

Twice a Month!



messing about in BOATS

Volume 3 ~ Number 22

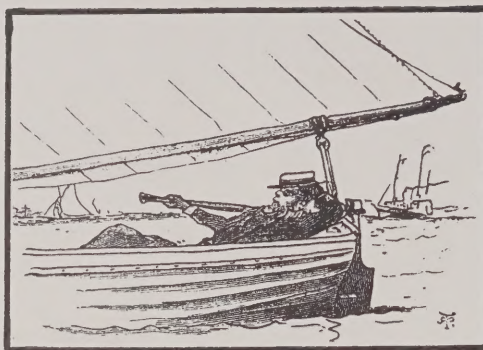
April 1, 1986





Commentary

BOB HICKS



messing about in BOATS

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Our Next Issue...

Will see the continuance of the several ongoing serials now running; another lot of interesting boats to view like the Dover Clipper ("for the discriminating but impecunious yachtsman"), Fred Shells's "built by eye" boat kits and the Flying Cats of Ocean Design; experiences racing an Indian sloop for 42 years, trying to market a "sectional" sailing dinghy, and building a Bolger GYPSY; looks in on a couple more wooden boat builders, Mike Porter and Dick Ryder; adventures paddling around New York harbor by kayak and watching whales with Tom McGrath in his tartan Townie; and one youth's experience with the sinking of the BISMARCK. Even with 32 pages, will all this fit?

On the Cover...

ANGMAGSSALIK is one graceful looking sea kayak to get from a kit, but that's what it is. Ernst Heineke built this one from one of the Granta kits he is importing. The curves and sweeping lines all from flat sheets of plywood. Amazing. Almost 19 feet long, barely 19" wide. This has gotta be about the minimum beam for serious paddling.

It's April and spring and time to get outdoors again here at MESSING ABOUT IN BOATS. The winter has been a busy one with lots of interesting news coming in and passing on to the pages of the magazine, but it will soon appear as a very low key period when the out on-the-water stuff I have in mind gets going.

Early on in this venture, some friends expressed concern about what I would find for news to fill a 24 issue-a-year publication like this. Implied was a fear that the well would soon run dry. Not so. Initially I had to get out and generate most of the articles, but now many of you seem comfortable with the idea that I am interested in your stories and they're coming in with ever growing volume. I still do try to do a few articles each issue, not wishing to be one of those sedentary dudes who is deskbound while going on about the pleasures of life on the water, messing about in boats.

Besides out there is where the fun is. So it's going to be some summer (and spring and fall). First off I am going to try to enjoy my own boats more, the sea kayak, the double kayak (Folbot) with my wife and the 18' daysailer I'm fixing up. Sometimes I use these in connection with newsgathering at events, but mostly I'd like to do so for our own pleasure here.

Then there are the "meets", gatherings of numerous subcultures in boating that I'd like to attend. The traditional small boats at Mystic in the spring and Chesapeake Bay in the fall; the wooden canoe gathering in New York state mid-summer; the steamboats in New Hampshire early in September; the antique and classic old motorboats at Clayton and Lake George, New York; the sea kayaks at Castine and the canoes (modern type) at Bridgeton in Maine; the Statue of Liberty Centennial gathering in July; the Clearwater Festival in June; and the Wooden Boat School at Brooklin, Maine, sometime during the summer.

There are several boat shows I take in. The Small Boat Show at Newport in May; a new small boat

Time to get busy!

show up in Burlington, Vermont, on New England's "west coast" in June; the Used Boat Show at Newport in June and the Wooden Boat Show there in August.

There are some races I'd like to take in. A local group I'm involved with is lining up a big multi-oar boat for 6 to 10 oarsmen to take to several of the rowing races this summer, such as at Hull, Pawcatuck, Gerrish Island, Merrimack River. I try to do one of the local Catboat Association races, great fun. I'd like to go over to that Adirondack Canoe Classic, or failing that, the Adirondack Guideboat Races, in the Adirondacks. And I've a few invitations to join modern day J-24 types racing. See what it's like.

Then there are the places to experience that are not part of some organized event I'd be attending. Places like Vinalhaven, the Casco Bay islands, the Boston Harbor islands, Narragansett Bay, Buzzards Bay and the Elizabeth Islands, Monomoy. And I'd like to go to Moosehead Lake.

Mixed into all of these outings are the "people" outings, the times I join someone (usually a reader) for a day's outing enjoying their "special" sort of messing about in boats. There are several already lined up, such as a day with Walter Sargent on his ANDRO ZEE. I have ideas on joining in various group outings for one-day investigations, such as the Chewonki kids on their Maine coast kayak expedition, the AMC canoeists on a tidal river, the canoe sailors on a handy local lake. I want to hitch a ride for a day with one of those white-water rafting adventures if I can, and join a couple of friends who are commercial boat folks, fishing, lobstering, and such.

Oh, sure, I'll never get to them all. But this is my trade, so I'm not trying to wedge them all into limited leisure time like gainfully employed people would have to. Many of them can be done "all in a day's work". Because afterwards I'll write about them, they become part of that work.

And when winter comes again, I'll be ready!



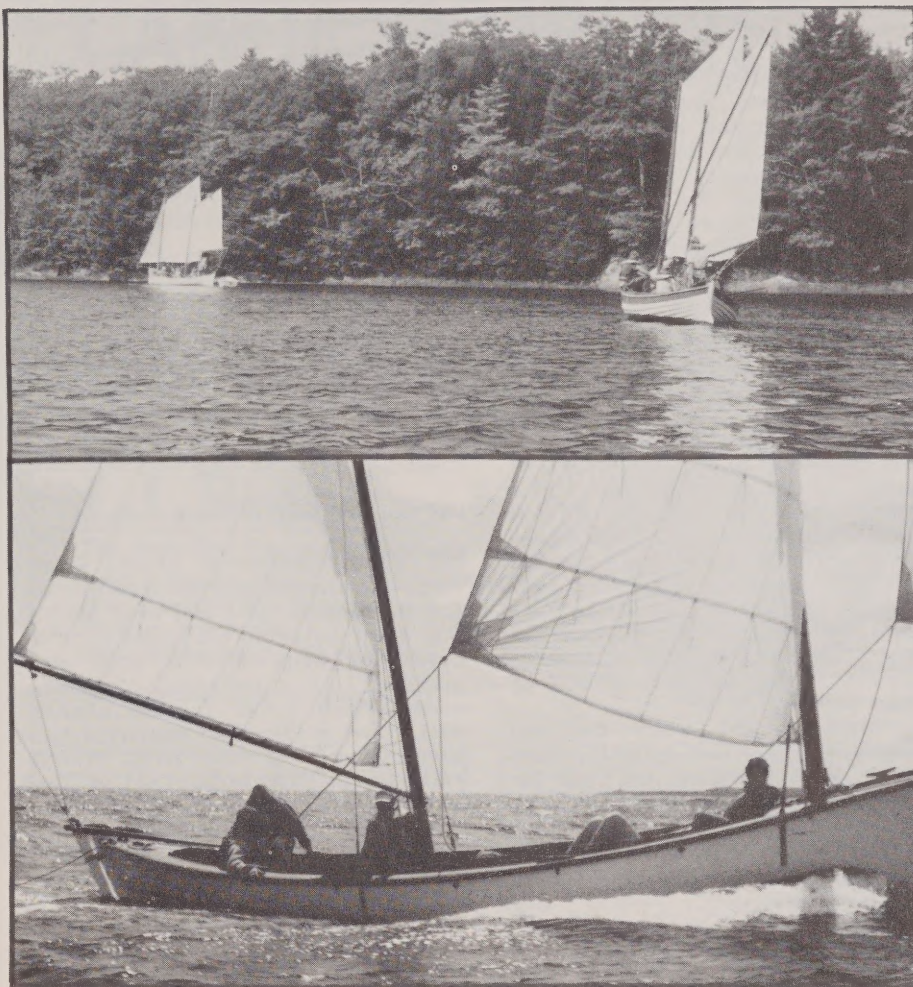
The Chewonki Experience

The wind forces us to surge along. The waves follow close behind. Up and down, rocking, surfing off the top of each wave and plowing into the next. The mizzen boom creaks as it rubs against the mast. The waves and I are playing a game. I pull the tiller towards me as I feel the waves pushing us to windward. I relax my grip and allow the boat to run its course. A guillemot flies by with its bright red feet stretched out as if it expected to crash at any moment. Terns dive bomb the swells coming up with minute silvery lifeforms that elude my human sight. I wonder at how they do it. At times I envy those birds for their ability to fly, but I know that I am flying also.

Masts and sprits are the bones of this bird's wings while the sails are the feathers. Cedar planks, pine decks and oaken ribs form her body. I am 100 years back in time, soaring like those same fishermen who sailed these waters in this kind of boat. Nothing has changed except for the seats, loaded with flotation, occupying the space that fish once did. Tradition is maintained.

On board are ten new friends-with whom I will spend the next month sharing the Maine coast with its many delights and wonders. I am a wilderness trip leader for the Chewonki Foundation of Wiscasset. With two traditional wooden sailing vessels in our hands, my co-leader and I will introduce these kids to the places we love most. We are venturing into the ways and traditions of people who fare the sea. This is also an experience in community living where we discover that, like the sail and centerboard, we make little headway without each other. We are a diverse group. John is from rural Maine, Michelle from a New York City suburb, Laura from Louisiana and Val from Iowa. In the end I find that, no matter where we are from, there are special moments found along the Maine coast that touch each of us deeply.

I remember the most beautiful sunset of the summer so far, very well. I was sitting on the rocks contemplating the surging swells as they rolled against the shore. The sun was sinking towards the horizon. The sunlight on the water forced me to squint but I noticed Josh rock hopping towards me in his usual energetic manner. He was an amazing bundle of energy. When he reached me, he stopped to sit and watch the sunset unfold. We didn't say much as we watched the



ball of fire melt into the islands we had earlier sailed past. Gulls flew overhead, all of them heading out towards those islands like commuters heading home from work.

Just a few yards away a seal pup had climbed onto the rocks while its mom stood a weary watch in the surf. We were all mesmerized as golds faded to oranges and reds and purples and finally into the soft shadows of starlight. I noticed in the final moments that I had not heard the waves or the last of the afternoon's breeze. The gulls no longer were flying overhead. I felt as if the earth had stopped to say thank you for such a beautiful day. Then night came on as usual and the cycle continued on.

We become immersed in the life and rhythm of the coast because we live with it. It snares us with its many moods. We revel in heading down east on a broad reach with 12 knots of breeze out of the southwest. When the wind dies we are forced to reach for the spruce oars that have shaped our calloused hands. Sunlight dances on the wat-

er much the same way as the petrels that flutter around us. More often than not, the fog lowers its veil keeping us willing captives to explore around some spruce bound island. Some days we wait only for the sun to burn off the early morning fog that had crept in while we slept. Most mornings we rose with the sun to make the most of fair winds and tides.

These experiences make sailing the Maine coast unforgettable. Being here is hard work because we are forced to take care of ourselves. We have only each other for support. I know that for the kids this took a little getting used to, but I also know that we all gain confidence and good feelings about being together. The connections we made with the planet and with each other were strongly felt.

One of the kids put it most profoundly one day when I asked what the sailing experience was doing for them. She said, "You know, this is so much more than just a sailing trip. It's life!"

Report & Photos from Barry King

The qualities of a wood-and-canvas canoe come neither easy or free. It takes excellent materials, skillfully assembled, to give a wooden canoe its uniform strength and flexibility. The owner of a wooden canoe must perform some periodic maintenance, several hours every couple of years, and be willing to get wet feet now and then. The owner need not be an expert canoeist, but should learn how to handle the canoe on lakes and in rapids, how to read the water and avoid rocks. With this modest commitment, the canoe will be serviceable for more than the owner's lifetime. Nevertheless, many people view this commitment as the major disadvantage of a wooden canoe.

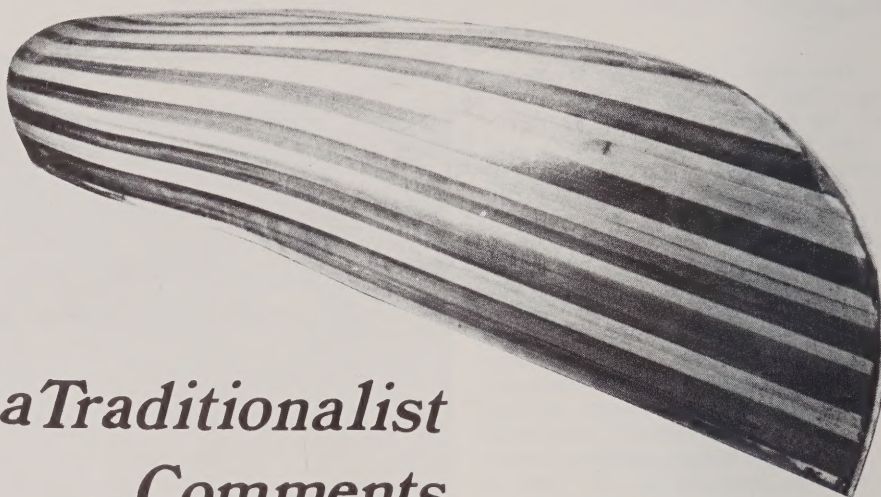
A plastic canoe does not require the commitment that a wooden one does. When properly constructed, a plastic canoe is tough, no doubt about it, and can be well designed. It is not the fault of plastic canoes that 90% of their owners take advantage of that toughness and never learn appropriate canoeing techniques or that 90% of the craft are misshapen tubs because tubs are easy for manufacturers to stamp out. These flaws are not inherent in plastic canoes, of course; they are side effects of human nature.

What happens when the two systems, wood and plastic, are mixed? Most plastics are not as flexible as the wood to which they are bonded, so wood and plastic hulls are more rigid and less durable than wood-and-canvas hulls. When they are wet, wooden hulls can expand enough to crack a thin layer of plastic sheathing. Thus, a thicker layer of plastic is required. The added strength of this thick coating compensates for the loss of flexibility and increased wear. The inherent advantages of the wooden hull, however, are now limited by the capabilities of the various plastics.

Plastics are quite weak when they must take sharp bends, such as at the stem. Most canoes designed for wood-and-plastic construction have rounded stems, which affects their paddling characteristics. In addition, the average person responds to a wood-and-plastic hull as if it were all plastic and expects it to absorb as much abuse. In reality, the plastic sheathing of a wood-and-plastic hull is less than 40% as thick as the plastic in an all plastic hull. A wood-and-plastic hull is simply not as strong as an all plastic one, which means there'll be broken ribs and planks if the user does not learn and apply proper canoeing techniques.

Furthermore, with wood-and-plastic construction, ribs are difficult to replace (planking is impossible), which means that repairs are limited to adding plas-

Combining Wood & Plastic...



a Traditionalist Comments

Opinion by Rollin Thurlow

tic to the weakened areas. Over time, expansion and contraction of the wood, plus grit and sand working down between the planks, will break the bond between wood and plastic. In addition, cracks, scrapes and holes in the plastic will allow moisture to penetrate between sheathing and hull, which will hasten the breakdown of the bond.

Most people who combine the construction techniques developed for wooden and plastic canoes want the best of both worlds, the beauty and romance of wood with the strength of plastic. The marriage of these two vastly different materials necessitates some give and take in the qualities of each. Much has been written by the builders of wood-and-plastic canoes, expounding on the advantages of their construction method, but the sacrifices the approach requires have often been ignored.

I include in the term "plastics" all the various building systems utilizing fiberglass, resin, cloth, epoxy, Dynel and polypropylene. I believe my comments accurately reflect the overall characteristics of the plastics, though not every comment may apply equally to every type of plastic. When I mention "wooden" canoes, I refer to wood-and-canvas canoes of rib and plank construction.

The main asset of a wood-and-canvas canoe is not its appearance, but its flexibility. A wooden canoe bends around obstacles and gives with the rolling waves. It expands and contracts as it is wetted and dried, frozen and baked in the sun. It bounces on car tops and flexes when jumped into from the dock. Each of these movements requires the canoe to twist and turn, yet it retains its

strength and shape. When people say it feels different to paddle a wooden canoe, they are responding to these subtle movements.

The wooden ribs and planking are spaced and fastened in such a manner that they are incredibly strong for their weight. The wooden hull gains substantial additional strength (more than most people realize) from its canvas covering. This covering is not glued to the hull but remains independent. Thus, canvas and wood can expand, contract and flex at different rates without compromising the canoe's original strength.

A wooden canoe can conform to complex shapes; sharp entry lines, full or narrow ends, tumblehome and compound curves. It can also take much more rough handling and abuse than is commonly believed. The wooden canoe survived generations of use by guides, trappers and sports, who subjected the craft to every lake, river and set of rapids we know today.

Moreover, maintenance is not a thing of the past. Given time, the sun will cloud the once beautifully clear plastic. Builders apply various special resins and varnishes to keep the finish clear, but these surface treatments must be maintained. In addition, some users of this construction system, realizing that the canoe's strength comes primarily from the plastic, scrimp on quality materials and workmanship. Knotty wood, fewer fastenings and sloppy fits, all can be overcome by adding more plastic.

The resulting hull is not as flexible as a wooden hull, not as strong as an all plastic one, and most likely heavier than either. It may have declined in materials and workmanship and lost its fine entry lines. It is designed to the limits

of the characteristics of plastic, performs to those limits and is repaired like a plastic hull. Not only is maintenance still a problem, but canoeing techniques are still important. Because the latter is not widely recognized, the craft is likely to be abused beyond its tolerance.

One of the stronger and more flexible plastic coverings is an epoxy coating. This coating saturates all wood surfaces inside and out so no moisture can reach the wood. To cover 100% of the inside of a rib-and-plank hull, with all of its seams and uneven surfaces, however, would be next to impossible unless each piece were treated before being fastened into place. I suspect this would make hand clinching more difficult after the hull was removed from the form. At the very least, epoxy saturation would be a time consuming and expensive technique.

Of course, if the wooden hull were smooth inside and out, it would be easy to encase it completely in plastic. This is what modern stripper builders have done. The stripper uses wood for its pleasing visual effect and to provide a form over which to apply the plastic. The inside and outside layers of plastic adhere to the wooden core and yield a hull that is very light and fairly strong as long as the seal is not broken.

However, if a sandwich built yacht received the same amount of abuse as a canoe, it would head for the nearest repair yard to touch up the hull. For some reason, canoeists do not usually lavish this kind of attention on their craft. Furthermore, because strippers have no frame, they lack compression strength and are not suitable for hard river useage. Once again, the canoe is designed to the limits of the plastic and the hull has all the performance characteristics of an all plastic hull, which it closely resembles.

Many buuilders who use these wood-and-plastic construction systems produce fine quality, attractive canoes. I do not intend to disparage their craft or their craftsmanship. However, it is my personal belief that combining wood and plastic for canoe construction results in the loss of almost all the good characteristics of wood, often without realizing offsetting advantages from the plastic. If the goal is a canoe that will take the abuse of an all plastic canoe, yet have the appearance of a wooden one, I believe a person would be better off gluing a large photograph of a wooden canoe onto an all plastic hull.

Report by Rollin Thurlow
(Rollin is a historian of wood/canvas canoes, repairs them, restores them and builds them at his shop in Dover-Foxcroft, ME)

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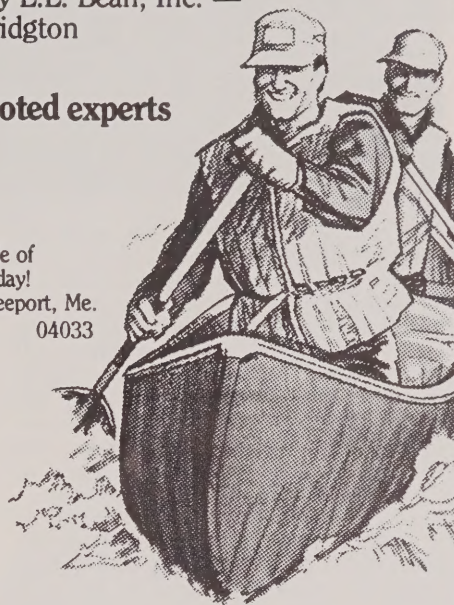
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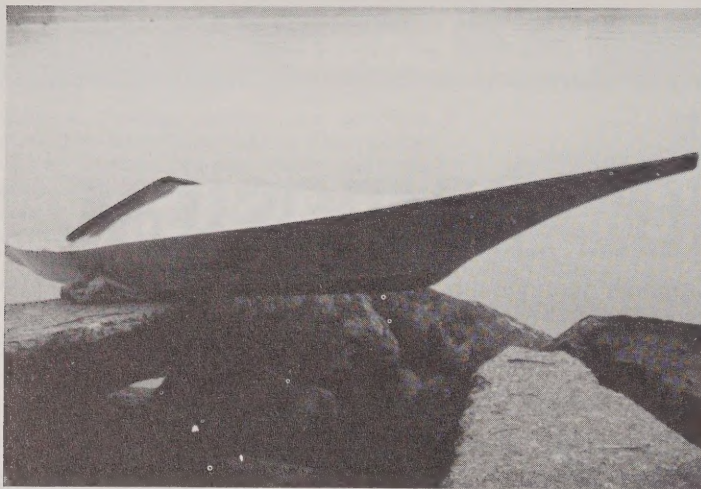
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You can build ANGMAGSSALIK

Ernst Heincke is an avid canoeist/kayaker of many years with experience in building stripper canoes. Ernst has now pursued his enthusiasm to the point of becoming an importer of the British built Granta line of kayaks, both fiberglass (GRP the British call it) and stitch-and-glue kits. Ernst undertook to build one of the kits, the 18'8" ANGMAGSSALIK and sends us his chronicle of what is involved.

"Angmagssalik is the name of a settlement in Greenland. The eskimos of that area developed a type of kayak which appealed to Ian Littleddyke, who designs boat kits for Granta of Great Britain. It is a long (18'8") and narrow (19.25") craft meant for an experienced kayaker. It is NOT your first boat!

I felt I wanted a demonstrator to show to prospective customers and dealers, though I have no illusions of myself fitting into so slender a craft (I am rather largish).

You may ask, "Why build a kayak from a kit?" Well, of course it does cost less than a ready-made craft (less than 50% as much) but I believe that is not the main reason. Most of us like to point at something we have made with our own hands. Even though a well-designed kit relieves one of the tough problems of designing something worthy of our effort, it still provides enough involvement to put one's personal stamp on the result.

This is a stitch-and-glue kit. All the parts are shaped to their precise final dimensions. All necessary supplementary supplies such as glass tape, epoxy resin, waterproof glue, fasteners and temporary building aids such as the nylon monofilament used for the stitching, are provided. The British use polyester resin, but since insurance requirements forbid its shipment in the kit, I had to come up with my own U.S. supplier and I chose Chem Tech, which I had used with great success in building stripper canoes.

The kit arrives in a box 8'x18"x4" and when you open it, it

doesn't look like much. Some odd shaped pieces of plywood, some sticks of very hard African wood, two quarts of epoxy, bags of fasteners and such.

You do not need a building jig but do need a flat surface about the length of the finished boat. I cut a sheet of 3/4" ply into two 2'x8' sections and fastened these end-to-end onto a 12' 2"x6" set onto two sawhorses.

Because no piece of the kit is longer than 8', the first task is to butt joint the long sections of the bottom and sides, and the gunwale strips, which are made up from three pieces, already scarfed for the joints. These jobs are clearly described in the accompanying instruction booklet.

I started building in early January and learned right off that if the shop is cold (my basement was at times no more than 45 degrees) the epoxy takes a long time to set up hard. Chem tech claims their resin will work down to 35 degrees, and I believe it. The butt joints are made with glass tape and can be made smooth initially by stretching Saran wrap or similar plastic film across the flat surfaces while the resin sets. The two gunwales are likewise glued up and nailed to the sides and tapered at the ends where they come together.

With all the hull pieces now assembled, they are literally sewn together. Holes are drilled every 4-6" and short pieces of copper wire (provided) or nylon monofilament (also provided) are used to tie these components together in their proper relationships.

The next step is very important. The resin is quite liquid so the sewn together assembly is inverted and all the seams are taped with masking tape to prevent the resin from leaking through and being wasted. Right side up after this, and checked for fairness of line, the hull is then glued. Epoxy is painted along each seam about 1.5" wide and then the glass tape is embedded into the resin and more resin worked into the weave until the tape is nearly invisible.

The degree of invisibility will denote the degree of craftsmanship, the working in of the resin to completely impregnate the weave of the cloth. The Chem Tech worked very well even for this not-so-skilled "craftsman", unlike some experiences I have had in the past with resins building stripper canoes.

When the seams are cured, the outside is then cleaned up, all the copper wires snipped off, the nylon monofilament trimmed away. Then the seams are glued up and glass taped on the outside. I then cover the final job with the plastic film to give a very smooth finish, minimizing subsequent finish work.

The cockpit is small and the rim tilted noticeably toward the back. Just behind it is a strong deckpiece for the paddler to sit upon while he then slides forward and down into the tiny opening. This deck piece is the first to go in place on the deck. The aft part of the cockpit frame rests on this, the forward end is supported on an arched deck beam. The footrest assembly is installed while the deck is still open, then the decks are glued and nailed to the gunwales and deck beams. The final bits are the cockpit rim and the seat.

Before I permanently fastened on the decks, I varnished the entire interior to seal the plywood against inside moisture. For my demonstrator I also used varnish on the outside to better reveal the construction details. Were it for just personal use, I would have used an epoxy filler to create an immaculately smooth exterior and then painted it. The eskimos painted their craft sealskin white for camouflage.

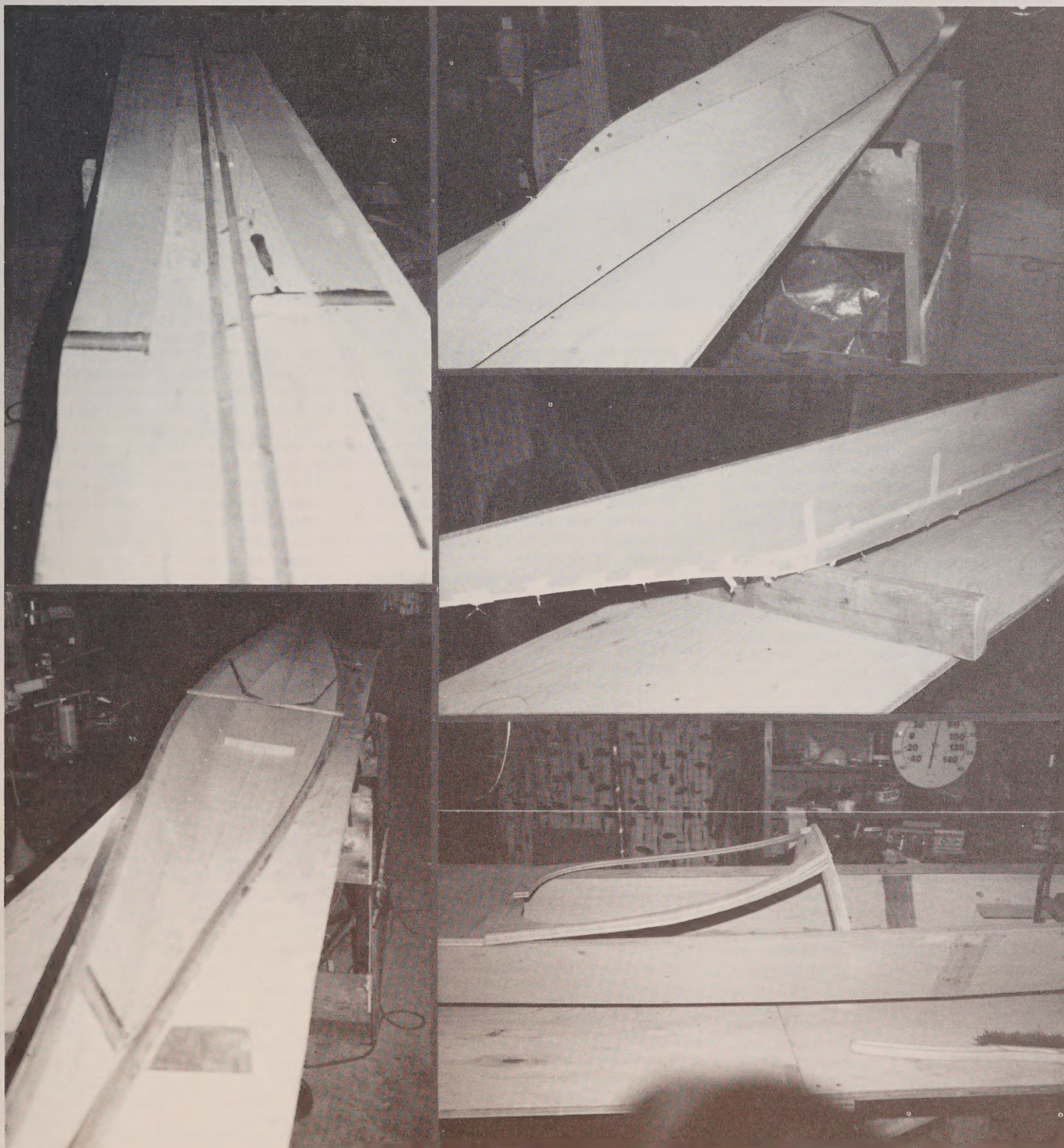
If you have been conservative in using your epoxy, you'll have enough left to use as an outside hull sealer. It goes on best diluted about 15% with lacquer thinner. This sinks into the outer plywood veneer and provides a really hard, tough protective layer for subsequent paint (or varnish if you like).

So, how long did it take me? I'm slow. It does depend upon your

work area temperature and available working opportunities. I found I often had to stop work as I waited for the glue to harden or varnish to dry. It took a period of six weeks of this stop-and-go effort to complete the ANGMAGSSALIK and I like what I see. It gives me a feeling of appreciation for what this craft is and what it can do for me now.



Above right: Almost 19' of slender Greenland kayak ready for the water. Below left: Joining the bottom and side sections end to end into full lengths. The sewn-up hull before gluing. Below right: The wire ties are tied on the outside for easy trimming after gluing. The seams are taped before gluing to retain glue in place. The cockpit frame and entry seat in place.



We all remember Book Reports, those scrawled lines of--if one was lucky--mechanical writing that set out only to prove that you had indeed read what you said you had and to make a neat check along with all the other cryptic marks in your fifth-grade teacher's mark-book. In that spirit, here are a few short reports on small boating adventures both purposeful and inadvertent, gathered from a Christmas vacation's worth of fantasy fulfillment in Old Lyme's Phoebe Griffin Noyes Library.

"A World of My Own" (Morrow, 1969)--is Robin Knox-Johnston's well-written, truthful-seeming tale of his singlehanded circumnavigation in his 44-foot (37'5" lwl) "Su-haili". The 313-day, 30,123-mile trip completed in 1969 made him the first solo, nonstop circumnavigator. As he does not fail to mention, he is an Englishman and merchant mariner through and through...which was lucky, because several of his repairs (steering gear, rudder, gooseneck, stays, planks, sails, radio, etc.) were made under difficult conditions. Even more annoying were the near-collisions: as a frequent near-miss, several of his many near-misses by merchant shipping were laid squarely to blame on the skipper of the near-misser: most Un-British watchkeeping, and a Lesson To Us All! The author has rather more than the usual coolness under pressure, it seems, and with the exception of a virtually untested self-steering gear we can chalk that up to Experience at Sea. Still, he tells his tale well, and even casual references to extended life aboard ring true. It may be a small world but it's still a big planet.

"Staying Alive!" (McKay, 1974)--by Maurice and Maralyn Bailey is an excellent book and should be required reading for Avon inflatable owners. When their 31' ketch "Auralyn" went rapidly down north of the Galapagos, they made do for 117 days with their 4'6" internal diameter liferaft and tough 9' Redcrest dinghy (which "never gave us any problems and withstood an incredible amount of wear and tear"). Mostly it was 117 days because ships don't keep adequate watches--and dinghys are very very small on the sea. Food and water are the name of the game, once you've managed to stay afloat. And then it helps to stay sane, which is more difficult than one might think. How do you do this? Sea turtles and rainwater are two clues--and a sincere desire to live helps, too.

The title "Alone Against the Atlantic" (Control Data Publishing, 1981)--about sums it up. And in a 10' (loa) sloop weighing 750 lbs. empty you are definitely alone. Here's a Minnesotan, Gary Spiess, who tested his boat "Yankee Girl", on a lake in near-tornado condi-



Light Reading for the Life Raft

Reviews by John Stratton

tions to simulate an Atlantic storm. Well, he makes it across, but it wasn't a pleasant 53 days. He planned well, but the dismay that comes with days and days of tossing against contrary winds, smelling gas leaking from jerrycans, and taking a few knockdowns and much green water (remember always to Shut the Hatch!) is enough to cause a few psychological ills. He followed up with an attempt to sail across the Pacific.

"Capsize!"--A story of survival in the North Atlantic (Norton, 1980) is written self-indulgently about a self-indulgent group of French "heroes" who counted their chickens too early. Their lightly built 16.3-meter trimaran, "RTL-Timex", turned turtle in a storm, rolling over on the crest of a breaking wave. Though the boat had a survival capsule built in, it wasn't designed to, it seems, actually be used for messy stuff like survival. It leaked and the whole business went down, almost taking the raft with it. Though the sinking occurred about 150 miles north of Bermuda in the middle of shipping lanes, the event resulted in five people spending nine gripe-filled days on a circular inflatable with totally inadequate survival equipment on board. It's wet and smelly in there, you get hungry fast, no one knows you're lost or bothers to look for you. They made it; they were lucky...and they had a journalist aboard. It pays to check the gear before you leave the dock, folks!

"Survive the Savage Sea"

(Praeger, 1973)--is a fine book. Hit by three killer whales, Dougal Robertson's family boat (made solidly of wood) went down in minutes, leaving five people to spend 80 days west of the Galapagos in a 9'6" fiberglass dinghy, and the remains of a liferaft that shredded in a week or so. Lots of close calls, lots of sea turtles, lots of determination to live. Several ships pass; no one's looking. Finally, one stops. But they were on their way to Central America by then, with enough food and water and skill to probably pull it off!

"Almost Too Late" (Random House, 1981)--is Elmo Wortman's tale of an unhappy sail in a snowstorm and even more unhappy sinking west of Prince of Wales Island in Southern Alaska in February. Yes, it's cold then up there. These were familiar waters to him and his family of three and their 33-foot motorsailer; even so, being washed ashore in surf with no communications and little food in cold weather proves disorienting. It was a three-week trip to span the several miles to the nearest cabin; and this distance was quite enough to claim several toes and foot parts...and almost take his two daughters, who lived by themselves in a makeshift tent for almost two weeks. They did most of their coastal travel in a "sportyak" inflatable: you use what you bring. Message: tell people where you're going, when you expect to get there, and check in after you've made it.

"When I Put Out to Sea" (Stern and Day, 1972)--is the best of this bunch. Nicolette Milnes Walker took her 30' Pioneer sloop "Ariz" from England to Newport in 45 days. She tells her story with precision and grace, and excellent self-analysis. The facts are simple (mainsail changes, 65, headsail changes, 59, distance in the water, 4000 miles, relatively little broken hardware, careful planning pays off). A child of the '60's, she was looking for a change of pace and she found it, along with self-reliance that will last.

"What's it like to be a galley slave? How 'bout them Arctic winters, Crew! So these are the Straits of. . .what shall I call them. . .Magellan!" All this and much much more in the words of those who were Actually There can be found in "For Those in Peril on the Sea" (Dial, 1962). Edouard A. Stackpole has edited an excellent, even elegant book that takes you through time and to various godforsaken places in the words of the chroniclers of major and minor marine undertakings. Books like this almost make you believe jacket blurbs; this one at least is well worth reading, and makes you very glad to be snug and warm by the ol' woodstove thinking--but only thinking--of days of yore when Real Men Have Scurvy.

You can't tip it over... You can't tip it over... You can't tip it over... The words became a sort of mantra as I did my best Humphrey Bogart impersonation dragging my swamped Beetle Cat the hundred yards to shore on that raw Columbus Day. That's what the guy said the day we bought her. "You can't tip 'em over, it's solid as a rock, we even use it as a swim platform." We nodded appreciatively, stroked her canvas deck and fell hopelessly in love.

That particular Columbus Day dawned clear and warm and, being the spontaneous people that we are and that a small boat allows you to be, we decided to go for a sail. SNOW sat in two inches of slime a couple of hundred feet from the beach, so we rolled up our pantlegs and carried the inflatable out to her. Clear water was another hundred feet away, it was a moon low like none I had ever seen.

Roe grabbed the halyard and rocked SNOW while I pushed. She slid pretty well once we broke the suction. Afloat at last, we bent on the sail, dropped the rudder on and were off. It was pleasant enough, warm for October and the breeze was light and dead astern, which we thought was just dandy... at the time.

We sailed across the bay, going nowhere in particular. The wind was beginning to freshen and it was getting a bit chilly, but we didn't take notice. As we approached the opposite shore, and at about the time I thought that maybe we should come about, I noticed the first whitecap. Apprehension set in. It was our first year of sailing, it was piping up and it was the middle of October, for gosh sakes! Decision overruled apprehension. "Prepare to jibe." Ready to jibe. "Jibe ho." The jibe went smoothly, or at least we didn't lose the rig or our heads. We came up on a broad reach, then a close reach, then a beat, then, ever so slowly, we capsized. Roe and I stepped out of the boat, literally, and then we heard a "thunk" as the rail hit bottom. We went over in about three feet of water. Thank goodness for that moon low!

We stood looking at each other for awhile, then I righted SNOW while Roe retrieved the flotsam. We both had to laugh as we watched my shoe float away high and dry on top of one of the cushions. Roe managed to grab it in time, though. We trudged side by side, me pulling SNOW ala the African Queen and Roe carrying our no longer dry spare clothes, cushions and what not. All the while we were grumbling about where the heck all those friendly, helpful boating types were when we needed them. At about fifty feet from shore, we found out. Two fire trucks, a rescue squad and a police car came to screaming stops in

Report by Joe Zamarrelli



"It won't tip over," he said!

front of us. We looked at each other, then over our shoulders at where we had come from, wondering if we could just slip quietly away. They dragged their launch down to the beach, ignoring our cries that we were the only ones in the boat and that we could make the last twenty feet okay.

The policeman was very nice. He advised us to not go back out and we told him that we'd call someone to come get us. Satisfied, he left, we bailed SNOW, wrung out our clothes, hoisted sail and set out. It was blowing pretty stiff by then and, as we soon discovered, right on the nose. We beat up the shore a bit, tacked, tacked again, came into a channel that looked like rush hour on I-95. Power boats of every description roared in one after another, apparently they didn't like the weather anymore than we did. It was then that Mr. Murphy decided to take over, and the clew outhaul promptly let go. This coincided with the disappearance of the aforementioned power craft. I was glad that I wouldn't be a hazard to navigation, but if one of them had offered me a tow, I would have taken it. Hanging out over the transom (this was a catboat, remember), I managed to re-lead and secure the line, all the while bobbing up and down wildly, getting a face full of water every other wave.

By now it was downright cold.

We beat up the channel for a while, came about and pointed her bows toward home. Roe curled up under the foredeck after I assured her I could handle the boat by myself, no sense in us both freezing. The rest of the trip was uneventful, an hour or so of bash and splash. I had time to think of the lessons of the day. Like, at the first hint of a capsize, don't head up, bear off. The centrifugal force of the mast whipping around will only seal your fate. Always check the state of the tide, boy, did we luck out there. Check everything on the boat that's checkable every time you go sailing. And, lastly, it doesn't make any sense to bring spare dry clothes if they're not going to stay dry. Put them in a plastic bag. Better yet, put them in two plastic bags.

We made the mooring in three long tacks, tied up and paddled ashore in our dinky. Yes, dinky. You wouldn't believe how dinky that inflatable dinghy was. We lashed it atop the car, which was parked in my sister's driveway. We must have been a sight, because Pat took one look at us and went immediately into Big Sister mode. Five minutes later our clothes were in the dryer and we sat with our hands wrapped around steaming bowls of stew. The trials of the day began to slip away into foggy memory.



The Building of the ANDRO-ZEE

PART 4:

Normal people enjoy the common amenities of eating, sleeping and socializing; but not boat nuts! I chafed under every little delay. With the family's aid and forbearance, the garden got planted, the grass got cut while somehow the AZ's ribs got bolted to the chines in the proper places. Lucky I used "idle" winter months to procure hot dipped bolts, spikes, etc., or I would have been tempted to use anything at all in order to get on with the building. 2"x12"x16' pine planks (flooring from a demolished old mill) were "sound as a dollar" material for oversize ribs and knees. Probably 100 years old, but still bright wood once planed, they were ideally workable, available and sufficiently strong for river boating.

I imagined myself to be Pete Culler as I batted off, viewed and adjusted, viewed and adjusted, until I felt good about the shape that evolved.

Important decisions now challenged; side and bottom planking. In spite of Culler's wise advice, I elected to go with plywood sides (1/2") and, horrors, exterior grade. Marine ply is too rich for my blood! I reasoned thus: I'll not be sailing the savage sea. For a senior such as I, faithful application of "chewing gum" and paint will keep her afloat for at least ten years. After that, who knows?

No lofting or spiling hampered the side planking operation. With aid, I clamped the ply in place and marked around chine and battens. It was easier to saber them to shape with about a half-inch allowance for error. I have to brag that panels fitted to one side also fit the opposite side to a "T". Of course, graded ply has a good side and a not-so-good side and I took care to lay the good side outside. End joints were scarfed, glued and copper nailed, which I like to think would make Capt. Pete smile.

Now, bottom planking was another litter of cats! On my scale model, I had worked out an economical layout of three-quarter inch plywood minimizing waste. But now

I wasn't comfortable with that idea. Would the bottom wave or rebound when grounded and so loosen fastenings? Or open seams? Also I had heard it was standard practice to fiberglass graded ply, to me a messy and abominable task. Then a surprising trade-off eased my dilemma. A friend came by seeking mulch hay. I was glad to give him a stack for the hauling it away, which he did with glee. Then he returned with some hard pine planking salvage, 1.5"x6", 1.5"x8", two-thirds enough for the bottom. My own salvage pile yielded enough to complete the job. Later, when I grounded on submerged rocks and stumps, my sturdy plank bottom stood the gaff without a leak.

PART 5:

Self-preservation dictates one doesn't fool around with advice of experience when it comes to a ship's bottom. I planked AZ's bottom, "pon my honor" and the hard way. Lacking a power planer/jointer, I fitted and jointed each plank with a hand plane. It was a painfully slow and trying task. One aid I developed, however, was setting a light underneath so that variations were easily discernable between the planks. Remember, this is a scow and therefore it is flat athwartships. That enabled me to fasten with four rows of spikes on chine ends and two in the center onto the keel. When soundly caulked, this has got to be about the strongest way to assemble a hull of this type.

Ask for cotton caulking in my town (30 miles from the sea) and you get blank stares. But a reasonable substitute occurred to me, the yarn from cotton household mops. "If it is good enough for my wife, it is good enough for me," I reasoned. And sure enough it proved very workable and set into tight seams. Seams that I payed, in another quirk of economizing, with a farmer's shelf of half-used implement paint.

I don't know if I did it right, but I saturated the outside bottom with liberal coats of Pete Culler's

boiled linseed, turps and pine tar applied as hot as I dared use it. The way it penetrated, that bottom should last longer than I will!

My supply of sound planks was depleted by now, but in a sheltered corner of our old barn floor I found some useable spruce. I would have preferred oak as Chapelle specified, but then, a skeg can be replaced (by the next generation, perhaps?). The hole in the barn floor I covered with some so-so driftwood planking.

Another foray to the junkpile behind the barn yielded 9/16" drift pins to secure the skeg. Also turned up was a length of old steel sleigh shoe. These I coated with tar, "shingle stickum" as Pete Culler called it. Soon the iron shod skeg was made fast. A smaller skeg-like piece on the bow finished off the bottom.

By July, her bottom was a lovely thing to look upon. I put out a call for help to roll her over.

PART 6:

"Let 'er down, let 'er DOWN!!" Ben's frantic commands caused the come-along hands to reverse action. I eased off on the snubbing line. My neighbor Ben, a big man, was pressing all his weight and muscle against the now vertical bottom of ANDRO ZEE.. Rolling a 22', half-finished hull without damage was a challenge, to put it mildly. Preventer blocks had been set, but raising her too much would allow the hull, in hoisting slings, to slide across the shop on one side, rather than turn over. Ben, an old army man, had been alert to the impending disaster. We lowered away, recouped, while Ben got out of the danger zone. Then, with more careful action, nudged and heaved until AZ settled where she belonged.

There was much mopping of brow and whewing as we relaxed and viewed for the first time the basic hull of Chapelle's "Utility Scow Sloop of Dutch Type". But for the criss-cross of temporary thwarts, one might think it a gigantic wooden shoe, or rocking hot

tub. A generous rocker designed into this craft was obvious setting there on the shop floor.

A funny thing happened right then and there: Of course my neighbor helpers had been politely understanding and indulgent, but those shipley curves suddenly hit them. Perhaps "Old Walt" was building a classic craft after all, not just a common barge. "I can

see it now," Ben appraised, "lay her over on those chines and she'll sail with the best of 'em. How much sail did you say she carries?"

I'm no expert, but the shape of her section is of Dutch influence. Her sides flare generously amidships to a "knuckle" as Chapelle called it. Then a tumble-home from stem to stern rises another 8-10" to deck level. A rather pleasing shape

that reminds me, when lee boards are set, of a mother hen hovering her chicks.

The rub is; one change always calls for another. My plywood sides had to have a nailing piece or landing at the knuckle so I let in a 1.5"x1" oak plank, stem to stern, knuckle plate it might be called. I was fortunate to find suitable oak for that, as well as a 2"x2" oak for a sheer clamp. They should add much strength. For carlins I split a pair of old spruce hayrack rails. Deck beams are of assorted lumber with stronger pieces set where most needed.

The scow concept always confused all who dropped in to view my progress. I had to identify the bow, which they invariably called, "the front end". It always impressed them to hear a nautical term or two, even if I wasn't sure what they meant!

To Be Continued.



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Halcyon Days

Part 3

by Weston Farmer

No on-stage entrance by any actress can match for theatrical effect the arrival of a steam locomotive pulling a dinky commuting train into a boating town. The dramatic effect is heightened if the halt occurs at dockside on the afternoon of a lazy summer day.

To equal it, the greatest actress in the world must be clothed in diaphanous steam, move with dying clank of rods, and gasp with wheezing gusto while her heart pumps up her Westinghouse air brakes. If, in addition, this girl can manage to simulate the odor of hot Albany grease by smelling like rotten applesauce, she can star forever as Nostalgia Steamtrain. Her audience will never sit down for applauding.

From the rear step of a two-coach commuter fitting this description, one afternoon in June of 1921, a young man of eighteen swung to the platform of the Great Northern dockside station at Wayzata, Minnesota. He had arrived in a boatbuilding town that boasted four boat works and a marine engine factory.

According to the town dads, Liverpool and London and New York would one day be pushed aside as boatbuilding centers by the mushroom growth of Wayzata; but as the boy dropped to the ground he saw that the aspect of the village was closer to that of a toadstool. Toward the marine scene he cast an eye and bent an ear.

The young man strode purposefully southward one block toward the huge Ramaley Boat Works, located along the shore, bent on throwing a clove hitch over his Star of Destiny; he sought an apprentice's berth as a boatbuilder in the Ramaley shop.

After all, The American Magazine had carried words by Henry Ford as to how HE'D done it; Charles M. Schwab of Bethlehem Steel had restated the Great American Ethic that the law of averages would provide for any man who would WORK; E.M. Harriman, the railroad builder, had revealed in the magazine how he had become a director of Union Pacific and how all else had followed from that.

It might take this boy a couple of months to become a director of the Ramaley Boat Works; all else would surely follow: corporations, combines, and the eventual collaring of the entire boating industry. This ambition did not shine through his stylish Norfolk jacket, nor glint from shined Cordovan oxford shoes; it shone instead from a pair of hands resembling picnic hams. These were to prove his best reference.

Gathered in the carriage circle toward big Lake Minnetonka that somnolent afternoon was a collection of waiting pony carts, kids with governesses, and an occasional saddled horse swishing flies. Beyond was the railroad dock at which steamboats expectant of fares

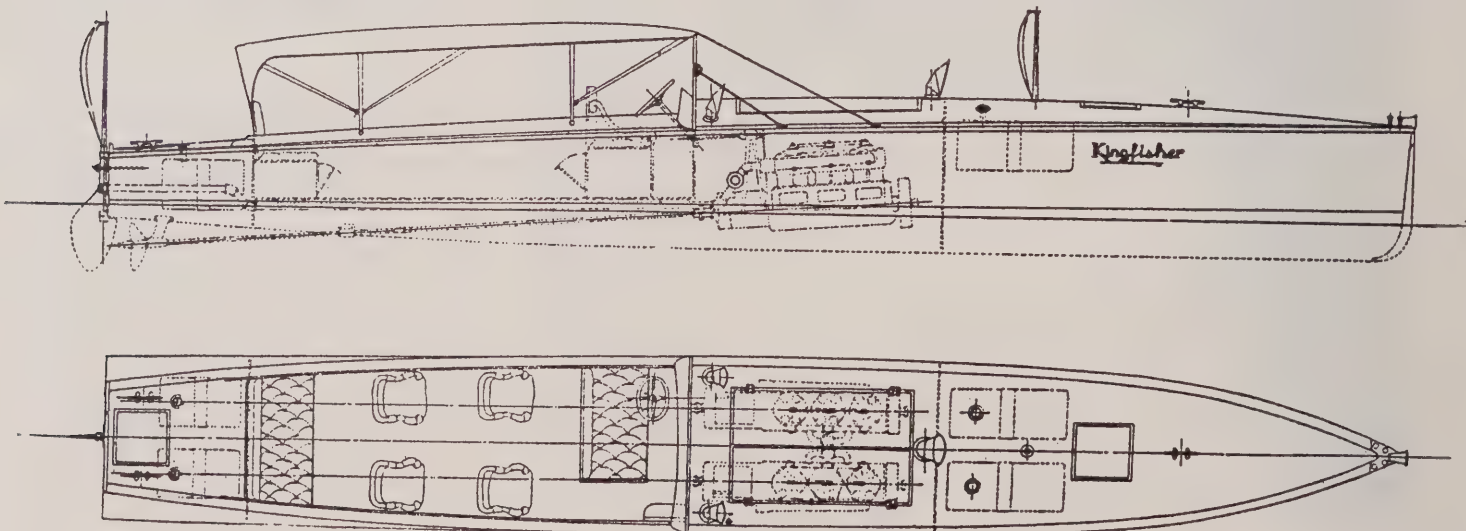
nudged with slowly turning screws. Here and there between these canopied ferries were gasoline motorboats, long and narrow, gleaming with varnished wood and nickel-plated ships' cowl ventilators that stood from the turtle decks like the elevated necks of watchful mother ducks.

In the wicker armchairs of these boats lolled the privileged young of the affluent, demurring that "Pater" wasn't aboard the train, or murmuring that Wellington had played a divine mandolin solo over in Deephaven at the Yacht Club last night. Everyone was waiting for Daddy.

Their condition and looks stated he knew how to use them; hands are the badges of the craftsman, respected by all brothers of the guild.

As he entered the shop, asking for the owner whose name, he learned, was pronounced R'may-li, his eyes and ears and nose were made joyous by the euphorics of busy boatbuilding.

Hard by the windows along the length of the great building shop stood boats in frame or at the planking stage: beaver-tailed glass-cabin cruisers, lapstrake rowboats, canoes, and - most wonderful to behold - "speedboats" that were hundred horsepower runabouts of a modest thirty feet in length. The smell of freshly planed cedar romped with the acrid odor of cooking oak frames, jabbing the boy's



nose as he saw twenty to thirty men hammering away or faying planks. The racket of the sticker and whine of the planing mill riveted his ears. Surely Saint Peter was in charge here, having left affairs upstairs in the branch office to others. This was the real Heaven.

"So you want a job as a Boat-builder's Apprentice, eh?" Mr. Ramaley looked the boy up and down. "Got any experience?"

"A lifetime with boats, sir," was respectfully submitted. "Been in boats from birth, a sailor at six, my own skipper at eleven. I've had two highschool years planking rowboats at Shepherd's Works."

"Got any tools?"

The boy extended his hands, palms up. "See these mitts? I'm a good wood cutter, sir - and if you'll give me a chance, I'll be designing your boats in a year or two."

"You! You? You'll WHAT?" Ramaley's jaw fell to the latitude of his umbilicus. Unspoken astonishment fluttered from him like swallows leaving a barn at daylight. Then he reached behind a closet door and handed the youth a T-headed janitor's broom. The cheek of this kid!

"You start now. Twenty-five cents an hour. Fifty-four hours a week. Just keep the shavings off the floor, fella."

The broom went to work then and there, with the boy on the end of it ready to charge all hell with half a bucket of water to get into professional boatbuilding. I always liked that kid.

I look back on those days as a rare, revolutionary time in the history of motorboat development. It was a good time for a man to make a start as a naval architect. To understand the greening of a naval architect we must leap backward to background conditions in the motorboat industry sixty or more years ago.

Usually, the old way of building a new boat depended upon the ideas Dad had noodling on a pad when commuting. He'd go in to Old Bill, or Old John, and Old Bill or Old John would send a knobby hand under the workbench, pull out a piece of dry pine and, with his drawknife, cobble up a model to suit Dad. As is usual with the half model, ocular aberration would produce a hull 20% beamier than needed, but no matter!

Perhaps \$500 would change hands as a half payment on a 30' glass-cabin cruiser. Old Bill or Old John would "take on" a few of the known and chosen local hands qualified in the guild as Boatbuilders - not apprentices - and boost the wage from 35 cents an hour to 40 cents.

Gosh! A man could make \$21.60 a week - cash in an envelope every

Saturday night. All winter the chips would fly.

Then Dad would "design" his power plant. He would become bewildered by the variety of accessory options in merely assembling his engine. As do all amateurs unto this day, Dad would start with accessories first and come to the engine later.

What carburetor is best? Schebler, Panhard, Daimler, Garlulus, Breeze, Monarch, Holley or Kingston? Or plain Lunkenheimer "mixing valve?" Engine builders specialized, Dad thought, only in cylinders and pistons and crankshafts. You picked out your own reverse gear: will it be Baldrige, a Gies, a Carlyle Johnson, or Ball, Capitol, Joes, Tuttle or Paragon? Most early boats with power had no clutch or gear and were aimed at open water when starting.

If and when the engine took hold, the boat would nudge the dock with ardent affection until the skipper slipped the spring line from the cleat. Then, momentarily, she would become a devil.

"We don't want that!" says Dad. Maybe a List One-Way clutch, or how about a reversible propeller? There were some very good ones on the market then. Palmer made one, and Geyer, and Wilmarth and Mormon, Pearson, Thompson, Ithaca M&M, and then there was the Roper propeller. It was widely used, and had four blades arranged in two-blade configuration which changed the pitch of each blade differentially from full ahead to full astern, but kept the torque resistance constant throughout the reverse range. No need to touch the throttle.

Now, what engine? Bridgeport, the Motor that Motes? Or a Lamb - they sound gentle. Or maybe a Campbell, built in Wayzata. Their ads said, "Buy a Campbell and keep going." Testimonials in all catalogs said the engines would run clear across Long Island Sound! Yep. Now what ignition?

Dad could have make-and-break, or jump spark in bewildering variety. Maybe the best compromise was the Perfex system: each plug was an encased induction coil, screwed right into the spark plug hole, and was energized by 6 volts of primary energy in an outside vibrator which could weather pailsful of water without flinching.

How about these new-fangled things called "magnetos?" Batteries were notoriously prone to give out when you needed them most. Dad could specify Bosch magneto, or Splittdorf, or Berling, or Dixie, Remy, Leece-Neville. Say, maybe this new Atwater Kent & Co. one-coil sparker with a "distributor" would be the ticket!

Then, what type of water pump was best? Plunger pump, of course, running off an eccentric

because you could think faster than the pump could. None of these new-fangled gear pumps. Steamboat or naphtha men all said, "Stay with eccentrics."

By the time Dad's engine arrived from the manufacturer, who had to offer this variety of options to make a competitive sale, the cruiser would be ready.

If she floated to waterline when she hit the water, Old John and Old Bill were SOME BOAT-BUILDERS. If she went forward when the clutch was thrown in, cheers went up and Dad felt himself a genius. But generally Dad, like most greenhorns in the boat game, came up with a mishmash of specialized hardware on his engine that, in one instance or another, failed the task.

The situation was nearly as dicey from the boatbuilder's end. If Old Bill or Old John built to a guaranteed speed, they did it only until they failed just one time. Always blamed were the propellers - a big mystery to most men. After disasters of this sort, a professional designer would usually be called in because he could predict performance. When the pro had found the solution and the speed was made, penalties ceased, vulturing lawyers flapped away or simply evaporated, and demurrage was off.

The builders' hides had been saved, Dad was a genius after all, and wassail and jubilee prevailed in the county. Thereafter, the naval architect had that watery area staked out as territory, abetted by the wining and dining Dad provided at the local yacht club. The tramp naval architect, like the tramp printer, could write his own ticket. It had been learned locally that Dad, as is true of most amateurs, had discovered that nearly everything he believed about boats was dead wrong when put into practice. The professional had his honored place.

This, then, was the general scene and genre of the years 1900 to 1914. Boatbuilding was an expanding and romantic business, and the designing and engineering of motorboats was becoming more sophisticated by the day through the genius of the great early naval architects who wedded the skills of the old-time boatshop to the new technology of the gasoline engine. Old Charles G. Davis and Charles D. Mower and Edson B. Schock were the patriarchs. Others were Morris Whitaker, Clinton Crane, Fred Goeller, J. Murray Watts, Ralph Winslow, William H. Hand, Jr., A. Loring Swasey, John G. Hanna, Sam Rabl, William Atkin - oh, the list is long. And more new ideas and new wealth were to enter the motorboat scene in the ten years following the armistice of Nov. 11, 1918, when World War I ended.

To be Continued

CHAPTER XII

We thought we'd try baking our fish; so the first thing after getting out of the current, we went to the wall of the causeway, where plenty of rockweed was growing, and put a quantity into the boat; then we shipped the leeboard and beat down toward the Cove inlet. In turning in, we ran too near shore, and suddenly brought up with a dragging and a grating.

"That leeboard!" I exclaimed. "We've got to remember that the TRITON draws a foot of water, when that's shipped."

"And remember not to shove the end under the fender when we're likely to be in shallow water," added Joe. Indeed, we generally observed this practice; for then, even if she did ground, the board could be readily pulled up, allowing her to float free again. We got down the sail first, for that was forcing us further shoreward and making matters worse. Swinging the button aside, I endeavored to pull the top end of the board from under the fender-strake, where our weight and that of the boat, with the pressure of the lower end against the ground, combined to fix it firmly; while Joe, as the heavier, leaned over the opposite side of the boat as far as possible, to ease it up. But I couldn't budge the thing.

"The tide's rising all the time, and I'll soon get us off; we can heave out the anchor to keep her from edging ashore any further."

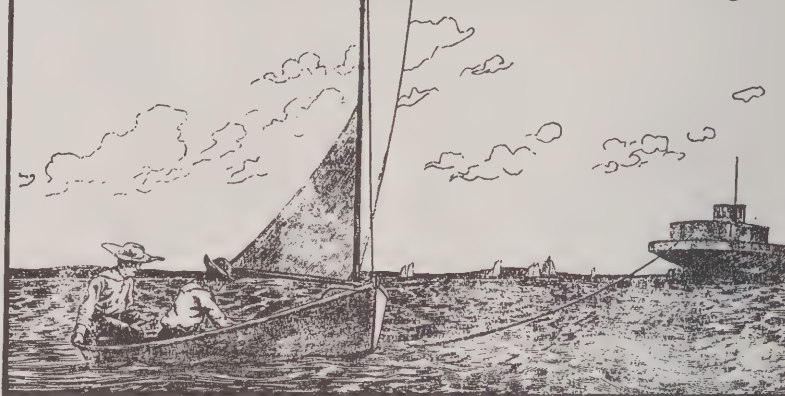
"I shan't wait for that," he declared, and, taking off shoes and stockings and tucking up his trousers, he sprang toward shore, alighting in a few inches of water, while at the same moment, as the boat bounced up a little from his quitting it, I extricated the top of the board and pulled it up with no more trouble. Thus ended this little mischance, for which both of us might be said to be responsible, for I had shipped the leeboard and secured it, and Joe was steering.

He was now wandering along the shore and picking up the dry driftwood that lay along high-water mark. I beached the boat, dropped the anchor ashore and did likewise. We soon collected all that could be found within thirty or forty yards, and dumped it into the TRITON, beside the rockweed; she was now pretty well freighted.

Then she was headed for one of the little islands, on reaching which we proceeded to get together a little circular area of good-sized stones, packed closely on the ground above the beach, where the grass began to shoot up. When completed, it was between two and three feet across, and hollowed slightly toward the middle. These primitive fireplaces are scattered all along the shores of the bay and its inlets, just above the flow of

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

the tide, or perhaps further up, in the shade of some pleasant grove. Most of them are larger than the one we made, for a party of from ten to forty is generally interested in the result.

The driftwood in the boat was now drawn upon, and a lively fire was soon snapping on the stones, while we scattered around for still more fuel. We got enough together to keep the fire going for about half an hour, and then set to work to clean the fish. By the time we had done that there wasn't much wood left, for the wind fanned the fire and kept it doing its best, so we hove the rock-week out on the shore and went over to the mainland (of Aquiday Island, but things go by comparison) for driftwood. When we returned the fire was down to coals, but we soon had it blazing again. The tide had begun to float off our rock-weed, which was rather dry, having hung above water since day began; we now set to and gave it a good wetting.

In time, the wood was all used up; a fire had then been blazing on the stones for fully three-quarters of an hour, and we concluded that they were hot enough to cook our small catch. So the coals were cleaned off - the stones did seem hot, I tell you; and one of them was cracked - a thick coat of rock-weed was spread over them, and the fish put on that; then the rest of the rock-weed was heaped over. A white vapor began to curl from the blackish-brown heat; its odor was well known to us; and no one to whom it has been familiar will ever forget it, or the pleasant summer days and bright water-side scenes which belong with it. We lay around in the shade and talked about how we would fix our sail. To add another breadth of drilling to the leach, or afteredge, was a matter of course; but it would then be too broad for its height - in the matter of looks, at least. Its height

could be correspondingly increased, however, by adding either to the head or to the foot. In the first case, the amount of sail area aloft would be less than if the addition was made below, and this counted on the side of safety. But it would make a cross seam in the upper part which would look out of place; whereas, by adding at the foot, the cross seam would come so that a range of reef points could be appropriately fastened along it. Then it would appear as if intended to give greater strength to the sail at the place where the points were attached. So we inclined to the latter arrangement; but in either case the greater height of sail would require a higher mast. I proposed to use the present mast as a boom, and make a gaff, rigging the sail to hoist in regular cat-boat fashion. Joe objected that the weight of spars would be nearly doubled, besides their being in the way.

"They won't be in the way except when the sail's down; and not any more then, than when the mast is unshipped, as it is now," I urged, "and a boat looks so much more ship-shape with a regular rig. It's only a scratch kind of craft that has a sprit-sail, after all. When we made that 't was only for scudding around Pierhaven River, but now that we're making voyages that amount to something, she deserves to be fitted out like the grown-up boats. And as for weight, it's kept at my place; when you want it I generally go, too, and help carry things down; but if I want to go, I carry them myself. So I guess if I can stand it, you can."

"I don't know about those spars not being in the way," he said. "If there'd been a boom in when you let her gybe this morning, 't would have knocked my head off, instead of my hat. Besides, there's the halyards, if you talk about hoisting the sail. In a

little boat you don't want such a lot of ropes, to tangle up your feet in."

"I suppose you're thinking of both throat and peak halyards; but you know we can arrange one line to answer all right - they do in boats a good deal bigger than this. Of course, we'll have an extra cleat, to belay it to. And then, how about those reef points? - unless they're only for show; but if we ever want to use them, with a sprit-sail rig we'd have to roll the sail up from the bottom. Now of course, if reefing's to do much good, you want to get the sail down at the top."

But we couldn't come to an agreement, so we let it stand, for the present. I was pretty sure that when the idea had had time to simmer in his mind, he'd come 'round.

When nearly half an hour had elapsed since we started our cookery, we poked the rock-weed away at one side to investigate.

"They're pretty fair," pronounced Joe, "but a little more time won't hurt 'em any."

So we covered them up again, and in ten minutes more we opened the bake and had our dinner. Most of the fish were pretty well done, and they had the right bake flavor, too; a deal better than those we tried to cook up the river, wrapped up in leaves. We hadn't put in the clams, because we didn't want to wait long enough for them to bake.

The tide was now getting pretty well up, and we thought we might venture to attack the bridge again; so we cleaned the TRITON from the scraps of seaweed, and set off. We found the current slackened considerably, but it still seemed stronger than what we encountered at the lower bridge, when we had such a tug to get through with both of us at the oars. This time the draw was obligingly opened for us, and we determined to see what could be done with the sail set, and Joe at the oars.

The wind was stronger even than before, and pulled finely; and so did Joe, for that matter. But the wind had the advantage that it didn't get tired, though poor Joe

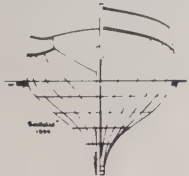
did, for we were almost five minutes in passing through. He paused once or twice to rest a few seconds, and then we began drifting back. But the draw-tender cheered him on: "Keep it up, there's plenty of time, 'most an hour before next train!" But Joe said afterward that he wasn't a hog; a good deal less than an hour of such pulling was enough for him.

He fetched her fairly past, and then brought the oars inboard and collapsed; but there wasn't quite enough done yet, for the boat stuck about still where she was, as she did before on the other side. So he made his way aft; and when he had command of the steering, I took the oars myself, and we could soon exult in having no more bridge business to bother us.

We sped swiftly on up mid-channel, past the oil factories, past the final one at the point; we saw some of the men about, and waved to them; one waved back, but we were so far from the shore, it's a question whether he knew who we were.

(To be continued)

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FATTY KNEES COMES TO NEW ENGLAND

Joe and Libby Nye of Grace Marine Corporation have been New England distributors for the Lyle Hess designed FATTY KNEES sailing dinghies for many years. Now Hess Mfg. has decided to discontinue building the little boats, so the Nye's have purchased the rights, molds and plans for continuing production here in New England. They are relocated from Natick to 200 Corporate Place, Suite #7, Peabody, MA 01960, phone is (617) 535-7748. These are really first class, high quality little dinghies for use as tenders or in club racing.

X21 news



Tom Perkins builds the X21 keelboat daysailer/racer in Westport, MA and has enough of these rather unique boats out there on the water now (21 in all) that there is an X21 Association which even held its North American Championships in Buzzards Bay last fall. Of 21 X21's now extant, 6 made it to this event. The Association sent around a very nice little newsletter and if you have ever contemplated this boat (a rather serious, high performance 21' keelboat daysailer/racer) you might like to see a copy. Write to X21 News, Box 172, Chester, CT 06412. Tom Perkins can be reached at P.O. Box C447, Westport, MA 02790, phone (617) 636-2250 if you want to know more about the boat he builds.



NOANK WOODEN BOAT ASSOCIATION

NOANK WOODEN BOAT ASSOCIATION ESTABLISHED

It's been going on for a half dozen years, these wooden boat people around Noank and Mystic, CT, out summers sailing and racing one another, with an annual winter awards dinner. Now, at last, this activity is being formalized with Jim Cassidy spearheading the effort. All of those interested are now invited to join the Noank Wooden Boat Association at an annual dues of \$20, for all the usual bennies of club membership.

On March 1st this effort was kicked off at that annual banquet, at the Seamen's Inn at Mystic Seaport, and 180 wooden boat owners, lovers, and crews turned out for an evening of sociability, good food and drink, and awards. And awards, and awards, and awards ...

Not your usual solemn recognition of achievement. Yes, various class champions received appropriate recognition first. With that out of the way, the REAL business of the evening got underway. Emcee Cassidy and his "committee" had done their research, and a host of bizarre awards were trotted out in recognition of all sorts of human foibles exhibited during the 1985 season by various of those present. Cassidy ran a marathon stand-up comic routine, with often elaborate



preliminary explanations leading up to yet another imaginative presentation. The "Reef Probe" for the outstanding achiever at running aground. A fold-up series of "gunports" for one member's "pirate" craft. That sort of thing. At 10:30 I had to hit the road for home (2 hours away) while Jim was still up there, "And now, we have in this group a person who . . ."

NWBA is an acronym with potential. Right now it stands for Noank Wooden Boat Association. But, with a gleam in his eye, Jim Cassidy, marketing man that he is, envisions, "It could lead to NATIONAL Wooden Boat Association without even having to change the logo!" Indeed it could. In the meantime, if it catches your fancy as the NOANK Wooden Boat Association, contact them at P.O. Box 506, Noank, CT 06340.

Saco Bound Downeast

ANOTHER NORTHERN RIVERS ADVENTURE OUTFIT

We received the annual promotional newspaper from Saco Bound Downeast recently. Here's another outfit that will take you whitewater canoeing or rafting and give you instruction if you like, on four northern rivers, the Saco, Androscoggin, Kennebec and Penobscot. This is all group type river action, that is, you do it in a group, you don't need to bring a group. Anyway, if you're interested enough, write to Saco Bound Downeast, Box 113, Center Conway, NH 03813 for a copy of the newspaper, it's all in there.



ANORAK HAS NEW ADDRESSES

Chuck Sutherland is still promoting ANORAK for sea kayakers, but he's enlisted some help at last in running the club and its publication. Now if you wish to subscribe to the journal, you can send your \$10 (for 6 20 page newsletters a year) to Bill Lozano, 14 Heather Dr., Suffern, NY 10901. And if you wish to submit your story on sea kayaking for publication, send it to Robert Simmonds, RD #1, Box 122A, Oneonta, NY 13820. Now maybe Chuck will have more time for one of his favorite programs, locating public access to the sea for sea kayakers.



THE ULTIMATE KAYAK TRIP

Bill Lozano of Long Island, NY is an avid sea kayaker who, like most of us, cannot get away for extended adventures. He has, however, undertaken to provide support for someone who can and does. Here's Bill's report:

"Working a 9 to 5 job with only two official weeks off a year, I don't have much time to take extended kayak journeys. So I use my time very wisely. When I'm planning one excursion, I'm thinking about the next. I always have two or three trips in the planning. Most of this planning is just reading and looking at charts, just being an armchair expeditioner.

Chris Duff, on the other hand, takes his ultimate trips. He departed March 23, 1983 on his first expedition, an eight-thousand mile loop of the east coast. Starting at Kingston, NY, Chris paddled to Florida on the intracoastal. He cut across the Okeechobee canal and went on up the west coast of Florida, then paddled the Mississippi River to the Illinois River into Lake Michigan. Chris got to the northern end of Lake Michigan for winter, where he took five months off until the ice went out. From Goodhart, MI, he paddled down the St. Lawrence to the Atlantic, thence into the Bay of Fundy and down the New England coast to the Hudson River. He arrived back at Kingston October 19, 1984.

Sitting in a kayak for eight

SEA KAYAKING HISTORIC OCCASION

Ken Fink of Walpole, ME is a leading exponent of serious sea kayaking, major expedition type stuff. He also happens to sell Nordkapp sea kayaks developed by Britain's Frank Goodman. Ken sends along a note that in early March, Goodman was featured at a one-day symposium hosted by the Royal Institution of Naval Architects in Great Britain on historic canoeing and kayaking, a first recognition of sea kayaking as a major international sport. Goodman's Nordkapp design was accepted into permanent display at the National Maritime Museum of Great Britain as one of a collection of significant work and recreational boats. The choice was made based on the Nordkapp's influence on sea kayaking since its introduction in 1975 as one of the first modern kayaks of west Green-

thousand miles might make one want to get out of paddling for a while. you either love or hate extended trips. If the love gets into your blood, you're in trouble. Chris has a new plan now, a two year trip paddling around Europe. This will involve paddling seven months of each year.

Chris will be leaving the U.S. the beginning of April. During 1986 he will circumnavigate the British Isles, about 2,500 miles. He plans on paddling the entire coastline of England and Wales and especially Scotland with some of Ireland. Starting at Dover, he will head west around Lands End, up the Welsh coast in the Irish Sea to Scotland. He plans to cross over to Ireland for some paddling, but will soon resume his trip along the Scottish coast, rounding the northern capes into the North Sea and thence south back to Dover. Time permitting, he will explore Loch Ness and various estuaries.

For 1987, Chris will leave Dover and cross the English Channel to France where he will head south along the entire Atlantic coasts of France, Spain and Portugal. He will round Gibraltar into the Mediterranean Sea and thence up the Rhone River in France. At the headwaters he will portage over the height-of-land (the Alps) to the headwaters of the Rhine, and then follow that river through Germany and the Netherlands to the North Sea.

Well, you can help out even if you cannot go along. Chris will be sending back progress reports to Bill periodically for fund raising, and copies of each will be, in turn, sent to anyone sending along \$10 for each year's journals, four each year. To get on this list and help support this adventure, send your \$10 to Bill Lozano Trip Report, 14 Heather Dr., Suffern, NY 10901.

land style.

The Nordkapp's principal feature of note that has made it the standard craft for expeditioners worldwide (according to Ken) is its ability to carry heavy loads in poor conditions without undue fatigue for the paddler. It was originally designed by Goodman for a British expedition in which he participated, the first rounding of Cape Horn by kayak in 1977. Other major expeditions using the Nordkapp include circumnavigations of Ireland in 1978, New Zealand in 1978, Great Britain in 1980, Australia in 1982, Newfoundland in 1984 and all 5 islands of Japan in 1985.

If you'd like to know more about Nordkapp and other Goodman kayaks, Ken will be delighted to tell you all, Ken Fink, Box 120, Walpole, ME 04573, phone (207) 644-8329.



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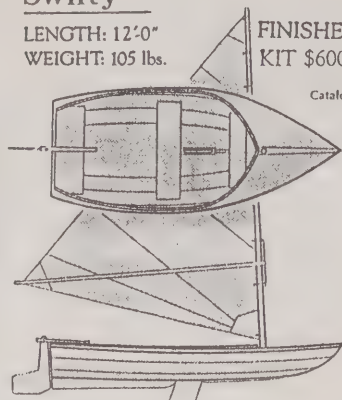
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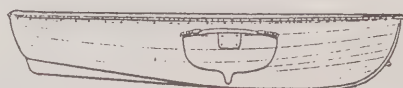
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Neponset River Canoe Guide



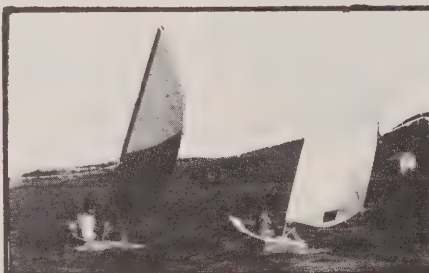
Neponset Conservation Association

established in 1963 for land conservation
in the Neponset River watershed

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telephone 696-4814

PADDLE THE NEPONSET RIVER

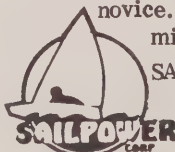
The Neponset Conservation Association has a 1977 pamphlet paddling guide to the Neponset River in the Norwood-Canton area of eastern Massachusetts that is still valid according to recent correspondence with that group. Some question of access points in Canton exists so you should be prepared for adjusting your plans if you give this one a try. The pamphlet may be obtained from the Neponset Conservation Association, 180 Canton Ave., Milton, MA 02187.



Cape Cod Frosties

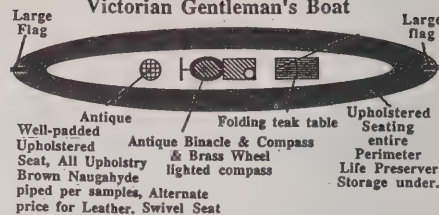
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Deck to be carefully sealed against moisture.

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Victorian Standards

VICTORIAN GENTLEMAN'S BOAT

Here are the specs for a Victorian Gentleman's Boat, or a simulation thereof. Close scrutiny of the specs should prove entertaining. Yes, someone really was looking for such a boat to be built. In 1985.

to Preserve and Inspire



Maine Maritime Museum has received a \$3.5 million challenge pledge from Mrs. Elizabeth B. Noyce of Medomak, ME, a long time museum supporter and secretary of the Board of Trustees. The pledge was announced by Maine's Governor Brennan who praised Mrs. Noyce's generosity to various non-profit institutions around the state.

What this means is that Mrs. Noyce's \$3.5 million has to be matched by an equal amount raised from other sources by the end of 1986. That's a lot of matching to be done.

The Museum Trustees and staff have identified \$7 million worth of capital and endowment needs in three years of research and planning. The bulk of it is aimed at a new \$3 million building and a \$3 million endowment for future income to support it. This will get the Museum's collections all into one appropriate facility where they can be more effectively exhibited and properly preserved. Now these are in storage and on limited display at various locations in Bath, mostly older homes.

The Museum invites your support and you should contact Maine Maritime Museum, Campaign Office, 279 Washington St., Bath, ME 04530, phone (207) 443-9774 if you want to help.



PUBLIC SCHOOL ROWING PROJECT

We've cranked out quite a bit about Ed McCabe and his ideas in the last couple of issues, revolving around those 38' French Gigs and the Statue of Liberty Centennial in July. But maybe not enough about the public school aspect of his dreams. Ed wants other schools besides his local Hull High School to get into rowing traditional boats. He wants to encourage them to set up and build (or acquire) traditional multi-oared craft to work out in and develop rowing crews in and

then have them come to Hull and enjoy access to the French Gigs, which will be at Hull when not off racing.

According to the newsletter about this project that Ed sent around (under auspices of the Hull Lifesaving Museum), several greater Boston area schools have undertaken involvement. These include Hingham H.S., Cambridge Rindge and Latin, Somerville Trade, the Carroll School, Arlington H.S., Gloucester H.S., New Bedford Technical, Triton Regional and Amesbury H.S.

Ed says the details of just how everyone interested can get involved are still being worked out and he invites interested persons to contact him at the Hull Lifesaving Museum, P.O. Box 221, Hull, MA 02045, phone (617) 925-5433 (museum) or (617) 925-4826 (home). "Do you want to use and enjoy the French Gigs? Do you want to get out into your own marine world?" Give Ed McCabe a call.

Boston Rowing Club



Community Rowing

ROWING IN BOSTON

The Boston Rowing Club and Community Rowing are two organizations operating on Boston's Charles River for persons interested in sliding seat rowing. The Boston Rowing Club is limited to elite level oarswomen training for major national and international events. Community Rowing was established only last year to cater to rowing interest amongst the general public of the area, with special emphasis on youth and on the mobility impaired.

The two clubs operate out of the Weld Boathouse using rented equipment. They hope to establish short term improvements in rowing shell quality, and long term improvement in facilities, their own permanent Charles River boathouse. For these goals they are seeking funds and if you are interested in supporting these aims, you should contact them at P.O. Box 2604, Cambridge, MA 02138

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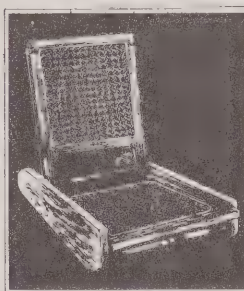
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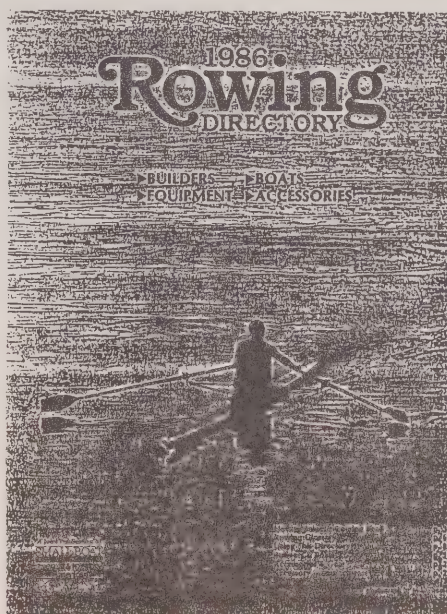
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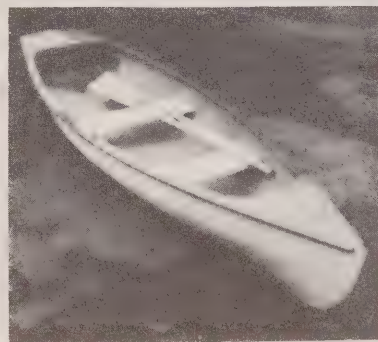
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ROWING DIRECTORY AVAILABLE

SMALL BOAT JOURNAL put together a comprehensive rowing directory for their March 1986 issue on rowing, a 24 page compendium of all you need to know about what's available in boats and gear with advice on choosing what's best for you. They'll send you a copy (if you haven't already seen it in SBJ) if you'll send \$1.50 to 1986 Rowing Directory, SBJ, P.O. Box 1066, Bennington, VT 05201.



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WHAT'S HAPPENING?



MAINE CANOE SYMPOSIUM

L.L. Bean's annual spring canoe day has grown into a three-day symposium now, patterned along the lines of their successful mid-summer sea kayak symposium. The canoe event will be on June 13-15 on the shores of Moose Pond, in Bridgton, ME. Lectures, slide shows, hands-on instruction by experts all supplement the meat of the matter, opportunity to try out the complete selection of famous name canoes that Bean markets. For a free copy of the brochure, write to Mike Perry, L.L. Bean, Rt. 1, Freeport, ME 04033, asking for the 1986 Maine Canoe Symposium Brochure.

SEBAGO CANOE CLUB



SEBAGO CANOE CLUB ACTIVITIES

The Sebago Canoe Club, right on the water in Brooklyn, NY, has set up its 1986 calendar of events for members (and those who might like to join). They do whitewater and flatwater paddling and canoe sailing, at various locations within weekend travel limitations, including right at home in Brooklyn. Here's what's coming up this spring:

APRIL 4-6: ACA River Instructor Course and Basic Course. Marilyn Vogel, (718) 767-5020.

APRIL 5-6: Batsto River Cruise, New Jersey Pine Barrens, two days of canoeing away from civilization. Bob Celifarco, (203) 838-5907.

APRIL 13: Ramapo River Class II Whitewater. Marilyn Vogel, (718) 767-5020.

APRIL 16: Sailing Course begins (ending May 10). Discount to Club members. David Sexton, (212) 885-2566.

APRIL 20: Esopus River Classes II & III Whitewater in the Catskills. Marilyn Vogel, (718) 767-5020.

If this club has something to offer attractive to you, contact Membership Chairman Hank Niman at (718) 375-2618 about joining in.

Cape Cod Frosty CLASS ASSOCIATION NEWS

CAPE COD FROSTY CALENDAR

The diminutive 6' Cape Cod Frostys will be racing this late winter at various harbors around the Cape. All the events begin at 1 p.m. weather permitting. For last minute information call either of these numbers: (617) 432-0268 or (617) 432-3704, or write to the Cape Cod Frosty Class Association, P.O. Box 599, Harwich, MA 02645.

APRIL 6: Hesperus Cup, Round Cove, East Harwich, MA.

APRIL 13: Birthday Regatta, Wychmere Harbor, Harwichport, MA.

MAY 3&4: 2nd Annual National Championship, Hyannis Yacht Club, Hyannis, MA.

RHODE ISLAND CANOEING

The Rhode Island Canoe Association has published its 1986 calendar of canoe CRUISING events (not races). This schedule is currently tentative so if you decide to join the fun, be sure to call ahead to the specified contact person for any last minute changes. This club was founded in 1977 by Manny Point and today is directed by Barbara Strawn August, serving the present two-year President's term. If you would like to know more about this club, write to THE PADDLER, c/o A. August, 70 Scott St., Pawtucket, RI 02860. If you want to phone, call Barbara Strawn August at (401) 725-3344 to discuss the cruises. Here's the upcoming schedule:

APRIL 6: Wood/Pawcatuck, 7 miles, in at Alton, out at Bradford. Easy run, open leader.

APRIL 13: Quinebaug, 6 miles, in at Wauregan Mills, out at CT 14 bridge. Call B. Luther at (617) 336-8797.

APRIL 19: Great Swamp, 7 miles, in at Taylors Landing, out at Biscuit City. Call G. Point at (401) 246-1356.

APRIL 26: Hunt River, 4 miles, in and out at Davisville Refuge, a round trip. Easy run, open leader.

ANTIQUE BOAT SPRING MEET

The New England Antique Boat & Restoration meet is on Saturday, April 5th, at the Bishop Guerton High School in Nashua, NH, from 9 a.m. to 4 p.m. with a program on boat restoration techniques and displays of antique boating gear, etc. Just walk in anytime during the show.

SECOND ANNUAL SEA KAYAK GET-TOGETHER

Chuck Wright is holding his season opener gathering for sea kayakers and those who might be thinking about becoming one, on May 11th from 9 to 3 at Megansett Harbor in North Falmouth, MA. The morning is intended as an opportunity for boat tryouts and inspections at and near the beach. Then in the afternoon, those interested enjoy a paddle along the shore of Buzzards Bay. Bring your own food and drink. Location can be reached by following Rt. 28 south from the Bourne Bridge 7.5 miles, then west on Rt. 151 1.5 miles through North Falmouth village straight to the harbor. For further information call Chuck at (617) 564-4250.

THIRD ANNUAL SEA KAYAKING SYMPOSIUM

ANorAK and the State University of New York (SUNY) will host a weekend sea kayaking symposium on May 3rd and 4th, 9 to 6 each day, at the Physical Education Bldg., SUNY Purchase, Anderson Hill Rd., Purchase, NY. Ernie Palmieri and Chuck Sutherland are arranging the program, and the featured speaker will be John Ramwell, British author of SEA TOURING (by kayak). The fee is \$20 per person per day or \$30 per person for both days, children under 16 are at \$15 each. A number of seminars on sea kayaking will be scheduled with pool sessions and guided trips on nearby Long Island Sound. The latter will include practical navigation, night paddling and navigation, intermediate and advanced trips to the Norwalk Islands, novice trips in Mamaroneck Harbor. For more details and registration information, call Ernie Palmieri at (914) 253-5026.

WOODWORKING WORKSHOPS

Interested in developing some skill at woodworking of the "joinery" sort? The Woodworker's Store at 2154 Mass. Ave. in Cambridge, MA is running a series of evening workshops at \$7.50 per. April programs are as follows:

APRIL 2: Hand Joinery, Dovetails, Mortise & Tenon.

APRIL 8: Router Techniques I.

APRIL 9: Router Techniques II.

APRIL 22: Woodworking for Beginners I.

APRIL 23: Woodworking for Beginners II.

All workshops start at 7 p.m.

MAINE MARITIME MUSEUM



SPRING LECTURES & WORKSHOPS

The ongoing winter series of lectures and workshops at Maine Maritime Museum in Bath, ME, now becomes the spring series, and the following are scheduled:

APRIL 3: Lecture, "An Evening with Yacht WINCHESTER Chief Steward Charles Googin" by Col. Roger Willcock. Sewall House, 7:30-9 p.m. \$2 to the public.

APRIL 15 & 17: Workshop, "Painting & Finishing" by Paul Bryant. Apprenticeshop, 7-10 p.m. Prior registration required.

May 2-4: 14th American Maritime History Symposium. See details that follow this calendar.

MAY 13 & 15: Workshop, "Caulking" by John Maritato. Apprenticeshop, 7-10 p.m. Prior registration required.

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). To register or to learn more, call the Museum at (207) 443-13126.

MMM ANNUAL MARITIME HISTORY SYMPOSIUM

Professional historians and amateur history buffs will find this 14th annual gathering at Bath of interest with subjects as diverse as shipyard strikes and the lobstering industry scheduled. The three-day Symposium will include six lectures and slide presentations by historians from the U.S.A., Canada and Great Britain. The topics are: "Defining Maine's Lobster Industry"; "Building of the Schooner Heritage"; "A British View of Mr. Madison's War"; "Sailing Around the World in the 4-Masted Bark PAS-SAT"; "Shipyard Strike 1866"; and The RAYO Deckhouse, Coastal Trade". On Saturday evening a rare film recently discovered entitled, "From Stump to Ship", by a Machias lumberman from the days of sail will be shown. Prior registration for the entire weekend must be made by April 25th, individual presentations may be attended by admission payment at the door. Request registration or further information from Helen Barnes, Maine Maritime Museum, 963 Washington St., Bath, ME 04530., (207) 443-6311.

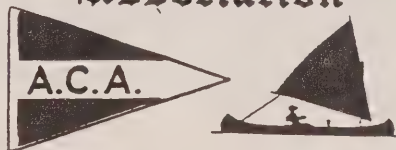


A Special Invitation for our Members to CELEBRATE JULY 4TH 1986 and help "THE CAMPAIGN FOR SEA HISTORY"

BRAVO SEA HISTORY PARTY

The National Maritime Historical Society will be at the July Statue of Liberty Centennial in New York and one event involved will be their benefit sail on two chartered boats which will have good positions in the harbor to view the July 4th parade of tall ships and other festivities. The funds to be raised are for their "Campaign for Sea History" drive and this is an expensive party, at either \$350 or \$1,000 per person, the latter on the "deluxe" boat. Included will be round trip transportation from midtown Manhattan to dockside, food, refreshments and entertainment. The donation is tax deductible for those who can take advantage of such things. If this fits your means and desires, contact the National Maritime Historical Society, 111 John St., 26th Floor, New York, NY 10038.

American Canoe Association



ACA SAILING CANOE COURSE

The sailing committee of the ACA's Atlantic Division has a canoe sailing course scheduled for Memorial Day Weekend, May 24-26 at Lake Sebago in Sloatsburg, NY. Courses for those wishing to learn to sail a canoe and for those wishing to teach such a course are planned. The fee is \$30 for those without a sailing outfitted canoe, \$20 for those with such a craft. Small boat sailing experience is a prerequisite for the canoe sailing course, they are not teaching basic sailing, but canoe sailing. Further information is available from Bob Martin, 27 Morris Ave. W., Malverne, NY 11565, (516) 887-9240 (home) or (212) 425-5027 (business except on Tuesdays).



RC MODEL YACHT

RACING CALENDAR

The radio controlled model yacht sailors head outdoors in April for another busy season. The schedule for April follows:

APRIL 5: Islin Memorial, M Class, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

APRIL 6: Icebreaker, any boat, Needham, MA, Jack Sullivan, (617) 668-7163.

APRIL 12: Wagner/Kingston Long Distance Race, Class M, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

April 20: Star Warmup, Star 45 Class, Springfield, MA, George Brown, (413) 788-4669.

APRIL 21: Patriots Day, Any Class, Star Incentive, Needham, MA, Jack Sullivan, (617) 668-7163.

APRIL 26: Kerbs Challenge, 10R Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

APRIL 27: Spring High Ball, EC-12 Class, Providence, RI, George Greenhalgh, (401) 245-7493

SHIP MODELLERS GET TOGETHER

The Connecticut Marine Model Society is hosting the fourth annual combined meeting of the ship model clubs of Massachusetts, Connecticut, New York and New Jersey on Saturday, April 19th, at the Robert Weller Conference Center, Mitchell College in New London, CT. A full day of useful workshops and displays for serious ship modellers is planned starting at 10 a.m. Beginners or potential beginners are welcomed. For \$12 you get admission, refreshments and a buffet lunch. The morning is devoted to displays of models brought in by anyone interested in so doing, completed or in process. Afternoon is organized into several workshop sessions. For a registration form or more details, contact Bill Wood, 42 Berkshire St., Swampscott, MA 01907.

SOUTHEASTERN MA AMC CANOEING

The AMC Southeastern Massachusetts Chapter has set up its schedule of outings for 1986, and this is the way it goes for the coming month:

APRIL 12. Upper Charles River flatwater, Medway to Millis, one short portage. Call Ruth Irwin at (617) 447-4637.

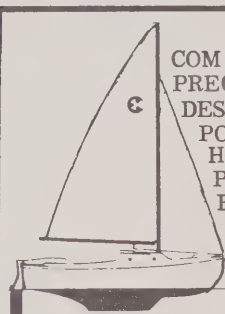
APRIL 26. Herring River tidal flatwater, Harwich, about 6 miles on narrow winding stream. Call Bud Carter at (617) 398-2605 or Anne Mitchell at (617) 587-3078.

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CLEARWATER'S GREAT HUDSON RIVER REVIVAL '86



CLEARWATER REVIVAL ON IN JUNE

It's been 20 years since folk singer Pete Seeger and friends conceived of the idea of building a replica of the Hudson River sloops of yesteryear as a statement about controlling river pollution. The CLEARWATER itself was launched in 1969 and has since attracted over 100,000 across its decks (see our October 1, 1985 report on sailing on CLEARWATER at Newport). In conjunction with the CLEARWATER as a symbol, an annual music/crafts festival was established on the Hudson at Croton Point Park. The 1986 Festival is on June 21-22.

While this is predominately a music festival with four separate

sound stages going 11 a.m. until dusk throughout the weekend with dozens of musical groups reflecting all sorts of musical interests, there is a boatbuilders get-together focussing on traditional watercraft. Each year, professional and amateur boatbuilders are invited to take part, set up displays, and promote interest in traditional watercraft. If you'd like to take part (it's free to exhibit there) contact Stan Dickstein at Clearwater, 1212 Market St., Poughkeepsie, NY 12601, phone (914) 454-7912. This is NOT a selling show, it's an educational sort of affair. About 25,000 young at heart folks will wander by over the weekend. The atmosphere is unbelievably relaxed and friendly and free of hassle and bureaucratic rigamarole.

If you just want to attend as an onlooker, be prepared to pay \$12 at the gate each day, or \$21 for both days. You'll get your money's worth if you enjoy folk and ethnic music (with some rock usually), lots of earnest young poeple, and wooden boats.



SPRING EVENTS AT EASTHAMPTON

The Boat Shop at the Easthampton Town Marine Museum in Easthampton, Long Island, NY, has scheduled a number of programs for spring. The Museum is affiliated with the Easthampton Historical Society and is dedicated to the preservation of traditional woden boats and their building techniques. For more details on any of the scheduled programs or the Museum call either Ellen Freedman at (516) 324-6850 or Redjeb Jordania at (516) 324-6393.

APRIL 19-20: Methods in Wood-en Boatbuilding, 10 a.m. to 5 p.m. \$65.

MAY 1-4: Build Your Own Rowing/Sailing Pram, 10 a.m. to 5 p.m. Build an UQBAR designed by instructor Jordania. \$125 plus materials.

MAY 12-18: Build Your Own Rowing Shell, 10 a.m. to 5 p.m. Build a TORPEDO designed by Robert Barker. \$195 plus materials.

MAY 24: Nautical Flea Market, 9 a.m. to 3 p.m.

JUNE 14: Women at the Helm, sailing instruction for women begins, by appointment.

EASTHAMPTON APPRENTICE PROGRAM

The Boat Shop at Three Mile Harbor in East Hampton, Long Island, NY is accepting applications for its 1986-87 apprenticeship program in wooden boat building. The nine month program covers seven stages of wooden boat building from reading plans to rigging out. It is open to four apprentices at a fee of \$4,500 each for the full nine months. Shorter programns can be arranged in some cases. Some scholarships are available and also living stipends, depending on outside funding. For further details, contact Redjeb Jordania, Director, The Boat Shop, 42 Gann Rd., Easthampton, NY 11937, (516) 324-6393 or (516) 324-6850. The Boat Shop is part of the Easthampton Town Maritime Museum.

IPSWICH RIVER WATERSHED ASSOCIATION, INC.

IPSWICH RIVER CANOEING TRIPS

The Ipswich River Watershed Association will conduct a series of canoeing trips on that river in Essex County in northeastern Massachusetts starting April 20th. The first trip puts in at Wilmington and goes to North Reading. On May 4th the trip continues downriver to Middleton; on May 18th to Topsfield; on June 1st to Hamilton; and on June 15th to tidewater at Ipswich. Each trip starts at 10 a.m. and lunch should be brought along. For reservations to join any of the trips or for further details call (617) 887-9685.

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SMALL BOAT SHOW SHAPING UP

The North American Small Boat Show comes to the Newport Yachting Center in Newport, RI, on May 16th through 18th. Early exhibitor commitments have caused the Show management to expand the provisions for the popular "demonstration docks" where serious prospective buyers can try various boats to evaluate them before making a choice.

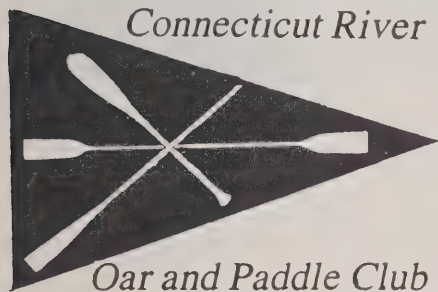
The 3rd Annual Small Boat Race for any type of oar powered single or double craft, recreational or racing, wooden or plastic, traditional or hi-tech, will run Saturday the 17th over the 3.5 mile Goat

Island course off the downtown Newport waterfront. This year the organizer is Bill Fisher of Small Craft, Inc. in Baltic, CT, and if you are interested in taking part, write to Bill at P.O. Box 766, Baltic, CT 06330 for registration applications. Direct phone inquiries to Bill also at (203) 822-8269.

SMALL BOAT JOURNAL will again be conducting sea trials during the show, this year the chosen types will be 22-23 foot racer/cruiser sailboats and rowing doubles. Builders/manufacturers interested in participating in this should contact Tom Baker at SMALL BOAT JOURNAL, P.O. Box 400, Bennington, VT 05201.

The U.S. Rowing Association members will conduct rowing clinics during the show for those wanting some guidance on getting into sliding seat rowing.

If you're coming to have a look, the Show is open daily 10 a.m. to 6 p.m. at a \$5 gate admission for adults, \$2 for children. I recommend Friday if you're seriously looking for a boat as the traffic is lighter than on the weekend and access to boats and builders is easier with less waiting about.



CROPC PRELIM PLANS

The Connecticut River Oar & Paddle Club has outlined its 1986 calendar of activities on a preliminary basis with, in some cases, final scheduling to be determined. This is how it looks right now:

APRIL. Short Sunday paddles in areas of Smith Neck, Griswold Point, Calves Island, Notts Island and the North Cove wreck; Timed runs on Tuesday and Thursday evenings; April Fools' Day outings at Norwich and with Ben Fuller of Mystic; launching of the Club shell at the end of the month.

MAY. Open house boat try-outs; the Connecticut River Rowing

and Paddling Race, Essex to Old Saybrook; Selden Island overnight trip; Haddam Meadows, Haddam Island, Salmon River exploration.

JUNE. Selden Island overnight trip; Rose Arts Row in Norwich; summer solstice full moon paddle.

JULY. Family day on Notts or Calves Islands; Middletown to Old Saybrook cruise; Chelsea Firecracker Race at Norwich; North Cove wreck cruise; Pawcatuck River Race in RI.

AUGUST. Wednesday evening drifting and dreaming cruises; beach party ala Annette and the gang; youth and age dory days; Chelsea MCDC Thames River Race.

SEPTEMBER. Selden Island long weekend trip; Harbor Day Head-of-the-Thames Regatta.

OCTOBER. Traditional small craft weekend; fall leaf cruise.

DECEMBER. Annual Club Christmas party.

Membership in the CROPC is open to anyone interested in human powered watercraft, contact them at the Seth Persson Yard, 18 Riverside Ave., Old Saybrook, CT 06457, phone (203) 388-2343.

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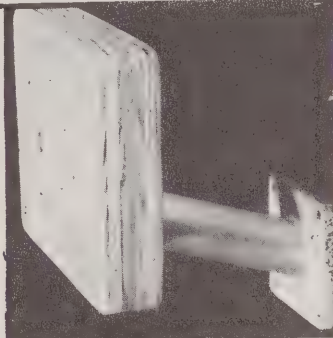
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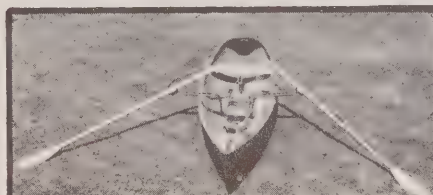


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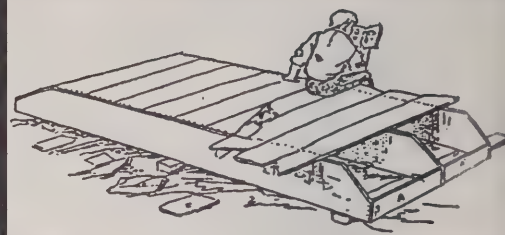
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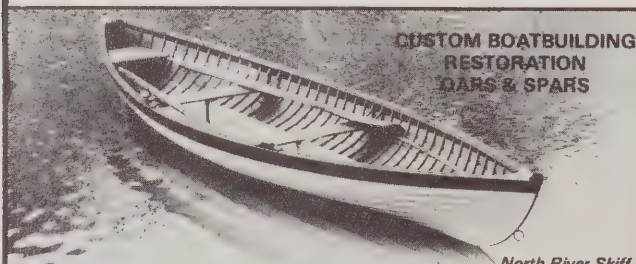
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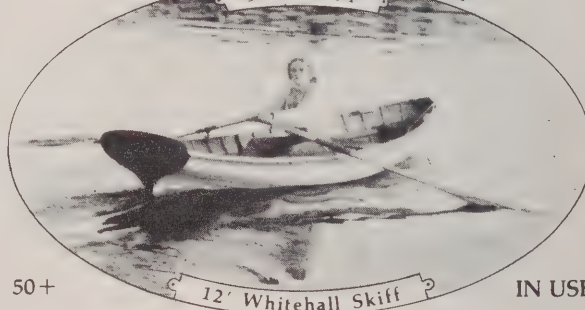
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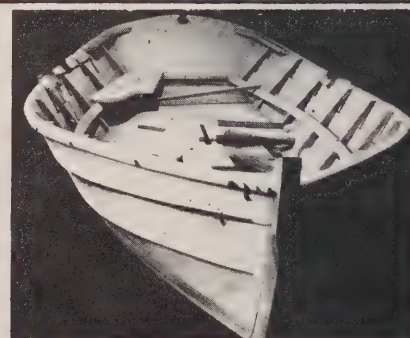
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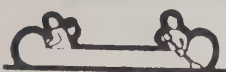
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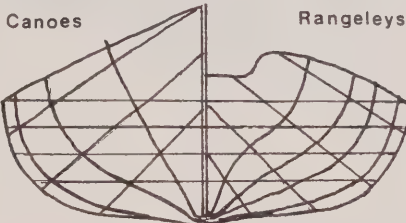
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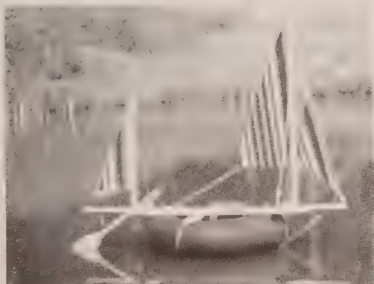
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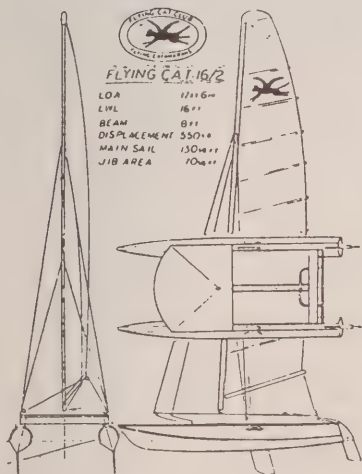
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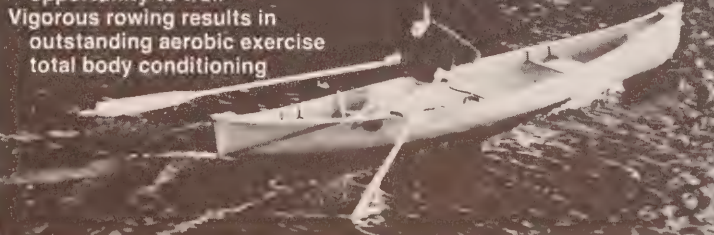
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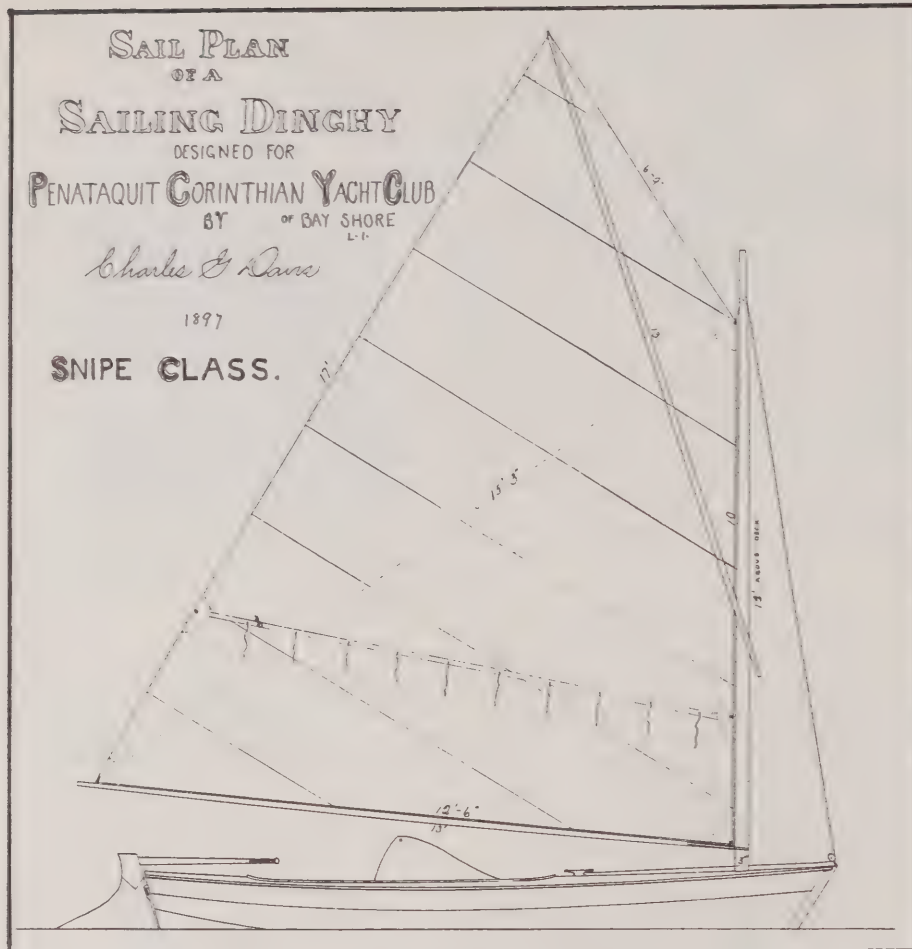
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Capt. Jim's Old Time Boat Plans

Captain Jim Orell offers so many old boat plans of all sorts from his Texas Dory Boat Plans mail order business that one hardly knows where to begin in looking them over. Periodically a fat envelope full of study plans turns up here unsolicited from Captain Jim. In the latest was one that caught my eye, the plans and an old RUDDER magazine article of the SNIPE, designed in 1897 for the Penataquit Corinthian Yacht Club of Bay Shore, L.I. by Charles G. Davis. Well, you still see SNIPE class

boats around in use and for sale, and it's a handy little easy to build 14 footer.

Captain Jim reproduces many old plans now beyond copyright protection, along with article reprints from bygone boating periodicals. The article from the RUDDER, circa 1898 makes fun reading to go with the study plans:

A SMALL ONE-DESIGN CLASS

For all-round fun, to promote interest in sailing and bind members of a club together, there is

nothing better than a one-design class. All the boats being as near alike as it is possible to build them, there is no particular advantage to be gained by one boat over another and all starters have an even chance. Of course, someone will win, but it will be on his own merits as a boat sailer and the races will be more interesting, from the fact that the contestants will be much more bunched than if they were in boats of different models.

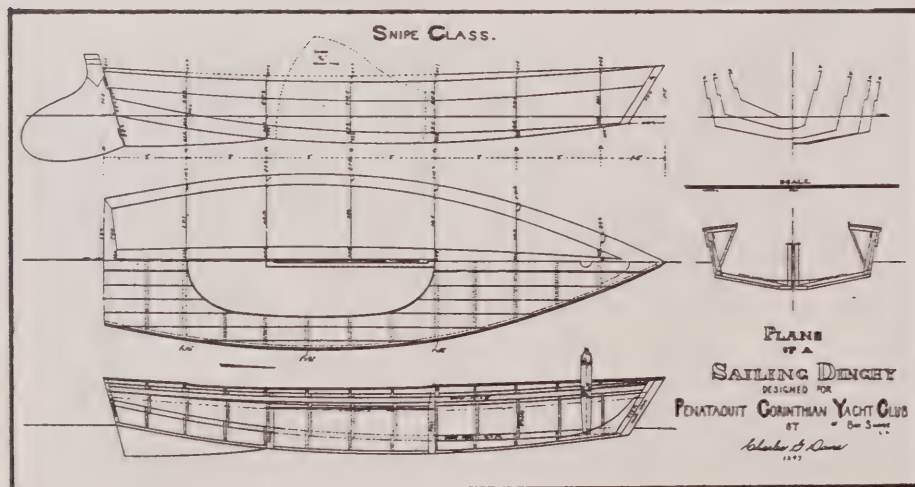
Sometimes a bunch of one-design boats will hang together in just the position they started all over the course and the finish naturally is exciting, leading the amateur skippers to learn to make good starts, learn to judge the time between the preparatory and starting guns, and also by shifting their weight a little one way or another, find out how it affects their boat's sailing.

This particular class of boats are really a modification of the Blue Bird, whose plans we published in our March number from designs by Mr. C.G. Davis.

The Crosby Cat Boat Company, at the foot of 45th Street, South Brooklyn, are building them. They are for the members of the Penataquit Corinthian Yacht Club of Bay Shore, L.I. These gentlemen do their yachting at Bay Shore and have arranged races in this class for every Saturday afternoon throughout the summer and have several cups already donated to be sailed for.

The accompanying plans will give a good idea of these boats to anyone who wishes a handy row or sailboat. Those so interested will find in back numbers of this magazine several designs from which a cheap and able sailing dinghy can be built by any man with a slight knowledge of carpentry. The lines of the original boat of this class, the DICKIE BIRD, are in the issue of July, 1897, and in March of this year is the plan of BLUE BIRD. Greenhorns who are about to make the first attempt at this sort of sailcraft will find an instructive series of papers in the issues for May, July and August, 1985, under the title of 'Simple Boat Building', from which they can glean many pointers. A boat like DICKIE BIRD or BLUE BIRD will cost complete, if you do your own building, \$20; if by a builder, \$40. The sails can be had for from \$5 to \$10 according to the materials used."

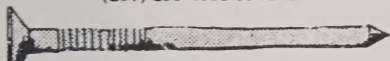
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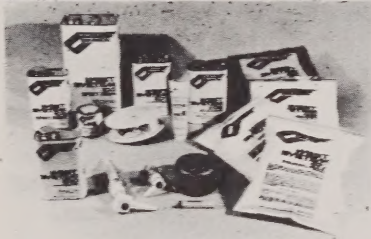


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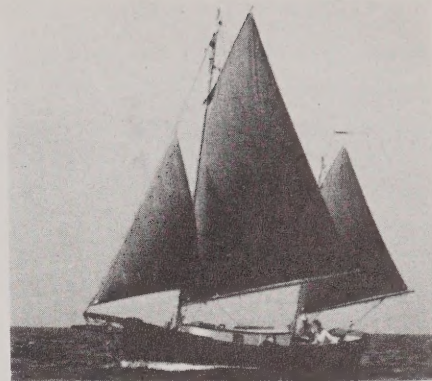
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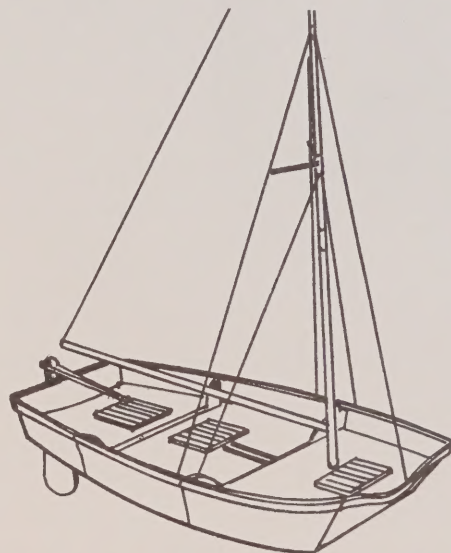
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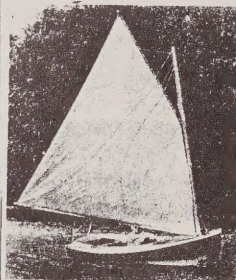
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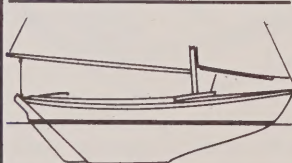
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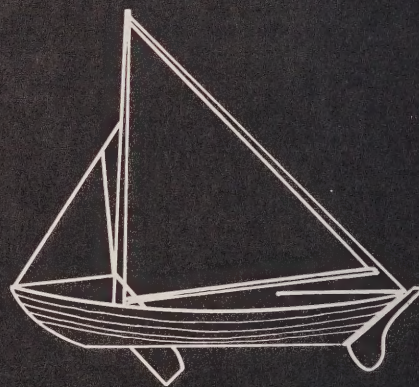


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