

Twice a Month!



messing about in BOATS

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messing about in BOATS

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



Our Next Issue...

Will include the following for sure: Continuations of ongoing serializations of "Adventures Down the Bay"; "Halcyon Days"; "The Building of Andro Zee"; and "Whale Watching in a Townie". There should be room also for some, but not all, of the following: "The Dover Clipper for the Impecunious Yachtsman"; "The Sinking of the Bismark"; "I Thought I Had Invented the Nesting Sailboat Hull"; "Queequeg"; "George Kelley's Old Boat Shop"; "How to Build a Paper Boat"; "Chessie Flyer"; "Now YOU Can Command a Catboat"; "Building Bolger's GYPSY"; "The Hammock Canoe"; "How to Build a Good \$10 Boat"; "Sailing (and Bailing) a Truk Island Outrigger"; "Paddling New York Harbor"; "Romance & Reality in a 29' Racing Sloop"; "The Flying Cat Fleet"; and more.

On the Cover...

Walter Sargent's ANDRO ZEE underway last August on Gulf Island Pond on the Androscoggin River in Auburn, ME, the realization of a home building dream presently being chronicled on our pages. What an inspiration for the 74 year old builder/sailor/farmer this achievement was. You're never too old for "Messing Around in Boats".

Commentary

BOB HICKS

"Gonzo"?

"perhaps the most creatively, charmingly gonzo-without-trying-to-be-that-way boating magazine in print today" is what Peter Spectre, Senior Editor of WOODEN BOAT, recently said about our little periodical in his "On the Waterfront" column in the March/April issue. Well, that was kinda nice, Peter uses words like "gonzo" and similar flamboyant terminology in his too infrequently written articles in WOODEN BOAT. Given the context surrounding "gonzo", I choose to view it as complimentary.

I think this impression is just about all the fault of the people who send me their stories to tell these days. Yes, I get it all together and out pretty regularly and do some of my own stuff too, but mostly MESSING ABOUT IN BOATS is increasingly becoming a place where you "charmingly gonzo" readers get to let others know about your activities. Boy, I am so delighted with the input. Just what I wanted to happen. All the untold stories about messing around in boats that just weren't what major national magazines could find room for. Now I'm finding it hard to find room too. BUT, I'm not changing anything, except trying to add more pages as soon as the old cash flow allows.

Look at the stuff in this issue.

Tom McGrath's Townie adventures continue. Tom used to write this stuff up and post it on the wall at the Dory Club. He tried to interest real magazines in it in bygone years but no luck. Now, pretty soon, we hope to help Tom collect it all into a neat little book. One reader mentioned how he seldom "laughed out loud" when reading boating publications, until he read Tom's tales.

Walter Sargent's chronicle about building his scow sloop Andro Zee, the delight of doing something like this at 74, of building a boat like a farmer because he is one.

Chuck Wright's tale of paddling his canoe on the Kennebec River's tidal estuaries last summer, one more of his reports on the pleasures of coastal paddling in canoe or kayak, reports that inspire one to go out on the next trip maybe.

And the reprinting of the famed Weston Farmer's writing,

through the generosity of his son, Matt, who seems to like what we are doing well enough to send these treasures of an earlier era for us to bring to those who find those bygone times nostalgic.

Well I did a story on a visit with Dick Ryder, who repairs boats while working into building them for a living, and put together input from Mike Porter and Fred Shell on what they were doing in boatbuilding. Much of these are in the words of the people themselves, I just put them together, that's "editing", sort of.

Then there's "Adventures Down the Bay". If ever there was a story about messing about in boats that could be characterized as "charming", this is it. Everything these two kids did in that sailing skiff so long ago on Narragansett Bay is still being done by many of you out there today, in your own "skiffs" on your own "bays". An old, out of print book, now in public domain, on our pages because reader Ron Leuvelink thought you'd like it as much as he did.

And if you run down the list of wild promises at the left for coming issues, you'll spot more of this "charmingly gonzo" stuff. You might think that "boat stories" would become pretty routine and repetitive. Well, I noticed this to be true when they are just stories about boats, or boat gear, or boat events in some of the national consumer boating publications. It's when you bring in the PEOPLE and what they are doing with the boats, that the fascination develops. And when you get those PEOPLE to tell their own stories, that's the best of all.

I think you all ought to know that they do it for the fun of it, they don't get paid like they would if a real magazine were to accept their stories. Hell, I don't get paid yet for cranking this out, everything that comes in goes right out to people I help support, like the printer and the postal service. I HOPE to get pay from this someday, it's way too much fun to ever give it up. And we are gaining, so there's hope. So, tell me about how YOU are "Messing About in Boats", and I'll pass it on to several thousand others who now enjoy what we're all doing here together..

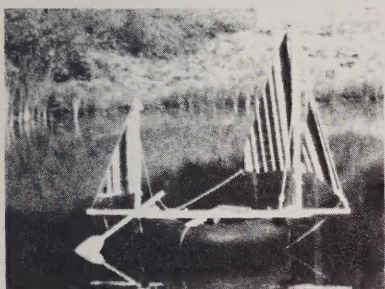
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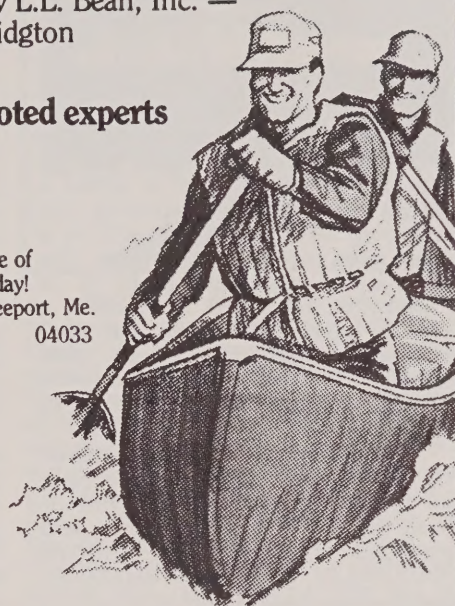
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What's been happening?

BUILD IT -
KAYAK IT -
TAKE IT HOME



The Chewonki Foundation in Wiscasset, ME, runs a summer long series of outdoor camping programs for young people, some involving using boats. (see the April 1st issue). This summer they've added a program that includes building the boats they will use. This will be a seven week program in which the participants, boys and girls 14 to 18 years of age, will each build a boat, a kayak, train in its use, and then use it on a three week expedition cruise. And when each goes home, the boat goes with them.

The kayak is a design taken from an original of a North Greenland type in the Peabody Museum in Salem, MA. The original lines and dimensions are from BARK CANOES & SKINBOATS OF NORTH AMERICA.

It is described in that book as a highly developed, stable, fast and seaworthy craft. Although originally a skin boat, those the Chewonki youth will build will be in plywood. The flat bottom and hard chined flared sides lend themselves to this sort of construction.

A week of training follows the three week building period and then off they go along the Maine coast as far as interest and abilities and weather will permit, camping enroute on islands and coastal properties used in the past with owner permissions. The build-their-ownboats youth will be following the already established expedition routes used by the groups in the Foundation's Crotch Island Pinky and Mackinaw Boat and the sea kayakers in the commercially available fiberglass craft.

Applications from interested youth are solicited for this new program, as well as for the already established other small boat programs. Contact Tim Ellis, Chewonki Foundation, RR2, Box 1200, Wiscasset, ME 04578 for more details.

WAMPANOAG TRAIL BARRIER

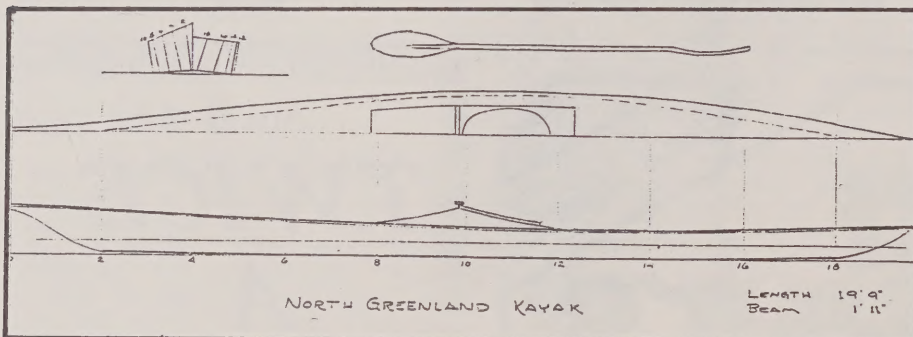
Bart Hawthaway called to tell us he's tried to do the Wampanoag Canoe Trail (published in our March 15th issue) in 1985 and ran into a swampy thicket so dense about 18 miles into the route that he had to abandon the effort at the time. "I was in so deep, pulling myself along hand-over-hand through the thickets that when I had to give it up, I couldn't turn my canoe around, so I had to turn myself around in the canoe!" Bart hopes to try other sections, but apparently this one, "trying to leave the North River headed towards Sandy Pond in Pembroke," will need major clearing work. Anyone else with any experience on this route is invited to let us know what they find.

ARMCHAIR SAILOR'S NEW BIBLIOGRAPHY



The Armchair Sailor of Newport, RI, has announced its new 1986 Descriptive Bibliography of Marine Titles, a 300 page detailed listing of over 4,000 marine books and a new section on marine videotapes. Over 700 publishers of marine books and tapes have cooperated in this giant effort to bring up to date the most comprehensive listing of such reading material in one source. A specially designed computer program permitted organization of this reference material into multiple sub-divisions and cross references so it is not hard to find what you may be looking for amongst those 4,000 titles.

This is really a sort of a catalog, so Armchair Sailor makes it available for just \$7 plus \$1 U.S. postage or overseas surface mail. Overseas airmail is \$13 in all. And this gets you a subscription order card you can return for subsequent updates and revisions as well as providing for a completely free copy of the next complete edition in a couple of years. Send your \$8 to Armchair Sailor Bibliography, 126 Thames St., Newport, RI 02840.



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Downsizing

I love to read about and look at plans of small boats of all types, in particular, small, all-purpose boats. I myself have been reducing my boating needs over the past 20 years, from a 21' Vivacity British twin-keel yacht to a 16' Hobie Cat, to a 14' Monarc and now down to a 12' Hobie single hull sailboat. I love this boat, it is easy to lift, carry and tow behind my VW Rabbit diesel. I may yet go even smaller, to something I can cartop. I have given up my mooring, chains, paint cans etc. and just enjoy solo daysailing in season and reading MESSING ABOUT IN BOATS. In particular I like those classified pages each issue. They alone are worth the \$15 to me!

John Crowley, Hingham, MA.



Since our March 15th report on the Snow Row, what's been happening on the campaign to get rowing competition going in multi-oared boats, spearheaded by the 38' French Gig *LIBERTE'* and its soon-to-be-launched companion craft, *EGALITE'*?

Well, *EGALITE'* is scheduled for launching May 24th at the Rockport Apprenticeship in Rockport, ME, and a big launching party is planned. There'll be more details in the May 1st issue, you might want to attend.

After launch, *EGALITE'* is scheduled to be rowed down the New England coast from Rockport (ME) to Boston by volunteer/contributor crews in one day stints. Details on this program are due for that May 1st issue, but in general, the idea is to "sell" a day at an oar for a contribution, either individual, corporate, or sponsorship.

Not cheap. Hey, these boats have to be paid for somehow! Could be a fun way to help out. Stops enroute will be tied into local promotions of the arrival of *EGALITE'*.

On the public school rowing program, Ed McCabe reports that students at the Cambridge (MA) Rindge & Latin High School have a bateau under construction (it's the simplest and easiest to build).

Others getting involved now include an all-women crew from the Gloucester (MA) area who are already on the water practicing in the big Banks dories from the International Dory Race people of that city. And a group of guys from the Small Craft Club at Salem's (MA) Peabody Museum are looking for a boat to campaign, something that will hold 6 to 10 oarsmen.

We'll stay with this story issue-to-issue as momentum develops.

STOBART PRINT RAFFLE



The Sea Heritage Foundation has its raffle for a John Stobart print underway and Commodore Bernie Klay invites your business card, which he pledges to place in the raffle bowl. The print (pictured) is entitled *NANTUCKET* and is a signed and numbered print worth \$1,000 according to Klay. This is all a promo for the 2nd An-

nual Boating Industry Art Contest and the winner will be drawn at the 1987 New York Boat Show. Bernie will send you all the scoop on this raffle, the Art Contest, John Stobart and the Sea Heritage Foundation if you'll send him \$1 and a self-addressed stamped envelope at 254-26 75th Ave., Glen Oaks, NY 11104.

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MAGAZINE

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While we have our two pages of budget boat classified ads, out there in yachtland there's a new monthly entitled *YACHT FINDER*, a four color, 52 page extravaganza almost completely devoted to ads for megabucks watercraft; the March cover a 78' Hartmann-Palmer Cockpit Motor Yacht, for example. They state they serve the interests of the 30' plus boatowner, picking up where *SMALL BOAT JOURNAL* leaves off! But, just a tiny bit of editorial content among the ads. A page entitled *Yacht Finder Headlines*, about the trade. A page on selecting a marina. A page on financing your yacht. And 49 pages of ads. I liked one ad for an Arden Sportsman 40F, described as "A Machine of Uncompromising Quality And Performance". A machine. It looks like a boat. This machine is powered by 3208T Caterpillar diesels and sprints to 40 knots, with a cruising range of 570 nautical miles at 30 knots or 640 nautical miles at 25 knots on just one fillup of 718 gallons of standard diesel fuel. Not bad.

There's lots more. Subscription is \$15 a year, but I suspect that if you requested a sample issue you might get one for free. Address is *Yacht Finder Magazine*, P.O. Box 2748, Winter Park, FL 32790.

ROWING SPORT

ALDEN OCEAN SHELLS

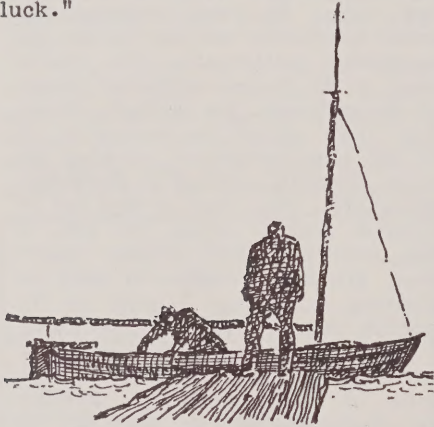
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Whale Watching in a Townie

The old man appears again as I'm loading the boat at the Dory Club Dock. "Going on another trip?" he asks. "Yes." Then something made me add, "I'd like to see the whales." Why did I say that? I only intend to sail out to the islands in Boston Harbor, not go chasing whales. "When are you coming back?" the old man asks. "I don't know." I reply. What am I saying? I do know. I'm just sailing for the day. The old man smiled and cast off my bow line. "Good luck."



THE OLD MAN

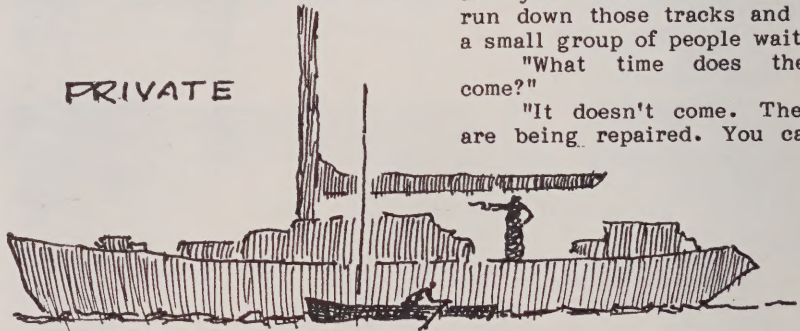
It was 9:00 in the morning. Too late to go on a long sail. Besides, I don't have enough food and supplies -- although I did bring a sleeping bag; I don't know why. The sky is clear and the wind strong from the Southwest. A perfect wind for Gloucester. There was no struggle of minds or conflict of intentions outside the harbor. The boat arrogantly turned its transom on the islands of Boston Harbor and ran before the rising wind. I was Gloucester bound, like it or not. Shanghied by the boat again! I was



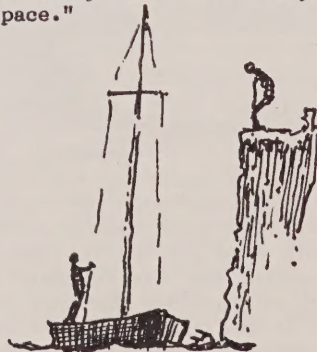
ARROGANT BOAT

told to turn on the radio, so as not to dwell on my captivity too much. I found it and turned to an F.M. station. A symphony by Haydn at full volume as 20 boats with spinners set raced out of Marblehead and chased me off their course. By 2:00 P.M. I was at Gloucester. I sailed into the harbor as far as I could and discovered the Sevens Club; tied up among the big boats and then couldn't find anybody. I couldn't even get off the dock because everything was locked up. I returned to the boat and began rowing away. When I looked back, someone came out the door of the Club, so I turned and rowed back. When I found him, he was standing on the biggest boat I had ever seen. It would take at least ten strong people to handle it. He told me that this was a private club and that there was a fish pier down the way a bit that would probably let me tie up. I rowed away, chag-

PRIVATE



rined, then raised the sails and beat to the end of a small bay where the fishing boats were. I asked if it would be alright if I left my boat there for a few hours. "Sure, nobody touch it; nobody use that space."



NOBODY TOUCH BOAT

I found a pay phone and called home.

"I'm in Gloucester."

"Good," the phone replied.

"But I'm coming home."

"Why are you coming home?" the phone asked.

"I left my little green pills there and I don't have half the gear I should have. And besides, the car is parked over at the Dory Club and it can't be left there overnight. I'll catch the train here and someone can pick me up at the station and drive me to the club for the car."

"Alright. Phone when you get to the station."

"Right."

I left the pay phone and walked in every direction and asked every person that happened along, "Where is the train station?" Finally, I ask a gas station attendant who tells me, "The shortest way is to run down those tracks and you'll meet the train." So, I run down those tracks and come to a small group of people waiting.

"What time does the train come?"

"It doesn't come. The tracks are being repaired. You catch the

bus here."

"What time does the bus come?"

"I don't know. It's never on time."

"How much does it cost?"

"Nothing."

Four men stagger out of a bar talking about fishing and looking like a four-headed Hydra.

FOUR
HEADED
HYDRA



"I should have had a camera," one man keeps repeating.

The bus arrives 45 minutes late as I'm debating whether I should go back at all. Just before the bus arrives (I don't know if it's the late early bus or an early late bus) I find a leaflet on the ground about whale watching.

The bus door opens and I pile in with the drunken Hydra. "Is anyone getting off at Beverly Farms? Manchester? Danvers---?" the driver barks.

"No!" the drunks yell in unison.

"I don't want to hear nos, I want to hear yeses," the driver says truculently.

"Anyone have a yeah?" asks one of the heads. "Nobody has a yeah, driver."

"What's that noise?" the driver asks, then declares, "If that ain't a flat, I'll eat my hat!"



WHAT'S THAT NOISE?

Another delay, I think to myself as the bus stops at a train station in Salem. "Does this bus go to Lynn?" I ask.

"This is as far as this bus goes, mister," is the reply.

"There isn't a bus to Lynn? I see busses in Lynn that come here. Don't they have to go to Lynn to come back here?"

"All I know is that there ain't no bus to Lynn."

"Is there a train to Lynn?"

"No."

"Then how do I get to Lynn?"

"That's your problem, buddy."



NOTHING GOES TO LYNN!

I get off the bus and hear someone ask, "Where does this train go?" "I don't know," several people tell him.

"Get your tickets in the office before you board the train!" the conductor yells. As I'm making a phone call, the train pulls out with people running after it angrily screaming at it to stop.

"Hello," the phone says.

"I can't get a ride," I tell it. "Can our daughter pick me up in Salem?"

"No. She hasn't come home from work yet."

"Well, I'll start walking to Peabody and phone later." I hang up and start running and walking, alternately. In Peabody I phone again.

"She's not home yet," the phone tells me.

"When she comes in, tell her I'll meet her half way."

"Don't go beyond the gelatine factory or she'll never find you."



I start walking again. At the gelatine factory, there's no daughter, so I continue on until I can phone again. "She just left to pick you up," I'm told. I'm past the gelatine factory now and hope that she doesn't pass me by. I start walking in the street so she'll see me and am almost home when she picks me up. From there, she drove me to Nahant to pick up the car.

"I thought you were sailing in Boston Harbor!" I hear (irritatedly).

"I was, but the wind was blowing just right for Gloucester and the boat just"

"I don't believe that."



FOUND



"I do!" my son says, "That's Dad...any way the wind blows the boat goes!"

"Will you drive me back to Gloucester?" I get an angry look and the great big "Damn!"

"Then I'll take the bus. I know they go there. They don't come here, but they go there."

"No, I'll drive you back," she says resignedly.

I gather up food, charts, binoculars, tent and pillow and add an apple as an afterthought. On the way, I stop at a store for more food. When I come out of the store the wife is talking with a friend. "Now you can wait for me," she says. "Fine. Does she want to come with us?" I suggest. She is agreeable and we pile into the 1962 Dodge Lancer. I drive, and all the way they talk about psychic predictions, astrology and the future.



RETURNING

I stop at the Whale Watch Restaurant in Gloucester and ask where the boats go to see the whales, Jeffries Ledge or Stellwagen Bank? I'm given a blank stare -- no one knows a thing. "This is just a restaurant. We have nothing to do with the whale watches, that's just our name." I leave the restaurant and drive around the area where I thought I left the boat. I can't find it. Perhaps it's been moved or stolen. Now I don't even recognize the area where I thought I left the boat. I stop the car in disgust. I don't know where to go. I've lost the boat. I stare ahead despairingly and the top of the mast appears above a wall. "Hey! That's it!" The boat found me (Somebody had moved it. There is a fishing boat where I left it.)



IT FOUND ME.

I jubilantly climb down the slippery ladder and row the boat to the pier, throw in my gear, say good-bye and row out into the darkness to find a mooring while the wife and her friend talk of psychic phenomena and drive away.



TO FIND A MOORING

Someone yells, "Hey, mister, put some running lights on." I tie a flashlight to the mast just as I run over something in the dark. The boat stops. I feel the object with an oar. It has a ring in it. It must be a mooring. I tie up, pitch the tent, roll out the sleeping bag and sleep soundly till sunrise.

(To Be Concluded)



The Building of the ANDRO-ZEE

PART 7:

The dust settled. My helpers departed. I pitched in to finish the topsides of ANDRO ZEE. It took careful attention to fit the tumble-home panels to the knuckle joint and at deck level. Deck timbers of proper camber were another puzzle. How often work stopped while I referred to this book or that for advice! Like an explorer, every step a new one, every decision exciting. I jotted notes while I ate. I planned in my sleep. My conversation was a bore to all. "The boat" became an obsession that sometimes frightened me.

Cabin change called for corresponding change in cockpit and stern deck. This willful redesigning without prior experience called for imagination and much trial and error. At times I seemed to be making every part twice, as if I were building two boats. Should have named it "Double Do"!

On the several dams on the Androscoggin, flashboards of plywood are used to increase the depth of water in summer. Spring floods sometimes break these and carry them downstream. The entire deck of AZ is made of such salvage.

For years those handy plywood scraps served my farm operation; calf pens, floor patches, trailer boards. And now, decking for my "yacht"! Small pieces were trimmed for side decks, large for forward and stern decks and hatch cover. It was often covered with river sand, tough on saws, but I could abide with that with the no outlay lumber. Thanks to a belt sander, grime and gray wood were whipped away. The final surface took its paint "nice as pie".

Here I must digress to sing my praises for electricity. Though rates seem high, where else could an amateur boatbuilder get such versatile help? A variety of small tools were always ready to go at touch of a trigger. I worked early and late by electric light. It sawed, sanded, planed, drilled, welded, ground edges, mixed paint. The AZ would never have been possible for me without electricity.

Anticipate! Novice to novice, no better tip could be offered. Sequence of assembly is what I am thinking of. Let me brag a bit about avoiding extra work and grief through one timely act of anticipation: The AZ's mast is stepped in a tabernacle, two upright planks astride that inside keel and bolted through it. That hole in the keel two inches above the bottom, it appeared, would be almost impossible to bore. It would be too close to the chine log to use a drill or bit brace.

Stations were already marked on the keel giving a base for location of the step. So, when the keel was set on molds, just about the first operation was to bore that hole with clear sailing while hoping my reading of the plan was correct. As far as I can see, it was, for she seems to sail just fine.

That tabernacle is a conversation piece in itself. About twenty years ago a spring freshet left on my shore an almost new oak timber, 6"x12"x8'. I dragged it home and stowed it in the barn. It gathered dust while I annually wondered whether I would ever have a use for such a worthy piece of stock.

I first considered cutting an oak tree and working out tabernacle planks with a chain saw, not impossible, but laborious. Besides, I would have green lumber to deal with. Then the light dawned. I had my prized salvage sawn at a local mill, cost \$5! I had my tabernacle and extra planks. It was installed with a 6"x6" filler between and reinforced with iron from an old horse rake.

So now I point out to my guests what a remarkable tabernacle they are looking at. They listen politely, smile indulgently and probably forget all I said about anticipation.

Leeboards on a flat bottom scow are critical. In a blow, great pressure is exerted on the fastenings, especially on a knuckle sided hull where they bear one-fourth of the way from the top end. Chapelle indicated a cable attachment laced

through the board, led double through a hole in its securing block on deck, through a large washer and fastened with a cable clamp. I found it to be a very secure and flexible hookup. A three inch slack between board and block seemed sloppy on first thought, but proved to be needed to allow the board to assume its correct angle.

I bolted a 4"x4"x15" hardwood block through the deck and through an oak plate under carlin and sheer plate about as indicated. "Half-oval galv. iron" is specified as chafing plates under the leeboards, but since I had some heavy gauge zinc (salvaged from a friend's junk pile) I installed it wrapped around a strip of oak. It served the purpose and is non-rusting in our fresh water.

About 15 pounds of lead is embedded in each leeboard tip. They drop into place well if no pressure is bearing on them but sometimes need a nudge. I may add another 5 pounds. By the way, all that lead is another item on AZ's salvage list, donated by friends.

PART 8:

"A capital ship for an ocean trip was a walloping window blind."

That old song was my theme as I hammered and whittled on ANDRO ZEE. Not too intent on meticulous joinery and mirror finish, I was driven by the desire to get afloat. A nagging question as to whether the bottom should be fiberglassed spurred me toward a fall launching.

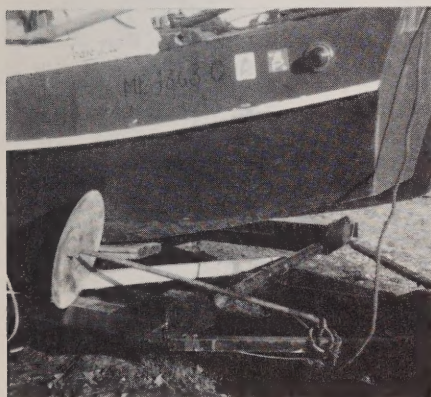
I allowed myself a tolerance of 1/4" in less vital joints. I framed out with oversize softwood. I bedded in with tar and marlin in place of the expensive modern sealers. Undercoats were, in places, mixtures of half-used oil paint just "settin' around". Even the final color was governed by price, a good grade but discontinued lot, which turned out to be an ideal color, anyway.

By September I had a 22' hull that was strong and reasonably true to line at an expense of under

\$400. I set September 29th as launch date. Last minute work included strap irons to hold the rudder (also laminated from salvaged ply). The irons were made of steel tires from an old farm wagon. My trial sailing would be with a mast and spritsail borrowed from my 16' skiff. For that I rigged a box within the tabernacle to accommodate the undersize mast. Staysail was recut dacron, also undersize. Temporary stays were nylon cord. The spritsail needed no boom.

The old farm barn yielded still another item vital to AZ, the tiller. It is the tapered oak handle from an antique barrel dolly, varnished even! It only needed cheeks to fit it to the rudder.

One more adaptation from the farm; the anchor, mushroom type. Its base is a concave disc from a garden harrow about 18" in diameter. The stem is a 1.25"x4" iron brace from an obsolete mowing machine. It already had a thread and nut on one end that fit into the disc center hole. I only had to weld a loop for a ring on the other end.



At last, exactly on the 29th of September, she was ready to dunk, with her cabin topless and only two coats of sealer on her curvy sides and her "lovely bottom" saturated inside and out with Culler's boiled oil mix.

After the launching (reported on in PART 1 in the March 15th issue) we slapped a temporary top on the cabin and wired in running lights adapted from truck clearance lights. Weather remained good until November 5th and we enjoyed several shakedown cruises.

PART 9:

As ice began to form along the shore, we hauled AZ and committed her to hibernation. I could now turn my attention to mast, sails and rig. A fir tree from my own woodlot made a fine mast. Spars, too, were native, and all were saturated with boiled linseed and kero (one part oil to two of kero, or "paraffin" as John Leather puts it in GAFF RIG). The aim was to minimize seasoning "shakes and splits".

If I were to paint a picture, I would do it in broad strokes. When it came to sails for ANDRO ZEE, the same philosophy prevailed. I KNEW I had to make them myself mainly because a writer on boat building said an amateur shouldn't. He trusted one to cope with all the curves and angles of a hull, but advised, "Let a pro make the sails!" Ha! I had made two spritsails for Culler skiffs. The same principles must surely apply to a gaff main of 130 sq. ft. and a staysail of only 56 sq. ft.

A quick check proved Dacron to be too "rich for my blood". I went to a local discount store. Near the bottom of a heap of remnants I spied a 40" wide roll of cotton, maybe 50 or 60 yards, tagged at \$1 per yard. I dickered a bit and took the whole roll home for \$30. It tested strong for its weight and reminded me of lining I have seen in old time boots, possibly a drill.

MAKE YOUR OWN SAILS, Bowker & Budd, was my source of instruction. I adapted their know-how to my kind of cloth, scrounged through friends a part spool of shoemaker's thread, paid \$15 for a Singer pedal powered sewing machine and pitched in.

Now, my sails may show a slight lack of finesse, but they sure got character! I call it the Methodist Influence. Lacking space for a loft, I got permission to use the vestry floor in my church. There I laid out the sail plan in 1/2" masking tape, no mess, no mop

up. Over that I laid my sail cloth already false seamed. I was then able to blue chalk the perimeters and reference points while the cloth was held in place by flat irons and bricks. I found a letter stapler useful for temporary basting.

January and February flew by as I learned fascinating new skills. Bowker & Budd take you through all the necessary ropework, eyelets, grommets, boltroping, reef points, and I revelled in it all.

Of course, one must "live with" a certain amount of error from lack of experience with such as relative stretch of cloth and rope, the optimum lap of cloth. I made eyelet rings of copper wire, a mistake! They weep a bit of green stain. Drat it! I knew better.

All in all, AZ's sails set well enough to excite compliments from many. They later stood a test of a squall that whipped my three man inflatable dinghy into the air like a kite.

Endurance. I saturated all my cotton sails with clear cuprinol as advised by Pete Culler. It works! I also sopped it onto frames and knees, all they would take as I built the hull, especially on mating parts.

I still have about half that roll of cotton cloth after making the sails and later on covering the cabin roof top. I guess the whole shebang stands me about \$35, cloth, thread, rope and sewing machine.

To be Continued

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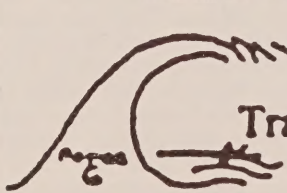
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Paddling with Chuck

Report by Chuck Wright

SUMMER PADDLING DOWN EAST

At 5 p.m. on August 15th last summer we were approaching the end of a delightful day of paddling down the Kennebec and Sasanoa Rivers from Swan Island at Richmond, ME, to the Appalachian Mountain Club cabin at Knubble Bay. This 19 mile canoe trip began with the planning of a canoeing weekend at Knubble Bay by our southeastern MA chapter. Reading about this trip in CANOEING magazine had attracted us and checking the tides for our chosen weekend revealed we were in luck. The tides would be right.

Four of us could leave early in the afternoon on Thursday with the idea of getting to the Island by 5 p.m. Two more would join us after work. I was first to arrive at the landing in Richmond and set off for the campsite which I thought was a mile downriver. After paddling downstream about two miles looking for the campsite around each point, and then paddling back to the landing, I discovered the camp was indeed a mile downriver, but on the other side of the island! It was getting late so we hurriedly ate dinner in Richmond and the four of us then set off for the campground.

It had been a hot day but now a change in the weather was being heralded by distant thunder and lightning. Although the lightning was threatening, it provided the only light by which to see the river and island on this now very dark night. Without it, I doubt if we'd have found the campsite. Finally, in the flashes, the shape of a building in a clearing appeared. Putting ashore, we found one of the ten Adirondack shelters we had been told were here and got our gear ashore just ahead of the rain. The local caretaker for the Maine

Dept. of Inland Fisheries & Wildlife arrived to check on our arrival, she had been worried about us. And then in slacking rain we went back to the landing to guide in the last late arrival canoe.

We awoke to a beautiful morning from a warm and remarkably mosquito-free night and enjoyed a good breakfast and local exploring of this attractive campground, empty but for us. The caretaker arrived and took us on a tour of the four mile long island in her truck. She explained that the campsites fill up weekends but see little use weekdays. The once active community on the island now is revealed in scattered traces only and wildlife has taken over. We saw a few of the deer population and an eagle's nest that has been in use now for several years. Surrounding the island are large areas of wild rice which attract migrating Canada geese. An attractive island, well worth a visit.

It was about 11 a.m. before we got going downriver, an hour later than I had estimated would be best in order to reach Knubble Bay by 5 p.m. The key to the trip was the pass through the Chops from Merrymeeting Bay shortly after the tide begins to ebb so as to have the ebbing tide the rest of the way downriver. This was especially necessary at the two Hell's Gates which cannot be paddled except with the tide. With the tide changing first downriver, there would be about four hours of useful ebb for us. This all meant the first part of the trip was paddled against the incoming tide, not so stong down to and in Merrymeeting Bay that it cannot be paddled against. But it does slow progress on the first part of the trip.

At our lunch stop near the end of Swan Island, we had come less than three miles and dire predictions were now forthcoming that we'd not make Knubble Bay before 8 or 9 p.m. But we were lucky, the weather front that had passed through with those evening thunderstorms had brought the wind around so it would provide us a 10 to 15 knot push most of the way.

Passing through upper Merrymeeting Bay, we saw several large birds in the distance which might have included the bald eagle nesting in the area. Then entering the Chops at about 2:30, an hour after the tide should have begun to ebb, we began to feel its pull. It wasn't as strong as I had imagined it would be, especially down past Bath, but we still made good time paddling at an easy pace.

Opposite the Bath Iron Works we made the turn into the Sasanoa River and approached the Hell's Gates. I didn't know what to expect of these, but we had no trouble. I took some water onboard my loaded canoe in the Lower Hell's Gate going through waves set up by a passing small ferry. After seeing several seals in Hockomock Bay, and passing by Beal Island, we arrived in Knubble Bay at 5:30 after a successful and interesting trip. A fish kill on the Kennebec was the only thing that could be regarded as marring the adventure. Bluefish had come upriver in such numbers that they had depleted the oxygen in the river and many had died. We had first seen them below Swan Island and they were particularly plentiful above Bath. All day we had come across large schools of them breaking the surface. Were they gasping for oxygen?

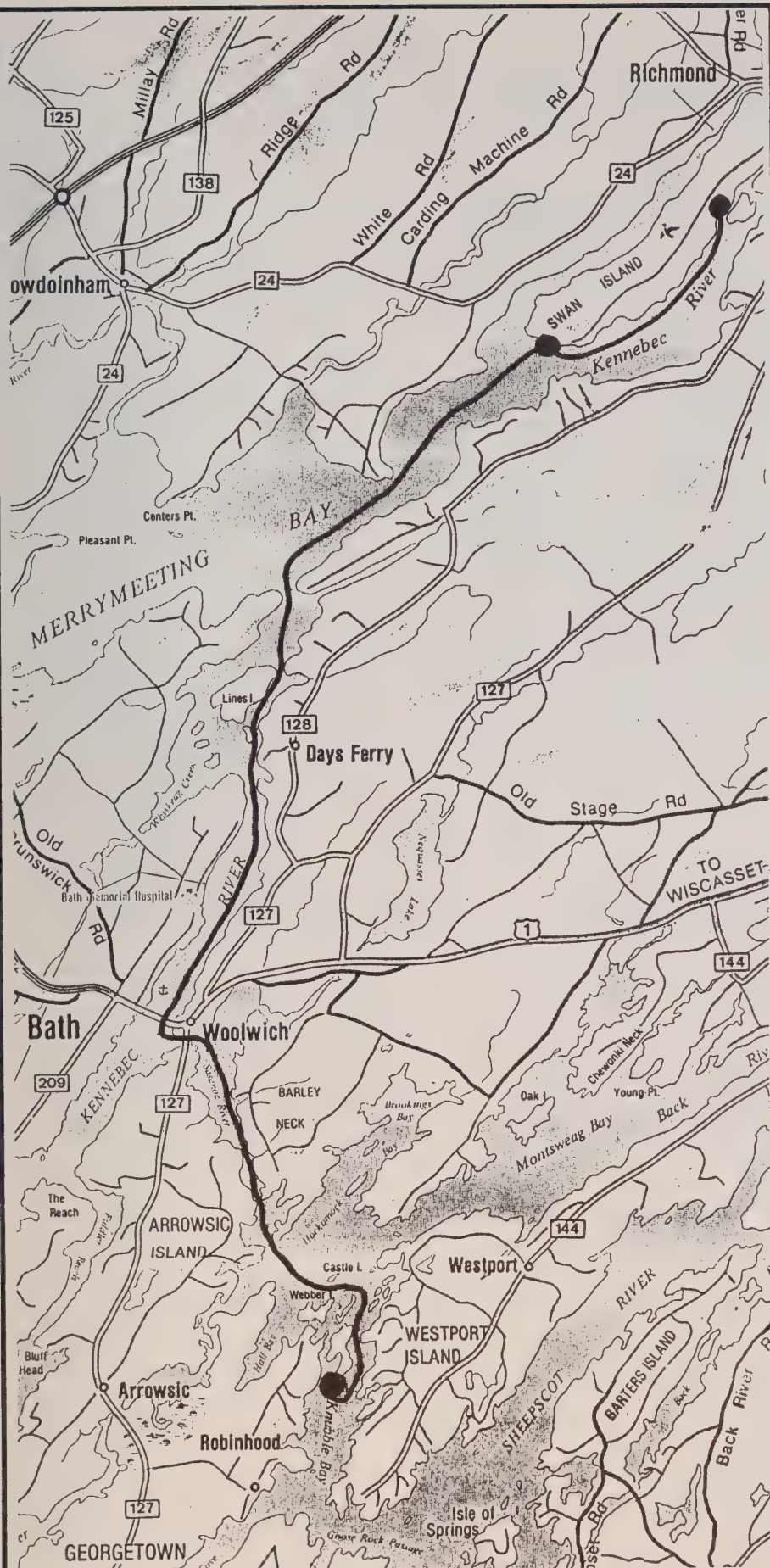
This trip started off a most enjoyable weekend at Knubble Bay. Locals said we had the best weather of the summer. On Saturday we paddled with the incoming tide back up through Hockomock Bay to Upper Hell's Gate for lunch on a ledge overlooking the rapids. We enjoyed the sun and playing in the river currents. We discovered that power boats coming up through the current set up standing waves that were great fun to paddle through, giving the bow partner a lapful of water!

After a picnic on a ledge in Robinhood Cove, we bid goodbye to the many osprey in the area and headed back to camp to pack up for the trip home. It had been a perfect weekend of good paddling in beautiful weather with good friends.

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Halcyon Days

Part 4

by Weston Farmer

'Twas an ideal time for the greening of young designers. A new building surge hit the boat fame along several lines of market interest. One was the standardized cruiser, pioneered by Elco. This company had built 550 patrol boats of 80' length for the British in 500 working days, starting from scratch. This proved that wooden boats could be mass manufactured, and Elco came out after the war with their popular stock 34' Cruisette.

MOTOR BOAT magazine helped pioneer this movement in 1919, presenting plans for Everybody's Cruiser. Up until that time every power boat had been custom-designed, custom-built. Everybody's cruiser was a revolutionary idea.

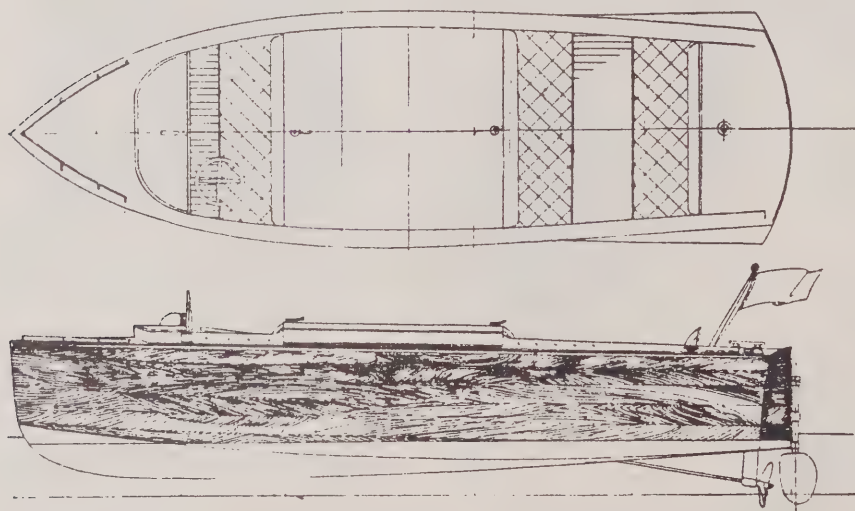
Another product of the war was a glut of surplus Curtiss OX-5 airplane engines which were sold in carloads, brand new, for \$50 each. A Hispano-Suiza 180 to 200 hp, original cost, \$5000, could be had for \$200. These made possible the \$1500 to \$2000 mahogany gentleman's runabouts of which Ramaley built and delivered one a month.

The exciting speeds of these boats entranced a new boating public which had left city and farm during WW1 to see how things were done in Gay Paree - which generally was faster. A desire to own such a boat - provided she was cheap enough! - gripped this new influx of sportsmen.

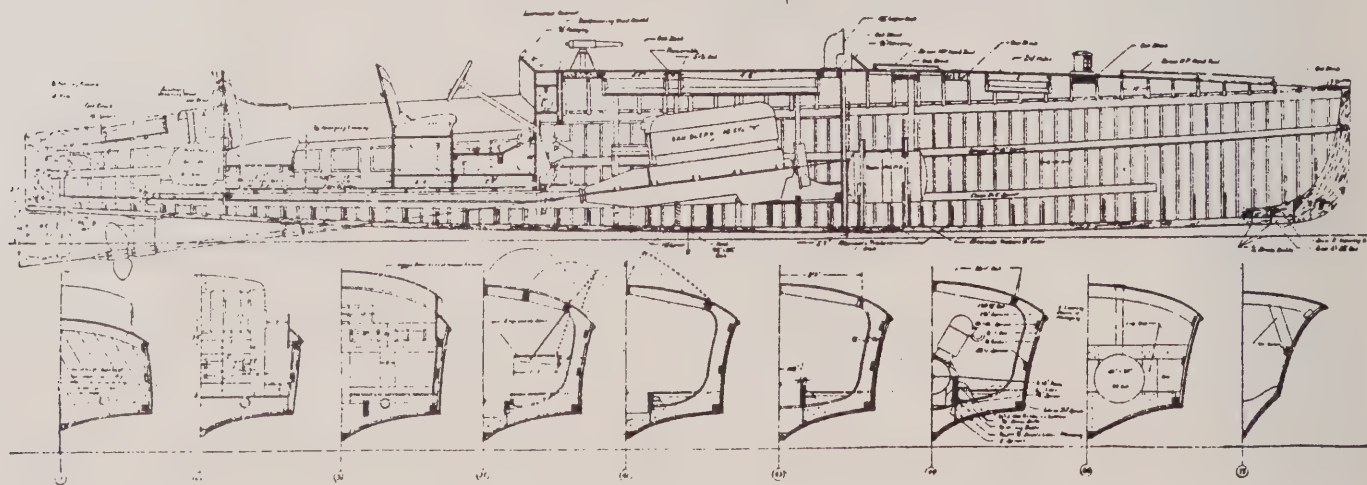
There was a parallel development in the high speed hydroplane

world. In 1912 the British Challenger for the Harmsworth Trophy, MAPLE LEAF IV, had followed the multi-step idea originally propounded by W.H. Fauber, an American expatriate and engineer living in Paris. MAPLE LEAF IV lifted the harmsworth so handily that step boats became the fad. Boats were now designed to go over the surface of water instead of through it.

This gave naval architects a new goal to shoot at: the first mile-a-minute motorboat. MISS MINNEAPOLIS, built by Chris Smith of Algonac for the Minneapolis Athletic Club, hit this mark in 1916. The one-step hydroplane became the boat of development. The Mississippi Valley Power Boat Association held regattas up and down the Mis-



The 22' Ramaley OX-5-powered mahogany runabout at left was designed by the author for Winfield Wood 52 years ago. She is typical of boats built at the Ramaley Boat Works in the 1920s. Below, Philip Little, Jr. designed this 44' four-passenger mahogany runabout in 1916. She, too, was built at the Ramaley yard. Powered by a 600-hp V12 Van Blerck engine, this speed wagon was capable of 40 mph.



Mississippi valley which exposed exciting motorboating to grandstands of thousands. The step hydroplane fever spread to all sections of the country, even affecting old salts in Maine, as the W.H. Foster drawing on these pages shows.

On the horizon there was still another development that nobody at that time took seriously. This was that substitute for a pair of oars termed an "outboard engine." Up until that time, Charles B. Waterman's vertical outboard motor, introduced in 1907 as a rowboat clamp-on, and followed in 1909 by Ole Evinrude's flat-mounted powerhead and better engineered engine, had been hard-to-start knuckle-busters designed to eliminate the chore of rowing over to get Dad on the 5:15.

These engines originally weighed 85 lbs in 2 hp form, or about 40 lbs/hp, giving at best 5 or 6 mph.

When the Lockwood-Ash Company, inboard two-cycle engine builders, finally produced a twin-cylinder outboard motor light enough to place a one-man 4' 8" scow at 20 mph, the pent-up demand among people who had watched the fast new boats go by but couldn't afford one turned the boating world nuts. Portable power boating was born! For a few hundred bucks, Joe Blow could get the same fast ride formerly limited to men of big purse.

Outboards quickly became the healthiest sector of boating, arterially fed by many experimenting designers. Power increased rapidly, and for ten years this is where most new money was made in the boat game.

I found myself in on these developments, laying down a new high speed boat of some kind every month, paying out of my own pocket for side experiments I fed into workable improvements in designing larger, and faster, motorboats. I had "paid my dues" as an apprentice, and had discovered a lot of behavioral anomalies to which I wanted answers. Within two years, I found my boats competing in Gold Cup races against the work of John Hacker and George Croch. Halcyon days, to be sure!

(To be continued)

Weston Farmer had been an active naval architect and marine engineer since his days as an apprentice in Jean Ramaley's boatshop. In fifty thousand hours before the drawing board in 22 yards on both coasts, he had designed everything from fast launches to Elco cruisers to large diesel yachts. "Halcyon Days" will continue next issue with a look at the men and the machinations of a typical 'twenties boatbuilding operation.



The hydroplane idea reaches the Maine coast

"Ahoy there..."

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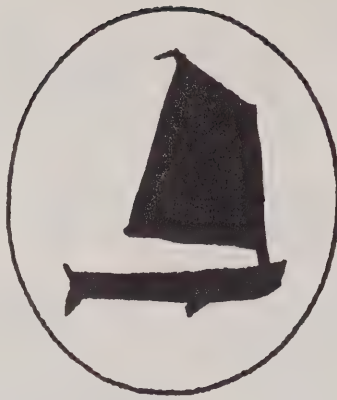
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The Herreshoff 12.5 pretty well filled up the main bay of Dick Ryder's shop, a basement garage workshop beneath a presently empty souvenir shop on Rt. 1 in East Lyme, CT. There was just enough room overhead with the keelboat on a cradle/dolly for Dick to get inside to work. At about 6'3" Dick was not too far below the overhead floor beams and heating system ducts himself. "It has low overhead," Dick remarked wryly, "in several ways." His rent is very low, appropriate scale for the boat repairer and would-be builder.

Dick Ryder has been working at this more or less full time for a couple of years, after spending a few preceding years after his retirement from the U.S. Navy working in nearby boatyards doing boat repairs. He decided to set up his own shop when he had the opportunity to take on the exclusive responsibility for the maintenance of one man's yacht, and has fleshed out the lean periods doing interior household joinerwork, kitchen cabinet type of stuff. He also has eased into sign carving as his landlady has such a business and began to farm out some of the work to Dick. But it's boats Dick wants to build.

Repairing boats is the usual entree into boatbuilding for a living, there's always many more existing boats in need of work than orders for brand new wooden craft. Dick accepts this but isn't too happy with some of the repair jobs he gets. "The owners just won't okay my doing what ought to be done," he explains, "so I have to fix what they want fixed and let other problems I see go unattended." Dick is sort of a fussy guy about his workmanship, he is very candid about this. "This transom (on the Herreshoff) is about 85%," he estimates. It looked pretty damn nice to me, but Dick saw the little things in the job he knew he didn't like. In part this dissatisfaction was due to being unable to also repair adjacent problems which affected the transom installation. "In the lazarette under that stern seat are some cracked frames," Dick pointed out. "I can't close up several wide seams on the topsides properly without sistering those frames and pulling the planks back into shape." So he had to fit the transom to this existing problem. "This year it's the transom, next year those frames," Dick says. The lady who owns the boat just won't go for more it seems.

Dick gets maybe too involved with some of the boats he repairs. On this one, a nice but neglected classic, he just hates to see the remaining problems ignored. And his creative tendencies got a rude shock too. He decided to carve a small half hull model of the boat from some of the old transom, mounted on a bit of the planking



Report by Bob Hicks
Photos by Bob Hicks & Dick Ryder



Ryder & Son Woodworking

also removed, as a bit of a memento for the owner. Not a big artistic thing but a simple little effort. Just as a gesture, not part of the bill for the work. Well, he showed the partly completed model to the lady and she said, "Oh, I don't care anything about that!" Nope, she just wanted to go sailing this summer in a boat that probably wouldn't sink.

Dick's building has been pretty much small scale, he's built a 12.5' Yankee Tender from the WOODEN BOAT plans (an enlarged Asa Thompson skiff), a 7.5' Atkin tender, a 16' dory skiff by John Gardner with a well mounted outboard. His repairs are larger scale, typically. Out in the yard he's replacing the bottom planking on a 30 foot plus lapstrake planked power cruiser and his custodianship of a 36' Alden yacht is carried on over at the boatyard where the owner keeps it. When that originally was set up, the owner asked Dick if \$10,000 up front would be enough to get him going! Dick was appalled at the sum. He's as picky about his record keeping and char-

ges on this ongoing commitment as he is about his workmanship. He provides the owner with detailed statements of account, does not mark up the supplies and materials he purchases, and charges his regular hourly shop rate of \$16. Dick loves the boat and the steady ongoing commitment and the owner's willingness to do things RIGHT!

Ryder & Son tends to imply an old line shop, in fact some people have assumed Dick is the "son" of a now retired "father". Not so. Dick's son is just entering his teen years and is an adopted youth. Dick added him onto the "company name" as a gesture at bolstering an insecurity that seems to be inherent in the adoptive relationship.

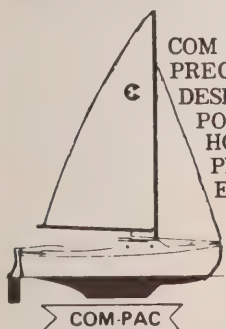
The shop is a clutter, of course, the shop tools in an ell off to one side of that garage bay where the boat being worked on resides. Most of his tools are very second hand, some he built himself from motors and components. The planer is the only new unit, he was unable to find a decent used older type. He prefers the heavy cast iron tools and his bandsaw, sanders and such are all of that ilk. On the walls hang various artifacts Dick has collected in his boatyard travels, interesting hardware items, old nameplates, memorabilia. On one wall, under a heating duct, hangs a half model he did which he subsequently decided wasn't worthy of a more prominent placement.

Dick recently did a half model of his father's sport fisherman and gave it to him as a gift. "I guess he liked it pretty much," Dick ponders. His father still runs his fishing boat out of Yarmouth on Cape Cod taking out party fishermen in season in the immaculate wooden boat of traditional lobster-boat lines. Dick's brother has been in commercial fishing but recent collapse of the fisheries has made that livelihood a precarious one and the investment in the bigger boat and gear is substantial.

So Dick Ryder carries on with his "retirement" business. His military pension provides a safety net of sorts, basic living expenses. It enables Dick to devote his time to his chosen work. "I try to stay out of the shop on Sundays," Dick admits, but with a sheepish smile goes on, "but I find myself coming over here for something or other and hating to leave." He works alone, by choice, not only economics but personal preference. With his radio tuned in to local classical music, his project of the moment before him, surrounded by his woodworking equipment and beloved wood, Dick Ryder is steadily moving towards a long held dream, building boats as a trade and building them RIGHT, to his own demanding standards.



Top: Dick gave this transom replacement about an "85%". It looked pretty good to me. A piece of "distressed" wood has artistic possibilities for Dick. The Yankee Skiff in a nice breeze. The Gardner dory skiff with in board outboard, a trim powerboat of traditional type.



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Michael Porter is still building dories, but...

Mike Porter builds wooden boats on Chebeague Island in Casco Bay. I've been meaning to go out there and see what he does, something about a traditional boatbuilder working on an island stirs the romanticism within me. But I haven't yet got to it. So I asked Mike a while back what he's been doing lately. When he got a chance to reply, this was what he had to say:

"It's not that I'm not interested in telling you what I'm building, it's just that I've been very busy since my whole planned schedule is about 6 months out of whack. I spent last summer unexpectedly doing all the follow-up work on that 60' cutter, AMERICAN PROMISE, which is now well past the mid-point of a single-handed non-stop circumnavigation of the world. This paid pretty well, of course, and was an exciting project to be involved with, but it did put a crimp in my building plans

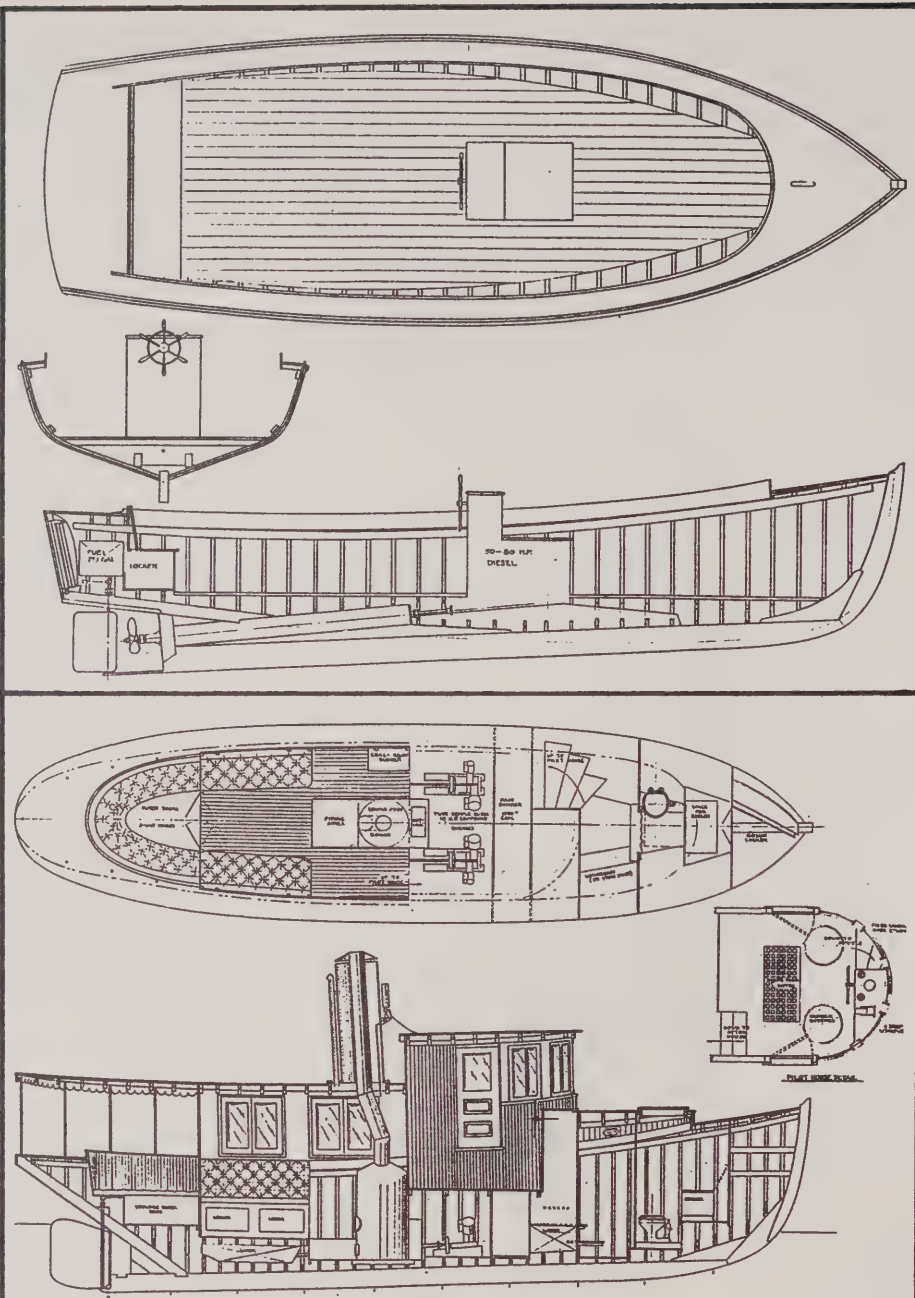
Then, just after we got her away (oh, yes, she went ashore in Gloria and I got her off and organized the repair and refitting work) it turned out that the auto-pilots were underdesigned and would not work in severe weather. This meant the boat had to put in to Bermuda and I went down there for what was going to be a weekend, but turned out to be three weeks, to re-design the system and install new parts.

It was a relief to get back to the shop and set up the 26' powerboat I had planned to build over the summer. She's now about half planked and will be ready this Spring. She will have a 100hp Cummins diesel and should go like hell. I've built her on spec but I would think she'll sell pretty quickly.

Next up will be a 35' steamboat, pilot house and all. This is a big project and it has already taught me a lot about engines, plumbing, etc.

I'm still building dories and other small boats (the John Gardner semi-dory sells pretty well) but the market for them is not what it was."

Well, that 35' steamboat means that this is the summer I go visit Chebeague Island, I'll just put in my sea kayak near Yarmouth and paddle over of a fine summer day. There'll be a story.



Top: Mike's 100hp diesel powered 26 footer. Middle: The upcoming 35' steamboat to be built this summer. Below: The John Gardner semi-dory is a good seller for Mike.



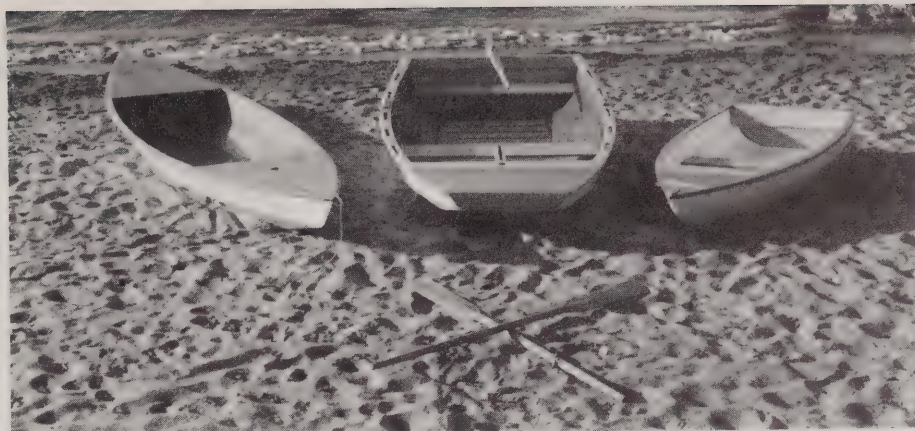


Designed by Eye

Over on the northwest coast of New England, St. Albans, VT, on Lake Champlain, Fred Shell has set up shop to build his line of "designed by eye" kit boats for easy home building by persons with very limited woodworking skills. Fred means it when he says his boats were "designed by eye". He became enthused about the Scandinavian small boats he saw on a European trip that had been so designed, such as the Norwegian holmsbuprams, the builder starting with an idea of what he wanted and then taking up appropriate wood and going to it, setting up a keel plank that looked good to him, then following up from there.

Fred's been a potter in the past, out on the west coast of the country, and has an "eye" for form and function that he says helped him to adopt this European method for boat building. He moved to the Puget Sound area and got into building his own designs. But he found he had more interest in his products from the eastern part of the nation, so he relocated to Lake Champlain to be on the "west coast" as best he could. The summer hot weather of potential southern locations was not attractive to him, so he chose to weather the hard winters of northern Vermont.

Fred's boats are available as complete kits or as complete boats. He is selling boats now through a



From left: The 14.5' sailing skiff, the Sea Shell pram, the Merrily skiff.

dealer network, but the kits still come directly from him. Each kit has everything one needs in it except the epoxy glue and paint. All the parts are not only cut to shape and size, but beveled where required and predrilled where holes for fastenings, etc. are needed. The glued joints are "clamped" by screws and it is possible, Fred says, to build a Sea Shell in two working days if one is driven, excluding painting and varnishing.

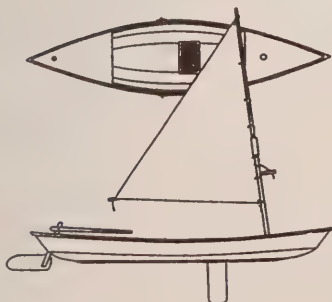
Fred's line, all originally designed by eye by building a prototype, includes 8' and 10' Vlet prams of Dutch type, with sails; 8' and 10' Merrily skiffs of finer line than the Vlets, with sails; a bigger 14'6" double ended sailing Skiff; and 12' Swifty, for sail or oar or motor, a beamier craft. Af-

ter Fred built each of the prototypes, each assembled without glue, he then took them apart and used component parts from the approved final design for patterns for the kit pieces. In effect, Fred pre-built the original "kit" so the pieces you put together are sure to fit as intended.

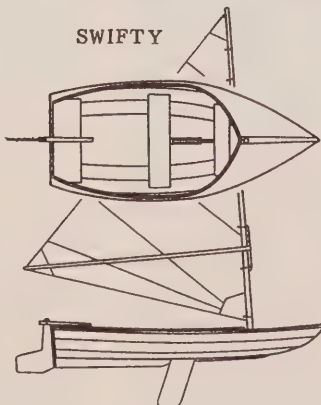
Fred plans to have his boats at the Small Boat Show in Newport in May. The kit prices run from \$375 to \$600 complete, including sails for sailing models. Finished boats are roughly twice the price of a kit. Fred Shell seems to have come up with a unique idea, adopting an old European custom of boatbuilding by eye and turning out easy to build kit boats for untrained U.S. small boaters. Look him up at Newport.



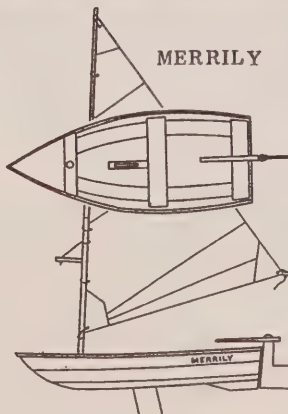
SAILING SKIFF



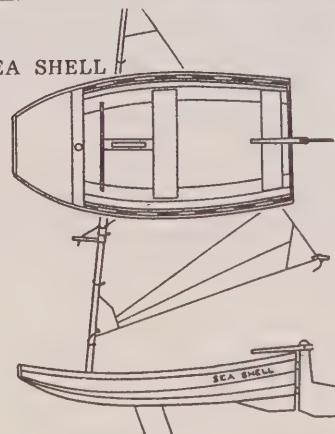
SWIFTY



MERRILY



SEA SHELL



CHAPTER XIII

As we passed north of the point we turned our course westward to Bristol Ferry. After discussing our route we had decided not to explore the inlets which opened from the north end of Mount Hope Bay, for the wind would be against our coming back, and before it changed there would be rain, most likely, and we didn't want to find ourselves storm-bound. We could sail westward across the wind to the north end of Prudence, and after staying there as long as we cared, could lay our course straight for home and get there in a little more than an hour.

It was a close-hauled stretch from the point, but the waves weren't high enough to wet us much with Aquiday on the windward. After passing the Ferry we had a pretty stiff bit across the middle passage, but the course was less to the southward, so I could start the sheet out a few inches and she dashed along finely; we didn't feel the need of a bigger sail then. I steered for the old works which I had likened to a steamboat as seen from the north, and in due time we pulled up the leeboard in the calm stretch of water along the north shore, and beached the TRITON a few rods from the gray wooden structures on the bank above. The place was open to the entrance of whoever chose to come; we rambled around, inspecting the rusty steam-engine and boiler, and the pipes which led from it to rows of great vats where the tons of "menhaden" or "moss-bunkers," brought in by boats, were steamed. The works had been out of operation so long that all the characteristic odor had departed on the breezes of years ago. What seemed from a distance like a steamer's iron smoke stack, proved to be a tall, square brick chimney. Joe said he'd like to start a fire and see if the engine would work.

"You'd have to find some way of getting water into the boiler, first," said I. "I'd want a telescope to look on with, the boiler'd go before you could get that rusty machine to budge."

Then we sailed up to Potter's Cove, and landed on the long, curving, slender sand-spit of Gull point, which encloses it on the east. Here I stumbled on a number of curious angular plates, indented with depressions forming a sort of regular pattern; they were like the plates on a turtle's back, but were bleached white, and were thick and bony in substance. I carried them home and found out afterward that they had formed part of the armor of a sturgeon, one of the few survivors in this age of the fish-forms of by-gone geologic epochs, when the finny tribe wore thick plate armor instead of filmy scales.

Embarking again, we coasted

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



around the outside of Gull point, and up to the north point of Prudence, from which we commanded a view of the whole upper bay. The sky was getting quite overcast, but gleams of sunshine streamed down here and there, touching some of the distant white sails and bringing them out with dazzling distinctness, while others showed dark against the horizon. To the south-west, within half a mile, lay Patience Island, less than a mile square, with a narrow channel separating it from Prudence.

"Let's land on Patience, too; we're not far off," I proposed.

"We'll have to beat down to it," said Joe.

"Yes; but we can make most of it in one slant; and all in the lee of the island, so we won't get splattered. Come on!"

And we did; in a few minutes we could look down between Prudence and Patience and see the little island of Hope, nearly four miles south; and the hazy heights of Conanicut, two miles beyond. Then the vista closed in again, as we scudded to the west, heeling over to the breeze notwithstanding the weight of both of us to windward, with the wavelets "chock-chock-ing" against the port bow. It was pleasant sailing, and it didn't seem long before we were standing on the north-west point of triangular Patience.

From here, we could look far westward, past Warwick light to the inner end of Cowaset Bay.

"We'll go in there, some time," said I. "I wish we could to-day; but there isn't time now to see as much as we'd like without staying till to-morrow; and if we did that, 'twould rain, sure!"

"There's a steamboat, coming from Rocky," observed Joe.

On she came steadily, right in the teeth of the wind, without seeming to mind it at all. She passed not far off, on her way be-

tween Prudence and Conanicut to Oldport; we could read the name plainly, BAY QUEEN.

"How many islands does this make?" said Joe. "Let's see: Hog, Aquiday, Gould, then those little ones in the Cove."

"Better count all those together as one," I suggested.

"Well, that's four, then, and Prudence and Patience, six. But Prudence and Aquiday we've been on before."

"Not quite one-third," said I, "but it's a pretty fair beginning."

We walked down to the shore, and in another minute were pointed for the mouth of Pierhaven River, far and hazy across the bay, looking as soft and remote as these island shores - now so near and distinct - were wont to appear from there. The wind was on our quarter, the best point for the TRITON's speed, and the water boiled and bubbled furiously from under her stern.

"She's running right along," said Joe; "she seems to like the idea of heading for home, like a horse that smells supper."

"She'll be a deal farther from home yet than she has been this time," I asserted.

As we got away from the lee of the islands, the waves grew and grew behind us, and in less than half an hour we were sliding and swooping, as on Seaconnet River in the morning.

"There comes the RICHARD!" said Joe.

She was heading across our course, down toward Bristol Ferry, but at such a distance that we seemed likely to cross her bows. But, fast as we were going, the steamer went a deal faster; and it began to look as though the big and little craft would meet at a common point, in which case we would get decidedly the worst of it. This was one of the largest boats plying on the bay; a doub-

le-ender, like a ferry boat, having a pilot-house at each end. The walking-beam, swiftly see-sawing, flashed as a gleam of sunshine struck it; the smoke-stack was nearly in a line with it.

"We'd better not try to cross ahead; it's a rather close calculation, and we don't want to make a mistake," said Joe, who was steering. "I guess I'd better fetch around, though I don't like to very well, in this sea."

But there was no need; in another moment we could see that, as the steamer rapidly approached, the space between the smoke-stack and the walking-beam was increasing; her speed so outreached ours that she would be sure to pass in front.

On she came, the throb of the paddle-wheels now sounding above the rush of the white-caps around us. Now our sail began to hide her; I crouched and looked under it; she was rushing by, scarcely more than her own length away. How the paddles flew! What short work they'd make with a boat like ours! The pilot was regarding us; so were the few passengers; how little our craft must have looked, tossing about below them.

But ampler tossing was awaiting us. "Look out for whakers!" cried Joe. "Come aft!"

The steamer had swept by, but foaming ridges curled away from behind her, and came for us tumultuously, the crests leaping high as they met the surges raised by the wind. Thump! against the bow, raised by our weight at the stern, now lifted still higher by the swell, till it pointed to the sky. The burst of spray flew all over us, but by that time the wave had passed under; then came the smaller rudder swell, and it was all over. We looked right and felt at the foaming track, rapidly being effaced by the waves.

"I'd liked to have seen how that looked on board the steamboat," said I. "They must have thought we were swamped."

"Well, 'tis rather swampy aboard," said Joe; "and I believe I'd as lief have seen it from somewhere else, too. That salt water they hove on us is mighty wet."

I got the pan from up forward, and bailed her out. Then I took the helm and gave Joe a chance to rest.

As we drew near the point where Pierhaven River merges into the bay, a short stretch of low, light-grey cliff could be seen on the east, rising from the shore. About this time, it occurred to Joe that he would like a drink; so he inverted the jug over the cup, and found it to be nearly empty. He took a taste of what had trickled out, and threw the rest overboard.

"I'm not thirsty enough for THAT, yet!" he said. "We can get to Peck's Rocks, easy; let's go there and load up this jug."

I relaxed slightly the strain on the steering-oar, and the TRITON turned her bows from the light-gray cliff.

As we neared the shore, we could see that the waves were dashing along it in a way that would grind the boat unpleasantly on the large gritty stones and sharp rocks of that region; but a little to the south a wall was built out to a great boulder that rose above water a few yards out, thus forming a breakwater just large enough to afford the TRITON a comfortable berth. Here she was beached; and, taking the jug and cup, we made our way over the jagged rocks to the northern extremity of the cliff - which was little more than ten feet high - and sat down beside the basin of Peck's Rocks Spring.



It flows out from a small cleft at the bottom of the rocks, and, filling the basin, slips away over the rock-slopes and among the pebbles into the bay. At its source, the rocks are hidden by the thick growth which springs from around it. How many thirsty boatmen have landed at that spot! Toward the end of a dry summer, its rill sometimes runs low, but it is always as cold as if fed by a melting snowbank, hidden away in the bluff. It can make your hands ache, in a minute or two, on the hottest day.

Joe drank, with much satisfaction; then I took my turn at the cup, while he proceeded to munch a sandwich he had brought with him from the boat. Then we concluded to go back and bring out satchels, which were now getting tolerably light, and we made a good meal by the spring, while the beams of the low sun shot between the clouds, across the bay, and made glittering paths on the wave-crests.

The journey up the river was made "without incident," as the phrase goes; and we left the TRITON comfortably secured at the familiar moorings, and walked up the wharf with our various "traps," and our added stock of experiences.

To be continued.



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WHAT'S HAPPENING?



MAINE CANOE SYMPOSIUM

MAINE CANOE SYMPOSIUM

L.L. Bean has upgraded its annual spring canoe day into a three-day weekend symposium patterned after the very successful sea kayak symposium they host in August at Castine. The Canoe Symposium is scheduled for June 13-15 and will be at Camp Winona on 12 mile long Moose Pond in Bridgeton, ME. Saturday and Sunday will be fully scheduled with instruction programs and on-the-water instruction by a number of well known canoe experts. There will also be plenty of canoes available for try-out from many manufacturers. The registration is limited to 300 participants at a \$40 fee. Persons just "showing up" unregistered will not be able to be accommodated. For the full details, write to L.L. Bean Canoe Symposium, Freeport, ME 04033, requesting the brochure. Registration deadline is June 1st, the first 300 to register will be accepted. Accommodation and meals will be available in the area, not included in the registration fee.

SOUTHEASTERN MASS CANOEING

The Southeastern Massachusetts chapter of the Appalachian Mountain Club has set up its 1986 schedule of canoeing outings, mostly local flatwater and tidal paddling. For whitewater, they travel inland to suitable rivers. Interested canoeists are invited to take part and should contact the trip leader for the chosen event.

APRIL 26: Tidal flatwater on the Herring River in Harwich, about 6 miles on a narrow winding stream. Contact Bub Carter at (617) 398-2605 or Anne Mitchell at (617) 587-3078.

MAY 3&4: Canoe camping weekend on the Wood River in Rhode Island, a joint outing with the Narragansett AMC Chapter. A \$10 advance deposit is required by April 25th for necessary reservations. Contact Bob Milburn at (617) 294-0875 or mail deposit to him at 21 Elm St., Halifax, MA 02338.

MAY 10: Tidal paddling in Barnstable harbor and the channels in the extensive saltmarshes. Good birding. Contact Ann White at (617) 888-4669.

MAY 18: Flatwater paddling Walkers Pond and connecting Upper and Lower Mill Ponds in Brewster, about 2.5 miles. Contact Barbara Hughes at (617) 362-3954.

MAY 24-26: Holiday weekend canoe camping trip to Battenkill River in Vermont with day trips on the river. A \$10 advance deposit is required for necessary reservations by May 17th. Contact Bob Milburn at (617) 294-0875 or mail deposit to him at 21 Elm St., Halifax, MA 02338.

KENDUSKEAG STREAM CANOE RACE

The 20th Annual Kenduskeag Stream Canoe Race is on for April 19th at Bangor, ME. Classes for one and two person canoes, kayaks, miscellaneous craft, war canoes, families and women are provided. The course runs several miles downstream from Kenduskeag to Bangor with several portages, some optional to bypass whitewater. The entry fee is \$10 at sign-up on the morning of the 19th at Kenduskeag from 7-9 a.m. The event is sponsored by the Bangor Parks & Recreation Department and draws a very large turnout. There will be a pre-race breakfast from 6-9 a.m. at the Kenduskeag Grange Hall for those interested. Sorry, no phone was supplied for information. Platt Monfort has done this one in his fabric covered geodesic canoe and says it's great fun.

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.

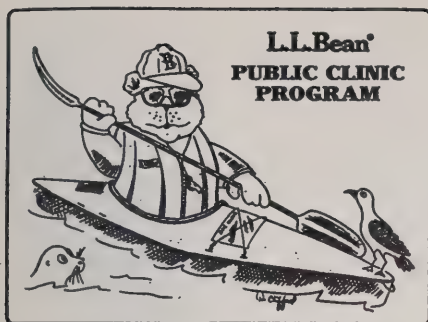
Cape Cod Frosty CLASS ASSOCIATION NEWS

FROSTIES HOST 2ND ANNUAL NATIONALS

The Cape Cod Frosty Class Association wraps up the winter/spring 1986 season with their 2nd Annual Nationals to be held on May 3rd and 4th at the Hyannis Yacht Club in Hyannis, MA. Each day will feature four races with overall winners determined on best 3 races each day. Saturday's events go off at 10 a.m., Sunday's at 1 p.m. with skippers' meeting prior to each day's racing. If you want to know more about the big one for these 6' sailing dinghies, call the Frosty Hotline at (617) 432-0268 or (617) 432-3704.



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L.L. BEAN PUBLIC CLINICS

L.L. Bean of Freeport, ME, has a long calendar of public clinics scheduled for this spring, a couple of these of some interest to you, perhaps.

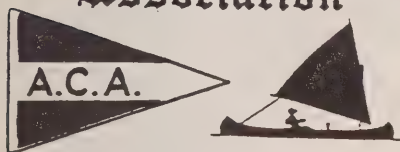
SEA KAYAKING MINI-SERIES began April 9th (too late we heard) with Selecting Equipment. You might catch the April 16th meeting on Tandem Touring. On April 23rd the subject is Exploring the Maine Coast and on April 30th, Overnighting. All take place at the retail store in Freeport at 7 p.m., no pre-registration or fee required.

THE ALLAGASH, ST. JOHN & WEST BRANCH, a presentation by Garrett Conover is on April 17th at 7:30 p.m. at the Casco St. facility.

COASTAL NAVIGATION FOR SMALL BOATS is scheduled for May 5th at 7:30 p.m. at the Casco St. facility.

For more details or to confirm each clinic prior to travelling to attend, call L.L. Bean Public Clinics at (207) 865-4761, ext. 2106.

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).

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.

CONNECTICUT RIVER ROWING & PADDLING RACE

The Connecticut River Oar & Paddle Club has plans for a 4.5 mile downriver race on May 10th on that river, from the Essex Boat Club to the Persson Yard in Old Saybrook, following the west side of the river channel. Classes for canoes, kayaks, racing and recreational shells and traditional rowing boats will be offered. For further information call (203) 388-2343 weekdays.

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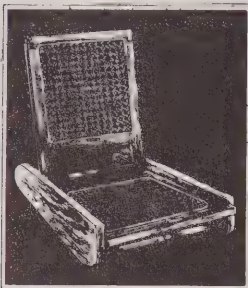


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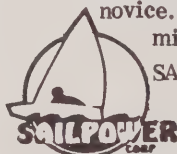
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CCRA RACE PACKET



CCRA RACE PACKET

The Connecticut Canoe Racing Association has published its 1986 RACE PACKET, a 40 page booklet with all the information on scheduled races, both paddling and poling, cruises and clinics. All classifications are described, and applicable rules and regulations detailed. If you think that canoeing in Connecticut with this club of over 200 members sounds attractive, contact Greg Latsha, 5 West Granby Rd., Granby, CT 06035 for membership application. Dues are only \$10 annually for an individual, \$15 for a family. The race packet distribution is limited to members due to the cost of publication.

APRIL 26: Quinebaug Canoe Race, a 7 mile flatwater race for o-



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.

pen canoes and downriver kayaks on the Quinebaug River in Canterbury, CT. Contact Jay or Jan Pollock at (203) 376-3311.

MAY 3: CAMSPTO Canoe Race, a 9 mile flatwater race for all CCRA classes of canoe and kayak on the Farmington River in Farmington, CT. Contact David or Carrie Sinish at (203) 693-0073.

MAY 3: Cruise at 9:30 a.m. on CAMSPTO race course noted above in CCRA war canoe or your own boat.

MAY 7: Rainbow Canoe Race, a 6 mile (3 miles for novices) flatwater race for all CCRA classes of canoe and kayak on the Farmington River in Windsor, CT. Contact Geoff Latsha at (203) 653-4312.

MAY 10: Central Connecticut Poling Slalom Clinic at Still River, CT, a training session for those interested in poling. Contact Keith Inrig at (203) 827-9823.

MAY 17: Connecticut State Whitewater Championship Canoe Race, a 10 mile whitewater race for canoes and kayaks on the Housatonic River in Falls Village, CT. Contact W.R. Tingley at (203) 364-5321.

MAY 17: Poling Clinic on the Nexcopec River in West Hazelton, PA. Contact Harry Rock at (201) 769-5345.

MAY 24: Poling Clinic on the Schuylkill River in Reading, PA. Contact Harry Rock at (201) 769-5345.

MAY 31: Middle States Divisional Poling Championship, on the Schuylkill River at Philadelphia, PA. Contact Harry Rock at (201) 769-5345.

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 beginners, by appointment.

NAUTICAL FLEA MARKET

The East Hampton (L.I.N.Y.) Town Maritime Museum will hold its second annual nautical flea market on May 24th, rain or shine, from 10 a.m. to 3 p.m. on the grounds of its Boat Shop, Commercial Dock on Three Mile Harbor in East Hampton, NY. A variety of nautical gear, boats to model boats, hardware, books and magazines, tools, fishing gear, will be offered and participants are invited to inquire about displaying their surplus gear for sale. Contact Mary-Jean at (516) 324-6850.

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22

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 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.

MAY 3: Nemasket River, 11 miles, in at Old Bridge Rd., out at Titicut St. bridge. Call C. Clark at (401) 625-5045.

May 10: Wood River, 7 miles, in at Rt. 165, out at Wyoming. Call D. MacQuattie at (401) 246-0449.

MAY 17: Canoe Jamboree at Lincoln Woods. Call G. Point at (401) 246-1356.

MAY 17-18: Quinebaug Camping, pre-register one week early. Call S. Cournoyer at (401) 831-2880.

The Association has also established a whitewater schedule, just recently received here:

APRIL 19-20: Blackwater River Class 3, call S. Cournoyer at (401) 831-2880.

APRIL 26-27: Black River, Class 3, call B. Chabot at (617) 995-1360.

APRIL 26-27: Hudson/Boreas River, Class 4, call D. Pineo at (401) 353-6547.

APRIL 27: Farmington River, Class 2, call B. Strawn August at (401) 725-3344.

MAY 3-4: West River, Class 3, call P. Marshall at (617) 998-5074.

MAY 3-4: Swift River, Class 4, call D. Pineo at (401) 353-6547.

MAY 10-11: West River, Class 3, call D. Rego at (617) 996-6893.

MAY 10-11: West River, Class 4, call D. Pineo at (401) 353-6547.

MAY 17: Canoe Jamboree at Lincoln Woods, call G. Point at (401) 246-1356.

May 17-18: Quinebaug River, Class 1-2, call S. Cournoyer at (401) 831-2880.

MAY 17-18: Saco River, Class 3-4, call B. Chabot at (617) 995-1360.

MAY 17-18: Rapid River, Class 4, call D. Pineo at (401) 353-6547.

MAY 24-26: Blackstone River, Class 2-3, call B. Strawn August at (401) 725-3344.

MAY 24-26: Leader's Choice, Class 3, call K. Bruce at (617) 993-8869.

MAY 24-26: Kennebec & Dead Rivers, Class 4, call D. Pineo at (401) 353-6547.

MAY 4: Invitational scale steam, electric, sail, Medfield, MA, Jack Sullivan, (617) 668-7163.

MAY 10: Seebauer Memorial, Class M, Central Park, NY, Madeline Tucker, (212) 874-0656.

MAY 18: Reservoir Fun Race, any boat, Rhinebeck, NY, Jack Sullivan, (617) 668-7163.

MAY 24: Carlin Memorial, Huntington, NY, Jack Patton, (516) 421-1135.

MAY 26: Memorial Day, any boat, noon start, Needham, MA, Jack Sullivan, (617) 668-7163.

LAKES REGION RC YACHT MEETS

Radio control model yacht racers who summer in the New Hampshire Lakes Region are invited to attend the meets held by the Laconia Model Yacht Club every Saturday at 1 p.m. at the Lake Opechee Community Beach in Laconia, starting on June 7th, and running through September 20th. Any boat is welcomed. Winter contact is Ken Lamb in Melrose, MA, at (617) 665-7505, in summer Ken is in Laconia at (603) 366-5553.



RC MODEL YACHT RACING CALENDAR

The radio controlled model yacht racing is in full swing now, the schedule through the end of May is as follows:

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



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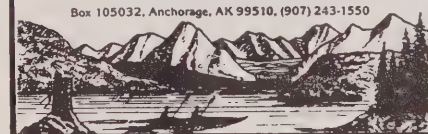


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The Craftsbury Sculling Center on Lake Hosmer in Craftsbury Common, VT, will host a lengthy 1986 season of sculling camps for individuals interested in learning to row the real thing. Both week long and weekend camps are scheduled to accommodate various individual time constraints. The week long sessions begin June 7th and run through September 6th, 13 weeks in all. The fee for these is \$410 except in August when rate goes to \$470. The weekend sessions start May 16th and run through October 11th, 15 weekends in all. The fee for these is \$225. Fee includes lodging, meals, coaching and use of a shell. For the complete brochure write to the Craftsbury Sculling Center, Box 321, Craftsbury Common, VT 05827 or call them at (802) 586-2514.

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.

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 15 & 17: Workshop, "Painting & Finishing" by Paul Bryant. Apprenticeship, 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. Apprenticeship, 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, MAY 2-4

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.



MAY 16, 17, 18, 1986

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.

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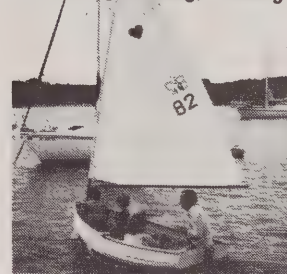
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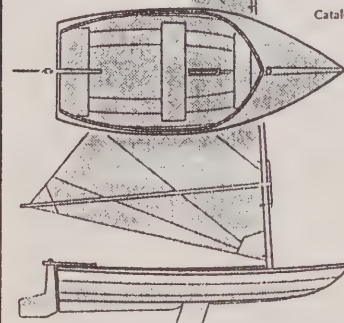
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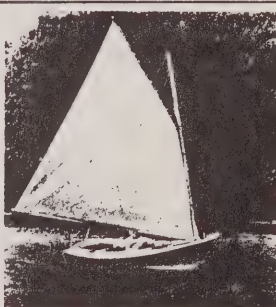
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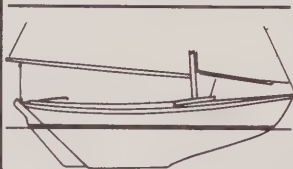


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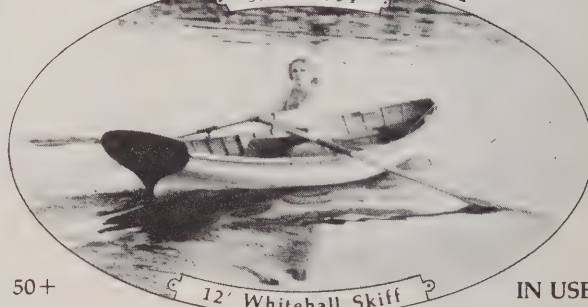
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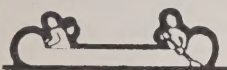
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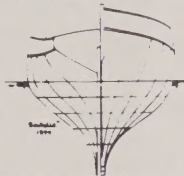
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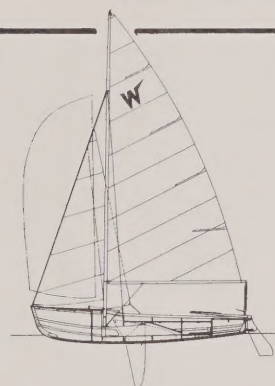
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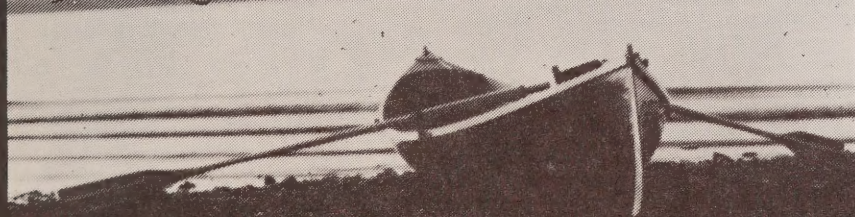
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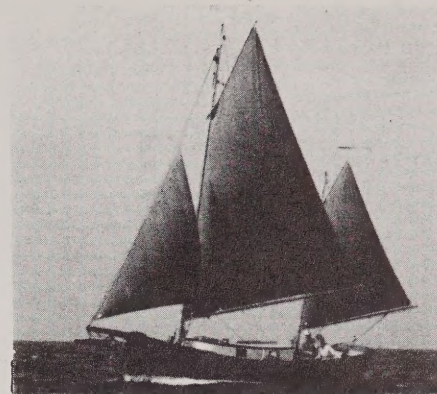
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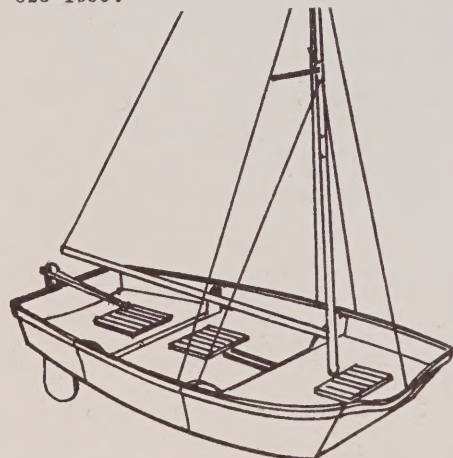


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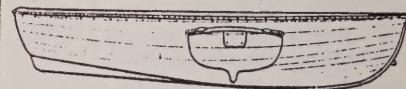
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