

Twice a Month!



messing about in BOATS

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August 1, 1986





messing about in BOATS

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Our Next Issue...

Will feature coverage of the
small boat participation in the July
4th Statue of Liberty Centennial; a
visit to New England's "west coast"
on Lake Champlain for a rowing
race and wooden boat show; the
launching of a "no compromise" 19'
wooden canoe yawl in Albany, NY;
the first of an ongoing series on
access to the water for small boats;
coverage of Marblehead's "Bilgewater
Regatta", and the 50th Anniver-
sary regatta of that town's "Town-
ie" fleet; a look at a dorycycle,
"10 miles on a can of beans"; an-
other Tom McGrath adventure a-
float, this time forsaking his re-
calcitrant Townie; a contemporary
report of an 1877 Atlantic crossing
in a 20 foot boat. You're right,
these'll never all fit into one is-
sue. But we'll do what we can.

On the Cover...

Some of the action at the
"Mad, Mad, Mad, Mattapoisett River
Race" reported on in this issue by
Bob Whittier. This event in south-
eastern Massachusetts, limited to
homebuilt boats capable of navigat-
ing the narrow, shallow, twisty
little Mattapoisett River, has been
going on for 50 years, since 1935.
Good fun messing about in boats.

Commentary

**BOB
HICKS**

In Over My Head

A couple of issues ago I did a
story with the above title on fal-
ling out of my sea kayak in early
May. But this time, I'm in over my
head right here in the office, the
onrush of on-the-water activities
with summer's arrival, combined
with the need to devote time to
some other commitments unrelated
to this magazine, and the sudden
occurrence of a major family emer-
gency, have me capsized right
here. And no rescue is in sight
from others, for this is a one-man
shop (with help from my wife when
she can) and when that one man
gets in too deep, he has to get
himself out.

So, you may have noticed the
last couple of issues have arrived
later than usual and the reason is
this inability to maintain the ne-
cessary pace in the face of onrush-
ing demands on my time. And,
further, this issue you are now
reading, still late, but not AS late
as the last I hope, has a certain a-
mount of "non-time-sensitive" mate-
rial in it. In order to catch up, I
dumped in several articles I've had
around awaiting some space.

Some other articles I had
planned to do for this issue now
will appear in the August 15th is-
sue instead. And that one should
be pretty much back on time be-
cause I'm putting it together im-
mediately after this one goes off to
the printer. No respite. The extra
demands on my time that arose in
June and July have been brought
under control and so I hope to be
back on a "business as usual" basis
for August and thereafter.

Getting out a 32 page issue
every couple of weeks is not nor-
mally burdensome in terms of time
demands. It takes about a week to
put each issue together, typeset-
ting, pasting up, advertising or-
ganizing and layouts, taking to
printer and later checking proofs.
Not a solid week, but a week's time
in all, about 40-50 hours. So with
two weeks a month thus committed,
there remain two weeks for other
things. Mailing each issue takes a
day apiece. Taking care of the dai-
ly mail, answering letters, posting
subscription orders and advertising
orders and payments, these soak up
an hour or two a day. Sending out
sample copy mailings to potential
subscribers requires further time.
Lining up new advertisers is an-
other ongoing time consumer. But
all of these add up to what I'd
think of as a regular job.

This is all time in the office.

The best part of the business is
the field trips, going to events,
occasions, or visiting people who
will become subjects of subsequent
articles. In summer these get to
take up much time, mostly on
weekends. And so I work weekends.
But it's nice work, usually involv-
ing doing something with someone
in interesting boats. When it's o-
ver, I do have to come back and
write it up, get the photos pro-
cessed, and then put it together as
a story for these pages. But it
still is great fun.

This all makes small time
magazine publishing like this a
full time thing. But I'm still build-
ing up the business, aiming toward
a level that will provide me with a
livelihood. Since this is yet to be
attained, and all the family bills
must be paid, I pursue other acti-
vities aimed at generating more
cash flow. Since doing BOATS is
the main thing, I do not try to
hold any sort of outside employ-
ment, too inflexible. Instead, I
find free lance things to do, and
one is the monthly production of a
club magazine for a national group
of nice people who own old "wood-
ie" beachwagons. Another publica-
tion! It fits into my life appropri-
ately, my own skills and existing
facilities. It just takes more time.

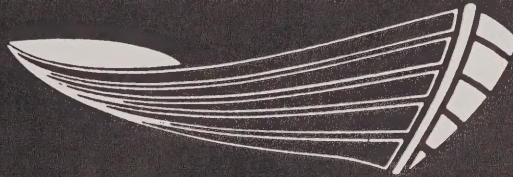
Well, I got all of this into a
systematic form and it goes along
okay. But, there's precious little
remaining time for further de-
mands. And when they arise, oh,
boy!

I decided to talk about this so
that you'd be aware of the reasons
behind the sometimes late arrival of
BOATS, or the failure to come up
with promised articles when plan-
ned. It's not a pitch for sympathy,
because even though I do "work" a-
bout 60 hours a week, the "work"
includes a lot of what anyone else
interested in messing about in
boats would consider as recreation.
And I do. My work includes my re-
creation, and so I complain not at
all. So, no sympathy is solicited. I
just want you to perhaps be more
aware of the nature of this crazy
little business. It is still good for
chuckles here when the letters and
calls come in for the "edito-
r-in-chief" or the "accounting
department" or the "advertising
manager" or the "production ma-
nager" or the "subscription fulfill-
ment manager", or other of those
titles you see in real magazines.
They're all me, here. It's unreal!

I thank you all for the sup-
port that has made living this
dream a reality. Maybe when it
reaches the "livelihood" level, some
of these aberrant conditions will
disappear.

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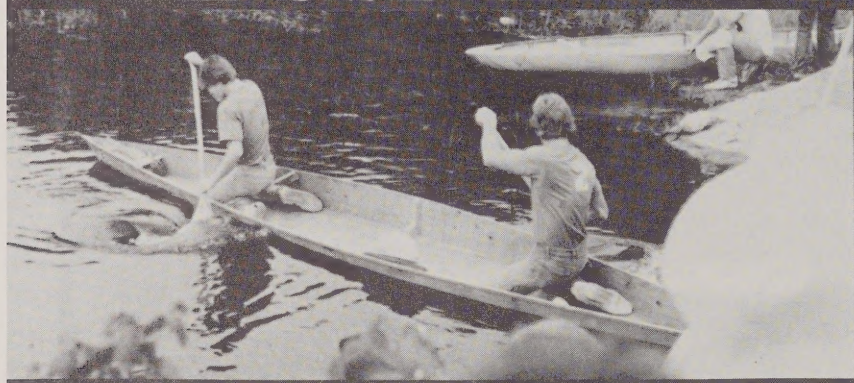
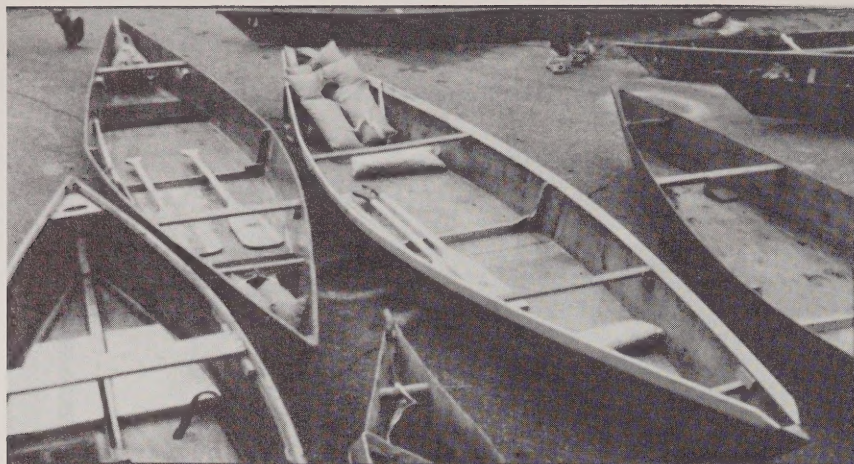
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Some of the boats and the action seen at the event, clever low-budget construction and unique paddling techniques.

The Mad, Mad, Mad M

One boating event that can truly be said to exemplify the spirit of messing about in boats is the annual Mattapoissett River Race. Initiated by the 4-H Club in 1935, it has run every year since with the exception of the World War II years. Nowadays it is sponsored by the Firemen's Association of the Rochester Fire Dept. and takes place annually on Memorial Day.

The Mattapoissett River averages about 10 to 15 feet in width and in most places is not much more than a foot deep. It flows from Snipatuit Pond in Rochester to the northern end of Mattapoissett Harbor, passing through a number of cranberry bog reservoirs enroute. In some places there is little current, in others it flows at a walking pace. A trip downstream in canoe or kayak will encounter cranberry bog dams, culverts, swamps, marshes and overhanging trees and brush creating a jungle-like atmo-

sphere.

The annual race is limited to home-made boats, no factory-built craft of any type are acceptable. Over the years a simple basic craft has been evolved by locals to meet the requirements of the race rules and the river. Most are double-ended plywood craft best described by the word, "pirogue". The 1986 event attracted 93 entrants in boats that varied from 8 footers paddled by school-age youths to 16-18 footers. Most are around 15 feet. While the longer ones have a speed advantage on the relatively open reservoirs, the longer ones have trouble negotiating some of the river's sharper twists and turns. Portages are also a factor, being frequent and hectic.

So construction of these racing boats is simple in the extreme, many having no sheer stringers or moldings of any kind, the sheer lines being defined simply by the

sawn top edges of the plywood sides. Floppy hulls are commonplace. Many are battle-scarred race veterans, others are made of common exterior plywood or even what looks suspiciously like decorative interior panelling. A common midships splicing technique for the 8' plywood sheets used is the sawtooth joint overlaid with a strip of glass cloth embedded in polyester resin. The typical financial investment runs from \$50 to \$100 each boat. Most are of very rough workmanship with few exhibiting anything resembling professional workmanship. A lot of rocker is usually apparent, when travelling fast over the open water, the wave formations developed announce that they are travelling at hull speed with the bow well out of the water, shortening up overall waterline length and actually slowing the craft's potential speed. But reducing the rocker would seriously im-



Mattapoissett River Race

pair maneuverability for the twists and turns elsewhere along the course.

The start is at Hartley Road in Rochester. The road is closed off to traffic and covered with boats awaiting their turns to start. The boats are aligned bow to stern in starting order on the road and go off at one minute intervals. As a boat leaves the start, another is launched over the banking, and its stern is backed up to a concrete culvert on which stands the official starter. He places a long pole into the stern of the boat and when the starting pistol is fired, he lifts the pole, releasing the boat.

The paddles are as varied as the boats, ranging from regular canoe paddles (factory-made paddles are okay to use) to assorted wide-bladed home-made affairs. One paddle noted resembled the seat of a plastic chair, another was a double paddle affair with very wide

blades which looked like a giant (and very lively) water-spider moving downstream. While some contestants are obviously experienced paddlers, most are not and their paddling techniques would make a canoeing instructor roll his eyes heavenward and pull his hair.

Action at the portages is lively and often fumbling, much to the delight of the onlookers. Some crews got water over the gunwales and went swimming in the still chilly waters, again to the amusement of the crowd.

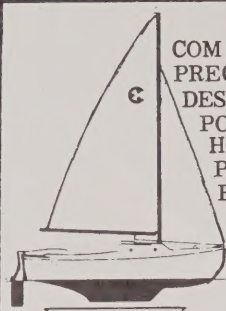
The crews correspond closely to the equipment in this race, being of all ages, shapes and sizes. Schoolboys and girls, many teenagers, father-and-son and father-and-daughter teams. They come from all over Plymouth and Bristol Counties and even from out of state. Some were geared out in Olympic attire, others wore creatively humorous costumes and makeup.

Report & Photos by Bob Whittier.

It is a great chance to act crazy in public and be applauded.

The race is about 15 miles long, depending on how much floundering around a boat does in the more overgrown portions of the river. The fastest boats do the course in a little over two hours, but stragglers are still turning up at the finish line four or more hours after they started. The finish is at the granite block dam at the herring run on Rt. 6 and River Rd. in Mattapoissett. Judges with stopwatches record the instant each craft touches the dam with paddle or bow. Times are immediately posted and as the participants come in the obviously fastest times begin to become apparent.

It was a chilly, windy day this year, but no matter. The Mad, Mad Mattapoissett River Race goes on, rain or shine, every year on Memorial Day. Be there in 1987, take part.



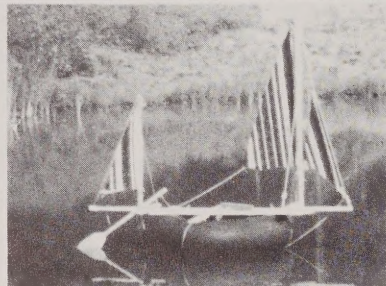
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An Afternoon on ANDRO~ZEE

Earlier this spring we ran a series of articles by Walter Sargent on building his Pete Culler designed scow/sloop, ANDRO ZEE. Walter built the 22' boat in his barn from materials scavenged from the barn, from the banks of the nearby Androscoggin River, from friends, and lastly, purchased from local suppliers. It was quite a project for a 75 year old retired farmer, but he saw it through and sailed enjoyably in the summer of 1985 on nearby Gulf Island Pond, a 12 mile long artificial "pond" formed by the dammed up Androscoggin River. In June I had the opportunity to spend an afternoon with Walter, and his son Jim, sailing in ANDRO ZEE.

Well, Walter did quite a job. ANDRO ZEE is a functional, rugged, workboat finished craft with no pretensions to elegance. It is, instead, a monument to economical sailboat cruising in comfort and safety. The boat is overbuilt, the scantlings would be appropriate for a craft twice her size. Its plain finish is easy to maintain. The roomy "salon" cabin is a comfortable sitting headroom (in lawn chairs) screened enclosure favored by Walter's wife for the shade and cool breezes and freedom from insect pests. The cockpit has everything at hand for Walter to sail single handed (in terms of working crew, he takes guests along often).

Gulf Island Pond is nearly a private pond for Walter. In late June, on a golden summer Sunday of bright blue skies and low humidity, we saw one seaplane, one outboard cruiser and one airboat in a 4 hour cruise up the pond and back. The shores are mostly wooded or open farm fields with an occasional shoreline house visible. There are no public ramps or any public access locations, parks, etc.

No private docks are visible. It is a very rural environment within 5 miles of busy Lewiston. Why? Pollution. But past pollution. The Androscoggin has been a sewer for so long NOBODY even thought of using it recreationally. Rank odors from paper mill chemicals, no fish, awful color, all discouraged recreational use. But over the past ten years the river has been undergoing serious cleanup and on our outing I found it quite pleasant for boating. The water is coffee colored certainly, but no recognizable chemical odors were apparent, even when we motored back. Soon enough it will be discovered, no doubt, but right now it's a semi-private preserve for a very few boats. Walter is the only sailor on the pond.

No access. Well, there are a few road ends still public, that disappear into the water. The building of the dams flooded the original river valley and several roads that once ran down into the valley are still there. If you know where to look. No parking problems at all. There's nobody around. Walter moors his boat about two miles from his home off one of these road ends. He needed no permission from anyone, no mooring permit, nothing. He asked the neighbors (a half mile away to the nearest) if they had any objections. They had none.

We paddled out to ANDRO ZEE in one of those \$25 plastic inflatables with 4' oars, two trips for three people and picnic basket. Walter and Jim soon had the homemade cotton sails up and we drifted off downwind (upstream) in very light airs. It was a drifter afternoon, never more than slight rippling of the water's surface, watching the puffs move across. The irregular shoreline and nearby

hillsides created quirky breezes with shifting directions. Walter likes the easy sailing in such conditions, and ANDRO ZEE, for all her heavy build, ghosted very well. We travelled about 3 miles to a big rock ledge outcrop where Walter eased ANDRO ZEE alongside as to a pier, Jim sprang ashore with the mooring line and we enjoyed a shoreside picnic in a lovely spot all to ourselves.

Heading back was upwind, one tack was favorable, but progress was slow and the already light breeze was failing by 6 p.m. So, Walter fired up the 7 hp outboard mounted on ANDRO ZEE's massive rudder(Culler's plans specified this location) and we motored home at a comfortable and surprisingly quiet 4 knots or so. The motor is way over down in back on that rudder and the old Evinrude Sport-Twin was quiet to begin with.

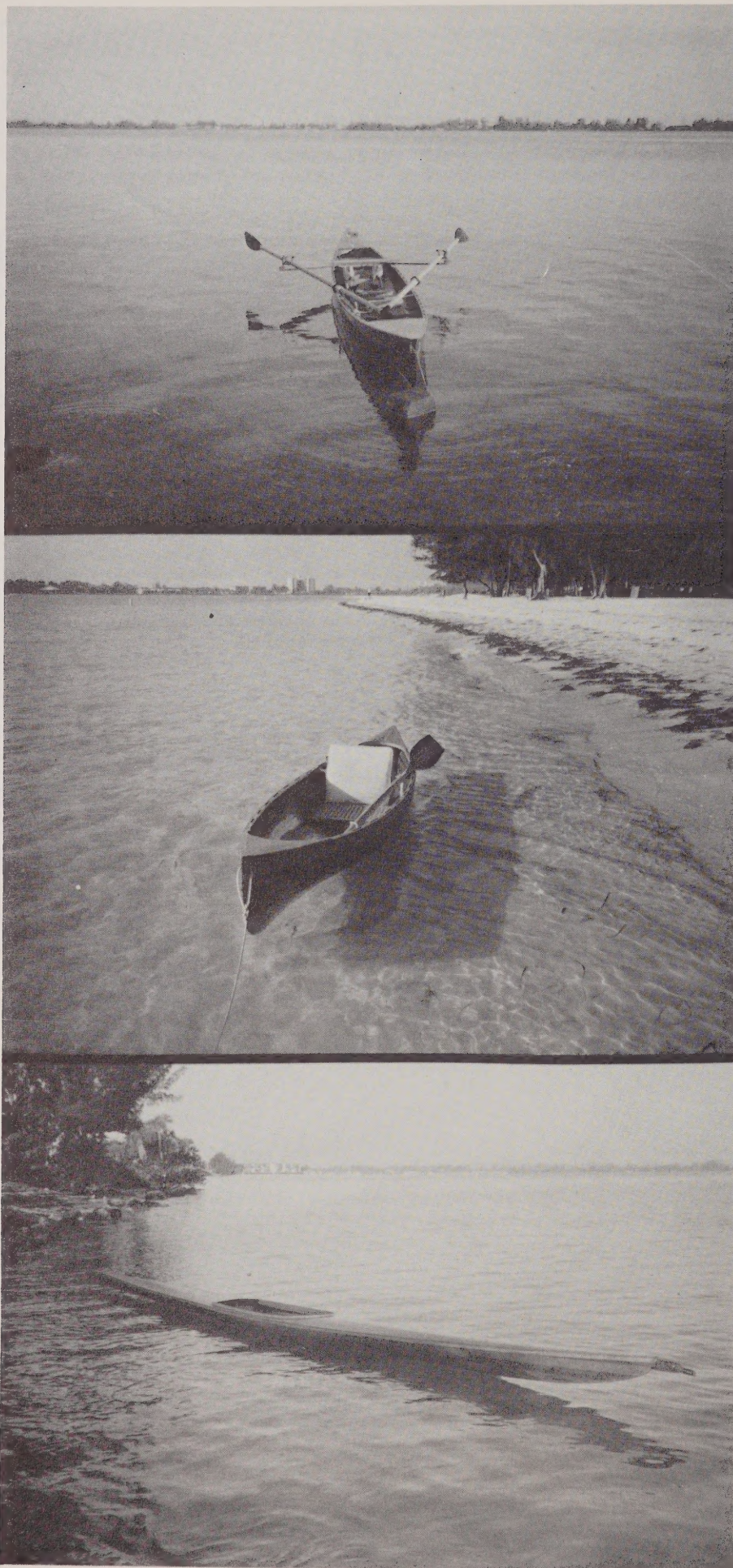
What a setup for a late-in-life sailor. Walter discovered sailing in his '60's, built two Culler "Good Little Skiffs", sailed them with his wife along nearby Maine coastal areas (Casco Bay mostly) until the struggle with trailering, launching, and sailing on hard thwarts got to be too much. Now at 75, he goes to his own private pond, 12 miles long by a half-mile wide on average, with its many islands and convoluted shoreline and inlets and bays, and it's bridge to be negotiated (further upstream from where we sailed). He takes his wife, or his son, or "senior citizen" friends who can get onboard. With no dock to descend from, getting into high-sided ANDRO ZEE takes some agility. Walter hops aboard without a thought, but some of his friends are not so agile.

And, he has many things yet to do to ANDRO ZEE. He says he'll never run out of improvements and adjustments to be made. The more he sails, the more he finds he wants to do.

As we drove up from the street end headed home, Walter pointed out a trailer home parked in a farmyard. "The lady who lives there was the first person to drive a motorized school bus around here," he said. "She was driving that old bus when I went to school hereabouts." Walter mused a moment on that era 60 years ago. "Now, I call her my 'Harbormaster' because she keeps an eye out on ANDRO ZEE for me. A while back she even called to ask if I was putting ANDRO ZEE back in this year. She was worried maybe I wasn't and then she'd not have a boat to keep an eye on." One more person who has taken pleasure from Walter's creation.

Andro Zee alongside the point, Walter brings lunch ashore. Heading back, Walter at the helm. "Public access" at the mooring.





Mac's not been Idle

Florida canoe builder Mac McCarthy of Sarasota recently had to resume his trade as a carpenter/builder as the canoe business was not bringing in sufficient cash rewards. But he reports he has not been idle in the shop in his time off. He describes what's going on as follows:

"I have almost completed a 24' double recreational shell and am using a 20' racing canoe as a test bed for various sliding seat rigs before I start drilling holes in the new boat. The "test bed" is a composite plywood/fiberglass/graphite craft fitted presently with Latanzo oarlocks and seat track and wheels, Signature oars and a McCarthy mahogany seat. Every once in a while I'll put together a dozen or so strokes and feel the boat fly, until I goof. Sheer, unadulterated pleasure! After a 5 mile row out and back, I take out the rowing rig and paddle for a while to cool off.

My latest Rushton WEE LASSIE is a boat I never can love too much, only 20 pounds, I can put it on the car roof one-handed.

Kayaks now. My effort is a 19' long by 19" beam one, very fast and it feels very tippy, in calm water. I haven't tried it yet in rougher water, but I will. That's a bird's head for a figurehead. I might try an outrigger and sail on this for the fun of it.

I recently took a few days off and went canoeing on the Juniper Springs and Silver Rivers near Ocala. Both are clear, spring fed rivers, delightful, with much wildlife. I saw a fantastic Swallow-Tail Kite, biggest I've ever seen, owls, deer, otter. There are still beautiful spots one can get to by water, luckily some still here in Florida."

If you'd like to know more about Mac's strip built canoes (and kayaks now, and pulling boats...) contact him at Feather Canoes, 1705 Andrea Place, Sarasota, FL 33580.

An important consideration during the construction process is the matter of storage of the boat and rig. If assembly and disassembly for storage is quick and easy, then the boat will be used often and with good humor. Special fittings include a stubby "mast", a V-shaped fitting over the bow and a U-shaped support on top of the transom with a pin that fits into the upper rudder gudgeon. The mast then lies down into all three of these, with the sail wrapped around and the boom lashed on top. When in storage for the winter, a long plank sets into these three supports and a blue tarp wraps the boat on its trailer in a "tent". The oars fit nicely with the handles under the center thwart and the curved blades resting on the forward thwart. I put an old washcloth under the blades to protect the finish. Rudder and daggerboard and life preservers occupy the cockpit area. A polyethylene pail and a sponge fit neatly between the oars just abaft the mast.

Trailers are important for us highway sailors. Gypsy's shape does not fit the stock trailers made for jon boats, so I modified a used trailer found in the classified ads to fit the narrow bottom and sloping bilge planks. An earlier solution for our cold molded catboat's round bottom, form fitted, U-shaped cradles, was not deemed appropriate for GYPSY, as she is lighter and less fragile. So I just moved the existing "beds" (fore and aft aligned) closer together to support the narrow bottom and added two more left over from the catboat era to support the sloping bilges. These are slanted at an angle to support the boat at right angles. With this setup I do not have to do as a doryman friend does at launching. He unties the boat, ties off the painter with about 20 feet of slack, blasts backwards down the ramp and slams on the brakes. Instant launch, but I don't recommend it. On the highway, incidentally, I recommend that the strap holding the boat onto the trailer be passed up over the mast/boom assembly in its supports to keep it all together over any bumps.

Before going off on the water for trips and camping, it was helpful to work out stowage arrangements. On camping expeditions, the following arrangement was established: Two sleeping bags rolled in plastic bags went on either side of the mast; a long narrow wooden box was set down beside the centerboard trunk for lines, anchor, binoculars, camera, frisbee, and so on; a backpack sits with its foot against the mast, leaning forward onto the forward thwart. When I would row, the boom was stowed under the mast partner thwart with its aft end atop the rear thwart and its forward end nestled alongside the forward thwart frame. The mast



An Amateur Builds Bolger's GYPSY

CONCLUSION

then rested on the gunwale up forward and lay over the mast partner thwart with its aft end alongside the boom on the rear thwart. Where it crossed over the center (rowing) thwart it left sufficient room for rowing. This was all the result of much experimenting and some blind luck.

And so on to the trips, the reason for all the construction. My friend Dick Pitney and I did 40 miles of winding, twisting Ochlocknee River in late February, starting our season with two days of cypress swamp, dozing gators that lurch awake as we pass with a splash and the constant plop-plop of turtles falling off logs. Time grew short at the end of this trip, though, so we hitched a ride behind a 90hp bass boat and I am pleased to report that GYPSY planes nicely with a minimum of spray once we got back out of the power boat's stern wave. That tended to fill us up when we were towed at painter's length. A compass kept us on the main river until I concluded it was wrong and we undertook exploration of the aptly named "Crooked River" for an hour.

GYPSY carried us quite well, I am of average size and weight, but Dick is a pretty good sized guy. Trading the rowing/navigating chores every half hour worked best, the off-duty "navigator" absorbing all the wisecracks from passing fishermen about having it made, relaxing against a cushion on the transom. Slices of ensolite cut from an old back packing mattress cushioned our posteriors.

Hérons, eagles (golden and bald), pileated woodpeckers and the ever present egrets watched us wend our way down watery trails frequented one hundred and fifty years ago by only the fearless Seminole Indians. Around the campfire at night on a bit of high ground, the night sounds were a chorus of twitterings and croaks with moon-

light filtering through a canopy of Spanish moss on huge oaks and cypress, interspersed with some southern pines.

Trips Dick and I have since taken included those on the clear, spring fed Wakulla River and on down the St. Marks River past the old Spanish fort that pirates took in the 1670's. Motoring against whitecaps trying for the St. Marks lighthouse was unsuccessful and we had to turn back. The power boat wakes and breaking waves were too much with both of us on board. We got up the sail and enjoyed a real sleigh ride back, however.

My six year old daughter Elizabeth and I spent a delightful weekend car/camping/boating on the Ochlocknee. We motored to fishing spots, sailed the wide spots and rowed everywhere else. Comments abounded from owners of ice cube tray aluminum fishing boats ranging from, "nice boat", to "it's good to see real wood again", and on to "where do you get plans for that boat?"

The boat really shines, though, right nearby home, on Wednesday night outings on Lake Jackson, ten minutes away. Big bass rising to surface lures, conversations with a Carolina dory owner, flocks of snow white egrets wending their way back to inland feeding grounds in late evening, these are a few images that come to mind. And fabulous sunsets. And then there are the MacClay Gardens in spring bloom viewed from Lake Hall opposite the old manor house; salt water marshes down on the coast in early morning.

We have had some fine times and look forward to many more. Small boats, accessible boats, fun boats that get us out of doors quickly and easily and into pockets of wilderness surrounded by skinny water. This is what boats like GYPSY are all about.

Report by Bill Rutherford



Fig. 1.—SIDE VIEW.

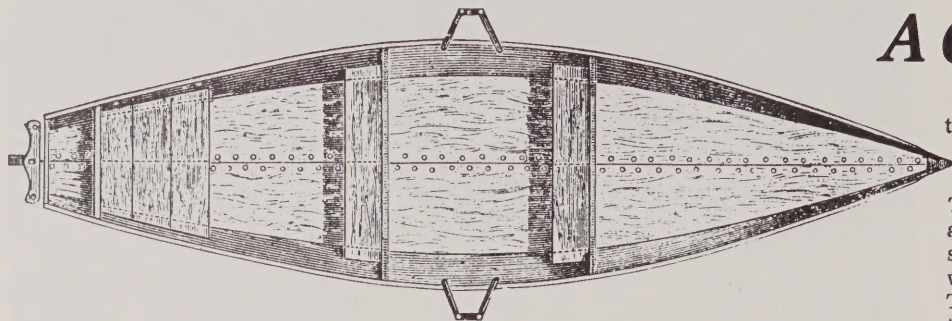


Fig. 2.—GROUND PLAN.

A Good \$10 Boat

Born too late is the thought that arises after reading the following "how-to" article from an 1878 issue of THE YOUNG SCIENTIST. "A Good Ten-Dollar Boat" really is a good one, 14' overall, solidly constructed of 1/2" clear white pine and seasoned white oak. Thanks to reader Arnold Stern for this glimpse into the past when a boy could build such a boat for \$10.

A Good Ten-Dollar Boat.

BY FRANKLIN VAN WINKLE, M. E.

WHO does not enjoy riding in a row-boat? It is one of those innocent pleasures which furnish healthful outdoor exercise, and is equally delightful to old and young, rich and poor. And how much pleasanter the sail when the boat is one's own, provided it be neat in appearance, easy to manage, and, above all, safe. There are many persons living near streams and sheets of water suitable for boating, who would be both benefited and entertained, during most of the spring and summer months, had they a nice boat at their disposal.

Keeping a boat is generally regarded as involving a great amount both of labor and expense; this is true only when its care is attended with bad management and false economy.

The best and safest boat is commonly known as a "round bottom." A good round bottom boat, however, cannot be purchased for less than seventy-five dollars, and such an outlay, especially in these times, is within the reach of but very few. The points of excellence in a pleasure boat are safety, strength, lightness and speed. The amateur boat builder might at first build a good flat-bottom, of which, by the way, there are but very few; and it is believed that if he diligently follows our instructions, he will be so successful as to attempt the construction of a round-bottom, after similar directions to be given at a future time.

To those who have been accustomed to see only the staunch and spacious jolly, or round-bottomed boat, or the light and graceful racing shell, the idea of the above qualities being combined in a skiff or skow, may seem ridiculous. But recent experiments have shown that a flat-bottomed craft can be constructed which will surpass

in speed yachts of the most improved lines, though they are by no means as elegant in appearance, and far more liable at a shift to capsize. The latter objection cannot be overcome in a sailboat of this description, for an increased breadth of beam makes her only the more difficult to manage—hence the usual remedy for round-bottom crafts would, in the instance of a flat-bottom, have just the opposite effect.

But for smooth water these objections do not extend to flat bottoms which are propelled by oars or by similar means, for, by proper proportions, ordinary workmanship, and a judicious selection of materials, a flat-bottomed boat may be constructed which will surpass the most sanguine expectations, even of its builder. Before the comparatively recent construction of sharpies, little or no attention was given to the proportions of boats of this description. After a careful consideration of the best method of constructing an ordinary sized boat, in which should be combined speed with lightness of draught, the following dimensions were decided upon to carry two or three persons, though when built, this boat carried with safety nearly eight hundred weight.

With the aid of the accompanying sketches and diagrams, we will proceed to describe this boat, and then give the method of its construction. Fig. 1 is a side view; Fig. 2 is the ground plan, and (upon a larger scale) Fig. 4, stern view, rudder removed; Fig. 3, middle cross section, looking forward. Fig. 5 shows method of marking out one of the bottom boards by the use of the other. Fig. 6 is a diagram showing shape and dimensions of cross-board used for a temporary brace between the sides while the boat is in course of construction. Fig. 7 (see next number), longitudinal section through stem post or cut-water; Fig. 8, cross section through same.

Length over all (stem and stern).....	14 feet
Breadth of bottom at middle of length..	33 inches
Rake of sides (each) at middle of length.	4 "
Breadth of bottom at stern.....	12 "
Rake of sides (each) at stern.....	1 1/2 "
Depth of sideboards in main.....	14 "
" " at stern.....	10 "
Rise of stem and stern above gunwale at point of greatest flare.....	6 "

The bottom and sides are of half-inch clear and well seasoned white pine, planed smooth on both sides. To insure symmetry and a better balance, both sideboards might be sawed from the same plank and the same way with those of the bottom.

For the sides get two boards 14 inches wide and 16 feet long; and for the bottom two boards at least 15 1/2 feet long by 17 inches wide. Laying down one of the bottom boards on an even floor, select two points (A and B, Fig. 5) 14 feet apart, the edge having been previously straightened and squared. Midway between these two points, as at C, scribe or draw a line square across from this edge, and mark a point, D, 16 1/2 inches back from the edge, A, B. In the same way locate the point E 6 inches back from the point A. The points B, D

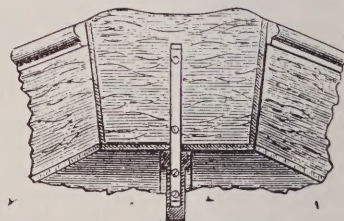


Fig. 4.—STERN VIEW.

and E being determined, stand the second bottom board on edge upon the first; bend it (dry) so that its lower outside edge passes through B, D and E. Then the curved board being held only at these points, mark the flat board around the outside of the curved one.

You now have the form of one-half of the bottom, A, B, D, E, which may be sawed out with a narrow cross-cut saw; and then, being trimmed with a smoothing plane, it may be used as a template or pattern for marking out the other half.

Laying these two bottom boards together, edge and edge, they will have the appearance of B, D, E, F, G (Fig. 5), which will be practically the same as the ground plan of the bottom, as shown in Fig. 2.

THE only part of the construction requiring any degree of carpentering skill is the cutwater or stem post. This should be made next. A piece of hard wood (ash is preferable) is first cut in the form of a wedge, the angle between the sides (A, B, C, Fig. 7) being made the same as the angle between the edges of the bottom board at the point B, Fig. 5. The breadth of this wedge is equal to the main width of the side boards (14 inches) added to the thickness of the bottom ($\frac{1}{2}$ -inch), viz., 14 $\frac{1}{2}$ inches, and the length along either side from its point, *i. e.* from B to A or C, is equal to 6 inches. The grain may run either vertically or horizontally. Next cut, in the sides of the wedge, gains half an inch deep by 3 inches broad, as A, D, Fig. 7, in which to drop the ends of the side boards, and make them flush with the original wedge, as indicated by the dotted lines. The stem piece will then have a cross section similar to the shaded part of the figure. In the same way as for the sides, cut a step into one end of the stem post in which to drop the bottom boards, leaving them projecting about an inch forward of the joints at the ends of the side boards.

Next fit the side boards to the stem post. Cut them off on a bevel, making them 1 $\frac{1}{2}$ inches longer on the upper edge. Fasten them to the stem piece with 1 $\frac{1}{2}$ inch No. 13 screws. Then remove one side, bend the other around the curved edge of one of the bottoms, and find by trial *about* where the

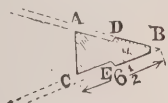


Fig. 7.—HORIZONTAL SECTION THROUGH STEM POST.

stern comes. Beginning about 3 feet forward of the stern, sweep a curve up from the bottom edge, gradually growing steeper towards the stern at that point, so that the side board is left 9 or 10 inches deep. Cut the curve only, and use this side board as a template after which to shape the other. The ends must not be cut off until after the stern piece has been set in position.

The side boards are then to be soaked in water for about twelve hours previous to bending. This may be done either by sinking them in water, or by winding around them wet carpets or cloths. While the sides are soaking, cut from three-quarter

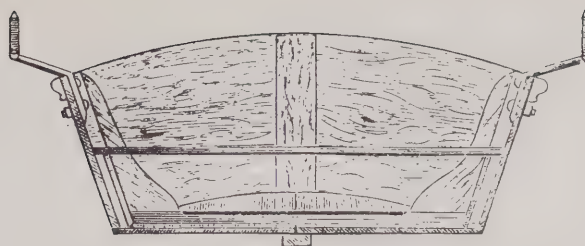


Fig. 3.—MIDDLE CROSS SECTION.

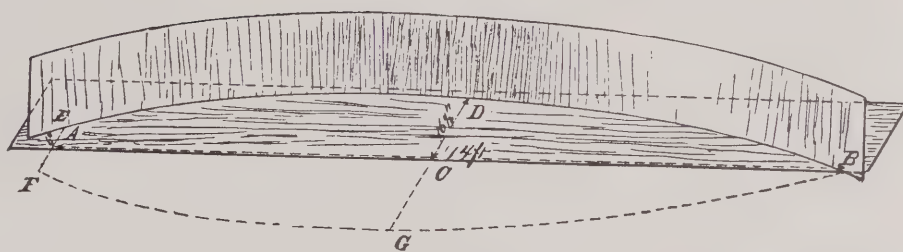


Fig. 5.

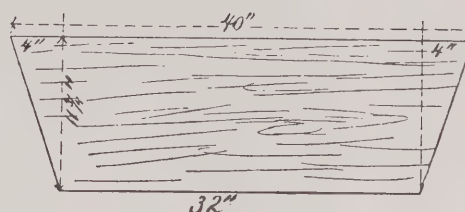


Fig. 6.

inch or 1 inch stuff, a cross board of the dimensions given in Fig. 6, and have this in readiness to bend your side boards around. After sufficiently soaking the sides, put them back in the stem post; then, with the stern piece resting on the point of the bottom boards, tie the sides together at the stern. Midway between stem and stern, *i. e.* where G, D, of Fig. 5 comes, insert the cross board longest side up. In this form give them at least twenty-four hours in which to take a set, but do not allow them to stand in the sun, as in that case they will be liable to twist.

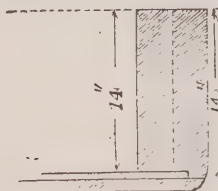


Fig. 8.—LONGITUDINAL SECTION THROUGH STEM.

The sides, after drying, being set out the proper distance apart at the stern, and tacked there, the bottom edges are planed to receive the bottom. The proper bevel is found by simply laying a straight-edge across, care being taken not to plane below the inside edges.

The bottom boards are now fitted to their seat in the bottom of the stem-post, laid in their proper positions, and, beginning at the bow, are permanently fastened with fourpenny nails to the sides.

The stern piece should then be cut from one-inch plank, and, as shown in Fig. 4, set inside of both side and bottom boards, with a rake on each side of 1 $\frac{1}{2}$ inches. Fasten from outside with 1 $\frac{1}{2}$ inch No. 9 screws, about 2 $\frac{1}{2}$ inches apart. As there will be considerable additional strain at the upper edge of the side boards, in consequence of their flare, they should be stayed by a quarter-inch bolt passing clear across the stern, against the inside of the stern piece.

The keel, which is 1 $\frac{1}{2}$ by 2 inches in size, should now be fastened to the bottom. Commencing at the bow, it is first fastened to the under side of the stem piece, overlapping the joint made by the bottom, as shown in Fig. 8, and then fastened to the bottom boards from the inside, with 1 $\frac{1}{2}$ inch No. 13 screws through the bottom, alternating them in position, as shown in the plan view, the screws on same side of joint being spaced apart three or four inches. Next finish the gunwale with a suitable molding, something like that shown in Figs. 3 and 4. Taking two pieces of proper length—one for either side—plane down the backs of one end of each for a distance of 18 inches, and, beginning about 9 inches back of the point of the stem post, fasten with screws to the outside edges of the sides, and cut off flush with the back of stern.

The shell of the boat being finished, next in order will be bracing and stiffening, and providing it with seats and necessary rowing and steering apparatus. The keel should

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be pieced out to compensate for the curve in the bottom at the stern. This is done with 1-inch plank, cut out as shown in Fig. 1, and nailed for a good part of the way through to the main keel. It is further kept from twisting off by a brace of $\frac{3}{4}$ or 1-inch half-round iron screwed to the stern piece, and into the end of the keel piece for the best part of its depth. The ends of this brace are forged with lugs turning outward, and holes punched through them to catch the rudder hooks. Figs. 1 and 4 show this construction.

For stiffening the bottom and sides, first lay two oak battings, 1 by 1 $\frac{1}{2}$ inches, across the bottom, about 18 inches fore and aft of the middle. Lay these on their edges, and fasten from under side of bottom with 1 $\frac{1}{2}$ inch screws. As shown in Figs. 1, 2 and 3, the sides are braced from these by oak knees cut from inch plank fastened from the outside.

Probably the most common and certainly the most dangerous error of amateur boat builders is that of getting the seats too high. Rowing seats should *not* be higher than 6 inches nor broader than 8 inches. For this boat make them of three-quarter stuff, supported at their ends by props resting on the bottom of the boat. Fig. 1 shows these in dotted lines, and they are also represented in Fig. 3. Never nail narrow seats to the sides, or to cleats fastened to the sides, as either of these methods unnecessarily mutilates the shell of the boat, and is sure to bulge the sides and cause a leak. The stern seat may be an inch higher than the rowing seats, as the load upon this seat is supposed to be more stationary. The stern seat may be about 20 inches broad, and a space about 10 inches wide, should be left between it and the stern piece for the reception of sponge, lock, etc.

As shown in the figures, the rowlocks are each rigged out about five inches; they are made of half-inch round iron, in two pieces, the first consisting of the rowlock brace, the ends of which are turned over the gunwale into the inside of the boat, each end

being fastened by quarter-inch bolts, two inches apart, passing through the side boards. The ends and top of the brace are flattened, and to the top is riveted the rowlock proper. If swivel rowlocks are preferred, they may of course be dropped into holes in the top of the braces, instead of being riveted. The rowlocks should be placed at about the widest part of the boat, and after they have been put in, the proper position of the rower's seat may be determined, and a second seat put in position for a foot brace or stretcher. Use 8 or 8 $\frac{1}{2}$ foot oars.

The method of making the rudder and tiller is sufficiently evident from Figs. 1 and 2. Regular rudder hooks may be purchased at a ship chandlery or hardware store. A much cheaper contrivance is to simply screw two stout screw eyes, one above and the other below the lugs in the end of the keel brace, and for a pivot passing clear through all, a stout and snugly-fitting wire, with one end turned over to keep it from falling through. The rudder is thus enabled to swing freely, and is both supported and prevented from rising as the boat sinks.

All joints should be made in white lead, and all hardware galvanized, if obtainable. If galvanized screws cannot be procured, each one used should be first put into its place, then removed, and, after filling the hole with white lead, again "sent home."

Finish up the stem piece, leaving it from one-quarter to five-sixteenths of an inch wide at the point.

After completion, give the boat two or three coats of raw oil, allowing each a sufficient time to dry before applying the next. For the protection of the stem post and joints at the bow, it is advisable, though not absolutely necessary to cover them with a single piece of pliable galvanized sheet iron, as shown in Fig. 1.

If ordinary care be taken in making the nailed joints, there should be no occasion for caulking after they have had a fair chance to swell shut. If found necessary, however, it should be done with the greatest care, as a caulking tool of any description is apt to draw the nails and make a worse leak than before. Give your boat one good coat of good paint, and this, together with the oil, will be of more service than a half dozen poor ones.

The following estimate of cost is based upon present New York city prices:

77 feet half-inch white pine, planed both sides	\$3.85
4 feet $\frac{3}{4}$ -inch, for seats, planed one side, and materials for stem and stern pieces	30
32 feet molding	38
Oak batting and knees, sawed out	25
Hardware	1.00
Pair oars, 8 feet	1.50
Forging outrigger, rowlock, stern stay-bolt, and keel brace	1.25
Paint, oil and white lead	1.19
Total	\$9.63

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Boy's Boat

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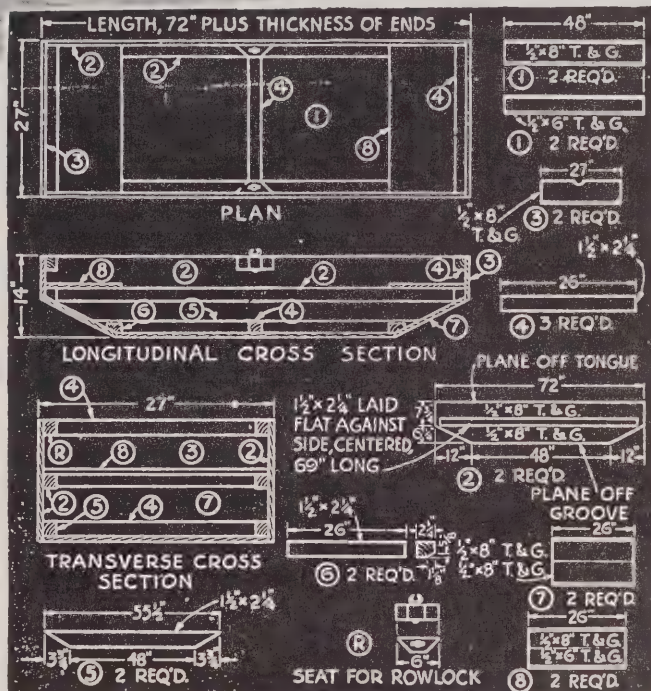
Well, I wasn't born too late for this one, an article from a 1937 issue of POPULAR SCIENCE. Thanks to Joel Thomas of Cape Ann Small Craft for sending it along.

Although it weighs only a trifle more than 66 lb., this little punt will support 500 lb. in the water

YOU can make life more enjoyable for your boy this summer, if you happen to live near a bay, lake, or other waterside, by letting him build a small lake punt similar to those used on the Serpentine in London, England, or on the English lakes.

The punt illustrated was built largely by a 13-year-old boy. It will support 500 lb. in the water, yet children can carry it, turn it over when necessary, and launch it unaided. It may even be used as a platform from which to dive. The oars, too, are homemade, although these can be purchased very cheaply at any dealer in boating supplies. The same applies to oarlocks; one can buy the commercial product, or make simple tholepins.

The punt weighs a fraction more than 66 lb. The cost of lumber was \$2.80, hard-



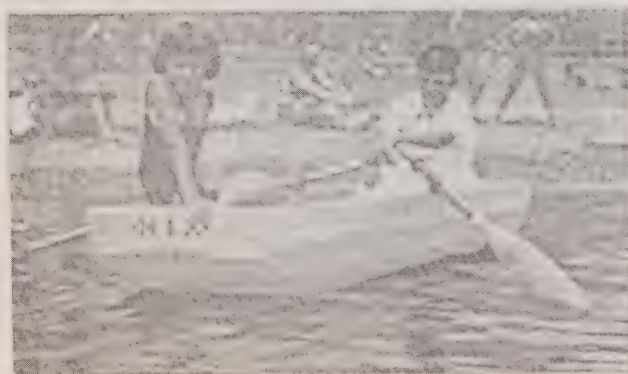
out because it is so easy to work and can be obtained already tongued and grooved. The parts are nailed together except in a few vulnerable points at the corners and where two sides meet at an angle.

Seam composition or putty of a type sold for hull construction should be applied liberally. In the absence of a prepared composition, mix two parts of paste white lead and one part of whiting. Apply the putty in the grooves and on the tongues and in all seams, and squeeze the surplus out by using carpenter's clamps. Scrape off the surplus putty for use elsewhere. Set the heads of the nails $\frac{1}{8}$ in. into the wood and fill the holes with putty.

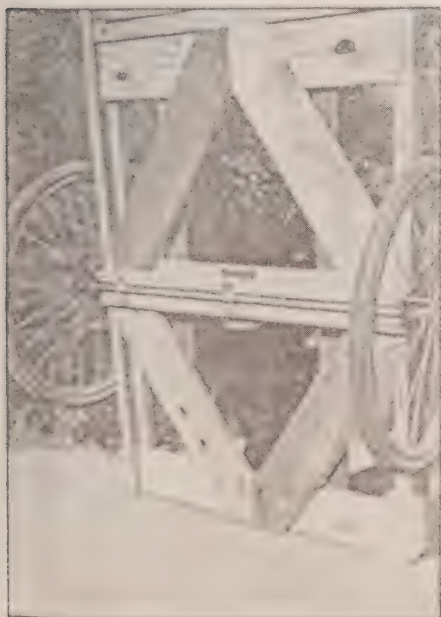
Give the punt three coats of good quality paint, preferably of a grade sold for use on boats. The coats should be applied about a week apart.

ware and putty \$1, and paint \$1.20, although prices will vary to some extent according to the locality and the grade of materials selected. The construction required 24 hours.

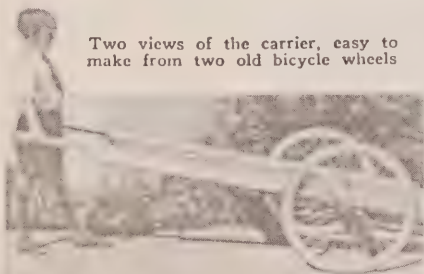
The drawings are self-explanatory, but a few hints may be helpful. White pine lumber may be used through-

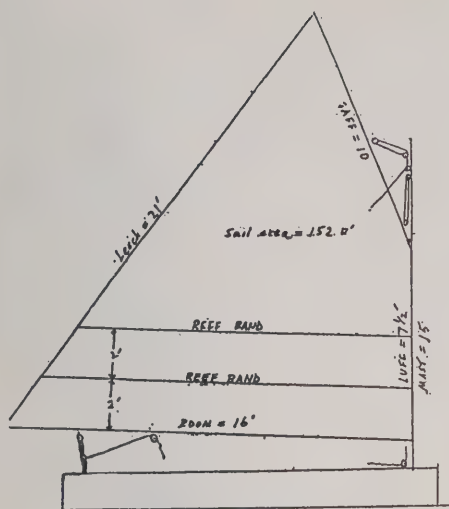


If you live some distance from the shore, a carrier can be made as shown in the photographs. Its frame is supported on two old rear wheels obtained for 50 cents each at a bicycle shop. Check up on the spokes and tires. Remove the inside of the hubs, but leave the washers, ball bearings, and caps; then mount the wheels on a suitable wooden frame by means of $\frac{1}{2}$ -in. gas pipe. Slide the punt on the carrier until it is in balance. The carrier will carry safely about 200 lb. It is surprising how little effort is required to move the punt in this way. A 10-year-old boy can wheel it without undue strain.



Two views of the carrier, easy to make from two old bicycle wheels





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Send your check or money order for \$10.95 to Sea Heritage Foundation, 254-26 75 Avenue, Glen Oaks, N.Y. 11004. DO IT TODAY! SUITE 205

The little ad that Bernie Klay sent me has a certain allure. "Now You Can Command a Catboat," it states emphatically. You have to understand from whence this comes. Bernie runs the Sea Heritage Foundation, characterized as, "The Foundation for the Arts and Humanities of the Sea." He publishes a tabloid periodical heavily devoted to selling marine prints and memorabilia, art if you will. He is also into sea chantys, offering cassettes. And so on. The Sea Heritage Foundation is much more into the lore of the sea of olden days than into boats one might use today. So the catboat plans offer was curious. I ran the ad (we exchange little ads in each others' publications) and asked him to send me a set of the plans (\$10.95) for review. He did.

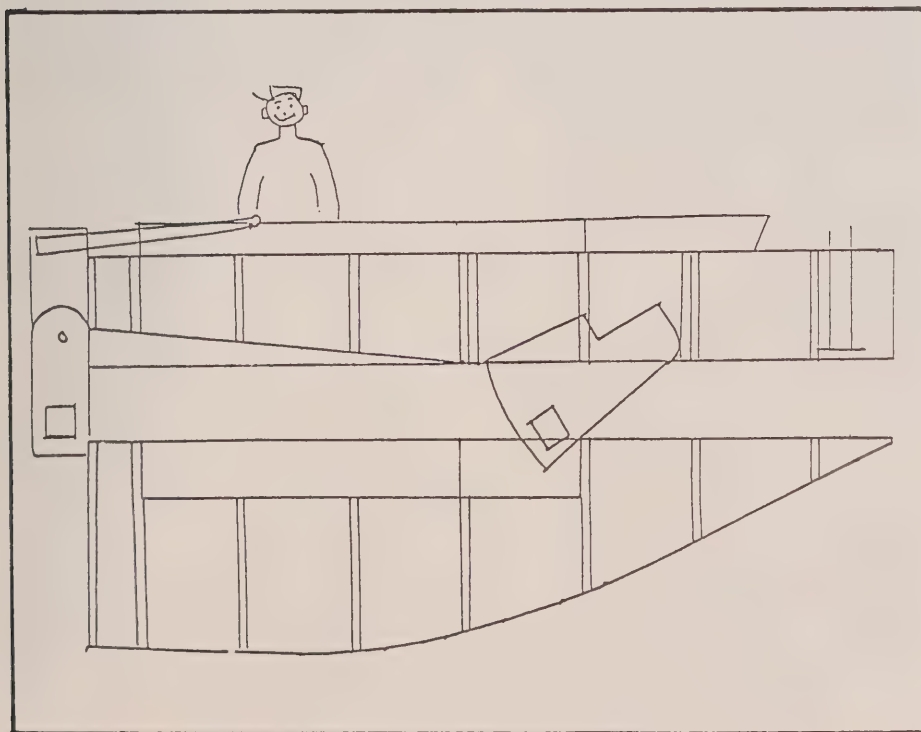
The cover letter states, "You'll be glad to know that this design has been carefully researched to give you the opportunity to build a boat that's sturdy, fast and able, roomy, extremely simple and INEXPENSIVE to build." Emphasis on inexpensive is in the statement. And that tells it all.

The two illustrations reproduced here of the sail plan and the general construction views (complete with little man at the helm, smiling) give you some idea of what you get. This is indeed a SIMPLE design. It is a rectangular box with one end pinched in to a point, and the bottom of the opposite (square) end raised up in a gradual curve from the baseline to join the back side (transom). The sketches (they are not drawings) are entirely adequate for any back-

yard carpenter to follow in building, with simple straight lines everywhere and sheets of plywood to cut and fit. The claim that, "The labor, time and cost for building this boat are a FRACTION of that for a conventional hull", is certainly valid. The resulting hull also probably conforms to that description.

I thought a boat similar to this designed by a Florida high school shop teacher for his students to build was the ultimate in simple boats. That one became basis for a periodical, BOATBUILDER, that went on to emphasize that one can indeed build such totally basic watercraft and actually go sailing. Bernie's version is even more basic. I cannot pass any judgement on how well this craft will sail and in what conditions it would be safe to sail. I cannot believe that the much more complex nature of professionally designed boats is an unnecessary complexity, however. I'd guess you could go sailing in Bernie's catboat in sheltered waters in mellow weather. The claim that, "The Heritage cat will be at her best in winds of 10 to 20 knots," gives me pause, though, especially that 20 knot part. With the waves it would create.

The ten pages of directions and sketches are very complete and easy to follow. The boat would be easy and cheap to build. If you could be happy with the resulting craft then this is a pretty good deal for the beginning builder. You can pursue it further if you like by sending a check for \$10.95 to the Sea Heritage Foundation, 254-26 75th Ave., Glen Oaks, NY 11004. You might even get a copy of Bernie's paper, quite an experience in itself, what with its "Lord Nelson Returneth" party, John Stobart maritime print illustrations, and hundreds of funky little ads for all sorts of nautical gear and lore from out of the past.



I awoke while it was still dark and peeped out; the sky was clear; the stars twinkled down to the scattered lights in the harbor and the red eye of Lime Rock glowed brightly at the right.

The tide had fallen, leaving several yards of bare beach between the tented TRITON, which showed pale against the black shore a little way off, and the faint gleam of the water, which was perfectly calm.

Suddenly the clear strokes of a bell broke the quiet, "Ding, ding, ding, ding, ding." Five bells, half past two. Some time yet before daylight and I had better get to sleep again if possible, which fortunately I soon succeeded in doing.

I awoke again shortly before sunrise; Joe wasn't astir yet, but I dressed and went up again to the top of the great rock which bounded our little retreat on the west, rising sheer at least fifty feet from the water.

A light wind was coming from the northwest, and the sky was perfectly clear, as it had been in the night; the east was all aglow and the heights which stretched on the south side of the harbor rose dark against it, the sky-line made pleasingly irregular by the picturesque roofs and cupolas of four or five large "cottages", or rather mansions, which ranged eastward in diminishing perspective. A rocky point jutted out two or three hundred yards from our camp, at the end of which was a boat landing; a long gangway or board walk was hinged at one end to a platform on the rock and at the other to a square float in the water, to which a rowboat was moored. Thus it was always easy to step into the boat, whatever the stage of the tide. Still further toward the city was a long wooden wharf built out across the flats, with a small house on the end.

All this southeast angle of the harbor was occupied by sailboats of all sizes, moored to stakes or buoys. Beyond stretched the city, from north to south, its details as yet invisible; the successive gables of the Ocean House front notched the sky directly to the east, a little north was the shot tower, then rose slender spires at intervals.

"Ding, ding!" again rang clearly from the bell I had heard in the night. I saw that the sound must come from a large schooner yacht which lay at anchor not far to the northeast, on the south side of the channel between Goat Island and the fort, while all the others were a mile or more distant. She must have come in after dark; she was painted white, the only white schooner of them all.

The radiance in the east grew by degrees; the beams from the distant Sandy Point light could no

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

Published in 1901

Adventures Down the Bay

Wallace P. Stanley, Author
H.N. Cady, Illustrator



longer be distinguished, though those nearer by still glimmered. The black hulls of the war-vessels floated motionless in the outer harbor, whose surface was now clear of all smaller craft.

The sunrise gun boomed from the fort, and up went the flag. I glanced at the yacht and saw the two little flags fluttering up the masts, and no doubt those away in the harbor were hailing the new day in like manner.

Joe now emerged from his tent, and I went down to help strike camp.

"Did you know when the New York boat went by?" he asked.

"No, I saw nothing of her."

"I did; but I heard from her first. I didn't get asleep right away; and first I knew the water came swashing on the shore at a tremendous rate. Two or three big waves dashed in and the foam rolled clear up each side of the boat. I sat up and looked out, of course, and saw the steamer about a quarter mile off, marching up the harbor; you know she comes in by this channel and goes out around the north end of Goat Island."

When we'd got the boat in sailing trim and everything was stowed away, we went up to the top of the rock to eat breakfast. The tide was still coming in and it would be easier to shove off in the course of fifteen or twenty minutes more.

"That's a handsome yacht, isn't it?" said Joe.

"She's the biggest white craft I ever saw, that wasn't a steamer, I mean."

"The XANTHO, that was built in Pierhaven, was white; but she was a whaling barque. Did you hear that bell?"

"Yes; it must be hard on the people on board who aren't used to such a clanging every half-hour all night. Shows that they want to have the whole thing while they're about it."

The fort launch started from the wharf, on an early trip to the city. Joe arose and sauntered about the rock, taking a bite from a sandwich now and then.

"Hullo! There's a wreck on this side, close under the rock," he cried, looking down the steep western slope of our perch.

I crossed over; and sure enough! There was the blackened skeleton of some old-time craft, rising from the shallow water.

"She must have been a good-sized ship in her day. And there's another! Way in at the further end of the cove."

"I wonder if they were wrecked here? 'Tisn't likely; they must have been towed in here, because here they wouldn't be in the way of other craft."

The rising water had now reached the TRITON, and we hoisted sail and shoved off, pointing for the inner harbor, close-hauled on the light breeze. It had seemed chilly when I first arose, but the sun had made an end of all that,



THE WRECK.

and it promised to be hot, as August days usually are.

We heard the beat of paddle-wheels behind, and, turning, saw a ferry-boat coming behind us, the JAMESTOWN, from Conanicut Island. She was headed so as to pass us, however; so we did not change our course, but took what swell she had to give, which wasn't anything very serious.

On coming near the little fleet of yachts, we noticed one which we hadn't seen the day before. It was schooner rigged, though smaller than many of the sloops; and the extreme backward rake of the masts drew attention at once.

"It's like the man who stood so straight, he fell over backward. She must have got in after dark, for if she'd been here, we'd have seen her, sure."

Near the cabin door sat a heavily bearded man, wearing a black silk cap, and a child stood near him. In the stern a negro was broiling a steak over a little chafing dish of coals.

On a wharf nearly opposite stood a building which bore a large sign on its front, "Water for Vessels, Ice." Alongside lay the boat which had replenished our water supply the previous day. Joe piloted the TRITON to the place; no one was in attendance, but the water was still there; and I filled our jug again.

We drifted around for an hour or two, looking at the yachts and watching the launches come and go, to and from the fort and the torpedo station. The steamer departed up the bay and another came in; the Conanicut ferry-boat went out and returned again. A number of large catboats with sails up were ranged on one side of a wharf near the steamboat landing, all ready to be hired by whoever wished to go sailing.

"That's the only steamboat I know of that has four smoke-stacks," said Joe, pointing over to the big OLDPORT, which lay north of the long wharf where the railroad had its terminus, and where the passengers embarked for New York.

We glided slowly by the great white craft; how high she looked, from our position down at the surface of the water; how the immense paddle-box towered up, with its gay, open-work decorations. "Let's go in, here's the ladder, all ready," I proposed, pointing to the dark paddles curving down into the tranquil water.

"All right!" said Joe, glancing around as he undid the hal-yards from the cleat. Down came the sail; a moment later the TRITON's bow struck gently, and she rounded to against the rim of the great wheel. I hurriedly followed Joe within; and we clambered three or four yards above the water and seated ourselves on the broad, inclined surface of one of the "float-boards".

What a change in those few seconds! From the glare and bustle of the harbor to this quiet dim strange interior, crossed and re-crossed in every direction by a huge circular framework of wood and iron. Obliquely above us was the great shaft from which it all radiated and beyond rose a diminishing maze of spokes, beams and braces, played upon by the scattered beams of light which filtered through the fretwork of the front to the lofty ceiling of the chamber, thirty feet from the translucent, light green water below.

"They give her the air of being even bigger than she is," said I, heading the TRITON in that direction.

"Fancy her coming on now, with full head of steam; wouldn't it be terrific!" observed Joe, as we came athwart the straight, high bows, fifteen or twenty feet away.

But, as we knew, the OLD-PORT was "out of commission" for the time; and there wasn't a particle of steam in the boilers, those great yellow cylinders lay partly exposed on either guard.

"The firemen have a comfortable place on this boat; right beside the doors opening on the fresh air outside, instead of the sizzling cellars where they work on most boats."

"How still it is now, and yet

just think how, all night and every night for weeks at a time, there's been the most thundering and tremendous stir-up inside here."

"'Twould be exciting to be inside then, wouldn't it? Wouldn't you like to see her start up, right now, easy and gentle, the way they do. We'd swarm up on the inside like squirrels in a cage."

"How long would we keep that up? This whole rim has to go round, you know, with every double stroke of the walking-beam," I rejoined.

"You'd have to climb about ninety feet in about nine seconds, and with a five-hundred horse-power shower bath coming down on you. 'Twould stump any monkey that ever grew."

"Well, we could hang on then, and take things as they came. We'd have to hold our hats on when we came to the underside, I expect. And I'm afraid 'twould make us seasick, if anything could."

"Yes, with one thing and another, we'd get tired of it in time. 'Twould be worse than the keel hauling on the old men-of-war, when they tied two ropes to a man and passed him around underneath the vessel."

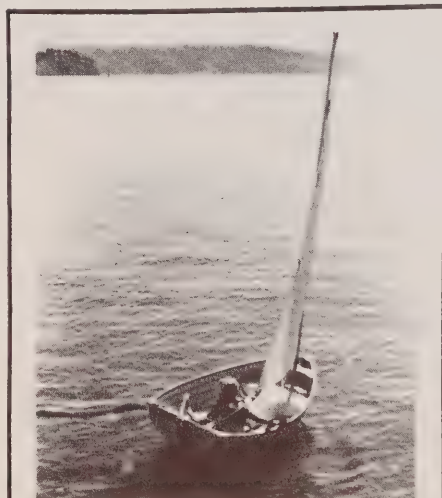
"Yow!" cried Joe.

"What in time's the matter with you?"

"Nothing, only I was trying how 'twould sound in here. There isn't much of any echo."

"Of course not, with all those beams criss-crossing around. You'll have somebody nosing around to see where the victim is, so don't squeal before you're hurt. I guess we'd better be getting out; all we can see of the TRITON is the knot of her painter and anybody could sneak up and get our things without our seeing them."

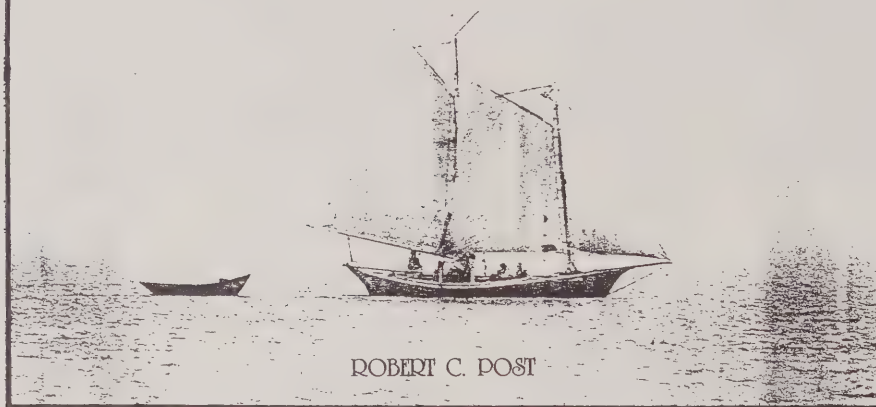
(To be continued).



SUMMER 1986

FATTY KNEES	Grace Marine Corp. 200 Corporate Place - Suite 7
BAKING DINING	Joe and Libby Nye Peabody, MA 01960-3828 617-536-7748

THE TANCOOK WHALERS Origins, Rediscovery, and Revival



ROBERT C. POST

THE TANCOOK WHALERS, ORIGINS, REDISCOVERY & REVIVAL is the result of about a decade now of research and effort by the Maine Maritime Museum on the subject, included in which effort was the building of the VERNON LANGAILLE. The writer, Robert Post, a former Smithsonian curator, brings a scholarly approach to the narrative, which is generously supplemented with old photos and drawings by Sam Manning, Douglas Al-

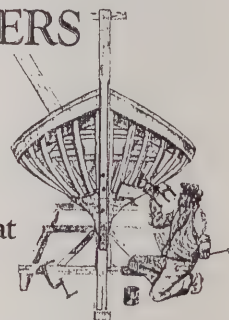
vord and Dave Dillion. The researching of the history and specifications of the Tancooks resulted in the building of the LANGAILLE and that too is chronicled in the book. It is a large 11" (wide)x8.5" format, a particularly attractive arrangement for the graphics in the 110 page softcover book. The cost is \$15 available from Maine Maritime Museum, 963 Washington St. Bath, ME 04530.

Reading for a Rainy Summer Weekend

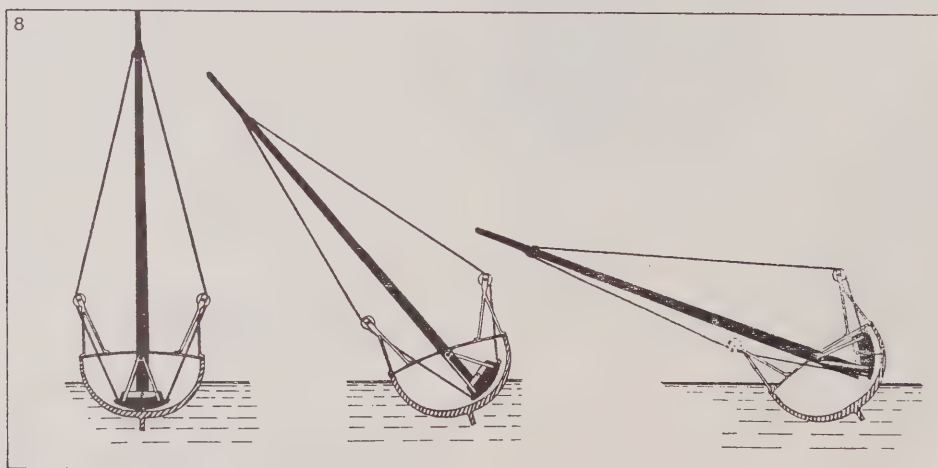
Summer is outdoor time, but if you do find time to do some reading, here are several books of some interest that recently came to our attention.

The DIRECTORY of WOODEN BOAT BUILDERS

by
WoodenBoat
Magazine



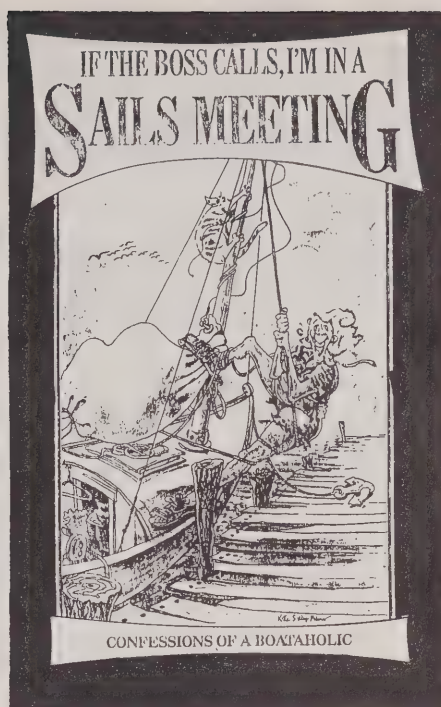
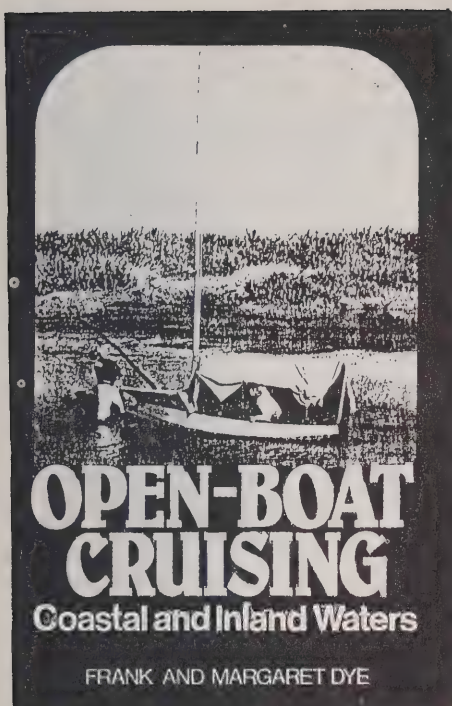
THE DIRECTORY OF WOODEN BOAT BUILDERS is just that, a 300 page softcover 6"x9" indexing of over 500 individuals and boatyards nationwide (plus Canada) that engage today in wooden boat building. This book was compiled by WOODEN BOAT magazine and is offered by them for \$9.50. Details on the capabilities and recent production of each individual and yard are included. There are more than you might think still in this trade. The breakdown in our reader area is as follows: Maine 89, New Hampshire 13, Vermont 10, Massachusetts 31, Rhode Island 7, Connecticut 20, New York 30, New Jersey 10. That's 210 wooden boatbuilders all within a day's travel for any of us in this region! To order, or for further information, write to WOODEN BOAT, P.O. Box 78, Brooklin, ME 04616.



Counterweighted mast with pulley arrangement to minimize heeling.

CURIOUS YACHTING INVENTIONS is a 1971 compilation by a German writer of hundreds of ideas developed over a century or more to make "yachting" a more pleasing experience in the minds of the creators of these inventions. They are a truly incredible array of ways to deal with things like the "dreaded capsize", "optimum sail shape", "unusual keels and centerboards", etc. I obtained a copy through my local library after learning of it from a reader. The various items discussed are accompanied by original illustrations

used by the inventors to display their concepts. Great fun. I particularly was enchanted with the various ways thought up to attach the mast and rig directly to the keel in a swivelling arrangement that would allow the hull to remain upright while the rig/keel assembly heeled to the wind pressure. Amazing. Ask your local librarian to obtain a copy of CURIOUS YACHTING INVENTIONS by Joachim Schult, published in the U.S. by Taplinger Publishing Co. Inc. of New York.



Back in Print After 20 Years

Dana Story's classic book about the people and shipyards of Essex, Massachusetts.

FRAME-UP!

FRAME UP

Back in print after 20 years, Dana Story's classic about the wooden shipbuilding industry, people and yards of Essex, Massachusetts, is available now in a soft cover 111 page edition, illustrated with 17 pages of photographs, for only \$9.95. Mail order from Ten Pound Island Book Co., 108 Main st., Gloucester, MA 01930, adding \$1.50 postage and handling for a single copy, \$.50 additional for each additional copy in the same order. Dana Story is the last of seven generations of Storys to build wooden ships in Essex, with first hand experience at building the last of the Gloucester fishing schooners in the 1930's.

THE BOOKSTORE AT MYSTIC

The Bookstore at Mystic Seaport Museum mails out a newsletter entitled the TELLTALE to interested persons who might want to know more about the vast array of nautical publications they have available. And videotapes too. They call themselves America's largest maritime bookstore with some justification. As they say in the TELLTALE, "Need a book? Call us at 1-800-331-BOOK." They'll put you on the mailing list if you request it.

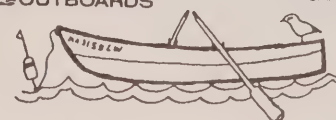
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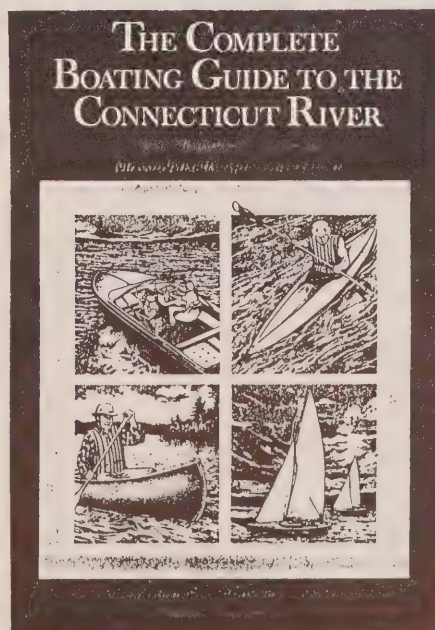
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(617) 454-1746

OPEN BOAT CRUISING by Frank and Margaret Dye was a book I recently recommended to anyone interested in that subject, as the Dye's have done the whole thing to outer limits far beyond any you are likely to try (like sailing the 16' Wayfarer from Scotland to Iceland). Well, I find the book is now out of print, it seems. Several readers have tried to obtain a copy without any luck. One possible source remains, the Dinghy Cruising Association offered copies last winter, perhaps they still have some. They are at P.O. Box 881543, San Francisco, CA 94188-1543. Inquire of them, the book is worth reading. If all else fails and you are REALLY interested, I can loan you my copy. Let me know at BOATS, 29 Burley St. Wenham, MA 01984.

IF THE BOSS CALLS, I'M IN A SAILS MEETING is another attempt at humorous explanation of the sailing experience. Author Judith Archer plows the same old seas again with all the cliches surrounding the experience of getting into sailing. It borders on being corny in my view but does have some laughs as she runs through the gamut from "boatyard blues", "sleeps 8 comfortably" to "battle of the bridges" and on to "the cure". This is a 5.5"x8.5" hardcover book of 173 pages with a number of cartoon illustrations. You can order a copy from Peachtree Publishers, 494 Armour Cir. NE, Atlanta, GA 30324.

CONNECTICUT RIVER GUIDE

If you have any interest at all in paddling, rowing or sailing on the Connecticut River, a just published guide to the River, THE COMPLETE BOATING GUIDE TO THE CONNECTICUT RIVER is an essential. This is VERY COMPLETE indeed, with a wealth of detail on the River from its source on the Canadian border to its mouth on Long Island Sound. Thirty maps detail the river, section by section, with accompanying details on water and bank conditions, local access, history, geography. Even if you are not planning any major river outings, this book is a good read if the River interests you. The cost is \$9.95 for the 250 page, 5.5"x8.5" softcover book from the Connecticut River Watershed Council, 125 Combs Rd., Easthampton, MA 01027. There may be an additional charge for postage, check on it. Their phone is (413) 584-0057.



WHAT'S HAPPENING?

SEASIDE FESTIVAL ROWING RACE

A featured event in the all-day Seaside Festival at Fort Foster Park in Kittery Point, ME, on August 9th, will be a 2.6 mile rowing race for wherries, dories, peapods and other traditional rowing craft NOT designed for racing. No sliding seat/rig boats, racing shells, canoes, kayaks. Further information or an entry form can be obtained from Geoffrey Marshall, 9 Garrison Dr., Eliot, ME 03903, (207) 439-0611.

GLOUCESTER SCHOONER FESTIVAL

August 30-31 weekend will find historic Gloucester, MA, all geared up for the annual Schooner Festival, two days of waterfront activity open to all traditional craft. There'll be races, a parade of sail, deck tours, public sails and a Harbor Loop Seafair. Shore-side viewing will be excellent for the on-the-water events and many of the participating schooners will be open for public inspection. The Mayor's Cup Race will be for schooners over 75' in length with a field of six. The SPIRIT OF MASSACHUSETTS, ERNESTINA and HARVEY GAMAGE are already entered. The tentative schedule calls for public sails and deck tours Saturday from 10 a.m.; races for Friendship sloops, catboats, dories and traditional boats at 1 p.m.; a reception at 5 p.m.; and sea chanty singing at 9:30 p.m. On Sunday, the deck tours and public sails again take place in the morning from 10 a.m.; the Harbor Loop Seafair goes on all day; the Mayor's Cup Schooner Race goes on at 1 p.m.; the parade of sail wraps it up at 4 p.m. For further details contact the Cape Ann Chamber of Commerce at (617) 283-1601.

12TH ANNUAL GERRISH ISLAND RACE

Lance Gunderson resumes direction of this annual early fall "all-comers" race around Gerrish Island from Kittery Point, ME. The date is September 6th, time 12 noon to catch the right tidal conditions for the start through the narrow channels in the saltmarshes leading to Brave Boat Harbor. The 6 mile course exits that harbor onto a four mile open ocean shore stretch back down to Kittery Point. Advance registration is \$1.50 per oar, no mention of fee for sail or paddle. Contact Lance Gunderson at 226A Harbor Rd., Kittery Point, ME 03905, phone (207) 439-9623. Any sort of non-motorized boat is welcome.

THE WOODEN BOAT SHOW



WOODEN BOAT SHOW HIGHLIGHTS

The Wooden Boat Show is on for August 21-24 at the Newport Yachting Center in Newport, RI, with many displays of wooden boats, new and used, and related gear. Special events and exhibits have been arranged again this year.

There'll be an auction of nautical items and opportunities for the benefit of the Museum of Yachting, not only items to take home, but also outings to go on.

Gougeon Brothers will present a three-part demonstration of using their WEST System (tm) in wooden boatbuilding.

Mariners Museum of Newport News, VA, will have a display of yachting photos from the 1920's and 1930's including America's Cup racing in the J-boats.

A restored Windmill Class racing dinghy will highlight one exhibit, restored and refitted with all the original equipment.

AIRFORCE, a custom Paine 45, especially built for the 1986-87 BOC round-the-world race which starts at Newport on August 30th will be on display, the latest in hi-tech wooden boat construction techniques.

The SIKA Challenge returns again with its quick-and-dirty boatbuilding contest and race.

Details on the Wooden Boat Show for exhibitor or attendee can be obtained from the Newport Yachting Center at (401) 846-1600.

THE PINKY SCHOONER MAINE

The Maine Maritime Museum in Bath, ME, will send the 53' pinky schooner, MAINE, a replica of an 1830's Maine fishing schooner to be on display at Mystic Seaport Museum and at the Wooden Boat Show following its July 4th participation in the Statue of Liberty Centennial in New York. After a July 8th stop at Norwalk, CT, the MAINE will be at Mystic Seaport until August 19th, when she will travel on to Newport, RI, for an appearance at the Wooden Boat Show. Following the Show, the Maine will return to Bath.

IPSWICH RIVER WATERSHED ASSOCIATION, INC.

IRWA 4TH ANNUAL CANOE EVENT

The Ipswich River Watershed Association will hold its 4th annual paddle from the Green St. Bridge in Ipswich, MA, to Long Wharf on Atlantic Ave. in Gloucester on Saturday, August 16th. This is about a 3-3.5 hour paddle downstream and along the coast of Ipswich Bay to Gloucester. Vest type life preservers MUST be worn. Awards and a picnic follow.. Pre-registration at \$5 per person is required, maps and rules will be sent to registrants. Call (617) 887-9685 or (617) 887-8671 for information and registration forms.

ANTIQUÉ & CLASSIC MEET

Over 100 restored antique and classic boats will gather near Buffalo, NY, on September 7th for the Niagara Frontier ACBS Chapter ninth boat show. Location is at the Buffalo Launch Club, 503 East River Rd., Grand Island, NY, show times are 9 a.m. to 5 p.m. The show is open to the public admission-free. The opening ceremony will include a spectacular display from one of the world's most powerful fireboats. More details from John Dougherty at (716) 283-7738.



NORWALK SEAPORT ASSOCIATION'S

Oyster Festival

OYSTER FESTIVAL SMALL BOAT SHOW

The Norwalk (CT) Seaport Association is including in its 1986 Oyster Festival celebration on September 5-6-7 a juried show of small handcrafted boats. They want to attract 30 boats under 25 feet in length to participate with \$1,300 in prizes offered. SMALL BOAT JOURNAL is co-sponsoring the show and judging will be done by designer Bruce Kirby, builder Frank Casey and boating editor John Coneybear. The fee to exhibit a boat is \$175. About 120,000 people attend the three-day waterfront celebration annually. For exhibitor application or further information, contact the Oyster Festival Boat Show, Norwalk Seaport Association, 81 Washington St., S. Norwalk, CT 06854, (203) 838-9444.

THE 2ND ANNUAL BOSTON TUG MUSTER & PARADE

Saturday
August 9th, 1986
12 noon
Pier 4, Charlestown
Boston - 2 piers to
seaward side of
USS Constitution



TUGBOAT MUSTER & PARADE

Saturday, August 9th at noon the Boston Harbor tugs (and visitors from elsewhere who are in town) will gather at Pier 4 in the old Charlestown Navy Yard on Boston Harbor for the 2nd Annual Muster & Parade. The parade down the Harbor to Castle Island and back opens the events at noon and then various contests involving "tugging & pushing" will take place off the Pier. The tugs will also be moored alongside for close-up inspection. This is a really good opportunity to see working boats close up. More information from The Boston Educational Marine, (617) 523-7611 days.

FOOLS RULES REGATTA

This is one of those "budget" boat contests in which one builds a boat at 9 a.m. from inexpensive materials and then races it at 11 a.m. It takes place on August 23rd at East Ferry Beach in Jamestown, RI. Contact Chris Powell at (401) 423-1492 (home) or (401) 789-0281 (work).

THE RACE OF TRUTH

October 13th is the date for this open water race for kayaks, canoes and pulling boats. This early announcement is to alert interested advocates of these forms of boating about this truly "open" event. The objective is to test the performance of four common types of muscle powered watercraft over a significant distance, 8 to 10 miles, that will include some exposure to open sea conditions. The four catered to classifications will be kayaks, canoes, fixed seat rowing craft and sliding seat rowing craft in single or double configurations. There'll be no dimensional restrictions and open hulled craft can be fitted with temporary decking if desired. This will all happen in South Bristol, ME, with the start and finish at Christmas Cove and the course a loop around Rutherford Island. Contact Jim Chute at RFD 3, Box 20B, Freeport, ME 04032 for further details.



The Canoe Farm

CANOE FARM CLINICS

The Canoe Farm of Kingston, NH, has scheduled several clinics and local trips for would-be paddlers during the summer on nearby Great Bay.

Sea Kayak Clinics will be held on Wednesday and Thursday evenings weekly from 6-8 p.m. Wednesdays are beginner clinics to learn basic paddling skills and equipment at a \$10 fee. Thursdays are for intermediate level paddlers to learn rescue and rolling techniques at a \$5 fee. Kayaks may be rented at \$5 per evening.

Canoe Clinics will be held on Tuesday evenings weekly from 6-8 p.m.. Basic paddling skills, safety and equipment will be covered at a \$5 fee.

Great Bay Kayak Trips are scheduled this month on August 3 & 17 and on one date in September yet to be determined. \$35 per person includes all necessary equipment for an afternoon trip exploring the Great Bay area and the nearby Lamprey River. Instruction will be included on paddling, safety, navigation and wildlife.

For all the details, call Brenda at (603) 642-8064 or write to The Canoe Farm, Rt. 125, Kingston, NH 03848.



RC MODEL YACHT RACING CALENDAR

AUGUST 2: Commodores Inv. 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

AUGUST 3: Tony Lombardi Mem. Any Boat, Providence, RI, George Greenhalgh, (401) 245-7493.

AUGUST 9: Arges Mem. M Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

AUGUST 10: Star 45 Accr. Springfield, MA, George Brown, (413) 788-4664.

AUGUST 10: Dog Day Regatta, Any Boat, Stratford, CT, Robert Mersereau, (203) 226-9370.

AUGUST 10: Midsummer M, Mystic, CT, Bob Weall, (203) 599-1644.

AUGUST 23: Scale Regatta, Any Boat, Central Park, NY, Madeline Tucker, (212) 874-0656.

AUGUST 30: Max Baum Mem. M Class, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

AQUA*VENTURES



AQUA*VENTURES KAYAK TOURS

AQUA*VENTURES of Jamaica Plain, MA, offers one or two day sea kayak outings for interested persons of all skill levels, including beginner. They take participants out in amongst the Boston Harbor Islands from Hull, MA. They now have a descriptive brochure available, just write to them at 75 Parkton Rd., Jamaica Plain, MA 02130, or call them at (617) 524-6239 and ask for their Kayak Tour Folder.

AUGUST 16: Coastal paddling day trip with all boating gear and picnic lunch provided. Fee is \$60.

AUGUST 17: Repeat of July 6th at Lovell's

AUGUST 23-24: Weekend of kayak touring and instruction with overnight camping. All boating and safety gear, meals and some camping gear provided. Fee is \$125.



SUMMER RACING

After a July without scheduled canoe races, the CCRA schedule resumes in August with three flat-water events.

AUGUST 13: Sunset Canoe Race, a 5.5 mile race on Bolton Lake, Bolton, CT. Contact Ted Kenyon at (203) 872-0219 or Jeff Heidman at (203) 742-6388.

AUGUST 17: Bluefish Festival State Flatwater Championship, a 10 mile tidal river and open bay race on the Hammonasset River and Clinton Harbor in Clinton, CT. Contact Earle Roberts at (203) 346-0068.

AUGUST 23: Summer Sizzler, an 11 mile (6 for novices) tidal river race on the Seekonk River from the East Providence Yacht Club in East Providence, RI. Contact Scott Olsen at (401) 434-4871.



WoodenBoat

WOODEN BOAT SCHOOL

Summer sessions of the Wooden Boat School in Brooklin, ME, are well along now, but there may still be opportunity for participation in some of the courses offered for last minute applicants, so here's a summary listing of what is scheduled.

AUGUST 3-9: Advanced Piloting & Navigation with Carl Chase.

AUGUST 3-9: Small Craft Seamanship with Alan Sternman.

AUGUST 3-16: Building the Bangor Packet with Steve White.

AUGUST 3-16: Building a Traditional Friendship Sloop with Gordon Swift.

AUGUST 10-16: The Art of Oar, Paddle & Spar Making with Lou McIntosh.

AUGUST 10-16: Small Craft Seamanship with Roger Taylor.

AUGUST 17-23: The Art of Rigging with Brion Toss.

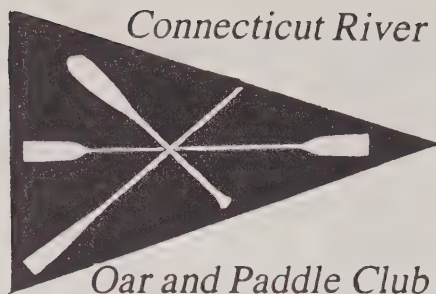
AUGUST 17-30: Repair & Restoration of Classic Runabouts with Don Benjamin.

AUGUST 17-30: The Lines & Shapes of Boats with Dave Dillion.

AUGUST 17-30: Beginning Boatbuilding with Eric Dow.

AUGUST 24-30: The Art of Sailmaking with Robin Lincoln.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.



CROPC CALENDAR

The Connecticut River Oar & Paddle Club is well into its 1986 schedule of events and here's what's on for August:

AUGUST 9: Beach party at the Persson yard in Old Saybrook with short dory and shell rides and boat tryouts.

AUGUST 13: Evening cruise leaving boatyard at 7 p.m. to explore Archer Creek, 2.4 miles.

AUGUST 16: Age Day, an evening outing for local senior citizens using the club dory and member boats at the boatyard.

AUGUST 20: Evening cruise leaving the boatyard at 7 p.m. around Goose Island, 3.9 miles.

AUGUST 23-24: Overnighter to Selden's Island leaving boatyard at 11 a.m. (12 mile round trip) or Haddam Meadows at 12 N (13.2 miles finishing at the boatyard).

For information on joining this club or attending its activities, contact CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, (203) 388-2343.



ACA SAILING CANOE RACES

New England canoe sailors have several events on for summer as follows:

AUGUST 23-24: 10m National Championship, Barrington Yacht Club, Barrington, RI. Call Kim Clark at (401) 247-0947.

AUGUST 24: Togetherness Race (2 in a canoe), Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

AUGUST 30-31, SEPTEMBER 1: Cruising Class National Championship, Lake Sebago, Sloatsburg, NY. Call Joe Ryan at (201) 444-6478.

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The Fifth Annual 1986 Atlantic Coast Sea Kayaking Symposium

SEA KAYAK SYMPOSIUM

L.L. Bean and ANorAK will co-host the 5th Annual Atlantic Coast Sea Kayak Symposium at Castine, ME, on August 8-10. Format will remain as in the past with a number of workshops on all aspects of sea kayaking, in separate novice and experienced programs, conducted by outstanding experts in the sport. At the beach will be most available sea kayaks for tryouts by prospective purchasers. Paddling skill sessions from basic on up, rescue techniques, solo and group, will be in-the-water programs. For a brochure and registration form write to the Atlantic Coast Sea Kayaking Symposium, L.L. Bean, Inc., Freeport, ME 04033. Registration fee for the entire weekend is \$40.



A new club policy of being kind to trip leaders is being instituted due to complaints from trip leaders. Having volunteered to lead trips, these folks gave up other opportunities to be available on the trip date and location only to have nobody show up. A waste. Henceforth, meeting times for flatwater trips will be available only by phone call to the trip leader, who can then find out if anyone plans to come. Schedule into summer is as follows:

AUGUST 2: Narrow River, 6.5 miles, in at Gilbert Stuart, out at Sprague Bridge. Leader Open.

AUGUST 16: Hog Island Quahogging, 1 mile round trip from Mt. Hope Bridge. Call G. Bradbury at (401) 739-8690.

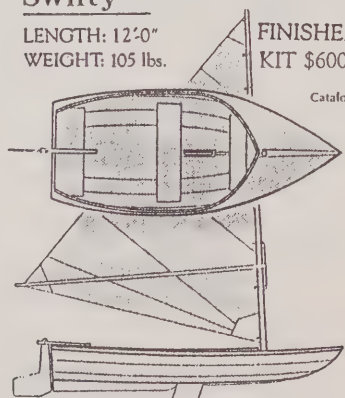
AUGUST 23: Hope Island, round trip from Allen's Harbor. Call D. Greene at (401) 421-4248.

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SEBAGO CANOE CLUB

SEBAGO CANOE CLUB

Interested canoeists and kayakers within reach of Brooklyn, NY, will find the Sebago Canoe Club a worthwhile organization to look into. The Club schedules many activities throughout the paddling season in racing, sailing, cruising and daily paddling. They own waterfront property with ready water access in Brooklyn, boat storage facilities, club boats for member use, and offer instruction as well as organized events at the Brooklyn site and on Sebago Lake in Sloatsburg, NY, where they have a cabin and camping facilities. If all this sounds of interest, contact Membership Chairman Hank Niman at (718) 375-2618 or write to the Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11236. Upcoming activities are as follows:

AUGUST 2: Afternoon war canoe cruise on Jamaica Bay. No experience is required other than basic swimming ability and a willingness to paddle. Good birding is usually enjoyed in this bird sanctuary.

AUGUST 2-9: Annual Sugar Island ACA encampment on the St. Lawrence River.

AUGUST 9-10: Possible trip to Fire Island National Park if necessary reservation can be obtained. Contact Francine Michel at (212) 796-3226.

AUGUST 14: General meeting rescheduled from August 24, at the clubhouse.

AUGUST 16-17: Norwalk Islands in Connecticut. Contact Mr. & Mrs. Celifarco at (203) 838-5907.

AUGUST 17: Racin' in the Basin, scull duerie rowing contests and an anything-that-floats bay cruise after. Contact Dick Springer at (718) 996-8461 or Bob Pace at (718) 338-9173.

AUGUST 23: MCKC visit to Sebago Clubhouse, bay cruise and tea. Contact Steve Keller at (718) 788-3416.

AUGUST 24: Togetherness Race, two in a sailing canoe.

AUGUST 30: Passaic River, NJ. Contact Bob Pace at (718) 338-9173.

AUGUST 30-SEPTEMBER 1: Labor Day Weekend at Sebago Lake.

OUTDOOR SPORTS CENTER

SEA KAYAKING ADVENTURES

The Outdoor Sports Center of Wilton, CT, has scheduled several sea kayaking adventures for summer and fall. Participants are required only to be in good health, willing participants, respectful of the sea and the land and life alongshore. The outings coming up are as follows:

AUGUST 2: New York Harbor day trip, about 10 miles, 6 person limit. Fee is \$45.

AUGUST 16-17: Brigantine Wildlife Refuge weekend, protected waters paddling on the Jersey shore with overnight camping. Fee is \$100.

JULY 27, AUGUST 10, SEPTEMBER 14: Introduction to kayak surfing. Fee is \$45.

SEPTEMBER 13 & 21: Thimble Islands day trip on Long Island Sound. Fee is \$45.

OCTOBER 10-13: Columbus Day three-day weekend at location to be determined. Contact Outdoor Sports Center at summer's end for specifics.

The fees cover instruction, meals, shuttle transport. Kayaks for the trips can be rented for \$15 per day. For further information contact Outdoor Sports Center, 80 Danbury Rd., Wilton, CT 06897, (203) 762-8324.

SOUTHEASTERN MASS CANOEING

The Southeastern Mass. Chapter of the AMC has the following canoe outings scheduled this summer open to any interested canoeists:

AUGUST 1-3: Weekend campout/canoeing tidal waters on Nantucket. Limited canoe transport to island so sign up early, \$20 deposit required. Contact Robin Condon at (617) 636-3290 or Louise Derochers at (617) 672-9009.

AUGUST 9-10: Weekend campout/canoeing/concert on flatwater on Housatonic River in Lenox, MA, with concert at Tanglewood. Contact Paula Phillips at (617) 826-8080.

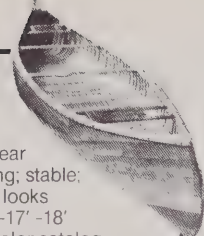
AUGUST 16: Tidal flatwater on the Centerville River in Centerville through interesting marshes. Contact Kate Balcke at (617) 775-8718 or Kathy Maloney at (617) 771-7410.

AUGUST 22-24: Weekend camping/canoeing at Knubble Bay, ME, AMC camp, tidal flatwater. Limited to experienced paddlers. Contact Tony Arnold at (617) 888-7532 or Barbara Hughes at (617) 362-3954.

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TALK ABOUT PADDLE POWER

In our July 15th issue we had a lot of coverage on paddling, mainly in canoes. Here is a paddle powered craft from the Mad Mattapoisett River Race, getting a good grip on the water seems of paramount intent. Bob Whittier Photo.

SAFE SAILING ADVICE

With all the public "concern" today about safety for us all as productive citizens on the part of bureaucrats and self-appointed guardians of our well-being, the following nautical poem from Wes Farmer, written for him by his friend, Dianne Marshall, seemed to sum it all up:

"The weend she blow
Nor'east, Nor'west,
Maybe she blow some more,
But you can't get ze drown
On Lac Supe'r
So long you stay on shore!"

PROJECT REGISTRY

Carl Atwood signs on the growing Registry of Projects as follows:

"Please add me to the Registry of Projects. We just completed a 15' Bolger designed DIABLO runabout. As this is similar to GYPSY, we have followed the series on building that with great interest. We are interested in corresponding with anyone who has built, or plans to build, DIABLO.

Two tools we found very helpful in doing this tack-and-tape building were the Vise-Grip clamps with the 11" and 18" extended jaws and a band clamp, a 20' long web belt threaded through a take-up reel. The Vise-Grips could be pre-set for thickness of pieces to be glued and used in hard to reach places much more easily than ordinary C-clamps could. The band clamp is a sort of "Spanish Windlass" useful for pulling larger plywood panels together. We used wooden wedges in appropriate places to apply the clamping pressure just as required for alignment of pieces."

Carl is at 1032 Pleasant St., Bridgewater, MA 02324 for anyone wishing to contact him on his DIABLO project.

The complete Registry will be published once a month, every other issue, beginning September 1st, through the winter building season.



HAMILTON CANOE, HAPPY IN MAINE

Daniel Hamilton relocated his canoe and boat restoration and repair business from suburban Concord, MA, to remote Winterport, ME. this past Spring, and he has the following to say about the move:

"Maine is all I had hoped for, and more! The farm we live on is beautiful (and cheap). I have a good workshop and have been busy with boat work. At present I am restoring a 20' sharpie with new frames, planks and decks; rebuilding a nice old Norwegian pram, a beautiful Morris canoe, and the usual assortment of Old Towns. I am lofting a 17' lapstrake canoe by Walt Simmons to be built as soon as space is available. And, I just had 1200 board feet of cedar stacked in the barn! So I'm happy here.

Daniel can be reached at Hamilton Canoe & Boat Shop, RFD #1, Box 1700, Goshen Rd., Winterport, ME 04496, (207) 223-4188.

Backpackers Of the Sea

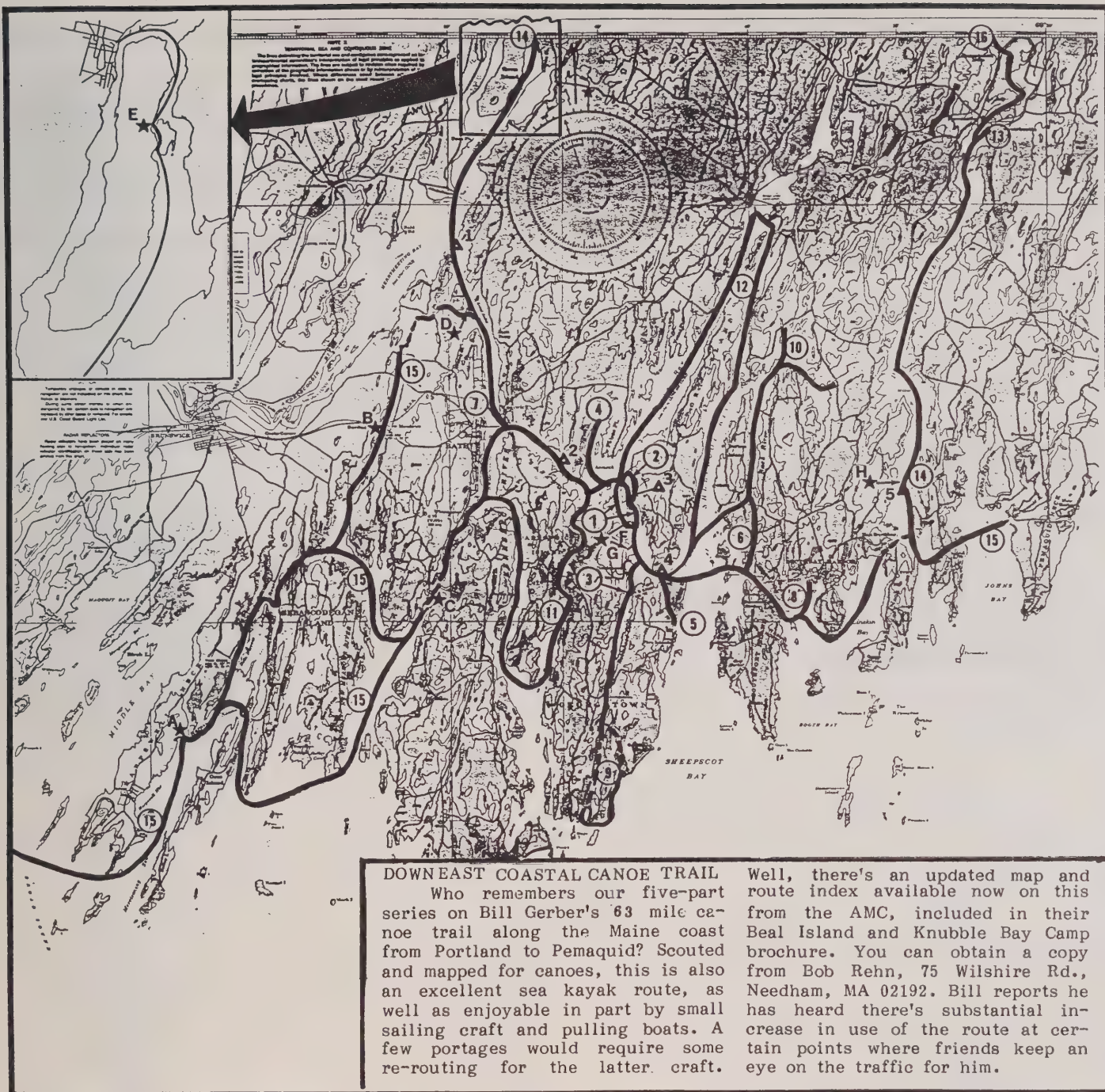
*If you yearn for adventure and
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SEA KAYAKING SWEEPS THE DOWN EAST COAST

That was the cover headline on the August, 1986, issue of DOWN EAST magazine, and inside are six pages of gorgeous color photos of summer kayaking on the Maine coast with a short article on the growth of the sport by a non-kayaker journalist. Nice publicity, and the photos are indeed gorgeous. Makes you want to load up and head down east to paddle.

CANOE CORRECTIONS

In my report on the Bean Canoe Symposium in the July 15th issue, I described how slender Alexandra Conover back packed a 150 pound expedition canoe and 200 pounds of related gear. Well, she's not THAT strong. Garret called to correct the numbers. The big canoe, despite its rugged traditional construction, weighs only 80 pounds. And the combined waning and duffle added up to about 60 pounds. I am still impressed, however.



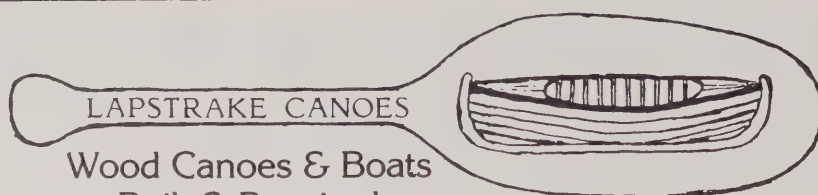
DOWNEAST COASTAL CANOE TRAIL

Who remembers our five-part series on Bill Gerber's 63 mile canoe trail along the Maine coast from Portland to Pemaquid? Scouted and mapped for canoes, this is also an excellent sea kayak route, as well as enjoyable in part by small sailing craft and pulling boats. A few portages would require some re-routing for the latter craft.

Well, there's an updated map and route index available now on this from the AMC, included in their Beal Island and Knubble Bay Camp brochure. You can obtain a copy from Bob Rehn, 75 Wilshire Rd., Needham, MA 02192. Bill reports he has heard there's substantial increase in use of the route at certain points where friends keep an eye on the traffic for him.

ROUTE: NUMBER/NAME Distance Time / Caution Areas	BEST TIDE & TIME CONDITIONS	POINTS OF INTEREST AND/OR OBJECTIVE
1 THE GREAT CIRCUMNAVIGATION 2 miles round trip 1 hr / C	Within 1½ hrs of High Tide	Coast of Beal Island
2 THE SIDE GATE — / none	Any	Avoids Lower Hell Gate (C)
3 MARY BARRETTS BONES 3 miles round trip 1½ hrs / none	Any	Robinhood Marina and Five Masted Schooner Hull
4 BROOKINGS BAY CIRCUIT 7 miles round trip 4 hrs / C	Mid & Above Up on The Flood & Back on Ebb	Phipps Point - 17th Century Shipyards. Evacuation Pt. during King Wm's War (1690's)
5 STOCKING THE WILD CLAMBAKE 8 miles round trip 4 hrs / D & Ocean Swells	Ebb Down & Flood Back	Seafood Market & General Store at Five Islands
6 JEANNE'S JAUNT 11 miles round trip 6 hrs / D	Ebb Out & Flood Back	East Side of Sheepscot River & Hodgdon Island Seafood Market
7 BATH & MAINE MARITIME MUSEUM 12 miles round trip 6 hrs / B & C	Flood Up & Ebb Back Note Extreme time Corrections for UHG (B)	Percy & Small Shipyards, Bath Iron Works, Apprentice Shop, etc.
8 THE "GUT" ROUTE 12 miles round trip 6 hrs / D	Ebb Out & Flood Back	Boothbay Harbor Sights & Activities (see local paper)

ROUTE: NUMBER/NAME Distance Time / Caution Areas	BEST TIDE & TIME CONDITIONS	POINTS OF INTEREST AND/OR OBJECTIVE
9 ALFRED'S DILEMMA 5.5 miles one way 3 hrs / Ocean?	Spring & Fall 12 ft Tide at So. End Robinhood Cove	Sagadahoc Bay or Little River & Reid State Park (see 3)
10 "ROOTS" 12 miles one way 2 days, round trip / D	Arrive or Depart from Parson's Creek at High Tide	Site of Parson's Creek Tidal Mill
11 PETE'S PERIL 21 miles round trip 2 days / B & C	Cross Back River Mud Flats Above Mid Tide Ebb Down & Flood Back	Bald Head, Perkins Island Popham Beach & Fort
12 SUZ'S SURPRISE 22 miles round trip 1 day / C & D	Up on A.M. Flood Back on P.M. Ebb Late Afternoon Low	"Yankee Atomic" Wiscasset Sights & Ice Cream!
13 DAMARISCOTTA - NEWCASTLE 20 miles one way 2 days one way / D & E	Early Afternoon Low	East Boothbay, Ft. Island (& see 3, 8 & 14)
14 DO THE ISLAND HOP 29 miles one way 3 Day Trip / A, B, C, D & E	High Upon arrival at The Chops on 1st Day	Merrymeeting Bay (& see 7, 8 & 13)
15 DOWN EAST COASTAL CANOE TRAIL 63 miles one way 5 day trip / B, C, D, E & others	Flood During Middy at Beginning of Trip (Travel West to East)	South Portland to Pemaquid Entails Portages to 1 mile long (see 3, 7, 8 & 14)
16 THIS WAY OUT	Flood Tide Throughout	To Muscogus Bay Avoids Rounding Pemaquid Pt.



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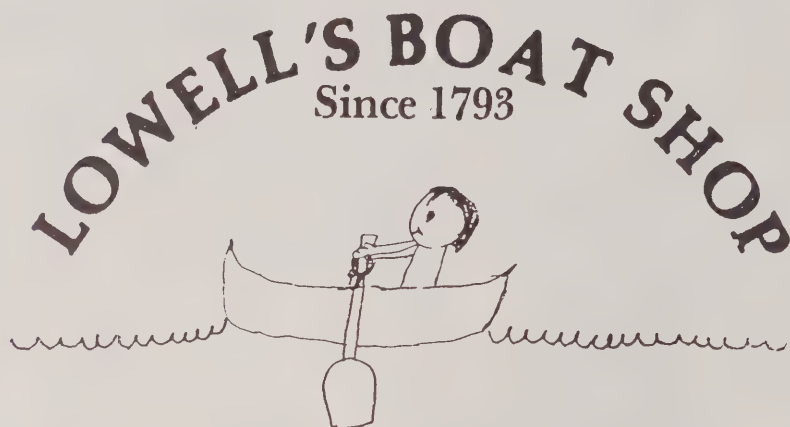
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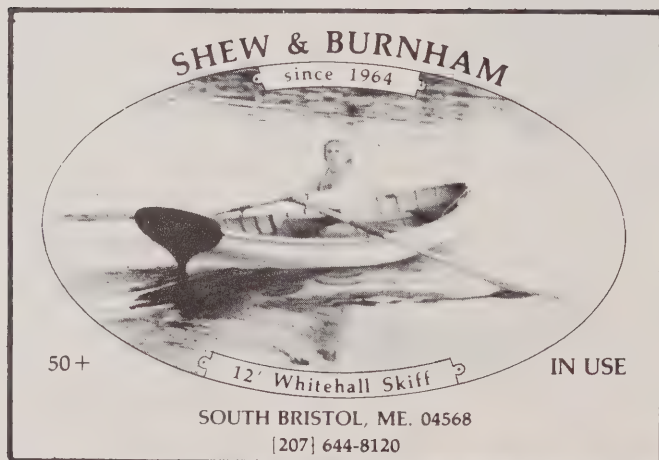
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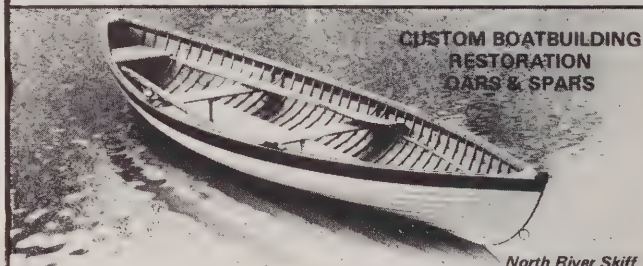
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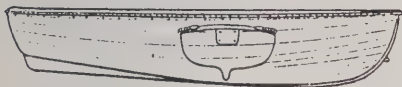
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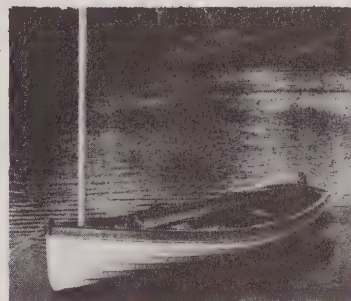
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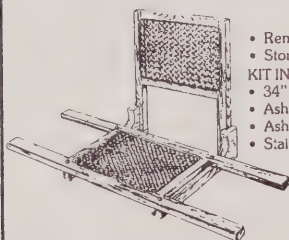
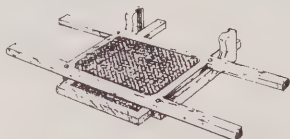
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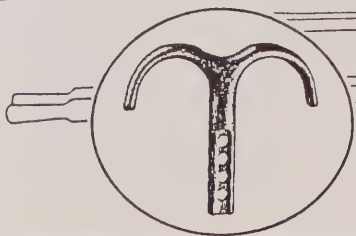
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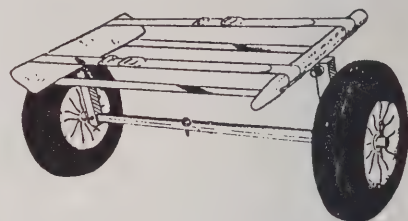
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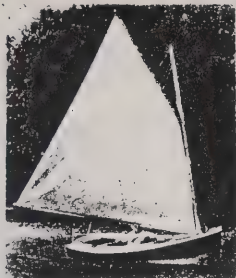
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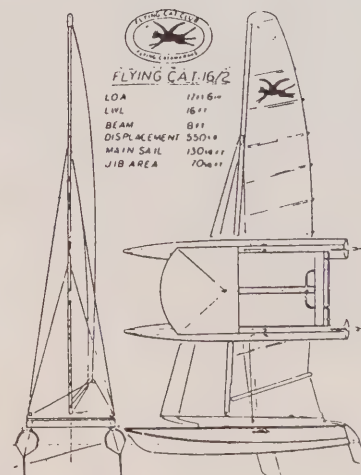
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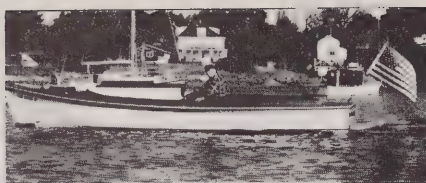
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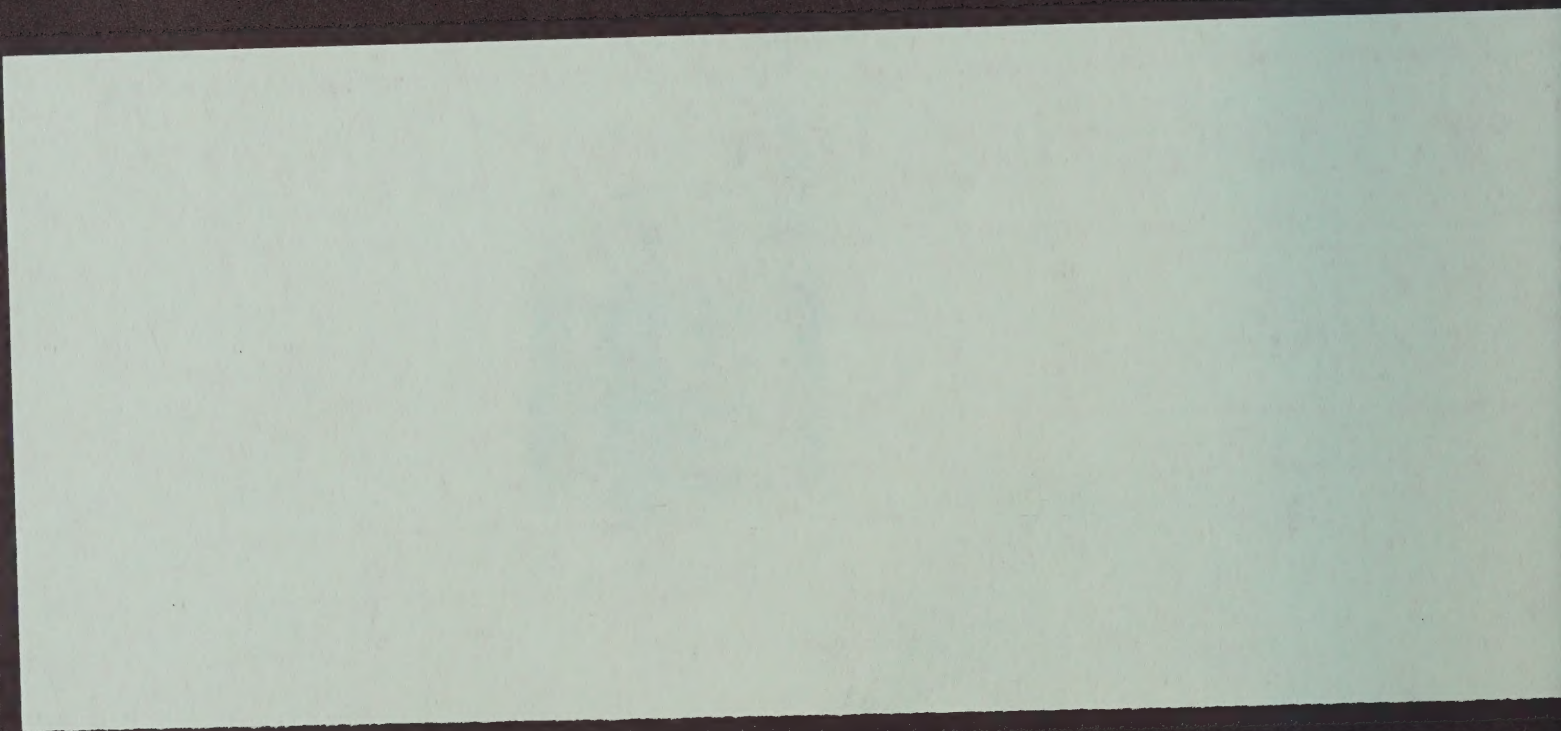
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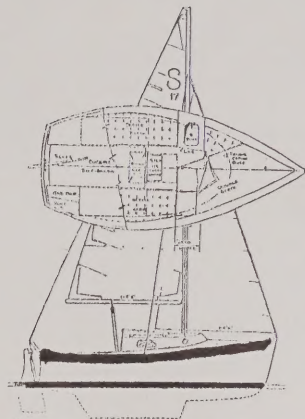
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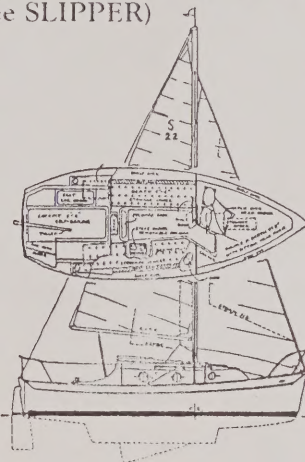


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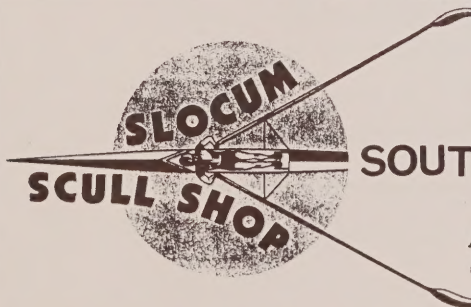
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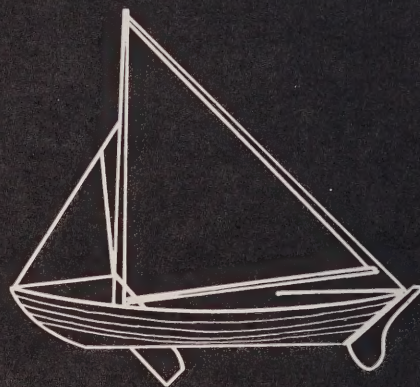
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