

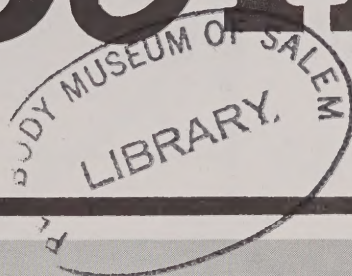
Twice a Month!



messing about in BOATS

Volume 2 ~ Number 23

April 15, 1985





Gommentary

BOB HICKS



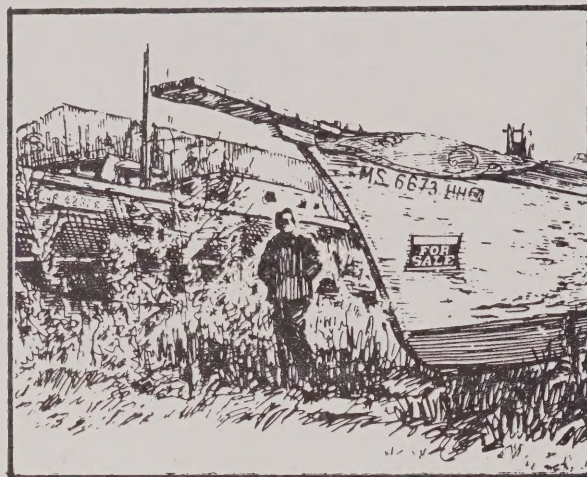
messing about in BOATS

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Boat for Sale

It's spring, and our thoughts are now impelled towards another season on the water, no longer just idly dreaming about it, but feeling now the pressure of the imminence of launching time. And for many it is selling the boat and buying another time. Yes, all winter long we've been (some of us anyway) offering boats no longer wanted for sale. But we didn't really expect to be besieged with calls from potential new owners. But now it is time that something happen. We've gotta sell that boat, since we've got our eye on another, our latest fantasy, whatever that may be.

The "For Sale" signs pop up in the boatyards this time of year just like the crocus. As soon as any sort of stirring of springtime traffic develops in the yard, owners anxious to sell what was last summer's joy get out the signs. And the ads proliferate on the classified pages, in boating periodicals and in the local newspapers.

While it is much more sensible to sell the no longer wanted boat at season's end, buy the newer dream and have the winter in hand to fit it out, people don't work that way. It requires the hereditary stirrings of spring in our beings to get us really moving. Of course, there are some sufficiently sensible and dedicated to have worked all winter getting the new dream ready, but not many.

Selling a boat and buying another is an activity that holds in itself much interest. I'm not speaking here of those who ordered their latest plastic production cruiser, like a new car, at the boat show, and traded in the old boat. I'm discussing those with boats that have stronger emotional ties, usually because of past experiences and work, or because of future opportunities promised. I have bought and sold a number of boats over the past 8 years, some with little concern, most with more personal involvement. It has been a real pleasure to have consistently discovered that the person who is "right" for a boat I'm selling in which I've invested much personal care comes along if I wait. Dismissing the in-

evitable tire kickers who call, I await the call from someone who knows what my boat is, who always wanted one, and who finds my price a fair one. The acquaintance often develops subsequent to the sale into more than just a buyer/seller short term relationship.

And then there's the adventure of looking at a new boat. I don't mean new from the dealer, I mean new to me. I've scanned all sorts of classifieds and waited for the particular type I had set my mind on as what I wanted. Used, of course. Can't afford brandy new. We still recall with nostalgia the winter of 1976-77 as we travelled from Freeport, ME to Narragansett, RI looking at some two dozen wooden sloops before we bought our first ever boat, a 1948 wooden flush deck cutter, found just three miles from home. We met an interesting bunch of people and saw lots of neat funky boatyards and interesting boats. We learned a lot about what the terms, "immaculate" or, "handyman special" really mean. It was in itself an adventure.

Now, of course, years later, the bloom is off that "newness" but I still enjoy the whole scene of moving on to another interesting boat. One trouble I discussed a bit in the last issue is that I tend to buy faster than I sell and the boats accumulate around here. Fortunately I have plenty of room for my own "boatyard" in my country surroundings, but still, I should be more energetic about moving out boats that no longer have a place in my life, for whatever reason.

The passing along of the sort of boats I'm talking about from one person's heavy involvement to another's is a socio-economic activity that does peak in the spring, enough to be characterized as a spring rite I guess. I've always enjoyed it, even with the sadness that sometimes accompanies parting with a boat that once enjoyed our undivided affection. Finding it a good home and bringing in the next to enjoy our affections provides another fascinating aspect to this messing about in boats.

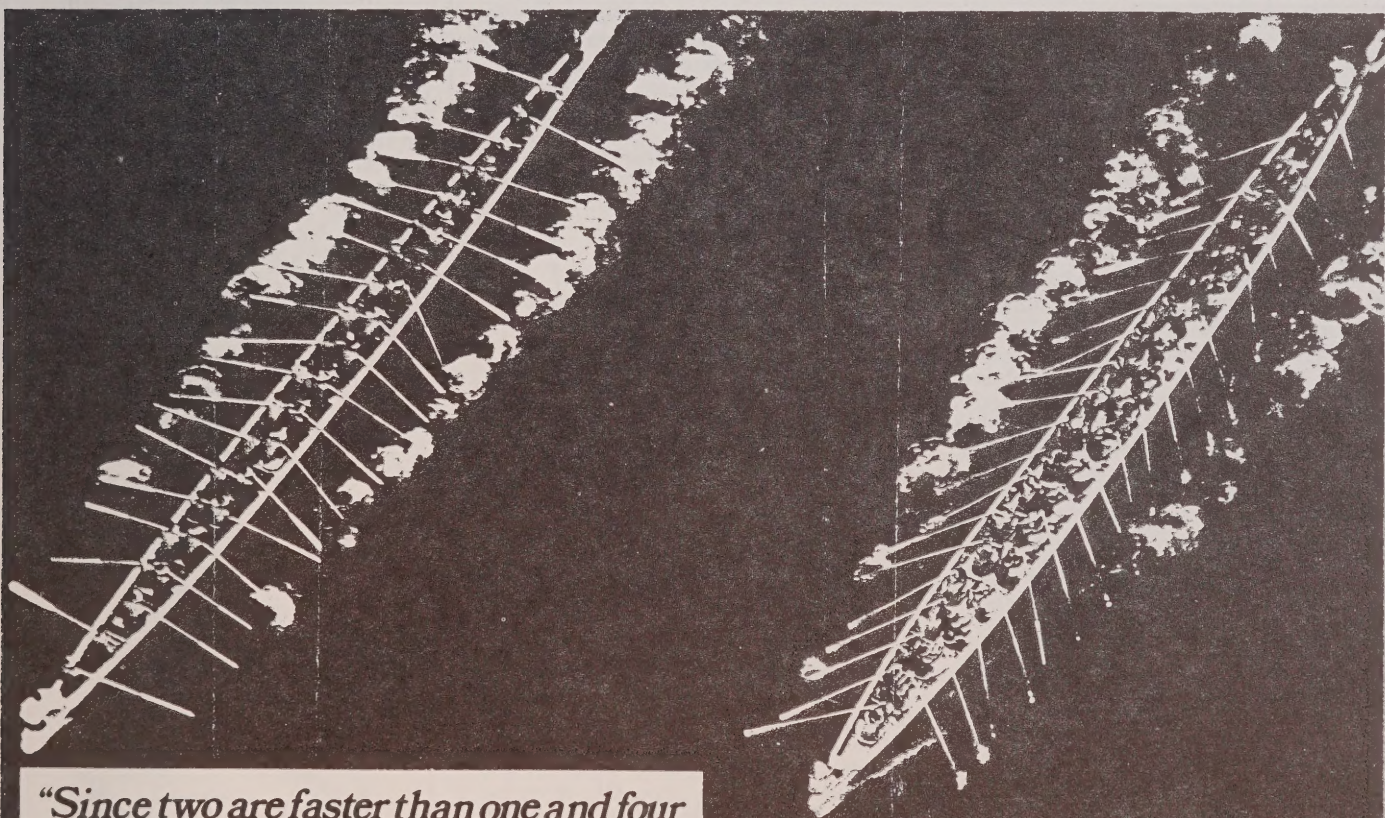
Our Next Issue...

The Small Boat Show is at hand for mid-May and we should have full details on what you can expect to see at this affair. On-the-water time for small boats will also probably have arrived and this should give us something to talk about. Also there'll be a story on a youngster's growing into sailing on a local river, a look at Harry Nash's BEACH BOMB, a sort of wooden Laser and at another nice camper/cruiser, William Garden's EEL. Plans you can get for some funky old timey rowing and sailing boats from Echo Bay Boats, and who knows what else?

On the Cover...

Geoff Heath's Wayfarer dinghy rests on the beach in northern Labrador last summer. Geoff sent in a unique classified ad to sell this boat, read all about it in this issue. The photo seemed to catch the spirit of possible adventure awaiting us all now that spring has arrived and summer cannot be far behind.

"What's nice about the sprit rig is its simplicity and ease of handling."



"Since two are faster than one and four are faster than two and eight are faster than four and..."

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Townie to Plymouth...

with a shipmate!

Report & Illustrations
by Tom McGrath

Last issue, Tom and his shipmate, enroute to Plymouth, got as far as Scituate. Now the trip resumes . . .

BOUND FOR PLYMOUTH HARBOR



LOBSTER BOATS IN THE MORNING

I'm awake at 0700 surrounded by monstrous yachts. A line of lobster boats pass close by going out of the harbor to tend their traps. One man and a dog on most of them, curious. I make enough disturbance to arouse the mate. We cast off, paddle to the dock, tie up and breakfast in town. Returning to the boat, we raise sail and are away at 0900 on a light northeast wind bound for Plymouth Harbor.

We cleared the harbor with the help of an outgoing tide that luckily coincided with our leaving. The sail to Gurnet Point, Plymouth, was uneventful except for the fact that the mate ate all the food and discovered and consumed a pint of brandy. I had brought for emergency. The wind picked up but stayed northeast. The first leg into Plymouth Bay was a reach on an ingoing tide. The second leg was a beat. We fell in behind a catboat who was sailing also. We followed in his wake tacking from side to side in the narrow channel hitting ground often. Soon the skipper of the catboat would yell back warning. The overtaking powerboats were not making it too easy for us. By this time the mate had mysteriously produced another bottle and began toasting the success of our Plymouth adventure. I was upbraided for not joining in. We tied up to the dock of the Plymouth Yacht Club. The attendant told us that it was a good thing we avoided the Public Dock, the harbor master was a notorious S.O.B., reestablishing the mate's opinion. I phoned Chris, a friend, who lived just outside of town. He said he would come down and meet us near Plymouth Rock. When I returned to the boat

my crew was drinking seriously. We got the boat shipshape and paddled out to the mooring. The crew was still drinking.



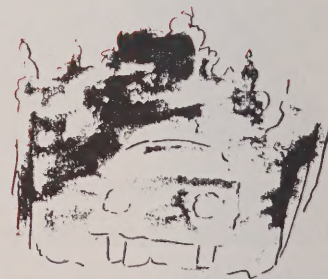
We met Chris, who insisted on taking us to a tavern and buying a round of beers. My shipmate was all in favor. I said that I would like to get something to eat. The mate called me an old harbor-master. The tavern was soon filled with boisterous obscenities, bombastic bravado and rude demands for more service. The mate alternated his bottle with his mug of beer. Chris offered to take us back to his house and feed us. "He's crazy" I thought to myself. "Have a shower and stay the night," he says. (He must be crazy.) "We don't get much company." (That's the reason he's crazy.) I declare that I would like to sleep aboard the boat another night. But the mate insists on having a shower and, I suspect, more to drink. I agree just to get us out of the tavern and away from the irate waitress.

"Where's the transportation?" the mate demands when we are on the street. Now I'll have to explain that Chris is a car buff and has always prided himself on owning a spiffy little sportscar. He changes cars often, always for something more expensive or bizarre. Now he leads us to a Volkswagon. I can sense his remorse. The mate starts laughing. "A German-coffee-grinder" he screams. I

COFFEE GRINDER



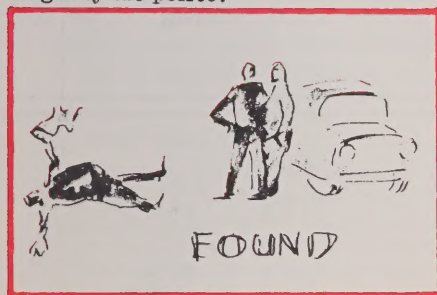
crawl into the back seat to hide from the vibrations. "How the hell am I supposed to fit into this sardine-can", he says, as the front seat is shot back almost breaking both my legs. The car is started. The mate is overly sensitive to every sound it makes and comments on it. "Stop here," he demands abruptly. We pull into the parking lot of a store. He bolts out and disappears through the door. We follow. I buy frankfurts, beans and a dozen eggs. When we get to the counter the mate has two six-packs, a carton of cigarettes and a bottle. Chris buys a pint and looks as though he would like to drink it there and pass out. Back in the coffee-grinder we leave the highway and make numerous turns. "Where the hell are you taking us?" the mate asks, followed by "How far into the wilderness do you live?"



INTO THE WILDERNESS

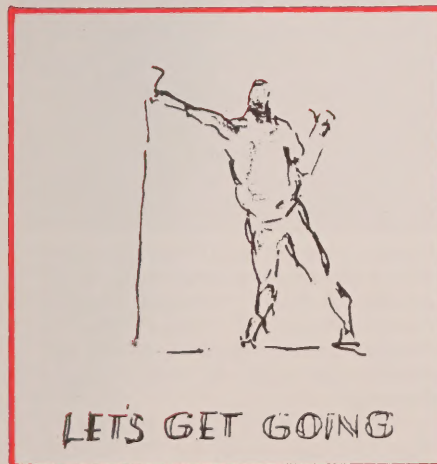
"Only half way." Chris replies through clenched teeth. We finally arrive at a lonely little house in a clearing. The spiffy little sports car is under a tarp in the driveway. An indication of hard times. We enter the house and are introduced to the "little woman." The mate refers to her as Mrs. Chris. "We aren't being a pain in the ass are we, Mrs. Chris?" "Really, no, no. We enjoy company."

When the food is prepared my appetite is completely gone. I can't eat a bite. I know my stomach will reject it. The beer disappears fast before the mate as well as seconds on the beans, franks and eggs. "Scuse me." When his speech gets blurred and troublesome. He disappears with his bottle. We eventually realize he's been gone too long and begin a search. He's not in the house. He's not in the clearing and not in the cars. An impenetrable swamp surrounds the clearing. A drunk could not make his way through that. The easy way for him - the road. Chris and I get in the coffee grinder and start down the road. We come to an intersection. Three roads. "Which way?" Chris asks. A red light faces us. "Take a right." I say. A short way down the road the mate is lying on the ground waving his jacket, laughing. "You're not the police are you?" "I don't want to get caught by the police."



He's piled into the coffee-grinder and brought back to the house, taken in to the cellar and laid to rest on the floor wrapped in blankets. I cringingly ask Chris if he could drive me back to town so I could sleep on the boat. "It's too late and too long a ride. Sleep on the couch." We all retire for the night.

I'm awake at sunrise and pace the floor till the mate comes staggering up the stairs. "Let's get goin'." he shouts.



He raps on the bedroom door. "Chris, get up." Chris comes out with both hands holding his head. I've got to have a cup of coffee before I can do anything," he mutters. We wait for the water to boil. I walk around the outside of the house several times, pat a dog that's chained to a tree. I feel chained to the house. The tree tops are blowing in the wind and the sky is clear.

We have a high speed ride back to the Plymouth Yacht Club and a curt good-bye. "I'll stay and watch you off," Chris adds. I suspect he wants to savor the experience.

"We should get breakfast," I suggest. "We may be out there a long time."

"There's plenty of food aboard. We'll miss an early start," the mate says. "I've got to get home sometime late today."

"You can always phone your wife and have her come and pick you up. I can stay here or sail somewhere else for a few days. I've plenty of time."

No, no," the mate replies. "We started together and we'll stay together."

"Oh, God."

The tender service takes us out to the boat. We raise the sails and cast off. I wave to the dock but the dock doesn't wave back. The boat races at hull speed out of the harbor. There is a strong southwest wind against an incoming tide. A cresting chopping sea is produced, much worsened by the wake of outgoing boats. "Maybe it will calm down outside." I thought to myself. When we clear the harbor the wind blows stronger with windstreaks and white-caps aplenty. It'll be a wild ride home. I timidly look astern once in awhile to see the water whipped-up in strong gusts overtaking us, wondering what's going to be carried away first. We



sail for the lee of the high cliffs at the entrance of New Harbor and try to put a reef in the mainsail. The boat keeps fall-



ing off. We can't keep her head to wind with the half lowered sail. So down comes the main. I tie the tack, clew and foot then try to raise the sail. A batten gets caught under the coaming and breaks. Another one at the head flies out and floats away. I finally get the main up with the head and halyard tangled in the spreaders. Down it comes again. We are running hell-bent for election with just the jib. "Let well enough alone." I say. "We may need the main," the mate suggests, "to clear those rocks ahead." "Oh." I groan. The main is finally raised. There are less whitecaps and squalls now. "Let's make for Greater Brewster and take a breather on the island. We've plenty of time." "Like hell," the mate says. "We could get becalmed. I've got to get back." On a broad reach at hull speed: The mate takes the time on the marks we pass. Scituate nun, Minots Light, Thieves Ledge, Martins Ledge, Graves.... Five point, five knots. Damn, this is great sailing. There's nothing to do but eat the rest of the food. All the bags are gone through and very little is found. The mate starts complaining that we didn't bring enough cigarettes and liquor. We begin showing signs of privation. Restlessness and irritability. The boat docks at Nahant before we're animalized. The mate leaps ashore and bolts up the ramp. I unload the boat, get the pram and tow it out to its mooring. By the time I row in, the mate has returned with a cigarette and a can of beer. "That was great," the mate says, "Where do we go next time?"



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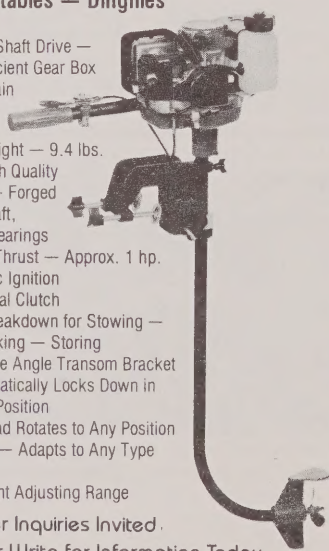
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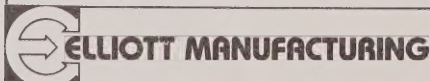


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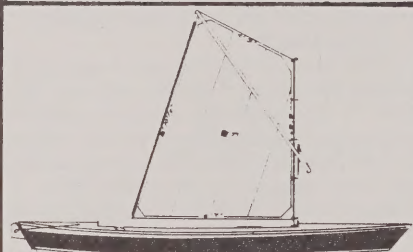
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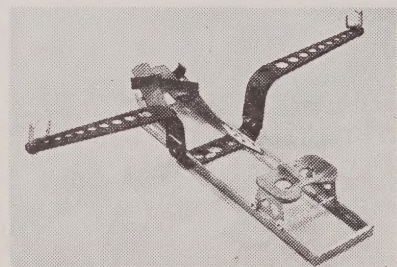


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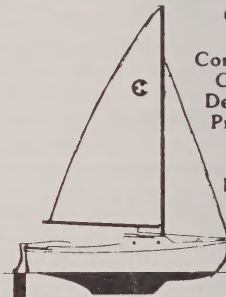
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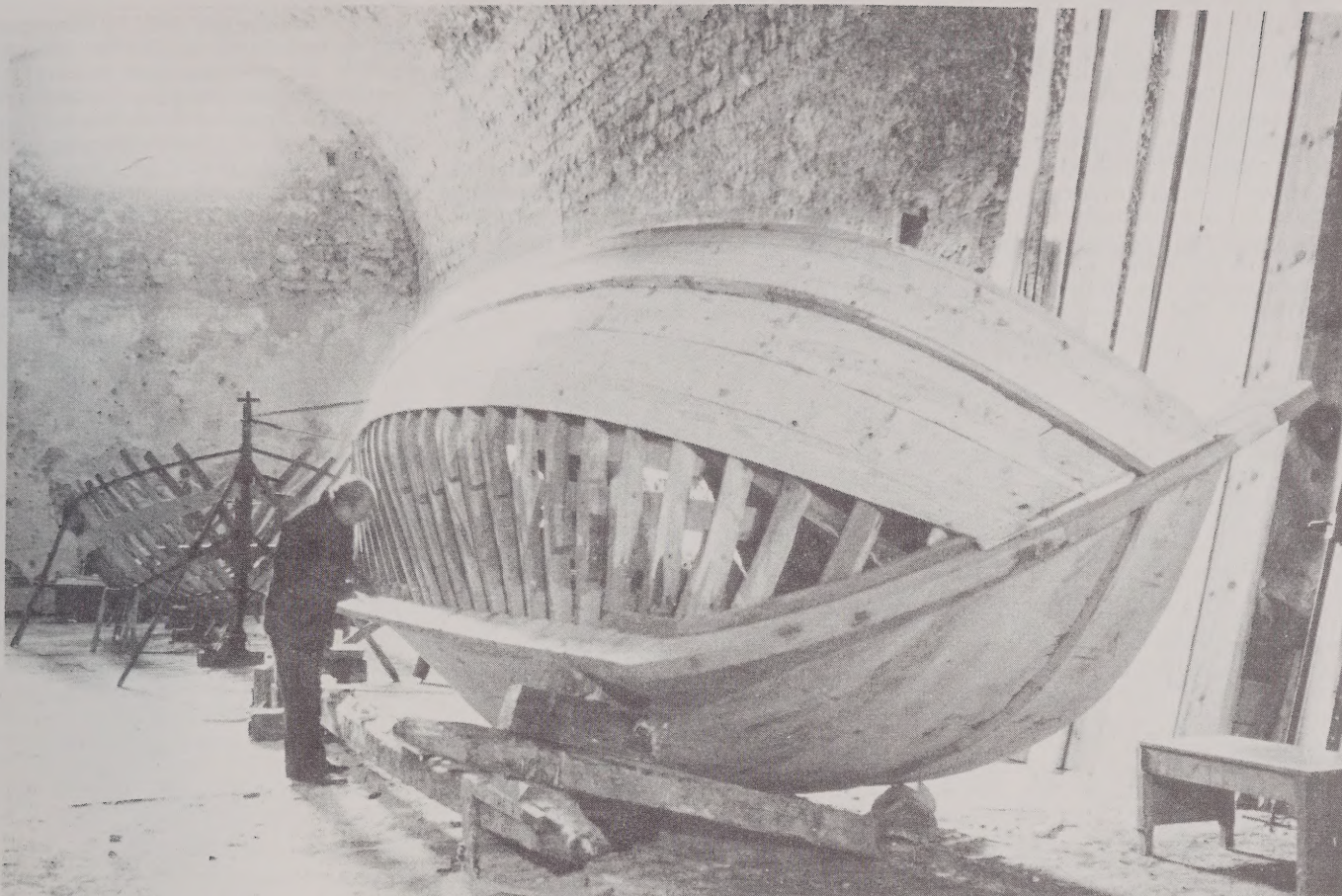
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THE BOAT BUILDERS

The men who build boats are as interesting as the boats they build. The Karazepounis brothers - Anastasi, Charolomas and Theodorus, all in their early or middle fifties, have the sea, ships and boats in their blood.

Consider their father - a Greek living in Turkey, a captain of a large fishing vessel. He was "chased out" by the Turks in the 1922 war with Greece, and much later, drowned in an accident at sea.

When asked how many boats they have built, the brothers answer "about 5,000" - all three have worked on boats all their lives. They have the look of people who have worked hard, and the attitudes of people who know precisely what they are doing. We watched as they shifted one of their bigger boats (gri-gri) from one side to the other for planking. There were four people, one lever, numerous blocks and chocks. It seemed slow to watch, but quickly the boat was in the new position. Nobody had raised a voice, almost no strain, instructions were all quiet, indeed almost unnecessary.

There is a life to the boatyard that reaches beyond the brothers. People drop in to warm themselves around the large charcoal brazier, to gossip and check on the boats in progress, or to give some advice. A professional photographer is often on hand; Steve who speaks six languages (Greek, English, German and three African tongues) an archaeologist from the town staff. Then there's slim

Johnny, the town diver; and Hogan, a retired U.S. military man, historian and small boat enthusiast; and Gregory - who has a boat on order. Coffee is often brewed and served (tiny cups of a rich mixture, heavy with sugar). Lunch can be an event including fresh-roasted chicken bought from the nearby market, hot breads from the local bakery topped with bottles of the local red and white wines. As a variation, one of the brothers may bring a chicken along live, someone will kill it, pluck and singe it, then send it out to the local bakery for roasting - an old Greek custom dating back to times when the baker's was the only oven in town. Chicken remnants and bones are cheerfully and noisily disposed of by the bevy of cats that make the yard home. Lunch is not just for eating but a time for socializing with old friends and neighborhood helpers.

When we asked the brothers to see the designs, drawings, diagrams or blueprints of their boats, they shook their heads, pointed first to the plywood patterns hanging casually on the walls, then tapped their foreheads, saying "It's all in here - we don't worry about plans, we know how to build these boats."

And know how they do. We have watched four boats from the keel up - the work proceeds smoothly, without haste, and no one seems to work very hard. Yet the boats take shape, grow in form and beauty, finally emerging as sturdy vessels capable of taking on the Aegean for many years.

The boathouse is very old, but the boat designs may be even older. Their origins seem lost in time; when asked for an opinion on how long these boats have been around the brothers reply, "several hundred years", possibly back to early Venetian times.

Bow on, the boats resemble Viking ships or a very trim lapstrake row boat. They are beamy, round bottomed, smooth skinned, with considerable height at the bow and stern. Most are double-enders with direct steering by tiller. They vary in size from 18' to 30'. They have lots of deck, very little open cockpit.

The smallest boat being worked was a "trechandiri", a fisherman of 22'9" length, 7'6" beam, and about 20" draft. Although trechandiri were originally sailboats, the spars and sail gear are usually dispensed with in favour of diesel power. This one was scheduled for a Greek "Apostolides" one cylinder engine. It is said of this diesel that it will go for thirty years and with a change of piston and rings is ready for another thirty. A further report says that "once she starts, she never stops." An alternate engine for this craft is the two cylinder Volvo Penta (25 hp) which delivers here for about \$3,500.

The larger boats seem like scaled-up models of the trechandiri but there is one exception, a no-powered craft about 30' called the "gri-gri". Heavy and tough-looking, it is a boat designed to be towed to the fishing grounds, to carry nets and cargo and to be used as work

space. It is a double-ended craft, just as handsome and gay looking in its final bright colours as its smaller sisters, but it has no capability of moving on its own - it must forever be towed.

Although they have built workboats all their professional lives the brothers now say they are interested in doing some small yachts or pleasure craft. They are looking for a good design and thinking about modifying their regular production. There are far fewer pleasure craft in Crete's waters than in the rest of Greece - evidence that economics are still tighter here than on the mainland. But it may also point to a market that is opening up.

STARTING TO BUILD

Like boatbuilders everywhere they begin with the keel. Preferred keel woods are mulberry, eucalyptus and platanos (plain-tree) only the last being native to Crete. They are all very hard, strong, resistant to water and rot. Occasionally a boat will be built entirely of "Swedish Pine", shipped from Romania, Norway or the USSR. Keel measurements begin at about 3" x 6", depending, of course, on the size of the boat.

There is an ample supply of bent limbs and trunks of mulberry for the stem and stern of each new boat. They are worked into shape by handaxe or bandsaw using the natural form and grain of the wood. The joint of stem to keel is a bit of complicated chisel-and-saw work best explained by reference to the photo or by our rough sketch. When the desired precision of fit is reached, the two sections are bolted together. No glues are used, because they would work against the expansion of the wood as it takes on water, a possible source of checking and splitting.

Interestingly, or maybe astonishingly, they do not use stainless or bronze fastenings through the keel to stem or stern. Simple black stove bolts, they believe, are sufficient if well set in bedding compound or other preservative. Stem, stern and keel get their first coat of red lead, called somewhat luridly "International Red Hand".

When the bow is in place, a simple cross is fastened to its top. All boats from this yard are built with God in mind.

FRAMING

Next the frames are laid out and cut on the bandsaw. Frames can be made of any of the woods previously mentioned, but the Swedish Pine seems most available. The simpler curves close to bow and stern are cut, one piece for each side. The more complex curves amidship are made from three pieces - the bottom one lag-bolted to the keel, the other two double bolted (stainless) to rise to the deck. Frames are about 2" x 3" for the smaller boats, larger in proportion. There is no steaming, soaking or boiling woods to obtain a curve or line - everything is cut.

With stem and stern firmly set and all frames in place, some long, slender nondescript kinds of retainers are nailed in place as stiffeners and shapers - about

three for each side. With these holding the new shape of the craft firm, deck braces can be bolted to each of the frames. They then get their red lead. Some temporary plywood or planking may be laid on the deck braces as additional stiffeners.

As soon as the deck braces are in place a piece of very fancy woodworking begins. The first piece of decking material, the outer edge, is cut to follow the curve of the boat. Rectangular holes are cut with proper cant so that the piece fits OVER the projecting frames and neatly down on the deck braces. This piece, called the "korzetto" or "tripito" extends over the side planking so that a line is formed and a division made between topside and gunwales. For a large craft like gri-gri it may take three or four planks to meet the curves of the boat from stem to stern. The korzetto is usually painted a separate colour when the boat is finished. It shows very plainly in almost every Greek wooden boat.

PLANKING

The stand-up braces that have held the frame in upright position are removed and levers used to rest it on one side for the beginning of planking. All material is an inch or more - Swedish Pine, full of knots, in widths varying from 5" to 6". Planking starts at the top (korzetto) in this process and works toward the keel. Fasteners are two inch galvanized commons with a very rough coating. How do they know how to taper each piece? Forty years experience! Whatever their method, it's simple and it works - the joints are tight. Pieces are held in place with C-clamps.

Because of the rather casual manner of frame cutting and mounting there are often irregularities - some highs and lows that must be evened out so that the planks will lay up tight. The brothers make the process look ridiculously simple - they tie a small line on the stem and hold it taut lengthwise along the frames. The twine quickly reveals a low frame - therefore the adjoining frames must be reduced enough to allow the new plank to meet the frame squarely and solidly. The tool used is a small electric hand planer. When the process is complete all the frames with fresh wood showing are given another red lead treatment.

Care is taken to see that knots do not come too close to the edge of the plank. When planking is finished on one side, power sanders are used, the rough edges are smoothed, and more red paint applied. The boat is then gently careened to its other side and the process repeated.

DECKING AND GUNWALES

With the korzetto in place and the hatch positions now established by their coaming, a broad centre deck plate is laid down. One inch marine plywood is used for almost all decking with fitting mostly done by eye measurement. A final side plank is laid above the korzetto after which frames are trimmed and a topping plate laid along the gunwale. One

inch scuppers (bounyas) are drilled directly above the korzetto. An inside trim board covers the top of the joint and leaves the bounyas free to carry off water. A decorative piece is added to the top of the stem.

POWER AND PRICE

We never did see an engine actually being mounted in one of the boats, although the engine beds were in place and the hole through the sternpost for the propeller shaft and housing was drilled. A ten year old Apostolides, all refitted, awaited installation in a trechandiri. By the time this story was finished the gri-gri looked splendid with white topsides, red bottom, yellow korzetto, blue gunwales and decking. Poor gri-gri - such a nice big boat, and it doesn't even have a rudder or an engine. Destined always to follow, worse - to be towed!

The trechandiri with an Apostolides engine or Volvo Penta installed, painted and fully fitted out - will come to about a million drachmas, between \$10,000 and \$12,000 at this writing (the drachma has been losing against the dollar, therefore the price of the boat is declining in dollar terms). Looked at from the standpoint of American fibre-glass or similar sized wooden boats, the Greek boat seems like a good buy. If we were going to stay here, we'd want one, or a sailing variation thereof.

THE FUTURE OF WOODEN BOATS ON CRETE

There really are two kinds of future - that of the boats already in existence or just being readied for use, and of the longer term future that contemplates problems of how long they will continue to be built, and will the skills be there?

For the boats we have seen in the yard and on their way to sea and service - the only reservation we have concerns the use of iron and steel fastenings. The brothers' response to this is that the boats are good for twenty years and that they should then be brought in for refastening. This is an answer we are not quite happy with but they have been building these boats for many years - and in this fashion.

As to longer range considerations - none of the brothers have any sons or daughters interested in doing this work and there are no apprentices around the shop learning the trade and the skills. But this is by no means the only wooden boatyard in Crete - we have come across several run by men of different ages, sometimes younger than the brothers. Further, there is another wooden boat building centre on the island of Paros, about a hundred miles north of Crete. Photos of their craft indicate that artisans and artists are at work there also. The prevalence of wooden boats throughout Greece suggests that they will be alive and well, in production and in use for a considerable time to come.

There is also the probability that production will not be confined to workboats. The pleasure boat and yachting market may begin to develop.

Wooden boats seem at home on these seas. A trip we made to Turkey recently included a ferry trip up the Strait of the Bosphorus (on a real STEAM vessel, although not a wooden hull) and revealed numerous boatyards and individuals at work on many medium and large sized craft - up to a hundred feet long. Many bore a strong resemblance to the Greek craft we have seen.

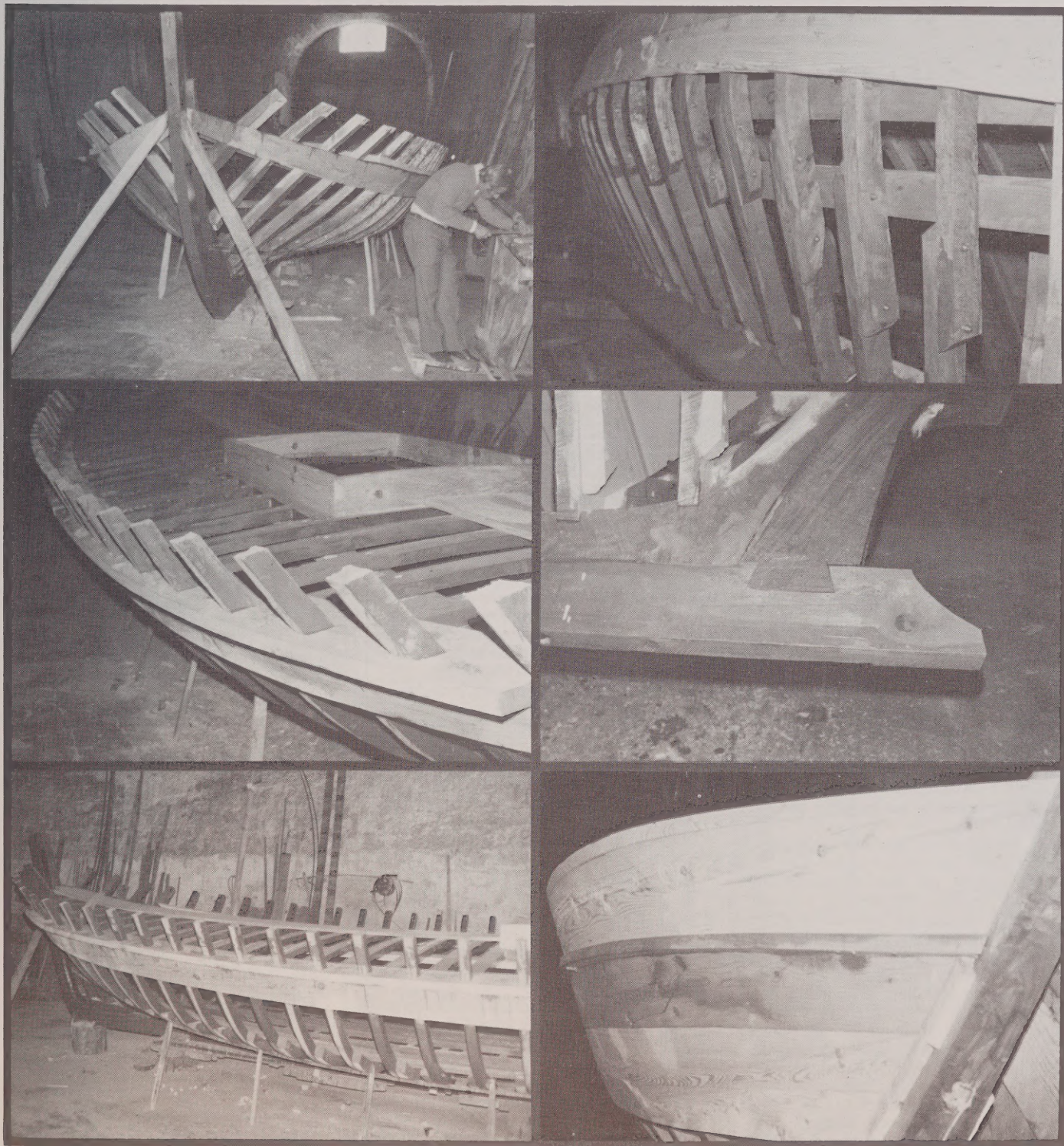
In addition, we have seen constant evidence of good maintenance of existing craft, and excellent examples of restoration of those that had seemed on their way to being forever derelicts.

All of this suggests that wood seems to be a natural material for boats here and that the skills they require in building will be enhanced by a continuing demand and by the development and use

of newer and better tools.

When we last returned to the boatyard Charolomos took us back to look at the newest. Keel laid, bow and stern in place, all frames set - a forty footer is coming along!

The people of the Aegean and Mediterranean world are at home on the sea - in wood.



Left from top: A gri-gri in frame. The "tripito" or "korzetto" horizontal plank is notched to fit over all the frames. Planking begins downward from the "korzetto".

Right from top: Frames are bolted up from two or three sections amidships. Sternpost fitted into keel timber, the latter is Swedish pine, the former is eucalyptus. Planking proceeds, note blocks on sternpost to jam plank ends into place.



Boat for Sale

16' WAYFARER dinghy, 1982, with trailer, three cruising weight sails, compass, anchor and rode, gimballed stove, PFD's, tent, cover, oars, bilge pump, many extras. Capable, well equipped English cruising dinghy. \$4500. W.G. HEATH, RFD #1, Box 57, Lincolnville, ME 04849, (207) 763-3153.

I'm looking for someone who wants to cruise in style, someone with more time than I now have.

Back in 1982 I built a Wayfarer dinghy from a kit. I was working at Danny MacCaffery's Clark Island Boatworks anyway so just set up my molds and worked a few hours each day on it after work. It took 300 hours spread out over 3 months. I took extra care to re-inforce areas I thought could use help and I covered the hull in polypro and epoxy. The boat, which I call WAYEARD DRUMMER has been a great vehicle taking me to some outrageous places.

I trailered her down to Lewisport, Newfoundland, loaded her on the ferry to Goosebay, then put her on the BONA VISTA for Nain, Labrador. All this was cheap, \$70. Canadians subsidize their shipping. Nain is the northernmost inhabited place in Labrador.

From there I sailed north for ten days of clear weather, climbed in the southern Torngats, and then went on not seeing a soul for 22 days. Finally I came across some Inuit at Cuthroat in Okah Bay. The sailing was just fantastic, past towering cliffs and across huge bays, icebergs.

I did a lot of whale watching and looking over interesting archeological sites. In all, the trip covered 800 miles over seven weeks, ending at Hopedale, Labrador where I then retraced the ferry rides and long drive home.

Since then, WAYWARD DRUMMER has proven to be a fast, four-season

boat on my home coast of Maine. She has heavy tan dacron sails with three jiffy reefs, aluminum spars, gimballed stove, a bilge pump mounted on a slide so as to always be within reach of the helmsperson. She has a boom tent arrangement that, with the seats removed, provides spaciousness unknown to mountaineers and the like accustomed to tiny two man tents. I am, as you may have guessed, wild about Wayfarers. This is all the pleasure boat I could hope for.

We have averaged 9 knots over 20 miles of rough Penobscot Bay in a westerly gale and have sailed routinely between Vinalhaven and the mainland. She is surefooted, a sensible English lady, well mannered and capable of providing pleasant surprises.

BUT, my life has taken a new turn. I'm giving up dragon slaying for a wife and home on Vinalhaven. My adventures will continue within closer horizons. I now need a boat from which I can set and haul long lines and crab traps. Pursuing my prior foolishness, I plan to build myself yet another boat, my fifth in ten years, non-professionally.

I haven't the time to go sailing now. Last autumn while I worked 80 hours a week, WAYWARD DRUMMER tugged at her mooring and grew a beard on her bottom! My heart ached for I knew she should be sailed.

So, I'm looking for someone who wants to cruise in style, someone with more time than I now have.

COME SEE

May 17, 18 and 19 are the dates for the 1985 Small Boat Show at Newport, RI. Again organized by the Newport Yachting Center with sponsorship by SMALL BOAT JOURNAL, the 1985 show is planned to capitalize on the most attractive features of the inaugural show last year.

Prime aspect of interest is the in-the-water feature. Many of the boats on display are in the water for serious potential buyers to try out. In 1984 this was a very popular show feature. The organized events provide a second major attraction. The small boat rowing race will again take place, organized by John Peinert. A new event will be the "Sarocathon", a four part race involving sailing, rowing, paddling and war canoeing, aiming at the Small Boat Journal Cup. Rowing clinics will be run by the U.S. Rowing Association, and there will be a "Waterbug Slalom" for pedalcraft for a \$250 cash prize.

Tradespeople interested in exhibiting should contact Susan Carroll, P.O. Box 549, Newport, RI 02840 for an exhibitors kit.



LOOK FOR US AT THE SMALL BOAT SHOW



GEODESIC BOATS

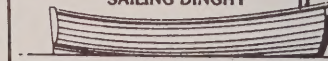
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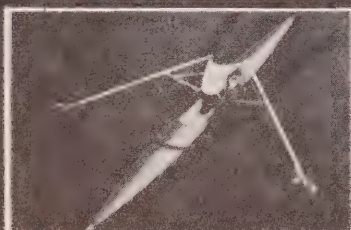


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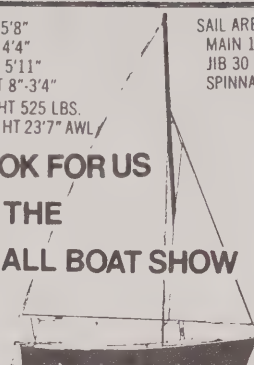
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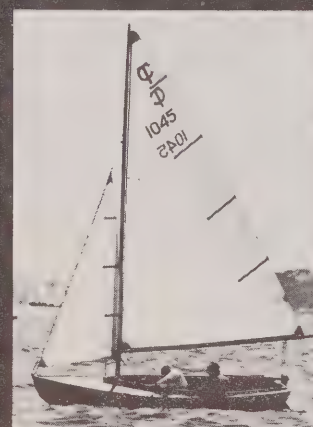
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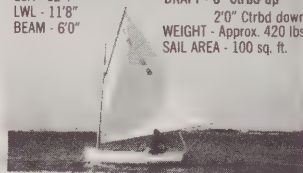
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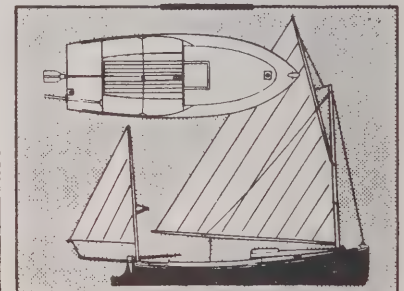
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Tom had crewed last year, on someone else's boat in the Marblehead Frostbite races. I was curious about these people who sailed around in the middle of winter. A month or so ago I went over to Marblehead, to Ft. Sewall, up on the hill there, that overlooked the harbor. What a view!!

As I sat on the park bench, bundled up against the cold day, I started to notice and recall a maneuver the boats would do, that Tom had described to me. I think it is called "roll tacking".

The boats would come about quickly and even when arriving on the next tack, the crew had not yet changed positions. At this moment the boat would be heeling tremendously, with about one inch of freeboard. -- Now the crew would climb up to the "high" side, and the tack was completed. What all of this would accomplish was that the boat snaps through the tack with sails luffing for the briefest period of time. In some ways it is a violent move, with an extreme angle of heel.

A few weeks ago I'm on the phone with Tom -- the owner of the boat is not sailing. Would I like to crew? "OK", I say, but "Idontwannatipover!" See you at 10:30 am. I get dressed, overdressed, can always take some off. I call Tom back, "Tom, got a life vest for a fat man with many layers of clothes?" He has.

We arrive at the Eastern Yacht Club, all of the boats are canvassed up, sitting on small cradles with swivel-roller wheels on them. We get the canvas off, Tom gets the lines, and other attachments ready, and we roll her out of the yacht club parking lot down to the water. These boats are Intercollegiate Dingys. They are about 13-1/2 feet long and use a mainsail only. They are fiberglassed round bottomed and have a centerboard. They don't seem extremely fast to me, but are highly maneuverable.

It's good to be outdoors. The wind comes from the inner end of Marblehead harbor at about 10 to 12 knots. It seems to be cascading over the townside of the harbor spreading dark ripples, large cats-paws, over half the harbor at a time. -- Nice sailing weather!

It's not cold out. The water is crystal clear - looks like "Pierre" spring water. - In other words it's FREEZING. I think, 'Damn, I'll have a heart attack if I fall in here' "Hey Tom, Idontwannatipover!"

Because she has a fixed rudder we can't set sail on shore. We paddle out. Tom has a difficult time setting the main. After several attempts at getting it right he's 'BULL' -- "Nothing's right on this boat, you should have this and that, etc. etc. "We start sailing, right away the bolt-rope luff starts parting from the mast. I try to calm Tom, "Let's grab a mooring or winter spar then take out time and straighten it out right." -- We do, Tom sets things right, we cast off, Tom's at the tiller. I suggest, "Let's do a couple of tacks, maybe a jibe, but IDONTWANNATIPOVER."

There's about 15 or 20 boats on the water. I see quite a few kids with their dads. Seems nice to see father and sons

FROST BITING

getting together, sailing.

Horns start blowing, everyone heads over to the starting line. Now Tom explains the starting signals. The boats bunch closer and closer together buzzing around like a bee swarm. Seems very confusing to me. Tom's very busy now, about all I'm doing is setting the centerboard and watching out for other boats.

Tom repeats the most important rule; starboard tack has the right of way. I refresh my mind -- starboard tack means wind coming over the starboard side of the boat. -- Now more horns sound closer together, all the boats start heading at the starting line, most on that starboard tack. Now that the 'beehive' has headed in the same direction, I see that we are behind a majority of the fleet.

Now there's many intermittent short horn blasts, off we all go -- us behind. We are making many tacks, we pass across a few boats at first, then later it's obvious the whole fleet is ahead of us. Tom describes where he wants the centerboard, half up, quarter down, boomvang tight, outhaul to clew tight, etc. very elaborate and unnecessary to me.

Tom, "Damn, all the sailing you've done, and you don't know you want to put a bag in a sail when going down wind". "Tom the expert", I think to myself. Soon a horn sounds - the winning boat has crossed the finish line. We continue through to complete the course. -- Time about 40 minutes.

We continue on to the "beehive" that's already gathering for the next race. They have five races each Sunday, through most of the winter. This time we try to stay nearer to the start line. Most do their "beehive" thing near the line, but down to leeward when on a starb'd tack. To avoid the crowd we stay up the other end, but still try to cross the line on a starb'd tack.

There's only two of us up here, and don't we bump each other crossing the line. Tom says, "We were wrong there, I think we are disqualified for this race." The woman in the other boat tacks away with a scowl on her face... Tom; "She's the chairman of the race committee . . . great, only two of us here, we clip her and she's the one who runs the whole show!"

Well, now we're behind most of the others, but the boat sails nice and it's good to be sailing. I wonder, "Where the heck are we headed, anyway?" Tom's not sure. "We go upwind on the first leg." I wonder if we're out front, not knowing where we're heading, would they all follow us? . . . and where to?

Finished last in that race also. Back to the "beehive", everyone's zig, zagging around. We're running back of the pack, parallel to the start line. I

suggest, "Why don't we wait back there near that tire-mooring, wait for the 15 second sound, then rip off at the line?"

We do -- off we go!! -- right up into the pack and past most of them. I glance to port and starb'd we are still behind the line. "Keep going Tom" -- The start sounds -- WOW - we're either ahead of them all or tied with two or three boats Boats to the left of us, boats to the right of us, two feet from our port, two feet from our stern, -- "CHARGE" --

Tom, "Let's tack". I don't know why but it's not the time for arguing. We tack on to the port tack - now I can't sense our position - we cross in front of a few boats. Two boats are on our starb'd - one behind the other - both on the stab'd tack. They're coming at us - they have right of way. "Hey, Tom, we're on port tack".

He takes us behind the first boat - I can't believe it, he maintains heading. Our bow is going for that second boat. To myself, 'He'll turn any second now.' --TURN - TURN - --

We smash the boat amidship with our bow. I hear the plastic crackle. Both boats are stopped. A man with his boy aboard glares at us. "What the hell are you doing" - I'm in shock. Tom answers, "I passed behind the boat ahead of you, didn't see you coming after him."

Everyone seems ok. He heads off to continue the race - wasn't as mad as I thought he could be, only yells back; "I've got some damage here." - We have none.

I think we were both sitting there for awhile in shock. Memories of Tom and I being dismayed in a nor'easter off the Swampscott 'Pigs' in someone else's 35 ft. sloop years back, darken my mind. Tom seems less affected; let's go to the committee barge, report the accident, then head in."

After leaving the committee barge Tom breaks the silence; "Too bad, that was the best start I've had." I'm still in gloom, "Didn't you see him?" Tom, "I was concentrating on the first boat, didn't see the boat behind him." Me, "Goddammit, don't you look under the main once in a while, even just cruising I constantly do." -- One up for me - silence again - Tom, "You know these boats are always banging each other. That guy over there tipped over twice last year, now he has to drag his kid along." Me, "I thought there was just this dad and son, sailing get together, going on." Tom explains some things - you must have two in the boat to race, kids weigh less, lighter boats go faster, that's why so many adults have kids with them! Busted Pleasant Vision...

After we got in, a guy in the first boat arriving behind us tells of when he crashed a boat here he snapped the mast off it! I visualize the force of that impact. He doesn't seem to be bothered by it. So it seems a boating accident here is no big deal - goes on all the time - don't feel so bad now. I reflect back on Frostbiting, I don't feel too enthused about it. Seems a little too serious and too crowded for a cruising man like me.

-- Well, I didn't get wet anyway.



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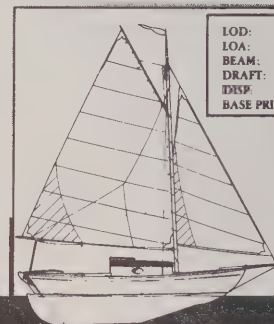
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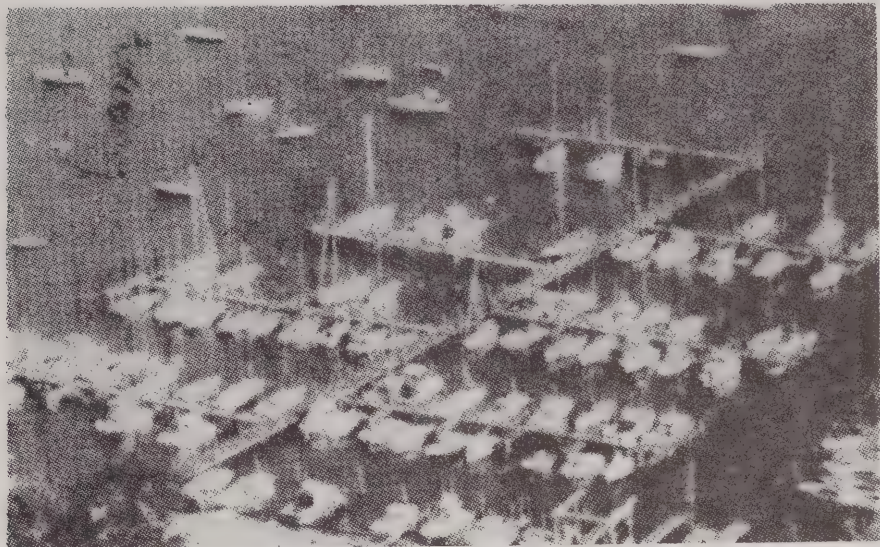
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Living Aboard...

What's It Like?

Report by Joe Zammarelli



"It was a dark and stormy night...", Snoopy, atop his doghouse, contemplates his work. It's Sunday night, the paper is scattered about. It vies with the pizza box, beer bottles, kerosene lamp and a dozen assorted books and magazines for attention on the dinette. Snoopy wins, no contest!

Living aboard....What does it bring to mind? A retired stockbroker, cruising somewhere around Pago Pago on his Gulfstar? Lin and Larry Pardey? Don Street? Chichester? Cruising the world... think of it, sailing around the world. The Pond, the Med, the Horn, the Ditch. Think of it, I mean just imagine....

As I come below, just now, I'm soaked through. It's blowing thirty, easily gusting to God knows what, forty? Fifty? It's a dark and stormy night. The rain hurt as I wandered the docks. FRABJOUS DAY, our Columbia 26, our home, tugs at her lines. "Come on, damnit, you know I can handle this!" Oh, I know, I know, that's why we bought you, but not tonight, I have to work tomorrow.

"Water's hot, want some tea?"

"Thought you'd never ask. It's nasty out there. Whew! Some guy's jib halyard on "A" dock and that Erickson 25. Boy, what a job I had getting his jib down. I lashed it in his cockpit, but his main is as good as gone. It's one of those new "Hood systems" and I couldn't get the damn thing down, oh well. Peter and Meg's boat was rubbing on the dock, so I re-led one of their lines to make a spring. Like I said, it's nasty, the water is crashing over "A" dock.

Living aboard.... The truth, or should I say, the reality. To answer the questions in order, no, it is not cold. We heat with electric space heaters and propane heaters. Ice? No, not a problem really. You see, ice is a problem only when it starts to break up and MOVE, I mean, with chunks of ice weighing a ton a piece, well, then you're bound to have trouble. Here in the cove, though, it just melts. Oh, we get some breakage, but very little movement. Yes, it is small,

but let me give you a tour, okay? To my left is "my area", the starboard galley section, stove, wine rack, books and junk. Across from me, also aft, is the sink and ice box. Opposite is the dinette. Books line the shelf and you already know what occupies the dinette. This is Roe's turf. It contains handcraft projects too numerous to catalog. Foreward of that is the head, the V-berth, then, to starboard again, is the hanging locker and the settee, upon which I take my repose. There you have it....home.

Do we go many places?? Well (I hate to admit this), no, not really. Although, we have had some spectacular sails! For instance, my boss asked if I'd prefer lunch or drinks after work. I suggested wine aboard FABROUS DAY. It was a Thursday afternoon, clear skies wind south at about 10 knots. We sailed a bit, drank a bit, talked shop a bit and topped it off sipping Frangelico, sailing literally into the setting sun. My vocabulary fails me, you just had to be there. Then there was the February sail, just us and the quah'gers, or the night we sailed to Tiverton, about a 15 mile trip, in April. At midnight we almost sank a barge. He was lucky we saw him at the last moment!

Living aboard....It's basically tons of clutter getting in the way when you want to go sailing, cold walks up this dock to shower and equally cold walks when the dog sits in front of the heater and looks at you in that pathetic way that says "I gotta go, now!" It means blowing your credit rating all to hell! Think of it, you can leave at a moment's notice. Banks don't like that!

But it also means coots, ducks, geese, cormorants and, thrill of thrills, scaups! I'm not being cute here. For the first time, we had scaups. Look 'em up in Peterson's, they're absolutely beautiful!! And fish, well, we've pulled sand dabs off the gangplank, blue crab and eels, sand shark (!?!), rock crab and all manner of shell fish.

Of course the biggest thrill of living

aboard is the weather. Did you know that fog ROLLS in? No, really, it actually rolls across Greenwich Bay. Have you seen a full moon's reflection on the water? Or rain, to be sleeping and wake to the sound of rain on the deck has to be one of life's greatest gifts! Or storms, to sit below snug and warm, sipping tea, while the boat pitches in the southerly chop. Sound masochistic?? Well, frankly, it's a question of mind over matter. If you don't mind, it don't matter!! We don't mind at all!

We've lived aboard for over four years now. The first three years aboard SUMMER SONG, a Matthews sailer built in 1936. She showed us that we liked living aboard a boat, but, unhappily, she couldn't sail, so we bought the Columbia. Listen, there is no deal, anywhere, at any price, better than a Columbia 22 or 26. Seriously! It sounds like a plug, I know. It should. The 22's can be had for 5k-7k and the 26's go for 11k-14k, we paid 13.5 for ours. They're well built, have tons of room and sail especially well. Now if you want a Crosby cat or Wylie ULDB, fine, knock yourself out, your values are different than mine. It's what makes the world go round!

Back to life aboard. We keep most of our stuff in storage. Tools, yarn, clothes, skis, bicycles and, during the winter, sails. So the illusion of freedom is just that, an illusion, besides we have to pay off the Tempo, and the Mastercard. Sound familiar? We live in less space, but the twentieth century imposes it's problems on one and all, live aboards, apartment dwellers and homeowners.

We have a two year plan. In June of '87 we're leaving. Bye! The Tempo will be sold, as will the Datsun, the Mastercard will be paid off and a few bucks in the bank will support us for a year, maybe two.

An intelligent man has to have some dreams.

Some of those dreams MUST come true.

Otherwise.....

Galley to Gri~Gri Wooden Boatbuilding on Crete



As in the Arsenal of the Venetians
Boils in the winter the tenacious pitch
To smear their unsound vessels over
again

For sail they cannot; and instead thereof
One makes his vessel new, and one
recaulks
The ribs of that which many a voyage
has made

One hammers at the prow, one at the stern
This one makes oars and that one
cordage twists
Another mends the mainsail and the
mizzen.

Dante's description of the Arsenal in
Venice - from the "Inferno".
Henry Longfellow's translation

We were just off the ship from Piraeus, looking for a home to rent in Chania, the largest city and fishing port in western Crete. We really didn't expect the answer when we asked our real estate agent the question.

"Is there anyone building wooden boats in your town or on Crete?"

"Oh yes, we have an active boatyard where old-style Greek fishing and work boats are being made."

"Can we see it?"

"Of course. I'll show you when I have found you a home."

He found us a home, on a hill overlooking the blue-green Aegean, with its long rollers sweeping in from the north. Within the hour he took us to the boatyard and introduced us to the builders, the Brothers Karazepounis.

Everything about this experience has had a kind of special Cretan quality; it's been historic, graceful, unpressured. The boatyard and its buildings. The brothers who build the boats. The boats themselves. The ages-old skills involved in the building. The life that revolves around the yard.

There isn't a boatyard like this one anywhere in the United States - and probably nowhere outside the Mediterranean World. Picture two long buildings that look like tubes lying on their sides. Each has a kind of peaked front, which hides the round shape of their roofs. They are built of sizeable chunks of limestone trimmed reasonably carefully to square with the next piece. Walls are

about 15" thick. Each building has a high-arched entrance conforming to the roof line; both large entrances have been filled in at some time to reduce the openings to present day rectangular conventions. The buildings are side-by-side and there is a common wall.

They look so very old because they were erected in 1607 by Venetian traders and architects, with local labour. Their original purpose? The building and repair of boats and ships of the Venetian trading fleet and navy. Here, galleys and triremes were worked on to protect against the anticipated invasion by the Turks, which actually occurred in 1669.

Cavernous is the word that leaps to mind as we enter these vast, vaulted workrooms, with their boats lined up in several stages of construction. The great curved vault rises smoothly to a height of about 35'. Over the years the lower walls have been whitewashed and are now covered with the necessary clutter of the boatbuilders trade. Above the tools the walls are bare but age has made the color and texture a blue-grey tapestry. Light penetrates somewhat eerily from small skylights and a few bare bulbs. There are no sidewall windows to relieve the gloom; it's difficult to see clearly the 215' from front to rear.

In Venetian times they had large slips with several feet of water so that boats and ships could be pulled in for repair, or built and launched inside. Who could estimate how many vessels were constructed or refitted by Venetians and

Cretans over a span of almost 400 years? The Germans filled in the slips during their occupancy in World War One and moved the waterfront out forty feet. Then (keeping the marine tradition) they used the buildings as a torpedo factory. The British used them as storehouses in World War Two until driven out by the Germans in 1941.

There is ample space in one building for the four boats under construction and one or two others brought in for repair. The second building, reached by two graceful archways through the common wall, houses the two big power tools (a large and ancient bandsaw plus a well used planer), rough trunks and tree parts, plus stacked timber awaiting use.

The yard's office is a shelf in one archway, equipped with telephone and a notepad. A lesson in simplicity.

There are seven other similar buildings nearby on the Chania waterfront, collectively known as "the Arsenal" an old Venetian term for factory. They are patterned directly on the Venetian originals. The Town Council of Chania is considering several plans for their use - but has made these two buildings available to the Karazepounis brothers for the purpose of boat construction. What better use for a 400 year old boat-house? And who says history doesn't repeat itself?

There isn't a single sign, any advertising, any publicity. Anywhere!



KAYAK PIONEERING

That's the way I felt about it forty years ago, when I began paddling my kayak into every cove and inlet near our camp in Pretty Marsh Harbor, on Mount Desert Island, Maine. Our island friends for years had regarded canoes with distinct distrust and superiority, but when I introduced the first kayak to our harbor and surrounding islands, they shook their heads and murmured "These crazy summer people!"

Quite so. I have kept on being crazy about paddling a kayak ever since, and only once in all these years have I fallen overboard. Even then it was not my fault. It was a deliberately contrived act on the part of my tricky little monster's catching me off guard, skidding out from under me as I was landing at our float ladder, and dumping me into the water. My respect for the craft rose considerably, for getting in and out of any kayak requires full attention.

My first kayak, back in the 1940's was from a nephew who, upon graduating from Princeton didn't know what to do with the one he had been using at college. Could we use it at camp? We could indeed, except that no one took to it besides myself. Flaming youth of that day preferred sailboats, dories, outboard motors, and canoes, to the lonely performer in a single kayak. I had a little trouble at first of getting into this very early model, for it had not been designed for middle-aged female plumpness of hips, a problem overcome by a skillful friend who enlarged the width of the cockpit. This particular model was made of slender strips of wood, an aluminum frame structure, and heavy canvas. She was about twelve feet long, drew two to three inches of water, and she was easy to handle when strapping her on top of one of the automobiles.

Despite patching up rips in the canvas when I misjudged whether I could or could not skim over a barnacle-encrusted rock, she bore up bravely under my treatment. She wasn't enthusiastic about being towed upwind behind a motor-boat, but I frequently put her to this test, sitting in her and moving not too fast up Bartlett's Narrows, or out to Folly or Harwood Islands, thus permitting me to paddle home with the wind behind me. What a joy to discover tiny, kayak-sized coves, possible to reach on land by foot perhaps. But approaching land by boat anywhere all over the globe, rewards the traveller with a heady sense of romantic exploration. And if ever there was a coastline providing the opportunity for this sort of diversion it's the iron-bound coast of Maine from Kittery Point

to Quoddy Head.

The time came ten or twelve summers later when everyone told me I simply could not patch up this kayak any more. Even though I tested her out and discovered it took ten minutes after a leak for her to fill up and become unmanageable, and that I was never more than ten minutes away from land, I lost my argument. Nothing for it but to look for a new kayak. This was discovered in North Conway, New Hampshire, where an enterprising young man had designed his own idea of a kayak. It was a funny-looking thing, with a funny trade name I have forgotten, and looked like a canoe at both ends and a kayak in the middle. She was all right but a bit saucy and showed her independence by permitting herself one stormy night to slip away from the float which put me to the anxious task of searching for her the next morning. Two coves away down Hodgdon's Cove near Sohier and Mary Welsh's camp, I found her perched on a shelf above high water, serene, unhurt and quite indifferent to the trouble and anxiety she had caused us all. She looked as if she were saying, "I knew you'd find me."

It was the Welches who provided me with kayak Number Three. Sohier is one of those men who can put his hand to anything and come up with spectacular results. With an engineering background (as well as professional expertise) he had built two wooden kayaks and painted them bright yellow. The first time I saw these elegant boats in my waters I thought, "Dear me -- so I'm to have competition, am I?" Up to this point I had enjoyed the singular pleasure of being one of the craziest of summer people in the harbor. So now what?

The answer was better kayaking than ever! For one summer day when the Welches were driving back home to Massachusetts to attend to their multitude of interests and political responsibilities, Sohier noticed a truck on the highway carrying a load of kayaks. Fascinated, he overtook the vehicle, stopped the driver, inspected the shipment, and, impressed with the first fiberglass kayaks he had seen, he turned to his wife and said, "This is just the thing for Mary Bond!" He took the name of the company which made the kayaks, telephoned me that night, described the boats, told me the price, and I bought one on the spot. He said he'd have it shipped to his camp and after trying it out himself, would deliver it in person. And so it was one heavenly afternoon several weeks later when another telephone call informed me the kayak had arrived and was so beau-

tiful Sohier wanted me to see it first in the water. Promptly, he and Mary his wife, towed it up to our float. A beauty indeed! Pale blue inside, white on the outside, slim, streamlined, comfortably wide, cozy inside, and no problem from barnacles except for scratching. The fact that I couldn't carry it did not matter, for I was then in my seventies and had given up portaging. In fact I have always been a fair-weather kayak paddler, my expeditions of a leisurely nature, my instincts those of a shore bird enjoying both water and land simultaneously. I have shot rapids in the upper Delaware River in a canoe plus fellow paddler, and been upset in icy water; and have been caught in bad weather again in canoes, around Pretty Marsh Harbor. My only claim to bravery in a kayak was meeting a tidal bore travelling fast across the bay between me and home. It was a long three-quarters of a mile snakey-looking line a foot high, and I knew I must not let it catch me horizontally, so I paddled hard towards it -- and went through it like a knife through soft butter!

One fine Maine day friends took me and my kayak aboard their yacht at our float with the intention of sailing us down to Stonington to give a chance to fool around in unknown water among the islets scattered throughout the Deer Isle Thorofare. My husband Jim, was to drive our car the long, long way around by land to pick me up at the Stonington docks at a certain hour. Jim arrived at the appointed hour but I was late. So he asked an old fellow -- that typical Maine character type, "Has anyone seen a lady in a kayak hereabouts?"

"Ayah", he replied as if nothing could surprise HIM, "Last time I saw her she looked like she was headin' straight for Mt. Desert Island."

Jim knew I wasn't quite that crazy, but perhaps he was relieved when he saw me emerge around a rocky point. We waved.

I am writing this in April, 1984, and hope to be in camp this coming June to get that first thrill of peering down on the float at my baby-blue kayak waiting for our first of the season paddle. It's very important, you know, each summer to inspect the coastline and make sure that all the glacial rocks, shoreline trees, inlets, seawalls, marshes, and beaches are in their proper places. As ten foot tides twice daily change the shoreline, I look forward happily to still another busy kayak summer.

By Mary Wickham Bond

What's happening...

MISERY ISLAND ROWING RACE

Henry Szostek of Prides Crossing, MA is planning his first competitive event at his favorite rowing location, out and around Misery Island in Salem Sound on the Massachusetts north shore. Henry regularly rows his own Misery Island Peapod in the area and has decided to invite fellow oarsmen and women to come to Manchester, MA on Saturday, May 18th to participate. Boats can be put in from the public parking area near the Manchester Yacht Club just off Rt. 127 and rowed/paddled about a mile out to Misery Island. The race is scheduled to start at noon, and courses of differing lengths will be provided for different boats, the longest for sliding seat rigs, etc. This will be an experiment in handicapping so all may start at once and finish closely. Start and finish will be on Misery Island, accessible only by boat, so plan on getting any friends or support crew to the Island over water. For further details, contact Henry at (617) 927-1834.

Plan to take part in Henry's race and then go on the next day to Hull, MA across Boston Harbor for the Ship Channel Sprint.

SHIP CHANNEL SPRINT ON EARLIER

The 1985 Ship Channel Sprint rowing/paddling race from the Hull Life-saving Museum in Hull, MA to the U.S.S. Constitution Museum in Charlestown, MA will take place on Sunday, May 19th. It is an 8 mile distance up the old ship channel in Boston Harbor, right up into the inner harbor where Old Ironsides resides. It's open to any rowing or paddling craft, a number of different classes will be catered to. More details will be in our May 1st issue, or you can write in advance to Ed McCabe, 24 Fairmount St., Hull, MA 02045.

Oarsmen (and women) from outside the immediate Boston Harbor area will find the trip for the weekend to take in both the Misery Island and Ship Channel events will provide plenty of good rowing in very interesting surroundings.

TSC&RA OF MAINE PLANS FOR 1985

The Traditional Small Craft & Rowing Association of Maine has four outings scheduled for the coming season for appropriate boats. On May 12th the Biscay Pond Get-Together will be an informal day on the water in ideal surroundings near Damariscotta, ME. Contact Dick Shew in South Bristol, ME at (207) 644-8120 for particulars. Other events will include a July 20th Eagle Island Escape, an August 24th Bremen Meet and an October 5th & 6th Camden weekend. Details on these when the time is at hand.

ABOUT THESE CALENDAR LISTINGS

It has been stated that the various individual interest groups which organize all these different outings contact their own "insiders" directly via their own newsletters or club postcard mailings. Correct. What this magazine is doing here is introducing ALL readers to the possibilities out there for different sorts of messing about in boats. Learning of some sort of potentially interesting boating activity within reach might stimulate the reader to go have a look at it, if not actually take part. That's how all the activities attract new people.

CHELSEA ROWING CLUB ORGANIZES

Oarsmen in the Norwich, Connecticut area have gotten together to revive the old Chelsea Boating Club of the 1877-1922 era on the Thames River at a marina site in Norwich, CT. On March 9th the group hosted a grand opening, about 100 yards from the site of the original club. Members hosted the press and also a halfway layover for the Coast Guard Academy fours and eights that were on their 20 mile "Death Row" from New London to Norwich and back. The new club intends to encourage interest in sliding seat recreational rowing as well as competitive events and group outings.

Three recreational rowing regattas have been scheduled to date, on May 27th Memorial Day, July 4th and September 15th Harbor Day. For further information on these events and the club, contact the Chelsea Rowing Club, P.O. Box 22, Norwich, CT 06360.

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM SPRING PROGRAMS

MAY 3,4,5: Maritime History Symposium, speakers on a variety of subjects, at Sewall House, 963 Washington St. in Bath.

MAY 25: Opening of Exhibit, Maine and the Sea, a Look at Contemporary Marine Art. This will be open throughout the summer at the Winter St. Center in Bath, daily 10 a.m. - 5 p.m. The Museum also opens for the season on this date.

For details contact the Maine Maritime Museum, 963 Washington St. Bath, ME 04530, phone (207) 443-1316.



IPSWICH RIVER CANOE OUTINGS

The Ipswich River Watershed Association in Essex County, MA has two spring outings on tap for flatwater canoeists.

APRIL 21: Sally's Landing Dedication. Put in will be at Thunder Bridge on East St. in Middleton, MA (just off Endicott St. Exit of I95) at 10 a.m. A lunch stop will be at the canoe landing at Hartland Meadow for dedication in honor of Sally Weatherall, RWA's first executive director. Take out will be at Rt. 97 in Topsfield, MA. Call Jackie at (617) 887-9685 or Walt at (617) 887-8671 for further details.

MAY 19: Middleton to Topsfield trip, put in at the bridge on Rt. 62 (Maple St) in Middleton, MA at 10 a.m., take out at Rt. 97 in Topsfield, MA. Bring lunch. Call Ray at (617) 774-4493 or Jackie at (617) 887-9685 for details.



MYSTIC SMALL CRAFT WORKSHOP JUNE 1-2:

Once again the weekend gathering of traditional small craft at Mystic Seaport Museum is on this first June weekend, despite recent adverse weather that seems to haunt the dates. It's a great time for those who love traditional small boats, lots of boats in the water to try, boatbuilding presentations, the Sunday morning downriver breakfast cruise, etc. Everyone who has previously attended will be directly contacted by mail for registration, which is usually limited to 400 persons. If you have not yet been to this gathering and would like to do so, write to the Curatorial Dept. Mystic Seaport Museum, Mystic, CT 06355 to request registration information.

AMC CANOE OUTINGS FOR SOUTH-EASTERN MA.

The 1985 schedule of canoe outings in southeastern MA has been established and April and May dates are as follows:

APRIL 14: Walkers Pond, Upper & Lower Mill Ponds five mile paddle. Lunch stop on return trip. Call Chuck Wright at (617) 564-4250.

APRIL 20: Herring River, narrow winding stream with final two miles of tidal waters. About 6 miles in all. Call Bud Carter at (617) 398-2605.

APRIL 20-21: Two days of white-water instruction in New Hampshire on Class 2 and Class 3 waters with qualified instructors. Call Bob Nixon at (617) 822-5768.

APRIL 27: Upper Charles River, a nice flatwater outing with one short portage. Call Ruth Irwin at (617) 447-4637.

APRIL 28: Quaboag whitewater, a chance to practice skills learned in instruction meet earlier on Class 2 water. Call Russ Ottey at (617) 563-6637.

MAY 4: Scorton Creek, a tidal creek paddle through a conservation area with an informed naturalist. Call Carolyn Crowell at (617) 888-4923.

MAY 11: Leader's Choice white-water skills practice at location picked according to conditions. Class 2 level. Call Bob Dixon at (617) 822-5768.

MAY 12: Sea Kayak & Canoe get together to enjoy a paddle together on Buzzards Bay. See details elsewhere on this page, call Chuck Wright at (617) 564-4250.

MAY 18: Barnstable Harbor paddle through a labyrinth of tidal channels in extensive marshes of this area, and perhaps cross over to Sandy Neck. Call Ann White at (617) 888-4669.

MAY 25-27: Flatwater river paddle on Battenkill River in Vermont, an easy and beautiful outing. Call Bob Milburn at (617) 294-0875.

Anyone interested in becoming involved with the activities members of the Southeastern Mass. AMC organize can call Chuck Wright at (617) 564-4250 for more information. These outings are NOT limited to AMC members alone.



NAUTICAL FLEE MARKET PLANNED

On May 11th, the Society holds this event at the Boatshop. Plan to donate your nautical knick knacks to help the cause, or sell them on your own behalf. Boats are invited (limited in size) as items for sale. For this affair, call Jo at (516) 324-6850.

For information on the other Boat Shop programs and plans, call Redjeb at (516) 324-6393.

MCKC SPRING PADDLING SCHEDULE

The Metropolitan Canoe & Kayak Club of New York City has set up its spring paddling calendar for river canoeists/kayakers as follows:

APRIL 20-21: Esopus Creek, Phoenicia, NY, Class 3. Heavier water, still quite cold. Bring wetsuits and flotation. For experienced paddlers only. Call Bill Simon eves at (212) 595-5629.

APRIL 20-21: South Branch, Raritan River, Hunterdon Cty. NJ, Class 1. Another run on this lovely river in slightly warmer weather. Bring warm clothes, wool, dry packs. Call Andrew Laiso at (212) 798-5442.

APRIL 27-28: Lackawaxen River, and Lehigh River, PA, Class 2 and Class 3. More Pennsylvania heavy water, come one day or both. The Lackawaxen is a good transition trip for anyone looking to upgrade skill level. Bring wetsuits, wool, dry packs, flotation. For experienced paddlers on Lehigh. Call Larry Stone eves at (516) 482-2752.

For further information on the club and its activities, contact the MCKC, P.O. Box 1868, Brooklyn, NY 11202.

SCHOOL TIME FOR PADDLERS

The Metropolitan Canoe & Kayak Club of New York has scheduled a number of instruction programs for spring and summer. Coming up in May are the following:

MAY 8: Fundamentals of Canoeing Instructor's Course (Red Cross certification), classroom section.

MAY 11-12: Fundamentals of Canoeing Instructor's Course, on the water section. Fee is \$30 in all.

MAY 15: Fundamentals of Canoeing, classroom section.

MAY 18-19: Fundamentals of Canoeing, on the water section. Cost is \$40 all in.

MAY 29: Basic River Canoeing classroom section begins series of two classroom and three river sections running through June. Fee is \$65.

For further information on these courses and others planned for the year contact the MCKC Instruction, c/o Al Abatti, 176 Sheraden Ave., Staten Island, NY 10314.



MORE SEA KAYAK POOL SESSIONS

Dave Anderson and Bob Walker of Aqua*Ventures of Jamaica Plain, MA have added another program to their already scheduled series of pool sessions near Boston, MA. The additional program will be in Marblehead, MA at the Jewish Community Center. Session 2 will run on Tuesday evenings in May, the 7th, 14th, 21st and 28th. The four two hour sessions cost \$60 all in, including use of all necessary equipment (other than personal attire). Enrollment is limited with no reservations, first paid, first enrolled. Send application to the Jewish Community Center, 4 Community Center, Marblehead, MA 01945.

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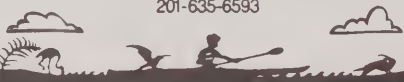
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CCRA 1985 RACE PROGRAM

The Connecticut Canoe Racing Association has just published its 1985 Race Packet, a comprehensive guide to the numerous canoe races and outings their member clubs will host in 1985. For \$5 you can join the CCRA and receive this detailed 48 page, 5-1/2 x 8-1/2 booklet.

As the season progresses the events will be listed on these pages. For the balance of April and all of May, here is the calendar:

APRIL 27: Central Connecticut Poling Slalom Clinic, Still River, Riverton, CT. This is a chance to learn how to pole a canoe through a slalom course. Contact Ken Chichester at (203) 379-9000.

APRIL 27: Quinebaug Canoe Race, Quinebaug River, Canterbury, CT. A 12 mile flatwater race from the Wauregan Bridge on Rt. 205 to the Yaworski corn-

field on Butts Bridge Rd. Contact Jay Pollock at (203) 376-3311.

APRIL 28: Dam Sprints, Farmington River, Unionville, CT. A 2.5 mile race in Class II-III whitewater. A variety of opportunities for repeated running of a short whitewater course under racing conditions. Contact David Sinish at (203) 693-0073.

CAPE COD SEA KAYAK & CANOE GET-TOGETHER

Chuck Wright of the Southeastern Mass. AMC Chapter is organizing an introductory sea kayak meet on May 12 at Megansett Harbor in North Falmouth, MA to bring together persons interested in sea kayaking. Chuck invites anyone who thinks this might be of interest to come, bringing kayak, canoe or rowing craft. Persons without boats but interested in sea kayaks should come as this is planned as an event to introduce the sport to new enthusiasts. The morning session from 10 a.m. until noon will be on shore, to get acquainted, to look at the boats and to explain to novices the nature of the sea kayak and its use. After lunch (bring your own) Chuck plans an 8 to 15 mile paddle/row for those with boats. If heavy rain or gale conditions exist, rain date is May 26th. Location is in village of North Falmouth, taking Rt. 151 west off Rt. 28 (About 7-1/2 miles south of Bourne Bridge) about 1-1/2 miles through village of North Falmouth straight ahead to harbor at foot of hill. Call Chuck Wright at (617) 564-4250 or write to him at Box 814, No. Falmouth, MA 02556.

APRIL 28: Dam Sprints Poling Races, same location as above. Contact Nelson Walker at (203) 429-8711 eves.

MAY 1: Rainbow Canoe Race, Farmington River, starting and finishing at Rainbow Reservoir in Windsor, CT. A 5 mile upstream and back course (3 for novices). Contact Geoff Latsha at (203) 653-4312.

MAY 4: Housatonic Downriver Race, Housatonic River, Falls Village, CT. A 10 mile whitewater race for canoes and kayaks, starting just below Great Falls on the west bank of the river opposite the CL&P hydroelectric plant, and finishing in Cornwall Bridge just upstream of the Rt. 7 bridge. Class II rapids and some flatwater. Contact W.R. Tingley at (203) 364-5321.

MAY 5: CAMSPTO Race, Farmington River, Farmington, CT. A 9 mile flatwater race from the Rt. 4 bridge in Farmington to the Rt. 185 bridge in Simsbury. A cruise over the same course will also be held in the CCRA war canoe or your own boat. Contact David Sinish at (203) 693-0073.

MAY 18: CT Whitewater Championship, Farmington River, Riverton, CT. A 12 mile downriver race from the Peoples State Forest on the east side of the river in Riverton. Class II rapids and a drop into Satan's Kingdom are included. Contact Schuy Thompson at (203) 263-3404 days or (203) 482-2431 eves.

MAY 18 & 19: CT Slalom Championship, Farmington River, Burlington, CT. A 20 to 25 gate course at the Punch Brook Access Area just south of the junction of Rts. 4 and 179. Contact Jeff Dickson at (203) 289-9040.



WOOD/CANVAS CANOE HISTORY

Rollin Thurlow of Dover-Foxcroft, ME is researching the history of wood/canvas canoes as they were developed in Maine. In particular at this time he is interested in information on how J.R. Robertson, a builder in Newton, MA, came to Maine in 1903 to form the Robertson & Old Town Canoe Co. by joining with the then existent Indian Old Town Canoe Co.. This, of course, later became simply the Old Town Canoe Co. of today. Rollin is also interested in a firm known as Morse & Bigelow, he has communications to that firm from two of the earliest Maine canoe builders, E.H. Gerrish and C.B. Thatcher, communications dated in the summer of 1901. If any readers are knowledgeable on these matters, contact Rollin Thurlow at the Northwoods Canoe Shop, RFD #3, box 118-2A, Dover-Foxcroft, ME 04426, phone is (207) 564-3667.

RC MODEL YACHT RACING RESUMES

The Minuteman Model Yacht Club of Needham, MA has published the 1985 calendar of radio controlled model yacht racing around New England. April and May events are as follows:

APRIL 20: Eisenhower Invitational, Eisenhower Park, NY, Class M. Call William Moll at (516) 334-5276.

APRIL 21: Springfield Star 45, Springfield, MA, Star 45 class. Call Bernie Gaudette at (413) 525-7316.

APRIL 21: North Trophy, Saddlebrook, NJ. Class A. Call Francis Lucke at (201) 335-7609.

APRIL 27: Kerbs Challenge, Central Park, NY. IOR Class. Call Richard Plaut at (212) 249-3772.

APRIL 28: Spring HiBall, Providence, RI, EC12 class. Call Mike Andrea at (401) 724-5221.

APRIL 28: 3 UR, Heckscher, NY. Call Jack Patton at (516) 421-1135.

MAY 4: Eastern Div. Championship, L.I. NY, Class M. Call Ed Helme at (516) 883-8453.

MAY 4: Work party at Rosemary Lake, Needham, MA. Call Art Morell at (617) 444-6813.

MAY 5: Scale Operation Boats, Reservoir, Needham, MA. Call Ed Walton at (617) 449-2662.

MAY 5: Eastern Div. Championship, L.I. NY, Class M. Call Ed Helme at (516) 883-8453.

CUSTOM HOUSE MUSEUM IS OPEN

The Custom House Museum in Newburyport, MA is now open for the season, Monday through Saturday from 10 a.m. to 4 p.m. and on Sunday from 1 p.m. to 4 p.m. This museum has some very interesting material from Newburyport's historic old days as a major colonial seaport. Admission is \$1.50 for adults, 75¢ for children 5 to 15, and is free to children under 5.

Several programs are on the calendar for the year of interest to boatfolks, and they will be listed on these pages when the time is at hand. They include a dory building exhibition in July and the Mighty Merrimack Dory Race in September. Watch for details. Or contact the Custom House Museum, P.O. Box 306, Newburyport, MA 01950, (617) 462-8681.

USRA GETTING INTO RECREATIONAL ROWING

The United States Rowing Association, which oversees all serious competitive rowing in the nation has now turned its attention to trying to develop recreational rowing activity. A sub committee has been formed to look into how best to provide encouragement and the chairman is John Peinert of New Bedford, MA. Peinert builds rowing shells, both racing and recreational, and organizes the race at the Small Boat Show in Newport, RI. John invites interested input from recreational oarspersons. He can be reached at Peinert Boatworks, 52 Coffin Ave., New Bedford, MA 02746, (617) 990-0105.

MAY 11: Seebauer Memorial, Central Park, NY, Class M. Call Richard Plaut at (212) 249-3772.

MAY 12: Mother's Day Youth Regatta, Reservoir, Needham, MA, any boat. Call Ed Walton at (617) 449-2662.

MAY 12: Invitational, Housatonic, CT, Class M. Call Robert Mersereau at (203) 226-9370.

MAY 18: Northern Div. Championship, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

MAY 19: Northern Div. Championship, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

MAY 25: Carlin Memorial, Heckscher, NY, Class 3UR, call Jack Patton at (516) 421-1135.

MAY 26: Spring Open, Stonington, CT., any boat under 66", call Bob Weall at (203) 599-1644.

MAY 27, Memorial Day Regatta, location to be announced, any boat. Call Ed Walton at (617) 449-2662.

If you desire to find out more about radio controlled model yacht racing, you will find there are a number of clubs in New England and New York. The Minuteman MYC puts out a newsletter with a listing of schedule and all other clubs, send for this by writing to Jack Sullivan, 222 Manning St. Needham, MA 02192.

ALASKA SEA KAYAKING

ALASKAN SEA KAYAKING

Well, probably none of us will get to go to Alaska for one of these outings, but it seemed of some interest to inform you that Helen Woodings of Palmer, AK runs a number of sea kayak outings in Alaskan waters all summer, ranging from 3 or 4 days to two weeks, for all levels of sea kayaking skill, including "no prior experience". If you do happen to think this a possibility for your summer vacation, send for Helen's classy brochure, at Alaska Sea Kayaking, P.O. Box 1386, Palmer, AK 99645, or you can call her at (907) 745-3487. She heard about us and thought maybe you'd be interested.

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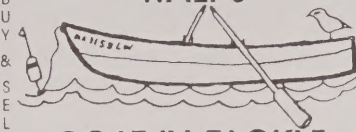
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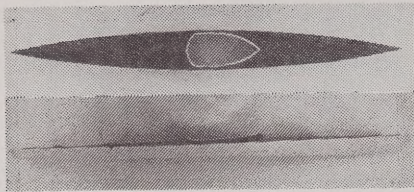
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12.5' YANKEE SAILING TENDER, Built from WOODEN BOAT plans. Has center-board, cedar planking, oak frames, mahogany transom, seats and rudder, bronze fittings. Will supply either sprit or gunter rig. 9' LAPSTRAKE TENDER, flat bottom, round sides. This excellent little tender can be equipped with a dagger board and spritsail. Planking 1/4" fir plywood. Transom and seats mahogany. WILLIAM CLEMENTS BOATBUILDER, P.O. Box 87M, No. Billerica, MA 01862 (617) 663-3103.

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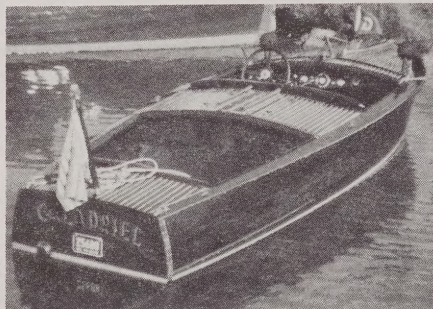
SPRING BOAT SALE: Some of these must go this spring to thin out my fleet, I need the money more than all the boats. 1964 16.5 TOWN CLASS lapstrake sloop, restored in 1984, ready to launch, \$1750. Bart Hawthaway slalom kayak with flotation bags, spray skirt and double paddle, in excellent little used condition, \$395. 1930 vintage 16' OLD TOWN lake rowboat, Rangeley hull built canoe style with two sets 7' oars, 65 sq. ft. sprit sail rig complete. Restored in 1983-84, \$995. DYNAMITE windsurfer, Bolger design, Payson Instant Boat, with new sail rig, \$195. 1941 Chris Craft 17' mahogany runabout, all apart, needs restoration, but nearly everything with it including correct engine, hardware, etc. \$1495. 16' ANNISQUAM FISH catboat restoration project, work begun, new sail, good spars and standing rigging. Hull is in need of restoration but is sound. \$495 as is, \$895 finished. Antique 21' strip planked fast canoe, beautiful condition, built in 1930's by J.R. Robertson, bright finish inside and out, perfect. \$995. BOB HICKS, Wenham, MA (617) 774-0906 after 5 p.m.

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14' CHAISSON ROWING SKIFF, new, cedar on oak with mahogany trim. Copper and bronze fastened. \$1800. Can be seen at Montgomery Boat Yard, Ferry St. Gloucester, MA.

ERNEST TARR, Gloucester, MA (617) 283-1287 aft. 5 p.m. (26)



16' DODGE RUNABOUT, 1930, Hull # 481. Fully restored but needs prop shaft. Original Mermaid. \$4000.

BRUCE REYNOLDS, RFD 5, Box 9, Laconia, NH 03246. (23)

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NEW BLACK RIVER CANOE, Duster model, 15', 6" symmetrical hull. Hand laid isophthalic fiberglass hull, hardened 6061 anodized aluminum gunwales and thwarts. Round bottom without keel, full cheeks, moderate tumblehome. \$599. Also available in kevlar at extra cost. WALT'S BOAT & TACKLE, Dracut, MA (617) 957-5865. (23)

OLD TOWN CANOE ROWING SEAT. Fits Old Town and most other canoes, friction mount, no bolts. Includes footrest and oarlocks, used only once. \$100. JOHN ARBA, Lawrence, MA. (617) 688-1682. (23)



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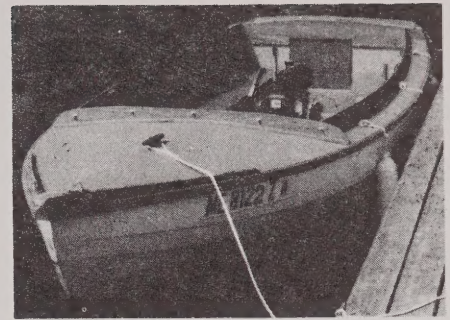
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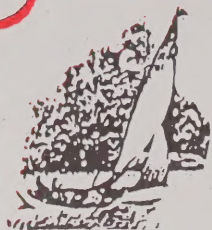
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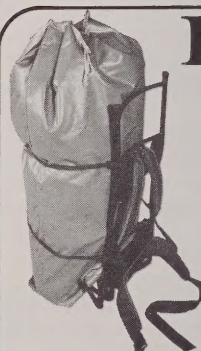
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