

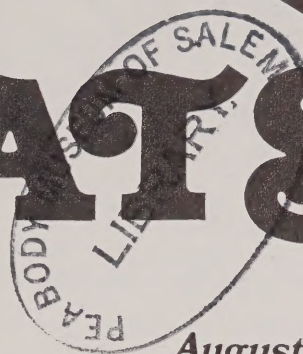


messing about in BOATS

Twice a Month!

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messing about in BOATS

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, JUST LET US KNOW, WE'LL REFUND YOU THE UNFULFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.



Our Next Issue...

Midsummer has brought more of a recent development in boating events, "Harbor-fests", community celebrations focusing on waterfront opportunities. Two of the many events at the week long Boston Harborfest were a tugboat muster and a sea kayak workshop/tryout. I went to both and will have the story on these diverse ways of messing about in boats as well as details on the recreational boating opportunities the Boston Harbor islands provide. Also there'll be a look at another group of Cape Cod islands, in Barnstable Bay. There'll be a nice story on a "user friendly" Old Town sailing dinghy, and if all goes well, a visit with Dave Montgomery, third generation boat builder in Gloucester, MA, who is starting on a unique "plank on edge" British cutter project.

On the Cover...

In contrast to the July 1st issue cover which pictured earnest young competitive oarsmen in action, this issue presents the beginner level of this form of rowing, taken at a recent rowing clinic which is reported upon in this issue. Turns out it is not difficult to pick up the basic techniques of sliding seat rowing, though obviously more complex a set of moves than fixed oarlock rowing requires. But you go so much faster with ease!

Commentary

BOB HICKS



Never enough time...

Earlier this year I remarked on this page about the variety of small boats that were becoming available, with emphasis at that time on the building of them. Now with summer here and many organized events taking place, a few of which I get to participate in, this variety is putting some pressure on organizers of certain events. Not only are there decisions to be made about what sort of boats to invite into, say, a race; rowing, paddling, both; wood only; anything; but within each basic form of propulsion is the variation of application of that propulsion, fixed oarlocks or sliding seat, or sliding rigger; single paddle or double.

Some sorts of small boat events are still unaffected by this growing diversity. Canoe racing seems to be well endowed with plenty of people who only care to paddle canoes, solo or double. They basically split up over water, white or flat. But they have no place for or interest in other sorts of small craft in their events. And some small special interest groups, without the numbers of adherents that canoeing enjoys, still go it alone contentedly, such as the Alden Ocean Shell Society. To row with them in their events you need an Alden (or maybe a Martin Trainer). So they have small, social yet competitive affairs that please them.

The growth is in the growing list of so-called rowing races. I say, "so-called" because right off many of the organizers of these events found they were short of participants and had some pressure from paddlers to permit them in. The people that have had the most soul-searching to do on this are the traditionalists, museums for example. The Hull Lifesaving Museum's Snow Row and Row Around Hull were almost immediately opened up to sea kayaks, plastic ones, in their own class, of course. The Newburyport Custom House Museum's Mighty Merrimack River Dory Race was going to be limited to traditional wooden dories but soon enough sliding seat rigs were included, still with the wooden proviso, but maybe not in 1985. The folks around Kittery, ME who run the Piscataqua River events each year still cater to traditional wooden pulling boats only, in this case there's a highly specialized class for people who work in the Portsmouth Naval Shipyard and row Piscataqua River Wherries. One year I watched Marjorie

Martin win the women's class in one of Martin's Appledore pods, sans sliding seat rig. It was wood.

A very successful race that has welcomed all comers has been the Pawcatuck River Race in the town of that name in Rhode Island. Way over 100 take part, with a range from a serious rowing shell on through a variety of pulling boats, a host of canoes and kayaks, and even the odd weird boat, heavy old wooden outboards fitted with clunky oars on purpose. There's a lot of vitality in this gathering and everyone gets a good look at how the others play the game.

My favorite after three years has become the Gerrish Island Race at Kittery. Not only is the seven mile marsh and ocean course a challenge and fascinating, but any non-motorized sort of craft can enter. So here the sailboat gets involved, and the participation of several windsurfers adds to the fun. Once the staggered starts get off up the creek through the marsh and come out into Brave Boat Harbor and then round the point for four miles down the exposed rocky coastline, you can see it all out there, ocean shells, rowing peapods, sailing dories, wind surfers, paddling and sailing canoes, solo boats and multi-crewed boats. While times for various classes are carefully recorded for awards, the camaraderie afterwards at the island clambake is the best part.

The appeal of diversity has also impacted on clubs. Our Traditional Small Craft Club at Salem's (MA) Peabody Museum welcomes any sort of small boat enthusiast, including motorboaters, and we have a very successful five years behind us now with heavily attended winter long monthly meetings. I see in the journal of the Connecticut River Oar & Paddle Club of their growing diversity of craft, they have a motor dory now, but also two four man racing shells, wood canvas and plastic kayaks and canoes, and traditionally built wooden pulling boats. Their outings draw excellent support from all the members.

I find all of this to be like a buffet at a good restaurant, how in the world will I ever be able to have some of everything that looks good? This buffet, or smorgasbord, of small craft is just such an attraction. There'll never be enough time. . .

A PRIMER OF BUOYAGE

by H. Ware

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A CAN BUOY



A CAN'T BUOY



A NUN BUOY



A NONE BUOY



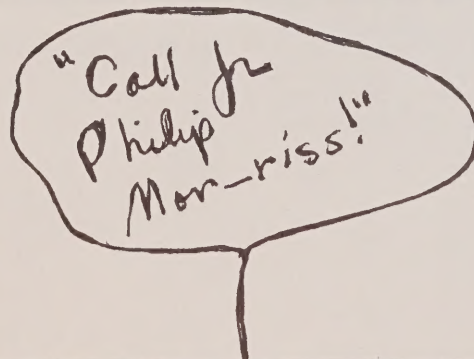
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The Shell Game

Reflections on Rowing
and the Pursuit of Excellence

Stephen Kiesling

"Against an Ivy League backdrop of the Mind, Kiesling surprisingly discovers, as an oarsman, the mysteries and joys of the Body, the importance of Sport—and, finally, himself!"

By George Sheehan
AUTHOR OF RUNNING AND BEING



Reader Paul Erickson of Norwalk, CT, sent us this fascinating book on competitive rowing in crew at the college and Olympic levels. Stephen Kiesling decided to try out for crew at Yale in the late '70's and wound up on the 1980 U.S. Olympic squad in a four man shell. His narrative of what this all involved and meant is **THE SHELL GAME**, and it is a real inside look into serious big time competitive rowing.

The book is more a personal contemplation of what it all came to mean rather than a blow by blow description of how a non-oarsman got to be an Olympic contender. The experiences involved are, of course, detailed, but his personal reactions to them, and to the other people who shared this life with him, make the book very absorbing.

BECOMING

"Sex, I had been told, is a sublimation of rowing, but, for that matter, so was everything else. Once one is beyond a certain level of commitment to the sport, life begins to seem an allegory of rowing rather than rowing an allegory of life. The instances in practice that had once been called upon to help illustrate the complexities of the outside world gradually began to seem more real and significant than what they were supposed to illustrate. I wondered what happened to the once conscientious philosophy student. I wondered why, instead of reading Hegel, I was pulling an oar through the water, repeating the same motion for the millionth time. Having left Hegel to fend for himself under a pile of racing shirts, the philosopher oarsman felt the tug of conscience. Why do it? I chose classes that would not interfere with practice. The Eastern Sprints dictated my exam schedule. I paid, or at least my father paid, eight thousand dollars a year for me to row. The least I can do is be able to tell him why."

If your favored bookstore does not have the book, you probably will have to contact the publisher, Contemporary Books, Inc., 180 N. Michigan Ave., Chicago, IL 60601.

LEARN TO ROW FOR THE HEALTH OF IT



AT A ROWING CLINIC FEATURING

THE ALDEN OCEAN SHELL

"Learn to Row for the Health of It" was the heading on the flyer sent around by Bill Graham, proprietor of Rowing Sport in Ipswich, MA. In cooperation with Martin Marine, dealer Graham had organized a Saturday tryout of Martin's Alden Ocean Shells at a beach on Marblehead (MA) harbor. It was a fine calm sunny morning and just about a dozen people had turned up. "I sent out over 150 flyers," Bill was musing as he looked at what he viewed as a disappointing turnout, "all to people who had signed up for a free rowing clinic at the Small Boat Show, or at Martin's." Well, it may have been disappointing in quantity of people but it turned out to be just about manageable in format for the instruction. Too many more would have hopelessly jammed up the procedures.

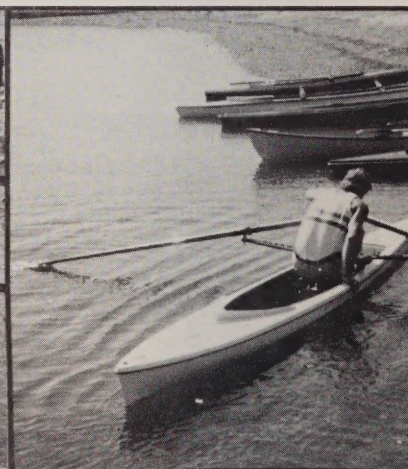
Martin had arranged for a noted U.S. sculler, Charlie Altekruise of Cambridge, MA, to be the number one instructor. Altekruise was on the 1980 U.S. Olympic eight oared shell crew that never got to compete due to the Carter boycott. He again got onto the 1984 crew only to be bumped at the last minute. He has the credentials, and also turned out to be an excellent instructor.

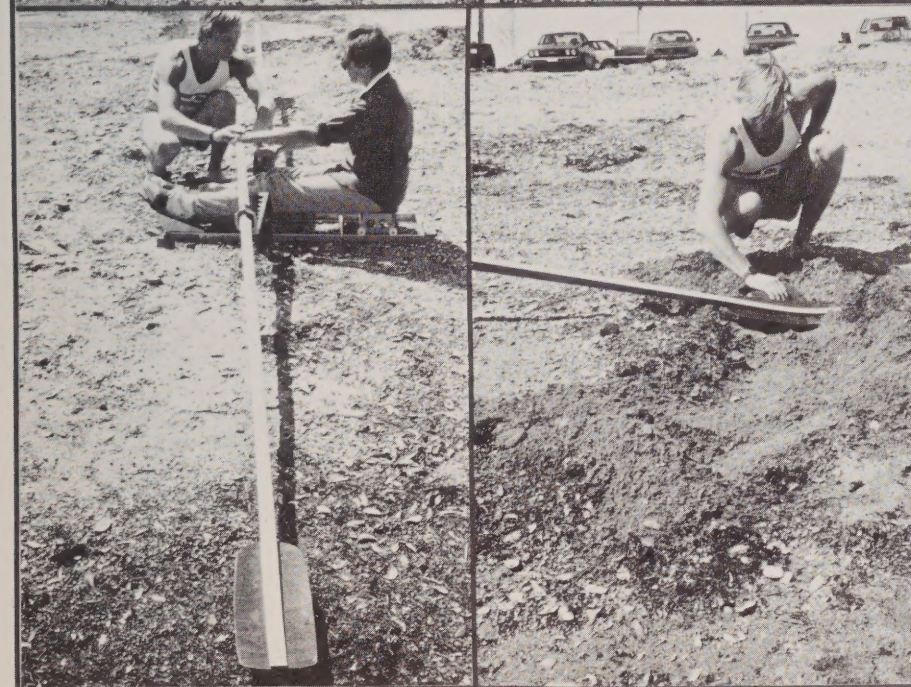
The overall procedure was to have each participant with little or no experience in sliding seat rowing first learn the moves on an Oarmaster rig set up on the beach. From there one went into a double Alden with an instructor to get the moves onto the water. Then it was on to a solo Alden for practice. It worked pretty well. And several on hand with their own boats and more experience did passes by the nearby jetty where Altekruise stood with coaching megaphone offering critique on technique and ad-

vice on improving same.

Of course this whole effort had the commercial overtones of selling Alden shells, Graham made his commercial pitch early on about the boats on hand that could be taken home that day. Fair enough, and done well in that once the business of business was dealt with, the instruction was thereafter uninterrupted by commercial breaks.

While it was probably just as well that substantially more of those who had earlier indicated an interest in a rowing clinic had not turned up (it could have been unmanageable) one does have to wonder why so few do take advantage of this sort of event. Or many others of other sorts. Yes, I know people seem to lead busy lives but why do they even sign up for something if they do not intend to follow through? Just dreaming of it is one thing, "maybe someday," but actually making some sort of commitment of the interest is another. Graham had a large number of Marblehead people on his list so he arranged to hold the clinic right there for the convenience of the most concentrated group of registrants. Two turned up! Bill is a dedicated believer in the Aldens and his customers get a lot more than just a boat when they buy. His standard introductory deal (to those who need it) is a four hour training and instruction session on nearby water to be sure the new owner gets started off on the right oar. Maybe that's the way it has to be, individual clinics at the convenience of individual buyers. But, you have to be a buyer then, whereas at the Marblehead affair you could satisfy even a casual interest in trying out an Alden Ocean Shell with expert guidance. It was a well done effort.





Instructor Altekruze at work. Above on land he demonstrates the moves one makes with a sliding seat. Below he shows how one gets underway on the water.

The SMALL BOAT RACE



Our June 15th Small Boat Show issue was rushed to press before we received a report on the Small Boat Race held on Saturday, May 18th. John Peinert the organizer reports as follows:

There were 52 boats starting the race at 1 p.m. on Saturday, May 18th, with 43 finishing. Ken Lynch was the winner in 24 minutes and 11 seconds rowing a Kingfisher. Ken is 42 years old, from Dorchester, MA.

Judy Geer was the fastest woman, she rowed a Vancouver 21 and finished in 26 minutes and 5 seconds. Judy is 31 years old, from Morrisville, VT. She is a former national team sculler and is employed by Concept II.

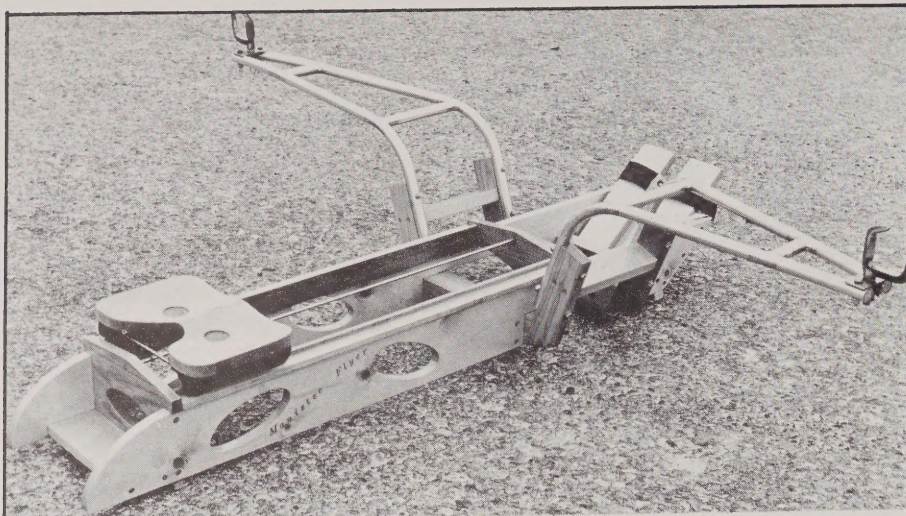
Rob Lincoln won the fixed seat boat class in his Little Rangeley in 38 minutes, 15 seconds, but the fastest fixed seat boat was the wherry of Jon Aborn and David Webb in 34 minutes and 27 seconds. Lincoln is from Mt. Desert, ME and owns RKL Boats, Aborn and Webb are from the Buzzards Bay area of Massachusetts.

Other age group winners were as follows:

Under 21, Will Phelps; 21-30, Bob Dreher; 31-40, Gordon Nash; 41-50, Ken Lynch; over 50, Ted Brainard; 21-30 women, Lindsay Bolge; 31-40 women, Judy Geer.

Steve Hopkins was median finisher, Chris Schulten was youngest competitor at 13 years of age. Chris finished 7th overall in 27:21 in an extraordinary effort. George Gifford was the oldest competitor.





Build This Rowing Rig

Been noticing all the interest in sliding seat rowing? Thought you might like to try this in your skiff or canoe? Noticed the price of the ready made rigs on the market? Owen Cecil has and he decided to build his own. Now after two years he has available comprehensive plans to build his second generation model, at a cost (for the plans) of only \$10.

Second generation? Yes, the first generation was featured in *SMALL BOAT JOURNAL* #22 (January 1982). Since then Owen revised it to simplify construction and enable you to use 9', 9" sculls instead of the original 7', 6" oars. Far better rowing performance he says.

Owen's rig is a drop-in sort, once you have it located in your boat for best performance, you fit some small blocks into your boat against which the base of the Manistee Flyer fits. Then it's just lift out if you plan to go paddling instead.

The rig will accommodate anyone under 6', 3" in height. If you are much shorter and don't plan to have tall folks using your boat, you can shorten up the assembly which might be helpful if it is a tight fit in your particular craft.

The finished unit weighs 28 lbs, with steel roller skate wheels as rollers. It fits into most canoes, some are too deep, Owen designed it around a Sawyer Cruiser, 17', 9" long and 12-1/2" deep amidships with 20" deep ends. It will fit a standard Grumman aluminum canoe if some 3/4" boards are first placed over the ribs and keelson. The depth of around 12" amidships is one of the governing factors. Fitting the riggers to the beam is best done by using cardboard patterns laid out from the plans and making minor adjustments in shape to suit. Cecil has found his oarlocks worked best located 33" back of the center of the

boat's length.

The very complete plans are of professional quality, not sketch plans. They are drawn at a scale of 3/8" to 1" and include details of each subassembly and part, all dimensioned, plus a list of materials, all of which are readily available from local lumber yards and hardware stores. Cecil suggests you can use sliding seat components from Latanzo Enterprises, Box 21042, Philadelphia, PA 19114 if you don't care to get into the mechanics building, but this does, of course, in part defeat the cost savings aspect of building the rig yourself. For example, Latanzo's extruded aluminum channel type tracks and complete seat assembly would run you about \$70.

Fitting the rigger into most canoes will require removal of one or two thwarts or possibly the stern seat. A canoe that is symmetrical fore and aft can be rowed either way, and one choice may be better than another in the matter of what needs to be removed. Tools needed are minimal, Cecil used only a radial arm saw, a table saw is nice for ripping the stock, but all else can be done with hand tools if desired. His earliest recommendation for the seat wheels was plastic furniture casters, but he says they wore out after 120 hours of rowing. But they are cheap and easy to replace. Now he recommends far superior ball bearing enclosed steel roller skate wheels from older style skates, if you can find them. Try yard sales, he says.

The 8 page instruction pamphlet is very clearly written and offers alternative suggestions on some aspects of the construction depending on your personal preferences. In all this is quite a packet for only \$10 if you're wanting to have a go at sliding seat rowing without spending the \$200 to \$400 that the professionally built rigs cost. Owen Cecil is at P.O. Box 584, Mainstee, MI 49660. The \$10 includes postage.



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About Those Inflatables...



We decided to retire our little dinghy dory, HERO from our ongoing circumnavigation of New England in our 26' schooner VICTORY (now about to go into the water in Pictou, Nova Scotia for this summer's continuation of our 1984 adventure). This was to do the "sensible thing" for those not wishing to be encumbered with a hard dinghy at the end of a long painter in blowy weather going downwind offshore. That is, buy an inflatable dinghy with motor, of course, and presto, no more problems.

HERO had caused us a bit of alarm on the St. Lawrence River last summer and we had decided that NOT towing a hard dinghy was the best bet. But my aging process has taught me to assume NOTHING and to TRY those new shoes BEFORE buying. Yet I failed to follow this inner voice of experience in the rubber boat department. We KNEW we were doing the RIGHT THING.

We pumped the thing (some of you know what is coming) up and affixed motor to transom. Being as yet unsullied by gas and oil, the new motor needed a fillup, and as Karin passed me the gas can I explained that one should NOT fill the tank beyond a point 1/4" below the top of the inside. Immediately as I said this the tank overflowed, spilling fuel into the virgin dinghy, over the virgin motor and into the harbor waters. Heaven help me! Gas on everything thereafter. I was hoping I'd enjoy the little metal hearted soul which would soon replace the sweeps that HAD NEVER NEEDED FUEL THAT STUNK LIKE THIS!

"Load her up at once," I yelled and now with my distrust of the assembled parts was reassured to have the 10 pound grapnel with chain and line being placed aboard. A small cooler, a seabag and my wife completed the list, but no, the gas can too.

Straight off our senses were assaulted by the motor's roar (only 1-1/2 hp?) and I HAD to keep my hand on the handle of the motor or we'd go darting off to one side or the other, certainly never straight ahead. The freeboard was such that any wavelet over 6" high lapped aboard and the spray from the blunt bow bashing the water at an astonishing 2 to 3 knots was sufficient to require either full foul weather gear or bathing suits.

And to go to windward under power? forget it. Any wind over 10 knots would stop us dead in the water, as it was we were fighting hard against a 5 knot breeze and barely moving despite the great deal of fuss surrounding us. Aboard were just two adults (not three) and precious little else, all of which had better be put into waterproof containers next time please. And all of this inefficiency added up to only some 15 pounds less than HERO.

HERO can be rowed. HERO can be sailed. HERO can carry three adults and the dog and all the stuff. HERO can do all this without us being: Gassed; oiled; vibrated; deafened; nowhere fast; et, ah, um, etc. Wanna guess which dinghy gets loaded back onto the car to be towed on a long painter and feared in the dark of night as great dark following seas come hissing by? Answer: Both, as our \$900 mistake will be partially rectified along the way when we sell that rubber ducky!

Messing about in such as HERO is where it's at, folks, because after the passage has been made aboard VICTORY, then the fun starts for the crew. Ever try ghosting up on a flock of heron in an rubber ducky with motor? We had to buy one to find out about this.

So this summer our circumnavigation continues, with VICTORY going in from its winter hibernation in Pictou, Nova Scotia by the time you read this. We'll head back to Prince Edward Island to visit the east coast missed late last summer. Then by Cape George to the Canso Strait to Bras d'Or Lakes, beautiful cruising grounds. If we can tear ourselves away we will begin the real slow windward work of 300 plus miles of reef-strewn, fog and rock bound Nova Scotia coastline, cross the Bay of Fundy to Grand Manan Isle and then another 450 miles home to Rhode Island, from where we departed last spring westward to New York and northward up the Hudson to the St. Lawrence by way of Lake Champlain and the St. Johns river.

Then again, we may not surprise some who are now aware of our feelings for the northern climate and cruising by not completing the circumnavigation at all. Newfoundland awaits! Time will tell.

Report by Al Butler.

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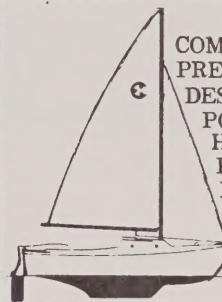
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WINDFALL'S Last Voyage

Report by Preston Lane

I have built, owned and sailed many different kinds of boats in my life, including an eighteen foot Crosby Cat and a homebuilt Snipe #77 way back in 1931. But it wasn't until 1969 that I was finally able to obtain my heart's desire, a Lowell 19 with a cuddy cabin. The "big sister" to the Townies.

I named her WINDFALL and from the beginning to the end of my ownership, she was a pleasure in every way. In light airs, gales, and weather conditions, she always did what was needed and did it well.

During the ten years I owned her, her condition remained as good as new. I was not so fortunate. I was fifty-eight when I bought the boat and after ten more years my hull was definitely in need of an overhaul. Despite the growing infirmities, I had many happy cruises with my Lowell 19, as well as a few tough ones. But it was my very last cruise in WINDFALL which remains one of the toughest and most memorable for me.

The summer of '79 was a good one for weather, fair breezes, sunny skies, lots of sailing, lots of fishing, but much of it I spent sailing alone (which I don't recommend). My last trip was a cruise from my mooring on the Parker River back of Plum Island Sound up to Gosport Harbor on Star Island in the Isles of Shoals. I had agreed to meet a friend in Rye harbor so he could sail to the Isles of Shoals with me and do some fishing. He loved to fish but rarely had the time to spare so this was a treat for him.

I arrived in Rye in ample time, found a good place to tie up to the wharf and had supper ashore that evening. My friend joined me in the morning and off we sailed for Gosport Harbor. The morning was beautiful, the wind was fair. And, although the fish took the day off, just being on the water was a pleasure. We returned to Rye Harbor around noon because my friend had to return to his responsibilities at home.

I had planned to buy some gas at the dock in Rye before heading home, but too late I realized it was late in the season (well after Labor Day) and the gas dock was closed. This left me just a scanty supply of gas for my ten horse Johnson, and a so-called southwesterly wind nearly dead on the nose for my sails to get me back to Newburyport. The wind was actually so southerly that heading for Newburyport was a tight pinch. To conserve my limited fuel I sailed as far as possible but as usually happens when I return from the Isles, I find the Salisbury shore curving out to meet me bringing me even more southerly and more badly headed by the wind this afternoon.

It was now dusk, so I started the Johnson and motored out around Salisbury and then straight south. By now it was dark. I wanted to reach the point where the entrance to Newburyport opens up

so I could see the lights of the town. I would then motor in past the breakwater and anchor at Plum Island Point inside. It seemed as if I would never get there. Impatiently I opened up the engine and finally came abreast of the entrance.

To be absolutely sure of not fetching up on the breakwater at the northern point of the entrance, I carried on further before turning up and heading in. Suddenly I was in total darkness and for a moment I could not imagine what had happened. Then I realized I had carried on too far and was now behind the southern breakwater in an area that is all shoal rock. Even in mild weather in here there are often three rows of breakers.

The weather now, in the dark, was something stronger than mild and the breakers were pretty big. I didn't dare to double on back around the tip of the breakwater for fear of hitting it so the only alternative was to head further out through the breakers. The first two I quartered, WINDFALL went up and over just like a duck. The third one seemed mountainous to me in the dark. I told myself I'd better not quarter the oncoming monster as it might broach me so I put her nose right into it and she went up and up until the bloody thing broke right over the cabin. For a few moments I found myself standing in the cockpit in water up to my ankles steering, until it drained into the bilges. But WINDFALL got over and remained intact.

I was now safely outside the breakers so I circled around and headed in. After sailing for so long to conserve my fuel and with all the time it took to get back out from behind that south breakwater, I now found the tide had turned and was running out strongly. I had to get in between the breakwaters against a foul current of some 3 knots. With WINDFALL good for about 5 knots with the ten horse running at full throttle the trip through seemed to take half the night and I was acutely aware that my fuel might run out at any moment.

But at last I did get in and anchored at Plum Island Point, turning in wet, beat, scared and fully convinced that my days of sailing alone had just ended. I subsequently had second thoughts about this in the light of a new day and decided instead to acquire a radio so I could call help if I needed it. I even did go out and buy the radio and was ready to install it when I thought, "Lane, you'd better not do it, you'd better pass this wonderful boat on to someone else who can use it." The radio was never installed.

Since then, six years ago, my sailing has been with others in their boats. It's been safe, relaxing and enjoyable. But I will always recall my adventures in WINDFALL with fondness and with thankfulness for her getting me in that dark night of my final voyage.

Sailing in search of summer's perfection but ending up on dry land

Now that the tarpaulins are being stripped off boats like winter skins off reptiles, I can renew my quest for that one perfect week of summer.

For the last 25 years I have been sailing the New England coast, mostly to Cape Cod and the Islands, with a disparate crew of desperadoes in search of that one perfect week.

There has been rain, cold, storm and so much fog that for a while I thought summers were wrapped in wet lint. But it's always been a great escape, a week of few responsibilities beyond making sure there is enough ice to keep the beer cool.

The crew, in fact, measures distance with judgements such as, "Aw, hell, that's a three-case run".

Like the search for the perfect tuna fish sandwich or the hunt for the great white whale or hitting the Megabucks, we of the crew of the "Force Five", a 30 foot Pearson sloop, know that a summer of perfect wind and wave and laughter is not likely to happen, but we enjoy the game of pursuit.

One of the crew has been taking photographs with one of those slim, rectangular "Instamatic" cameras for at least a decade now. No one has ever seen the results. The theory of the rest of us, given the mechanical aptitude of the photographer, is that he actually has taken 784 photographs of his right eye.

There are ports that have been crossed off our list. Chief among them is Kittery-Portsmouth, a lovely harbor that marks the boundary between Maine and New Hampshire. It has a current that would strip the chrome off a trailer hitch and aside from avaricious boatyard mechanics who prey on such as us, it also was the most memorable port we have stayed at.

After a sail from Boston, bound for Portland and vicinity, we stopped in at Portsmouth for a night that turned into a week. We were lucky enough to get a slip at the town landing pier at Portsmouth Park. A country group was featured that night in a public concert not far from the boat.

In the morning, when the engine wouldn't start, we pulled the spark plugs

and sea-water gushed from the cylinder heads. Not a good sign.

Ernie, the mechanic from Kittery (pronounced Kittry), was always going to "be right back" as the bill mounted and mounted.

We spent a very hot week in the park, but we met a lot of nice folks and learned a lot about getting by on the cheap. Unshaven and sleeping on park benches for several days, we got to know the locals.

There was Tom, who lived in an open 14 foot boat next to us and whose wife was disabled but glad to be without him for most of the summer, or so he said. At night he simply pulled a tarpaulin over himself, rain or fair.

There was Walter, who lived in an old blue Ford Falcon with everything he owned, including a lamp whose shade had a habit of leaning on his shoulder. He was 63, had lost his job, couldn't pay the rent and was living in his car in the parking lot. He moved the car only from sun to shade and back again.

As our beards grew and we spent longer hours lying about the park waiting for Ernie to show up, the locals who live in the park took us as their own. They told us with great dignity and sincerity where to get day-old or two-day-old bread free from a bakery.

There was, we took the hint, a place to take a public shower for 50 cents and recommendations on where to bum the 50 cents.

There was Tim, who worked in a local restaurant and also was homeless, but would bring fruit and sandwiches cadged from his place of employ if you let him spend the night under cover.

There was Tex, sailing with his 23 year old wife and 13 year old daughter to the Florida keys. We fixed his gasoline generator, thereby earning the use of it to power a saw to cut apart our faulty engine cooling system. It was finally repaired by "be right back fellas" Ernie at a cost of about \$900.

We roasted, sweated and swore, but all the time we had talked of sailing to Block Island and New York next year.

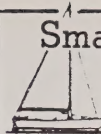
It was awful.

We'll give it a try again this year.

By Andrew Blake

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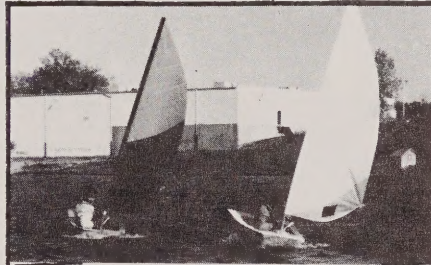


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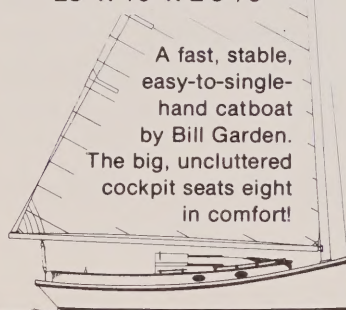
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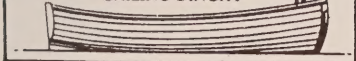


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The Why of the Wooden Canoe

Today's search for the personal or solo canoe is not new for there have always been those who demanded light, responsive, well-shaped boats for their paddling.

It is my personal belief that in the recent past, the harsh realities of production economics and blind embracing of technology, often for its own sake alone, have strongly conspired against this paddler in his search.

A comparison between the cruising canoes of Rushton's time, which many call the "golden age of canoeing" and the production craft of today shows many changes, many of which are not in favor of the seeker of high performance.

Weight is up, which in a low powered hull like a canoe or kayak, translates directly into more effort to cover the same distance.

Gone too are the sharp entries coup-

led to hollow waterlines which make for excellent tracking while paying a minimum penalty for excess wetted surface. This combination of sharp and hollow is a time honored formula that has cropped up in such widely varied craft as the Tea Clippers and the Fast Gigs of the English Channel smugglers. It is an effective one especially when shallow draft is a major consideration.

Finally, as a trip through the North Shed at Mystic Seaport Museum will show, today's boats are no match for their predecessors in the marriage of elegance and function in the trim, finish and fittings.

The beauty and excellence of the old shapes is both expensive and difficult to tool up and make molds for. Also the technology of the molds the different types require is staggering. As a case in point, I recently saw a figure of \$40,000 quoted as the cost for the mold of a new plastic kayak on the market. My own molds cost about \$100 in materials, even with labor added the difference is many orders of magnitude. What this means is that more of your dollars per boat can go towards actually building the boat to a high level of craftsmanship instead of amortizing a mold. Your money can buy cherry rails instead of extruded whatever.

Enter the wooden canoe. Please do not romanticize the choice of wood as a material for these boats. Wooden canoes can be built in a wider variety of shapes easier and cheaper than in plastic or glass. The thin plywood strakes offer a high strength to weight ratio, better than all but the most exotic composites, with excellent toughness and durability. Wood also has incredible resistance to fatigue from repeated bending, no small matter since all canoes of any construction are essentially flexible structures.

The engineer will appreciate that the epoxy glued lapstrakes result in a monocoque one piece stressed skin structure which is further strengthened by the multiple glued laps which act as longitudinal reinforcements, all at an extremely low weight for the effect achieved.

While this construction is not as "bulletproof" as fiberglass or plastic, it is more than strong enough for any legitimate purpose the hulls are designed for, including the occasional encounters with rocks, docks, reefs and other beefs. It will NOT tolerate sustained abuse, especially in abrasion and in highly concentrated point impact. If you are a serious boat abuser the wooden canoe may not be for you.

In performance you will find that the excellent shapes and the light weight make wooden canoes excellent cruising boats. They are easily driven and track quite well. The 10-1/2 foot Rushton has, on occasion, outperformed longer boats, even some with rudders! The hollow waterlines offer excellent reserve buoyancy and the laps and rails act as spray rails offering the bonus of a dry ride.

Maintenance was once a sore point for wooden boats but epoxy coatings, high grade paints and varnishes and attention to details in the design stage have largely eliminated this drawback. Keeping the boat clean with soap and water and sensibly stored provide the first line of defense. The canoe being an open boat has no dark hidden recesses for rot to take hold within. The kayaks, closed deck, are epoxy coated inside, hull and deck, to seal these hard to get at places at the time of building.

Occasional sanding and varnishing and painting will be required from time to time, depending on the amount of use the boat receives. High grade materials and a good base (about 6 coats of varnish for instance) means that major re-wooding is a long, long way off. I supply each of my customers with an owner's manual which outlines all the simple maintenance steps and how to perform them.

If this seems like too much, let me say that with proper primary care (keeping the boat clean) and good storage, annual maintenance might range from a few hours to none at all. In return, your boat will appreciate in value while giving decades of service. One has only to look at the original Rushtons still in use today to see that this can be so.

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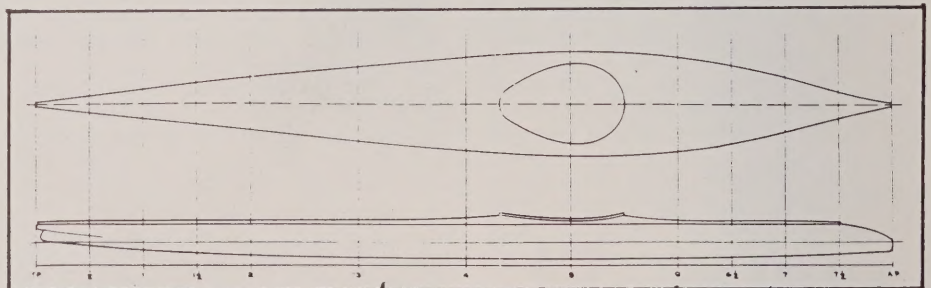
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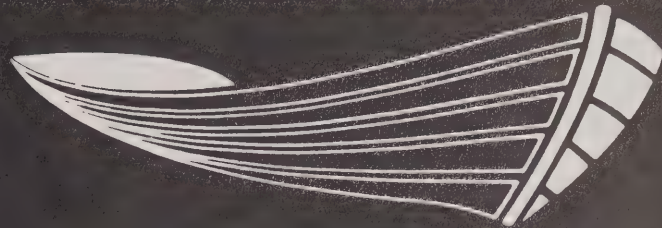
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ALEUTKA, Skip Snaith's newest sea kayak design is under construction this summer and Skip hopes to have a prototype in the water by late summer. ALEUTKA is 16' long with a 24" beam and a weight around the low 30's. The boat will be glued lapstrake construction using Bruynzeel plywood. The design has an Arctic skin boat heritage with a low profile, straight sheer and hollow ends. If you'd like to hear more from Skip, you can call him at (203) 938-9158 or write to him at The Traditional Boat Center, 40 Lonetown Rd., Redding, CT 06875.

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WOODEN BOAT SHOW

PREVIEW

Still not "just another boat show," the 5th Annual Wooden Boat Show at Newport continues to evolve and add new attractions. The basic trade show will have some 75 exhibitors this year, virtually all devoted to some aspect of wooden boats (not many junk/trinkets displays). The Sika Challenge Quick & Dirty boatbuilding contest is back, along with it's polar opposite, the Concourse d'Elegance which features classic wooden yachts. The Traditional Small Craft Association returns with its opportunity to

try out traditional rowing, paddling and sailing craft. New this year will be the 2nd Annual Jamboree of antique power craft, over 40 restored wooden runabouts and cruisers will be in attendance. And also new this year a big display of classic wooden canoes by the Wooden Canoe Heritage Ass'n, with restoration/building demonstrations. There'll be a wooden boat parade Sunday morning past the Show's waterfront and at noon some of the antique powerboats will do a high speed run past the west side of nearby Goat Island. A lot going on.

Several maritime museums will exhibit this year to show what interesting facilities they are today, not just static displays of the "old days", but active working exhibits of how things were done. The Mariner's Museum from Newport News, VA will feature the building of a Chesapeake crabbing skiff by Bill Moore, the museum shipwright. The Rockport Apprenticeship will again be on hand demonstrating their traditional boat building work. Likewise the Apprenticeship of the Maine Maritime Museum. The Landing Boat Shop boatbuilding school will feature similar displays.

The Show also includes a brokerage section where wooden boat owners (or their brokers) can display wooden boats they wish to sell. It is not limited to brokers (despite the name), anyone interested in renting slip space to display a wooden boat for sale may do so.

That Concourse d'Elegance is a package arrangement for wooden boats of all sizes, ages, types. Dockage fee to participants is half the normal seasonal fee (only 60¢/ft) and skippers and crews get free Show admission all four days, plus free attendance at the awards party sponsored by Pusser's Rum. Trophies will be supplied by Stroh's Brewery and Nautical Quarterly.

The Wooden Canoe Heritage Association expects to display the following

craft: A restored 1914 Morris; a new paper canoe; a restored 1894 Gerrish; a restored 1913 Old Town Otca, a res-Rushton Indian Girl; a new birchbark canoe; a sailing canoe. An ongoing demonstration of restoration work will be carried out by Guy Cyr of West Sullivan, ME. Building of a traditional type will be demonstrated by Rollin Thurlow of the Northwoods Canoe Shop of Dover-Foxcroft, ME.

The growth of the Show has required expanded water space this year to adequately accommodate the antique power boats, the Concourse d'Elegance entrants and the private boats being offered for sail, as well as an increased interest by trade exhibitors on having their craft in the water rather than on land.

The confirmed exhibitor list as of June 25th follows:

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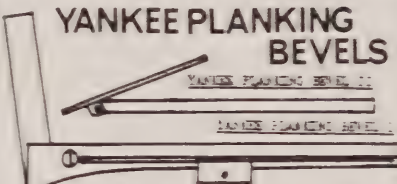
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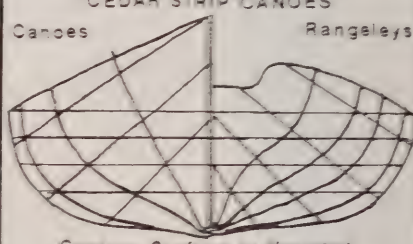
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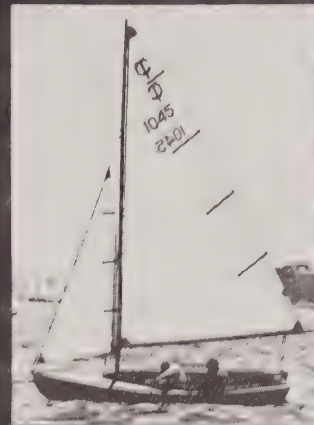


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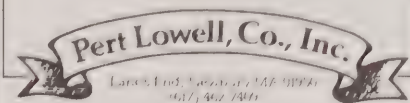
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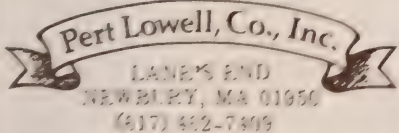


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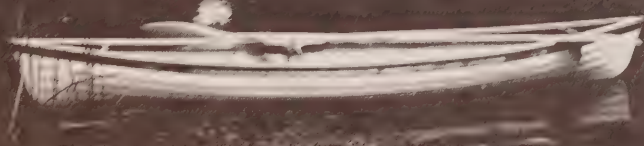
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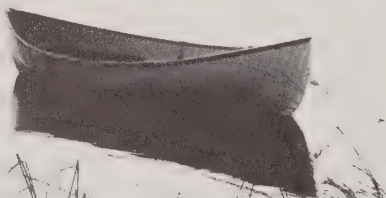
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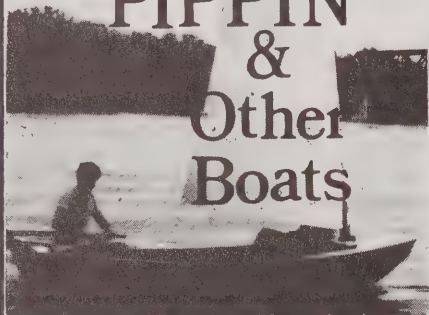
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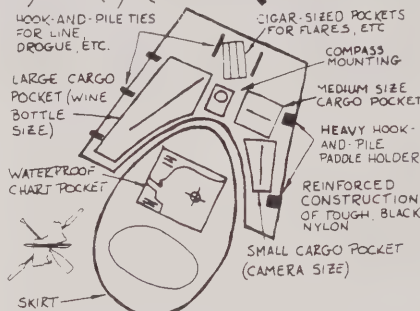


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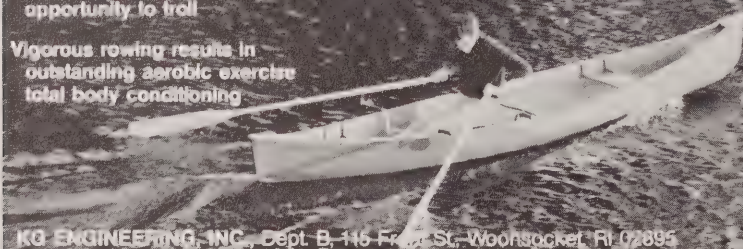
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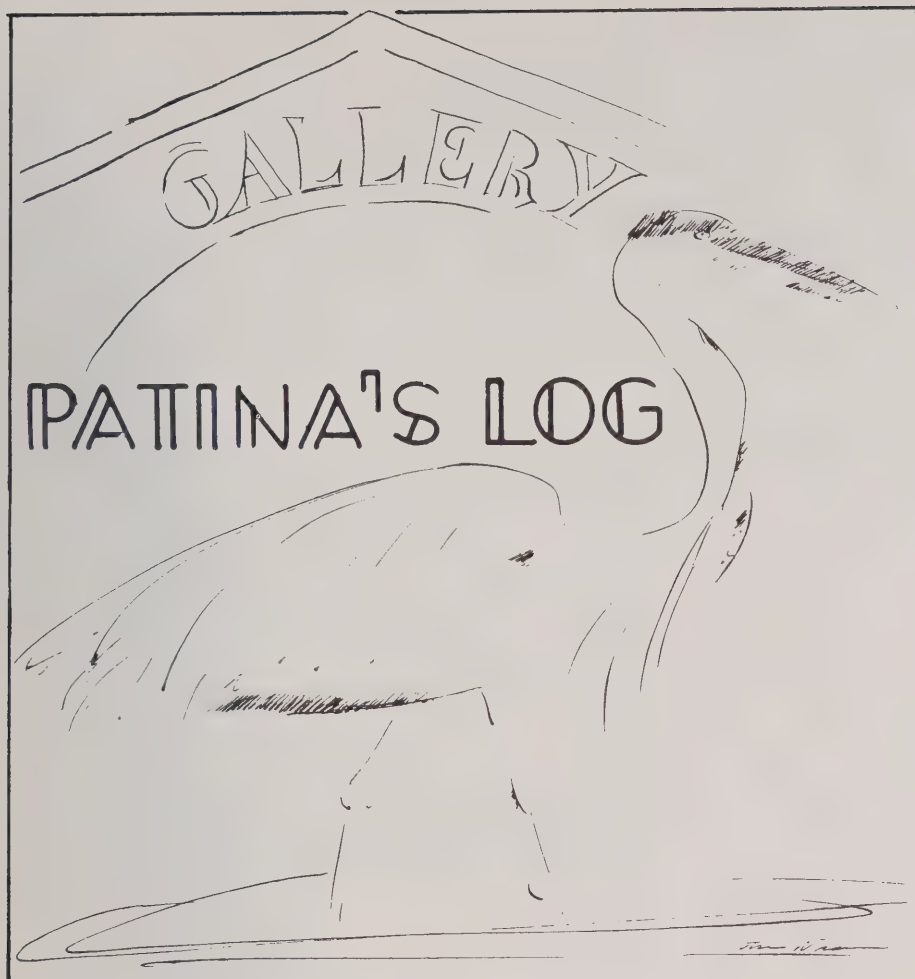
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This past spring did not bring with it any great desire to get PATINA in shape. I looked her over, made a list, repaired my tool box, sharpened a chisel, checked my paint supply, went over the mooring, spliced line, and studied the situation. Did everything but work on PATINA. Just couldn't move. No motivation. Each day she looked a bit nicer sitting amongst the lilacs, even better when they came in bloom.

So instead I headed off to Mystic. Hit the Bookstore first. Always plenty to look over and I promptly got lost. It took a while but I could feel my spirits rising. Then I moved along to the art gallery.

And it wasn't the gallery I'd seen last year. Twice its former size and specially designed as a gallery, it was a pleasure unfolding, a two story space of aisles, stairways, display areas and special purpose rooms with a ten by twenty foot skylight running the length of the main room. The light is soft, the walls just right. And the inaugural exhibit was a match for

the new gallery.

The paintings, prints, sculptures, ship models and scrimshaw, over two hundred pieces by forty-three artists, were a fascination. And not the clutter one might expect, not cheek-by-jowl. Around unexpected corners were discoveries, a delicately modelled whale boat, a finely carved "Spotted Sandpiper", a large oil by Thomas M. Hoyne. It was a place to spend some time, to see things through the eyes of others.

In time I found my favorites.

"Winter Stroll on the Waterfront" by Paul Landry is a small delicate oil wash. The snow lays beneath a quiet sky, a coastal schooner lays aside its wharf, a large maple stands in winter dress as two distant figures follow a path that winds toward the wharf. The painting has a sense of peace, of work laid to rest a while.

"Reflections - Christmas Cove, Maine," a five by nineteen inch alkyl oil on canvas by John Atwater is a painting of warm shadows and the greens and

the mirroring power of water. It soon had me thinking of a favored spot along the Connecticut River where, sometimes, I can just be sitting in PATINA and be away from things and slowly become aware of the flow and role of light and color along the water's edge. The picture seemed to say a lot about the kinds of moments that make a small boat the fun it is.

"Threading the Outer Breakwalls of Lowestoft," a twenty-two by thirty-three inch oil by Christopher Blossom is one of those pictures that illustrates, but doesn't over-dramatize, a bit of the reality of the age of sail. Here's something clearly gone wrong and there'll be no chance to work to windward. A decent illustration of the facts, no more.

A different story is "Quiet Evening, Kingston on Thames." It is a small impressionistic piece that simply glows, that gives up its atmosphere of muted colors easily, color that takes one there and recreates the boats and bridge and stream and sky and air.

And there were waves, whalers, steamers, skipjacks, Cape Horners and the "Capture of the Privateer Prince de Neufchatel, Dec. 1814." This last rang a bell. It is a favored ship in Chapelle's "History of American Sailing Ships." It was nice to have the lines fleshed out.

But, I kept going back to the "Spotted Sandpiper," then I noticed the "American Avocet," and then "Killdeer." Now if basswood could fly, these birds would. So detailed, so completely carved and lined. Nice work from the hands of Julien Bourque. And it got me thinking about PATINA. I could feel the urge to get her in the water, to let her ride, to let her move against the sunset, to take her along the river's edge, to row across the cove and find the blue heron and sit and watch. Without a doubt, it's time to liberate PATINA, get in there amongst the lilacs and get her on her feet.

Well, the Seaport had done its work, guess I needed to borrow other folks' eyes for a while to find mine.

The new gallery facilities at Mystic Seaport Museum certainly add a dimension to the enjoyment of marine art for New England. It is a decently large facility. Much can be displayed, a real feel for the enlivening qualities of art can be had. Not much has been spared to make such so. And that is all to the good. There are few such places as this.

Since the gallery is a sales facility, part of the Seaport Museum Store, there is no admission, you need not enter the Museum grounds in order to visit the gallery. This summer's exhibit is entitled, "From the Heart of America", opening June 30th, running until October 13th.

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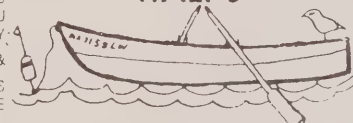
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ACCESSORIES

There is a rumor that OLDSHOE shouldn't exist, that is, there is no place in the market for such a boat or it would have been designed a long time ago by someone. I counter that most boaters aren't that well up on design, didn't know that OLDSHOE (for comfortable if you hadn't guessed) was possible, so no one ever asked! Experienced sailors who have been aboard react with astonishment, an entirely correct reaction.

This boat didn't start out to be only 12 feet long (5'4" wide, 15" draft) as I too didn't know that the comfortable daysailer I desired could be less than 14 - 16' long. So, she isn't 12' long as a stunt but only as long as is necessary to be the remarkable, unbelievable boat she is, with the desired accommodations. By volume, Bolger is easily the pre-eminent small boat designer, pushing design parameters to the outer edge on frequent occasions. He also insists that prototypes be built and tested since boats sometimes behave differently on the water than the drawing board layout might have indicated.

Getting on with it, OLDSHOE has chair high seats for SIX adults with a load waterline nearly to 900 lbs and will accommodate some additional weight if there is any reason for it! There is sprawl space for the four largest men you know. The coaming backrest comes up to the shoulder blades and there is no shuffling of feet or overlapping of knees necessary in order to make everyone comfortable. The free flooding wells front and rear are great for gas cans for the 1-3hp outboard and washing down the anchor line. There is still room for a very large dry locker with lockable hatch; on a long day's sail it will accommodate a chemical potty with hatch and curtain privacy, to keep one even more comfortable, of course! And, since the boat will sail itself indefinitely on any windward course one can nap or visit the john even if alone with the dog. The cat yawl rig does this, in a 12' boat, 91 sq. ft. sail area.

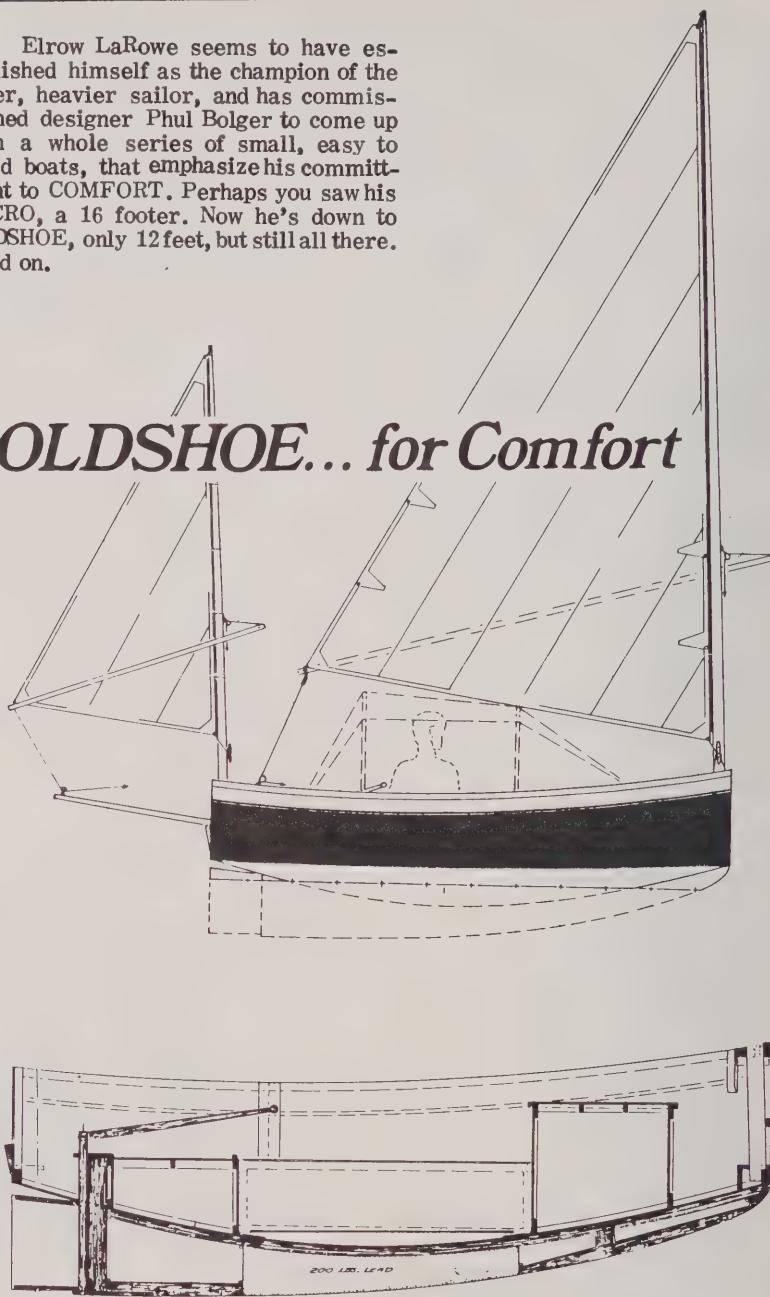
With its long shallow keel with in-board rudder and 200 lbs of lead ballast sandwiched into the plywood keel sheathing, OLDSHOE is also self righting. With the optional hatch over the foot well the boat is also self bailing. Want to try for self rescuing? With the prescribed flotation the boat can be sailed or motored with the foot well full, although it can be easily bailed dry. Yes, and if you're in the water for any reason, there is a step in the transom bow, the mast as a hand hold, and that flat bottom stability.

Dare I say it? As a camp cruiser OLDSHOE is well high perfect, sleeping two on the seats, or four or five with the foot well hatch in place and a typical boom tent arrangement. The dog and I have tested it.

Sometime along into middle age or later senior years, one discovers that the small boats of yesteryear are just no longer comfortable, even if one is still agile enough to keep them on their feet, sitting on the rail or narrow side-deck. This is not a typical thought for many senior boaters who have long since

Elrow LaRowe seems to have established himself as the champion of the older, heavier sailor, and has commissioned designer Phul Bolger to come up with a whole series of small, easy to build boats, that emphasize his commitment to COMFORT. Perhaps you saw his MICRO, a 16 footer. Now he's down to OLDSHOE, only 12 feet, but still all there. Read on.

OLDSHOE... for Comfort



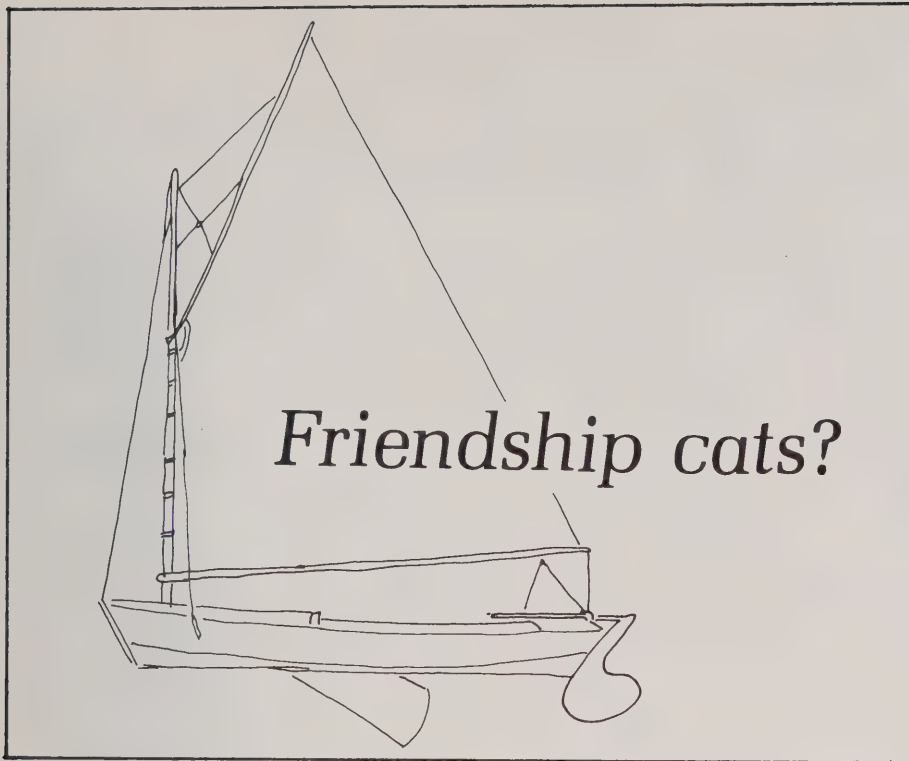
moved on to larger boats. I did, to a four berth 32' sharpie ketch. We older types are not sailing the smaller boats anymore. But, how about the thousands who aren't sailing because the affordable boats are small and uncomfortable, and the comfortable ones are larger and more costly? Bolger has done well on our behalf in our plans meeting our major criteria that, "the boats must be comfortable for senior citizens, sheer luxury for those younger and smaller." Even our cartopper kayak, PIROGUE, is 39" wide and has room for four adults, its sailing rig, rowing outriggers and gear.

But will OLDSHOE sail? In light air on Lake Tarpon, four heavy men had a delightful afternoon of fellowship while the boat did one mile tacks and reaches with surprising quickness. And at Cedar Key, at a traditional craft get-together, OLDSHOE drove with great power into a very hard sailing breeze through 4 - 5'

mostly breaking seas, occasionally hitting one and throwing a perfect half-moon circle of spray out ahead. Reaching and running, OLDSHOE was dry and exciting, and rocking chair comfortable. Aboard were three large men and a 100 lb. German Shepherd, 670 pounds! We were under full sail, most other boats were reefed.

In a shallow 100' wide channel, the boat slid to leeward, not able to keep its footing with the centerboard out of operation. Into deeper water with the board down, OLDSHOE then pointed high and held on. But, it needs a good fill on a tack upwind, not pinching. In the narrow channel, this posed some problems, like any long keel boat, OLDSHOE needs to be sailed around the corner sedately, too quick on the tiller and on go the brakes.

But, in all, just too much in a 12 footer. The plans are \$35 from me, at LaRowe Boat Plans, 302 Crosswinds Dr., Palm Harbor, FL 33563.



Everyone knows about or has heard of the "Friendship Sloop" but if you were to talk about a "Friendship Cat", I am sure your listener would conjure up the image of a four legged feline. Not so! Not so! The Friendship Catboat is a delightful sailboat of 16', 1" built primarily with racing in mind.

Years ago it seems a summer resident of Friendship, an excellent sailor, was interested in a boat which would be good for teaching young sailors. So, in the year 1925 he talked two Friendship men, Gene Brown and Archie Thompson, into designing and building this one-design boat. In the next few years, eight of these were constructed and raced every Sunday in Friendship Harbor. They raced down

around the Can, back through the harbor, around Ram Island and finished between the two spindles, or some such similar course was followed. Of the original eight boats there are still six in existence and they can often be seen sailing on a good day.

There was the ANANANNI, FOOLISH FISH, ELLA MARIE, CYNTHIA S, BOBETTE, CLAIRE, TINY BUD and one belonging to Mrs. Armstrong. During the 1920's and through the '30's these Cats raced every weekend. Then along came the war and this brought the racing pastime to a screeching halt. In the '40's Carlton Simmons found the old molds, teased them into shape and built four more. From time to time since the war,

the racing has been revived and up until 1963 or 1964 there was a running record of the winners kept.

What is this dream boat like? Length 16', 1"; beam 5', 8"; draft 4-1/2" with the centerboard up. She has a flat bottom with a slight rocker. The bottom was cross planked of cedar. The rest of the boat, including the transom and five frames was all of oak. She is half-decked, gaff-rigged and has a centerboard. The 18' mast was spruce and she carried 130 square feet of sail. A Friendship resident recalls watching one of the men shape the mast for one of the originals from a spruce tree he had chopped right near his house.

If these old boats could talk they would tell stories of many past funtimes, sails and races. They claim these boats were built for the youngsters, but one person recalled the parents sailed most of the time.

Is it the memory of past good times, the sight of a Friendship Cat sailing, desire to race and win or just the love of traditional lines that is prompting 6 or more men to have a 1981 model of this great boat? The hammering from Doug Lash's shop indicates that more of these boats will be racing this summer. The new ones will have bronze fastenings as a change from the galvanized of the old ones, and the mast is Sitka spruce. Instead of the price tag of \$75 for the first ones, the modern version will be in the \$3000 price range. The smiles on the faces of the prospective new owners will mean that a sail in such a fine traditional craft is a pleasure at any price.

There are not too many boat designs that live the test of time but the Friendship Catboat has endured about 60 years. What naval architect can say three quarters of his original fleet are still sailing after such a long time?

Story by Betty Roberts from the 1981 Friendship Yearbook. Thanks to Betty for permission to reprint and to reader Holt Vibber for suggesting that we do so.

Search for a Short Skiff

A while back I was searching for a Banks Dory type of boat in the 12 foot range. Well, I never did find anything so I set out to build one myself. I chose a plan for a 16 footer in John Gardner's DORY BOOK, and cut four feet off its overall length while bringing in the beam a few inches. One day when it was nearly finished I just stood back and looked at it. The shape was there, but I realized that if I ever put it into the water it wouldn't take much to tip it over. We learn by our mistakes and this was a good lesson for me.

I finally came up with this boat that resembles, I guess, the Chamberlain skiff. It measures 13', 6" and has a beam of 50". The boat pictured was the first out of the mold, for the next one I would like

to try a sailing type.

I plan to offer the boat in this basic rowing form, perhaps seating arrangements could be customized. The seats are airtight with flotation. The gunwales, bow cap, stern corner braces and middle seat are mahogany. The first sea trial was in a stiff breeze but it performed well with my two boys and I aboard, rowing well to windward.

This design isn't really suitable for an outboard and I would like to offer one that could be powered. My thoughts lead to a Lawton skiff design in the 13' range, so if any readers happen to know of such a craft suitable for use as a plug, I'd like to hear from them.

Tom Seerveld, 48 Tyler Ave., W. Sayville, NY 11796, (516) 567-8399.



What's happening...



SUMMER ACTIVITIES

The Hull Lifesaving Museum in Hull, MA has several programs of interest running during August as follows:

AUGUST 13-29: Youth rowing classes on Tuesday and Thursday afternoons from 3:30-5:30 p.m. Boys and girls ages 11 to 16 are eligible, the fee is \$24 for non-members, \$20 for members. The instruction will cover rowing technique and boat handling and maintenance. The windup will be an all day rowing expedition to one of the Boston Harbor islands.

OPEN BOATHOUSE: Fridays from noon to 4 p.m. and Saturdays from 8 a.m. to noon, the Museum boatshop and boats will be open and available for projects and use under supervision. Fee is \$15 to join the Museum Rowing Association in order to take part (for non-members of the Museum, \$10 for members). There is no fee for dropping in and looking around.

The Hull Lifesaving Museum will be open Wednesday through Sunday, noon to 5 p.m. with adult admission of \$1, 50¢ for 5-17, children under 5 free. Members are admitted free. Memberships range from \$10 individual, \$15 family on up to \$1000 life. For more information, contact the Hull Lifesaving Museum at (617) 925-LIFE, or write to them at Box 221, Hull, MA 02045.

TSCA VOLUNTEERS NEED

The Traditional Small Craft Association will again hold its national meet at the Wooden Boat Show at Newport, RI August 15-18. Members or interested traditional small craft enthusiasts are needed as volunteers to staff the meet and show exhibit on part time basis (day, afternoon, weekend). Those wishing to bring traditional small boats to display or to put in the water for supervised public use (as at the Mystic meet in early June) are invited to do so. Arrangements for admission and boat launching will be made appropriate to the needs. In particular, boats for two or more persons to use at once are desired. Contact Kevin Wong at (617) 396-7091 eves, or write to him c/o Peter Schmid, Box 9141, Boston, MA 02114.



KITTERY SEASIDE FESTIVAL & ROWING RACE

On August 10th the Seavey Island Rowing Club and the Kittery/Eliot Jaycees will host a race for traditional rowing craft at Fort Foster Park on Gerish Island at Kittery Point, ME. The course will be 2.6 miles, classes will be provided for wherries, peapods, dories and other traditional craft. Starting time is 9:30 a.m., fee is \$3 per person. The festival is an all day ongoing occasion at the site, free admission for swimming, crafts fair, fireworks, etc. For more information on the race contact Geoffrey Marshall at (207) 439-0611.

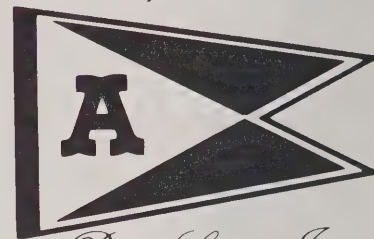
LONG ISLAND CANOE & KAYAK SHOW

The second annual Long Island Canoe & Kayak Show is scheduled for August 10th at Dowling College in Oakdale, NY. Potential exhibitors are urged to call Jerry Howson at (516) 271-4778. Both commercial and educational displays are included.

VISIT THE SPIRIT OF MASSACHUSETTS

On August 10th and 11th the SPIRIT OF MASSACHUSETTS will be moored at Tucks Point in Beverly, MA for the city homecoming week and harborfest festivities. This will be the only visit of this schooner to the Massachusetts north shore this year. Public may board on Saturday morning and Sunday evening at \$2 adult, \$1 child or senior citizen. If you are more ambitious in your desires, you can arrange to charter the schooner for a cocktail party for \$500 (ship only, no comestibles) or for \$1000 you can take up to 50 of your friends on a 3 hour cruise. Call Daniel Hoisington at (617) 921-0040 if these opportunities attract you.

The Antique and Classic



ANTIQUE & CLASSIC BOAT SHOWS FOR MID-SUMMER

Many shows of antique and classic craft are scheduled for August:

AUGUST 2-4: 21st Annual Boat Show, Thousand Islands Shipyard Museum, Clayton, NY. Call Bo Collins at (315) 686-4104.

AUGUST 10-11: 3rd Annual A & C Replica Show, Wakefield, RI. Call Walter Beckmann at (401) 783-1859.

AUGUST 10: Barnegat Bay ACBS Show, Barnegat Bay, NJ. Call Gordon Sulcer at (201) 285-0460.

AUGUST 15-18: 5th Annual Wooden Boat Show, Newport, RI. Call Rob Dwelley at (401) 846-1600.

AUGUST 15-18: Antique Powercraft Historical Society Show, Newport, RI (at Wooden Boat Show). Call Dale Tassell at (813) 365-1850.

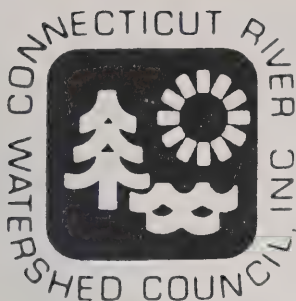
AUGUST 17: Hudson River ACBS Rendezvous, Kingston, NY. Call Jim Muller at (914) 331-6539.

AUGUST 23-25: Adirondack ACBS Rendezvous, Bolton Landing, NY. Call John Binley at (518) 543-6002. This will include Gold Cup boat races and dedication of ACBS International Headquarters.

HUDSON RIVER ACBS RENDEZVOUS

The second annual gathering of antique and classic boats at the Hudson River Maritime Center in Kingston, NY is on for Saturday, August 17th. The boats will be on display from 10 a.m. and about 3 p.m. they will parade to Kingston Point lighthouse and up Rondout Creek and back. Spectator admission is free, some boats will be open for boarding (proper boat shoes required). Participation is open to anyone owning an antique or classic boat, not limited to club members. Amongst the craft expected will be the 80 foot tender/houseboat built in 1912 for J.P. Morgan's yacht CORSAIR and an 1898 Elco electric launch of the type introduced at the 1893 Columbian Exposition in Chicago.

For more details call James Muller at (914) 331-6539 or (914) 331-9300, ext. 454.



AUGUST CANOE OUTINGS ON THE CONNECTICUT RIVER

The Connecticut River Watershed Council has a number of canoe outings scheduled this month. Fees range from \$16 day trips to \$50 for overnights for non-members (members are \$12 and \$40 respectively) and if you bring your own canoe and PFD these are reduced by \$4 and \$8 respectively. Evening paddles and clinics are priced at \$8 and \$5 respectively (non-member and member). To obtain more details contact the Council at CRWC Canoe Trips, 125 Combs Rd., Easthampton, MA 01027. Phones are as follows: Connecticut - (203) 277-6914; Massachusetts - (413) 584-0057; Upper Valley - (603) 643-5672.

AUGUST 3: An easy paddle on tidal Selden's Creek in Lyme, CT.

AUGUST 4: Daytrip from Farmington River to Hartford, CT.

AUGUST 5: Evening canoe clinic at Springfield, MA.

AUGUST 7: Canoe and birding trip near the Stebbins Wildlife Area of Longmeadow, MA.

AUGUST 9: Evening paddle on Chapman's Pond in East Haddam, CT.

AUGUST 10: Canoe race about 9 miles downstream from Claremont to Charlestown, NH for both racing and recreational canoeists.

AUGUST 11: Trip on recently formed oxbow cutoff on river from Newbury to Bradford, VT.

AUGUST 17: Special trip (at higher fees) from Claremont to Charlestown, NH with natural history of Abenaki Indians included.

AUGUST 17-18: Overnight trip from East Haddam to Essex, CT including Selden's Island, Chapman Pond and Steamboat Dock Museum.

AUGUST 18: Nature photography trip in Grant Brook and Lyme Waterfowl Marsh from East Thetford, VT.

AUGUST 24: Full day trip on the Salmon River in CT.

AUGUST 24-25: Overnight trip from Canaan, VT to North Stratford, NH which includes whitewater on the northernmost sections of the river.

AUGUST 27: Evening canoe clinic at Rainbow Dam on the Farmington River in Ct.

AUGUST 31: Day trip from Easthampton, MA in the oxbow section of the river.

AUGUST 31: Moonlight cruise from Charlestown, NH to Springfield, VT with a potluck supper included.



SEBAGO CANOE CLUB

SUMMERTIME OUTINGS, PADDLE & SAIL

This summer the club has many one day trips planned to local rivers (from Brooklyn, NY club location) as well as other outdoor activities, including camping on Long Island Sound and Naragansett Bay. Boats are available for those in need and instruction for those feeling a need for brush up or learning of new paddling or canoe sailing skills. The calendar for August is as follows:

AUGUST 2-4: Basic Canoe Course at Lake Sebago, NY.

AUGUST 416: Sugar Island ACA Encampment, canoeists and kayakers from all over in lovely wilderness surroundings at the Thousand Islands on the St. Lawrence River. Bring your own boat and camping gear. Call Marilyn Vogel at (718) 767-5020.

AUGUST 10-11: Cabin Weekend, the club will host the rest of the ACA Encampment for a wine and cheese party. Call Dick and Sandy Schneider at (718) 331-8677.

AUGUST 17: Hudson River from Croton Point, calm water and charming company for a relaxed afternoon. Club boats may be rented. Call Jerry Dorfman at (718) 627-8591.

AUGUST 17: 5 Meter Sailing Races, call Gordon Miller at (201) 796-2792.

AUGUST 24-25: Narragansett Bay, Prudence Island outing for kayaks, canoes and sailing canoes. Paddle 1-1/2 miles out to island, camp overnight. Possible 16 mile circumnavigation of the island. Or do your own thing. Call Chuck Sutherland at (718) 767-5020.

AUGUST 25: Workday at the Brooklyn Clubhouse.

AUGUST 30-SEPTEMBER 2: Celebration at the Cabin. Floating cocktail party, cookout, square dancing, water games, etc. Call the Humbles at (516) 546-5965.

AUGUST 30-SEPTEMBER 2: The Dead River in Maine aint dead on Labor Day, dam release for class 2 and some class 3 paddling whitewater. Reservations required in advance. Call Marilyn Vogel at (718) 767-5020.

AUGUST 30-SEPTEMBER 2: Stillwater in the Adirondacks. Call Bob Colifarco at (718) 651-3972.

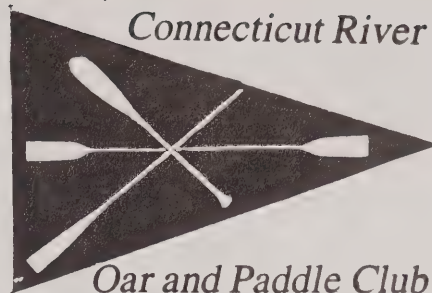
LAPSTRAKE BOATBUILDING WORKSHOP

The Rockport (ME) Apprenticeshop has a week long workshop with Simon Watts scheduled for August 5-10 at the shop on Sea St. in Rockport, ME. Call Steve McAllister at (207) 236-6071.

MAINE TSCA EVENT AUGUST 24TH

The Traditional Small Craft Association of Maine will host a day on the water and lobster cookout on Hocamock Channel in Bremen, ME. Camping is available. Call Dick Shew at (207) 644-8120.

Connecticut River



Oar and Paddle Club

MIDSUMMER OUTINGS IN AUGUST

The Connecticut River Oar & Paddle Club schedules a number of recreational outings for interested persons in oar or paddle powered craft. Membership is not required but is invited. Contact Jon Persson at (203) 388-2343 business days for more particulars. The events coming up in midsummer are as follows:

AUGUST 7, 14, 21, 28: Wednesday evening cruises to explore the river and its estuaries at dusk, ideal low pressure outings to bring along guests or to experiment with new rigs or to exchange boats. Leave from the club at 18 Riverside Ave. in Old Saybrook, CT.

AUGUST 11: Thimble Islands Day Cruise / Stony Creek and Guilford. A leisurely cruise amongst the Thimble Islands, launching from Stony Creek.

AUGUST 25: Just-After-Dawn-Patrol. Departing the club at 6 a.m. for scenic trip up or down river depending on weather with light breakfast on beach of choice. About 6 miles.



CANOE RACING EVENTS SCHEDULED FOR AUGUST

AUGUST 14: Sunset Special Canoe Race, Bolton, CT. Start is at the Bolton State Ramp. The course is a figure 8 on Lower and Middle Bolton Lakes with a short portage between, 5-1/2 miles for racers, 4 miles for special local classes. Race time is 6:30 p.m. Call Ted Kenyon at (203) 872-0219 or Jeff Heldtman at (203) 742-6388.

AUGUST 18-19: Bluefish Festival Flatwater Weekend. Start is in Clinton Harbor from town beach, in Clinton, CT on the tidal Hammonasset River. Course is 10 miles with short portage over an island, on river and in river mouth bay. Race time is 12 noon Saturday, 9:30 a.m. Sunday. A cruise and canoe polo match are also scheduled. Call Earle Roberts at (203) 346-0068.

AUGUST 24: Seekonk Summer Sizzler. Start at East Providence Yacht Club in East Providence, RI. Course is 11 miles of tidal flatwater. Mass starts for novice and recreational classes and for all racing classes, 11 a.m. Call Scott Olsen at (401) 434-4971.



SUMMER SEA KAYAKING IN BOSTON HARBOR

The folks at Aqua*Ventures in Boston, MA have quite a summer schedule planned for all levels of sea kayakers. Details are as follows:

AUGUST 17: Sea kayaking day trip with picnic lunch on a harbor island. This is a beginner level outing for instruction purposes, 9 a.m. to 4 p.m. All boating equipment and lunch provided for \$55 fee. Contact Aqua*Ventures at (617) 524-6239 or (617) 391-5954.

AUGUST 18: Sea kayaking demonstration on Lovell's Island, free instruction, bring lunch, swimsuit, etc. All boating gear provided. To get to Lovell's take private boat direct or public ferry from Long Wharf in Boston (\$3) or Hewitts Cove in Hingham to Georges Island, free shuttle boat thence to Lovell's. Call Aqua*Ventures at (617) 524-6239 or (617) 391-5954.

AUGUST 24-25: Teaching Tour weekend instruction in paddling, navigation, safety, tides, etc. with overnight campout on an island. For details on this event contact Outdoor Center of N.E. at (413) 659-3926.



Merrimack River Watershed Council

LOWER MERRIMACK RIVER CANOE CRUISE

On August 19th the Merrimack River Watershed Council will host the third and final canoe cruise on the river, this one a 9 mile trip with the tide from Methuen to Groveland, MA. Along the way are four islands and a man-made cavern to explore. Since the number of canoes will be limited, pre-registration is required. Some canoeing experience and endurance is necessary and participants must provide their own canoes and partners. A small donation to defray organizational expenses will be asked. To register, or obtain further details, call the Council at (617) 363-5777.

IPSWICH RIVER GRAND CANOE EVENT

The Ipswich River Watershed Association will host an 11 mile tidal canoe paddle on August 17th from the Green St. Bridge in Ipswich, MA to Long Wharf in Gloucester. Awards and a picnic will follow at Long Wharf. Pre-registration is required at \$5 fee. Call (617) 887-9685 or (617) 887-8671.

RADIO CONTROL MODEL YACHT RACING THROUGH AUGUST

EVERY TUESDAY NIGHT: Under the lights at Rosemary Lake, Needham, MA 6 pm until the wind dies. Call Ed Walton at (617) 449-2662.

AUGUST 3: Commodore's Invitational, Heckscher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

AUGUST 4: Tony Lombardi Memorial, Providence, RI, Any Boat. Call Mike Andrea at (401) 724-5221.

AUGUST 10: Cutty Sark, Central Park, NY, Class M. Call Richard Plaut at (212) 249-3772.

AUGUST 11: Larson Memorial Invitation, Housatonic, CT, Class M. Call Robert Mersereau at (203) 226-9370.

AUGUST 17: Eastern Division Championships, Heckscher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

AUGUST 18: Summer Open, Stonington, CT, Any boat under 86". Call Bob Weall at (203) 599-1644.

AUGUST 24: Island Invitational, L.I. NY, Class 3UR. Call Edward Helme, Jr. at (516) 883-8453.

AUGUST 25: A Skippers Memorial, Saddlebrook, NJ. Call Francis Lucke at (201) 335-7609.

AUGUST 31: Max Bain Memorial, L.I. NY, Class M. Call Edward Helme, Jr. at (516) 883-8453.

TRIREME LIVES!

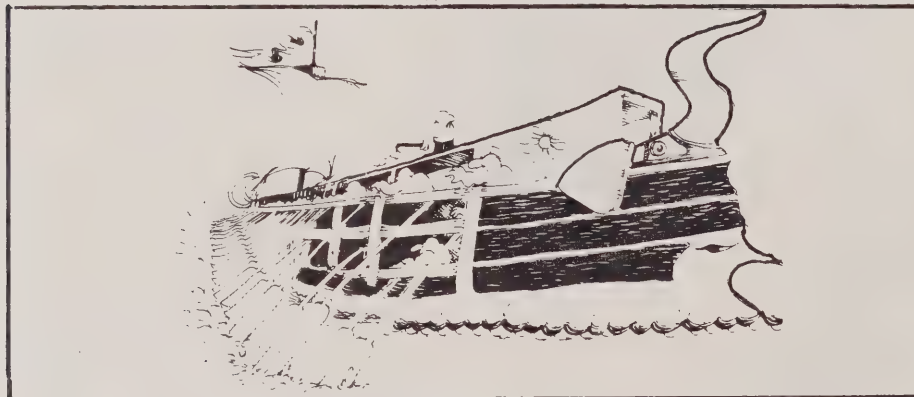
In my editorial comments on rowing in the July 1st issue I remarked that there would probably not be any return to the ancient rowing of Mediterranean history, three decker triremes moved along by hundreds of oarsmen. Wrong.

The June/July issue of ROWING USA reports on a Greek project to build a complete trireme warship this coming winter based on research done by the Trireme Trust of Great Britain. The Trust built a complete 15 place "segment" to test out their research, and this will be

utilized for tryouts for the 170 man crew that will be needed for the largest, most menacing pulling boat of modern times.

This ancient craft was actually the state of the art in hi tech at the time, a stripped out powercraft built for ramming others at high speeds propelled by 170 athletes (not criminals serving time). The addition of the third deck and its great power increase came about with the idea of the outrigger to get the sweeps out beyond the lower two levels. The craft were fast, one historical report tells of a 240 nautical mile trip in 24 hours.

The ROWING USA report states this is a serious undertaking and that there really is a need for crew. Interested? Or care to send a friend to the galleys? Contact the Trireme Trust, c/o Air Vice Marshall Peter Turner, Wolfson College, Cambridge, United Kingdom.



24 PADDLES & A DRUM

The brand new wooden boat show in Chicago August 8-11 will feature this multi-paddle craft, a 45 foot Chinese Dragon Boat given to Chicago in 1967 by Nationalist China on Formosa. It would sort of be fun to be that dude in the bow with the drum!





BROOKFIELD BOATBUILDING CLASSES
The Brookfield Crafts Center in Brookfield, CT has these summer boat-building courses remaining on its calendar:

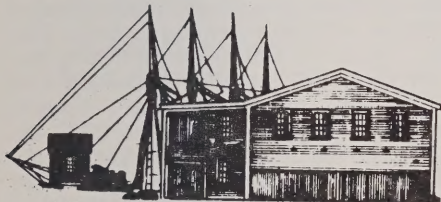
AUGUST 5-9: Rowing Shells with Ken Bassett.

AUGUST 12-16: Recreational Boat-building with David Foster.

AUGUST 19-24: Lapstrake, copper rivet construction with Simon Watts.

AUGUST 19-31: Ultralight canoes and skiffs with Tom Hill.

For a complete brochure write to Brookfield Craft Center, Box 122, Brookfield, CT 06804 or phone (203) 775-4526.



AUGUST EVENTS AT MAINE MARITIME MUSEUM

Several events of interest are on the calendar at the Bath, ME location of the Museum, as follows:

AUGUST 17-18: Opening of exhibit on Lobstering & the Maine Coast, dedication, lobsterbake, reception, etc.

AUGUST 31: Maritime Consignment Auction of boats, marine engines, maritime antiques, boating equipment and gear, any boat related items. Benefit for Museum. Morning inspection, bidding begins at noon. At Percy & Small Shipyard location. Consignment forms, catalog and further information on this auction from the Museum, call (207) 443-6311.

WOODEN BOAT SCHOOL COURSES IN THE REST OF SUMMER

There's still time to get into some of the remaining Wooden Boat School courses during the month of August, you'll have to call Peter Anderheggen at (207) 359-4651 to confirm which of these are still available:

AUGUST 4-9: Building the Nutshell Pram Kit with Eric Dow.

AUGUST 4-9 : Maintaining your Wooden Boat with Paul Bryant, John Maritato and George Fatula.

AUGUST 4-16: Building a Small Cruising Boat with Gordon Swift.

AUGUST 11-16: Honing skills with Hand Tools with Sam Manning.

AUGUST 11-16: Art of Sailmaking with Robin Lincoln.

AUGUST 18-23: Beginning Boat-building with Kevin Dwyer.

AUGUST 18-30: Wooden Boat Repair Methods with Ralph Stanley.

ALDEN

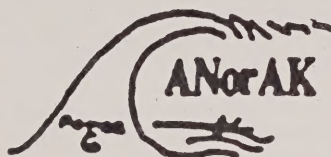


AUGUST OUTINGS

Two events are on in August for owners of Alden Ocean Shells, providing opportunities for both competitive and recreational oarspersons, as follows:

AUGUST 17-18: Second Annual Martin Oarmaster Regatta on Schroon Lake near North Creek, NY. Saturday morning will feature a 1000 meter race, the afternoon will include a clinic and relay race. On Sunday morning the Martin Challenge Race of 8 miles will be run. Host is P.O. Smith, RD 1, Box 65, River Rd., North Creek, NY 12853.

AUGUST 18: Third Annual New Meadows Cruise at Brunswick, ME, A 6-1/2 mile row. Host is John Chandler, Jr., 6 Brookmere Way, Brunswick, ME 04011.



SUMMER SEA KAYAKING

Here are several outings for interested sea kayakers during the next couple of months:

AUGUST 10-11: Sea Kayak Symposium, Castine, ME, sponsored by CANOE magazine and L.L. Bean. Call (207) 865-4761, ext. 2090. Limited to 250 participants, \$40 fee.

AUGUST 24-25: Narragansett Bay, Prudence Isl. etc. Contact Chuck Sutherland at (718) 767-5020.

FALL CAMPOUT: Chuck Sutherland is interested in a fall campout somewhere on Chesapeake Bay and invites comment from potential participants. Call him at (718) 767-5020.

CANOEING & KAYAKING IN SOUTHEASTERN MA THIS SUMMER

The Southeastern Chapter of the Appalachian Mountain Club has the following outings planned for canoeists and kayakers through August:

AUGUST 3-4: Local river paddling near Tanglewood Concerts in Lenox in the Berkshires. Call Paula Phillips at (617) 826-8080.

AUGUST 10: North River tidal paddling in Marshfield, MA. Call Ruth Irwin at (617) 447-4637 or Bob Milburn at (617) 294-0875.

AUGUST 17 - 18: Knubble Bay Campout at AMC camp to explore tidal waters between Bath and Boothbay Harbors in Maine. Canoeists call Tony Arnold at (617) 759-4767 or Barbara Hughes at (617) 362-3954. Sea kayakers call Chuck Wright at (617) 564-4250.

WOOD: A Manual for Its Use as a Shipbuilding Material

Originally issued in four volumes by the Bureau of Ships of the U.S. Navy, this 8 1/2"x11" First Collected Edition contains 418 pages, with 230 photos and drawings and 31 tables. It is the most detailed single source of information on building boats and ships out of wood. Hardbound, \$22; softbound, \$19. Mass. residents add 5% sales tax. From the publisher. Postpaid to U.S. addresses, others add \$2 for packaging and shipping. VISA and MasterCard accepted.

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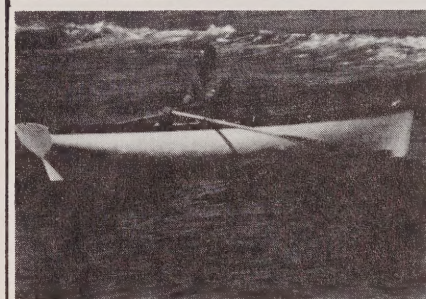
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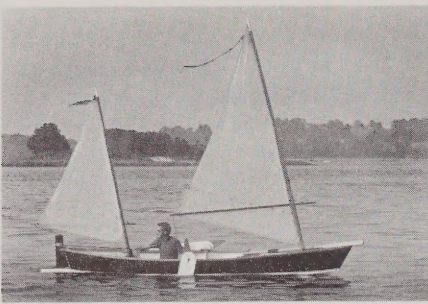
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MODIFIED BOLGER SURF, 15', 6" x 3', 7". A pretty boat in very nice condition. Cat ketch rig, swing up leeboards, launching wheel, etc. Easily car topped by one person. See, "A Cambridge Cruiser," MESSING ABOUT IN BOATS, Vol. I, No. 9, page 11. \$1000. PETER WATTERS, Cambridge, MA (617) 492-6467. (6)

O'DAY 22, 1972: Main, genoa. Located S.E. MA. \$4000 or trade for small boat(s) or equipment, esp. Hobie Cat or kayak(s). CURTIS BETTS, New York, NY (212) 807-9533. (6)

16' OLD TOWN SAILING CANOE, fiberglass. All equipment, mast, sail, rigging, bilgeboards, rudder with tiller extension. Paddle or sail. Excellent condition. 4900 or B.O. STEVE GURNEY, New Haven, CT. (203) 389-2733. (6)

16' EASY RIDER Eskimo sea kayaks (2) fitted with bow & stern stainless steel painter eyes and toggle handles, adjustable Yakima footrests and adjustable seat and backrests. One is expedition equipped with bow a stern sealed bulkheads, two air bags, neoprene spray skirt and True Track System rudder, compass assembly, rescue lines, Kober Regatta paddle. Save over \$500, selling price \$1350. One sea cruiser including a bow sealed porthole, stern sealed bulkhead, two airbags, neoprene spray skirt, foot control rudder, compass assembly, rescue lines, Kober Regatta paddle. Save over \$500, selling price \$1150. Special combination offer, both for \$2300 with extra Kober Breakaway paddle. PATRICIA MALINOWSKI, Pittsburgh, PA (412) 665-1426, 7:30-9:00 a.m. or 5:30-9:00 p.m. (7)

BEAUTIFUL FLAGS, banners, wind-socks, yacht ensigns, courtesy flags, marine gifts. Our shop is open 7 days. FLYING COLORS LTD., 468 Thames St. Newport, RI 02840. (401) 846-0418. (TF)

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RACKET SHREVE, Salem, MA, (617) 744-4324. (6)

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J. DENBY, Amesbury, MA, (617) 388-3891. (6)

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R.E. ROODE, Newburyport, MA, (617) 462-6451. (6)

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RICHARD ZAPF, Georgetown, MA (617) 352-6135 eves. (6)

29' CLASSIC KETCH, Sparrow. Sleeps 4, excellent condition. Sailaway, in water. \$16,500.

JOHN BURKE, Hyannis, MA (617) 775-2679. (6)

14' PHANTOM daysailer/racer. Good beginner's boat, fun for all. Excellent condition, complete with beautiful multicolored sail, launching wheels, all for \$800.

GEORGE BUNN, Middletown, RI (401) 849-5645. (6)

10' DINGHY, cedar strip, epoxy glass covered in and out. Includes sailing rig. \$500. 4hp longshaft Merc with extra tank, 20 hours use, \$350. 1.5hp Seagull, \$75 or B.O. Runs good. ED ELLIS, Scarborough, ME (207) 883-8160. (6)

SOME INTERESTING BOATS: 16' Appledore Pod (FG), sail hull, no rig. Exc. cond. \$800. 19' Appledore Pod (FG), sail hull, no rig, used just a few times, needs wood rail to complete. Cost \$1950, sell \$850. Gloucester Gull (FG) with oak trim, Martin Oarmaster sliding seat and 9', 9" oars, \$900. 16' Shew & Burnham light (70 lbs) cedar Whitehall, S & B oars. A lovely classic custom built for lightness, in exc. cond. \$2500.

BILL GRAHAM, Ipswich, MA (617) 356-3623. (6)

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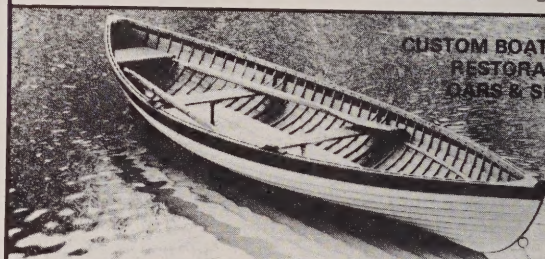
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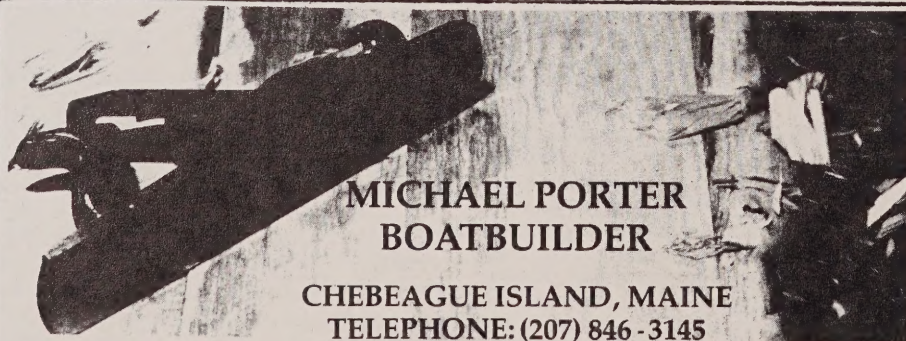
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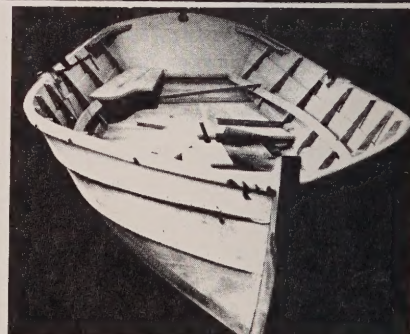
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