

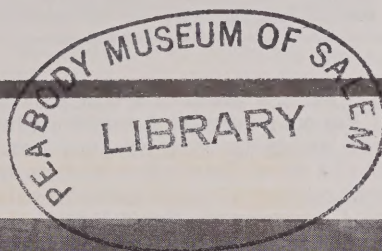
Small Boat Show Preview



messing about in BOATS

Volume 2 ~ Number 24

May 1, 1985





messing about in BOATS

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Our Next Issue...

Tom McGrath returns with further chronicles of his adventures in an old Townie sloop. This time he'll be telling us about how he came to own the old boat and why. And we'll have three different dory skiffs to look at, each a different approach to a traditional craft. Then there'll be some owner feedback on Elrow LaRowe's MICRO mini-maxi boat, and probably at last we'll fit in a look at a west coast wooden upgrade of a Laser. And maybe some first spring outing on the water stuff. Maybe.

On the Cover...

The Martin family at play in their new Cape Horn Appledore. Douglas wants to paddle and Arthur wants to row, so off they go their separate ways. More elsewhere in this issue.

Commentary

BOB HICKS



*Hi~ho,
off to the show!*

I'm not much of a boat show goer as I'm not a very good consumer, hardly ever buying anything new, and certainly not at a show. This is not the fault of the show concept, it's a character flaw I have. But I do go to the Small Boat Show and the Wooden Boat Show. One for ideas on boats I can afford and interest me, the other to vicariously participate in the wooden boat experience at the top.

My first boat show was the Sailboat Show at Newport back in 1976 when we had decided we wanted to try sailing and were ready to go look at boats. Where else but at this one spot where all the available new boats were gathered. After three hours of viewing interiors and fending off used car salesmen temporarily employed hustling the latest in indoor-outdoor carpeted floating Winnebagos, we left goggle eyed and headachey, and determined to go look at some REAL BOATS, used wooden ones. Which we did over the next six months, through the winter, and an adventure it was. We never went back to the Sailboat Show, but the following year we had our own wooden 24 footer that could barely sleep two.

We went to the Boston Boat Shows once also, both of them, two weeks apart in February a few years ago. Again, disappointment, all that gleaming plastic and chrome and metalflake and hard driving dudes in blazers and signs about not stepping aboard without proper shoes. At one, three wooden builders provided a brief relief from consumerland.

Then came the Wooden Boat Show and its wonders. By then we had every issue of WOODEN BOAT ever printed and were READY. It was just great, we even worked a booth for the Peabody Museum and the TSCA and got all caught up in the ambiance of the occasion. This show has since been a MUST and with our publication now, we exhibit there.

So last year we went to the Small

Boat Show because the same people who made the Wooden Boat Show work were running this one. Aha, back to fiberglass, with just a bit of wood. But, it was okay, for most of the fiberglass craft were being built by the same sort of people we had come to know building in wood, and there was a lot of creativity in evidence. The odd "production" boats stood out in their monotony. We were exhibitors and ended up not spending enough time going through the show in depth to develop some articles on what we found of interest. So this May I'm going to the Show as a journalist, my sales manager hat will stay home in the office (unless you happen to catch me there and want to buy a subscription). I'm going to spend three days talking with builders, trying their boats, all the fun stuff. That'll give me plenty of grist for this mill in following issues.

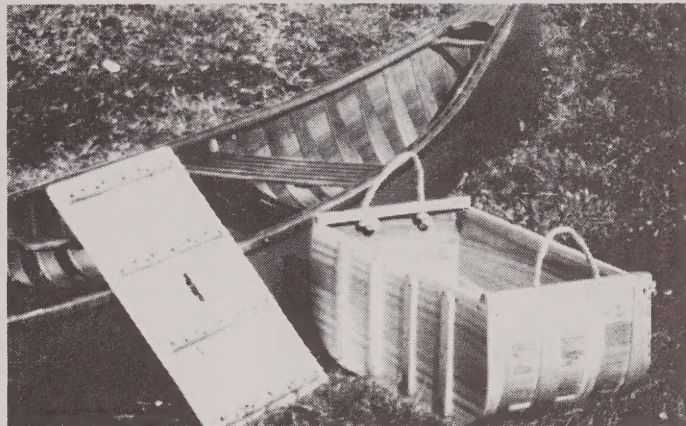
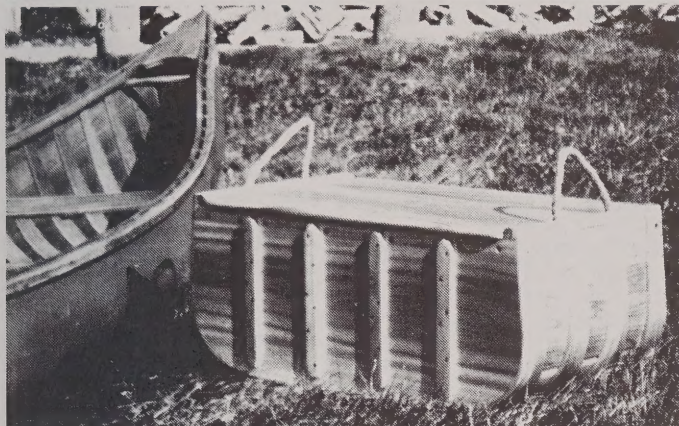
As a journalist I have acceptable reasons to try out boats I'll never buy, but you should also come to the show if you are trying to decide on a boat, or a way of boating. If sliding seat rowing is something you think you might like to try, here's your chance. If you're thinking of a different sailing craft, here's your chance. Even if you happen to be into outboard craft, there'll be some there. Yes, I know, I'm not much on them, but there are some nicely done ones.

And the events scheduled provide not only entertainment but also information. The rowing boat folks take the race pretty seriously and some bring in hero level oarsmen to be sure to look good. Still, you can see what they look like going for it in a variety of craft. And you can get into it yourself, with your own boat, or in one of the oddball Waterbug boats in a special public slalom contest.

Take a day, or two, or three and do the Small Boat Show. It's more like a fair than a trade show, and you'll have a good time.



What is a Wanigan?



Jim Hanna had a Wanigan on display at the Wooden Boat Show last year. Jim runs Iris Boat Works in Marshfield, ME, building traditional canoes, especially big expedition types. Jim also runs springtime whitewater canoe expeditions in his part of Maine. A Wanigan is something he uses on such trips in his canoes.

What it is is a specially built box for holding and portaging canoe and camping gear. It is shaped to fit nicely into a big canoe, with construction much like

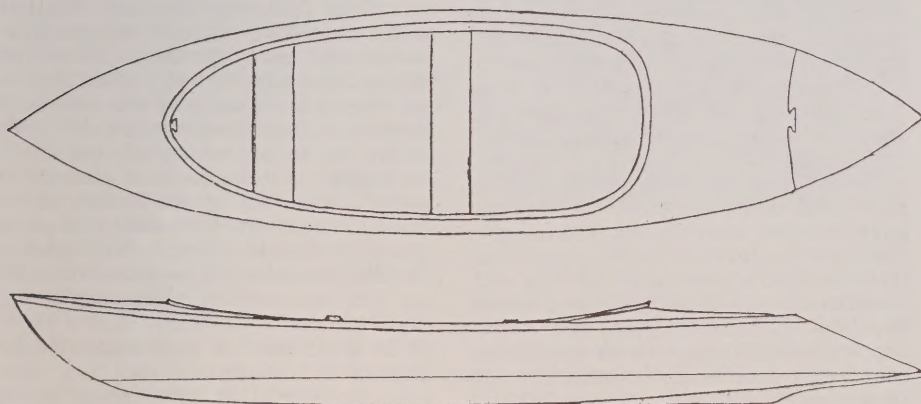
a canoe, flat steam bent frames planked up on the inside, with bulkheads and a removable top. Two carrying straps are at each side. A whole lot of stuff can go inside. And the top can serve as an extra seat, or a table on which to prepare that expedition stew at day's end.

Jim sells the Wanigan for \$126 post-paid. It measures 29-1/2" wide (across the canoe) by 16" long by 12-1/2" deep. All fastenings are brass or bronze. The canoe planks and frames used in its con-

struction are finished with a penetrating marine oil natural, giving a lustrous matte sheen that will last for years.

Jim offers a club discount price of \$90 each in lots of 6 or more. You can learn more by calling Jim at (207) 255-4216 or writing to him at Iris Boat Works, Marshfield, ME 04654. He also builds a 16 foot river canoe and a 20 foot Grand Laker canoe, traditional wood and canvas construction.

How About a CATERPILLAR?



John Garber is already planning his next down east rowing cruise. In 1983 John bought Dynamite Payson's first GYPSY, an open rowing, sailing craft, and rowed it along the coast from South Thomaston to Mt. Desert and back. He told his story briefly in one of our 1983 issues, but a more comprehensive re-

port is being serialized now in SMALL BOAT JOURNAL's Numbers 40, 41 and 42. Look them up.

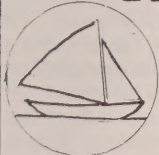
But the next trip. . . Well, this time John wants to go outside to the islands. Instead of staging along the coast from port to port, he's going to do it outside from island to island. For this he felt a

new boat more suitable for exposed sea conditions would be desirable, and so he's come up with CATERPILLAR. First GYPSY, now CATERPILLAR. Is there some connection?

CATERPILLAR was designed by John (who is a sculptor) in the fall and winter of '84-'85 in consultation with Ken Bassett (Onion River Boatworks) and Phil Bolger. John says they differed about the stern configuration (see sketch) with Phil favoring it. The lines were derived from a series of four half models John did to clarify his ideas. The drawings are close to model #4.

John's inspiration came from his GYPSY experience, and the new boat will be built by Ken who will have the discretionary authority over construction methods and details, in the modern plywood mode. CATERPILLAR is three feet longer on the waterline than GYPSY, half decked and V-bottomed, and is intended for more open water work cruising under oar, one or two persons. We'll be hearing more about this new outing in the summer of '85.

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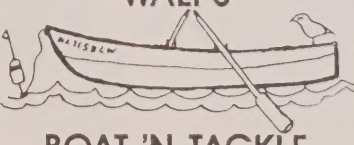
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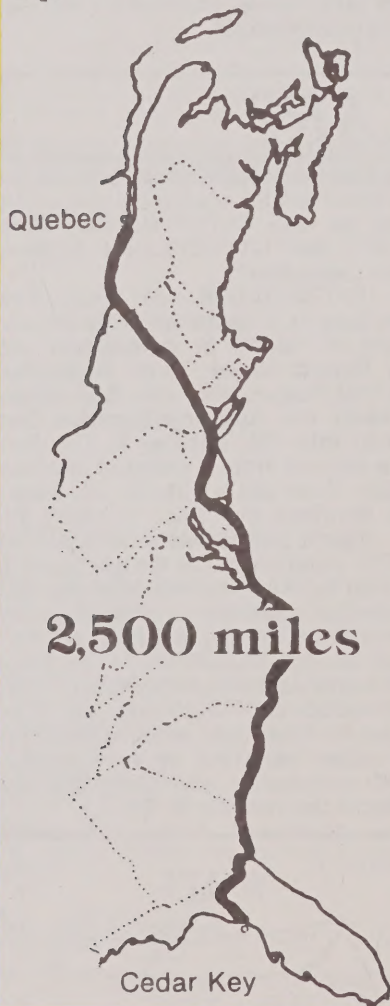
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Chris and his paper canoe prior to the trip.



VOYAGE ~ of ~ THE PAPER CANOE

Nathaniel Bishop Chris Cunningham
1874 1983

A voyage begins with an idea. The idea behind my travels from Quebec to the Gulf of Mexico in a canoe was found in *WOODEN CANOE*, quarterly publication of the Wooden Canoe Heritage Association. As I read articles about the construction of paper canoes and a voyage taken in one by Nathaniel Holmes Bishop in 1874, I determined to make a paper canoe and re-create Bishop's historic cruise. As a builder of traditional craft (boats for oar and sail as well as wood and canvas replicas of Eskimo kayaks) I was fascinated by the prospect of building a boat with many of the virtues, but none of the vices of, brace yourself folks, fiberglass. Paper promised fiberglass' light weight, simplicity of construction and smooth skin adaptable to any shape, but without its expense and toxicity to both body and soul.

To the wealth of information in two issues of *WOODEN CANOE* regarding the construction of paper canoes, I can add only a healthy measure of uncertainty. Ever since the commercial possibilities for paper boats vanished with the E. Waters & Sons Co. of Troy, NY in the last century, most paper canoes have been built in the spirit of a game, to see if it could be done. Those of you who wish to join in the fun of building with paper will have to make your own rules. I chose to approximate the construction of those Waters boats, using materials that are readily available, inexpensive and pleasant to handle.

Waters used high quality manilla paper laid the full length of the plugs that gave his boats their shapes. I have yet to discover the formula for his waterproof glue. Erhardt's method of building with newsboard over a lattice frame seems like a lot of work for a lumpy hull. Building on a smooth plug or over an existing boat (being careful to secure the blessing of the boat's designer, if necessary) is easier and more in keeping with the original method.

The first hull I molded was a laminate employing the powdered resin (urea formaldehyde) suggested by Jack Hazard. It was light and stiff. However, though it survived the shock of a fist pounded upon it, it shattered terribly when struck by a rock. I was aware that carpenters' glue (aliphatic resin) that I used on the second and final hull was water soluble (as is the wallpaper paste in Walter Fullam's boats). Nevertheless, the laminate made from carpenters' glue is tough and impact resistant; its durability depends on the integrity of the paint protecting it. Even casein is not entirely waterproof, besides being hard to find. I have not yet tried resorcinol (the Cascohen mentioned by Erhardt). It may be the answer.

Of the plastics, polyester is much cheaper than epoxy. Both are tough and waterproof, but are noxious and messy to work with. I am not yet satisfied that anyone has duplicated with currently available materials the qualities of the original Waters boats. Test panels of different papers and glues will help you find the best solution for your purposes. Believe me, you'll be less apt to cry when its a small panel instead of an entire hull that shatters or dissolves during testing.

A few days before I strapped my new canoe to the top of my car for the drive across the continent to Quebec, where Bishop's journey had begun a century earlier, I added a partner, Courtney Bell, and her fiberglass kayak, to the venture. When we put the boats into the waters of the St. Lawrence River, we noticed dimples and soft spots forming on the paper hull, the first signs of water saturating the laminate.

At the end of the first day's paddling, we found ourselves trapped in the shipping lanes by barriers of dredged up boulders lining the channel. Navigating by the lights of a pulp mill reflecting in long streaks across the water, we bounced into, over, around and, finally, through the line of boulders. We were then stranded by a low tide on a flat rocky plain. Late that night, as the tide flooded toward shore, we walked with our boats in tow behind the line of slowly advancing water. When we reached the high ground, we had to haul our boats and gear up a rocky embankment to camp by a railroad spur leading to a pulp mill.

The following day, less than 25 miles into the voyage, I was painfully aware that my canoe could not survive the rough treatment that is inevitable on an extended cruise over all manner of terrain. Around the scratches left by the rocks the paper was as soft and pliable as leather. A milky liquid of glue and sea water oozed out of the lesions in the paint. There was no turning back, however; it was too long a drive back to Seattle. I resolved to keep the boat going as long as possible. With any luck, I could paddle it to Troy, NY, and repair it in the town that once supported the paper boat industry.

I suspect it is unnecessary to convince the reader of the virtues of canoe cruising. With caution, patience and foresight, the trials of our long distance paddling never exceeded the rewards. There is also little need to mention that duct tape will, for a while at least, hold anything together.

We met with extraordinary good fortune when we reached Troy. A family opened their home to us for the two weeks we were there. They also referred us to Irving Moore, historian emeritus of Troy a gentleman well acquainted with the operations of the Waters Co. and eager to put his knowledge and his garage at our disposal. Though information about the techniques used by the Waters firm was easy to find in the Rensselaer County Historical Society, materials to duplicate the process were not. The brown paper towels, handi-wipes and polyester resin

that made up the new bottom of my canoe were not materials of choice but had the virtue of being available. As much as I loathed using polyester resin, I had to bend the rules a bit to keep playing the game.

Mornings we worked on the boat in Moore's garage; afternoons, while resin or paint cured, we toured the city. Moore showed us three sites that had once housed the Waters factories. He also pointed out a two-story wooden building that had once been occupied by Bergmann, a building contractor who also produced a line of paper boats. One of the few questions Moore could not answer: What became of the paper boat industry in this century? The demand by competitive canoeists and oarsmen for light, smooth hulls should have sustained the industry, but nothing appears to have taken the place of paper boats until the advent of fiberglass and plastic resins.

With my canoe repaired, Courtney and I continued down the Hudson River and then up the Raritan River of New Jersey. At the head of the Raritan is one of the prettiest waterways of the entire trip, the Delaware and Raritan Canal. Built in 1834 and closed a century later, the tree-lined canal is now the axis of a 40 mile long park through the waist of New Jersey.

We paddled into Princeton near the midpoint of the canal, just as a thunderstorm broke over us. We took refuge in a restaurant. After we placed our order, we asked the manager if we could store our boats behind the restaurant for the night. He was so excited about our adventure that he told all the other customers about our travels. Two young men at the next table introduced themselves and told us they had printed a Christmas card for a man who was interested in paper canoes. After helping us stow our craft, they drove us to their shop to look for one of the cards they had printed. They pulled out a copy of the cover of *WOODEN CANOE*, issue #11. "Merry Christmas, Walter & Dorothy", it said on the back. Fortunately I knew that issue by heart and had the name Fullam filed in my memory.

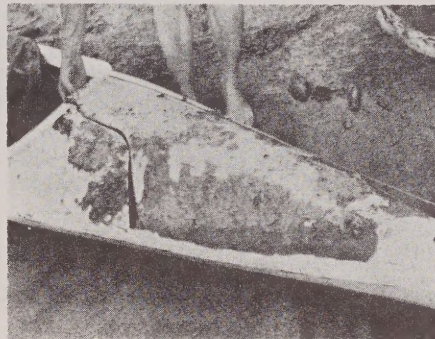
We met with the Fullams the next day. We shared our thoughts about paper boats and took pictures of one another posed by my canoe. Walter Fullam gave us the comforting news that Bishop had lived a long life before being laid to rest in Toms River, NJ. We felt a little more at ease knowing the man we were faithfully following had not, as had been previously reported, disappeared forever into the Everglades.

During the trip, Bishop proved to be an elusive character. A few days paddling from Princeton, for example, we stopped at Bordenton, on the Delaware River, seeking the boat shop of J.S. Lamson. Lamson had built the clinker built canoe Bishop rowed from Quebec to Troy and had stored Bishop's paper canoe during a stopover in Bordenton. But Lamson's shop was gone, buried in the humus beneath a tall stand of trees. In several towns we searched without much success through files of old newspapers, looking for interviews that Bishop mentioned in

his books. The task of following a century old track required more time than we cared to spend in libraries and archives. I felt happier looking for Bishop's footprints out of doors.

On the advice of boaters along the Delaware, we strayed from Bishop's path to avoid treacherous waters that had capsized him in Delaware Bay. Instead we paddled the old C & D Canal to the Chesapeake. Our detour was not without its own hazards. At Kent Island, I pulled the stern of my canoe onto a narrow stretch of sand to photograph some of the formations in the sandy cliffs at the water's edge. As I peered through the viewfinder of my camera at the ripples of an ancient beach buried in the alluvial deposits, I heard a loud WHUMP and looked up to see the stern of my boat buried under tons of sand that had fallen from the cliff. While Courtney, who was still in her boat, kept an eye on the cliffs above me, I dug my canoe out. When I finally pulled it free, I found the after deck torn along both gunwales and folded into the hull. The bottom and all of the wooden framework were still intact. With the help of a Kent Island family, we were able to repair the boat and get back into the water the following morning.

After the sandbank caved in.



A few days later, a northeasterly blew us ashore less than a mile north of the mouth of the Potomac River. I stepped on a piece of glass, barefoot of course, and gored my foot. After a trip to the nearest hospital, I limped along with six stitches in my toe and doctor's orders to keep my foot dry. Finally, the day we rejoined Bishop's path at Norfolk, VA, Courtney narrowly escaped a capsize in eight foot waves heaped up by the clash of wind and tide at Hampton Roads.

From the Chesapeake we paddled 712 miles along the canals, marshes and sounds of the Intracoastal Waterway. Courtney and I were frequently interviewed by the press about our travels, but it was always the paper canoe that made the headlines. The historical aspect of our trip brought us into contact with many old timers. They told us what the country was like when Bishop had passed through in the days of their parents. Before highways and railroads, the waterways were the main arteries of commerce serving the population along the coast. We found only traces of the in-

dustries that once thrived there; the moss covered rubble of brickyards and lumber mills, the rotting pilings of wharves where schooners loaded plantation crops of cotton and rice.

On the final leg of the journey, crossing northern Florida through the Okefenokee Swamp and along the Suwannee and St. Mary's rivers, Courtney and I realized that the success of our voyage was not ahead of us at Cedar Key, where Bishop's paper canoe cruise had ended, but in the experience of each mile that we had paddled. When we reached the Gulf of Mexico, we had 2500 miles behind us, yet found ourselves wishing for as many more ahead. Cedar Key came much too soon.

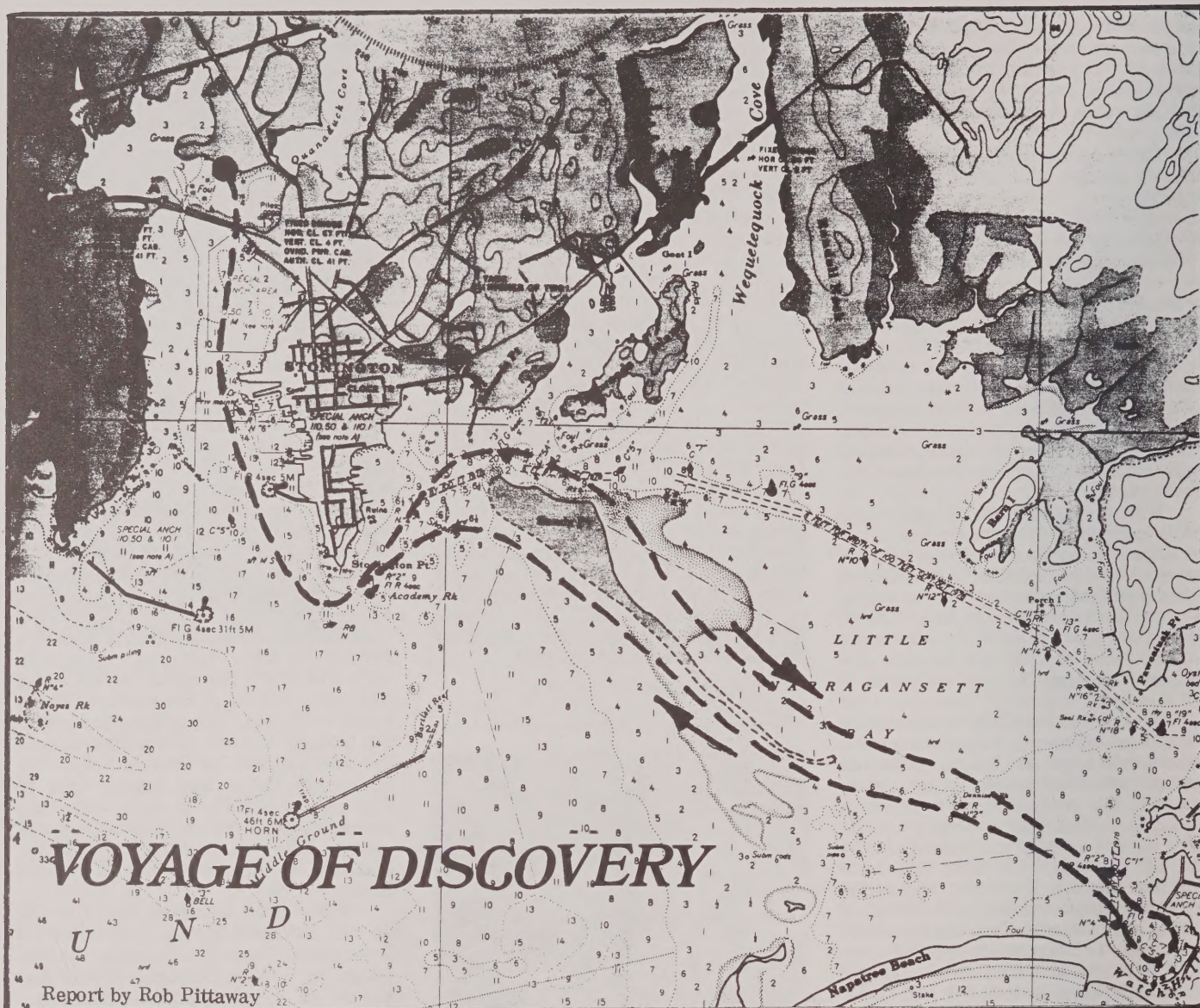
Pulled up on the beach for the last time, the paper canoe showed the wear and tear of more than four months of hard work. It had fulfilled its purpose nobly. I had planned to cut up the decks for souvenirs to send to the many people who helped us along the way, but when I approached my boat with a hatchet in hand, I found I could not destroy the craft that had served me so well. It remained behind when we left Florida.

Before returning to Seattle, we visited the Fullams. Walter was unhappy to learn that the paper canoe was not on its way home with us. A few weeks later, on a trip to Florida, he attempted to retrieve the boat so it could be exhibited in boat and canoe shows on the east coast. The appearance of a New Jersey man in Florida looking for a worn out paper canoe increased the boat's value immeasurably. It is now in safekeeping in the Museum of the Cedar Key Historical Society.

With Fullam's help we finally caught up with Nathaniel Bishop. We visited his gravesite in Toms River and had the privilege of looking through some of his papers at the Ocean County Library. While leafing through the newspaper clippings he had saved about his exploits and reading his journals, letters and manuscripts, we came to know an extraordinary man.

On the beach at Cedar Key.





Wednesday, March 27th, turned out to be one of those early spring days that suggests one get out the boat and go for a paddle. Consequently, I put on my painty khakis, old floppy boat shoes, turtleneck, Sea Eagle bright orange jacket and headed for the cellar where the 11' double paddle paper canoe had rested all winter. I had to move a few things that had gotten shoved around during the winter's projects, but managed to get the boat out, along with the paddle, find three buoyant cushions that I use for seat and back rest and get everything together in the backyard. Remembering my hat was a piece of mental acrobatics in itself and there was the sponge I had stashed in the boat last fall.

I am fortunate that a short walk brings me to a good put-in place at the edge of a cove (although this time I had to take the long way around the house because some dirt had been dumped in the driveway in preparation for improving the garden). As soon as I was on the water the first paddle strokes reminded me that I was dipping the blades too deeply, but after that the rhythm came back and I was off, gliding amongst the docks and rental boats out into the cove and

heading for the railroad bridge beyond which lay Stonington (CT) harbor. My provisions consisted of a partly consumed bottle of ginger ale and a hunk of bread I had hastily sliced off a large round loaf.

By the time I got underway at 11 a.m. the wind still had not come up and the harbor was remarkably calm. It was a nice paddle through the deserted mooring area that soon would be chock-a-block with large, fancy sailboats. Soon I was down to the very southern tip of Stonington, which is strewn with rocks on either side of a small town beach. Nobody was down there this early in the season, although soon there would be sun worshipers and lots of people in parked cars just relaxing while scanning the waters of Fisher's Island Sound.

As mentioned in a bygone issue of this magazine, circumnavigating an island, large or small (or a continent!), has its own special appeal. My first trip every year is to do a circumnavigation of a long, narrow sandy strip of land just to the east of Stonington called Sandy Point, a favorite place for picnickers, swimmers, sunbathers and walkers when

the weather gets warmer.

I feel a certain satisfaction in having set this goal and achieved it for my first trip. Besides, I don't like boat trips that don't have a destination or a goal in mind, and this fills the bill.

The channel goes between the island of Sandy Point and the mainland and then all the way to Watch Hill, RI. In summer this area is constantly alive with the wakes of motor boats going through what is thought of as rich man's land. Now, though, it was almost dead calm and paddling around the western end was peaceful.

On the northern side of Sandy Point the light breeze made the glass smooth lee and so I headed for that in order to glide along smoothly and slowly. A man and his dog had motored out there for a bit of exercise. As I headed for a long abandoned pier foundation, they came closer, the dog running and jumping in delight with the warm day. As I headed toward the shore I saw I could go between the pier foundation and the island. When I came close enough to hear without shouting, the man asked me if I was going to land. No, I replied, and kept head-

ing between the foundation and the shore. When I came close, the dog came bounding into the water toward me. "Watch out, she bites!" was the advice. (So, that's why the earlier question). However, I was still in water deep enough to discourage the dog from coming farther and she did not get to sink her teeth into me or my canoe.

Farther on I headed into a flock of seagulls all sitting on the water and screaming at each other. I suppose they were just having their usual gull conversation. As I drew near they took off quietly without seeming to be much bothered.

Soon I made my first discovery of the expedition. The ginger ale was almost flat. It seems the two liter bottle is too big to keep the fizz in the liquid as it is gradually emptied, too much air volume inside into which the carbonation can escape.

Oh well, I paddled on in the lee of the island and saw two canada geese standing in the water by the edge of the sand, not bothered by my presence. A flock of cormorants flew over.

My next discovery was more enchanting. I saw patches and streaks of what looked like seeds floating on the water. I went up to one and swished my finger through the patch to see what would happen. The little grains sank. I looked

more closely at a patch of undisturbed grains and they turned out to be very thin, flat pieces of sand apparently held on top of the water by surface tension. They must have blown off the beach and been left on the water when their heavier companions sank. This seemed like a wonderful discovery on this sunny, quiet day. A little bit of nature understood. It could only happen in a small canoe in the very calm waters in the lee of a sandy island. When the wind came up later and rippled that surface, those grains most likely went to the bottom.

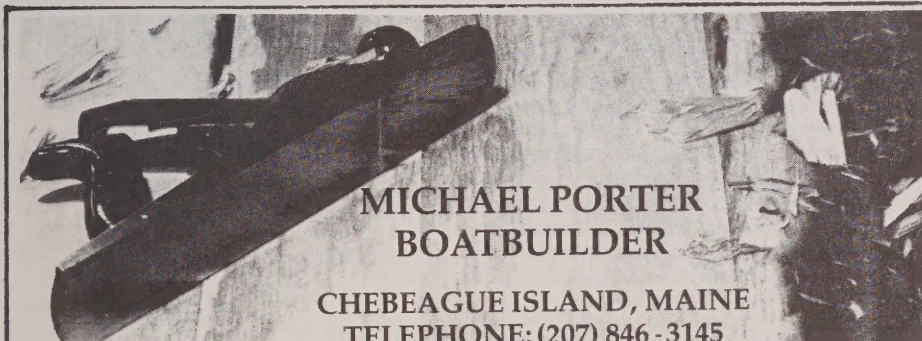
Now I was close to the eastern end of Sandy Point and I pulled out my chunk of bread to have a gnaw and at the same time took a swig of ginger ale, not bad for a hastily assembled sack of provisions. Clearing the end of Sandy Point, I could see Fisher's Island, which lies about two miles offshore. Just as I looked toward the island, I heard what sounded like the fire horn, loud and clear across the calm waters, and noticed what appeared to be a small brush fire out there.

But now it was time for decision. Would I just keep on going around Sandy Point or would I paddle over and see what Watch Hill looks like before the season begins. I had to consider that this was my first outing and would I be up to paddling the distance involved. I decided it

wasn't all that far and since the breeze that had come up was very light and would not seriously hinder my trip over and would help my return, I went for it. The shore looked strange and only when I got close did I realize I had been looking at the outward side of the small breakwater that protects the harbor. I paddled on inside the breakwater and around the perimeter of the harbor. No boats this time of year. The rich folk were still down at the boatyards spending. No one around the dock area either. Only a dog sniffing about. And on the water just a small flock of ducks serenely paddling by.

So then it was back to Stonington along the south shore of Sandy Point. The water was amazingly clear and somehow it was very pleasing to be able to look over the side of the boat and see patches of sand and seaweed going by several feet below. Then when I got into very shallow water, the sand was close enough that my paddle tips touched bottom on normal strokes. No birds, no mysterious patches of floating matter, no boats, on this side of the island.

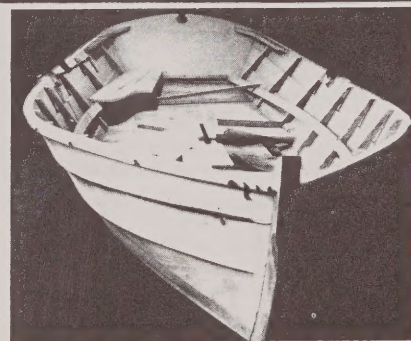
Ahead the Old Lighthouse Museum stood out on Stonington Point and I made a beeline for that. Then soon I was rounding the rocks at Stonington Point and heading up the harbor towards the railroad bridge and home.



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Schatz & I



Report by Bruce Amaro
Illustration by Daniel Marcus

Schatz and I stood on the thin ice coated sand in the cold dark. The small wavelets broke silently against the uniced sand in front of us, and we could hear the melting water trickling along under the ice and sand as it ran back down to meet the tiny waves. Hundreds of rivulets of melting ice water thinned the ice on which we stood and cut little gullies into the frozen sand where it met the ocean at the water's edge. The beach was dark and the water in front of us black except for the usual phosphorescence, that was a thin white line along the black beach as each row of tiny waves broke; each phosphorus line broke in spurts like little darts of horizontal lightning along the water's edge.

We could hear the tide out in the dark rushing by the channel buoys we knew were there. It reminded me of nights I walked along the English coast in the fall of a year years before, almost in another time. I remembered how impressed I was with the immensity of the English Channel and the way the unprotected coast line took the battering of the ageless waves. "There will always be an England" stuck in my mind. The Channel seas were low and rugged and pounded almost like some thundering hammers, and I was awed at the way the waves rolled out of the dark on those nights and suddenly appeared in front of me. Those were the waves that carried my then twenty year old father to Normandy, and on which he made so many friends that visited and called and told me stories when I was even younger.

Sometimes, I imagined myself eight-hundred years before, a Saxon wanderer on the beach at night suddenly surprised by a flotilla of Viking ships appearing in front of me out of the rolling waves and misty air. I could see the immense bow breaking over the waves and coming up onto the beach with men's shouts and them sweeping over the gun-wales in leather garments and war gear wading up the beach to change, again, England's history.

On the chilly winter beach with Schatz things were calmer. My rubber boots kept my feet warm and dry, and warm feet create enough of an illusion of comfort that the rest of me felt warm in the worst of weathers. Schatz, of course, wore his leaking and ragged sneakers.

"Come on. We will have to buy you some foul weather gear for tomorrow."

Schatz smiled. He knew we went to the beach for something. A trip out in this weather to see what was happening along the inland saltwater rivers always brought us some adventure; and Schatz some new item.

Everything was flat. The wind was mild and fresh and if the weather map in the newspaper was right, tomorrow would be perfect. A steady high pressure system with winds from the west and northwest. was in the area; good weather ahead for the New England area for the next twenty-four hours.

"Come on, Schatz. We're going sailing tomorrow, and you'll need some gear."

In new yellow plastic pants and a jacket over a winter parka, worn dungarees, and his sneakers, I left Schatz to rig the eight-foot sailing dinghy while I parked the car. He learned to rig the boat himself after a few months training, and it made him feel competent to be left to it alone. When I came back to the beach around a sand dune, he had the two piece mast up, halyard and sheet lines rigged and grinned at me as he rowed his launched little boat out into the estuary. I watched him. Carefully, confidently, the boy shipped his oars and let his momentum take him out into the main waterway. With a final hard pull he shot the boat forward a little more and shipped his oars. He did it just right so they would not get lost over the side. With all the nimbleness of a grown man on a larger boat, he moved around inside the little boat fitting it out. He slid the centerboard into its trunk and secured it with its retrieving line that ran around the mast. In the way he has of making it look easy, he slid the rudder into the gudgeons on the transom on the first try. It is his talent, this rudder placement act of his.

Schatz went back to his oars and rowed the boat back towards the beach. With a mighty pull, he pulled the boat towards the sand and shipped his oars in one motion. He turned and pulled the centerboard back out and went back to the rudder and turned the boat close to the beach, where he signaled me into the water and into the boat. With me in the boat, Schatz went back to his oars and

gave another grunting tug to steer the boat back out into the water, where, with a turn at the tiller, I brought the boat around into deeper water. Shifting places Schatz moved around the tiny hull setting the sail, sheeting it in, stowing the oars and just generally taking command.

Now, on a boat that size there is not much an adult can do. So I took my usual position on the centerboard trunk sitting as to face aft, watching Schatz sail the little boat out into the channel.

Schatz learned his first miserable lessons sailing and rowing here. As we passed along at certain points that he imagined existed out on the water, he said things, "Remember when I cried here?" or "Here's where I first learned to sail into the wind." It was not so long ago.

The Danver's River off Peabody beach reaches one of its widest and deepest points before crossing below the first of two bridges and becoming part of the ocean. The channel was empty of any boats this early December morning. The sun beat on the boat and warmed us as much by being there as for the way we felt; alone; Schatz in charge and happy; and the sheer silence that couldn't be taken away. Schatz took off his gloves and handed them to me.

The boat we used that afternoon was a small eight foot fiberglass Eli sailing dinghy. It was hard chined with two athwartship seats to stiffen the sides. The single sail had a mild roach and measured 39 square feet of area. The boat was cat rigged with no stays and the sail raised up through a slot cut into the aluminum mast, and we rigged our own vang system to flatten down the sail in a good wind.

Schatz was still small enough, then, to stand up near the rear seat once we were on a long tack and running steady. Actually the boat was fairly stiff and performed better when the steering was done standing up and near the centerboard-trunk. With the two of us in the center of the boat the transom picked up as well and there was less suction back there as the boat moved along. We never know how fast we were going, but as in small cars, even the slightest speed feels exaggerated and on some tacks the boat felt like it could keep up with anything we had sailed.

Schatz thought the exaggerated speed was great. In fact, it was good enough to torpedo the nearest channel buoy, he thought, and he tagged one as we flew along in the middle of the channel.

I was sitting so that I faced the rear of the boat, and Schatz was the only one watching the forward progress of our boat. As we sailed along the silent winter blue river, he chose to play tag with the channel markers. With a sudden jolt that knocked me back against the mast, the boat stopped dead in the water. I knew the channel was clear and assumed we hit an underwater object. Maybe it was Jaws. Realistically, I knew the channel was very shallow except in the middle, until from the tangle of centerboard trunk, sail, boom, and rumpled clothing, I stared up at the steel side of a red buoy. Schatz just laughed on. It was the first thing I heard.

"What are you doing, Schatz?"
"I'm going to tag all the buoys out here but I wanted to surprise you."
"You have."

The young and suddenly very experienced helmsman swung the boat off the buoy and put his little boat before the wind now, as we headed down river towards the other steel markers. With a little patience, and stealthy negotiation, we agreed that we would tag the buoys by hand as we passed them, rather than ram each of them head on. Agreed, it was great sport defying the elements, the boating community in general and rules regulating the use of waterways, but stuffing the bow into hard steel was not good for the boat.

It was Schatz's day. The channel was ours, and the boy was determined to live out some of his fantasies. And we literally bounced by one buoy after another along the channel for over an hour. Schatz was in good spirits, and it was a great laugh. I could imagine people in their houses along the shore watching us zig-zag our course back and forth through the buoys. Actually, after our final pass back up the river to the first buoy we tagged earlier, we tacked into the tiny marina at the end of the river where the fresh and salt water meet. From behind a big live-aboard yawl a young man waved and yelled to us to come over to him. Schatz turned up to the dock and brought the wind around behind us so we sailed in close to the dock and passed within feet of the man and his boat.

"Want to race?" he called out. "I have the same boat back here." He pointed to a small estuary on the far side between the dock and pilings. "Meet us in mid-channel," and I had Schatz take us out of the turbulent water into an area 50 feet off the yawl where the water was deeper and slack enough to wait for the challenger. In a few minutes the sailor was around to us and, being the challenger, let us pick the course. Schatz and I are

not at all racers so we picked a circular route down one side of the buoys and up the other.

The race was a bust. Before either of us passed the second buoy, we were talking about the challenger's big yawl and where he came from. We talked about all the things boat people messing about in boats talk about. The other sailor, whose name we never caught, came from Vermont to live on his boat with his girlfriend. He had thrown it all in to move to the sea and live right on it for awhile. The three men in the two boats talked about the tides, the currents and how the river had changed in the years I knew and the stories I'd heard from Schatz's father about the river when the suburbs were still small outlying towns. We three arranged to sail through the entire river the following weekend in my larger centerboard Sprite. We rounded the final buoy and headed up wind on three long easy tacks to a warm meal and drinks on the yawl.

The young woman cooked as if she were expecting us. The coffee was hot and she made us soup that warmed us when we didn't know we were cold. It was Schatz's first big boat experience. He never sat in the cabin of anything outside the boat-show, and here he was in the lit cabin of a big yawl.

The sun was down when we went back up on deck and jumped to the dock. Schatz yelled back thanks and ran to the dinghy and readied it for the return sail. We had to go back down river and around the wooded point to the long muddy beach where the car was parked. The wind died with the sun, so we each took an oar and rowed past the darkening hulls out into the river. As we rowed away, we saw the sunlight disappear and everything was silent. It was dark as we rounded the point back into the main channel. The wavelets rippled along the tree lined shore and we pulled hard back to our landing.

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The Cape Horn Appledore

ANOTHER SECTIONAL PULLING BOAT

In 1983 we were treated to a look at Ken Bassett's ideas on making up a multi-seat pulling boat in sections, with a bow and stern spaced out by individual rowing sections, up to four in Ken's design. Then this past winter Bill Gribbel of Rockport, ME sent on photos and details of his sectional SIREN, again capable of being put together in sections for one or two rowers. Both these ideas used sliding seat rigs. Now the pioneer in all of this sliding seat stuff for recreational use (not the long established racing sculls), Arthur Martin, has introduced his version, one of his Appledore Pods built in two sections so designed as to nest one within the other. Martin calls it the Cape Horn Appledore.

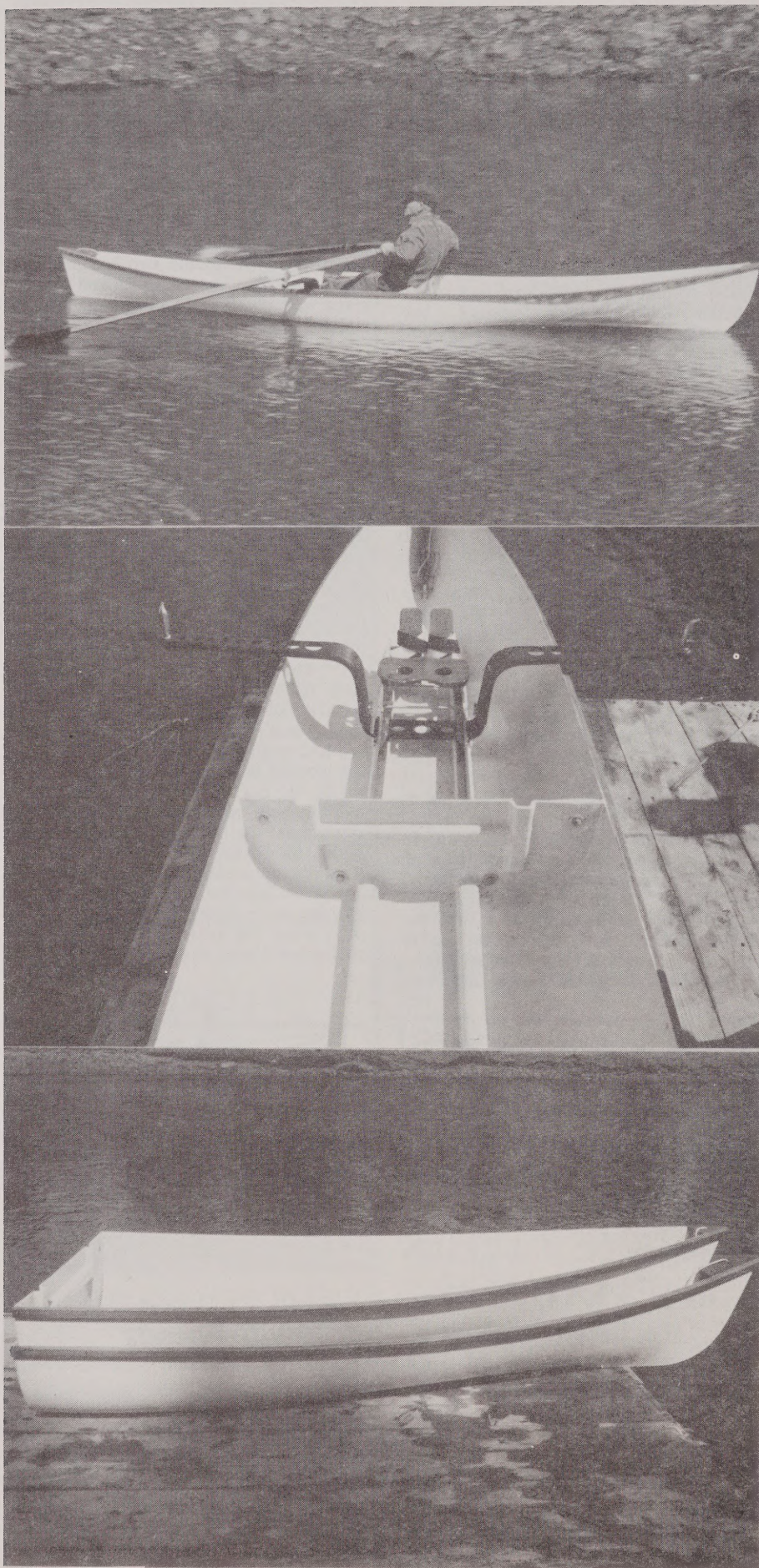
Charlie Porter, who regular readers have already met on these pages, commissioned the design for his second trip to Cape Horn, hence the name. On his first trip several years ago, Porter took a Martin Oarmaster and a folding Klepper, as he had to get there by air. He paddled this rig around in the Cape Horn area and Straits of Magellan for 18 months doing archeological explorations. During that time Charlie rowed around Cape Horn, something rather unique in today's boating world.

While Charlie's present trip (he's enroute now) includes the really challenging plan to row a special aluminum surfboat dory from Cape Horn to Antarctica, he also wanted a smaller craft useful for doing his research on Tierra del Fuego. Martin obliged.

The Cape Horn Appledore can be stored anywhere there's nine feet of linear space onboard a small cruising boat. Porter has a 36 foot Tahitiana steel ketch, for example. The special Appledore then becomes a rather high performance tender. It can be used with the Oarmaster sliding seat rig or a fixed seat, or either end can serve as a mini-tender. It weighs 110 pounds, and the bulkhead assembly can be accomplished in less than one minute.

This special Appledore will be built in 1985 on order. If this interests you, contact Martin Marine at (207) 439-1507 for particulars, or write to them at Box 251, Kittery Point, ME 03905.

From the top: Arthur Martin tries out his two part Appledore. Four bolts hold the bulkheads together with the entire Oarmaster in one end. The joint is a bit towards the back so that section will nest within the other.



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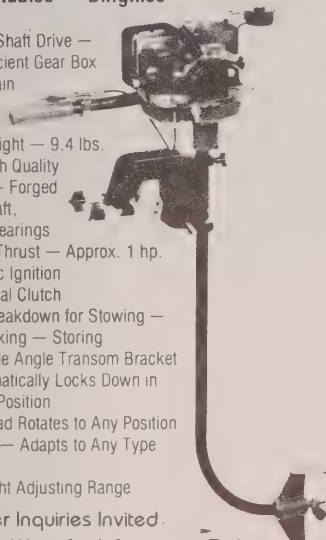
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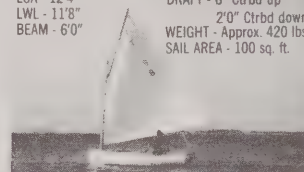
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NORTH AMERICAN

SMALL BOAT SHOW

The second time around for the Small Boat Show is coming up May 17-19 at Newport, RI. The 1984 show proved that such an early season show, on the water, aimed at the market for boats under 30 feet in length, and relatively inexpensive, would be popular. For 1985 those features found most attractive in the first show have been retained and some new programs in similar vein introduced.

The key aspect of this show for the potential buyer is the on-the-water opportunities available. Many of the exhibitors have displays on floating docks with their boats in the water, ready for try-out by serious prospects. The boats are not there for general public larking about on the bay, but for those persons who want to try before they buy, maybe several options.

Also important to the appeal of this show are the special events scheduled. Last year the rowing race attracted 70 boats, a major rowing turnout. The mini-12 meter regatta drew all the then available tiny twelve designs. A special match race between a fast pedalboat and a two man racing shell ended inconclusively when a fishing trawler backed out into the path of the competitors as they neared the finish line virtually abreast.

Some changes in 1985. The rowing race is on again. The mini twelves are not, in their place SMALL BOAT JOURNAL will host a regatta for the Saroca, a sort of do-everything boat meant to be sailed, rowed or paddled. So the regatta will require the participants, area yacht designers, to compete in Sarocas in all three formats of propulsion. And added this year is the Waterbug Slalom. Gary Hoyt, of Freedom Yacht fame, has designed a semi-enclosed pedal craft somewhat resembling an Easter egg with keel and propeller attached. These will be available to anyone over ten years of age wishing to try their hands (and feet) at setting fastest time around a slalom course. First try is free, any thereafter

go at \$5 a whack. Then an open challenge will take place on the course in which ANY human powered craft may go up against the Waterbug on the course, the fastest two finalists to then go for the trophy. Finally, the U.S. Rowing Association will conduct ongoing rowing clinics throughout the three days, for both sliding seat and fixed seat craft.

So here's what you need to know:

DATES & TIME: May 17, 18, 19,

10 a.m. to 6 p.m. each day.

PLACE: Newport Yachting Center, Newport, RI.

ADMISSION: \$5 adult, \$2 children under 12.

ROWING CLINICS: The U.S. Rowing Association will conduct clinics on rowing both sliding seat or fixed seat craft, covering boat types, oars, safety and physical fitness. Contact Rob Lincoln of RKL Boatworks, Mt. Desert, ME for further advance information, at (207) 244-5997. These will run all three days.

WATERBUG SLALOM: On Friday and Saturday anyone over 10 years of age may try the Waterbug over the slalom course to try to set fastest time, free the first try, \$5 a whack after that. Best times will receive prizes. On Sunday the open challenge will allow any sort of human powered craft to try to set fastest time over the course, with the top two going head to head for the trophy. For further advance information, contact Gary Hoyt at Hoyt/Harken Ventures, Newport, RI at (401) 847-7475.

SAROCATHON: On Sunday SMALL BOAT JOURNAL will host this special regatta in which area yacht designers will compete in these multi-purpose craft under sail, oar and paddle. Time is 1 p.m. This event is coordinated by the Saroca builder, and if you have reason to need to know more, contact Tom Glassman of the Signature Group, Portsmouth, RI, (401) 683-9003.

THE SMALL BOAT RACE: John Peinert of New Bedford, builder of the Fastart shells will again organize this

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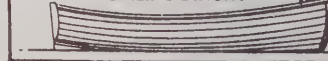
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event. Saturday at 1 p.m. the event will go off. It is an open race for any oar powered single or double, sliding seat or fixed. Lots of prizes are to be offered with a Fastart 16 recreational shell being drawn for from the race entrant list. Many oars will be awarded to various winners. There's a pre-entry requirement at \$12 fee, post entry on race day will cost you \$14. Everyone gets a T-shirt anyway. The course will be about 3 miles in length. For entry forms and further information contact John Peinert, Peinert Boatworks, New Bedford, MA, (617) 990-0105.

SEA TRIALS: Throughout the weekend, SMALL BOAT JOURNAL people will be conducting sea trials of their choice of small boats, sailboats in the 20 to 22 foot range and sliding seat rowing craft, along with cathedral hull power boats. These are all by pre-arrangement of course, not public events for spectating or participation. But, you'll read the results during 1985 in successive issues of SBJ.

IN SUM: It's a nice little show, not mobbed, not awash in endless lookalike plastic. Most of the small boats are built of plastic, but most are highly individualistic in design and conception. Wooden boats are also exhibited but in a minority. They have their own show in August. The variety of interesting small craft offered is well worth a look, and even if you are not a potential buyer, you can certainly get a lot of good ideas for your present small boat's fitting out from what you will see at Newport, May 17, 18 and 19.

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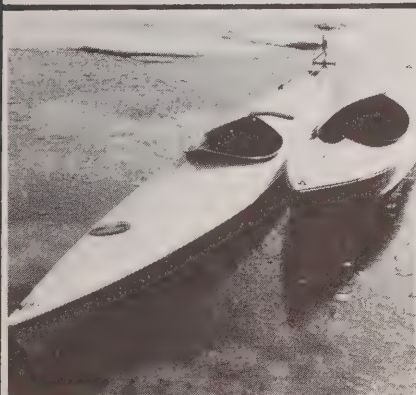
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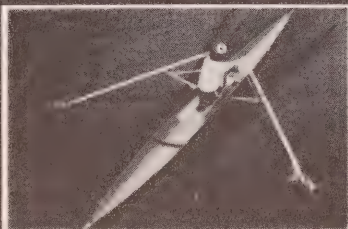


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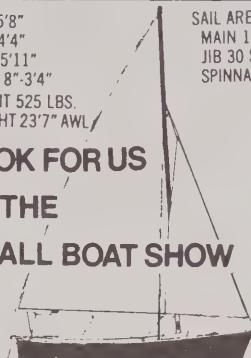
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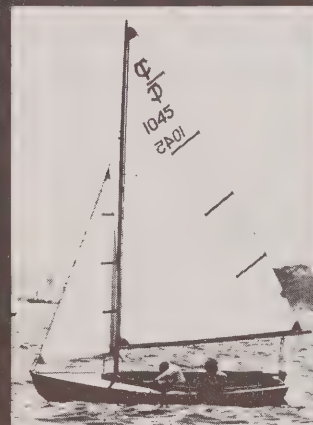
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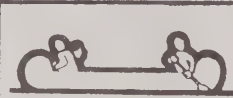
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Practical Lofting with **R.H. PROTHERO**: July 15-19
Half Hull Modelmaking with **JOHN GARDNER**: July 20
Cedar & Canvas Canoes with **HORACE STRONG**: July 22-28
Rowing Shells with **KEN BASSETT**: August 5-9
Recreational Boatbuilding with **DAVID FOSTER**: August 12-16

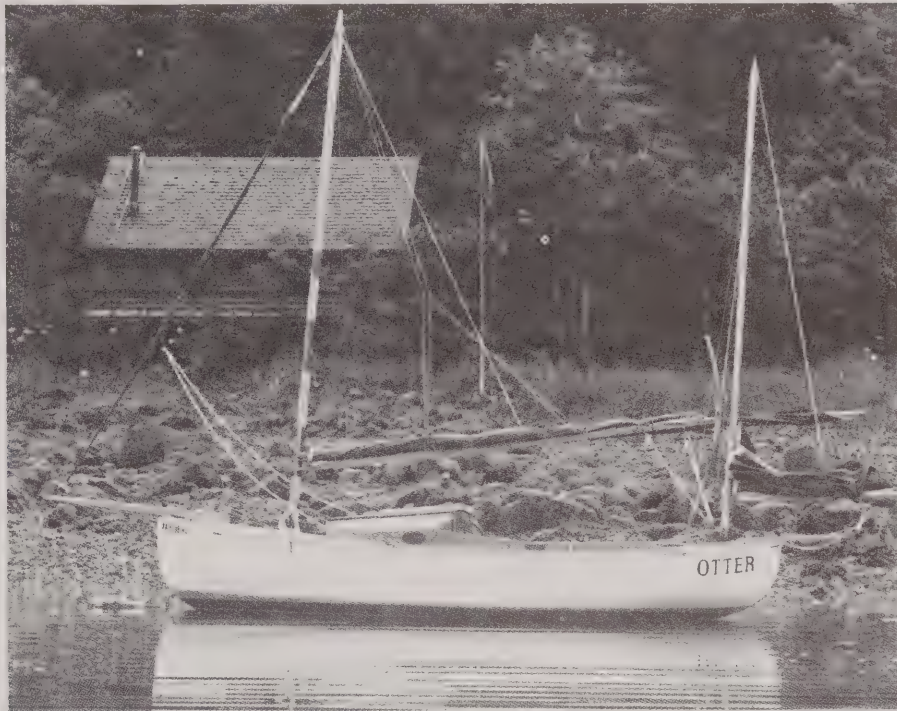
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In Search of a Camper/ Cruiser

EEL... a Wm. Garden Canoe Yawl



Reprinted by permission from SHAVINGS, the newsletter of the Center for Wooden Boats, Seattle, WA.

Story and Photos by Bruce Baker

When I was asked to write about *Otter*, one of the basic questions was whether she was the "ideal pocket-cruising, shoal-draft trailerable boat." When my wife, June, and I had her built in 1981, she was one of a handful of designs that I thought would serve us well. After three seasons of use I continue to consider her an ideal boat for our purposes—day sailing and occasional overnight trips. *Otter* is 18½' on deck. Although

her bowsprit and boomkin add about 5½', they do not interfere with trailering and the former is easily removed for storage if necessary. She is 6' wide, weighs about 1,100 pounds, and draws 10" or 12" with the centerboard cranked up, the rudder drawn up into its box, and the tiller cleated off to the mizzen halyard. As her sheltered anchorage goes dry on a minus spring tide, *Otter* gently rests on her 400-pound lead shoe keel (less than 2½" deep) and one of her two bilge skegs (each about 3' long and as deep as the keel). When dry, *Otter* reveals her nice lines in a manner suggestive of craft of the English firths where the tide goes out in a similar fashion. Such shoal draft boats included the canoe-sterned yawls of the last century, and it was these which inspired William Garden to create his *Eel* design, the first to appear in his 1977 book entitled *Yacht Designs*, published by International Marine Publishing Company.

I knew of two excellent boat shops in the Northwest that were building from Garden's lines. One specialized in carvel planking and the other, Schooner Creek Boatworks of Portland, Oregon, specialized in the cold molding method. I could see advantages in each technique yet decided to try the latter. *Otter* was one of the first such boats that Schooner Creek had built. They say they're building the eleventh now. Three are said to have cuddy cabins; two have flush deck cabins; and the rest are open as originally designed.

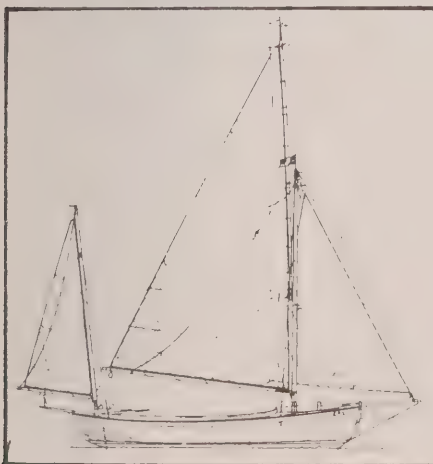
The hull is ½" thick and built up of layers of western red cedar and mahogany impregnated with epoxy and covered on the outside with a layer of fiberglass cloth and epoxy. I rough sketched a cuddy that I felt would be in keeping with Garden's design, and Schooner Creek built it in characteristically good form. There are two very comfortable upholstered bunks, four storage compartments beneath, a self-bailing anchor line bin forward, gear hammocks, and a brass kerosene lamp. I've contemplated a small heating stove, primarily to dry out clothes during the day on extended trips.

Tim Nolan's recent article in *Shavings* on his well equipped 16' *Heather* makes me less reluctant to sacrifice the space. I'm thinking a "Pansy" Mk. V charcoal heater would fit well and that its 3,000 to 5,000 Btu output might be just the ticket. If I can talk myself out of *Otter*'s reassuring 13-pound Danforth anchor, I'll switch over to a folding Norwegian anchor which would be far more convenient to stow.

As for power, *Otter* has 201 square feet of sail that is easily handled by one and which is extremely versatile. The boat is very well balanced (hands off the tiller!) with its sliding gunter main only, roller reefed jib and mizzen only, or with all three.

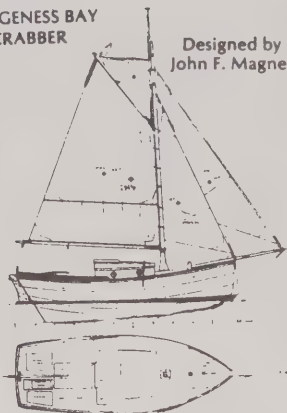
For auxilliary power, I am currently using a Johnson Sailmaster, a long-shaft 4 hp that hangs on a nifty little 6-pound stainless and hardwood transom bracket that disconnects from its deck plate with one thumb screw. Although *Otter* has rowing and sculling oarlocks, I find that I can move her slowly on flat water with a 6' canoe paddle using a J-stroke. Strong currents here tend to be localized and if there's the slightest breeze, *Otter* can be sailed.

We used *Otter* on 66 days her first year and on 48 each of the past two. She plied her way over 900 miles from Anacortes, Washington to Tee Harbor north of Juneau, Alaska. She sailed handily in 25-knot gusts across Queen Charlotte Sound under jib and mizzen, despite a brisk combination of sea and swell. I've had her on a run when the wind required sailing with only bare poles. The joy was in glancing aft at the catspaws reaching for the stern and feeling the boat rise gracefully out of reach while scudding along at a couple of knots to the shelter of a snug harbor. On one occasion when the main sheet wasn't eased up fast enough, our centerboard was visible from shore and we took a little water over the rail. *Otter* popped right back up though, in her usual forgiving manner. More often, we have simply enjoyed *Otter* under full sail, slipping along in light air at hull speed, slapping the ripples with her bow as she goes. □



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Designed by
John F. Magner



DUNGENESS BAY CRABBER, a multi-masted C.B. Cutter designed by John F. Magner. Plywood planking, bronze fastened. LOA 21'6"x7'10"x 1'10". Easy rigging and trailering with tabernacle mast. A fine wood pocketcruiser of traditional lines. Building plans for one boat, \$75.00 set. Study plans, \$7.50. Boat complete FOB our shop, \$11,700.

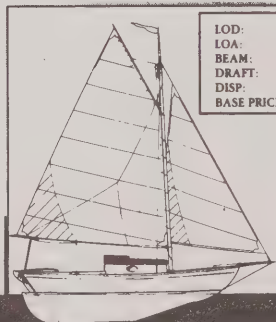
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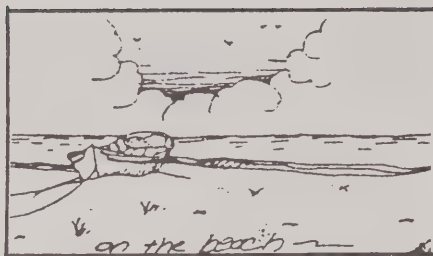


LOD: 18' 8"
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The ECHO BAY SKIFF is another 14 footer, this one a conventional looking flat bottom rowboat of graceful lines with a beam of four feet, three inches. Set up for one or two rowing stations, it is designed for traditional plank on frame building, but alternative plans for plywood construction are also available.



The Old Time OZARK JOHNBOAT is a utility sort of craft, cross planked rockered flat bottom, transom ended, about 14 feet long with 3 foot, five inch maximum beam. A nice platform for fishing and getting about in shallow marsh areas.

PLANS

Echo Bay Boats



Readers who have been with us for a while might recall some of the designs and illustrations we've published from Daniel Marcus of Echo Bay Boats in New Rochelle, NY. Dan's illustrations really touch a nostalgia nerve somewhere, they look very much like those from the '30's era boating press. Nice. His designs follow along traditional, simpler concepts.

Dan offers study plans of his designs at \$1 each, building plans are in the \$15 - \$20 range. Plans include all necessary advice for building each boat. You can obtain these from Dan at Echo Bay Boats, P.O. Box 1708, New Rochelle, NY 10802.

Top: A Chesapeake Sharpie ready to go. Bottom: Enjoying the Ozark Jonboat.





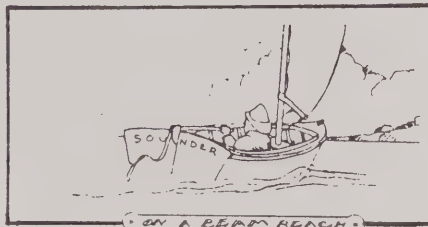
The RADICAL FAST CANOE is a very light fast paddling craft with extreme tumblehome on the sides and a rounded bottom section. It is very tippy but also fast, not unlike the faster sporting sea kayaks. Planking is 4mm plywood, seams are fiberglass taped.



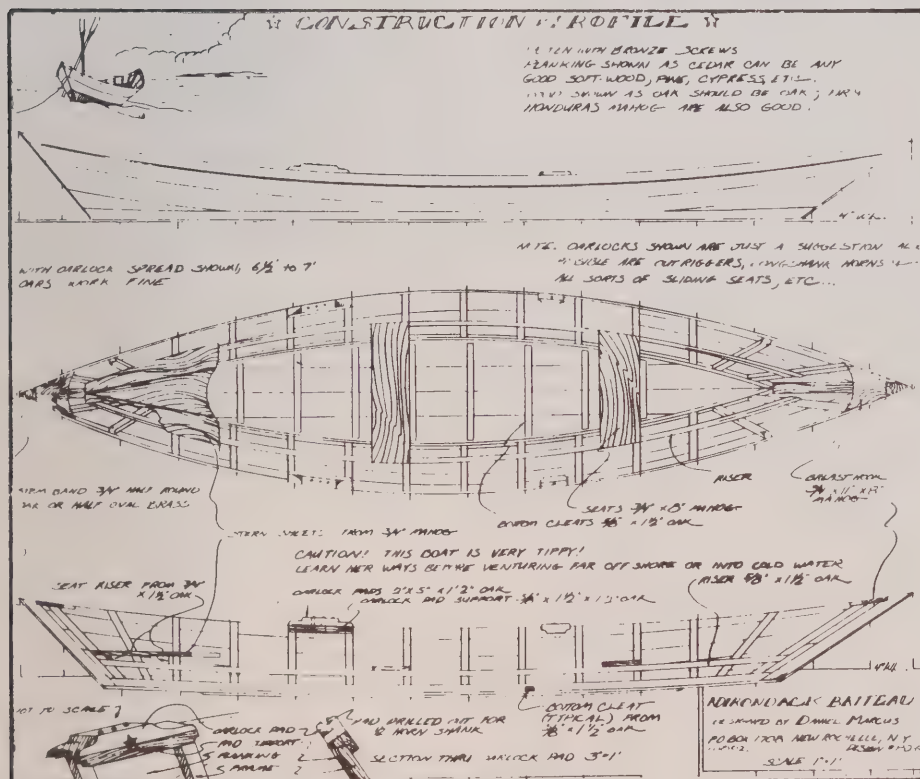
The ADIRONDACK BATTEAU is a long narrow, flared flatbottom rowing craft, fast but tippy, to be rowed by one or two. It adapts readily to installation of a sliding seat rig if desired. The extreme flare provides good load carrying capability, the more you load it the more bearing it gets on the water.



GOLDENEYE is a 13 foot, six inch double ended sailing skiff with a graceful appearance, rigged with a sprit boom and a daggerboard. The beam is only 3 feet, 8 inches, a slim craft.



The 16' SAILING SKIFF is a much heavier beamier craft, at 4 feet 6 inch wider, based on Sam Rabl's design, "Uncle Gabe's Flattie Skiff". This boat has a small foredeck and reardeck and wider washboards along the cockpit coamings.



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BUILDING PLANS	\$15
FINISHED BOAT (Bright)	\$1400



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FINISHED BOAT (Cedar/Oak)	\$850

PHOTOS/STUDY PLANS (Ea.) \$1

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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.



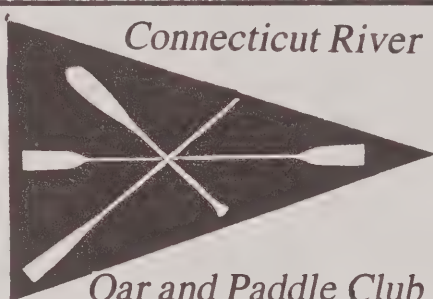
SHIP CHANNEL SPRINT

The second annual Ship Channel Sprint will take place on Sunday, May 19th starting at Windmill Point in Hull, MA and finishing 8-1/2 miles later at Old Ironsides at Constitution Wharf in Charlestown. Sponsors are the Hull Life-saving Museum and the Constitution Museum. The race course follows the old Boston Harbor ship channel for most of its length. Organizer Ed McCabe says the event will cater to the whole spectrum of human powered rowing and paddling craft. The boats must have open water capabilities for use out in Boston Harbor. Workboats, livery boats, big boats, sliding seat boats and ocean kayaks are the major classes, with sub-groups in some cases based on length and number of oars.

Pre-registration is needed to properly plan logistics for such a long race with start and finish some 25 miles apart overland. Plans are to transport crews and craft back to Hull, perhaps in the MDC landing craft or similar ferry craft. Contact Ed McCabe, 24 Fairmount Way, Hull, MA 02045, phone (617) 925-4826 to register.

CAPE COD TSCA MEET

May 18th and 19th are the dates for the Cape Cod & The Islands TSCA small craft meet at Osterville, MA on Cape Cod. Persons interested in traditional small craft are invited to attend, bringing along a boat if one is available. The meet is at the Crosby Boatyard just over the bridge in Osterville, from Saturday morning through Sunday afternoon. Many of the boats brought are available for tryouts, which is the Saturday activity. Saturday evening a program will be held, and on Sunday morning a cruise in and around the Osterville area is planned. Interested? Come on down, no registration or fee or any formality required. Just turn up, and bring along your boat.



CONNECTICUT RIVER OAR & PADDLE CLUB SETS 1985 SCHEDULE

The Connecticut River Oar & Paddle Club is located right on the Connecticut River in Old Saybrook, CT by the I95 bridge, where the River opens out into its estuary.

May has one event, on the 19th, a cruise out to Duck Island departing at 10 a.m. from the Needle Loft on Rt. 1 in Clinton, CT. This is about a 5 mile distance, lunch on the island and enjoy small boating in the area.

June has three outings planned. On June 3rd a full moon cruise beginning at 8 p.m. from the club at 18 Riverside Ave. in Old Saybrook will leisurely cruise on the river with simple refreshments on return. June 15-16 will be the Father's Day overnight on Selden's Island in the Connecticut River opposite the town landing in Deep River. Participants may come from their own choice of starting locations, but some groups will depart Had-dam at 11 a.m. and Saybrook/Lyme at noon. Guests or non-boaters may be picked up at Deep River by a shuttle boat to the island at 6 p.m., returning them about 9 p.m. On June 29th a cruise from the club to Griswold Point through the estuarine areas is on with lunch at the Point and boating in the area. A shorter route is possible from Smith Neck Rd. ramp in Lyme.

For information on taking part in these, or other, activities of the club, write to them c/o Jon Persson, 18 Riverside Ave., Old Saybrook, CT 06475, phone at (203) 388-2343.

AMC CANOE OUTINGS FOR SOUTHEASTERN MA.

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

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 these pages, 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) 564-425 for more information. These outings are NOT limited to AMC members alone.

PADDLING NEAR THE CAPE

There's a whole lot of paddling going on down around Cape Cod to judge by the extensive calendar of outings planned in that area by the Southeastern Massachusetts AMC Chapter (elsewhere on these pages). Both canoes and kayaks are catered to on rivers, tidal estuaries and sea crossings to nearby islands. Some of the trip distances Chuck Wright has compiled might be of interest if you contemplate joining in the fun this summer.

Around Waquoit Bay, 8-12 miles.

Around Grand Isle, Osterville, 8-10 miles.

To Hadley Harbor, Naushon Island, about 2 miles.

To Martha's Vinyard, 7-1/2 miles.

Around Naushon Island, 20 miles.

Around Monomoy Island, 18 miles.

Around Cape Cod, 190 miles.

Around Barnstable Harbor, 6 - 8 miles.

Around Wellfleet Harbor, up to 15 miles.

Around Pleasant Bay, Chatham, approx. 12 miles.

To Nantucket via Monomoy Island, 27 miles.

To Nantucket via Martha's Vinyard, 38 miles.

For more information on all of this paddling action near the Cape, contact Chuck Wright, Box 814, 123 Chester St., North Falmouth, MA 02556, (617) 564-4250.

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.

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.

L.L. BEAN PUBLIC CLINICS

L.L. Bean of Freeport, ME has a long spring calendar of outdoor adventure programs, and a couple of those left are of some interest. On Friday, May 10th they will feature a program on sea kayaking, Acadia to Grand Manan, 7:30 to 9:00 p.m. at the Casco St. location. On June 22nd the annual Canoe Day will take place at the Yarmouth Waterworks on Elm St. in Yarmouth, ME. This is a great opportunity to try out all the canoes and kayaks and pulling boats (by RKL) that Bean sells, with introductory basic lessons available and a 3 mile race upriver and back. For more details on this latter event, call L.L. Bean at (207) 865-4761, Ext. 2106.



NAUTICAL FLEA MARKET

The Easthampton (LI) Town Marine Museum has a nautical flea market scheduled for Saturday, May 11th from 10 a.m. to 5 p.m. (rain date Sunday the 12th) on the grounds of its boatshop on Commercial Dock, Three Mile Harbor, Easthampton, L.I. NY. A variety of new and used nautical items will be offered for sale or swap; boating and fishing gear, ship models, books and magazines, windsurfers, boats, tools, marine art. Benefit is for the Museum's boatshop programs, items will be for sale by the Museum as well as by private parties. Rowing and sailing demonstrations will take place on the nearby beach. For more information on selling, swapping or donating your marine related items, call Jo at (516) 324-6850.



IPSWICH RIVER CANOE OUTINGS

The Ipswich River Watershed Association in Essex County, MA has one remaining spring outing for flatwater canoeists:

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.

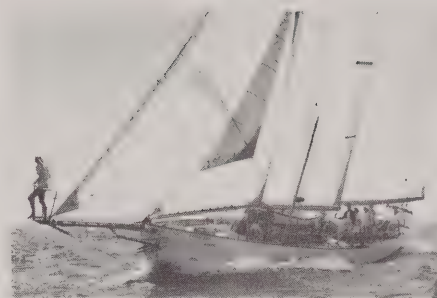
TSC&RA OF MAINE PLANS FOR 1985

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.

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.

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.



SCHOONER SAIL TRAINING TRIPS

Mystic Seaport's schooner, BRILLIANT, a 62 footer designed by Sparkman & Stevens in 1932, will host adult weekend sail training trips this spring and next fall, limited to persons 20 years of age or more. Youth sail training goes on throughout the summer months. Openings for the weekend adult cruises are available at \$275 per person for the following weekends: May 24-27, May 31-June 3, September 13-16, September 20-23, September 27-30, October 11-14, October 18-21. Participants serve as active crew under direction of Captain George Moffett and Mate Jeff Stone on cruises on Long Island Sound. A special celestial navigation cruise at a \$400 fee is offered September 4-9. For registration or more information, contact the Education Dept., Mystic Seaport Museum, Mystic, CT 06355, phone (203) 572-0711.



Adirondack Museum

ADIRONDACK GUIDEBOAT PLANS

The Adirondack Museum of Blue Mountain Lake, NY now has available the building plans for three of the Adirondack Guideboats and one Rushton "Arkansas Traveler" canoe. The guideboat is found only in the Adirondacks where it was developed as a lightweight (as little as 60 lbs.) vehicle to transport men and equipment over the many rivers and lakes of the sparsely roaded area. Rushton was a major force in early recreational canoeing from 1870 to 1916, building in Canton, NY.

The available plans and prices are as follows:

#71.141 H.D. Grant Guideboat,, ca. 1882, 16', 5". 4 pages. \$14.00

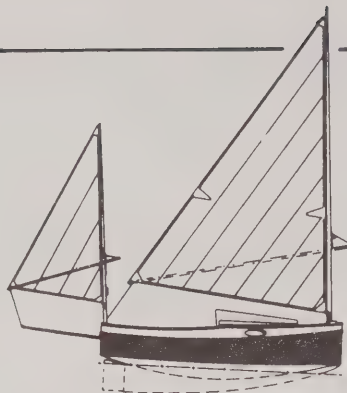
Parsons Brothers Guideboat, ca. 1926, 12', 11-1/2". 3 pages. \$10.50.

Warren Cole Guideboat, ca. 1900, 16', 1-1/2". 4 pages. \$14.00.

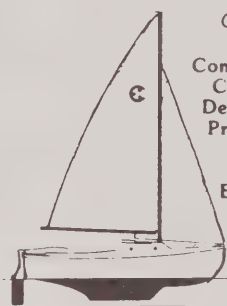
J.H. Rushton Arkansas Traveler open paddling canoe, ca. 1910. 16'. 2 pages. \$7.00.

Send order and payment with following shipping charges to: Adirondack Museum, Blue Mountain Lake, NY 12812.

Order up to \$10, \$2.25 shipping; \$10 to \$15, \$2.95; \$15 to \$25, \$3.55; \$25 to \$50, \$4.25; Over \$50, \$5.25.



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.



ON DISPLAY

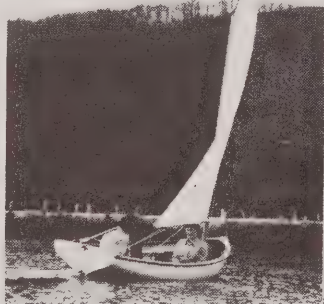
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RIVER RUNNING CATCH YOUR EYE?

Interested in some opportunities for river running experiences in group format? There's sort of three-part outfit that organizes a range of activities from mellow flatwater river canoeing on through whitewater canoe and kayak adventures to river rafting on the ruggedest New England rivers. The firm is known as Saco Bound (canoe rentals on the mellow Saco River in New Hamp-

shire), Northern Waters (whitewater canoe and kayak adventures on the Androscoggin River in New Hampshire) and Downeast Whitewater (river rafting on the Kennebec and Penobscot Rivers over in Maine). Instruction is available for those so desiring. Best way to find out all the details is to contact Saco Bound, Box 113, Center Conway, NH 03813, phone (603) 447-3002.



CHEWONKI FOUNDATION

CHEWONKI SUMMER PROGRAMS FOR YOUTHS

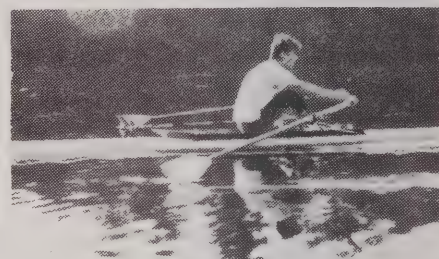
The Chewonki Foundation of Wiscasset, ME has two mid-summer programs planned for 14-18 year old boys and girls involving sea experiences. Two Mariner trips are scheduled, one from June 25th to July 16th, the second from July 20th to August 13th. These involve trip planning and subsequent expedition to islands for campouts in two boats, the Crotch Island Pinky and Mackinaw Boat. Each trip will accommodate ten youths, co-ed. The use of various islands is with owner permissions. Coastal ecology and maritime history studies supplement the seamanship sailing, rowing and camping experiences.

Two sea kayak expeditions will also be held, June 25th to July 16th and July 20th to August 13th. The overall concept is the same as for the Mariner trips but will involve use of sea kayaks rather than the larger craft. For all the details, contact the Chewonki Foundation, Wiscasset, ME 04578, phone (207) 882-7323.

MESSING ABOUT GETTING AROUND

Our circulation continues to grow as we send out sample issues to potential new readers, but we never know from whence will come a new subscriber. For example, Martin Randall of St. Petersburg, FL writes:

"It may interest you to know that I acquired a copy of your magazine at work at Irwin Yacht when it was brought in by a fellow employee who received it from a brother of Fernald's Marine of Newbury, MA where it was originally delivered."

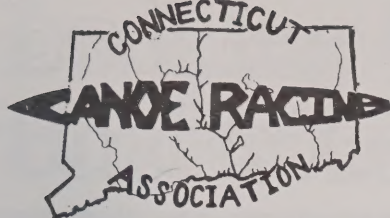


SCULLING SCHOOL ETC.

If you're interested in developing your sliding seat rowing skills in serious racing type shells, or improving such skills as you already have, the programs offered by the Craftsbury Sculling Center in Craftsbury Common, VT, might interest you. Weekend sessions begin May 17-19 at \$210, week long sessions begin June 8-14 at \$390. Price includes all expenses, accommodations, etc. at the camp on Lake Hosmer way up there in northern Vermont. A rowing tour from the northern end of Lake Champlain to Albany, NY is also planned, for July 1-14. For details and brochure, write to the Craftsbury Sculling Center, Box 31, Craftsbury Common, VT 05827, or phone them at (802) 586-2514.

SHIPYARD MUSEUM 1985 EVENTS

The Shipyard Museum in Clayton, NY is a bit far for most of us but they do have some interesting summer events planned. May 25-26 is dedication of the new Cleveland E. Dodge Launch House which houses many old motorboats of yesteryear. On July 6-7 the steamboats gather. July 20-21 is skiff weekend, the famed St. Lawrence Skiff is indigenous to the area. And August 2-4 is the annual boat show, the 21st, a major gathering of antique boats, power, oar, paddle and sail. The Shipyard Museum is located in Clayton, NY on the St. Lawrence River. For complete information on the Museum and its activities, write to Shipyard Museum, 750 Mary St., Clayton, NY 13624, or phone them at (315) 686-4104.



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 month of May here is the calendar:

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.

WOODEN BOAT SCHOOL IS ON

WOODEN BOAT magazine has its 1985 Wooden Boat School all lined up for summer, with over two dozen courses beginning late June and continuing on to September and even into October this year. Building, maintaining, designing and using wooden boats are all covered with recognized expert instructors in all fields from master builder to sailmaker to surveyor to skipper. You can get a free 12 page newsprint tabloid brochure with all particulars from The Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. Most course are limited to number of participants and many fill up early so if one catches your fancy, go for it soon.

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.

USRA ROWING TOUR IN 1989

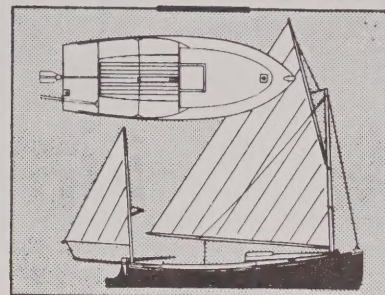
Well, it's four years away, but last December we announced this outing as on for this summer. Our error. The recreational rowing people in the U.S. Rowing Association have thought up this tour to commemorate the 150th anniversary of Thoreau's first book, "A Week on the Concord & Merrimack Rivers". Since it was in 1839, well, 1989 is the date.

But, not to laugh it off being announced now. The organizers are inviting suggestions on the trip itinerary from people in the area of the Concord and Merrimack Rivers in Massachusetts to submit suggestions and details on the conditions likely to be encountered. The general idea is to start at Concord and row the Concord River to its confluence with the Merrimack. Then the choice is to go either upstream past Lowell via canals or downstream to the ocean at Newburyport. If you care to offer commentary, send your remarks to Charles P. Cogan, USRA Tour, 641 E. Shawmut Ave., Philadelphia, PA 19128.

USRA TO INCLUDE TRADITIONALLY OARED BOATS

The U.S. Rowing Association has added a class for traditional pulling boats to its 1985 Masters Rowing Championship, August 24th and 25th in Philadelphia, PA. An event will be run for every class of boat that turns out three or more entrants. Those not fitting into these will go into an all-comers event. The event has been limited to racing sculls in the past. The weekend includes a tour of the river after the Saturday races, a row-by-concourse d' elegance at closing ceremonies on Sunday and a Saturday evening dinner party. Interested oarsmen of ANY type of rowing boat can find out more by inquiring from the USRA Masters Championship Committee, Schuylkill Navy of Philadelphia, #4 Boathouse Row, Philadelphia, PA 19130.

CHEBACCO 20



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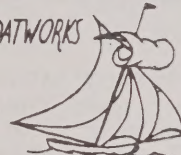
LOA: 20' Sail Area: 180 sq. ft.
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Draft (board up): 12" Auxiliary: 2 - 6 hp

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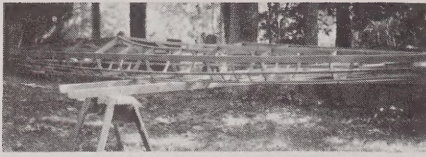


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DAVID NORTON, Gloucester, MA (617) 283-5534. (1)

GRAY MARINE Phantom 45 with gear, COMPLETELY rebuilt. Asking \$1500. Palmer 2 cyl, 4 cycle, 7hp reconditioned, with gear, \$800.
RON SILLIMAN, New London, NH, (603) 526-9363. (1)

CLASSIC 9-1/2' SAILING DINGHY, brand new, very pretty. Finished bright. Complete including spoon bill oars, \$3500. 11-1/2' double paddle canoe, finished bright, new construction with seat and paddle. Asking \$1200.
RON SILLIMAN, NEW London, NH (603) 526-9363. (1)

WANTED: 20-35 lb. yachtsman's anchor, Wilcox-Crittenden or Herreshoff. Chelsea ships' bell clock and barometer.
KNIGHT COOLIDGE, Medomak, ME (207) 529-5204. (1)

FREE PLANS for 27 foot St. Pierre dory. JIM WHELAN, Danvers, MA (617) 774-3781. (1)

WANTED: Information on where/how to purchase Mirror dinghy and other Mirror kit boats, either in U.S.A., Canada or England.
STEVE PERLOFF, Gaithersburg, MD (301) 762-5442. (1)

25' HEART'S DESIRE class double ended cutter/sloop. Full cabin, cedar on oak with lead fin keel. Ready to sail. With dinghy, VHF, head, sink, two berths. Asking \$6000.
TOM KELLNER, Orange, MA (617) 544-7760. (1)

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JOHN ZOHLN, Newport, RI (401) 846-6225. (1)

23' STAR Class sloop. Classic Etchells design. Excellent daysailer, ready to sail. Trailer. \$2500.
C.T. COSTELLO, Rockport, MA (617) 283-3525. (1)

15.5' SNIPE, fiberglass, excellent condition, ready to sail. \$1200.
DAVID COBB, Plymouth, MA (617) 746-1176. (24)

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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. (2)

SELL THE BOATHOUSE: Folbot 17' rigid kayak with sailing rig and extras. Never in the water. \$300. Old Town Royalex 12' pack canoe, two years old, in excellent condition, \$250. "Fatty Knees" 8' sailing dinghy in excellent condition, less than a year old, \$1100.
CLIFF JOHNSON, Merrimac, MA (617) 346-9890. (1)

BEETLE CAT SAILBOAT, excellent condition, ready to go, 3500. Galv. trailer also.
RICHARD HUMPHREY, Kingston, MA (617) 585-5622, 8:00 a.m. (1)

18' OLD TOWN RUNABOUT, cedar on oak. Built in 1961, in very good condition, lots of extras. With trailer. \$650.
HARRY LATTANZI, Manchester, MA (617) 526-7553. (1)

16' CANOE, cedar strip. Cane seats, carrying yoke, like new. \$750 or best offer.
STU KLAUSNER, Ithaca, NY (607) 272-6915. (3)

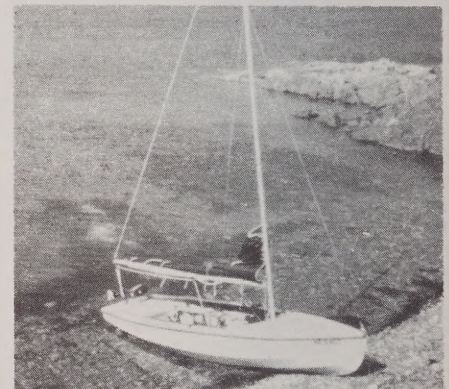
WANTED: Used sea kayak, reasonable condition and reasonable price. Fiberglass.
ART KEEFE, Hingham, MA (617) 749-8142. (1)

14' WHITEHALL, classic cedar hull, mahogany trim, excellent condition, complete with one pair of oars and new Highlander tilt trailer. \$1400 for complete outfit.
TIM ELLIS, Wiscasset, ME (207) 882-7323. (1)

CLASSIC CHESAPEAKE BAY SKIFF 20'4" long, leaf yellow pine on oak ribs. Spritsail rig. See: American Small Sailing Craft (Chapelles) Fig. 115 pg. 320. \$1990.
FRAN O'LEARY, Dorchester, MA (617) 825-2589. (1)



17' HERRESHOFF Buzzards Bay Sloop. Used one full season. Mahogany/oak/bronze. Fully equipped. \$6000.
BOB BARBA, Rockland, ME (207) 596-6233. (1)

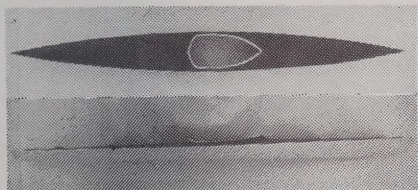


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TYRONE SCHULZE, Union, NJ (201) 754-7316 days, (201) 353-4361 eves. (24)

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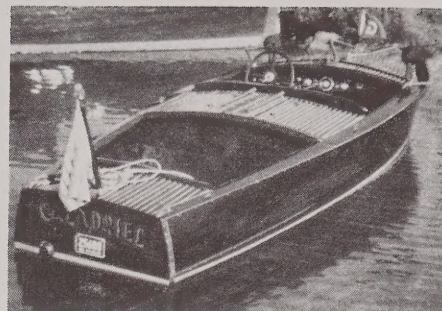
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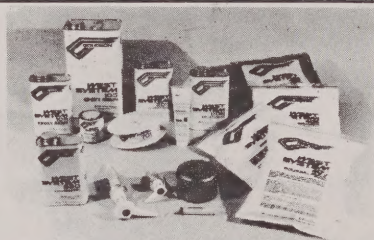
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