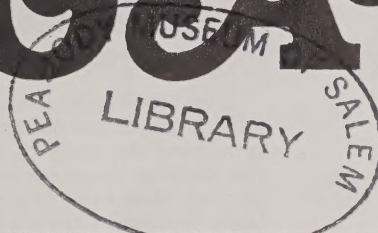


Twice a Month!



messing about in BOATS



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messing about in BOATS

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Our Next Issue...

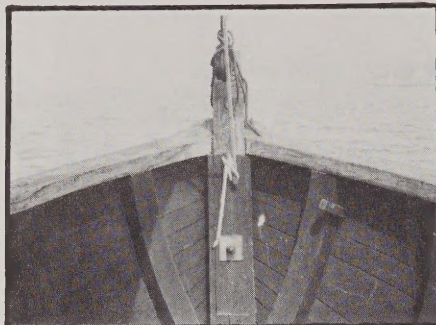
The last of the Wooden Boat Show spill-over will get caught up, a look at 7 big daysailers displayed there, with a bit of extra on the backgrounds of two of them; the Pawcatuck River Race offers a good time but also presents typical problems organizers face; a hardy few find cruising the Labrador coast challenging; Tom McGrath returns in his old Townie, for a couple of summer races; Pete Sylvia is building his Classic Charm peapods as fast as he can to meet the demand; how it went at the first maritime auction the Maine Maritime Museum tried; probably more if these don't fill up the pages available.

On the Cover...

The 5th Annual Sea Kayak Symposium at Castine, ME was the best yet in several ways, as this sort of small craft sport continues to gain adherents, trying out all the various kayaks available was the big opportunity for those taking part.

Commentary

BOB HICKS



Experiencing the past...

At the Wooden Boat Show in August I had a chance (as did anyone interested) to sample the past, to experience for a few fleeting moments something of what it must have been like messing about in boats in bygone times. In this issue are reports on these experiences, one a sail on the Hudson River Sloop, CLEARWATER, the other a sail/row in the Plimoth Plantation Shallop.

These attempts to recapture the past were both pretty authentic, as far as research permits into old records, plans, drawings, sketches. Both boats were built in the last 30 years, but to specs as close as could be ascertained to originals. The CLEARWATER, being a more recent craft, is a pretty close replica, it is claimed. The Shallop is a guess at it, as no plans existed at all, and but a few illustrations not all that well done to scale. The plans for the Shallop were drawn up by a contemporary naval architect based mostly on written descriptions from old texts. A key matter in using descriptions contemporary to the time of such a craft is that the boat was taken for granted, just a part of life, so why exhaustively write down all the particulars? Why indeed?

So, both boats of necessity are approximations of what once was. But, for our layman's experience, that's good enough. Out on the CLEARWATER, under sail, we were asked to maintain quiet and experience the majesty of a large craft under sail. This was effective, but then, acknowledging the short attention span of contemporary folks, the crew romanticized the whole thing by breaking out the folk guitar and launching into various ballads aimed at pollution of the waters. This was okay too, sort of nice actually, but I'd venture to guess it was not typical of Hudson River sloop days. Those were working boats, long hours at low pay no doubt. History tends to emphasize that the vast mass of the public, burdened with unending labor, took to alcohol when the chance allowed, getting drunk to run from reality.

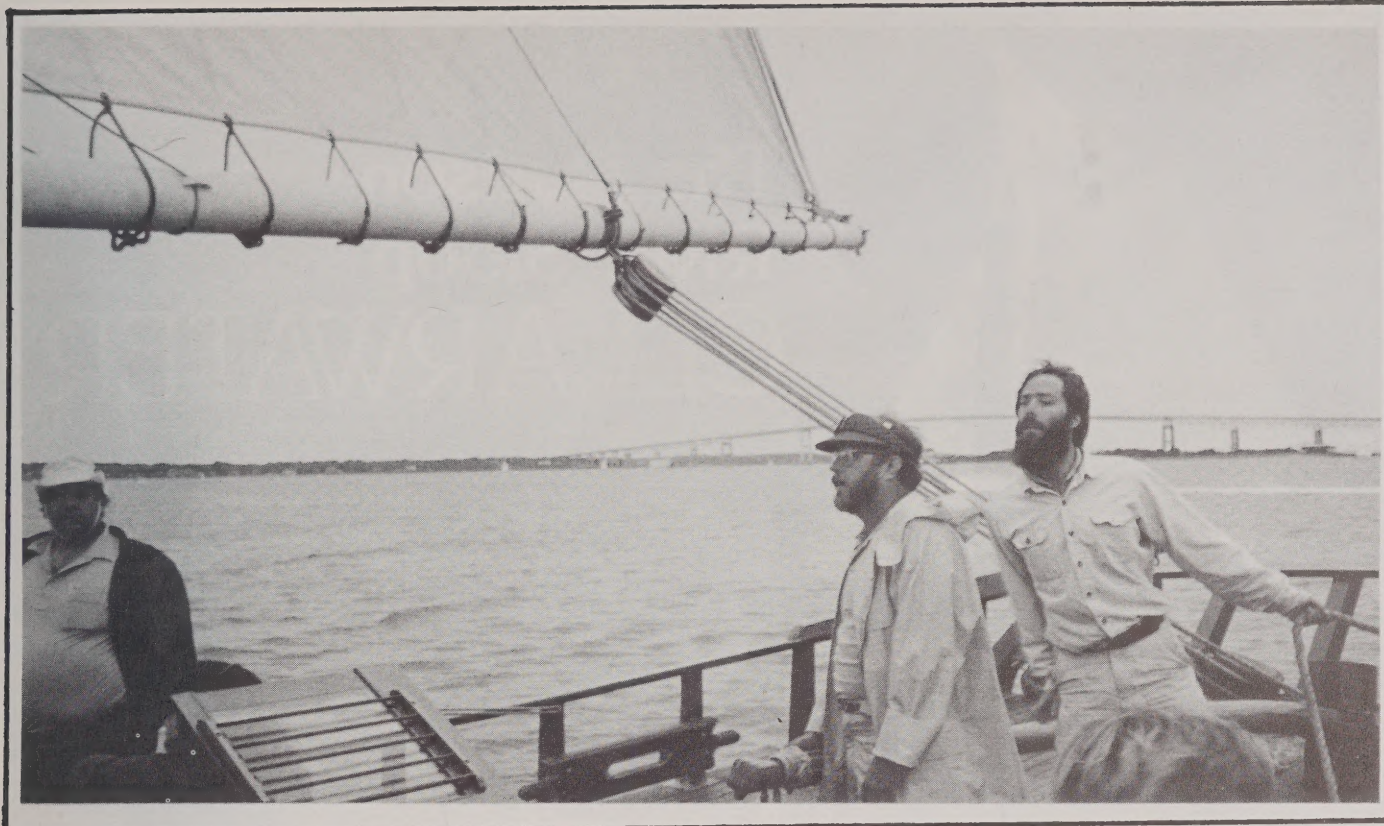
But, to get back to boats; the two old time craft were indeed interesting. I particularly liked the fairly crude way in which they were built, again because this was more like reality. The fussy fine woodworking approach to boatbuilding really didn't develop until pleasure

yachts came on the scene about the time of the industrial revolution. The early pleasure boats were said to be various manifestations of canoes, and modifications of working sailing ships. Fine joinery and elaborate and elegant woodworking were not part of boats until leisure for the wealthy types who were interested in boats developed. So these two workboats at Newport were well built, but rough. The Shallop, something from over 300 years ago, was heavy, bulky, grimy, and faithful to Plimoth Plantation's philosophy, the crew displayed a shabby appearance, who in early puritan days had time to care about attire, at least while at work? And these Plimoth people even talk in the vernacular of that time, they respond to one's modern idiom in conversation with, "Aye, and now ye be speaking the future." Like, I don't read ya, man.

Despite all this effort at recreating the past, the present intrudes. The skipper of the Shallop, getting underway from the Show with pick-up crew at the sweeps, picks up the CB radio to talk with the Show personnel about something. You'll notice this moment caught on film in the report, a colonial skipper with his colonial era CB radio. And the enormous CLEARWATER, 110 feet long, 120 tons, left at 6 p.m. for a two hour sail to the throb of a big Caterpillar diesel down below. Up on deck right beneath the first on the end of the huge tiller, a funky old time bronze throttle lever sat, at least it wasn't chrome. It was just about a century ago that the diesel engine was first conceived of in Germany, but none were fitted to Hudson River sloops.

Well, the old boats never had to function in the current milieu of watercraft and their owner/operators. No way could CLEARWATER be sailed off the dock at Newport in that chaos of small craft buzzing about the inner harbor. When ALL the boats moved under sail or oar, then, yes, so could CLEARWATER. But today, there'd surely sooner or later be an accident with 120 tons under sail in close quarters. And, in the "old days" accidents were common enough, but taken for granted, and New York lawyers did not descend upon the hapless participants with enormous law suits. The big scenes got into court, but countless little accidents just went by the board, too bad folks.

As CLEARWATER approached the dock in the dark at the end of our sail, barely moving under power, some idiot in a small outboard ran right under our bows, verbally castigating the big sloop for not giving right of way to him. I'll bet in the past he'd have just been run down sight unseen, another body in the river the next day. It wasn't heartless or calculated then, it was just the way life was. Hard.



A Short Sail on *CLEARWATER*

Towering over the forest of masts that filled the concourse d' elegance section of the Wooden Boat Show was the 108' tall mast of the Hudson River sloop, *CLEARWATER*. At 106' LOA she was also that largest craft present. The heaviest too, at about 120 tons. Some sloop!

CLEARWATER is the symbol of the environmentalists who got together in the late 1960's headed more or less by folk singer Pete Seeger and friends. It was built at Gamages' yard in Boothbay, ME in 1969 and is a workboat patterned after those that worked the Hudson prior to the onset of effective steam powered craft. She was at Newport not only as a prime example of traditional wooden watercraft, but also to carry on the message of the vital importance of improving

water quality.

For \$10 you could go for a two hour sail each evening during the show, 50 passengers were signed up for each of the four trips, and we went out Sunday night at the conclusion of the show. I had never sailed under so big a spread of canvas, and it was a great experience in the twilight hours, out on Narragansett Bay. Over 4,000 feet of sail up there in an enormous main, a big jib, and a colorful topsail. Not a split rig either, like the dude schooners down Maine. This is a SLOOP, all up there on one stick!

Too big to sail out from the dock in the inner harbor, *CLEARWATER* motored off around the point of Goat Island powered by its big diesel. Yes, there are concessions to today aboard, the motor, electricity, electronics for navigational

purposes, modern synthetic running rigging and sails. Outside of Goat Island a trawl net was tossed overside to see what sort of fish might be scooped up for a major purpose for *CLEARWATER* is to help the recovery of fisheries destroyed or decimated by pollution. But the net hung up on something, and was hauled aboard empty. A vote then on another trawl or hoisting sail found the latter in favor.

The main weighs 3,000 pounds including its gaff and rigging, so it was hoisted by the passengers under the direction of the regular crew. The latter then put up the job and the topsail themselves. Not much wind, maybe 5 knots, yet the sloop moved steadily over towards the southern end of Jamestown Island and towards Beavertail Point. It was impressive to this small boat person to feel how so little wind could move the massive craft.

As we cruised along the gold coast of Newport past mansions just coming alight for evening parties, the music and voices ashore came clearly across the water. With light wind, there was no shriek of wind in rigging, nor when we came about to go back did the sails luff in a noisy way. Very calm sort of sedate progress. During this part of the trip, the skipper presented the purpose of the *Clearwater* programs in a summation and welcomed discussion with those interested. Just a lightly done bit of proselytism.

On a broad reach coming back, the breeze picked up a bit, the sloop began to move more emphatically and the skip-

The tiller



1015,305
m. 585

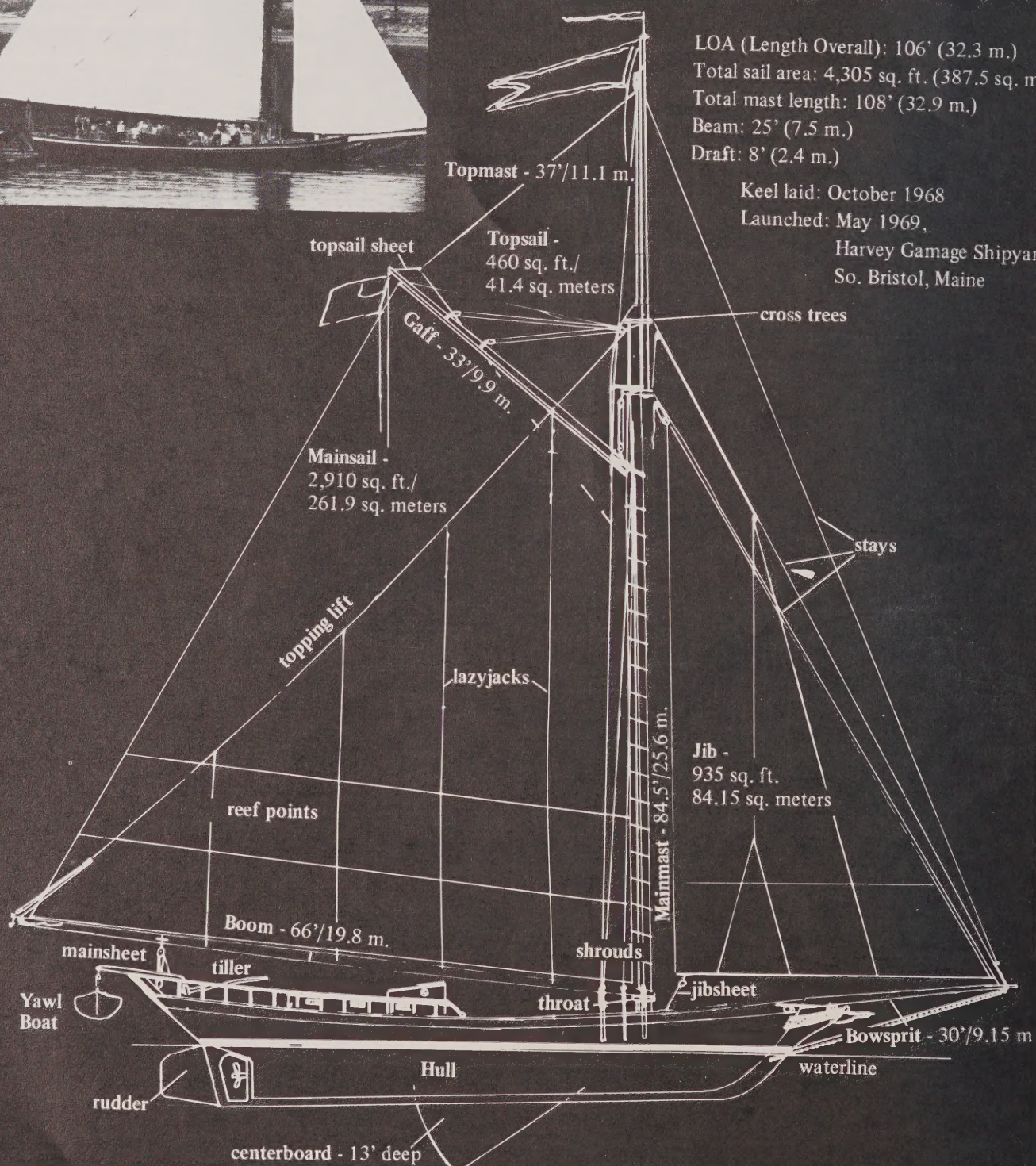


The Hudson River Sloop CLEARWATER

LOA (Length Overall): 106' (32.3 m.)
 Total sail area: 4,305 sq. ft. (387.5 sq. m.)
 Total mast length: 108' (32.9 m.)
 Beam: 25' (7.5 m.)
 Draft: 8' (2.4 m.)

Keel laid: October 1968

Launched: May 1969,
 Harvey Gamage Shipyard
 So. Bristol, Maine





Going aloft to free up the tack of the topsail.

per asked all aboard to join in a silent appreciation of the quiet of sail, the small talk ceased, the sloop moved along and quiet reigned. Then a crew member began singing with guitar accompaniment, folk songs about the river and the water and the environment, and invited the usual participation of all aboard. While it may sound somewhat cornball, it was pleasant and effective, a bunch of people singing folk tunes on an old timey sloop under sail as dusk fell. Nicely done, it was a very big \$10 value, this outing.

It was dark as we returned inside Goat Island, again under power, and we had the occasion to experience the small boat versus big boat confrontation as we edged at a crawl towards the dock. A small outboard boat came across our bow just about under the bowsprit with the idiot at its helm hollering up at us about his right of way in foul terms. Some resentful member of the boating proletariat offended by what appeared to be the conspicuousness of those who could afford a really big boat like CLEARWATER. Hell, we were almost stopped anyway as the skipper was well aware of the prospects of meeting jerks in this place. And CLEARWATER isn't your ordinary big luxury craft so prevalent in Newport. CLEARWATER has 8,000 owners, the members of the Society she represents.

That evening cruise on this superb recreation of a working sailboat of days long gone was a delightful climax to the four day show for us, it had a lot to say about why we are so enamored of wooden craft.



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The Plimoth Plantation Shallop...

a Trip Back in Time

This has got to be one funky boat. Heavy, apple cheeked, grimy black fin-
ish, clunky looking old leeboards, big
old sprit rig. I love it. I've watched it
other years making its daily trip out of
the show basin with a pick-up crew of
oarspersons/sailors aboard, Paul Lipke
or William Gates at the helm calling out
orders to the laboring crew. This year
I was going for the ride! Ididtwice!

Plimoth Plantation is at the outer
fringe of the pursuit of authenticity in
museum restoration and replication of

the past. The 1627 village is no neat and
orderly Mystic Seaport or Old Stur-
bridge, it's as nearly as it really was,
dirt, rubbish, clutter and marginal build-
ings and all. The "inhabitants" speak
only in archaic English of the period and
respond to modern idiom laid on them by
visitors with, "Ah, and ye be speaking
the future now." And so the shallop is
funky. Again, it's as near to the original
in design, construction and maintenance
as research can determine. Her design-
er, William A. Baker, also did the May-

flower II, also on display at Plimoth.
The present shallop was built in Ply-
mouth, MA and rowed out to meet the ar-
rival of Mayflower II back in 1957. To-
day, both are on display at Plimoth and
the shallop makes regular daily outings
in season as well as going on road trips.
So here it was at Newport.

Obviously modern auxiliary power
would be unthinkable, so getting the
shallop out of the inner basin required
carefully controlled rowing by the pick-
up "crew" with the long sweeps. Warping
the shallop around the corner of its dock,
the regular crew would then jump on
board and the helmsman would call the
strokes as the oarspersons pulled hard to
get the four tons of craft underway. Out-
side a bit of room was achieved under oar
and then the sails hoisted. The big main
is a spritsail, the sprit staying up in
place, however, with a peak halliard to
haul the sail up and out with the throat
halliard doing the usual duty up the mast.
Then the jib was hauled up the forestay
and with a decent 10 to 12 knot breeze on
Thursday, we were off, tacking out of the
inner harbor into the southwestward to-
wards Fort Adams Park. Skipper Gates,
in his period outfit (as shabby and grimy
as the boat, as was really how it was)
skillfully tacked ship through the glitter-
ing moored gold platers and yachts at
Newport, and then the last tack we tromp-
ed on out past the tip of Goat Island now
moving right along. Despite the very bluff
bows and heft of the boat, the 350 square
feet of sail hauls it right along at 5 to
8 knots, not bad for a plump old 33 footer.

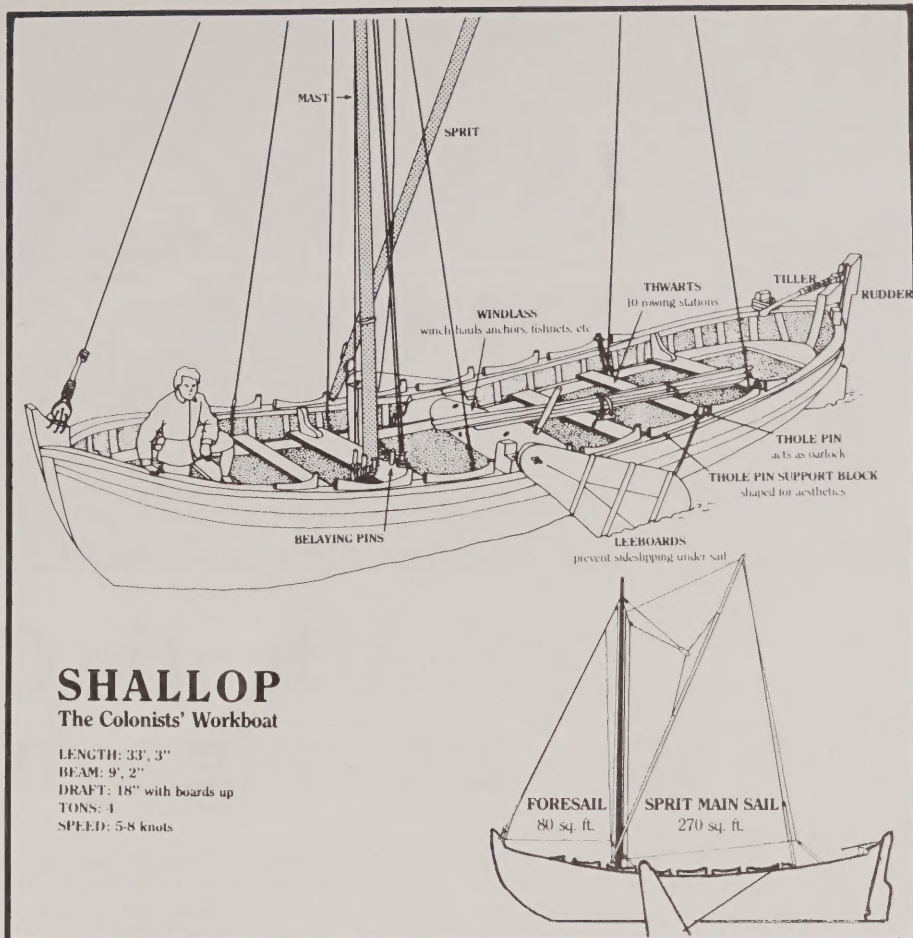
At the dock, ready for boarding.



The dozen on board were adequate for manning the eight oars and handling the leeboards and sheets, but there was plenty of room for more. The craft was the main transportation for the early colonists doing alongshore trading and freighting of supplies, on trips as far as present day Bath, ME.

The shallop is the earliest kit boat to be shipped to the north American continent. The original came over on the Mayflower in pieces, having been built in England and then taken apart into manageable size components for the trip over. By 1624 a ship's carpenter sent over from England had built two more, so important was this craft to early settlement transport and fishing.

It was a downwind run back to the show on Thursday, and at one point an alert forward lookout warned the skipper of a large steel ball storm mooring dead ahead. Skipper Gates acknowledged the warning and bore off, mentioning something about not wanting to dent the buoy. We dropped sail outside and rowed back into the dock through the narrow channel and its small boat traffic. On the Sunday trip, in lighter air, skipper Lipsky sailed us right in under jib alone, the heft carrying majestically ahead, the oars at ready for any last minute course corrections or braking actions. Ran her right up alongside in a 90 degree turn, he did, just like the skippers of those early days.



This is what is known as having an "apple cheeked" bow. Skipper Gates readies his colonial era CB.





Report & Photos by Bob Hicks

1985 Atlantic Coast Sea Kayaking Symposium

A sea kayaking acquaintance told me that he might pass up the 1985 Sea Kayak Symposium at Castine ME because this year L.L. Bean was the sole sponsor, CANOE magazine having fled to the Pacific northwest. The implication was that Bean would be too heavy on the commercial end of the weekend.

Not so. If anything, this was the best run Symposium yet. Bean had plenty of people working on the event and they had heeded the input of past participants in arranging the program. Much improvement in how various workshops were run was the major gain. And down on the beach, no restriction on who displayed sea kayaks and related gear. Bean just set up their own display like any other exhibitor who had registered for display space. Reflecting on the growing interest, there were MORE brands of sea kayak in evidence this year than ever. Just how open L.L. Bean was to "competition" was illustrated by the presence on the beach of one retail supplier who was not even part of the "official" show, they had simply taken up a spot on the public beach adjacent to the Symposium layout and promoted business with pamphlets stuck onto windshields all over town. It was this latter move that created the only public acknowledgement of this entire minor contretemps, this a Sunday morning statement by a Bean spokesman about how unfortunate it was that the local residents were also subjected to this pamphlet campaign. And I certainly agree with that. Nobody else displaying their wares went so far in their merchandising.

Over 350 people signed up for the Symposium, and the tenor of the affair was summed up at that Sunday morning

"Announcements" meeting when one of the participants stood up and said, "I'd like to thank L.L. Bean for picking up the ball on this when THAT magazine dropped it." Judging from the round of applause this remark elicited, the opinion was widely shared.

So what was different about the way things were done? Well, the two track system adopted after the first Symposium, catering separately to the experienced and inexperienced continued, but the various workshops became much more hands on affairs. An example was the matter of rescue. In prior years several experts demonstrated rescue techniques to the assembled multitude, in what was really a sort of thrill show, seventeen ways to save yourself. This year two separate hands-on arrangements were set up. In the indoor pool, Chuck Sutherland of ANorAK and assistants spent both days teaching basic eskimo roll technique to 8 persons each hour. And out on the bay, other instructors took groups of beginners out in kayaks for on-the-water practicing of self rescue and group rescue techniques. While this was all much more laborious for those who served as instructors, it certainly was much more rewarding for the participants.

What sort of subjects were covered in most of the workshops? Look this list over:

For the novices:
Basics of Sea Kayaking with Lee Moyer.

Principals of Navigation and Seamanship with Chuck Sutherland

Island Camping with Ben Pearson.

Tandem Touring with John Dowd.

For the experts:

Advanced Seamanship for the Ex-

perienced Sea Trekker with Ken Fink.
Big Expeditions with Ken Fink, Frank Goodman and John Dowd.

Kayak Sailing and Parafoil use with Lee Moyer.

Combined workshops for both novice and expert;

Island Resources with Dorcas Miller.

Rescue Workshops with all the Staff.

Cold Water Immersions and Survival with Bob Pratt.

Foraging with Alex Delicata.

Medical Considerations for Extended Trips with Dr. Bob Russel.

Paddlers Rendezvous Slide Festival.

And then there were kayak tryouts at the beach. Yeah, yeah. This is what I go for now, what a chance to try them all out, or at least those that have caught your attention. The constant traffic on the bay Sunday from 10 a.m. on demonstrated that this was a major reason for many others to be on hand. Sometimes you had to hang about awaiting the return of the particular boat you wanted to try out, but usually there was always something available. Talking with several of those firms with boats on hand, I learned they were quite pleased with all this and several made sales on the spot. Obviously buyers were there, checkbook at ready for the boat they finally chose from amongst those they were considering.

The whole span of sea kayaks were represented, at one extreme the long narrow high performance types, at the other the big collapsible fabric covered boats. In between almost any sort of combination of characteristics. Shorter maneuverable boats with lots of rocker and no

frills offered at around the \$500 mark. The larger cruising type of boat, solo and double, these getting up into the \$1500 or more range. And some new efforts from Great Britain at catering to the U.S. market.

Ken Fink had the new Selkie there, as an example. Designer Frank Goodman was on hand also, he's the man behind the Nordkapp. Well, I find I simply cannot yet paddle a Nordkapp, I haven't spent enough time tipping one over to get used to its tenderness. But the Selkie was a different story, beamier, shorter, yet still very easily moved and nimble. I could quickly accustom myself to this one. Frank Goodman's gesture towards the U.S. novice sea kayaker.

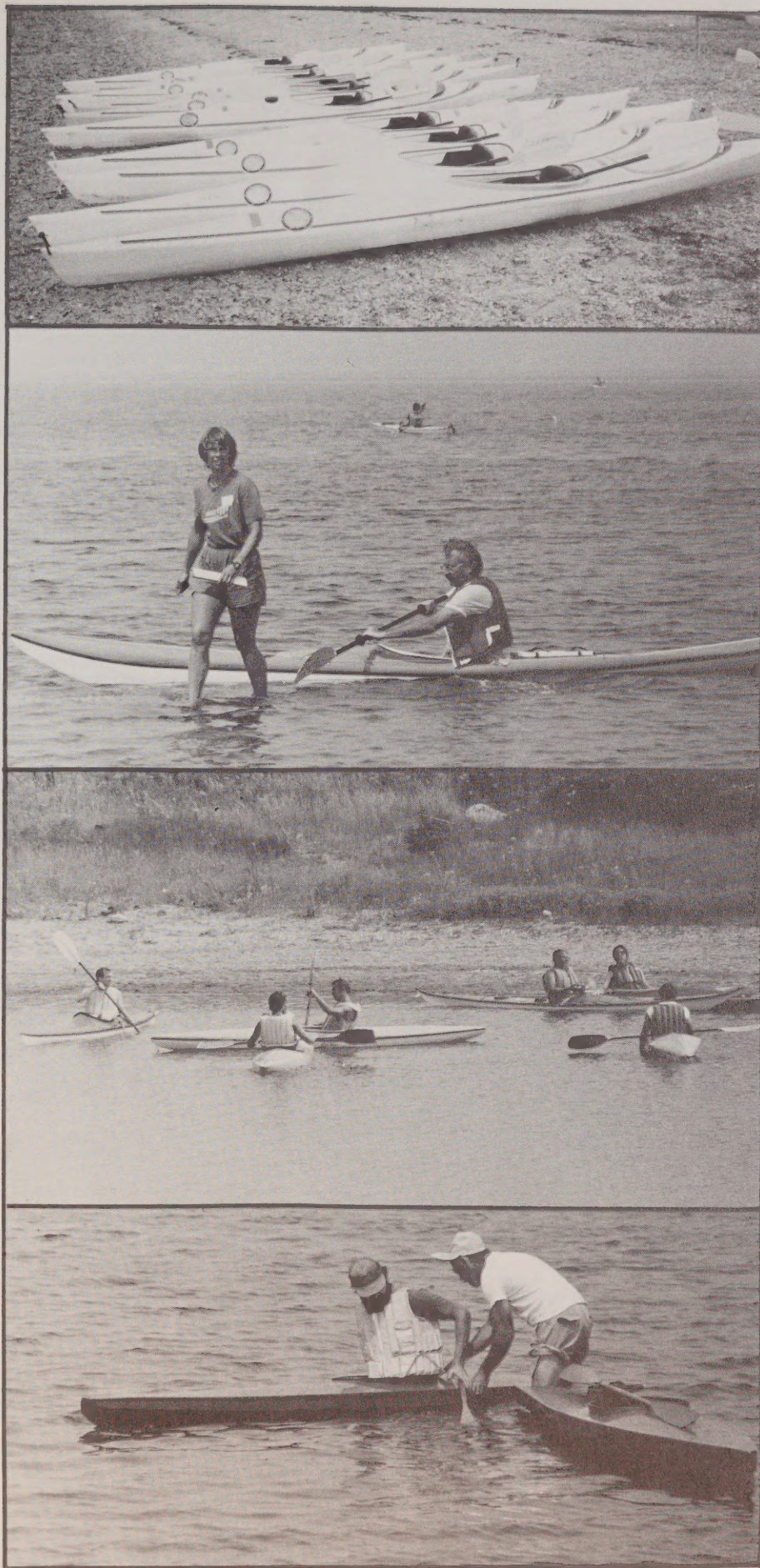
Aqua Ventures, Dave Anderson and Bob Walker had their improved British built Hunstman on hand, a much better seat this year. Funny how something like a seat can make such a difference. I thought it was ME that was what was the problem with uncomfortable seats, but no, I was not alone. And they had the new McNulty Sea Hunter 18 now, a bigger expedition sort of craft. I liked that one.

In fact, I think I'm beginning to find where my own personal preference lies in this whole sea kayak game. Like any beginner, I have been subjected to conflicting claims and reassurances about what is "right". The Symposium has provided the opportunity now for several years to test my subjective reactions to the boats, while I paddle my present very inexpensive and quite satisfactory kit built boat. I find I am most enamored of these bigger, more spacious sort of 'expedition' craft. And this year I fell in love with the Easy Rider Eskimo 18-6.

I've always sort of liked the Easy Rider ads, the bearded adventurer at the ready appearing to be comfortably seated in his craft with some gear on deck and the wooded and fog enshrouded hills behind him across the bay beckoning. A real appealing scene to me. So when I found the very man on hand (he's Peter Kaupat, the designer and owner of Easy Rider) with several boats, I had to have a go at it. When the chance arrived, I introduced myself to him in my journalist role, for I was not a live prospect as yet. When he understood my level of ability and interest in the kayak as a boat to "go somewhere" in, he put me into the 18-6. What luxury. This one had been expedition equipped, but I loved that seat.

Now I should again mention that I think it very important to have a comfortable seat. I need lower back support after an hour or so locked into one position. Some of the seats I see in kayaks seem to be simply recognition that one must place one's butt somewhere, so here it is. Well, the Easy Rider seat had a

From the top: Aquaterra was ready with this array of new Chinooks. Yes, you CAN go paddling in ankle deep water! Basic paddling techniques were presented on the water for interested participants. Getting into some of the kayaks was the hardest part of paddling.



sizeable molded seat and matching back-rest adjustable to just the right position. Luxury! And the rather large cockpit was easy to get into, no need to "put on" the boat. Yet control in anxious moments was aided by substantial knee braces.

Paddling it? Nice. Despite its size the big kayak moved easily and the really well setup rudder worked instantly when operated. I also happen to like a rudder, no matter what the experts disagree on about it. While you can control your boat by proper paddle strokes, who needs that when a rudder will steer so I can paddle to get there, not to constantly be course correcting. Off I went and this was so pleasant that I paddled out to one point over at one side of the bay, then across to the other, then back in. Seeing Peter busy with another prospect, I went out around again. I spent a lot of time in the boat.

But not to be a hog, I came in at last and overheard Peter asking another paddler he knew to look for "the big white Easy Rider" somewhere out there. I guess he figured I had gone off around the point or something.

I didn't ask how much this one cost, I knew it would be a lot and I am in no position to buy such a craft at this time. But it now has assumed the role of the "ideal" kayak to me and maybe next year, if I sell a couple of the other boats I have around here.

It was interesting to find several

more New England sea kayak firms now in business. Last year I erroneously noted that Dirigo in Blue Hill, ME, was our only builder. Not so, Baldwin has been building them for several years in Maine. Their boat was an ultra light craft and I found it nimble but tight for me. The footrest/rudder setup was very complex to adjust, of course one usually need only adjust this one time to fit and then it's set. But it is well thought out to provide good footbracing while providing excellent rudder control. And, of course, Bart Hawthaway reminded me that he has been building his Greenlander sea kayak for a dozen years in Weston, MA. New to the Symposium this year was the kayak offered by Northeast Canoe & Kayak of Rochester, NH. They are building a 15 footer with quite a lot of rocker, very maneuverable, too much so for me with no rudder, but selling in around the \$600 mark. It's more of a boat for bays and estuaries or surfing, they are near Great Bay, hence the emphasis on the maneuverability. Northeast also offers their unique Yak Pak, a sort of back pack to fit onto the foredeck of your kayak to hold incidentals you might not want to bury inside in some inaccessible place. This is a water repellent nylon unit with several pockets, loops for holding the paddle temporarily, velcro fastenings. They also offer a skirt that includes a chart pocket. The skirt fits their own kayak cockpit so it might be well to check

on fit on this item for your particular needs. But nice ideas, certainly handy for fair weather day tripping if not for more serious adventuring.

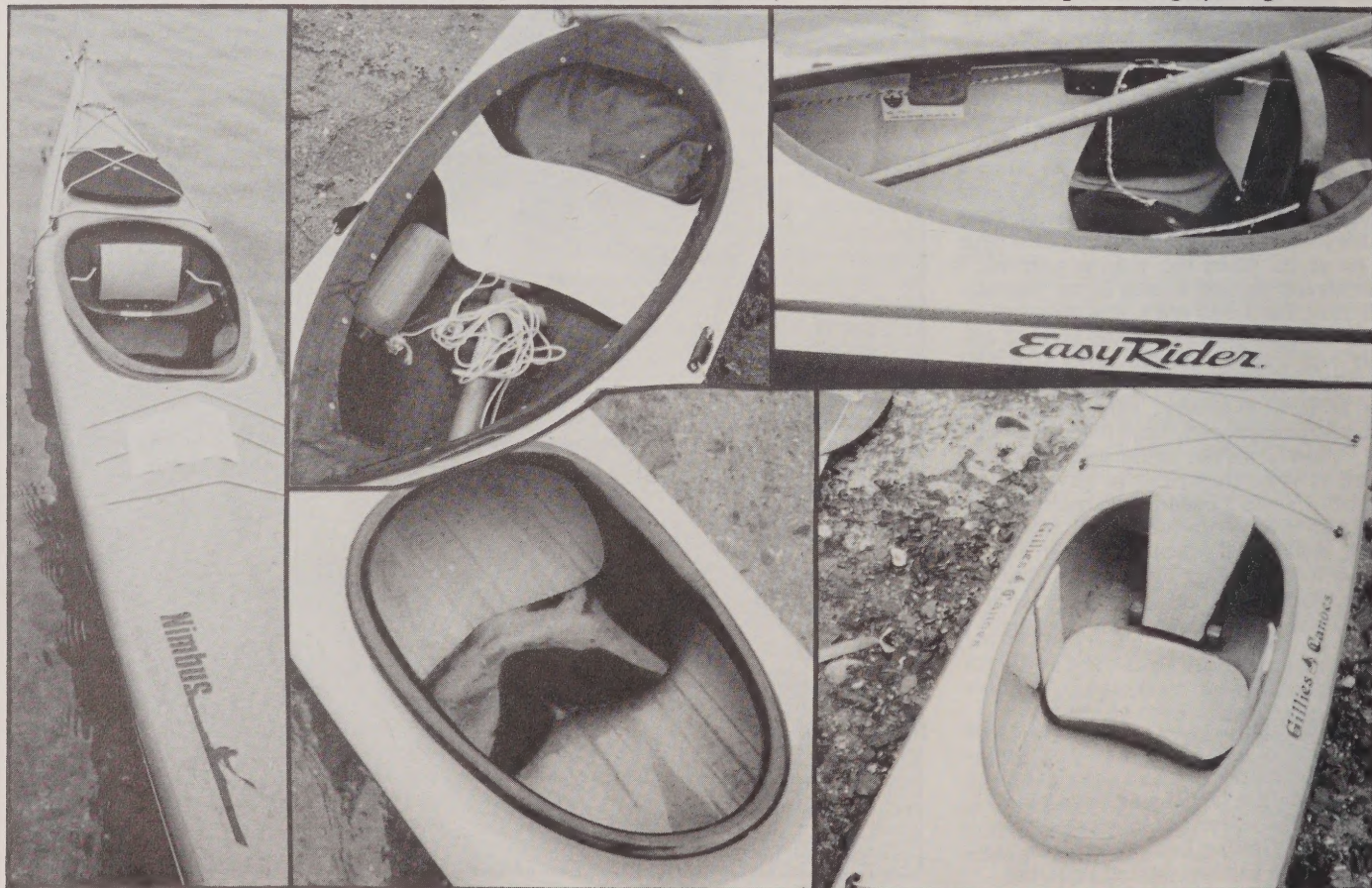
Not too far from Northeast is the Canoe Farm in Kingston, NH and they are importing yet another British built line. Their touring double at only \$695 with rudder seemed quite a bargain for entry level. The expedition equipped solo model at \$875 included a fiberglass/foam hull construction claimed to reduce the weight overall. Interesting boats at a budget level.

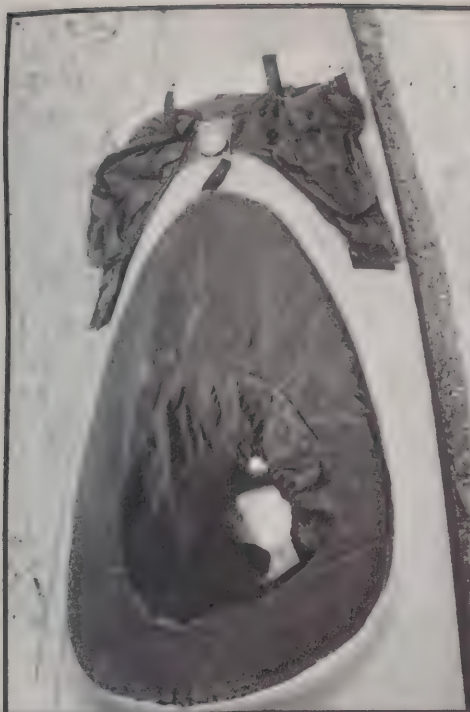
Speaking of budget, the Aquaterra Chinooks were there en masse, a whole array of these inexpensive roto-molded boats, which Bean sells, ready to go. And a factory rep to discuss them with.

And then there was Skip Snaith, the only builder in wood to display his wares. While many people tried out his Alaskan and Aleutka epoxy/plywood craft, beautiful little boats, Skip says he spent most of his time trying to explain his choice of boatbuilding material to the plastic conscious consumers.

No, the Sea Kayak Symposium is not growing dull or losing vigor after five years. If anything, this year it demonstrated new vigor and support, the sport continues to attract new adherents and this is one place at one time where they can see it all, try them all, learn some basics. And the experienced can gather to compare adventures, ideas and plans.

A survey of seating. When you'll be spending hours locked into one seated position you just gotta be comfortable. At left the Nimbus had a very nice back rest. Top center, the Dirigo seat is well forward of the cockpit edge, nothing to lean the back on. But, they do offer a back rest option. Top right, Easy Rider is indeed an easy rider, this was a superb adjustable seat setup. Bottom center, the seat in Northeast Kayak's boat was steeply pitched upward and made it hard to get the legs in under that low foredeck comfortably. Gillies had a nicely padded seat with backrest, the latter leaned back at quite an angle, though.





Top left: Northeast Kayak's Yak-Pak and skirt provide a lot of handy outside storage for the odds and ends you don't want to bury inaccessibly inside somewhere. Bottom left: Checking out the hull. At right, it seems that big kayaks get carried on compact cars, look at all these doubles up there. At bottom, a test of the rigidity of a hull, short roof, close spaced racks, tightly snugged tie-downs. Will the glass hull take a permanent set?

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GARFIELD to the Isles

How many people have sailed off to the Isles of Shoals for their first "off-shore" sail? I don't know, but when Richard Zapf called me to see if I'd like to join him on his first such junket in his 16 foot Bolger catboat, GARFIELD, I hastened to accept. The Isles are only 8 miles off the New Hampshire coast near the mouth of the Piscataqua River and easily accessible in decent weather for any sort of reasonably seaworthy small boat. The Alden Ocean Shell folks base their major New England race there, rowing the 8 miles in to Kittery, Maine after having ferried their boats out on the regular ferry service.

But, we were starting out from Ipswich, Massachusetts where GARFIELD is moored near the entrance of Plum Island Sound. This is about a 25 mile distance in a straight line, so we figured we might need most of two days to make the round trip. Garfield goes well off the wind but if it was an upwind trip in either direction it could take a while. Still, we couldn't get away prior to 10 a.m. on Friday as the Ipswich Yacht Club launch didn't start its day until then and Richard has no tender for the little cat.

No hurry, though, the wind was light out of the north, threatening to head us once we rounded the tip of Plum Island and headed northeasterly. But it was a golden day, Thursday a major rain-storm had departed the area and the fresh post-storm high pressure with its summer arctic clarity gave us great skies if not promising winds.

Many readers will recall Tom McGrath's chronicle of his trip to the Isles alone in his old 16 foot Townie, replete with all that could go wrong. Ours would not be the same. The only thing that might be construed as going wrong was the departure of ANY wind as we emerged from the Sound and attempted to get around the tip of Plum Island. Now the incoming tide carried us south and west back into the sound. After our euphoria at being on the water subsided and we noticed we were closing on Crane's Beach, Richard reluctantly started the outboard. We had a long way to go by nightfall and here it was nearly noon and we're still under the bluffs at Plum Island. So, the iron wind went to work.



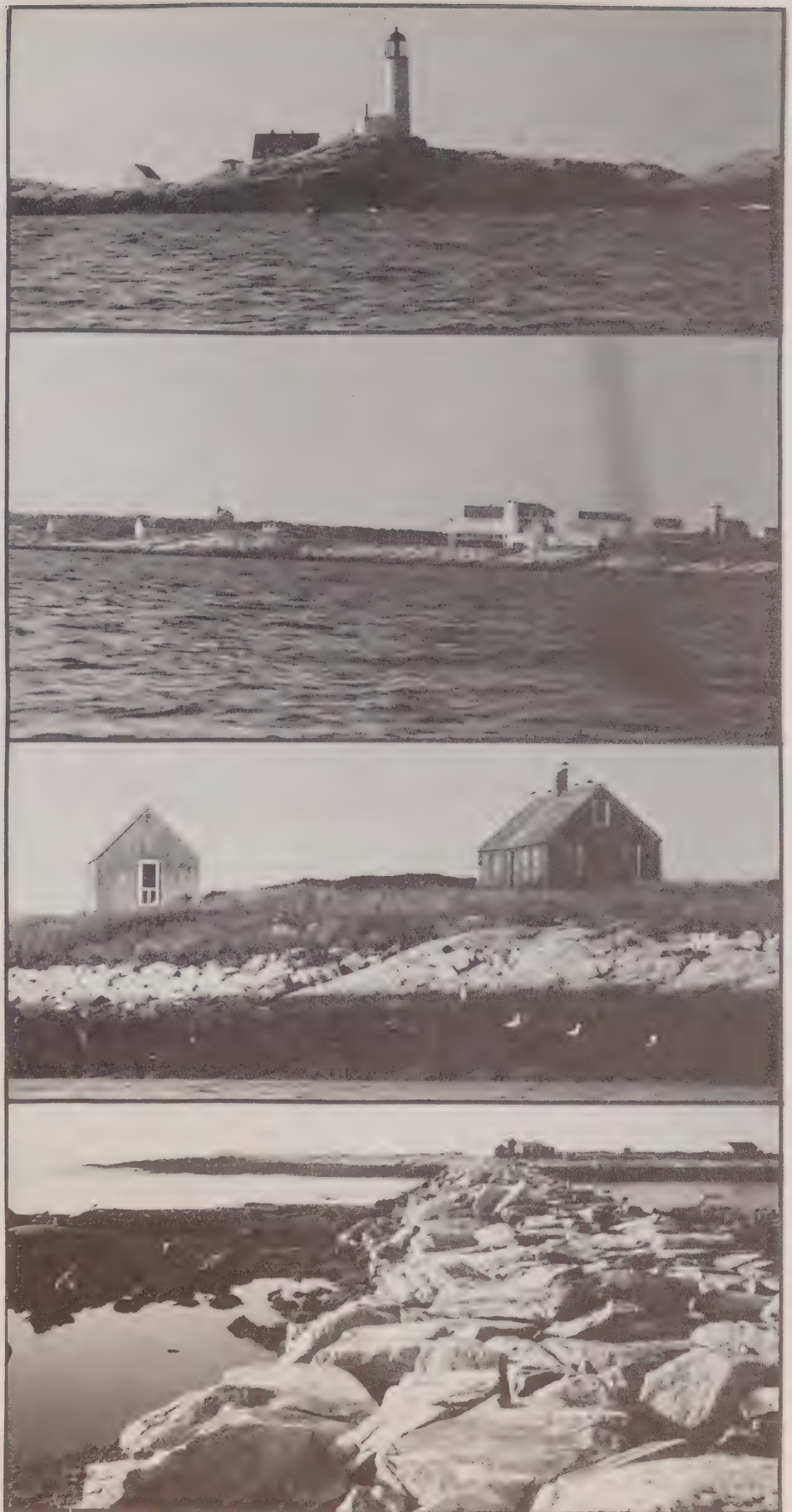
About an hour later as we drew abreast of the entrance to the Merrimac River at Newburyport, a light sea breeze sprang up, and the motor was retired. The sea was still feeling the affects of the recent storm, about three foot glassy swells, just enough to drop the shore horizon out of sight when we dropped into the troughs. And with little wind we just ghosted along, at least Richard's penchant for lots of sail rewarded us with that, GARFIELD spreads about 185 sq. ft. in it's one big gunter rigged main.

And so our trip to the Isles settled into a long afternoon of mellow ghosting, the shoreline gradually distancing itself and at last, the white buildings of the conference center on the main island showing up ahead reflecting the afternoon sun like a large white sail. Oh but it was a long time growing into a recognizeable object.

The breeze freshened a bit as the afternoon drifted on, and we finally did arrive at the harbor in early evening. Richard had spotted a small anchorage behind a partly broken down jetty on the western tip of Smuttynose, and sure enough there it was, sort of resembling a partly flooded cellar hole, big enough for Garfield even at low tide. The main harbor held a dozen moored boats, including one large power cruiser from Dallas, Texas yet. It really was as we were to learn later on.

We beached GARFIELD, and enjoyed glutinous canned fricasse on nothing, sitting at a weathered picnic table on Smuttynose overlooking our little hidey hole anchorage. Not too good on the food planning. But there were plenty of wine coolers, beer and lots of bread and butter. And it was a lovely sunset which we enjoyed undisturbed by any other people. Well, almost. Shortly after we arrived, two small rowboats poked into our tiny cove, each rowed by a young woman from across the harbor at the conference center, hired help out looking for some promising male companionship. Soon enough they realized we were quite over-the-hill in years and they headed back, no doubt disappointed that this rakish little catboat did not have a youthful crew aboard.

We slept aboard GARFIELD under the stars, a clear cool night, the broad flat cockpit providing excellent bunk space. Until about 2 a.m. Then something awakened us both. Surf. Surf? Yes, the rushing sound of the sea breaking not so far away. Sitting up under the now bright moon, we looked around and saw that the jetty was gone! Where were we? Well, from the lights across the harbor we quickly ascertained that we were still anchored in place, bow and stern. The tide had risen a considerable amount, it was a very high tide indeed, and the jetty was just submerged. And on the other side, the rocky island was now also just awash and the waves were breaking in amongst the jumbled boulders that had reared high above us as we had settled in for the night. It was a marvelous scene once we relaxed, the bright moon, the white breakers to our left, the orange night lights to our right over at the big



From the top: The light on White Island. The conference center on Star Island was once a major summer hotel complex. The abandoned house and shed on Smuttynose Island have suffered extensively from vandalism. The breakwater between Smuttynose and Cedar islands encloses the sheltered Gosport Harbor.



Top left: GARFIELD at rest. Top right: The iron wind was pressed into service early on the first day when NO wind developed. Bottom left: Ashore on Smuttynose Island. Bottom right: Skipper Zapf, happiness is a small catboat with a very big sail.

old hotel buildings. A calm night. Who gets up at 2 a.m. to look at a moonlight night on the water?

Back to sleep until later it became difficult in my dreams to keep on my feet in whatever was happening, I kept feeling imbalance and finally upon opening my eyes, found we were now at about a 30 degree angle, GARFIELD was high and dry on its vee bottom on the gravel beach, once again the rocks and the jetty towered above us, back in the cellarhole again.

Well, it was 6 a.m. and it would be at least 8 before the water returned enough to float even shallow draft GARFIELD. So we breakfasted a bit better than we had dined the previous evening, plenty of coffee, juice and fresh donuts. We decided to explore Smuttynose. It is privately owned, but open to public access. We were the only ones ashore on this lovely mild summer Saturday morning. Only people, there were about a million sea gulls. The island is a rookery for gulls. Our walk around the island perimeter was accomplished under an umbrella of agitated gulls, as we picked our way over the bouldery shoreline and amongst the rubbish of a busy colony of seagulls. We were fortunately rather small targets for the rain of guano that

fell from the overhead flocks. Close at times, though.

We motored out around 8 a.m. as no wind got into that anchorage, and then set sail for the trip home. We had reports of southerly winds, dead on the nose, and not very strong, 10 knots or so. Typical of early morning the wind was lighter than that and we headed east on what we hoped would be the shorter tack, with a bit of south in it as the early wind remained southwesterly. A mile or so further out a group of large fishing boats (charter and dayfishing craft) already were at anchor where the fish were. The wind gradually wore around more and more easterly, and by 10 a.m. while still hardly three miles from the Isles and mostly southeast, we were able to swing over on a tack to the south now that was going to hold for us all the way to Crane's Beach. The wind continued to pick up as the day passed, the previous day's swells had subsided and we had a rather pleasant easy beat or close reach for some 20 miles, ever so gradually closing on the far away (to me, 10 miles is far off) coast. We saw only a few sailing boats, and a few lobstermen, we were too far out. GARFIELD tramped along nicely at about 5 knots and so by late afternoon we again approached the southern tip

of Plum Island.

The tide was running out and the breakers were forming on the broad sand bars at the entrance to the Sound, so we maneuvered around between the worst of them (none very threatening really on this mild afternoon) and entered the channel along Crane's Beach and up into the Sound. Now the traffic was considerable, power and sail, but we got into a downwind course and eased right along amongst many larger boats already running on power. One hurdle to go. The outgoing tide sets up quite a series of standing waves as the channel bends to the north, and ahead of us several larger sailing craft were at a standstill, wind pushing in, tide pushing out. Richard eased GARFIELD over into about two feet of water nearest the tip of the island and we sailed right across the overfalls where they were weakest. More wind than tide power.

And so the cruise to the Isles was completed, nothing very dramatic, no anxious moments, maybe a bit too little wind and too much ghosting. But in all a great campout on a real set of islands easily accessible from the Massachusetts north shore. This was camper cruising, and I heartily endorse it for congenial shipmates.

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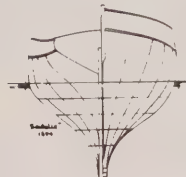
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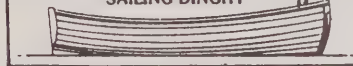
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What's been happening...

A ROUNDUP OF READER REPORTS ON HOW THEY'VE BEEN MESSING ABOUT IN BOATS

SHORT SHIPS ON A FOGGY DAY

Photo by Camden Herald



Oarsman Bill Gribbel of Rockport, ME has had the bad weather this year for the races he's organized. Earlier in the summer rain and fog washed out the rowing races he put together as part of the Camden community days. And on August 25th cold rainy foggy weather cut the participation in his regularly scheduled Short Ships Races, with scarcely a dozen boats on hand.

The Short Ships events used to be known as The Great Dory Race and was run by the Outward Bound School on Hur-

ricane Island, and was a 17 mile pull across Penobscot Bay and back from Rockport. When Outward Bound lost interest, Bill and some associates in Rockport undertook to run it, and soon it was pretty much Bill alone. Short Ships came to be the name as the time of the change was just about Tall Ships time here in New England. Now Bill runs two races, a short 1.5 mile sprint around Rockport harbor and a longer 8 mile pull to Camden and back.

This year rain and fog prevailed as

was mentioned, but four boats did the short race and eleven undertook the longer 8 miler. Art Hammond of Wiscasset topped both events in the competition class, Dan O'Reilly of Kittery won the shorter traditional class race and the Mainville family came home first on the longer traditional class race. Gerry Quinn brought his Puget Sound 21 recreational shell up from Washington, DC where he rows daily on the Potomac. He and Henry Szostek in his Misery Island Peapod 21 had quite a match going.

MARTIN OARMASTER REGATTA AT SCHROON LAKE

The 2nd Annual Martin Oarmaster Fitness Regatta at Schroon Lake, NY attracted double its 1984 turnout with 28 rowing contestants and 16 canoeing contestants for a day long program of over a dozen races in 1500 meter, 8 mile and 4500 meter relay formats. Thirty-three men and eleven women took part, ages ranged from 12 to 60. While a number of outstanding efforts were displayed, that of 13 year old Chris Schulten was of particular note, he placed 2nd in the event for men under 40 and 4th overall against all the male entrants. Chris has been rowing quite a swath at races around New England this summer, accompanied by his father, Richard.

The entry of six women in the Alden singles event was noteworthy and encouraging. The relay race out around World of Life island featured a "baton" of a tennis ball tossed from incoming to outgoing rowing shell, a team consisting

of three such shells.

The various 1500 meter races saw Dana Gaines turn in the fastest time in an Alden Trainer at 7:03 and in his Alden Shell at 7:44. Fastest woman was Peg O'Grady at 9:24. Mixed doubles winners were Joan Clugston and David Hodgdon in 8:24.

The 4500 meter relay race saw the three man team of Chris Fowler and Chris and Richard Schulten out front in 22:03. The 8 mile long Martin Challenge Race run the length of the lake saw the absolute fastest time overall turned in by a racing pair under oar, Bruce and Glen Watson in 1:04:10, an exhibition race only, while the fastest competitor for an award was Dana Gaines in an Alden Trainer at 1:08:53. Proving there's still hope after 40, Pete Smith won the over 40 men's singles in 1:09:35 as compared with the under 40 winner, Richard Schulten's 1:10:25.

Canoes in a Martin Oarmaster Regatta? Were they fitted with Oarmaster rigs? The report didn't say, but the best of the canoes was that of Roger Henry and Lee Willard turning in a time of 1:12:31. All pretty close.

The backing of the local Chamber of Commerce and Fire Department, plus the assistance of the County Sheriff's department and state conservation patrol boats makes this quite some outing for oarspersons. The prizes are numerous, not only awards for performance, but also all sorts of benefits for merely taking part, local discounts, photos of each entrant who was a trophy winner, T-shirts, local merchant discounts, and so on.

The 1986 event has already been scheduled for August 16th and 17th and any reader wishing to be on the mailing list for notices next season should write to organizer, Pete Smith, RD1, Box 65, River Rd., North Creek, NY 12853.

MAINE MARITIME MUSEUM OPENS LOBSTERING EXHIBIT

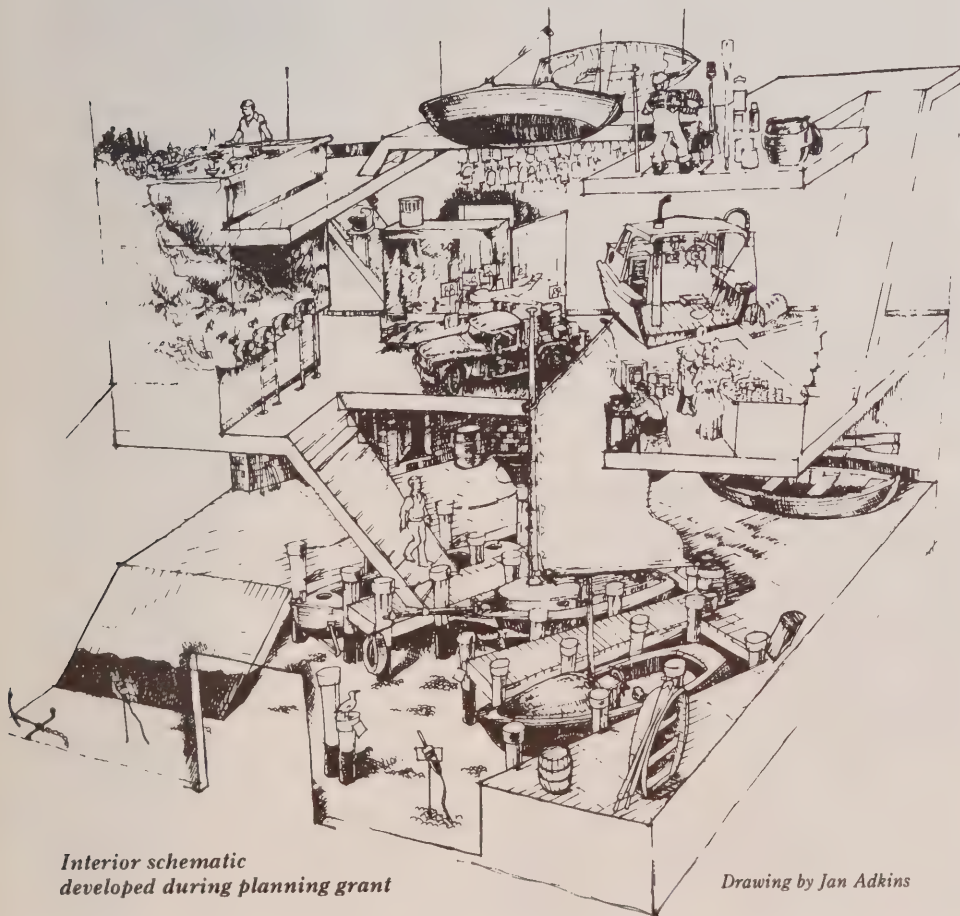


Exterior view of exhibit building
(Jim Sollers drawing)

The Maine Maritime Museum opened its latest major exhibit facility on the weekend of August 17th and 18th, an all new building devoted to Lobstering and the Maine Coast. Free admission for all Maine lobstermen and their families was a special arrangement for this new presentation. During the weekend a number of activities focussing on this ex-

hibit took place.

This is the third major new exhibit the Museum has opened this year, earlier Maine and the Sea, a display of marine paintings was unveiled and an exhibit on offshore dory fishing was opened aboard the Grand Banks schooner SHERMAN ZWICKER moored at the quay at the Percy & Small Shipyard.



Interior schematic
developed during planning grant

Drawing by Jan Adkins

The lobstering facility is in an all new \$350,000 building so designed as to provide much natural light to simulate an outdoor atmosphere despite the need for indoor display due to the vagaries of Maine weather. Much of the cost of this was funded by L.L. Bean, startup money and subsequent two year carry on funds coming from the Freeport firm. The 66 x 52 foot building was moved downriver by barge from Museum property just north of Bath to its present location adjacent to the Percy & Small Shipyard at 263 Main St. south of the giant Bath Iron Works shipyard. The building was extensively modified to provide on its main floor a fishing wharf mockup complete with four historic types of lobsterboats, gear, old engines, etc. Other floors utilize appropriate artifacts and gear, graphic displays, videotapes and dioramas to explain how important lobstering has been to Maine since those days when 4 foot lobsters could be gaffed from open dories.

All three displays remain open daily from 10 a.m. to 5 p.m. through the October closing date. Contact the Maine Maritime Museum at (207) 443-1316 to ascertain just when the exhibits do close for the winter, in case you have a mind to go have a look.

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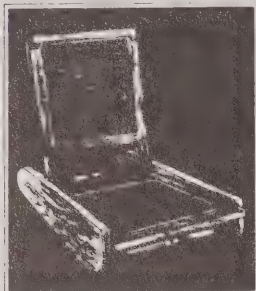
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BACK TO AN EARLIER ERA AT CLAYTON



When the Boat Show Committee put in the order for the weekend weather for August 2nd, 3rd and 4th, it was only joking when it hoped for Perfection. Yet when the time arrived and boats with chamois armed crews and engines with shiny chrome and fresh paint assembled, it was perfect. It wasn't even humid.

A Boat Show is sort of an odd ritual when viewed from a perspective outside of boat mania. A large gathering over several days of many dedicated persons with a lot of rubbing and polishing, cranking and pulling, cursing and coaxing; all for a boat, a simple artifact designed for transporting one over water comfortably and dryly. A boat has little to do with basic survival, it does not provide food, clothing or shelter. The perpetuation of the species does not depend upon a boat, nor does a boat bring on pestilence and famine. So this sort of gathering in honor of this sort of artifact can be seen as being a bit peculiar in the larger scale of things.

A boat show is a bit odd from the insider viewpoint as well since it involves unfathomable investments of time, money and emotional resources. What is it in human nature that requires us to take a functional piece of equipment and transform it into a masterpiece, a work of art, a piece of furniture one isn't allowed to sit on? And then we are compelled to show it off! The oddness was emphasized once again on this August weekend when about 150 of these zealots brought their, "vessels for transport across the water," and their "comparatively small and powerful engines," to Clayton to compete for recognition as masterpieces. They were all masterpieces.

Saturday's competition was for non-powered craft, cruisers and engines, while powerboats waited for Sunday. The overall non-power winner, named Classic Boat of the Year, was ORENO, a 16 foot rowing skiff built by Day in Ottawa in 1910. She was a double oared lapstrake skiff in essentially original condition. Owned by Tish and Blair Cook of Ottawa, ORENO was fitted for an outing of the most civilized quality.

The best of the cruisers was L' AVENTURE, a 35 foot boat built by John Thornycroft & Sons of Hampton, England in 1933. L' AVENTURE defies the premise that boats have nothing to do with basic survival. She was a member of the fleet of small craft that evacuated the Allied troops at Dunkirk in 1940. She was entered in the show by J. Cameron Graham of Manotick, Ontario.

The Antique Outboard of the Year

was a brass two cylinder Johnson owned by Walter Peeters of Franklin, New York. The motor develops 6 hp and was built in 1926.

Sunday's activities began with antique power boats convening in Clayton in the very early morning. Unfinished wood is an inanimate piece of a dead tree but varnished mahogany has a pulse. It is deep and warm and beating, as if the tree were reborn. And the air Sunday morning was full of that life force. Competing were runabouts, launches, fishing guideboats, custom designs and Gold Cup racers. Among the more unusual craft were three of the four remaining "Number" boats, a series of 20-21 racing boats built by Joseph Leyare of Ogdensburg between 1908 and 1911. The three boats were NIGHTRIDER, owned by Andrew McNally III, YESTERDAY owned by Jim and Toni Lewis, and THAT, owned by Bob Cox. The fourth remains unrestored in the Museum collection.

Winning an award is hard because competition is fierce. Choosing the winner seems impossible. Judges are a different breed because they can decipher the clues needed to determine a "best." The Antique Boat of the Year was REFLECTIONS, a 32 foot production launch built in 1925 by Minett of Bracebridge, Ontario and owned by Bob Clift of Gravenhurst, Ontario. She was completely restored over the last five years. The John Bradley award for restoration work by an owner went to HOUDINI, a 1947 Chris Craft owned by Jack Benoit of Cadyville, NY. The Howard I. Chappelle award, given to the person best exhibiting Mr. Chappelle's love of small craft was won by Steve Kaulback of Waterbury Center, Vermont, for his work with replica Adirondack Guideboats.

The Grand Parade of Boats began with the passage of the small non-powered craft rowing and paddling along the Museum grounds and the Clayton waterfront. They were followed by the Gold Cup racers making fast fly-by runs. With all its hoses spraying, LAST CHANCE, Clayton's fireboat, led the rest of the power craft around the course, permitting viewers all over town to see the vessels en masse.

Enhancing the festive nature of this weekend, other activities included a Friday afternoon river tour for boats entered in the show, a chance to see aspects of the nearby river not readily noted at the Museum location and to enjoy the hospitality of nearby island residents. On Saturday afternoon an auction of antique boats and motors added entertainment to the business transactions of buying and selling collector craft. And also during the afternoon the big band music of Frank Sacci's Band tended to reinforce the impression of belonging to an earlier time.

In fact the Shipyard Museum was a time machine over this weekend taking everyone there, hopeless romantic or not, back to the time when the wooden boat reigned supreme on the St. Lawrence, in all of its elegant permutations. It was a celebration of all that is right about wood upon the waters.

SMALL CRAFT DAY AT PORTSMOUTH

The Seavey Island Rowing Club is a traditional rowing craft group of oarspersons and their annual races at Prescott Park in Portsmouth, NH reflect this focus, with classes limited to traditional rowing craft, oar on gunwale. Three events are run, one exclusively for employees at the Portsmouth Naval Shipyard, one for women, and one for anyone in an acceptable boat. The course is laid out on the Piscataqua River and the tidal current has a great influence on progress. Local knowledge is most helpful.

The 1985 event held in mid-July attracted a dozen boats, a smallish turnout that organizer Mike Kelso blamed on inadequate advance publicity. Some of the boats were double crewed, and the cross section of types included wherry, dory and peapod.

The Marshal brothers won the three boat Navy Yard Cup contest in 14:32. The effect of the current was demonstrated when Howard Moulton and Cliff Punchard tried to follow the straight line approach to rowing the shortest distance, it took them 17:32 to do the course. Sandy Adams repeated her 1984 win for the Hannah Mariner Cup going it alone this year in a Whitehall. Dan O'Reilly and Mel Ross topped the 12 boat fleet in the Grand Challenge Cup in their Piscataqua River Wherry, turning in a 25:24 time over this longer course.

Awards and a picnic took place after the event on Four Tree Island opposite the Park. Individual prizes in classes were well received this year, an addition to the usual overall winner awards.

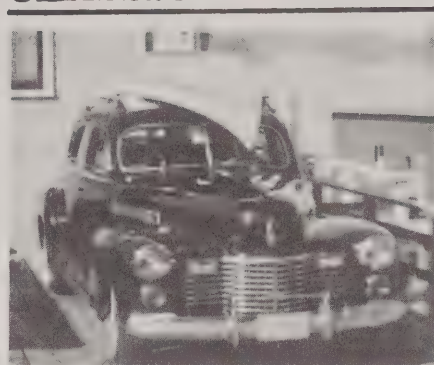
Anyone interested in being on the mailing list for 1986 Seavey Island Rowing Club events should write to Mike Kelso, 208 Brave Boat Harbor Rd., Kittery Point, ME 03905.

CROCKER CORRECTIONS

In my report on the Crocker Memorial Race in the September 1st issue I included several errors of some significance. Thanks to Sturgis Crocker and Tom Stearns for calling these to my attention:

The clipper bowed ketch WIND DRIFT was not an S.S. Crocker design but that of Daniel Knott, a cousin of Sturgis Crocker's. And, Sam Crocker the elder did not found the present boatyard in Manchester, MA, Sturgis set it up and moved his father out to Manchester from Boston in his later years. Sturgis said this is a common misconception held by many otherwise acquainted with the yard. And on the cover, the boat QUEEQUEG identified as a converted double ended lifeboat is correctly a converted double-ended whaleboat, according to owner, Richard Stearns. It is for sale if it caught your fancy and can be seen at the Crocker yard in Manchester, MA.

CARTOPPING CLASSIC



Ernie King took his restored 1923 Old Town canoe, FREE SPIRIT, to the Manotick Antique Boat Show in Rideau Ferry, Ontario in August, cartopping it from his New Jersey home on his 1941 Cadillac sedan. While the car might very well have taken an award at an old car show, it was FREE SPIRIT that took home 1st Place in wood/canvas canoes and the beautiful perpetual trophy for Best Canoe. Ernie reports the event a delightful one with the organizers of the Manotick Boat Club very gracious.

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What's happening...



MYSTIC HISTORY SYMPOSIUM

Mystic Seaport Museum will hold the 5th Annual Symposium on Southern New England Maritime History on November 1st and 2nd at the Seaman's Inne.

Featured presentations include the following:

Man, Shore and History, Their Changing Relationship Along Southern New England Waters by William F. Robinson, author, historian and photographer from Guilford, CT.

The Coasting Trade, by Donald F. Tucker of Fairhaven, MA. Tucker grew up in a family involved in the last days of commercial sail.

New London Whalemens in the British North Pacific in the 1840's, by Robert L. Webb of the Kendall Whaling Museum of Sharon, MA.

Coasting to Tortola, Samuel Townsend and the Maritime Trade of Colonial Long Island, by Joan Baldwin, museum consultant and Geoffrey Rossano, an instructor at the Salisbury School in Sailsbury, CT.

A Voyage North on the Edna Hoyt, the Last Five Masted Schooner, by Francis E. Bowker, retired skipper of the Seaport schooner BRILLIANT and veteran of life on large coasting schooners and merchant steamers.

Reservations to attend should be made before October 18th at \$25 fee per person. Contact the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355.

FALL MISERY ISLAND RACE & OUTING

Henry Szostek has plans to rerun the spring Misery Island rowing race and the July small craft meet, both victims of bad weather, on October 5th at West Beach in Beverly Farms, MA. The events will be out and around Misery Island, a half mile offshore from West Beach, but the Beach is the suggested put-in location from 10 a.m. on. Henry has the same course planned for the rowing race as in the spring, the race to begin about noon. The gathering of interested traditional small craft owners will go on as it might develop, the beach on Misery Island making the focal point for gathering and boat tryouts. For more details call Henry at (617) 927-1834.

GREAT STEAMSHIP EXHIBIT OPENS

A new exhibit marking the 50th anniversary of the Steamship Historical Society of America opened at the Mystic Seaport Museum in September and will run through February, 1986, a good reason for a winter visit.

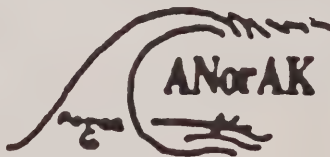
The entire display was loaned to Mystic by the Steamship Society and has not before been publicly displayed. It consists of models, paintings, photographs, film footage, posters and a wide selection of steamship memorabilia. Social comment by photograph is included contrasting photos of steerage class immigrants and 1st class luxury travelers accommodations on the great liners of the north Atlantic. The film footage is on continuously running videotape for viewing, and includes footage of Lindberg's return to the U.S.A. by ocean liner with a steamship parade into New York harbor.

The exhibit is included in the regular Museum admission, and can be viewed daily from 9 a.m. to 4 p.m.

PRIZE ARTICLE CONTEST OPENS

The 5th annual contest for prize article for publication in Mystic Seaport Museum's LOG is now accepting entries. A \$500 prize goes to the article accepted for publication during 1986. Subject matter should be original research and use of primary material on biography or social, political, economic or artistic studies related to maritime traditions. Word limit is 6,000 and the article must be previously unpublished. Entry deadline is December 1, 1985.

Editorial guidelines and an entry form are available from: The Editor, THE LOG, Mystic Seaport Museum, Mystic, CT. 06355.



ANORAK FALL CAMPOUT

The fall campout for sea kayakers is being planned for Casco Bay, ME on the Columbus Day Weekend, October 12-14. Interested sea kayakers of any level of skill are invited to contact Chuck Sutherland at (718) 767-5020. A number of interesting islands are accessible in this area of relatively protected shoreline.

MID ATLANTIC SMALL CRAFT FESTIVAL III, OCTOBER 4,5,6, 1985

It's a bit outside of our usual geographical area of interest, but this three day gathering for traditional small craft people at the Chesapeake Bay Maritime Museum in St. Michaels, MD is said to be a fine outing. Friday is devoted to gathering together with an evening lecture on the building of a railbord boat. Saturday includes judging of boats entered in a concourse d' elegance; a kids' boatbuilding project; the launching of the RAILBIRD built this summer by four youths; a kayak workshop; a curragh workshop; and all afternoon the trying out of boats on the water; a sculling workshop; a Delaware Ducker workshop; a crab feast; an evening lecture by Geoff Heath on Small Boats on Long Trips, with slides of his trips along the Labrador coast in small boats.

Sunday is race day, all sorts of classes for all sorts of rowing and sailing races, and a free-for-all that involves a rowed or paddled leg, a sailed leg and a skipper's choice leg. At noon a race amongst radio controlled model skipjacks will take place, and afternoon it is wrapup time, prize presentations, etc. It all sounds like a great weekend for traditional small craft people in an area quite unique on the Maryland eastern shore. For details call the Chesapeake Bay Maritime Museum at (301) 745-2916, notice was received too late here (August 31st) to allow earlier publication and time for writing.

SMALL CRAFT WORKSHOP AT OLD SAYBROOK OCTOBER 19,20

The Connecticut River Oar & Paddle Club has affiliated with the Traditional Small Craft Association as a local chapter and will host its first small craft meet on this October 19, 20 weekend at the club headquarters on 18 Riverside Ave. in Old Saybrook, CT right near the mouth of the Connecticut River. The program will be similar to regular TSCA meets, involving displays of traditional small boats and on-the-water tryouts, together with several short excursions on the River. This is the Club's final outdoor event for 1985, a busy season that began in April. Club activities move indoors for the winter months with restoration of the racing shells a prime project. For more details on the Small Craft Meet or the club activities, call them at (203) 388-2343 or write to them at 18 Riverside Ave., Old Saybrook, CT 06475.

FINAL S.E. MASS AMC OUTING

The final outing of the Southeastern Mass. Chapter of AMC for canoeists will be on October 19th, flatwater paddling on the Nemasket and Taunton Rivers in Middleboro, MA. Call Bob Nixon at (617) 822-5768.

RADIO CONTROL MODEL YACHT RACING SEASON FINAL EVENTS

OCTOBER 5: A. Ballentine Memorial, L.I. NY, Class M. Call Ed Helme at (516) 883-8453.

OCTOBER 6: 112th Anniversary, Saddle Brook, NJ, Class A. Call Ted Kuron at (212) 833-1778.

OCTOBER 6: Fall Open, Stonington, CT, Any boat under 66". Call Bob Weall at (203) 599-1644.

OCTOBER 12: Thompson Trophy, L.I. NY, Class M. Call Ed Helme at (516) 883-8453.

OCTOBER 13: Chowder Race, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

OCTOBER 13: Krause Trophy, Saddlebrook, NJ, Class M. Call Ted Kuron at (212) 833-1778.

OCTOBER 14: Columbus Day, Needham, MA, Any boat. Call Ed Walton at (617) 449-2662.

OCTOBER 19-20: MYRAA National Championships, Hecksher, NY, Class M. Call Jack Patton at (516) 421-1135.

OCTOBER 26: MYRAA General Meeting, L.I. NY. Call Ed Helme at (516) 883-8453.

OCTOBER 26-27: MYRAA National Championships, L.I. NY, Class A. Call Ed Helme at (516) 883-8453.

NOVEMBER 2: MYRAA National Championship, Central Park, NY, Class 10R. Call Richard Plaut at (212) 249-3772.

NOVEMBER 3: Wanker-Garbe Trophy, Saddle Brook, NJ, Class A. Call Francis Lucke at (201) 335-7609.

NOVEMBER 9: MYRAA National Championship, L.I. NY, Class 3UR. Call Ed Helme, Jr. at (516) 883-8453.

NOVEMBER 10: Four Hour Enduro, Needham, MA, Any Boat. Call Ed Walton at (617) 449-2662.

NOVEMBER 16: Jive Turkey, Central Park, NY, Any Boat. Call Richard Plaut at (212) 249-3772.

NOVEMBER 23: M Frostbite, Hecksher, NY, Class M. Call Jack Patton at (516) 421-1135.

NOVEMBER 30: Chowder Race, Hecksher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.



CCRA FINAL RACE OF THE SEASON

October 13th is the date for the last CCRA race of 1985, the Salmon River Spawner starting and finishing at the state ramp in East Haddam, CT. This is a 7.5 mile flatwater event for open canoes and downriver kayaks held at high tide in this tidal area (11 a.m.) The CCRA annual meeting will follow at the Olde Schoolhouse Meeting Place on Rt. 9A in Haddam. Contact Wendy Messenger at (203) 346-0068.

IRWA ON THE WATER IN OCTOBER

On October 19th the Ipswich River Watershed Association and the Essex County Greenbelt Association will conduct the annual fall river cleanup and restoration at heavily used sections. Call Jim MacDougal at (617) 768-7241 or Jackie at (617) 887-9685.

On October 27th the final canoe trip will go down from the Salem St. bridge to Asbury St. at Bradley Palmer State Park, through beautiful fall Wenham Swamp. Bring lunch. Call (617) 887-8671 or (617) 887-9685.

GREAT BAY KAYAK TOURS

A belated notice of the 1985 season of kayak tours on New Hampshire's Great Bay still includes a few for late September and into October. Day trips from 8 a.m. to 5 p.m. will go on the Oyster river in Durham on October 26th and on the Lamprey River in Newmarket October 19th. Weekend outings 8 a.m. on Saturday to 5 p.m. Sunday on Great Bay will run October 5th and 6th and again on October 12th and 13th for anyone. These are for the beginner level paddler and include necessary instruction and all necessary equipment. Fees range from \$40 to \$95 per person. Contact The Canoe Farm in Kingston, NH at (603) 642-8064 for details and reservations.

ALDEN



OCEAN SHELL ASSOCIATION

ALDENS IN OCTOBER

The Alden Ocean Shell Association has three events scheduled for October as follows:

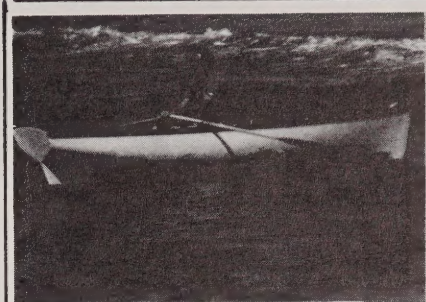
OCTOBER 5: Seventh Annual Sippican Ocean Rowing Regatta, E. Marion, MA. A 5.5 mile race. Contact Richmond Viall III, 125 Cross Neck Rd., Marion, MA 02738.

OCTOBER 12: Head of the Merri-mack, Nashua, NH. A 2.5 mile race. Contact Tom Kudzma, Independence Rowing Club, Box 1412, Nashua, NH 03061.

OCTOBER 20: Head of the Charles, Boston, MA. A 3 mile race preceding the main day-long program. Call Ernestine Bayer at (603) 436-7402.

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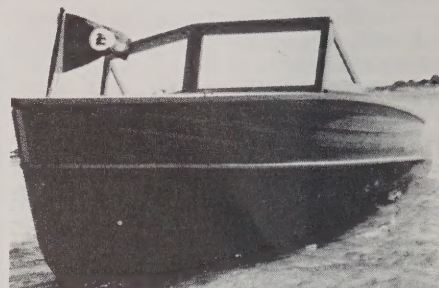


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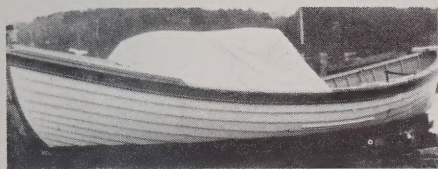
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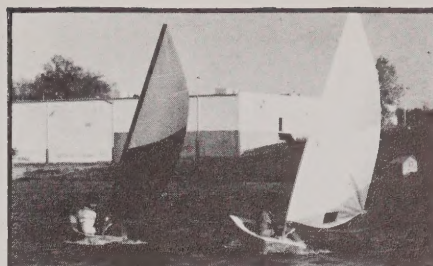
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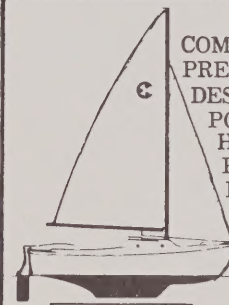
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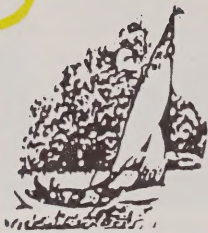
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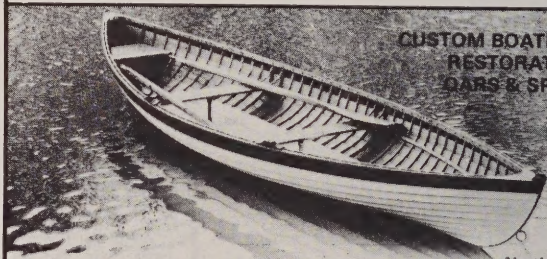
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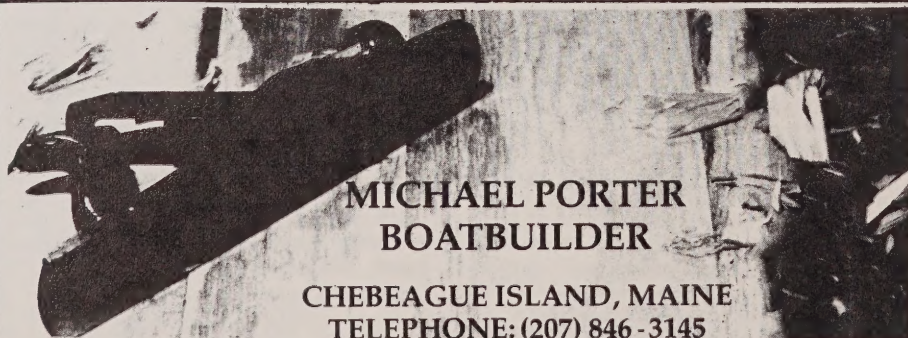
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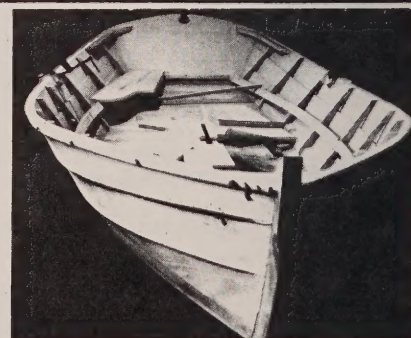
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