

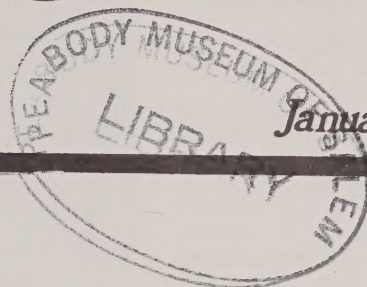
Twice a Month!



messing about in BOATS

Volume 3 ~ Number 17

January 15, 1986





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 RE-
FUND YOU THE UNFULFILLED POR-
TION OF YOUR SUBSCRIPTION
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Our Next Issue...

I don't know as I dare even
promise, so much interesting mate-
rial is building up here, even in
winter, and how to fit which into
24 pages is becoming the major de-
cision each issue. So, next issue you
might see any of the following:
Boats, MADRIGAL, SNIPE, DOVE,
HERITAGE CAT, BRICK, CHESSIE
FLYER, FLYING CAT. More of Tom
McGrath's adventures in his Town-
ie, now a Tartan Plaid Townie.
The Chewonki Experience. Big
Steam and Little Steam. Low cost
boatshed. Launching at the Land-
ing. Custom Surf. Homebuilt tour-
ing kayaks. More about what read-
ers are doing.

On the Cover...

We've been featuring a lot on
our pages about low cost small boat
cruising, be it sea kayak, rowboat,
sailing dinghy, not only boats and
gear but also adventures. I thought
this illustration was appropriate to
this theme. It's from the MARINE
ART CLIPBOOK by Peter Spectre
and George Putz, 128 pages of fun-
ky old drawings of yesteryear's
boating published by van Nostrand
Reinhold Co. Nice setup for carry-
ing his gear, good initial stability
also.

Commentary

BOB HICKS



A Thank You Note

This issue went to press the
week before the Christmas holiday
and I sort of gathered up a lot of
bits and pieces of news in this one
package. With even more extraneous
time pressures than is normal for
the every-two-weeks publishing
schedule, this was a sort of fall-
back position. News of on-the-water
activities is just about "dried up",
getting out to visit various inter-
esting indoor projects awaits the
passing of the year end (and be-
ginning) holidays. When January
has begun (it's half over by the
time you read this, I realize) it
will be get-back-to-business time.

Well, I wanted to say thank
you to all of you who have written
or called expressing your enjoy-
ment of this little periodical. I do
answer all such notes individually
but felt I should also broadcast the
fact a bit to everyone. Everyone
seems to be quite a substantial
number of people now, not only has
the subscriber list been growing at
an increasing rate, but also, as
I've mentioned before, there seems
to be many, many readers out there
who read someone else's copy. Like
the guy who called to tell me he
had this page torn out of a back
issue that a friend sent him, and
he wanted to contact me but that
page had no address on it, and now
that he's tracked me down, do I
have anymore issues with articles
on that subject available? It's fun.

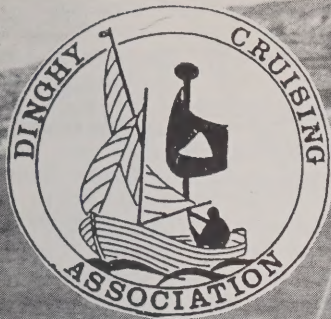
We're two-thirds of the way
through our third year now, this
issue is the 65th consecutive one to
go out. I guess we'll make it, con-
founding the doomsayers who quite
understandably predict an early de-
mise for so small and underfunded
a publishing venture. 1985 is just
about over as I write this and we
realized a 48% increase in cash
flow. Still no profit, not even yet
anything one could call a salary.

But we're gaining. That's why I'm
offering this thank-you note, all of
you who signed up in 1985 for sub-
scriptions or advertising, you're
making this thing work. All I do
is get it together.

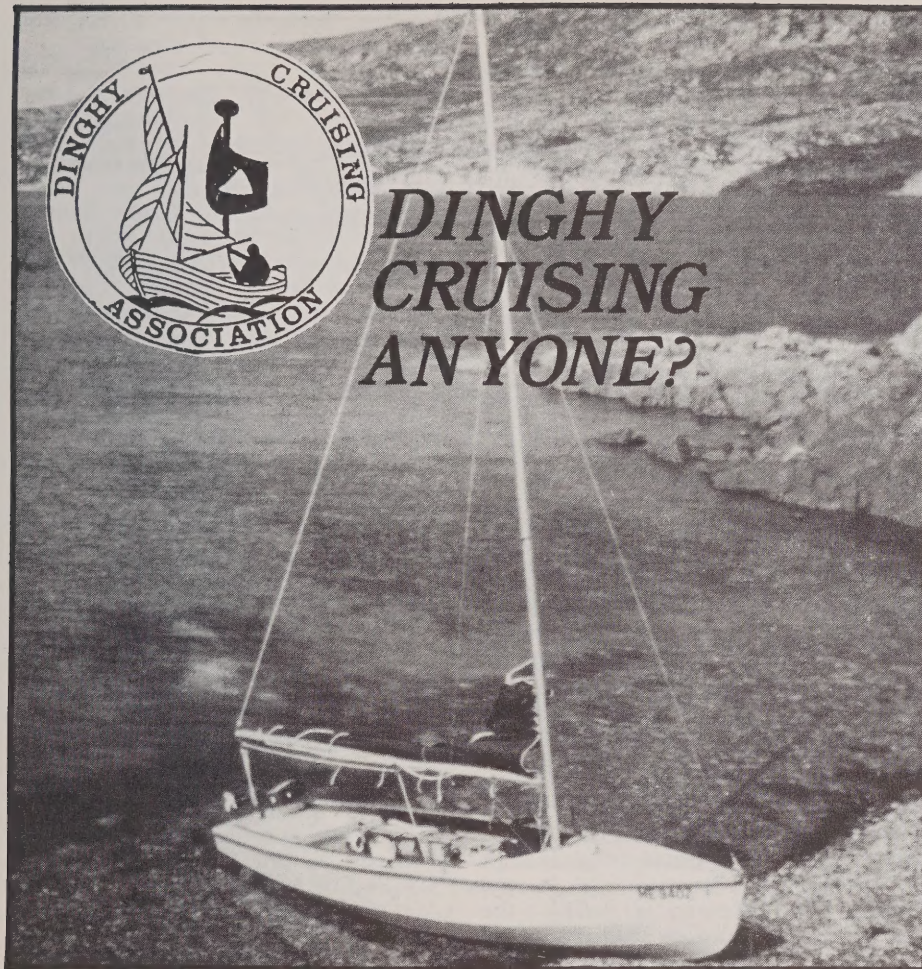
While the financial rewards
are still non-existent, the fringe
benefits are great. I have met so
many interesting people. I have
been out on their boats or in their
boatshops. I have heard over and
over again the dream of the boat
nut, each one different in detail
but each one sharing that common
thread that the love of boats seems
to weave amongst us. I never tire
of these tales. And just about eve-
ry interesting boat that is called to
my attention is just that, interest-
ing. So much variety, so much di-
versity, so common a dream.

It is this sort of almost daily
rejuvenation that makes turning out
this periodical a pleasure rather
than a grind. It isn't like cranking
out the same old thing week after
week. Sure it's always another
magazine of 24 (or occasionally 32
now) pages but I am never sure
just what the next one will end up
with for content. It depresses me to
listen to friends in the major boat-
ing periodicals talk about how they
are working now on next June's is-
sue, and that all of 1986's issues
are pretty well blocked in as to
feature articles. Lord, no surpris-
es! That's no fun.

The ultimate satisfaction of
turning out MESSING ABOUT IN
BOATS is that I do it my way (as
Frankie has said), nobody is look-
ing over my shoulder. All of you
are looking at the results, and so
my thank you again is a heartfelt
one for you are telling me you like
what I'm doing my way. How lucky
can one get? Well, maybe a few
more bucks in 1986, but otherwise
...



DINGHY CRUISING ANYONE?



Somewhere close to the line that separates the seagoing camper who uses a daysailer/overnighter and the one who uses a sea kayak, or rowing boat, is the cruising dinghy. While the propulsion is different, sail vs. paddle or oar, and the dinghy has much more stowage volume, most of the rest of the experiences involved have a marked similarity. All the problems inherent in trying to be self-sufficient in a very small boat are there, the rewards of gunkholing about in skinny waters are there, the thrills of surfing on big waves are there. The complexities of paddling techniques are not unlike (in scope if not in technicalities) those of sail handling in a very small boat. And even now, increasingly, kayakers are discussing parafoil sailing. Aha, a blurring of the technicalities is happening when the experience being sought, open boat camping, is commonly sought after.

The British are the leading advocates of both dinghy cruising and sea kayaking adventure. One can read books by British experts in both ways of small boat cruising. Either choice includes duplicate information about dealing with the seas and carrying gear and keeping safe and comfortable. And in both the British masochistic overtones are there, lots of information about all the pain and suffer-

ing and discomfort. They seem to enjoy it!

Some interesting information on dinghy cruising has come my way this past fall and I want to share some of it in this issue. The British have a nationwide Dinghy Cruising Association, and lo, the U.S.A. has an affiliate, mostly in name, located in California, and with a couple of hundred members almost all Pacific coast sailors. Not unlike the east coast sea kayaker group, ANorAK. The DCA publishes a periodic newsletter entitled, SWAMPED. Not inappropriate, for the tales told by such dinghy cruising leading edgers as Frank and Margaret Dye are replete with swampings and recoveries out at sea in 16' open boats in Force 8 gales and 10 foot seas. Hardnose stuff. SWAMPED is much more low key, the folks who write about their experiences are more like "you and me", ordinary weekend sailors, not of that really adventurous cast. Yet they do have adventures of a much more manageable sort.

The term, "dinghy" is not one that describes the little boat one uses to get out to the bigger boat on the mooring. What they really mean is open daysailer. It seems to be accepted that a minimum length of 12' is needed and a maximum of about 20' is considered the other limit. Within these lengths, all

sorts of arrangements are conjured up for sailing on longish cruises in such exposed boats. The most widely famed such dinghy is the WAYFARER popularized by the adventures of the Dyes, Frank and Margaret. Frank has sailed this 16 footer from Scotland to Iceland and to Norway. With Margaret aboard, they have sailed all around Great Britain, which has some very hairy tide and wind and storm conditions to cope with. A recent issue of SMALL BOAT JOURNAL carried Mike Heath's story on singlehanding his WAYFARER along the coast of Labrador. There are now about 7,000 WAYFARER dinghies in use around the world, with their own club and publications. It is a boat one can build from a kit and has a tremendous reputation for seaworthiness.

The most recent issue of SWAMPED carried a report on another dinghy cruiser from the British club's newsletter, a 13' MAYFLY cruised solo by one Elizabeth Baker. Her discussion of what's involved is a pretty complete guide to the mystique of dinghy cruising, so we're reprinting it here for your pleasure.

Seven Seasons in a 13 Footer

"Over the last seven years I have cruised many miles in BLACK SWAN, my 13' MAYFLY dinghy. One man's meat is another man's poison, but for me she is the ideal cruising dinghy and I have never wanted to change her for another. As I often sail alone, she needs to be light enough to launch and recover single-handed if help is not available, stable yet reasonably fast, particularly in light airs and easy to row because I have neither the space nor the wish for the additional encumbrance of a motor.

On the debit side, there are occasions when she will not lie head to wind, even when at anchor (unless the tent is up), which can make hoisting or lowering sail rather awkward. Also her very full bows make her impossible to row against a very strong wind, and, although very stable, the MAYFLY seems to have a reputation for turning turtle when capsized, and thus being hard to right. Happily, although my father turned her over twice years ago when racing, I have never done so while cruising and hope I never will. If in doubt, I reef, or don't go, but I have occasionally been caught out in quite rough conditions and BLACK SWAN

has always coped splendidly.

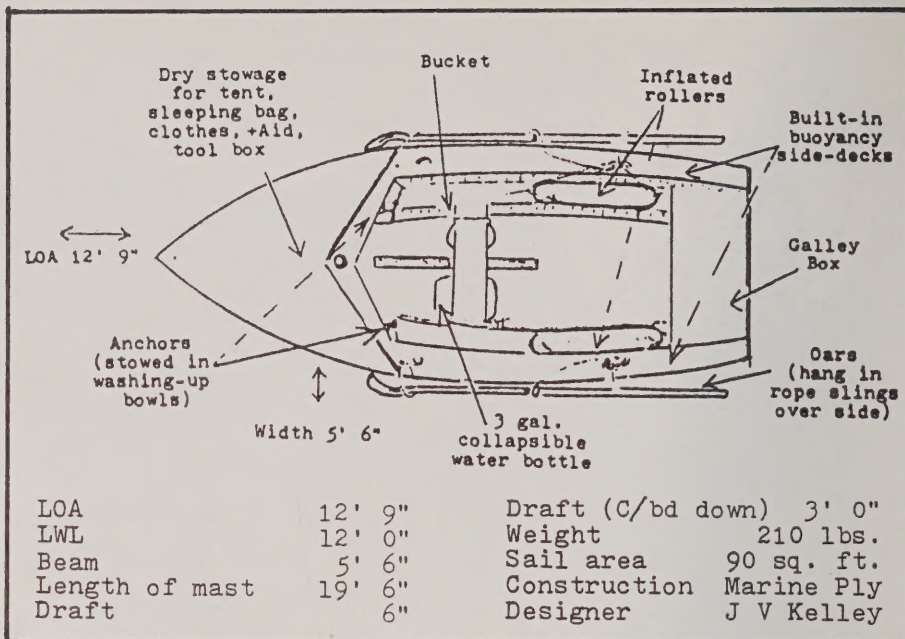
She is Bermudian rigged with 90 square feet of sail, 60 in the main and 30 in the jib. She also occasionally sports a 90 square foot spinnaker. The main has roller reefing which has the advantage that I can take in as much or as little sail as I want, but I usually stop just before the first batten, thus avoiding the need to remove it and so it is a simple job to shake the reef out again. The sail usually has to come right down to reef, but unless battens need to be replaced, I can shake it out by simply letting out a foot of halliard, removing boom from gooseneck, unrolling and then hoisting to full height. One day, though, I'll put in a slab reef.

Having once had to clamber onto the foredeck to take in the jib in a nasty sea, I never wanted to repeat the experience, so I bought and fitted a jib furling drum and swivel. The first was a type recommended for dinghies, and worked by a continuous line. This was not entirely satisfactory because a continuous line has to be joined somewhere, and the joint always snagged in the fairlead. So I replaced it with a larger drum worked by a single line. This was better, but the jib still tended to wrap itself around the forestay in strong winds and once furled, the wind got into the head and flogged so much I had to lower it. Even so, because to furl the jib it is necessary to set it flying, I can now lower it straight into the cockpit without having to scramble forward to un-hank.

There are several reasons I don't get a rod type of furling gear, mainly that they are not made for dinghies, are probably very expensive and might complicate speedy raising and lowering of the jib. Last summer the jib became increasingly hard to furl, the luff wire seemed to be twisting without rolling the jib, which finished up furled at the foot but not at the head. Then if I unwound the foot, the head twisted up and I had to lower the whole thing and sort out the mess. What had happened was the bearings in the swivel aloft had seized and when a friend took it apart one afternoon, cleaned it up and regreased it (with margarine, all the "grease" I had on board) it then worked as it should again.

For rowing I carry two 8' oars (46 years old) which my father used in a boat he built before World War II. These are a nuisance inside the boat when sailing, so I carry them in rope slings over the side, hung high up under the gunwales. They rarely give trouble there except in very rough conditions, then I sometimes have to bring them inboard.

I began my cruising in BLACK



SWAN just as she was, sleeping on the bottom on an air mattress to lift me out of the bilge water and using the flysheet from a small ridge tent for shelter, hung over the boom and laced to the oars, the latter being hung over the gunwales. It wasn't quite long enough for complete protection and I used pieces of polytarp to close the ends. I doubted whether it would keep much rain out, but luckily that first summer the fine weather always co-incided with my weekends afloat. It seldom has since!

All my gear; clothing, sleeping bag, cooking equipment, etc. was stowed under the foredeck, precariously balanced on three large buoyancy bags, or in a net slung beneath the foredeck. This net was the first item to go because I always got hung up on it when trying to retrieve articles just out of reach. I replaced it the following year with two smaller nets hung one on each side, but a subsequent modification, more anon, meant these too had to eventually go.

The MAYFLY has a vast stowage area 'under the foredeck and the high buoyant bows enabled her to take all this extra weight forward without noticeably jeopardizing her stability or sailing performance. However, I felt that some stowage aft would be advisable, so after a couple of years I constructed a large plywood box to fit in the stern between the side buoyancy tanks and extending 18" out from the transom. The lid slides under side cleats which are glued to the walls of the buoyancy tanks on each side and these hold the box firmly in place when sailing. As such designing is not my forte, I first made up a cardboard mockup of the box. When it was as I thought I wanted it, I used the cardboard pieces as patterns. I still had to make several bits

twice, but the castoffs subsequently got used for other purposes so were not wasted. I joined the box sides with resin and glass tape making it completely watertight so long as not completely submerged, even when the boat is swamped half full of water. This now contains my galley and is fitted out to hold plates, billies, food, etc. and my kerosene lamp.

Under the starboard thwart are my bucket and wash-up bowl, to port a three gallon plastic water bottle with tap, firmly lashed on. For cooking I use two ordinary small propane camp stoves and the box lid conveniently inverts to form a galley table. For lighting I use a kerosene hurricane lamp which gives adequate light and a little warmth to help dry out a wet boat. Usually it is hung from the boom, but when I must move about I set it on a side bench so I don't bump my head.. In addition I carry a couple of battery flashlights useable also as after dark navigation lights.

Between the forward ends of those side buoyancy tanks and the foredeck stowage space I stow two anchors, a CQR and Danforth, with warp and chain in plastic wash-up bowls. The bowls keep all tidy and easily accessible, yet out of the way, and the warp ends are made fast to the boat. I have yet to devise a convenient way to hold them in place when the boat is well heeled or in a rough sea, they tend to creep out of their berths into the center of the boat under those conditions. I have thought of bolting the bowls to the bottom but don't like the idea of drilling holes in the bottom for this. Another possibility would be to glue strong pieces of wood to the bottom and screw the anchor bowls to these. But, there are times when it is useful to be able to move them quickly in order to lighten the

boat for handling ashore.

The only major modification so far to BLACK SWAN has been to make a new and thicker foredeck. The original was 1/8" ply which, after 20 years including a period of neglect, was not strong enough to stand the rigors of cruising. The crunch came, literally, when I put my elbow through while hoisting the anchor! So the following winter I bought a sheet of 1/4" marine ply and removed the old deck and constructed a new one, or rather, I lent a hand to a friend who did this for me. The new foredeck is splendid, I can actually scramble on it when necessary, which I wouldn't have dared to do on the old deck. We also made up some floorboards to provide a level floor above the bilge water for cooking and sleeping dry.

The raising of the bottom with floorboards meant I could no longer squeeze myself under the thwart with the air mattress, so it had to go. The floorboards are hard, and folds of sleeping bag would drop through the gaps in the floorboards and get wet, so I obtained a couple of expanded polystyrene sleeping mats and cut them to fit. These solved both problems and are bliss to cold wet feet. To further make room for my sleeping, the galley box has to be moved to the side-bench forward where it is also easily accessible if required.

I have tried lifting the floorboards up to cross the side benches for a sleeping platform and, although this provides a wider bed, it is a job getting them up and it is not nearly as warm as being below gunwale level where one is out of drafts and insulated from most cold by the wooden sides of the boat.

Another modification came in due course, to the stowage beneath the foredeck. I had long been thinking of a way to construct a shelf to hold clothes, binoculars, camera, etc. from sliding off the buoyancy bags into the bilges, and the buoyancy bags themselves were a trial as there is always the danger of puncturing them. Again with my friend's help, I bought a large lump of expanded polystyrene from a boatyard and we carved it into 3 sections, rounded to fit the hull below and flat on top. I then wrapped these blocks in some thick poly film which I heat sealed in place with an iron over a piece of cloth. To hold these in place under the foredeck, I constructed a sort of canvas apron with eyelets around the edges which I laced over the blocks and down to screws fastened to the boat frame. I was thus able to dispense with the buoyancy bags and at the same time create a large dry shelf for storage. After two years of plenty wet sailing, nothing stowed here has gotten wet.

When I began cruising I thought a pump to be an unneccessa-

ry luxury and felt a bucket and sponge would be sufficient. How wrong I was! They do the job well enough but the prospect of having to dip my hands into icy cold water between supper and bed and again before breakfast, became an increasingly unwelcome and daunting prospect. After a week of this daily chore my hands were very sore and took several days to heal. So for about \$10 I bought a Whale dinghy pump. This does a sterling job of shifting a lot of water with a minimum of fuss.

Keeping matches dry was another problem. I soaked the outer box of the matches in melted candle wax and fastened it up under the foredeck. Inside the "drawer" thus formed I keep three normal sized matchboxes. Some have been there two years now through all weathers and still light. They are out of the way, yet accessible, and ALWAYS DRY!

Lashed onto the side decks are two inflatable rollers. I'm often asked if they get in the way, but while sailing I often sit on them. Wooden benches can become very hard after several hours of sailing and these rollers provide a more comfortable seat. When at anchor I throw them over the side, firmly tied on. These rollers provide four useful functions:

They allow rolling the boat up or down a beach, simple with two people, but if I am alone I must first empty out the boat.

They serve as fenders when alongside quay walls or jetties with large overhangs or when rafting up to larger boats.

They chock the boat upright when dried out on a sloping shore.

They provide the aforementioned comfortable seating.

Another thought would be using one in a capsize by hoisting it along the submerged mast to float it to the surface to turn the boat on its side for subsequent righting.

After a season camping under that nylon flysheet I had formed a pretty good idea of how I wanted my tent to be, and the number one priority was reduction of condensation. Even minimum contact with cold, clammy nylon was enough to bring the water showering down and was a definite deterrent to early rising. I also felt a heavier fabric would flap less wildly in the wind and provide a quieter night. Canvas seemed preferable on both counts.

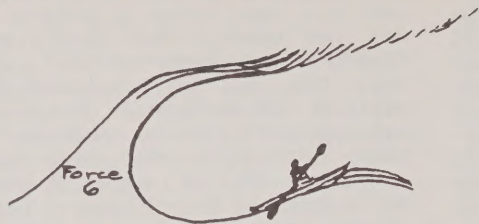
I found a cotton/dacron fabric which gave the bulk I wanted without undue weight. This material is frequently used for boat covers. The pale green I found was just right. I find blue cold to camp beneath, red or orange too conspicuous and white becomes horrid to look at when it becomes dirty. It was quite expensive but nearest to what I felt I needed. I used worn

out bedsheets to make up a mockup and then used these as patterns to cut the canvas. The result was highly satisfactory. It has openings fore and aft. Some dinghy cruisers advise against a forward opening but I find it necessary in order to attend to the anchor warp and I also like to look about when the weather is fine enough to leave it open. Both openings are fastened with loops and wooden toggles and the forward one also has a velcro strip for weatherproofing. I avoided zippers because they seize up too easily in the salt air environment so their handiness when working well becomes useless when they aren't.

The tent goes over the boom in a conventional manner. Because I like to see out, I sewed in "windows" on each side of thick poly film from a gardening shop. These are 10" high by 24" long. I mistakenly positioned them right behind where I normally sit and they collect condensation which then drips down my neck. Next time I'll either relocate them or use smaller size openings. The lower edges of the tent have deep hems through which I thread the oars, with lacings at only three strategic points. The oars keep the bottom edge of the tent from flapping inboard and letting in rain and drafts, and also saved my having to screw large numbers of lacing eyes into the buoyancy tanks. Openings are left on the hems where the panels join (two each side) so the oars can poke out partway along if I want to fold the tent partway back in fine weather.

The main halliard is used as a topping lift and attached to the aft end of the boom which is hoisted higher than the gooseneck. This reduces wind resistance forward, increases headroom aft and prevents rain runoff from the mast from continuing along the boom and dripping inside. The boat weathercocks nicely with the tent up, and together BLACK SWAN and I have weathered many wild nights in total comfort."

If you find dinghy cruising an interesting concept and want to learn more you can obtain from the DCA a small book entitled, DINGHIES FOR ALL WATERS. Inquire of the DCA, P.O. Box 881543, San Francisco, CA 94188-1543. Douglas Knapp is the man who makes the DCA happen, you might wish to know more about joining the group also. It's all very inexpensive, in line with the whole philosophy behind cruising in an open small boat. And if you want to read of how the leading edge plays the game, read OPEN BOAT CRUISING by Frank & Margaret Dye. This can be ordered from International Marine Publishing in Camden, ME I believe.



ANORAK



ASSOCIATION OF NORTH ATLANTIC KAYAKERS

Round Trip, Cape Porpoise to Kennebunkport

Cape Porpoise, a natural harbor, is located on the southern Maine coast between Biddeford and Wells. It is easily accessible from the Maine Turnpike, about a two hour drive (or a bit more) from the Boston area to the south and the Camden area to the north. Not being part of a large bay, the coast of Maine south of Portland is more exposed to the sea weather than much of the coast further north. The forecast for Sunday, August 19th called for a 40-50% chance of showers, wind 10 knots or less and seas of two feet. So I decided to go.

I arrived at the town dock at 11:30 shortly after low tide and was fortunate enough to find a parking space not too far away. There have been times when I could not. As I was putting in, a gentleman in a sailboat stopped me to ask about my kayak. In turn, he advised me to explore the islands on the way back. At high tide Cape Porpoise is surrounded by a ring of small islands but at low tide they are all connected by mud flats with a channel up the middle. The harbor side of these islands is well protected from weather and can be safely explored by beginner paddlers, even in the open canoes which can be rented in town. Once out of the harbor, the exposed coastline is not so hospitable for open canoes and for much of the distance between Cape Porpoise and Kennebunkport, the only landing places are through the surf.

Cape Porpoise is also heavily lobstered. There are lobster buoys everywhere and while these pose no threat to the kayaker, it is well to remember that lobstermen are out earning their livings and those of us who are just having fun ought to stay out of their way as much as possible.

I paddled out through the channel until I noticed that the tide had risen enough so that there was water between two of the islands. I left the channel and, sure enough, there was about 6 inches. I squeaked through and turned south for Kennebunkport.

This stretch of coastline is well settled, one is never out of sight of a house or, in summer, other boats. The two foot seas were as predicted by the weather radio, arriving every ten seconds or so. The sun was out and the wind was light, a pleasant day for paddling. Several seals watched as I paddled past. They seemed quite curious about the kayak. One spent about ten minutes swimming up to within 15 feet of me and then sinking into the next wave, looking almost embarrassed at having been caught peeking.

Due to the variability of the water depth along this stretch of coastline, the wave patterns are not at all uniform. A good rule of thumb seemed to be to follow the line of lobster buoys. Lobstermen don't set their traps in breaking surf and staying out as far as they do will keep you out of any unex-

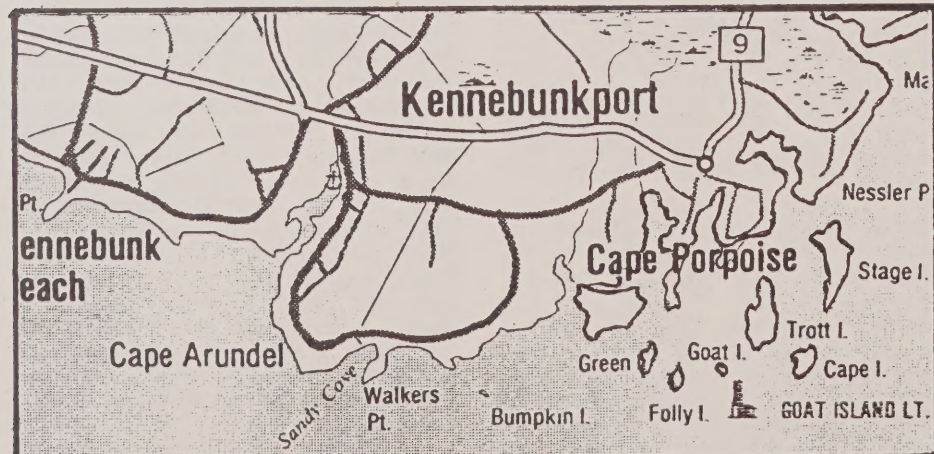
pected breakers.

The entrance to Kennebunkport is at the Kennebunk River, the mouth of which opens through two large stone breakwaters about 80 feet apart. As I paddled in, the dredged channel was to my left so I kept right to avoid the heavy boating traffic. Coming through the breakwaters and into the river, I continued up to Kennebunkport past motels, restaurants and all manner of boats. A large tour boat passed to my left, and listening to the guide's talk over its loudspeaker, I learned which speedboat belongs to the Secret Service. They use it to follow Vice-President Bush around. His family has a large home just outside the mouth of the river and since the V.P. cruises in a "cigarette" boat, it takes something fast to keep up with him.

I paddled all the way into town and under the Rt. 9 bridge. Here there were no docks, no dredged channel, not even any other boats, and most importantly, no commercial establishments built to the water's edge. I took out on the right hand bank, hauled my boat past the high water mark, and walked across a parking lot and out onto the main drag. The MAINE TIMES has praised the Clam Shack, practically at the Rt. 9 bridge, as having the best fried clams in southern Maine. I had a half-pint which certainly were good. I was planning to poke around the shops and maybe buy something for my wife, but it felt like the wind was picking up and so I decided to get back to my boat.

Although the weather report I listened to while loading up mentioned nothing about it, by the time I got back on the river there was a stiff breeze blowing in from the ocean. Clearing the breakwater I found that the wind had blown up a fair amount of chop which combined with the swells to produce four foot high waves. Since the larger waves start to break farther out, I stayed well offshore. Even so, the choppy seas from a beam-on direction made it necessary to pay close attention to what I was doing.

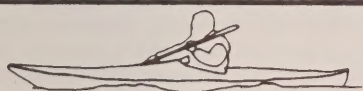
Tucking into the lee of Bumpkin Island, about a mile from Cape



Porpoise, I got out to look around and have a stretch.. Bumpkin Island is a rookery for seagulls and cormorants and the din was incredible (not to mention the smell, did I say I was on the lee side?) I got out my binoculars and found that the tide had risen enough so that all the passages through the Cape Porpoise islands were open. I decided to head through the islands instead of going around to the main channel, in order to get out of the chop sooner.

Shortly after leaving Bumpkin, I noticed that I had inadvertently blundered into a shoal. As I looked behind me out to sea, I could see the waves were just beginning to break. I turned around quickly, not wanting to be driven onto the shore, and punched out through a wave that was just beginning to curl. The Huntsman I was paddling was still new to me and I did not know how the boat would handle the breaking waves head-on. However, the bow rose nicely and I missed the chestful of cold water that I was anticipating. Out to sea a bit and then I was amongst the islands. Immediately the water became calm enough so that the two rent-a-canoers I met were having no problems. I did not explore the islands around the Cape as it was getting late. I'll do that this winter.

The Cape Porpoise to Kennebunkport trip offers a variety of paddling conditions, things to see, good food etc. At high tide, Cape Porpoise should be a good place for beginners to paddle (as long as they can steer their boats) but the exposed coastline between the towns should be treated with respect, especially in poor weather.



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ANorAK, NEWSLETTER for SEA KAYAKERS

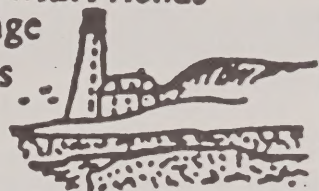
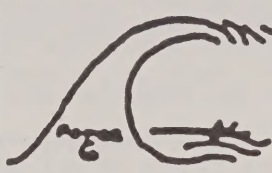
Learn with us — Paddle with Friends

Name Exchange

Tips • Trips

Training

Safety



6 Issues, \$10 Box 444, Tuckahoe, NY 10707

Chuck Sutherland, who took over the publication of the newsletter ANorAK for the Association of North Atlantic Sea Kayakers a couple of years ago reports that in 1985 some 330 sea kayakers joined the group. The focus of ANorAK and its six times a year newsletter is to exchange information and experiences amongst the growing number of sea kayakers along our shores. Promoting safety amongst beginners who might be unaware of the risks involved in this sort of boating has also been a major focus.

Chuck has edited and published and mailed the newsletter as a spare time effort and found the time requirements cut severely into his available free time for his other activities, such as trip leading and paddling and safety instruc-

tions. Not to mention his own personal outings for pleasure. In 1986 he will be assisted and hopes to find more time for other sea kayaking efforts. A major interest of his that he has had to neglect is the locating and publicizing of available launching sites from Maine to the Chesapeake. Certainly this will be useful information for sea kayakers, and also for many small craft folks with similar frustrations about where they can launch their boats, cartop or trailer.

ANorAK membership will be \$10 for 1986, you get the newsletter, 16 or more pages each, six times a year, plus membership roster, trip companions, and information and advice on enjoying sea kayaking. For more information, or to join up, contact ANorAK at P.O. Box 444, Tuckahoe, NY 10707.

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Traditional Small Craft Gather at Old Saybrook

About 30 enthusiasts and 20 boats were present for the first annual Autumn Small Craft Weekend of the Connecticut River Oar and Paddle Club in October.

The Traditional Small Craft Association sanctioned two-day gathering followed a couple of weekends of serious mopping up in the aftermath of Hurricane Gloria, which had left heaps of debris over most of the Seth Persson yard in Old Saybrook, site of the TSCA meet.

On Saturday, October 19th, the lower Connecticut was calm under overcast, sometimes sprinkling,

skies, perfect for trying out unfamiliar boats in unfamiliar waters. Though billed as "traditional", several slippery modern types were present and made an interesting contrast to the oldies and the reproductions.

Jack Sauer's Vancouver 21, Lydia Grew's Peinert 16 and Cathy Flanagan's Saroca were there to test against four more traditional sliding seat rigs; an Appledore 16, an 18' sharpie/dory, Grew's trimmed down Lowell dory and the 18' Connecticut River Pulling Boat of Rick Persson.

The fixed seaters found con-

trast and fun in a variety of dories and skiffs, trying Woody Boynton's husky 18' double ended Chamberlain dory, the shorter Chamberlain skiff of Greg Scata, Ralph Szur's peapod from South Salem, NY, even the treacherously slim (so some thought) 27 pound, 16' sectional boat the club keeps.

Rod Oakes' newly finished Dolphin kit was also there as was Bill Archer's elegant, much modified dory rig. The grandfather of them all, the Banks dory restored by the Club last winter, hovered in the background.

The double-paddlers had a range, too, with the 15' and 18' Persson-built boats, three Hawthaway Rob Roys, Bob Attenborough's modified downriver boat and a club-stored Seda which has seen blue water from Florida to Connecticut.

Rob Barker's cute and tough lapstrake sailing tender found little wind but looked great waiting for the morrow.

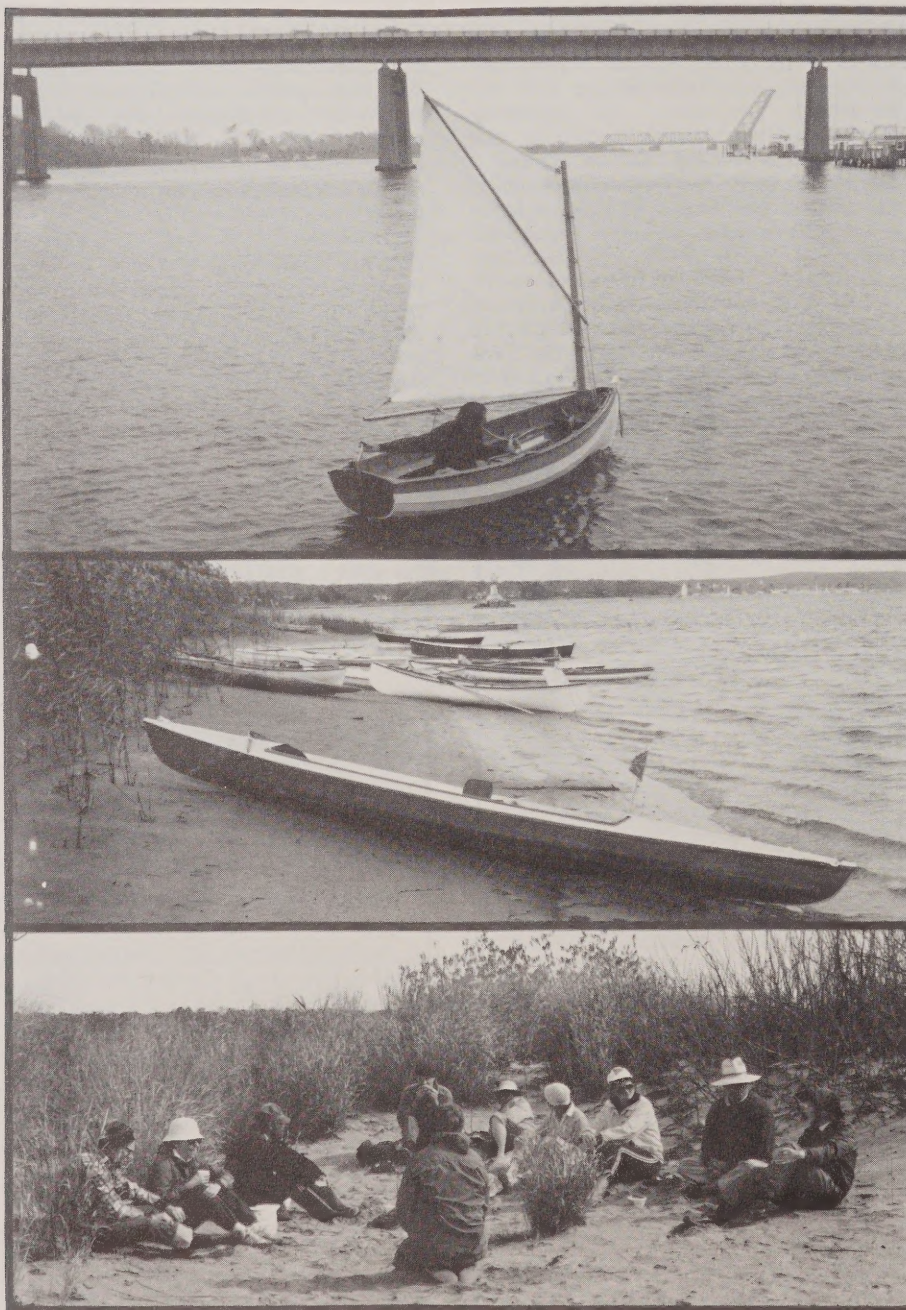
Throughout the day, master chef and kayaker, Mary Cucinotta, kept bodies and spirits together with an assortment of welcome stews and other goodies from the woodstove top.

In fact, the calmness of the water was a bit deceptive, encouraging fast sea trials over longish distances. Several put in a good bit of this heavy paddling during the day and were more than ready for the evening's entertainment and refreshment. With CAPTAINS COURAGEOUS on the video and can or bottle by chairside to help reminiscences flow, could there be more?

Sunday morning dawned clear and bright with a good breeze upriver against the current to test the previous day's confidences . . . and to fearlessly affirm traditional concepts of small boat seaworthiness..

Barker's spritsail rig was in its element and the water-over-the-deck types were having a ball. The flotilla set out across the river to Calves' Island where it beached for breakfast and then split up, some heading north into the estuaries and others riding the standing waves (small by white-water standards but exciting when you're in amongst them). Then it was back to the yard for the wrapup.

All in all, a success. Club president Jon Persson says there will definitely be another (or two) next year and traditional small craft and their groupies are welcome to come, try the boats, and explore the river.



From the top: Rob Barker's tender with Rod Oakes at the helm tries out the lower Connecticut by I-95's Baldwin Bridge. The flotilla on the beach at Calves Island. In the lee of the beach grass it's eat and tell.

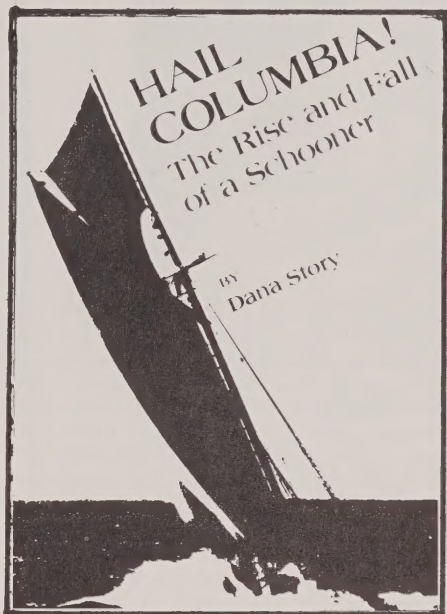
Winter Reading...

HAIL COLUMBIA RETURNS

There was one of those "author autographing" sessions in November at the Essex Shipbuilding Museum in Essex, MA. Dana Story was there to say hello to drop-ins interested in the re-publication of his 1970 book, *HAIL COLUMBIA*, the chronicle of the schooner racing between Gloucester and Halifax that developed, with emphasis on *COLUMBIA*, considered Gloucester's finest in the futile battles against Nova Scotia's *BLUENOSE*.

The new issue is a 175 page hardcover edition, only 1,000 have been printed, bound in maroon cloth with a handsome illustrated dust jacket, 8 pages of photo plates, and Dana's methodical prose.

Dana Story is the last of about 7 (I think) generations of Storys to have worked on the wooden ships built in Essex, including the Gloucester fishing schooners. The last went down the ways in Essex in 1937. Dana experienced it working for his father, A.D. Story, something of a superman of wooden shipbuilding. Dana's chronicle marches along methodically, he's not one to waste words or embellish the tale he tells. His narrative



soon gets a grip on the reader and I stayed with it all the way in one sitting. There's more than just the "news" of the various competitions and boats built to do battle, there's a fair amount on the background

infighting and personality conflicts that afflicted the Gloucester efforts at times. It wasn't all a united patriotic crusade.

The publisher is the Ten Pound Island Book Co. of Gloucester, a family business mainly involved with antique books, including many of nautical interest. The decision to republish the out-of-print *HAIL COLUMBIA* was based on recognition of an increased awareness now of the part the old fishing schooners played in our regional maritime history. With a living chronicler who recalls personally a good bit of the happenings and knows all the principals, here was a chance to renew the message. The limited press run reflects an awareness of the limits of the market for such honest books on how it really was (as opposed to fanciful fictionalized versions of seafaring days). The price is \$20, not cheap, but manageable if you find the Gloucestermen of interest. You can pick up a copy at the Ten Pound Island Bookstore at 108 Main St. in Gloucester, MA 01930, or order a copy out for \$1.50 extra for postage. Phone orders can be taken daily from 12 to 5 weekdays.

NOW WHAT HAS DANA DONE?

About the time that *HAIL COLUMBIA* re-appeared, the word got out that the famous Story Shipyard in Essex had been sold out of the family. It's true, the new owner, Joel Thomas, plans to carry on the existing boatyard/marina operation and open a retail store offering a variety of rowing, paddling and sailing boats and related gear. The only building going on in recent years has been done by Dana's son, Brad, custom building in wood to order, workboats and yachts. The "shipyard" reality was long gone.

Dana had his reasons, one he mentioned to us was that he was closing out 175 years of shipbuilding on the site by his family, he feels there'll never be wooden shipbuilding again, ever, and he was the last of the family to have experienced that long running (since 1813) family trade there at the head of the Essex River. While Brad indeed builds wooden boats, they are in the modern scale of things, small yachts and lobsterboats. Brad plans to carry on his own work, probably in another location.

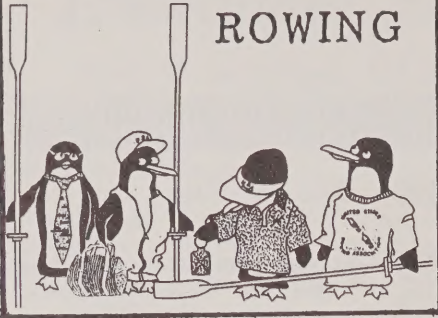


After a lifetime in the boatyard trade running from building the last of the wooden Gloucestermen to catering to the needs of today's fiberglass boat owners, Dana is retiring, and to retire he has to get away from the yard. One cannot live at one's place of business and have any time to oneself. Dana has

relocated into another family home in town and will pursue his historical efforts chronicling the long history of tiny Essex on that tiny tidal river as a major center of wooden shipbuilding from Revolutionary War times until World War II.

Dana's already got his next book well along. "Well, it may sound a mite funny, but it's about me," Dana explains, "that is, my reminiscing back over the years, my life in my father's business." Arthur D. Story built over 400 wooden ships in his long tenure running the Story yard. "He was a BUSINESSMAN," Dana states emphatically. If there's one thing that comes through in Dana Story's remarks about the old days of shipbuilding, it is the lack of romanticism, the awareness of the stark financial realities involved in a risky trade (financially as well as physically in those days). No date yet for publication of this latest work, but when we hear about it, we'll let you know. Dana Story really knows what it was like in those "good old days".

READING UP ON ROWING



If your rowing equipment supplier can't help you on a couple of good books on the sport, you can order these out from the U.S. Rowing Association Clearing House, 625 Bethlehem Pike, Ambler, PA 19002. Check or Money Order, no phone calls, no credit cards. But, the books are good ones.

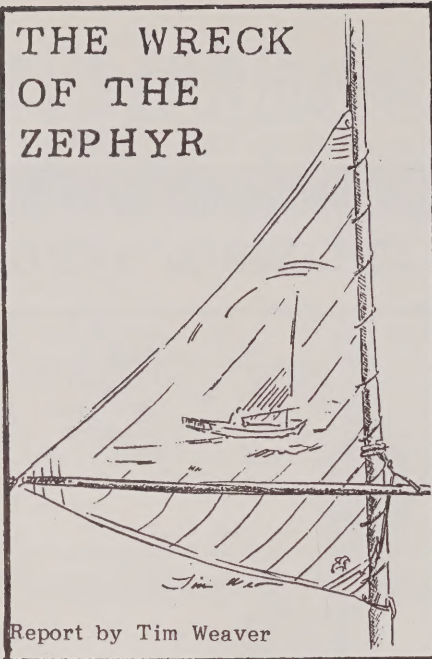
A SHORT HISTORY OF AMERICAN ROWING by Thomas Mendenhall is just that, some fascinating background on the sport. We reviewed the book last winter and found it very enjoyable and informative. The last third is a long compilation of results of major regattas over 100 years or so, maybe not all that much interest for the recreational sliding seat oarsman. But the first two-thirds is good reading with illustrations and photos. This one is \$14.95.

THE SHELL GAME by Steven Kiesling is an insider's discourse on how competitive rowing seizes his whole life as an undergraduate at Yale. It is heavily into philosophical consideration of what this particularly demanding form of athleticism means, but also builds very strong personal impressions of being there. It's real life but grabs you like a well crafted novel. Of the three books I list here, this is the one I, as a non-rower, found most engrossing. Price is \$10.50.

THE AMATEURS by Richard Halberstam is well established out there in public readerland amongst non-oarsmen, it's a very readable chronicle of the striving of various U.S. oarsmen to earn places on the Olympic team. Not simply a blow-by-blow of various trial matches, it gets into a lot of the personal inter-relationships amongst the various hopefuls, including candidly expressed opinions about each other, and overall the brooding figure of the guru of the sport, coach Harry Parker of Harvard. People can read this without really caring much for the inside skinny on how serious rowing is done, but anyone who is so interested will learn a lot about it. A nice human interest story of struggle and striving but with plenty of good technical background. This one sells for \$14.50.

For each book, add \$2 for postage.

THE WRECK OF THE ZEPHYR



Report by Tim Weaver

It was a thin little gift, not three-eighths of an inch thick, not over a foot long and but nine inches wide, entitled **THE WRECK OF THE ZEPHYR**, written and illustrated by Chris Van Allsburg. It was a gift from my daughter, so despite the fact that to all appearances I had a children's book in my hands, I carried on to read it and was surprised.

From title page to story's end, it's a tersely spun and beautifully illustrated notion. And from the first illustration, a delicate pastel evocation of boat and light and cloud and sea, this holds true. It is a tale, it seems to me, about what it's like when a sail's right, just how that frees the mind, how that feels. And it is about a boy stumbling across this and the strange adventure this involves.

AND FOR REALLY BIG SCOPE. . .

How about **THE MARITIME HISTORY OF THE WORLD**? All-inclusive enough? The National Maritime Historical Society offers this massive two volume tome for only \$120, not bad when you consider what you get. Maritime history since 5,000 BC on 960 pages, 9x12 size, 31 maps, 200 illustrations (62 in full color) by leading marine artists, 3/4 million words of text, 100 page comprehensive index with 26,000 entries cross referenced. Wow!

The Society has several other historical perspective books also, priced as low as \$5.95. Send for their color brochure. They are at 132 Maple St., Croton-on-Hudson, NY 10520. If maritime history is a subject that interests you, this is the group you should join

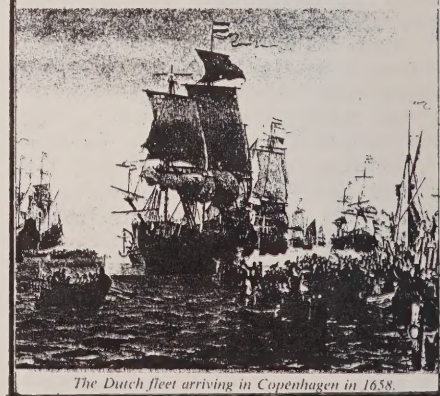
For it seems a boat that sails, well, it sails. Just leaves things, just starts floating in its own way, reaches that point where the tiller feels just so. And somewhere there's a village where this is understood, where folks consider it a commonplace. But all this doesn't come easy or disappear that easily. And in thirty-two pages, fifteen of them full page pastels, the story presents itself. I can't decide just what this story is but I do know those pictures are what a good sail is and I do know it is a story that sounds that special sensibility that comes when all's its best on a day's sail, offshore, on sound, bay, river, creek or cove. Perhaps it's a little book about what the heart knows when things can be just right.

So if you have the chance, perhaps you'll give this book its due. Turn easily those pages. The binding's good, the paper's clay-coated stock. On the left there'll be a paragraph or two while on the right an illustration comes to life, some tend to soar. And turn the pages slowly. Our artist/poet knows his trade, things unfolding here. Make way for pleasant views, suspend the need for absolute reality. Let Mr. Charles Van Allsburg have his way. One thing's sure, he'll give you time to think it over.

As a matter of fact, the story's been leading me down a path or two. For one, perhaps a perfect sail's but a metaphor, a guiding star that lets us know how things might be if things were what they might be. For another, well, some ideas don't make as much sense as they should.

THE WRECK OF THE ZEPHYR is published by Houghton Mifflin Co. of Boston, MA, 1983. Price is \$14.95.

THE MARITIME HISTORY OF THE WORLD



The Dutch fleet arriving in Copenhagen in 1658.

MASTER CANOE BUILDER

There's something about the old time canoes and their builders that seems to have a strong appeal. Several old catalogs from the turn of the century have been republished and sell well, for example. Nick Nickels is a lifelong Canadian canoeist, journalist and bush flying man who did better than the catalog reprint route. He put together a real charmer of a little book, MASTER CANOE BUILDER, about one Walter Walker, of Lakefield, Ontario. Walter is the last of the local builders in this Kawartha Lakes District working the old way. Nickels comments that once asking a local in Lakefield if he knew of the town's past glory in canoe manufacturing, he was told, "Nope, but there's an old fellow across the bridge who builds boats. Maybe he can help yah." That "old fellow" was Walter Walker.

The 60 page book, 8x8" is on quality stock printed in a sort of rotogravure brown that enhances the old timeyness of some of the photos. It's full of details on what it was like building traditional canoes as a serious business, and includes a day-by-day chronicle of Walter's current building schedule, an eight day one. The book digresses into a short history of the better know Peterborough canoes, talks about regattas, collections and the variety of products canoe builders turned out in addition to the boats. There is also an extensive bibliography.

Well, Nick forgot to include the price with the review copy, so

TEN POUND ISLAND BOOK LIST

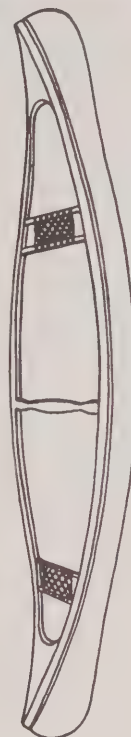
We picked up a copy of Ten Pound Island's latest Maritime Book List, three pages listing 44 titles of maritime subjects. These are all original old books, all in good useable condition, if sometimes blemished. Prices range from \$15 to \$550, most of them \$15-\$35 range. Interestingly, an original version of the C.P. Kunhard book on SMALL YACHTS that we mentioned in the January 1st issue in connection with the article on JAY'S DREAM is on this list. The WOODEN BOAT abridged version of this 100 year old classic is \$20. The huge original, 369 pages with 63 b&w plates and numerous additional illustrations will set you back \$325. Send a stamped self-addressed envelope to Ten Pound Island Book Co., 108 Main St., Gloucester, MA 01930 and you'll get a copy of this list. Maybe you'll see something you'll like.

MASTER CANOE BUILDER



Lakefield's Walter Walker
Ends An Era Begun In 1850

1850 -- 1985



NICK NICKELS

if this sort of reading is something you find enticing, write to Nick Nickels, CANOE CANADA, Lakefield, ON, CANADA K0L 2H0 and

ask him. It'll probably be pretty reasonable for all the information it contains in such an attractive format.



BIBLIOGRAPHY

Newport's all-encompassing nautical bookstore has issued its final update on its bibliography of available marine book titles, encompassing now nearly 5,000 titles and 70 videotapes. The supplement includes current 1985 issues and impending 1986 issues. If you're looking for books to read, here's the shopping list. For \$6 (plus \$1 postage) you can get the WHOLE thing, if you already have the bibliography, the supplement is free. The supplement alone, with about 1,500 titles included, is \$2. Anyway you like it, you get it from the Armchair Sailor, Lee's Wharf, Newport, RI 02840, phone (401) 847-4252, 9-5 weekdays.

BOATS BY DESIGN



Last summer the Brookfield Craft Center in Brookfield, CT ran a long series of traditional wooden boat building workshops and hosted juried shows of such craft. Now the book is here, BOATS BY DESIGN is an exhibition catalog full of information, photos and detailed specifications on the boats they featured. Also included are original articles by John Gardner, Ken Bassett, Lance Lee and Simon Watts, and also articles on 15 of the most respected small rowing and sailing vessels available today.

We didn't receive a review copy, just a news release, so cannot comment on our personal reaction to this effort. But, it's only \$8.50 (plus \$1.25 postage) and the people we know who were involved there speak highly of the whole program. You can order yours from Brookfield Craft Center, Box 122, Brookfield, CT 06804.

Now we were in a long parallelogram of water, bounded on the north by the bridge we had just passed, on the west by Aquiday Island, on the east by the high slope of the Tiverton shore, and on the south by the long, low stone causeway, also with a draw-bridge in the middle, which had been known for generations as "Stone Bridge." On the island side, the bluffs were broken and picturesque, with rocky out-croppings and fringed with low trees; they were cleft midway by an inlet or strait which led to a large irregular, circular sheet of water, covering perhaps two hundred acres; this was "The Cove."

At the east was quite a settlement stretching along near the shore, back of which the fields of Tiverton heights rose one beyond another.

"There's a grocery store," said Joe, "we might go and get some supplies."

So I headed the TRITON for the beach at the east. We landed and bought some hard-tack and cheese, to which were added a cake of chocolate and a can of peaches by way of luxury. As we started off again the entrance to the cove was just opposite.

"What do you say; shall we go and see how the cove looks?" said I.

"What is there in there?" answered Joe.

"That's what we'll find out - the map has two or three little islands set down."

"Nothing very exciting, I guess. Let's scoop it in on the way back, and get down as far as we can while the wind lasts."

The boat which had passed the railway bridge ahead of us had passed the other while we were in the store. We could see the top of its sail beyond. A man, who was probably the draw-tender, was walking along the causeway toward the large hotel on the shore, near its eastern end.

"We'll have to douse our sail this time," said I. "But we've got to use the oars anyway, so it's no great matter."

"Yes, and the tide's coming in stronger all the time, of course, so I shouldn't wonder if we had a pretty hard tug."

"I don't see as there's much of a current, after all," I remarked, a few minutes later.

"I believe you," said Joe. He gazed searchingly at the space between the piers, then dove for his bag and fetched out his tiny spy-glass. He took a long look, then faced me with a look of utter amazement. "Sure as you live, it's going out at THIS bridge."

I took the glass in turn. "Gracious! you're right, Joe, unless this telescope of yours has

From the book, JOE & I, or, ADVENTURES DOWN THE BAY

Adventures Down the Bay



Wallace P. Stanley, Author

Published in 1901

H.N. Cady, Illustrator

twisted things wrong side before."

"I can see it now without any telescope. How many tides do they have in this region, anyhow? When we first shoved off this morning, the tide was still going out; at the first bridge it had turned to come in, and now it isn't much over a quarter of an hour since then, and it's going out again. What sort of a place have we got into?"

"Well, what's the use of exploring, if we don't discover things. Though I must say this is the queerest thing I've run across. It can't be that Stone Bridge has a moon of its own."

But whether or no, the tide was flowing south through the opening at a lively rate, and it was time for us to unship the mast, or its top would catch the bridge timbers, and something would have to give way. Instead of a tussle with the oars, we shot under without any trouble at all.

"We needn't mind the tide's being crazy hereabouts; it's saved us the bother of rowing."

"I don't know about that," I rejoined. "The majority of the evidence is in favor of an ebb-tide; and so the real craziness was at that railway bridge, where we had to work against an incoming tide that had no business to be there."

"Much work YOU did holding onto the steering-oar. But the tide can do as it likes now, for all us; there don't seem to be any more bridges ahead."

We had now fairly entered the eastern passage of the bay, or "Seaconnet River." It led straight south to the ocean, a glimpse of whose level horizonline could be seen afar, between the wooded points and sandy capes, lessening in the distance. Just south of Stone Bridge, the shore of Aquiday receded suddenly to the west, then resumed its former direction; the passage was thus broadened to the width of more than a mile. Not far

away, a round, rocky islet rose abruptly from the midst of the rippled expanse; this was one of the two "Gould islands," marked on the maps of the bay.

"Isn't that a pretty island," said Joe. And it was - its steep, light-gray miniature cliffs crowned with thickly-set dark-green trees. We laid our course for it; but the wind, which had been growing fainter, was falling rapidly away; and we concluded to turn east to the narrow entrance of "Nanaquacket cove," close by, and not try for the island till it breezed up again. Since we had made and rigged our little sail, we had grown very economical of our exertions in rowing, that was it - economy of force - not laziness at all.

We drifted slowly through the inlet, which we followed easterly for several rods before it widened toward the south and became the land-locked cove, a mile long and about half as broad. At full tide it must look almost like a fresh-water pond, but now, at ebb, a broad shore of decidedly salty nature was exposed, where three or four men, scattered at some distance apart, were busily digging clams. A few time-stained fishing-craft, which lay stranded about, were obviously built to navigate water of much greater spread than those before them.

Here at the north end of the cove was the pleasant little hamlet of Bridgeport, so called, perhaps, from the neighborhood of Stone Bridge, or it might be from its own bridge, a low, cool tunnel under the road at our left, through which a small stream came rippling and gliding to the salt water.

"Let's fill the jug," proposed Joe; "there isn't much left in it."

So we landed and followed up the brook for a few steps, till we came to a sort of basin among the stones, into which the water gurgled from the overhanging edge of a

flat rock a few inches above. Joe took a trial sip from the cup and pronounced it good, then I drank, also. Drinking naturally made us think of eating, for we'd only taken a little bite just after we started; so, instead of carrying the jug down to the boat, we brought our bags up to the jug, and ate breakfast in the shade, lounging on the grassy bank by the little bridge.

"It's curious enough, that tide business," I remarked. "I'm going to ask somebody 'round here about it, if I get a chance."

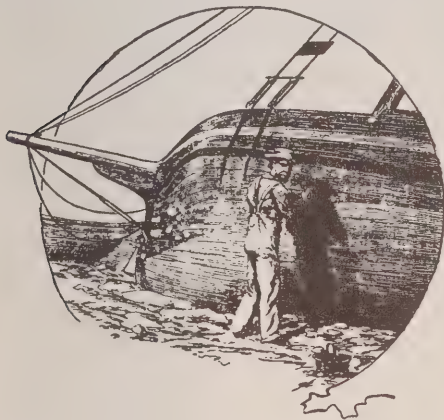
"Those clammers ought to know; they have to keep the run of it," said Joe.

A minute later we saw a man coming along the road with a basket on his arm; he wore faded blue overalls, and looked to be about fifty years old. Presently he turned down to the shore and set his basket down by a small sloop lying over on one side, as she had been left by the ebbing water; he took a mallet and caulking iron, with some tarred oakum, from the basket, and began working at the seams on the port side, just below the water line.

"He looks as though he knew something; I'm going to ask HIM."

"All right," and we carried our things back to the boat, and walked down the shore toward the worker, who seemed unaware of our approach.

"Good morning, sir," said I. He glanced up and nodded. I went on, "Can you tell me how it is that the tides here act so strangely?"



HE GLANCED UP.

At this he stopped working, and smiled on us genially. "I never noticed but what they come and go here just as they do everywhere else."

"Well, at the railroad bridge, back here, we found the tide coming in," put in Joe; "and in less than half an hour, it was going out again at the carriage bridge."

"Is that the first time you ever knew the tide to be coming in and going out in the same half hour?"

"It might, of course, if the tide was at its height in the middle of the half hour; but it was low,

and when it had started to come in, it seems as though 't would naturally keep on."

"What makes you think 't was coming in at the railroad bridge?"

"Because it was flowing up north, into Mount Hope Bay."

"Well, do you suppose Mount Hope Bay rises and falls four or five feet every six hours, by what comes through these little holes under the bridges, when there's Bristol ferry, half a mile across?"

"Oh, bother it, Joe, what fools we've been not to see it before!" I exclaimed.

"There's a big cove leads into that place between the bridges, perhaps you know," our informant continued, "and that has to be emptied, too, every ebb-tide; and these bridge-holes can't carry so much water fast enough to keep pace with the falling of the bay, either north or south; and it has to run out both ways. That water at the railroad bridge was going OUT, out from the space between the bridges, not coming up from the ocean."

"Then when the tide comes in, it must run in each way," said I.

"Of course it does. If you're in there at half-flood, you're as good as shut up; but at ebb you can get out either way you like."

He turned again to his work, and we departed with our added wisdom, for which we thanked him.

"Well, we know now there's nothing miraculous about it," said Joe, "but it's a curious thing, after all. Suppose it had been the other way, we'd have slid in as easy and innocent as could be; and wouldn't we have been taken aback when we found we'd got to work our way out!"

"Or if 't was too strong to pull against, and we'd had to wait two or three hours, when we came

though, 't wasn't far from slack water. But we could have taken up the time in exploring the cove."

"It's turned to come in now, anyway," asserted Joe.

"So it has," said I, glancing at the water's edge. It wasn't swooping up with a noticeable rush, by any means, but the stones at the edge were dry, and even those part way in were dry on top. If the water had just gone down from them, they would be wet.

It had been almost a dead calm, but as we stepped aboard, the northerly breeze came whiffing up again.

"Up sail!" cried I, "and we'll tempt the raging deep again; there's nothing here we care to stop for now."

Joe took the steering-oar now; there was just about wind enough to keep the sail full, and after passing back through the inlet he headed her down west of south, so as to go near Gould Island. The boat which had gone before us through the bridges, we couldn't seem to make out; she had very likely run in near shore and let down the sail. A small schooner was beating up, not far to the south; one of the kind that has no foretop-mast, and only one jib. But she was a pretty sight, all the same, with her sails casting shadows on each other; and in less than half an hour we were running down between her and the island.

"Don't forget that we're going to land here," said I.

"What for? we want to get ahead while the wind lasts."

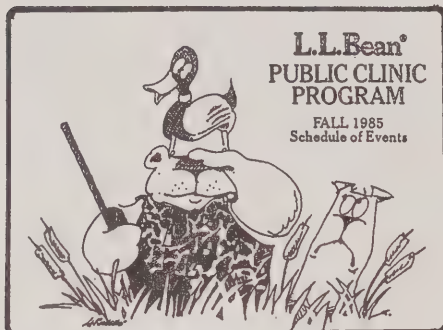
"That's all right, but you know we're going to set foot on all the islands we come near; and now we're pretty near this one. We'll just touch and go, the way we did at Hog Island."

To be continued.



GOULD ISLAND.

What's happening...



VICARIOUS ADVENTURE WITH BEAN

L.L. Bean runs winter long public clinics at their Freeport, ME facilities and a couple scheduled for January and February might interest boat people:

JANUARY 17: Rafting Ethiopia's Omon River.

FEBRUARY 22: Arctic Exploration by Canoe

Both are at 7:30 p.m. at the Casco St. cafeteria, on Casco St., one half mile south of the L.L. Bean retail store on Rt. 1 in Freeport, ME. There is no fee. A call in advance is suggested to confirm the program before coming as some changes are made. Phone is (207) 865-4761, ext. 2106



L.L. Bean announces that they will again sponsor the Atlantic Coast Sea Kayak Symposium at Castine, ME, on August 8-10, 1986. More details in coming issues. The 1985 version, hosted solely by Bean with former sponsor, CANOE magazine, no longer involved, was very successful and rewarding to participants. So keep it in mind.

LAKE CHAMPLAIN BOAT SHOW

John Freeman of Burlington, VT, is the proprietor of Small Boat Exchange in that city, Vermont's largest, on the eastern shore of Lake Champlain. John has been specializing in marketing wooden boats built by area builders, along with the necessary consumer boats the larger public seems to want. John called in December to tell us he's planning to hold a sort of mini-Wooden Boat Show at his location next June, at which he plans to have displayed the boats that



MYSTIC SEAPORT WINTER WORKSHOPS

Mystic Seaport Museum will host five evening workshops in January and February for the recreational sailor and potential boat owner. Each two-hour session starts at 7:30 p.m. in the Youth Training Building at Mystic Seaport Museum in Mystic, CT. Fee for non-members is \$6.50 per workshop. Registration or further details can be arranged with the Sailing Workshops, Education Dept., Mystic Seaport Museum, Mystic, CT 06355. Phone is (203) 572-0711. The schedule is as follows:

JANUARY 21: Barbara Johnson, U.S. Yacht Racing Union clinic director and Seaport sailing instructor will discuss and demonstrate food preparation and storage for cruising.

JANUARY 28: A staff member of the Palmer Cove Marina in Norank, CT, will share tips on preventive maintenance for outboard motors.

FEBRUARY 4: A staff member of the U.S. Yacht Racing Union will discuss recent changes in yacht racing rules.

FEBRUARY 11: Beth Mongillo will demonstrate fiberglass repairs with an opportunity for hands-on experience with the materials used.

FEBRUARY 18: Jeff Johnstone will discuss the offerings of the J-World Sailing School in Newport, RI and show videos of racing tactics and J-boat cruising.

Vermont builders are building. Those of us more seashore oriented forget that Lake Champlain is a very large lake with much boating activity. A surprising number of builders work in Vermont, building traditionally and with modern concepts in wood, from canoe to full size yachts. There'll be more details as spring comes on. Makes a good excuse to finally make that 5 hour drive to see just what messing about in boats in northern Vermont is like.

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM WINTER PROGRAMS

A series of boatbuilding workshops and winter lectures are scheduled for the coming months at the Museum's Apprenticeshop and other locations in Bath, ME. The following is the schedule received to date:

JANUARY 23: Lecture, "From Stump to Ship", a 1930 logging film recently discovered and restored. With commentary by film restorer and maritime historian Earle Warren. At Morse High School Auditorium, Bath, 7:30-9 p.m. Free admission.

FEBRUARY 6: Lecture, Building of the Hackmatack Schooner JANET MAY" by builder and designer, Philip Shelton, senior instructor at the Museum Apprenticeshop. At Sewall House, 7:30-9 p.m. \$2 to public.

FEBRUARY 11 & 13: Workshop, "Sail Repair" by Nat Wilson, sailmaker. At Apprenticeshop, 7-10 p.m. Prior registration required.

FEBRUARY 20: Lecture, "My Memories of Hendricks Head Light" by Mary Charbonneau whose family has owned the light since 1930. At Sewall House, 7:30-9 p.m. \$2 to public.

Museum members are admitted free to lectures. The workshop registration and fees details are as follows:

Each workshop is made up of two three hour sessions running from 7 to 10 p.m. on the Tuesday & Thursday evenings noted. Class sizes will permit hands-on instruction. Fee for each is \$35 for non-members (\$25 for members). The entire series (with maybe exception now of the canoe course) is offered at \$210 for non-members. To register or to learn more, call the Museum at (207) 443-13126.





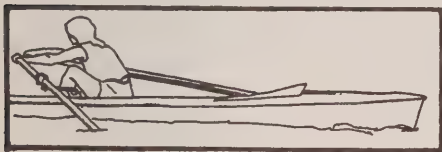
GAM & HAM

Well, Bernie Klay of Sea Heritage Foundation has thought up another one, this a monthly gathering of those who love the lore of the sea for eats and information at chosen restaurants in the greater New York City area (where Bernie is headquartered). Sea Heritage Foundation serves those who like old time nautical stuff, sea chautys, marine art and artifacts. They're not much into boats actually. The Gam & Ham series is scheduled as follows:

FEBRUARY 6: Maritime book dealer Ed Lefkowitz will talk about good old books, where to find them, how to buy them, etc. At the LG's Victoria Restaurant at the Stamford Marriott Inn, Stamford, CT.

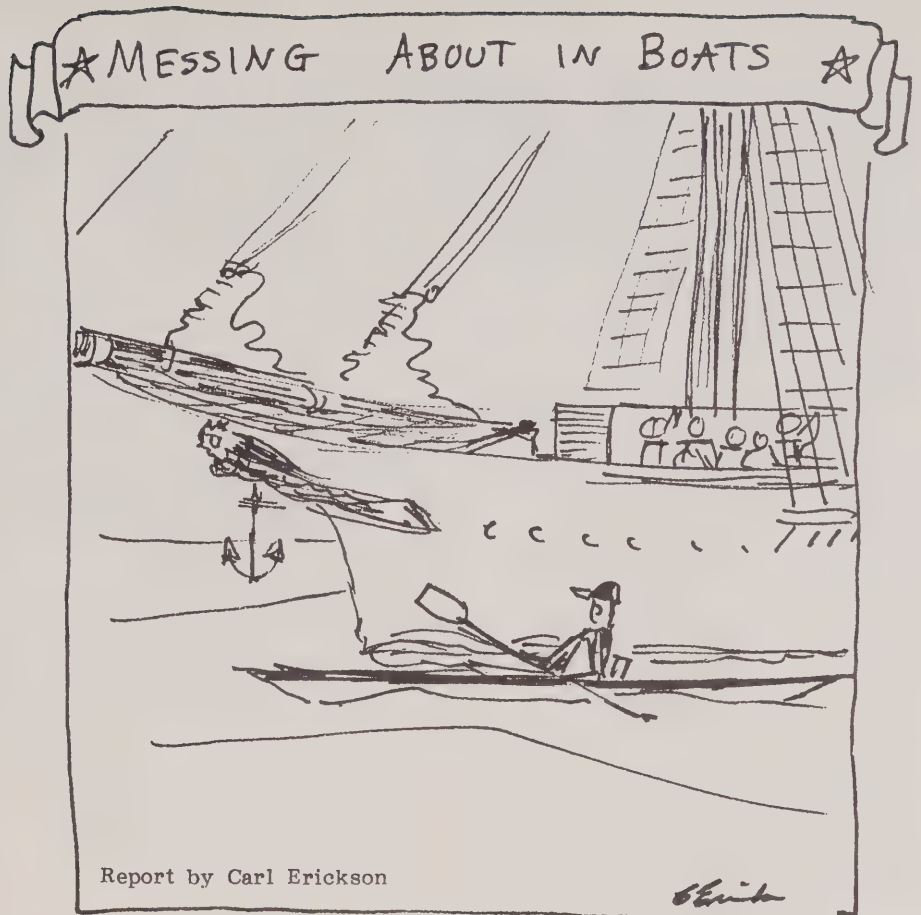
MARCH 6: Steamshipman Frank Braynard will talk on anything he wants to, something he is always able to do with great verve. At the John Peel Room on Old Country Rd. in Old Westbury, LI.

You buy your own food and drink, Bernie estimates it at \$25 each meeting. Early arrivals can gather at the bar to, "splice the mainbrace". Reservations are requested at \$10, send them to Sea Heritage Foundation, Gam & Ham, 254-26 75th Ave., Glen Oaks, NY 11004, or call the Commodore at (718) 343-9575.



ROWING CLINICS

There are a couple of people in the rowboat business who are going the clinic route to assist prospective customers in determining what they want in a sliding seat boat. Bill Graham of Rowing Sport in Ipswich, MA, ran a couple last summer (we reported on one in our August 1, 1985 issue). Now he's gotten behind a new club, the Boston Harbor Rowing Club, interested in rowing about in that quite interesting locale and its many islands. He also offers personal instruction in Ipswich. Contact Bill at Rowing Sport, 7 Ward St., Ipswich, MA 01938. Warren Broughton of Slocum Scull Shop in New Bedford, MA, has a clinic planned for March. You can find out more on this from Warren at 1 Johnny Cake Hill, New Bedford, MA 02740.



Report by Carl Erickson

AND HOW ABOUT THE TIME. . .

I put the kayak in at the town beach in Gloucester near the famous fisherman at the wheel and wound up in a race? I paddled to the outer harbor and as I approached Eastern Point light, spotted the three masts of what had to be the barquentine REGINA MARIS heading for home port in Gloucester. What a great opportunity to see this lovely vessel close-up. She was under power as I took up a position off Dog Bar waiting for her arrival. As she came closer I could see a number of people lining the rails,

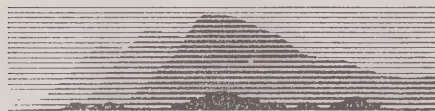
no doubt members of a youth program. She rounded the harbor buoy and headed on in no more than twenty yards from my kayak. Some of the kids beckoned me to follow on and I took up the challenge. I started to paddle as I had never paddled before. We were MOVING! For a while it appeared that I was holding my own, but REGINA MARIS slowly pulled ahead and I was left with a really good view of her stern. It had been exhilarating! Had she been under sail I might have had a chance.

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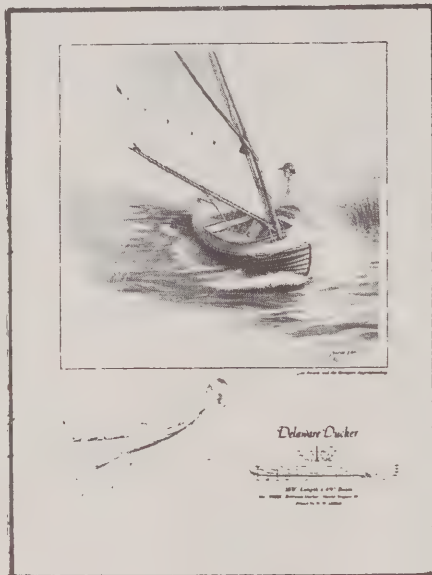


HEADLAND INTERNATIONAL, INC.

EPOXY FOR ALL SEASONS

There's an epoxy made in Canada called Cold Cure that is claimed to work down to 35 degrees and in damp conditions, even on wet wood. Well, now a wooden boat enthusiast from the Puget Sound area, Land Washburn, has arranged to import and sell the IFC line in the U.S. Until now, it had to be ordered out from Canada directly. Land says he'll be repackaging the sticky stuff along with safety supplies, measuring containers and product literature for easier first user experience. Given our New England weather, it seems as if this stuff might deserve a try. We have two books published by the manufacturer, Industrial Formulators of Canada, full of useful information on using epoxies in boatbuilding, and once read, we'll offer up some commentary on them. In the meantime, you can find out more about Cold Cure by writing to Headland International, 2020 124th Ave. N.E. Suite C-102, Bellevue, WA 98005.

TOO LATE FOR CHRISTMAS, BUT...



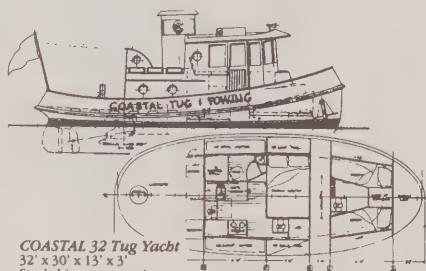
The Rockport Apprenticeship, Lance Lee's traditional boatbuilding

school in Rockport, ME, is getting into marketing the peripherals of his crusade to preserve the "knowledge" of the old ways. Some nice illustrations are offered as prints in both color and in black & white, plain, matted or framed. Also boat plans of five traditional small boats from 9' to 15', rowing and sailing are offered.

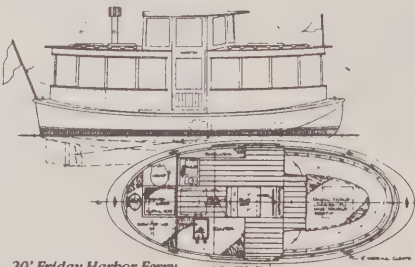
The prints are by two different artists, Doug Alvord (who does the Wooden Boat Show artwork) and Yvon leCorre. Boats like the Delaware Tuckup, Washington County Peapod, Mystic Seaport Whaleboat, and so on. The plans are for a 9' Norwegian Pram, 12', 3" Abaco Dinghy, 13' North Haven Peapod, 14' Lighthouse Peapod, 14', 9" Nova Scotia Skiff and 15' Five Islands Boat.

Plans run \$15 to \$25, prints from \$12 singly to \$205 for a fancy set. Contact the Rockport Apprenticeship, Sea St., Rockport, ME 05856 for their illustrated flyer.

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Jay Bendford has a couple of interesting little toy workboat designs for you if you do. One is a bit big at 32', a coastal tug, but the other, a mini-ferry, is a 20 footer. Cute aren't they? What is it about this sort of functional boat that grabs us? Bendford offers study plans for \$7 on either, seems like your money's worth of fun for dreaming. You can get them from Bendford, 758 Trenton Ave., Severna Park, MD 21146.

FRIENDSHIP FILM

Just Released!

Friendship Sloop

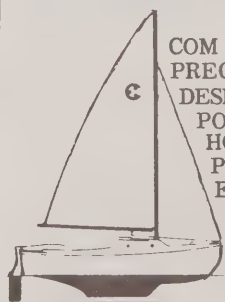


A new 16mm color/sound film (or video cassette) featuring the Friendship Sloop is available from The New Film Co. of Arlington, MA. The film is set around the annual Friendship homecomings each summer in Maine, but also features builders Ralph Stanley and Jarvis Newman, wood and fiberglass proponents. Some owners are met and the whole camaraderie of owning a Friendship is explored. The movie rents for \$50 to schools, \$75 to other organizations, or can be purchased outright for \$485. Video version rents for \$25 home use, \$50 organization use, or can be purchased for \$39.95 for home, \$385 for organizations.

The New Film Co. also distributes the films, AMERICAN CHALLENGE (the OSTAR race) and THE ULTIMATE CHALLENGE (round-the-world Whitbread Race). More information or film rental/purchase can be had from The New Film Co. Inc., 7 Mystic St., Arlington, MA 02174, phone (617) 641-2580.

WESTON FARMER ARTICLE REPRINTS: We have 20 article reprints for sale on small boat designs done through the years by E. Weston Farmer, N.A., considered by many to be one of the top marine writers of all time. Delightful reading for only \$1.00 per page. All have lines, offsets, etc., you can use. Send \$1.00 for catalog.

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HOW TO MAKE A PADDLE BOAT



Paddle Boat in Operation

Reader Carl Erickson (who brings us those neatly illustrated, "And How About the Time" pieces) sends along a funky little bit from the 1913 edition of *BOY MECHANIC*, put out by *POPULAR MECHANICS* ever so long ago. It's all about doing away with the tiresome act of rowing a boat. Read on.

"A rowboat has several disadvantages. The operation of the oars is both tiresome and uninteresting and the oarsman is obliged to travel backward. By replacing the oars with paddles, as shown in the il-

lustration, the operator can see where he is going and enjoy the exercise much better than with oars. He can easily steer the boat with his feet by means of a pivoted stick in the bottom of the boat connected by cords to the rudder.

At the blacksmith shop have a 5/8" shaft made as shown at A, Fig. 2. It will be necessary to furnish a sketch giving all the dimensions of the shaft, which should be designed to suit the dimensions of the boat, taking care that sufficient clearance is allowed so that the

cranks in revolving will not strike the operator's knees. If desired, split wood handles may be placed on the cranks to prevent them from rubbing the hands.

The bearings, B, may be made of hardwood, but preferably of iron pipe filled with melted babbitt. If babbitt is used, either thoroughly smoke or chalk the shaft or wrap paper around it to prevent the babbitt sticking. The pieces of pipe may then be fastened to the boat by means of small pipe straps, such as may be obtained at any plumber's at very small cost.

The hubs, C, should be made of wood, drilled to fit the shaft and mortised out to hold the paddles, D. The covers, E, may be constructed of thin wood or galvanized iron and should be braced by triangular boards as shown in Fig. 1. If galvanized iron is used, it should be exposed to the weather two or three months before painting, or the paint will come off, spoiling its appearance."

GIL BILT TOOLS

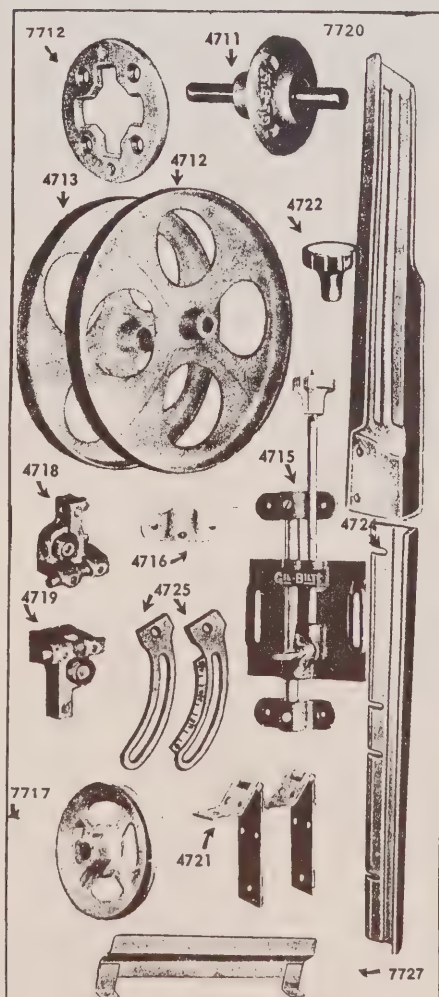
Messing around in boats is my hobby and I am just now getting my cellar boat shop ready after working on it off and on for three years. I've built most of my own machinery with the exception of a new Parks Planer/Jointer.

When first starting out to get set up, I visited Mystic Seaport Museum for a weekend and happened to mention the cost of the machinery for my boat shop. They recommended that I contact Gilliom Mfg. Co. out in Missouri. Gilliom sells machinery kits, all the mechanical bits one needs to put together a woodworking machine, with plans for the wooden structure you build onto which the bits are fitted.

I first purchased their 18" bandsaw (1985 price \$189.99) and I have been using it for three years. It is not for heavy resawing but for average work it's fine. (I happen to have one I bought slightly used locally, all made, for \$200 and I resawed 5/4 mahogany planks 10" wide on it with a 1" gap-tooth blade, slowly but successfully. Ed.). I also bought the table saw and belt sander, they also work just fine.

These machine tools are fun to build and you can add on ideas of your own by just attaching them to the plywood structures. There is a special pride in building your own tools and having the results work so well. Gilliom Mfg. Co. is at 1700 Scherer Parkway, St. Charles, MO 63303, phone is (314) 724-1812. Report by Jack Andrew

The Gil Bilt bandsaw kit.



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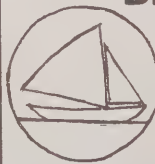
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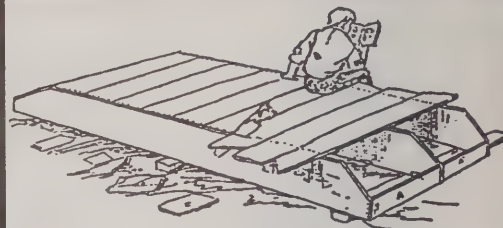
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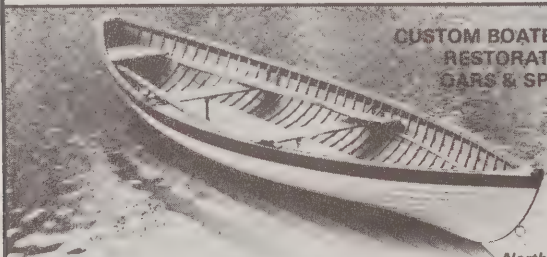
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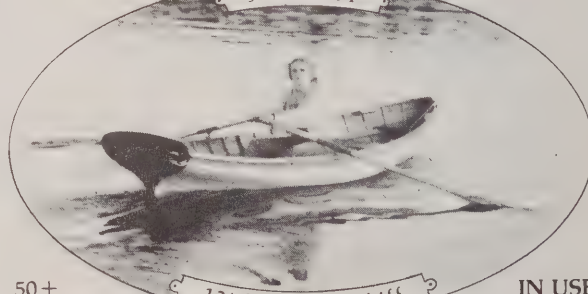
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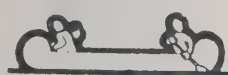
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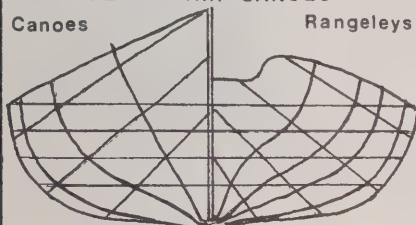
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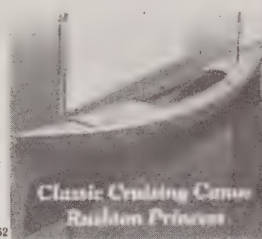
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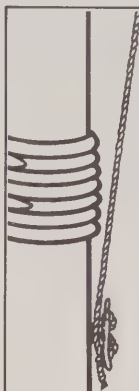
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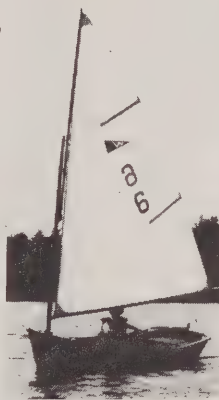
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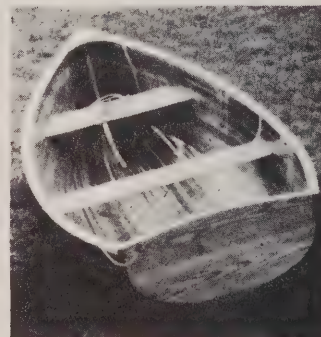


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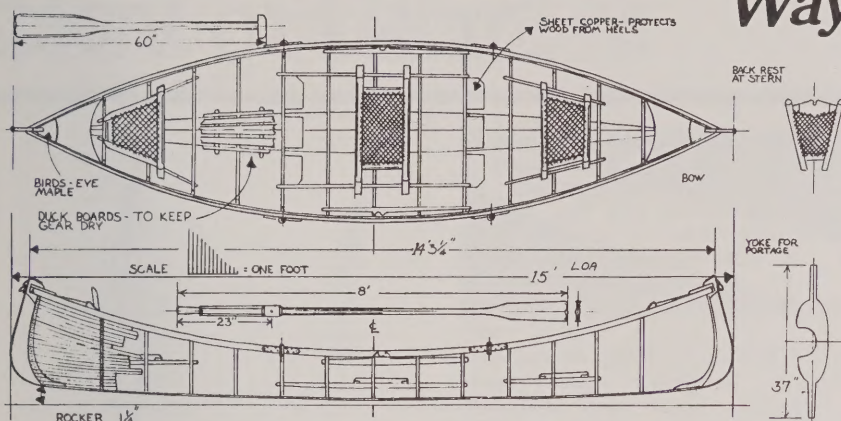
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the ADIRONDACK GUIDE-BOAT

Steve Kaulback's Way



SPECIFICATIONS

Length	Beam*	Average Wt.	Height At Stems	Depth	Estimated Capacity
13'-1 1/2"	38 1/4"	58 lbs	22"	11 1/4"	550 + lbs
15'	38 1/4"	68 lbs	23"	12"	650 + lbs
16'-10 1/2"	39 1/4"	75 lbs	23"	12"	800 + lbs

* beam is measured to inside at planking

FRAME

RIBS & STEMS: spruce strips, steam bent and laminated with epoxy

BOTTOM BOARD: 3/8" thick marine grade plywood.

SIDING

PINE or BASSWOOD strips epoxied together & nailed to each rib with bronze boat nails.

FINISH

OUTSIDE: WEST© system epoxy saturation coat, 4 oz. or 6 oz. fiberglass fabric applied with epoxy. 3 coats of Interlux or Pettit marine paint, or varnish for a natural finish.

INSIDE: WEST© system epoxy saturation coat, 3 coats of marine grade varnish.

FASTENERS

Mechanical fasteners are silicon bronze wherever applicable for longevity. Adhesive bonding is WEST© system epoxy throughout.

This winter, Steve Kaulback is building his 11th Adirondack Guideboat at his shop in East Charlotte, VT. Steve showed one of his earlier boats in 1983 at the Wooden Boat Show and it was one of those boats that people seem to think are just too beautiful to use on the water. Of course, this is not so, the boat is a lovely piece of work but also a highly functional craft. Steve has taken on the traditionalists by building his boats strip planked on laminated frames with epoxy/glass exterior finish.

Some traditionalists seem to like what they see. In 1984, Steve was awarded Best Replica at the Antique Boat Show at the Thousand Islands Shipyard Museum in Clayton, NY, and the same at the Mid-Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, MD. Then in 1985 he won the even more prestigious H.I. Chappelle Award at Clayton for a boat best exhibiting Howard Chappelle's love of small craft. So Steve's boats are replicas, but they are very nice replicas.

Steve has the rationale often heard from those who adapt traditional designs to more modern building methods. If the old timers had our glues and fasteners and woods (plywood) they'd have used them. Certainly they adopted wood screws and galvanized fasteners as they became available. This is more of the old argument about traditional that can go on and on. What seems to be important is how the boat works and how it looks. Well, Steve's guideboats are immaculate craft and they work just as well as the originals did. Even the Adirondack Guideboat Show organizers and participants agree. Here's comment from Kathleen Ivimey, who organizes the annual Adirondack Guideboat Show at Saranac Lake, NY each summer:

"Kaulback's boat, though not a traditional guideboat, possesses many of the qualities characteristic of the indigenous craft of the Adiron-

dack Mountains. Precise workmanship, discriminating use of varied woods and attention to details make his strip guideboats something 'special'. Even traditional builders and owners who normally shun the 'modern' craft were enthused over Kaulback's product and lavish in their praise of his skillful use of woods and superb finish.

I personally feel that Kaulback is a welcome addition to the guideboat builders' fraternity. He is obviously a craftsman whose fastidious work is on a par with traditional builders."

Well, so Steve has proved his work to the toughest critics, it seems. Then there are the owners of the prior ten boats built to date. George Calkins of Maryland is one who writes as follows:

"About Steve Kaulback's Adirondack Guideboat, the first thing that I feel about it is that it is a 'work of art'. I first saw it at the Wooden Boat Show at Newport in 1983. I couldn't take my eyes off it, it was beautiful, just beautiful. I'm not sure why it has this effect on one (and many others who have seen mine). Other small craft exhibited at Newport were built with as much craftsmanship, art if you will. Maybe it is the delicacy of its visible members, the artful shaping of small pieces of wood that comprise its seats and their supporting members and the ribs, or frames, in what is, after all, a fairly large, or at least beamy, craft. It is also quite light for its size, perhaps just another way of saying delicate. So I guess I bought mine mostly because it was beautiful.

The first thing I did with my boat after taking delivery was to exhibit it in the lobby of the building where I work, a fairly large area where it wasn't in the way. It was greatly admired and, of course, someone said that I should keep this beautiful object in my living room.

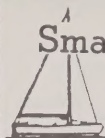
I had it on the water three

times later on in 1984. On a reservoir near where I live (which amounts to a large lake) my companion and I discovered that it was easily paddled as a canoe. I took it to St. Michaels, MD, to the Small Craft Festival promoted by the Chesapeake Bay Maritime Museum. Here it was in constant use as others took their turns in trying it out, and also won the award for Best Replica. The third outing was a 5 mile row on another local reservoir, an experience we found that old analogy about a hot knife through butter applicable to. It rows VERY easily.

So, this boat is not only lovely to look at but quite a pleasure to row or paddle on such local outings."

Steve has this to say about his boats: "The mechanical fasteners are silicon bronze, making the boat suitable for fresh or salt water use. The laminated ribs are single continuous pieces from gunwale to gunwale, especially important near the stems where the turn of the rib is very tight. I cover the hull with a light fiberglass fabric which becomes invisible when wet out with epoxy, yet makes the hull watertight, abrasion resistant and weather/sun resistant. The sealed hull makes cartopping no longer a menace to drying out traditional wood in sun and wind before reaching launching site."

Steve offers three sizes, 13', 15', 16', 10.5" weighing respectively 58, 68 and 75 pounds. These cost \$3000, \$3500 and \$4000 each complete with cherrywood caned seats, stern backrest, maple gunwales, mahogany decks with birdseye maple medallions, traditional brass hardware, hardwood oars, a basswood portaging yoke and paddle and false bottom boards. Everything you need is standard equipment. Steve has photographs and a detailed brochure that he'll send you on receipt of your request and \$2. Contact him at Box 144, Charlotte, VT 05445.



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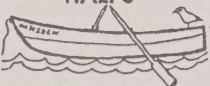
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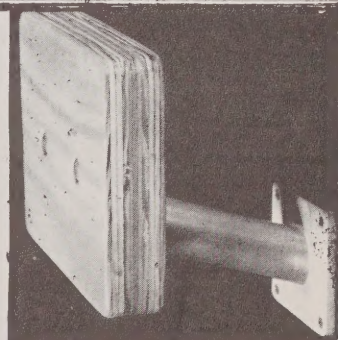
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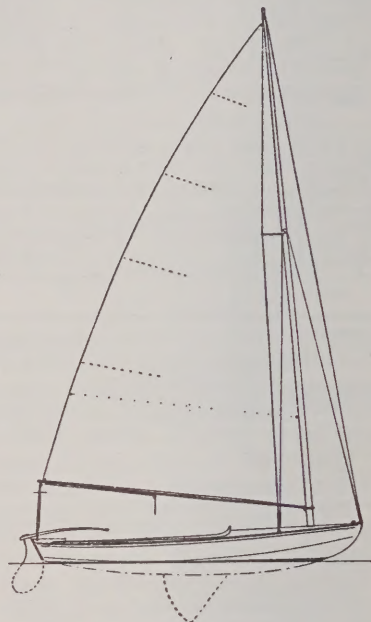


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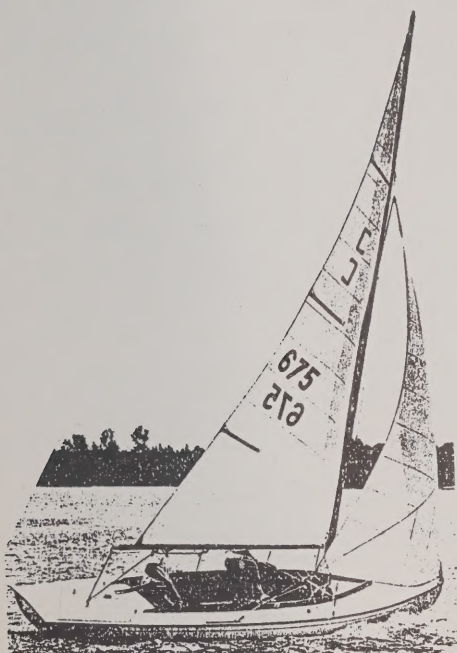
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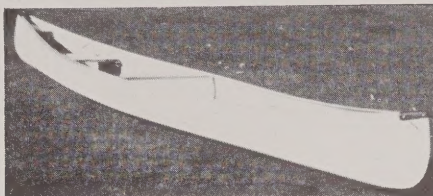


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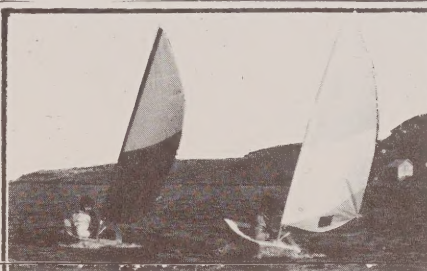


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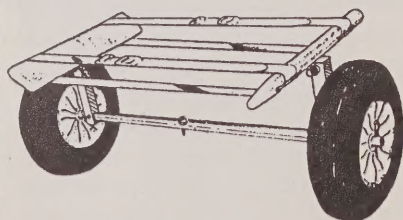
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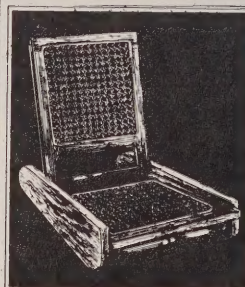
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