARANCE: Too many boats, some of these must go. 16-1/2' Townie sloop, 1964, restored, complete, \$1500. 21' Robertson racing canoe, 1936, perfect, \$1500. 16' Old Town lake rowboat, 1934. Row, paddle, sail, 80% restored, useable as is or finish, \$1200. 22' Ulrickson Sea Skiff lapstrake inboard, exc. hull, no engine, needs restoration, \$500. 11' Bolger "Defender" classic style yacht tender, bare hull only, new, \$400. Bolger "Dynamite" windsurfer, slightly used demo, complete, \$200. BOB HICKS, Wenham, MA (617) 774-0906.



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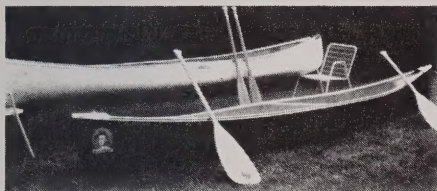
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20' ROWING SKIFF, flat bottom double ended epoxy wood construction. 88 lbs. Can carry two persons plus some gear. New condition. With Martin Oarmaster sliding seat and 9' hollow sweeps. \$850. CALL (914) 336-6582, 7 a.m. to 8 p.m.

20' FIBERGLASS SLOOP: Shallow draft "Sundance 20", 1977 model. Draws 18" with board up. Berth cushions, portable head, new gas tank, 6hp 1974 Johnson OB, teak trim, compass, 3 sails, dodger and side curtains. Has frame and cover for winter storage. Everything is in good condition. Asking \$3500. Have 1982 galvanized trailer fitted for above, never been in the water. \$600. Complete package for \$4,000.

R. RYDER, East Lyme, CT (203) 739-0561. (14)

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BOATS FOR SALE: 1961 17' OTCA Old Town canoe. Mint condition. \$950. Also Alden Ocean Shell with oars, \$500. DANIEL HAMILTON, Concord, MA (617) 369-2325. (14)

TWO DOWNRIVER KAYAK MOLDS, hulls and decks. \$795 for both molds. Downriver kayak \$295. DAN SHEEHAN, Kingston, MA (617) 585-5666. (14)

SAN FRANCISCO PELICAN: A unique sailing dory/pram with a standing lug rig. Approximately half built. Excellent workmanship. Complete with all plans, instructions and materials list. \$750 or best offer.

MERT YOUNG, Wellesley, MA (617) 237-3022 after 6 p.m. (14)

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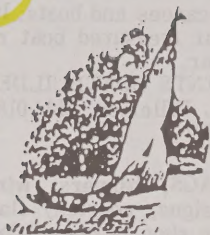
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