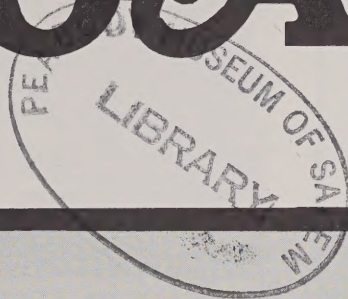


Twice a Month!



messing about in BOATS



Volume 4 ~ Number 23

April 15, 1987





messing about in BOATS

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Our Next Issue...

Should have our report on a
Cape Cod Frosty Regatta at Oster-
ville, MA; the promised review of
Bob Whittier's interesting SEAMAS-
TER outboard runabout; the prom-
ised nostalgia piece on Weston
Farmer's PIUTE seagoing outboard
runabout; the promised review of
the two inexpensive home-builder
kayaks, SCRAPS and DK-13, now
with some comments from a builder
of the latter (procrastination some-
times pays off); a look at some of
Elrow LaRowe's Bolger designs; and
if we fit in that trip to Maine,
something on what's happening at
Maine Maritime Museum's Appren-
ticeshop, Dan Hamilton's canoe shop
and Paul Reagan's Shaw & Tenney
oar and paddle works.

On the Cover...

An idyllic paddling scene from
reader Herb Klinger, who sent us
some beautiful big photos of quiet
paddling on remote waters. More on
the centerspread pages. Paddlers
get out early on the water, and it
is mid-April by the time you see
this . . .

Commentary

**BOB
HICKS**



Well, it's spring at last and
that's when the sap rises, they
say. And so I get up and go out
looking at boats again. I don't need
anymore boats, but that doesn't
stand in the way of this restless
spring urge to go look at boats,
thinking maybe to buy one, of
course. Always there's the vague
dream back in the mind somewhere
about another boat, one that would
come close to fulfilling whatever
fantasies were envisioned over the
winter.

It's more sensible to buy in
the fall, when people want to un-
load their faded dreams before win-
ter storage sets in. But the drive
to go look is not very strong then,
sensible time or not. A season has
just ended and one has had enough
of boats. That's why those people
are selling then. Being perhaps
more driven than some in this way,
I sort of do keep an eye out all
winter long for interesting possibi-
lities, but they don't seem to turn
up in all the various ads I see,
and, anyway, I'm not awfully en-
thusiased about driving off on a win-
try day to view a boat under a
plastic tarp.

It's the spring that does it.
This wanting to go look at boats
would seem to be something of a
perversion of whatever those biolo-
gical clock urges are that come over
us this time of year. The same
thing apparently affects the market
for cars. I can't imagine the search
for a new car having this embedded
urgency, though, this itchy feet
thing to get out and wander the
boatyards and backyards wherever a
possibility of an interesting boat
has surfaced.

I don't need another boat. I
have several ready to use this year
already, which is a wonder in it-
self. My sea kayak and Folbot dou-

ble need only superficial cleaning
out and they're ready to go. The
"press boat" we got last fall, a
1956 White 18' outboard runabout,
is ready, maybe a day to tune up
motor, install battery, polish up
brightwork. The "project" boats
wait patiently still, the '47 Chris
Craft runabout, the 18' Alden "O"
boat. Neither will get into the wa-
ter this year probably. They're used
to waiting.

But still I'm already out look-
ing at boats, in particular some-
thing around 18'-20' daysailer type,
something that's NOT a project,
something I might actually get to
sail in this season. I'll settle for
one needing paint maybe, cleanup,
detailing, I'm not averse to a
week's work, but not MAJOR stuff
like refastening, refinishing, com-
pleting. Never mind building from
scratch!

The looking is an adventure
in itself. I check ads that come in
here, ads in area classified week-
lies, little handmade signs in boat-
shop windows, word of mouth leads,
boats in area boatyards I happen to
go into for something else. Already
(by March 20th presstime for this
issue) I've looked at three or four.
None grabbed me. What happens is
the urge to look is strong enough
to overcome rational review of the
advertised specs. The 20' Crocker
keelboat really wouldn't be trailer-
able, but the name was right, so
was the size, and it was close by.
So I looked. It was a nice visit
with the owner, not a bad boat ei-
ther. But that fin keel, it wouldn't
work for me.

And the 20' Chesapeake sloop,
a skipjack, maybe??? I love skip-
jacks. Well, it was, sort of. In
great condition, but no bowsprit,
and an extra strake on the side to
increase its freeboard made it so
boxy looking. And it was full of
ice, a foot thick glacier lay within
it. So, that wasn't it either.

As soon as this issue goes to
the printer I'll be off again look-
ing, there's sure to be something
interesting out there yet. Not in
the new boat dealer stores or
yards, but tucked into a backyard
somewhere or in the boatyard that
caters to the older wooden boat
people. Looking at new boats isn't
any fun, they're out of the ques-
tion anyway for price and they
don't satisfy this springtime urge.
It'll have to be "pre-owned", wood-
en, almost ready to go, and irre-
sistible in appearance. But I can't
tell you just what it'll be, if I
find it. I'll know when I see it.
Until then, the looking goes on.
Hope springs eternal.

Op~Ed Page

This column exists for readers to express their opinions about subjects that have appeared in MESSING ABOUT IN BOATS, including debating editorial remarks I have made. Your comments will be published here edited only for clarity and to remove redundancy (you only need to say it once) with your views unabridged. No follow-up rebuttals will be made by me.

THERE IS SO SOME SORT OF FREE LUNCH

"If one considers all the ramifications, it's doubtless true that TINSTAAFL (There is No Such Thing as a Free Lunch). However, that a man of your ebullient nature should publicly espouse such a negative philosophy has dismayed us small boat freaks who hold that UOSBITCTTAFL (Use of Small Boats is the Closest Thing to a Free Lunch).

Accordingly, I am asking that the Urbanna (VA) Rum & Rowing Society (active arm of the Urbanna Rum, Rowing & Rusticating Society) establish a TISSSOFL (There is So Some Sort of Free Lunch) fund. You are invited to become the first awardee at the 1987 Urbanna Meet. Whether this award entitles to you a free lunch at the elegant CHEZ CLUDE restaurant or to a tuna salad sandwich depends on the success of the public subscription.

I think a good attraction for a small craft meet is some sort of race that involves setting and striking the rig on the water, this would, I believe, encourage use of wholesome boats. Also a rowing race involving maximum crew with a different rower for each leg might be fun. One body per three feet of boat sounds about right."

Jim Thayer, Mechanicsville, VA

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BIAS WAS SHOWING

I think you let your bias show in the January 15th issue Commentary. I refer to your comments about Chewonki participants hardly being disadvantaged and needing parents who are well off.

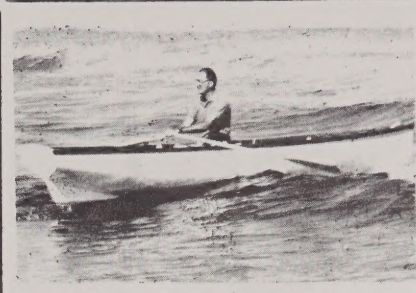
The Chewonki Foundation continues a substantial commitment to diversity. Through very hard work, we raise the funds that are necessary to provide the Chewonki experience to a wide cross section of young people. About \$50,000 in scholarships were awarded to participants in last summer's programs.

We put a great deal of emphasis on "Community Building" at Chewonki. By that we simply mean the process of helping people learn to get along with folks from a wide variety of backgrounds. Therefore, a youngster in a particular cabin or wilderness experience, would find others in the group from inner city situations, rural Maine situations, homes of wealth as well as youngsters from other countries. As the world grows smaller, it is increasingly important for young people to learn an appreciation for ideas and accents that are different from their own. We believe in that and it's our way of working towards a more peaceful world and a more environmentally sound world.

Chewonki is an inclusive, not an exclusive, organization.

Tim Ellis, Executive Director, Chewonki Foundation, Wiscasset, ME.

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This is Gad Robertson

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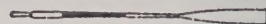
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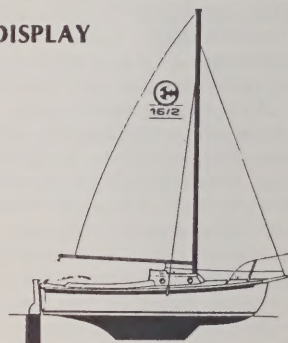
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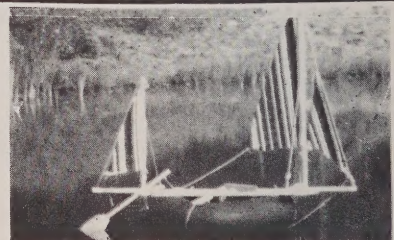
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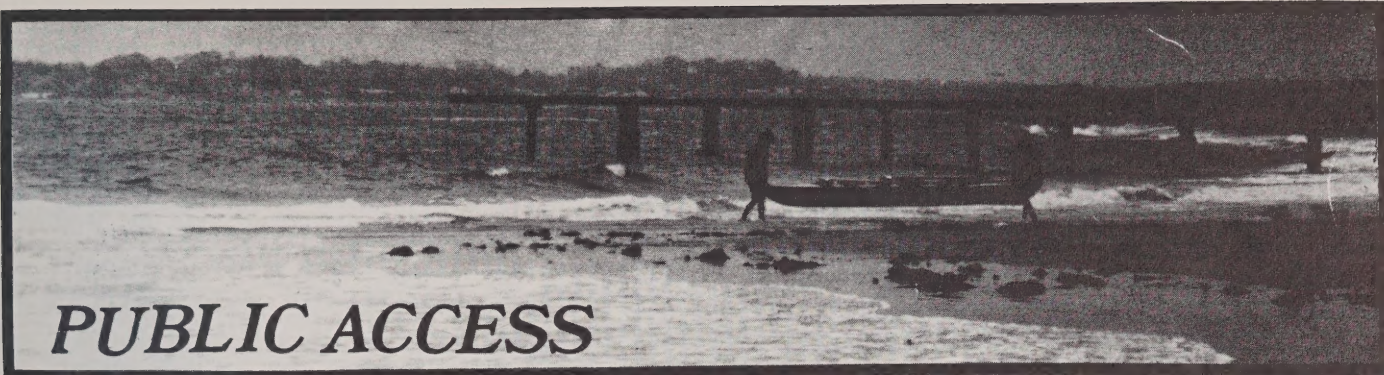
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PUBLIC ACCESS

PUBLIC ACCESS HEATS UP IN MASSACHUSETTS

Two aspects of public access to the water have arisen to major public awareness levels in Massachusetts this winter. One involves you and I trying to walk along the beaches, the other affects the businesses located on land once beyond the low tide mark, and thus technically under state control. The latter is viewed as a threat to development of waterfront property for ANY use and includes forcing public access upon private waterfront facilities on a random basis.

The matter of the public using the beaches between low and high water marks was once settled in colonial times. For fishing and fowling, the public could go onto such tidelands even though privately held. But not for walking, let alone boating uses. Today, many confrontations have developed when privately owned beaches and coastal headlands near public areas have been invaded by the walking public. Landowners try to keep the public out. One such public per-

sona was state senate president Billy Bulger, who was kicked off some private tideland on the Cape and reacted to this indignity by sponsoring legislation to force private landowners to allow such passive public recreational access to their tidelands. It failed to pass, mostly over the matter of compensation to the property owners for such a public "taking". Bulger is pressing on with it, however.

The matter of greatly increased state regulation of private commercial use of "filled lands" once part of the public lands beyond the low tide mark has raised a storm of protest from waterfront businesses and yacht clubs. Many are on land, or on pilings that are on land, that is legally state property. Various permits over the years have allowed this. New proposals will stiffen permit requirements greatly, add huge new fees for such use, and limit such uses to short terms, as little as one year at a time, no more than 40

years. The anguish is over the uncertainty factor, who can continue in business on such a property, or expand it, or purchase it to use, not being sure of the longevity and requirements, and costs, of the stiff new state regulation. This one promises a hot battle, but as it is the result of already enacted legislation, it's a battle with the state's Dept. of Environmental Quality, not the legislature. It's unlikely to be as bad as its foes predict, but will certainly will make private commercial use of these public lands much more difficult, and if applied as is, would require any privately owned facility open to the public, such as yacht clubs or marinas, to accept public trade on a first come basis without any sort of special preferences. What fun!

What's this got to do with boats? Directly it affects those using marinas and yacht clubs, indirectly it can change attitudes towards our access elsewhere. It's worth following the action.

MEANWHILE IN SANTA BARBARA

Reader David Amenta of Santa Barbara, CA, reports that they do not seem to have the boating access problems he has been reading about in our recent issues. David has built a DK-13 sea kayak which he launches from the beach in Santa Barbara, and has the following to say about it:

"Here in Santa Barbara, if you

can carry your boat, or drag it or wheel it to water, you can launch it virtually anywhere. We are quite fortunate. At the public launch ramp there's a parking fee but no specific launching fee. There's beach access and boat racks provided free, no restrictions exist on beach useage and it's inside the harbor so there's no surf to contend with!"

BOATING ACCESS TO VIRGINIA WATERS

It's a bit out of our area of coverage, but a very comprehensive map of Virginia with inset detail maps of nearly 200 boating facilities in that state came to us from Jim Thayer. Published by the Virginia Game Commission, it is a great example of what a state agency can do if it has some vision. The map and detail maps are supplemented with a chart listing Name, Body of Water, Telephone, Depth, Berths, Storage, Rental Boats, Hauling, Season, Fuel and Repairs. All this in a standard highway map format. Should you be interested enough to want a copy, order the Boating Access to Virginia Waters, Virginia Game Commission, P.O. Box 11104, Richmond, VA 23230.



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Many of life's roads cannot be retraced. That fact hits me with true reality when I look upon Gulf Island Pond which lies about a mile from my home. I once traveled the twelve miles of its bottom in horse and buggy, then later in automobiles. Not that the water opened up like the Red Sea in Moses' time, but the pond simply wasn't there.

I was a mere whelp of a teenager when Gulf Island Dam was built. It was a super engineering project for these parts and as a budding camera fan, I visited the site often to take pictures. Memories still linger of bits of talk among parents and neighbors about trials inhabitants suffered when forced to move out of the planned flooded area. A few were glad of a chance to sell rundown farm land, but most were rooted by generations of life and labor. No doubt tears mingled with the dammed up water that finally covered the River Road and home sites.

For the next fifty years, people in general turned their backs on Gulf Island Pond. No new river road was constructed along its banks. Forests overgrew the useless remnants of flooded farms. Pollution from town and paper mills yielded flotsam and a gas that tarnished silverware and caused lead paint on houses to turn black. No one ventured near it, in it or on it for pleasure.

But time has healed the wounds and waste abatement and treatment have taken effect. Man and wildlife are finding the Androscoggin acceptable once more.

So it was, that I lately stood on the great dam's adjoining dike gazing northward, wondering what lay beyond. There beckoned a twelve mile water way, a limbo of relative wilderness, in the heart of a civilized land. Ironically, a thing of beauty blooming out of pollution and neglect.

A few short explorations by skiff only baited my curiosity. With the unrestrained anticipation of a Columbus, I proceeded to build and outfit my 22' scow sloop, the Andro Zee, to cruise the far reaches of this river-pond. And believe me, all that planning and preparation made me feel a bit akin to that famous Admiral of the Sea of 1492 -- as near as I ever will be! It took two years and unbearable delays, but at last it came to pass.

At last all signals were "go" for that ultimate cruise -- the planned voyage of my Chapelle "Scow Sloop of Dutch Type" for which she had been chosen and built -- the 12 mile length of Gulf Island Pond in Auburn, Maine. I

had invited others to go along, but '86 was a freak year for weather, causing repeated "doing and undoing" of plans. By late August I declared, "I'll go the next day of favorable forecast, regardless!" October 1 promised to be that day. My son, Jim, was the only person free to go -- nevertheless, anchors aweigh!

AZ is not a racer. Previous logs indicated the 24 mile round trip with the average hangups and Murphy's jinxes would require a full day. So the night before we rounded up all needed gear and supplies -- gas, lunch packed, camera, fresh battery, first aid kit and so on.

My wife, Lona, though unable to go, served us an early breakfast, filled thermoses and waved us off with a, "Try to be back by dark!" good by. Under a gray overcast (so much for forecasts!) we motored the 15 min. drive to our mooring area in 10 min. flat. Once aboard let it rain!

While Jim parked the truck and deposited the gear on the beach, I paddled out in our inflatable "Rubber Duckey". The motor started pronto. I beached AZ bow-on as we would first deposit about fifty window weights (another donation from a friend) in the bow hold. Figured they were needed to counter the weight of a larger motor and the tendency of crew and passengers to congregate in the stern cockpit. Spare storage battery and picnic supplies would be best stored in the forward cockpit. I alternate two used batteries for running lights and bilge pump. No problem to charge them at home and install a fresh one every week or ten days... another advantage of close-to-home sailing.

All was aboard in nothing flat. Jim shoved us off, swung aboard over the bow and poled us toward deeper water with an oar, while I checked the motor.

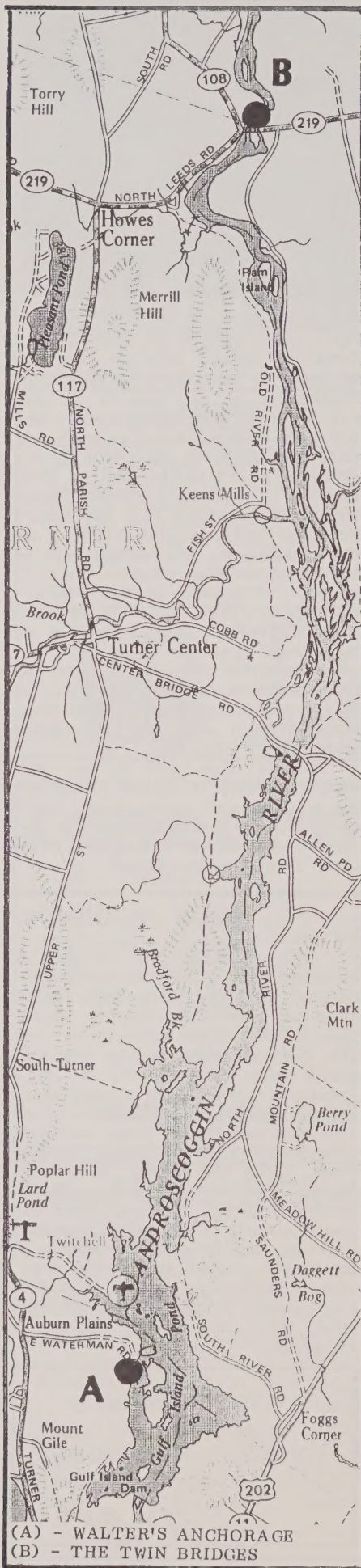
"All clear?" I yelled, trying to sound like an admiral.

"OK here!" (Jim is always matter-of-fact and to the point.)

So I fired up and AZ headed upstream full speed. We kicked up a wake like two boys let out of school. Where time is to be made, motoring into a head wind is the only way to go. The Androscoggin River lies, roughly, N-S, so a NW wind precludes sailing upstream.

As we relaxed, we were surprised to see the gray clouds had evaporated. A blue sky proved the forecasters were "right on" after all.

Jim and I agreed to proceed on one hour watches at the tiller. The



(A) - WALTER'S ANCHORAGE
(B) - THE TWIN BRIDGES

first half of our trip, as far as Turner Center Bridge, was old cap. Times lapsed, from landing to Field Cove, to Clark Mountain Narrows, to the bridge, show on my log as if scheduled. I also carry a "topo" map taped to a board under clear plastic. I never tire of checking that. It allays monotony and makes the scene come alive for guests. The map presents no names for most coves and islands, so I exercise an explorer's prerogative and pen in appropriate names based on natural features or in memory of old settlers.

For the first mile, we skirt a seaplane base. Here, a flight training activity promotes me to be alert and give a wide berth. A sail boat may have a right of way, but yielding sometimes beats being "right".

Field Cove slid by on schedule. I waved -- in case a relative there should be watching. This is a beautiful stretch of river with little islands and hidden lagoons on the west side. I remembered a tale told me by a descendent of the man whose farm was flooded out on the west bank.

The old farmer was fond of rowing across the then narrower river to visit a neighbor on the east shore, ostensibly to "trade a calf or buy a pig".

"Truth was," my friend chuckled, "it was probably his taste for home brew, rather than cow trading, that prompted those excursions."

As NOAH had predicted, it was developing into one of those days of "NW winds, 15-25 mph and gusty". Clark Mt. lies east of the river. The water is funneled between the mountain and outcropping of ledge to the west. This "Narrows" also jets the wind. Soon, white caps were pounding AZ's scow bottom. Spray befogged my glasses and like the old gray mare in deep snow, our craft dodged from port to starboard and back, keeping me on my metal at the tiller. We reveled in it though, (hardy rivermen that we were) as our 9-1/2 hp Evinrude had power to spare to shove our bulky scow along.

We were soon clear of that quarter mile wind tunnel. The river now spread to a half mile width, ruffled by the brisk airs; reflecting the blue of the sky. On our port side lay a tiny island thirty or forty feet wide with a couple of emerald pines like sentinals on its center. (Photographed it last Autumn -- just at twilight when the trees reflected in a glassy calm -- now an enlargement graces a living room stand. "Jewel Island")

Just then, a crashing commotion arose on the starboard shore some fifty yards away. A herd of half grown cows galloped out of the bushes mooing and jostling like a

gang of teenagers, ranging the beach and into the water with a mighty splash that sent a pair of domestic geese squawking into the woods in alarm. If their intent was to board the AZ, it was automatically cancelled before they were belly deep. They turned to bunting each other, switching their tails or eagerly drinking, then watching us in cup-eared stupor as water ran from their shiny muzzles. It was a clownish episode that made us laugh.

In the excitement we forgot a nasty sand bar. "Hard t'port, Jim!" Evasive action just in the nick of time! The sun was making shadowy wave lines on the shallow bottom. Almost plowed a furrow with the Evinrude. But we hardly gave it a second thought, for the two great steel spans of Turner Center Bridge loomed a mile ahead.

The ship's clock (a \$1.49 digital stickup) said ten o'clock. Time for all good sailors to have a coffee break. Moreover, at the bridge the special mast lowering feature of our Dutch type vessel would come into play. We had used it only once -- a year ago on an aborted voyage that ended about a mile beyond the bridge. We picked a four foot high bank near the bridge, nosed her in to it, tied to a pine stump and walked ashore at deck level. After a snack, we released a copper lightening cable and lowered away on the mast by means of the forestay on a hand cranked winch. As the mast comes down, an "A" frame rises on the stay just forward of the cabin. It is a leverage device to help start the mast up off the crutch in the erection. My main boom has a simple iron gooseneck easily separated from the mast before lowering.

Some highway workmen sauntered down to look us over; no doubt on their coffee break. I greeted them and asked, "Ever see the likes o' that around here?"

"Nope! Can't say 'sI ever did," came the reply.

The scow style baffles some people. "Which end is which?" one queried. In disgust, his pardner remarked, "The rudder is on the hind end, Dummy, this here's the front!"

"Huh!" They turned and walked away.

So we shoved off. "Evie" was reluctant to start, but finally caught and purred smoothly as we approached the bridge. From the rear cockpit I feared the "A" frame would snag on the steel beams so I cut the throttle, but it was an optical illusion -- eight feet of clearance when we slid into the shade of the structure. I throttled up when we were clear. The workmen waved to us from the bridge deck and the explorers were on their way. The head wind stiffened, if anything, so we elected

to keep the mast in the crutch to minimize resistance.

A straight stretch of little over a mile up river brought us to Griswald Island; one of only three named on the topo map. We chose the west channel and a beautiful run it was; bordered on either side with thick forest and graceful trees that overhung the banks. The island itself was nearly a mile long. Beyond was another island without a name. I dubbed it NW Griswald. Still at full speed, we swept around it until Jim, then acting as lookout, yelled, "Low rock ahead!"

I cut speed and veered to port, narrowly missing a turtle backed rock that would have hung us up -- but good!

Reminded me of a tale I once read about lumbermen who use horsedrawn boats, called "Horse boats", to transport supplies upstream. One man would ride the poor animal wading through the water. The driver also served as lookout. One such character was famous for his warning cry, "Kee-riestr! Dead ahead!"

One more island, as yet unnamed (ran out of ideas); then we cheered at sight of a river tributary: the Nezinscot. An old map which I possess, dated 1870, calls it "Twenty Mile River". Back then, I suppose, people were still trying to forget Indian names. Just beyond is an island with an almost pure stand of red oak -- Oak Island -- naturally! It marked the end of our previous exploration.

So now we headed into "unexplored territory". Still another island was to be passed. We noted the accuracy of the topo map which showed every feature in recognizable shape. Again, no name. Since a long arm of water was shown on its easterly side, I penned "Long Arm" on the map. Once past it, we welcomed the different view of about a mile of uncluttered sky-blue river with here and there a whitecap whipped up by a super breeze.

It flowed between fertile meadow lands alive with farming operations. A half mile field of fodder corn was ripening on the west bank. A section of the old River Road could be seen. Gulf Island Pond was losing its wide spread effect. Ruins of an old homestead rose above the corn -- abandoned, no doubt, because of isolation.

Map makers did give names to the next two islands: Ram Island and Little Ram Island. They were wooded and uninhabited like the others and only two or three acres in extent. I am anxious to interview local people to learn the origin of the names. After passing them on the westerly side, we discovered a sudden change in geography.

Up to now our compass indicated that the Androscoggin's course lay five to thirty degrees



ANDRO ZEE last summer.

east of north, but here it twisted almost a right angle turn toward the NW. Andro Zee began to buck some current and numerous boulders hinted shallow areas. I had heard a local boatman had marked a channel and was relieved to see a double line of painted jugs. Obviously, the safe channel lay between.

The very brisk wind, which we now faced directly, made "reading" the water for hidden rocks impossible. I throttled down a bit and Jim took the bow station again. The scene was now totally agriculture with crops or cattle on both shores. Our NW course ended in about a half mile in another sharp bend in the river; again heading us NE, and here our ultimate goal came into sight: "Twin Bridges" and white water. That would be head of navigation for us.

But there was no sitting back to enjoy the landscape! A swifter current, vague markings and more numerous rocks made navigation a full time job. Luck was with us, though, as we crossed the wide and shallow river bend and approached a wharf where a power boat was tied up. I surmised the owner must be a happy, fun loving person as dock and boat were decked out with bright wind-soc streamers and a flag.

It was now twelve-thirty. We beached AZ in a sheltered spot under a high bank and beside a fallen tree. As we enjoyed sandwiches and more coffee, the warm October sun put us in a complaisant mood. To the south was the great elbow of the river we had just passed through. In the background were large cattle sheds of the Varney farm -- wellknown for miles around. We knew the bridges

were just around a bend upstream. But could we navigate any closer? It was a question we contemplated as we ate and viewed the swift water and ever more numerous boulders, some with gulls perched upon them. As I topped off the gas tank, I said, "Well, Jim, after coming this far, let's go for it."

While I cranked up old "Evie", Jim poled us away from shore. At half speed and with Jim as lookout, we headed into a likely stretch of black water. Boiling "domes" of water indicated a rough bottom, but with my mate sounding constantly with an oar I proceeded but ready to shift into neutral at the slightest sign of trouble.

"Hey Dad, look!" He was pointing toward shore. I was about to retort, "Watch the bottom; not the shore!" when a car horn's honking came to my ears. A station wagon speeded to the river's edge and two men jumped out waving frantically. One gave the STOP signal and I heard him shout, "Better turn back. You'll get into trouble there!"

Never ignore a native's advice! I immediately reversed and pulled the tiller over. Ever more fearful for the prop, I slowed our motor to a walk. AZ took an eternity coming around. We broached in the current and almost mounted a barely submerged rock. Good luck held, though, and with carefully increased speed, we headed back toward the tied-up boat near the men, where we could talk. They apparently felt that they had accomplished their lifesaving mission or that we were too "far gone" to help. At any rate, they climbed into the car and drove off. Their parting remark was something like, "Channel on the other side. Better

be damned careful!"

I shouted a "Thank you!" and I was truly grateful for the advise. I well remembered being stranded through a full tide's turn because I hadn't taken a native's word of caution seriously.

"OK!" I said, "We'll try the other side. I want a picture of the Twin Bridges if I can get it."

So we recrossed the river following the buoys as we had earlier. On reaching the eastern shore, we turned northward again. From there we could see one of the bridges. Close to the shore the water was over an oar's depth even where bank bushes brushed our deck.

"Must be a wicked current here in the spring!" I mused.

The AZ was finding it a good test of her power even in October. I was still fearful about the propeller as I had no spare. We inched up the channel increasing throttle only enough to keep steerage-way. We entered a kind of natural sluiceway between a giant boulder and a leaning birch tree. The river had an angry voice as it swirled around the rock. About half way through, the current and motor force reached an equilibrium. There we churned briefly. AZ was losing her "cool" and threatened to bash her bow in; first on the boulder and then against the tree. I also remembered the promise to be home by dark.

"This is it!" I said to Jim. "Let's quit while we're still ahead." By reversing and swinging the rudder to starboard (the motor mounts on the rudder) I brought the bow around with help of the current and headed down stream. Nearly lost control when I grabbed the camera to snap a picture of the one half of Twin Bridges then in view.

Wind, current and motor zipped us down the marked channel between rocks and buoys. The channel ended near the NW bend in the river where the broader, quieter water of Gulf Island Pond proper, worked to absorb and calm the swirling flow.

How sweet it is to sit in the warm October sun, luxuriating in smug complacency after having run the gamut of hazzards without a scratch! How brief the bliss when that ubiquitous stowaway, "Murphy", is aboard! I'm sure he evoked his impish law, for, just as I breathed a sigh of relief, the motor stalled --- no good reason. He even prompted this foolish train of thought:

"So! Who need a motor? The wind is now with us. We're approaching Ram Island. Let her drift down the eastern channel where there is sure to be a sheltered cove where we can erect the mast, hoist the main and sta'sl and be on our way. (Probably the vent in the gas cover is plugged. I'll loosen the cap -- she'll start OK when I need

her."

If the crew doubted my sagacity, no protest was made. We did find, in the lee of the island, an ideal place to tie up bow-on at a spot deck-high and could walk ashore with ease. Looking back, I caught my breath at the tranquil beauty of the little anchorage spotted with red and yellow leaves on the dark water. The westerly gusts rocked the tops of pines, showering us with the season's yield of brown spills, covering the deck and water like clouds of welcoming confetti.

Mast was up and sails set in jig time. With Jim at helm, we were soon away -- fanned on by the eager breezes. I settled down to absorb the Autumn scene in a new dimension of quietude. Progress was slow at first in the blanketed breezes by Ram and Little Ram. It seemed they were reluctant to let us go. (Or was it Murphy stealing time?)

Once committed to the one mile straightaway, the NW wind was frolicsome, to put it mildly. AZ bounded along and challenged the helmsman with every gust. One cat's paw heeled us heavily. Our counter maneuver almost ran us into some old stumps and driftwood logs, but I think Murphy was napping at that point because we squeaked by without a scrape.

AZ's draft is only fourteen inches, so we deemed it safe to pass all the islands by the east channel on our return trip. No depths are given on topo maps so we kept a sharp lookout and forged ahead. A road and farmhouse were seen on the eastern shore. A woman and child appeared on the back porch shielding their eyes from the sun to watch us. We were, perhaps, the first sailing craft ever seen on that reach of water. I waved and they waved back. As Columbus would have said, 'The natives seemed friendly'.

The eastern passage of Griswold Island was particularly enchanting. Tall pines neutralized the wind completely, but we were content to drift through the peaceful Fall interlude. A lowering sun highlighted yellow leaves of maple, birch and witch hazel under a canopy of pine green. We thought of a chapel with stained glass windows. Dark, glassy water reflected the colorful scene, inverted. In the shallows, sunken leaves, still bright, added a third dimension.

It was about four o'clock when we cleared the island and the wind filled our sails again. Turner Center Bridge was in view and I could see no problem in reaching dock before dark -- with such a fair wind we might not need a motor. I advised Jim to beach well above the bridge so we could lower the mast to pass under the structure. That he did, but our choice of beach was unfortunate in that we grounded with a span of water be-

tween us and a mooring tree.

I'm sure it must have been Murphy prompted me to say, "Forget tying up! Winch 'er down, sail and all just enough to clear the bridge. We'll slide through, raise mast and sail intact and be on our way."

I felt that Jim didn't like my plan, but decided to obey the Captain anyway. The mast began to move. It lowered a few feet, then stopped. I waited patiently; not wanting to put pressure on the crew. Meanwhile, not being very well sheltered by trees, the sail filled briefly and AZ lost her foothold on the beach.

"Stay sail's caught and cable ran off the pulley," Jim announced.

"We're afloat and drifting toward the bridge!" I spluttered, eyeing the still too tall mast.

"Can't do a thing with it!" from Jim. "Never mind! I assured him. 'I'll start the motor.' (I'll never be sure, but I swear I heard a voice mutter, "Famous last words!" -- that stowaway again! I set the choke and pulled the cord -- nothing! Pulled again -- nothing! One more time (with an eye on the approaching bridge) -- No response but a chuckle from Murphy (I swear).

Heroic decisions are made on the brink of disaster. "Grab an oar!" I yelled to Jim. The main sail still had about a two-third's capacity to draw. I sheeted in, lowered the starb'd leeboard, braced my butt against the tiller and manned the other oar. With that NW breeze, we just might make it to the eastern shore. There we could tie up and make repairs. We paddled frantically and with the sail's help managed a faltering steerageway. We were making it! But oh no! Fishermen in a skiff dashed ahead of us and cast their lines in the very, the ONLY, spot

we could possibly beach AZ.

"Sorry!" I called out. "We're in trouble. Can't help spoiling your fishing."

Fortunately they were an aimable pair, sculled aside and as Jim made repairs, they offered help. I explained our predicament and assured them we could handle it. In response to my fussing about the motor, they said, "We'll keep an eye on you in case she don't start."

I fancied I heard a subliminal "Oh-Oh!" and faint splash. Our stowaway knew he was becoming outnumbered and abandoned ship.

Once the cable was on track, Jim lowered the mast. We drifted under the bridge while I pulled the starter cord in a wild frenzy. Jim raised the mast, set the sail and then came aft saying, "Dad, let me try it."

I gladly handed over muttering a skeptic, "Good luck!"

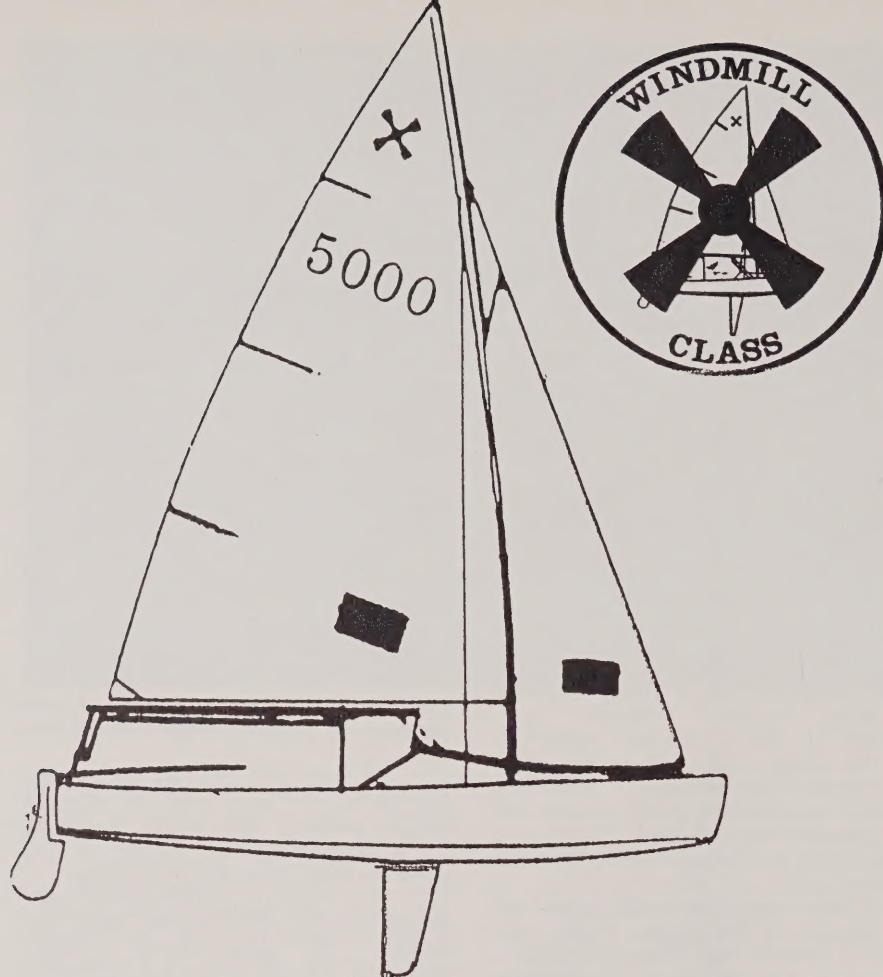
One yank and old "Evie" began to purr like a kitten! I was tempted to follow Murphy over the rail.

MY old log showed our mooring to be one hour and ten minutes away; sunset, one hour. Allowing for a twilight period, a fair enough race between time and darkness.

The usual "five-o'clock-dol-drums" held off. Under sail and power, AZ paced down stream, through Clark Mountain Narrows and by Field Cove like a colt headed for a peck of oats! What a thrilling conclusion to a beautiful day of "exploration"! Jim stood the last watch. (Ol' Dad was getting tired.) He doused sail and docked like a homing pigeon. Lights in nearby houses began to glow as we silently unloaded gear and moored the Andro Zee, each privately savoring in-mind replay of our Ultimate Cruise.

By Walter Sargent





At the Wooden Boat Show last summer there was a very impressive looking open sloop done up all bright finish, with sort of outrigger seats along each gunwale, and a racey looking rig. Turned out it was a WINDMILL which had been restored by a Florida boatbuilder. Subsequent inquiry into this boat resulted in our receiving the following story from the Windmill Class Association of Birmingham, AL. I thought it was a pretty interesting story so here it is.

"The WINDMILL came into existence in 1953 as a sort of bridge between the then recently designed Optimist Pram and existing Olympic racing class boats. Designer Clark Mills conceived of the WINDMILL as a performance boat that could be constructed very inexpensively by amateur builders, such as a father and son project, without professional tools. The result was a lightweight displacement planing hull, a novelty at the time, coupled with a high aspect ratio daggerboard, that performed beyond the designer's goals. Its appeal soon spread from its Florida genesis and by the mid-'60's over 500 WINDMILLS were sailing in 42 states plus Canada and Finland. Since then, over 5,000 WINDMILLS have been built, mostly of wood. Today, professionally built fiberglass versions are available for the non-home-builder's enjoyment.

There were doubters of this upstart boat which claimed high performance from home construction, especially one that did not have a spinnaker or trapeze. These doubts were well dispelled in 1963 when YACHTING magazine sponsored a "One-of-a-Kind" regatta in which every one-design class then available was invited to compete under a simple handicap formula covering length, sail area, etc. Held in Miami in 26 plus knot winds, WINDMILL skipper Dave Posey finished third in the non-trapeze centerboard class, bested only by the 3-man THISTLE and the Olympic FINN.

In 1966 this event was repeated, this time Ron Krippendorf finished 1st over 32 other one-design boats in the non-spinnaker class. The WINDMILL had proved itself.

To the surprise of many (because the WINDMILL has no foredeck) this boat became an outstanding specialist in heavy weather sailing. This fact was brought forcefully home in 1967 when YACHTING sponsored the Heavy Weather One-of-a-Kind Regatta on San Francisco Bay. The ground rule was no racing until the wind exceeded 25 knots. In winds gusting to 40 knots, a WINDMILL skippered by Ray Drew slogged through high seas, dodging capsized and dismasted competitors, and won the regatta! Ten years later, Denis

Fontaine again topped the One-of-a-Kind Regatta centerboard non-trapeze boats. The last two times a WINDMILL raced in this annual regatta, 1982 and 1985, Dave Ellis placed third and fourth, in a now 30 year old design! Three decades had not significantly diminished this fast sloop's reputation. Those who still love the WINDMILL argue that it is THE fastest one-design for the price, and a boat that is really fun to sail. And there seems little argument about the WINDMILL being the only high performance one-design that can be home built.

With a sharp forebody and an after planing section, the WINDMILL goes on a plane in about an 8 knot breeze. Only those who have experienced the exhilaration of a SCREAMING PLANE can truly understand this expression. WINDMILL sailors understand.

The specifications allow the builder to choose from a variety of woods. Two 1/4"x4'x16' plywood panels can plank the entire boat. Each panel will provide one deck, one side and one bottom half. Eight foot panels can be scarfed together if 16' panels of plywood are unavailable. Some builders use 3/16" ply for decks and sides to save weight. The flotation tanks can be made of 1/8" plywood. A more attractive appearing boat can be built by using Occume (Dutch mahogany) instead of ordinary fir. The varnished Occume is beautiful but does cost more. Thwarts and blades can be constructed of alternating light and dark edged glued strips if the builder chooses.

Bill Baker of San Antonio, TX, wrote the building manual and had the following summary remarks to make on building the WINDMILL:

"How long should all this work take? From receipt of the plan package in December, I was sailing on the following Memorial Day. I did all the work on weekends and evenings and I had a lot of business travel in my engineering job that eliminated many evenings. Cold weather caused some delays because the epoxy resins would not set when the temperature dropped below 45 degrees F. If you plan ahead and order everything in advance, you could probably build the boat in your spare time in two months. Much of my scheduling was fixed by the family budget.

With average carpentry skills and average patience, you should be able to do at least as well as I did. The discussion of construction techniques in the manual and in the Gougeon Brothers book should make the project go very smoothly. The epoxy saturation, epoxy gluing, blind nailing methods and scarfing procedures described by the Gougeons all work admirably and a beautiful and seaworthy boat results.

How did everything work out? Adding the full length flotation tanks certainly added to both the cost of materials and the difficulty of construction. The appearance of the boat was enhanced and would have been even if I hadn't taken advantage of the beautiful appearance of the Occume mahogany. My plans to alter the hull shape slightly were also successful, because my measurements are within 1/8" of the offsets I planned for and are still within plan tolerances. But the real proof of the pudding lies in the hull weight. My completed hull with all essential fixed hardware weighs only 176 pounds! The weight control measures during the building obviously worked very well. I've had to add 22 pounds of correction weight to get up to the specified minimum weight.

The goal of improving self-rescue has been met admirably. I've capsized the boat while racing and with righting in the usual manner with both crew members in the water and one applying weight to the daggerboard, the boat comes up with only an inch or two of water in the bottom. We were immediately off and sailing normally and the suction bailers soon emptied the little water remaining inside. I've taken much more water aboard in a knockdown when the boat didn't entirely capsize and was righted with crew still aboard. We could bail it out and there was no tendency to submarine because the water could not rush all the way to the bow."

Whether home or professionally built, the WINDMILL is governed by a set of specifications with construction tolerances that are reasonable but finite. A completed boat must pass measurement at over 80 points before it can be certified as a WINDMILL. This ensures that the most recent one built is in all respects the same as the first, thus not only protecting the builder's investment in time and money, but guaranteeing that any new ideas introduced will not give new boats an advantage over older WINDMILLS. Construction time averages two to three months, costs average from \$1800 to \$2000, including sails, and use of the best grade materials and hardware.

There are several unusual features of the WINDMILL that are worthy of mention. First, there are no frames. The construction techniques laid down by designer Mills call for construction of a building jig. The 1/4" plywood hull is constructed on the jig with longerons forming the hull shape; the longerons are in turn stiffened by two thwarts and the transom. The result is a strong but extremely light hull. Another feature is the fitting of full length flotation tanks which make the WINDMILL

self-rescuing. If the WINDMILL capsizes, it lies on its side with a waterline halfway up the deck. The skipper pushes on the 5 foot daggerboard and the boat rights itself with but little water inside, which is quickly removed by the suction bailers once underway.

Even though the WINDMILL is easily righted, sailing it on its side is the slow way. The hard chines and moderate sail area limit the amount of heeling in a hard gust, giving skipper and crew time to ease sheets and hike out to keep the boat on its feet and driving. First time sailors often describe the WINDMILL as tippy, and this is especially true at rest when boarding because of the narrow forebody. After a few sails, the new WINDMILL sailor learns how to position his weight in the boat and then starts to enjoy the sense of acceleration provided. But, one must understand, the WINDMILL is a boat one sails, not rides in. The performance is achieved without use of spinnaker or trapeze, keeping costs down, sailing uncomplicated, and eliminating need for specially trained crew. You can enjoy the

performance with children, wife or friends as crew."

Specifications for the WINDMILL are as follows:

Minimum Weight 198 pounds

LOA 15'6"

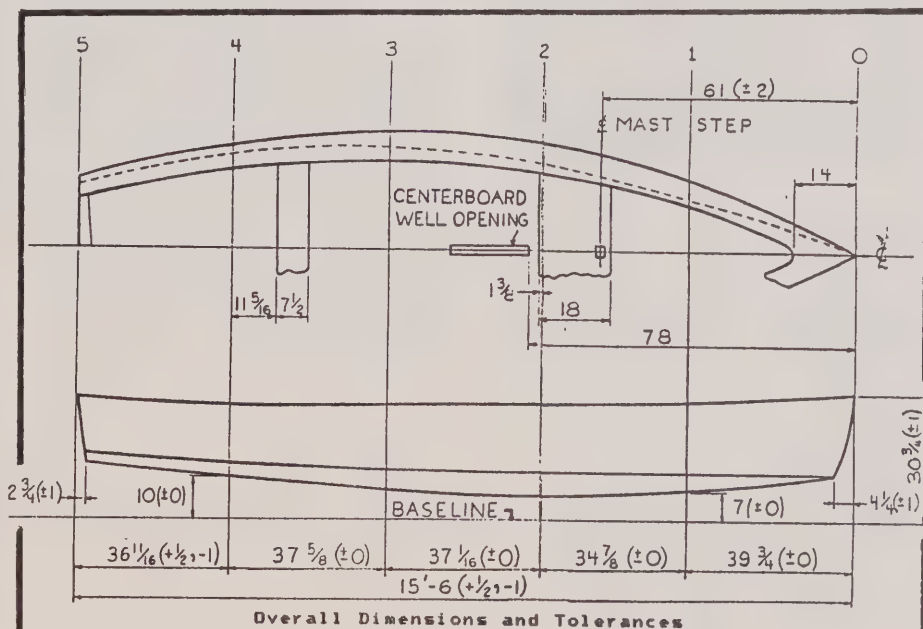
Beam 4'9"

Draft Board Down 4'2", Board Up 6"

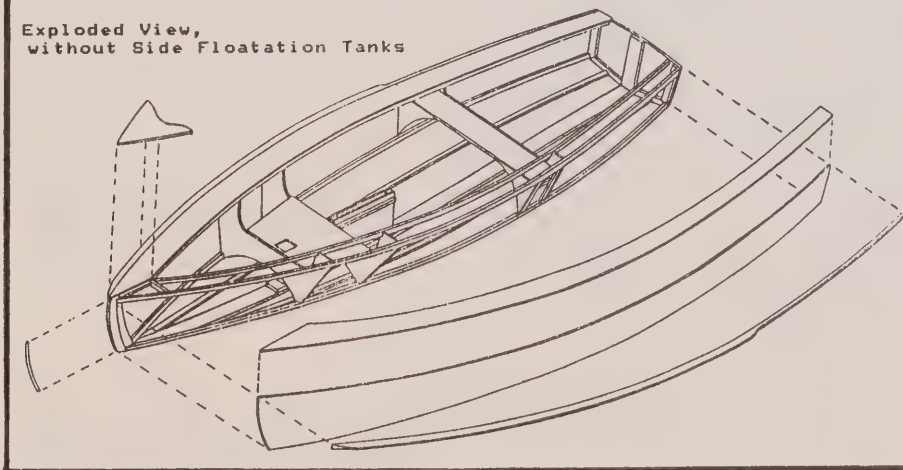
Sail Area 119 sq. ft.

Mast Height 20'3"

The plans package for the WINDMILL is \$35 from the Windmill Class Association, P.O. Box 43564, Birmingham, AL 35243. Included are blueprints; specifications; 150 page "How to Build" manual with 73 photos and 27 illustrations; tips on building the hull; rigging and sailing information; subscription to the WINDMILL NEWS; Class Association membership; measurement sheet and hull royalty plaque. Hundreds of persons who have built their own WINDMILLS stand ready to share their knowledge with you. The New England area District Commodore is Bill Cady of Waterbury, CT, (203) 573-1560. According to the Association newsletter, active fleets are sailing in Connecticut and Massachusetts.



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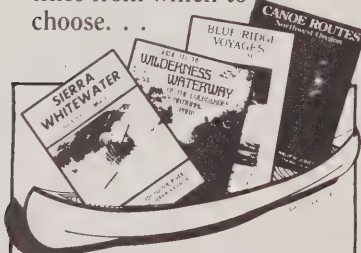
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Dark Nights and Sea Kayaking

Sea kayaking at night has a special and wonderful majesty which unleashes the delicious freedom of the imagination that eclipses daylight paddling.

Leaving behind the realm of cacophony and lights I enter the awesome domain of endless stars, the planets, the moon and the transient clouds. Some nights, especially those of the summer, the constellations lose themselves among the milky way. Other evenings, the excitement of watching shooting stars is so completely captivating, travel becomes unimportant. The planets come and go in various combinations passing through constellations, some with such brilliancy as to outshine the stars and compete with the moon. Often on an overcast evening only a planet and the moon is visible through the cloud cover. Venus can be so brilliant that it is almost a beacon. The stars seem to me as the harbingers of "all is well".

The moon causes everything to glow in soft radiance fascinating to pass by as I paddle on the endless sparkling waves. Even the simplest seaweeds on the rocks have a marvelous elegance as they sway in the ebb and flow of the sea.

As the air cools with the onset of winter a delightful phenomenon takes place on occasion, called sea fire. It is a strange low fog which collects in the coolest coves or may shroud all of the harbor leaving only the stars overhead visible.

Clouds coming and going are the messengers of what is to come

as they ghost through the starry universe. When the sky is overcast it seems as though you are paddling in ink, which is very disconcerting and the supreme test of how well you know yourself as a paddler. When involved in pitch black paddling it becomes obvious to you that heights and distances are very difficult to estimate. As you paddle away from the lights on shore this happens gradually until all of a sudden you realize you have entered a visual world without sight. Oppositely, when you are returning to a lighted shore you are not able to see objects directly in front of you. The only solution for this problem is to zig zag. When trying to estimate the positions of ice pans, zig zagging is useless because they float too low in the water.

The hull of your kayak, if run unexpected in pitch dark when you can't see if you are upside down and right side up, should be designed to retain its stability. This design quality you can recognize by resting the bow on a sandy beach. If the kayak rolls over easily you may expect this to occur when you run your bow up onto an ice pan. When you encounter slush and skim ice be careful not to submerge your paddle blade beneath the ice and remember that backing up may be necessary.

Spring and fall paddling always has those moments when migrating ducks are about. Guessing by the calls and types of escape different ducks use is always fun. Such comedy there is to sneak up or trying to trick ducks which prefer to dive rather than fly as their escape. There is nothing quite as amusing as to guess where a duck will bob up again and have him bob up right next to your kayak. The Old-Squaw like to swim along the surface and talk to each other with their special calls hoping that you will not force them to fly.

The oddest sensation during a summer night is to paddle near enough to rocks covered with sleeping egrets or cormorants to awaken them. All of a sudden all these birds take to the air and in one moment seems as though all the world has taken flight. You suddenly wonder what is real. Am I supposed to be flying too? The rest of the world seems to be flying. It is very reassuring to see that the rocks haven't joined in as well.

The greatest challenge of nocturnal sea kayaking is to maintain a grasp on reality. Where are you, where are you going, what is right side up and how high is something? Navigation lights are best worn on the front and back of your head for motor boats to see. By Gail Ferris



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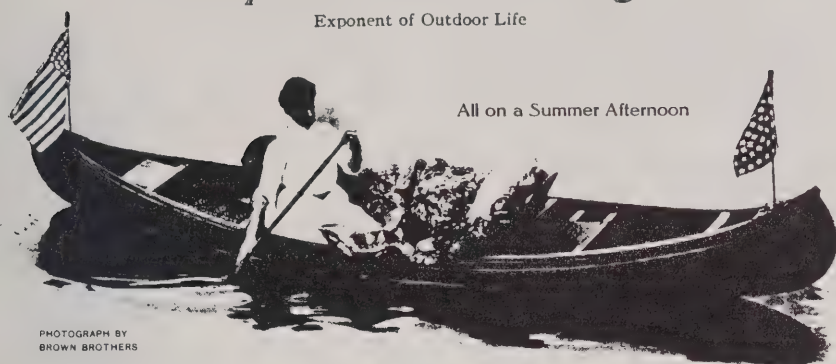
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Canoes Seem Made for Girls

By Mrs. Emerson Hough

Exponent of Outdoor Life



PHOTOGRAPH BY BROWN BROTHERS

All on a Summer Afternoon

A CANOE is the thoroughbred of all water craft; it is stronger than it looks, and it has ultimate resources upon which you can depend. Take an eighteen-foot canoe, which will measure thirty inches across the cockpit. Its beam will be much greater. Turn it up edgewise and its floor will seem as wide as that of the Great Eastern. For comfortable cruising a good-sized canoe is better for all beginners. Sixteen feet is small enough for the inexpert. Twelve feet is too small for any but the most expert.

The round-bottomed model paddles most easily and is most easily handled in fast water; but that is the Indian, or expert, type of canoe. The beamy, lake model, even although it has a slight keel of perhaps an inch in depth, is better for the average girl's use. In canoeing there is such a thing as safety, and "safety first."

It is said that a great many sailors of the navy do not know how to swim. No doubt many women have used canoes who themselves were not swimmers; but it is much better for any woman who uses a canoe or any other sort of water craft to be able to swim.

Everything about the canoe is light, compact, graceful, delicate, dainty, serviceable—that is to say, thoroughbred. For a vacation trip you can put your silk canoe tent in your pocket. You can put your canoe cooking outfit in another pocket. You can carry in one hand enough canoe provisions to last you for a considerable voyage. Instinctively you learn to reduce your fishing tackle, your bed, your personal equipment, to the lowest possible dimensions. Once deep enough into the pastime of canoeing to learn that it is practical and safe you will find it the most delightful of all outdoor sports. It is easily the most beautiful. Even in ordinary practice in many of its phenomena it is the most spectacular sport.

FOR the most part the dress of the woman canoeist is that of the woman in camp. Wool underclothing is desirable

for a long trip, for the nights are apt to be cool, but khaki and canvas, especially canvas shoes with rubber soles, will be found useful. Cotton goods and canvas shoes dry out quickly.

Nailed boots of any sort are taboo about the canoe. Your canoeist, whether male or female, goes in for sprightliness, snap and color, so that the blazer or the jaunty hat will prove more acceptable in the canoe than with the pack train in the mountains, or even around the summer hotel. Indeed, this is the most pictorial of all sports, as any wise woman will not be slow to realize.

Whether on a long trip or close at home, whether carrying bed and board along or serving simply as a means of transportation, the canoe is the biggest little boat in all the world. It has history back of it, and evolution, and type. It has a great heart, a thoroughbred soul. About it cling beauty, independence, fearlessness, courage, endeavor, novelty, adventure. Above all it is individual in its appeal.

IN ORDER to enter a canoe safely take your paddle, reach entirely across the canoe, and let the blade take the bottom on the farther side. As you step in rest your weight on your paddle and not on any part of the canoe. Step in over the exact center of the boat, and ease yourself down into place, whether flat on the floor of the canoe, on one of its cane seats or on one of the round canvas dunnage bags holding whatever equipment you may be carrying with you.

The smooth skin, the round bottom and the sharp ends of a canoe are made for ease and speed in traveling. The center of gravity must be kept exactly on the middle line and as low as possible. Keep your hands off the sides of the boat. Keep as low as possible. Keep in the middle. Do this, not part of the time but all the time. Never at any time try to stand up in a canoe, whether it is moving or stationary, or far from or close to the shore. That means a wetting at least, if not worse.

Canoe stunts, such as white-water work or canoe sailing of any kind, ought never to be undertaken by women. It is all very well for novelists to write about heroines thus engaged, but you would better leave that to the heroines of fiction, who do not need to come back to superintend anything so prosaic as a dinner. Foolhardiness in canoeing or in any other sport ought to be discouraged. It will be many seasons before the average



PHOTOGRAPH BY PAUL THOMPSON

The Single Paddle is More Expert

woman canoeist will get anywhere near to the expert capacity of this craft. Far this side of such limits lies a wide margin of safety, comfort and sane enjoyment.

Contributor Carl Erickson has come through again with another enchanting old-timey article on messing about in boats. This one espouses an early era "women's liberation" theme, that is, women can canoe just as well as men. Mrs. Emerson Hough spells out the rewards. Sorry, no date was noted on the clipping, but it seems to be turn-of-the-century attire I would guess. Enjoy.

As to the mastery of the craft itself, any woman should first study the theory of the canoe. It is like any wild or thoroughbred creature—dangerous to the inexpert but docile to its master. A deep-sea ship is safest at sea. The same is true of a canoe. Loaded and afloat in motion, and governed by a master hand, it is safe, and it offers the very poetry of travel. Any woman ought to get into the heart of these secrets. She soon will learn that if any part of the canoe touches shore or bottom, it is tipsy and unstable. It is safest when fully afloat.

In other forms of camp life a woman may go in for comfort, but in canoeing the glory of a girl is in her tan. The costume is no more than will mitigate the process of sunburn. It may be said, however, for the sake of the beginner, that a bottle of caron oil—which is nothing but lime water and linseed oil, half and half—will take out all the pain of that sunburn. As to mosquitoes, if they are not bad enough for you to require head nets and gloves, a tube of fly dope made of petrolatum and citronella oil will be found less odorous than the ordinary mixture of tar and oil affected by the male contingent.

SPORTS that are most serviceable to us are those in which we actually take part. The Romans went in for the sports of the arena; they paid their money to see other men work or fight or play. Many of us have seen the ruins of the Colosseum; but we have not yet seen the end of the barbarians who did the playing or the fighting there.

Many of these underlying truths apply as much to women as to men. There is no proper comparison between the hardy, sun-tanned girl of early autumn, who has spent days or weeks on the water, and the soggy matron, Roman or Saxon, who found her amusement through buying a ticket to something where she watched and did not participate in the game. It is the especial function of this beautiful and spectacular sport that it compels us to get into the game. It always has been individual and amateur, and always will remain so.



PHOTOGRAPH BY PAUL THOMPSON

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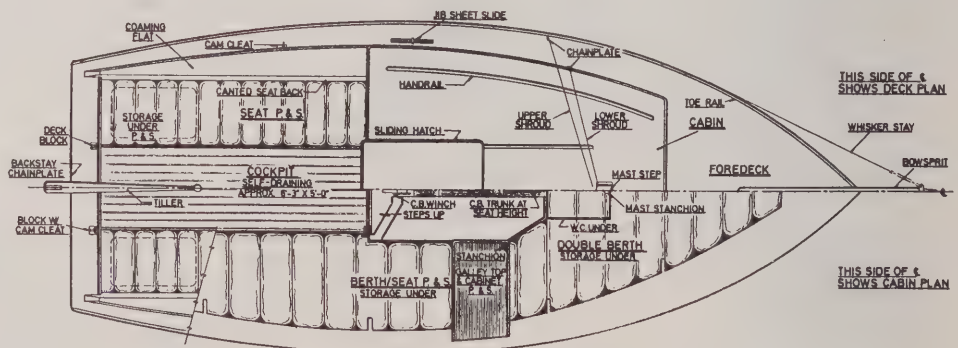
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GLEN TANGO

CHARACTERISTICS

LENGTH ON DECK	18'-6"
LENGTH W/BOWSPRIT	20'-4"
LENGTH WATERLINE	16'-0"
BEAM	7'-10"
DRAFT - BOARD UP	1'-6"
DRAFT - BOARD DOWN	3'-3"
DISPLACEMENT	1750 LBS.



Glen L Marine Designs keeps us supplied with interesting looking boat designs for home building. Latest is TANGO, an 18'6"x7'10" centerboard pocket cruiser to be built with plywood. The hard chine shallow vee hull has a ballasted centerboard and carries a fairly low rig of 164 square feet in a main and fractional jib on a fore-

stay out on a bowsprit that increases the overall length to 20'4". Despite the small size, there's an amazing amount of belowdecks room with sitting headroom on the berths. The cockpit is self-draining with canted backs on the 6'3" long seats.

You can buy the plans for \$59 and do it all yourself. Or you can

buy a frame kit that sets up the structure ready for planking and detailing with locally available plywood and lumber. There's a fastening kit, fiberglass finishing kit, accessory kits for rigging, spars, sails. You can decide what you want to do yourself and what

you'd rather have Glen L provide in this sort of "group" system of kit components. An interesting approach to kit boat construction. For further information, inquire of Glen L Marine Designs, 9152 Rosecrans, Bellflower, CA 90706, (213) 630-6258.

Length overall (on deck minus bowsprit).....18'-6"
 Length overall (with bowsprit).....20'-4"
 Length waterline.....16'-0"
 Beam.....7'-10"
 Draft (board up).....1'-6"
 Draft (board down).....3'-3"
 Freeboard forward.....3'-2"
 Freeboard aft.....2'-4"
 Displacement (at D.W.L.).....1750 lbs.
 Hull depth.....4'-1"
 Height (board-up to cabin top).....5'-8"
 Hull weight (approx.).....600 lbs.
 Ballast weight (with 1" steel centerboard).....400 lbs.
 Cabin headroom (nominal).....4'-6"
 Average passengers.....2-4
 Sleeping capacity.....4
 Cockpit size (nominal).....6'-3" x 5'
 Sail area: Main.....95 sq. ft.
 Foretriangle (jib actual).....69 sq. ft.
 Genoa (actual).....104 sq. ft.
 Total (100% foretriangle).....164 sq. ft.
 Sail type: Jibhead sloop rig with centerboard
 Hull type: Vee bottom hard-chine hull developed for 3/8" sheet plywood planking.
 Power: Outboard motor to 10HP mounted on removable transom bracket (optional).
 Trailer: Designed for use with GLEN-L SERIES 1700 boat trailer plans.

CENTERFOLD OVERLEAF

Reader Herb Klinger sent us the gorgeous photos of the pleasures of paddling, with the following commentary:

"Cruising, drifting,
 I float, diddle-daddle,
 Wordly thoughts
 Away.

But today my self's
 Awash, aslosh,
 With the gosh
 Darned self
 Directed I.R.A.!"

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Ocean Kayak of Malibu, CA, has an interesting new kayak out. The SCUPPER is so named because this craft has a self-draining cockpit. A look at the photo will reveal that one sits in the kayak but not beneath any sort of deck. From the attire of the woman paddler, one can assume this to be a warm water boat. Yet, the man paddling alongside is geared for colder weather. A custom spray skirt forms a sort of "deck" in his case.

The 14' boat has a 26" beam and the builders say the stability is so good that no roll is needed to re-enter, one just "slides back a-board in seconds". The major portion of the hull forms flotation chambers, with access into fore and aft areas through 12"x18" hatches. The weight is 43 pounds, permitting easy carrying and cartopping. The price is an attractive \$595,

due to the polyethylene molded construction process.

Ocean Kayak has offered its products since 1971, they're not newcomers in this game. They'll

send you a brochure with all the details on their approach to sea kayaking. Write to Ocean Kayak, 20585 Seaboard, Malibu, CA 90265, or phone them at (213) 456-1703.







We now drifted under the bridge, and the cove spread before us. It was somewhat larger than the others; its shores were more irregular and winding, and there was more of an inhabited look about it. Many boats of various sizes were moored in the water, or drawn up on the shore; one of them, which the tide had left tilted up against the steep bank as it ebbed, was fastened to the post of a seine-reel. Several houses were in sight, and men were at work; some hoeing their vegetables, and some exploring the shore for clams.

At last the cove took a turn to the northeast, and widened into a placid, land-locked sheet about a third of a mile in extent, which proved to be the end.

"Let's try for some clams," proposed Joe. "The commissary department isn't any too well supplied."

I pushed in to shore, and we tried accordingly. Clams were to be had for the searching, but they seemed pretty small, and not very plentiful at that; so we gave over after collecting a rather scant mess.

"Enough to help out, though," said Joe.

Then we sailed back again, rowed under the bridge, and proceeded to beat down to Warwick Point. The wind was blowing up pretty strong, and the tide still going out; and there were rather stiff chop-seas in the channel. We had to keep in them though, following the path the propeller had taken, close to the shore; for even the draught of barely two feet which the lee-board gave us was too much for the shallows on the starboard. So we labored on, in a long succession of short tacks, with the sharp edges of the head sea slapping against us; and we were glad when we turned the square-built, black rock, whitened with barnacles below tide mark, which rose from the water at the end of the point.

Now we had smooth sailing again, and scudded rapidly on a northward course, looking up at the quaint old light-house, whose snow-white front faced eastward over its broad bay. In the midst rose the low, square tower, chamfered to an octagonal platform at the top, on which rested the lantern, with its triangular panes, lined on the inside with the daytime buff shades. On either side of the tower a tall, thin chimney sprouted up from the roof, strongly banded and braced.

"I believe I'd like to keep a light-house, such a one as this. You can look 'way down the bay, and 'way up, and across eastward, and westward all over Coweset Bay. And all they have to do is to attend to that lamp.

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



"And sit up all night. Then you'd be asleep all the day; but you could enjoy your view at times of full moon, I suppose. Rather lonesome in winter, I reckon."

Joe was steering, and he headed up for "Rocky Point," which jutted out a mile and a half north. Over the slope behind were scattered the numerous buildings of this old "shore resort," so familiar to dwellers in the regions bordering on the bay; the tall observatory tower rose high over all. On the eastward slope of Warwick Neck, past which the TRITON was dancing on the heaving waves which chased us with their hissing crests, stood a number of handsome summer cottages; and we agreed that their owners were fortunate in having that place to build on.

We landed a little way south of the wharf at the point, for Joe had designs on the public water-fountain, which stood opposite, a few rods from shore. He said it was low tide in the jug again, and he supposed that the water here was good enough for us; indeed, we both had found it acceptable, before now. So he marched boldly up with the jug, and took possession of one of the taps for a few minutes. He couldn't seem to get the mouth of his utensil to bear so as to fill it directly, so he held the cup under the slender stream till it filled, and then poured it in; and kept it up with a constancy worthy of all admiration. At last

the filling was accomplished, and returned in triumph.

"If any of the Great Moguls of the place had come around, I suppose I'd likely have been fired out; for my style isn't as splendid as it might be, just now; but I was bound I'd get all I could first."

While he stowed his prize aboard, I stood up with the oar to shove off.

"Hold on," he said, "what do you think of getting something to eat, here?"

"Well, if you want to get it, I suppose they'll take our money for it, even if we aren't putting on our usual style. But don't let's leave our boat here; there's too much of a crowd around. I don't suppose anybody'd take anything; but it's rather a queer looking load, what with our satchels, the kettle, the tin pan with the anemones, and all; and some boys might pull things over."

"That may be; though, as you say, 't isn't likely they'd find anything worth stealing. You think we'd better fetch her up to the north side?"

"Yes; there's a nice beach there, beyond the rocks, and hardly anybody comes that way. Then it's in the lee of this wind, and the boat won't be rocked and crunched around so much."

He shoved off the bow, springing aboard at the same moment. With the oar at the stern, I brought her head into the wind,

and then swung her off toward our course; the boom crossed over, the sail filled, and away we went.

"There's the BAY QUEEN, making for the landing."

She wasn't very far off, either; as I looked, her paddles stopped; but we were close to the wharf, driving before the wind, and I let her go. There were some loud and disapproving remarks from the men who stood by the posts above, ready to make the cables fast; but I knew there was really no risk, and we slipped through with plenty of room to spare.

"Steamers have got to look out for sailing vessels, anyway," declared Joe, with grandeur fit for an admiral.

The steamer floated near; "ding, ding!" came faintly from within, and the walking-beam rocked slowly; with a "splash-splash-splash" from the paddles. "Ding!" -- and they paused, dripping; the big, looped cables were thrown to the wharf, and quickly slipped over the posts.

We were now slightly becalmed by the wharf, but the wind found its way between the piles, and wafted us past the stern of the steamboat, painted drk red up to the line of the guards. We almost touched the rudder, with its curved top, and the chains coming to it from the hawse-pipes; above curved the foot-ways leading around the cabin, the lower story with its stout wooden bulwark, the upper with its light fencing of netted cord. The stools stood scattered about, deserted by the passengers, who were flocking toward the gang-way.

The TRITON was now becalmed more effectually for a few moments by the steamboat; but the light airs which shifted round soon drew her into the full breeze again. We scudded past rugged tongues of rock, between which stretched a sandy beach, bordered in-shore by a range of bathing-houses, and in a minute more were rounding the extremity of the main point, a rugged little peninsula, jutting out from a massive ledge which sloped back shoreward to where its gray bareness was covered with grass and herbage.

"Look at that boat rock!" exclaimed Joe.

It was a dingy little steamer, about as large as a small tug-boat; she was heading in for the landing behind us, right across the wind; and the way she rolled from side to side was surprising.

"It's the clam-digger's boat, that they send out to get clams for the bakes here," Joe went on. "She's right in the trough of the waves; how she rolls! Must go gunnel under when she tips the other way. They ought to rig a mast, so as to spread sail, and steady her."

The wobbling craft was near her haven, however, and her tribulations presently ceased.

Pretty tough scrabble for those fellows!" he added, "to have to turn out clams enough to keep the bakes going every day. But they manage to do it, somehow; and we'll have some of 'em, before long."

I had steered the TRITON around to the curving beach north of the point, where the water was gently heaved by the backward impulse of the waves which foamed past the outer rocks. Here we grounded, and carried the grapnel ashore; and then we got out our little looking-glass, and made ourselves as presentable as was possible. Having adjusted our hair-parting and finger-nails, we strode bravely on. I had an old pair of short trousers and no stockings; but I had tan-colored shoes, and Joe said my legs matched 'em first rate. His shoes bothered him a little; they were trying to turn from the superficial black of the shop to a genuine rock-bottom tan-color of their own, but had only got part way.

"I ought to have brought a box of blacking," he declared.

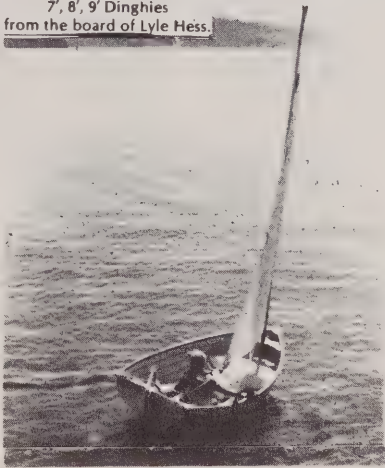
"Do you suppose ONE box would cover those whangs? One a-piece might put on a first coat -- perhaps. We can stop now, if you like, and make some lamp-black with the lantern."

But he declared that he smelt clams, and the shoes would have to wait.

When we sat down at the table, we were partly under cover, and there weren't many people there at that time, so we didn't mind, after all. We did full justice to the clams, and sailed pretty extensively into the fish, green corn, and other trimmings; and when we were through, we were glad we had taken the notion to come. We had no further use for the place then however; as we walked back to the TRITON, the squeak of fiddles came faintly to us from the windows of the dance-hall, mingled with the thunderous hum of the bowling alleys; but we didn't feel tempted a bit.

"Explorers have no time for such frivolities!" said I.

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Summer 1987

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WHAT'S HAPPENING?

MAINE MARITIME MUSEUM

The Maine Maritime Museum hosts a variety of nautical oriented events throughout the year. Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 443-1316.

MAY 1-3: Fifteenth Annual American Maritime History Symposium, for amateur and professional.

The Maine Maritime Museum hosts this 15th annual gathering of amateur and professional maritime historians on May 2nd and 3rd at Bath, ME. Interested persons may register at \$37 per person. The subjects presented include the following:

Ishmael's Picture Gallery, the Pictorial Chapters of MOBY DICK.

Introduction of Oceanography to the Netherlands.

Two Voyages to the Arctic, 1913 & 1983.

On Woman's Family at Sea.

First Class Yachts of the So-

lent Americans in Dutch Waters

The Demise of the New England Fishery

Reservations must be received by April 24th, send your check to Maine Maritime Museum, 963 Washington St., Bath, ME 04530. Call (207) 443-1316 for further details or a brochure.

MAY 23. Percy & Small Shipyard and Sewall House facilities open to the public for the season.

AMERICAN CANOE ASSOCIATION NATIONAL EVENTS

The American Canoe Association sanctions a number of national level canoe events in the northeast. American Canoe Association, P.O. Box 248, Lorton, VA 22079.

MAY 1-2. Slalom Team Trials, West River, Jamaica, VT. (802) 464-5501.

MAY 1-3. Open Canoe Instructor Certification, Millers Falls, MA. (413) 659-3926.

MAY 1-3. West River Slalom, Jamaica, VT. (802) 464-5501.

MAY 3. Cortland Canoe Classic, Cortland, NY. (607) 756-2885.

MAY 9. Westminsdter Slalom, Tariffville, CT. (203) 658-2100.

MAY 10. Schroon River, Chertown, NY. (518) 393-9201.

MAY 17. Housatonic Whitewater Weekend, W. Cornwall, CT. (203) 824-5265.

MAY 21-24. Kayak Instructor Certification, Millers Falls, MA. (413) 659-3926.

MAY 21-24. Decked Canoe Instructor Certification, Millers Falls, MA. (413) 659-3926.

CHANGING FORMAT

As I discussed in my Commentary in the March 15th issue, I'm reorganizing the presentation of calendar information. This issue begins the once a month listing of all scheduled events and activities for the following month. The next issue (May 1st) will not have this calendar but will carry announcements of events NEW to the calendar plus the Directory of Clubs.

In this issue are a few announcements of NEW events, included during this transitional period. Our May issues should be settled into the new scheduling arrangement, which is intended to free up some pages for other feature articles while not abandoning the calendar notes.

COASTAL KAYAKING IN SOUTHEASTERN CONNECTICUT

Joellen Anderson of Groton, CT, and the Mystic Community Center are hosting a one-day introduction to the sport of sea kayaking on Saturday, May 16th, at the Mystic Community Center in Mystic, CT, starting at 10 a.m. With no symposium scheduled this year at State University of New York in White Plains, Joellen decided something was needed in its place. This will be a non-commercial educational event for new paddlers. Participants wishing to stay over for a Sunday paddle should bring their own boats. There will be a limited number of rental boats available. Detailed program will be available in the May 1st issue, or call (203) 536-6691.

SEBAGO CANOE CLUB

The Sebago Canoe Club of Brooklyn, NY, has scheduled basic canoe sailing courses on May 2nd, 3rd, 7th and 9th. Fee is \$75. Hank Niman, (718) 375-2618. Basic canoe paddling courses are scheduled for May 13th, 17th and 23rd. Fee is \$45. Steve Keller, (718) 788-3416. Sebago Canoe Club membership information, Hank Niman, (718) 375-2618.

EASTHAMPTON MUSEUM WORKSHOPS

The Boathouse of the EHS schedules traditional wooden boat-building workshops. All workshops run 10 a.m. to 5 p.m. on designated dates. Easthampton Historical Society, (516) 324-6850.

MAY 9-10 & 16-17. Build Your Own Sailing/Rowing Pram. Fee \$125 plus materials.

MAY 23, 24, 25. Second session, Build Your Own Sailing/Rowing Pram.

SHIPWRECKS & DISASTERS AT MYSTIC

Mystic Seaport Museum has unveiled a special exhibit on April 14th of artifacts, mementos, first-hand accounts, paintings, prints and photos of disasters at sea. These are selected from Mystic's collections and those of the Peabody Museum in Salem, MA. There'll be things like an 18' lifeboat from one wreck, salvaged relics from the mysteriously abandoned MARY CELESTE, displays of Lifesaving Service gear, popular art of the times, etc. The exhibit will be in the Schaefer Building, open at regular Museum admission price, and will run until October 16th. Mystic Seaport Museum, Mystic, CT 06355, (203) 572-0711.

SUFFOLK MUSEUM OPENS SMALL CRAFT EXHIBIT

The Suffolk Marine Museum (see page 26, March 15th issue) opened its new small craft exhibit, "It's Just the Beginning" on April 7th featuring four boats. A DeWitt Conklin sharpie represents the indigenous type of local workboat in the days of sail. An 11' St. Lawrence canoe, not a locally built boat, was used locally, however, on streams and canals on her estate (now the Museum site) by Florence Bourne Hard. A St. Lawrence skiff was another boat from upstate New York that was built about 1900 for Commodore Frederick Bourne (Florence's father) for use on his local estate. The fourth boat, a "Gil" Smith duckboat, is indigenous to the area, Smith was the premier designer and builder thereof and the Museum has a number of his catboats and sloops in its collection. Suffolk Marine Museum, West Sayville County Park, Montauk Hwy, W. Sayville, NY 11796, (516) 567-1733.

CAPE ANN ROWING CLUB

The CARC promotes activities of interest to oarspersons on Cape Ann, MA. Cape Ann Rowing Club, c/o Pat de la Chappelle, 53 Marmion Way, Rockport, MA 01966, (617) 546-9022. Membership \$8, available at events.

MAY 16. Great Misery Island Rowing Race, West Beach, Beverly, MA, 10 a.m. Henry Szostek, (617) 927-1834.

CAPE COD FROSTY RACING

The "National Championship" on May 2-3 winds up the season for these 6' sailing dinghies, at Hyannis Yacht Club, Hyannis, MA, 10 a.m. (617) 432-3704.

RADIO CONTROL MODEL YACHT RACING

The Minuteman Model Yacht Club of Needham, MA, has provided the schedule for radio control model yacht racing throughout the northeast. Minuteman Model Yacht Club, c/o Dave Mainwaring, 36 Hawthorne Ave., Needham, MA 02192, (617) 444-5100.

MAY 2. Spring Invitational (M), Huntington, NY. John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

MAY 3. Scale Steam, Electric, Sail, Medfield, MA. Al Spring, (617) 444-3330.

MAY 3. Dexter Goodwin Cup (M), Marblehead, MA. Gene Thober, (617) 631-0797.

MAY 9. Seebauer Memorial (M), Central Park, NY. Madeline Tucker, (212) 874-0656.

MAY 10. 10/R Long Distance (10R), Saddlebrook, NJ. Alex Chabora, (201) 478-4989.

RHODE ISLAND CANOE ASSOCIATION

The Rhode Island Canoe Association promotes recreational canoe outings on rivers in Rhode Island. Rhode Island Canoe Association, c/o Alan August, 70 Scott St., Pawtucket, RI 02860.

CPR classes are scheduled for May 12th, 19th and 26th from 6:30-9:30 p.m. at the JCC. To register, (401) 861-8800, ask for "Basket Room".

On the water events scheduled are as follows:

MAY 2. Hunt River, 4 miles, round trip from Davisville Refuge, P. Regopoulos, (401) 885-2081.

MAY 9. Nemasket, 10 miles. P. Bumpus, (617) 226-3150.

MAY 16. Canoe Jamboree, CANCELLED due to date conflicts.

MAY 30. Wood River, 7 miles. Rte. 165 to Wyoming. D. Wilson, (401) 781-5187.

MAY 16. Open House Classic, Central Park, NY. Madeline Tucker, (212) 874-0656.

MAY 16-17. AMYA Northern Divisional (M), Marblehead, MA. Gene Thober, (617) 631-0797.

MAY 17. Reservoir Fun Race (Any Boat), Needham, MA. Al Spring, (617) 444-3330.

MAY 17. Rhinebeck Weekend (O/U 50"), Rhinebeck, NY. Bud Pletcher, (914) 454-5797.

MAY 23. Carlin Memorial, Huntington, NY. John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

MAY 23. Island MYC (M), Eisenhower Park, NY. William Moll, (516) 334-5276.

MAY 25. Memorial Day (Any Boat), Needham, MA. Al Spring, (617) 444-3330.

MAY 31. Housatonic Open (Any Boat), Stratford, CT. Fritz Larson, (203) 966-3107.

MAY 31. Hodgins Trophy (A), Saddlebrook, NJ. Alex Chabora, (201) 478-4989.

CONNECTICUT CANOE RACING ASSOCIATION

The CCRA promotes flatwater, whitewater and poling competition on Connecticut Rivers. Contact listed leaders for specifics of each event. CCRA, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457. Membership \$10 individual, \$15 family.

MAY 2. Farmington River, 9 mile flatwater, Farmington, CT., 10 a.m. David Sinish, (203) 693-0073.

MAY 6. Rainbow Reservoir, 6 mile flatwater, Windsor, CT., 6:30 p.m. Geoff Latsha, (203) 653-4312.

MAY 9. Poling Slalom Clinic, Still River, Riverton, CT. Keith Inrig, (203) 827-9823.

MAY 16. Connecticut Whitewater Championship, Housatonic River, 10 miles, Falls Village, CT, 11 a.m. W.R. Tingley, (203) 364-5321.

MAY 17. Housatonic River Slalom, West Cornwall, CT. Ron Luginbill, (203) 824-5265.

MAY 19. Sebeth River Rally, 6 mile flatwater, Middletown, CT. Earle Roberts, (203) 346-0068.

NORTH AMERICAN SMALL BOAT SHOW

The 4th Annual North American Small Boat Show runs May 15-17 at the Newport (RI) Yachting Center, 10 a.m. to 6 p.m. daily. Adults \$6, children under 12 \$3. Newport Yachting Center, (401) 846-1600.

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APPALACHIAN MOUNTAIN CLUB CANOEING

The AMC hosts many canoe outings through its various chapters around New England. Membership is encouraged, but guests are welcome at many outings. Contact listed leaders for specifics of each outing. Appalachian Mountain Club, 5 Joy St., Boston, MA 02108. Regional chapter information, see Chapter Representative listing.

Berkshire: Joe Child, (413) 576-3527.

Berkshire

All telephone numbers are area code 413 unless otherwise noted.

Unless otherwise stated, all trips require registration with leader by preceding Wed.

Whitewater

May 2. Upper Ashuelot, 3. L Tom Stevens (367-2208); CL Joe Boland (549-1458).

May 3. Lower West (Maple Valley), 2. L Pete Zimmerman (549-5883); CL Candy Carlisle (584-6859).

May 2-3. White/Black, 2-3. L Barbara & Bill Cushwa (536-1347).

May 2-3. Smith/Mad/Bearcamp, 3-4. L Jack Gill (586-0326).

May 2-3. Hudson/Boreas, 4. L Joe Child (586-3527).

May 9. Kayak Skills Development, 2-3. L Joe Child (586-3527).

May 9. Tandem Canoe Skills Development, 2-3. L Rolly Weld (774-3200).

May 9. Black, 3. L Al Shane & Marion Gorham (548-9435).

May 16. Londonderry, 2-3. L Al Shane & Marion Gorham (548-9435).

May 17. Lower Millers, 2-3. L Ken & Lise Denault (253-7595).

May 16-17. Ammo/Gale, 3-4. L Tom Stevens (367-2208); CL Jim Booker (367-9916).

May 18-25. Interchapter Southern Rivers Week, 3-4. L Mike Zabre (H: 774-3293; W: 253-7779).

May 23-25. Upper NH Rivers, 3-4. L Clark Bowlen (562-1863).

May 30. Knightville, 2-3. L June Hoerle (566-8716); CL Bea Robinson (786-3952).

May 30-31. Hudson, 4. L Nancy Hazard (774-5667); CL Connie Peterson (548-9113).

Boston

All area codes are 617 unless otherwise noted.

Flatwater

Beginners and children are welcome on most trips; the leader may impose restrictions associat-

Boston: Wayne Jones, (617) 586-8928.

Catskill: Phillip Quick, (914) 246-7110.

Connecticut Flatwater: Ron & Nanci Henscheliffe, (203) 421-3183.

Connecticut Whitewater: Tom Ploski, (203) 524-0245.

Maine: Mottill Nason, Jr., (207) 846-5167.

Narragansett: Jeanette Fontaine, (401) 942-3971.

ed with specific trips. Certain trips have been designated as instruction, introduction, or advanced. Instruction trips offer formal training to all participants. Introduction trips will accommodate (but not be limited to) boaters with no experience and no equipment of their own—show up, rent, and go. Advanced trips are for competent paddlers with their own equipment.

May 2. Blackwater River. L Reid Weedon (729-0255), CL Barbara Weedon.

May 3. Charles River. L Jim Pratt (785-1620), CL Dave Robertson (875-3932).

May 9. Leader's Choice. L Joan Zardus (532-2269), CL Betsy Fuchs (332-6363).

May 9. Ipswich River. L Tim O'Malley (581-2908), CL Harland Alpaugh (658-4136).

May 16. Merrimack River. L Dave Starkweather (475-5108), CL William Soares (927-5462).

May 17. Middle Neponset River. With the Friends of the Blue Hills. L David Hodgdon (326-0079).

May 20. Eve. Cruise on Local River. L Ken Pugh (964-9045), CL Leslie Killeen (964-9045).

May 24. North River. L George Ellmore (489-2441), CL Christine Weisiger (484-6255).

May 30. Merrimack River. L Al Sanborn (366-5908), CL Elaine Sanborn.

May 30. Bass River. Special interest: orchids. L George Ellmore (489-2441), CL Sherry Smith (581-5664).

May 31. Charles River. Family trip. L Tim Huemiller (237-7540), CL Laura Damon (237-7540).

Whitewater

May 2-3. Class 1 Open-Boat Instruction. See Inside/Outside for details.

May 2-3. Saco, 2. L Phil Mason (877-7523), CL John Champeny.

May 2-3. Saco/Ammonoosuc, 2. L Ted Browne (924-7855), CL Gregory Debaryshe (275-2746).

May 2-3. Saco/Ammonoosuc, 3. L Bill Atkinson (899-7388), CL Mary Buntin (774-3085).

May 2-3. Pemi/Swift, 4. L Mel Noll (352-7577).

May 6. Class 2 Open-Boat Screening Session. R Tim Walker (603-362-4174). Logistics: Stan Fielding (658-2269). Evaluation of previous paddling experience; see Inside/Outside for details.

May 9-17. West Virginia Rivers, 4. L Paul Kendall (212-362-9769), CL Sharon Rives (212-362-9769).

May 9-10. Class 1 Open-Boat Instruction. See Inside/Outside for details.

May 9-10. West, 3. L Bob Martin (899-0614), CL Court Booth (438-6652).

May 9-10. Saco, 2. L Richard Tang Kong (251-3917), CL Dan Lamore (356-4502).

May 9-10. Upper Swift, 3. L Dianne Donovan (862-2150), CL Stuart Fall (887-9657).

May 9-10. Swift/Pemi, 4. L Pete Driscoll (207-678-2951), CL Bill Aldrich (964-5184).

May 16-17. Ammonoosuc, 2. L George Ellmore (489-2441), CL Karen Wright (562-9515).

May 16-17. Saco, 2. L Vicky Diadiuk (275-7609), CL Steve Groves (862-9180).

May 16-17. Saco/Ammonoosuc, 3. L Dee White (266-2147), CL Jerry Frenkil (232-8447).

May 16-17. Swift/Pemi, 4. L Fred Tingley (259-9641).

May 22-25. East Branch of the Penobscot/Mattawaunkag, 3. CL Sue Schaller (488-2840), Tom Arnold (369-2886).

May 23-25. Saco, 1. L Steve Hern (469-2170), CL Betsy Gaskill (491-7008), Jeannette Hargroves (729-6073).

May 23-25. Hudson, 3. L Joel Hollis (393-9231), CL Bev Hollis (393-9231).

May 23-25. Leader's Choice, 4. L Ted Acton (603-539-6398).

May 23-25. Kennebec/Dead, 4. L Roger Marshall (492-8796), CL Steve Pohlig (263-7270).

May 30-31. Closed-Boat Pre-Trip Training. L John Bishop (235-8798), CL Mary Van Vleck (876-0408). See Inside/Outside for details.

New Hampshire: Paul Berry, (603) 886-1948.

New York/New Jersey: Liz & Dave Pratt, (914) 725-7944.

S.E. Massachusetts Flatwater: Chuck Wright, (617) 564-4250.

S.E. Massachusetts White Water: Bob Scolamiero, (617) 545-6015.

Vermont: Ken & Nancy Gordon, (703) 534-6595.

Washington DC: Ellen Kohn, (301) 530-4669.

Worcester, MA: Walt Nowak, (617) 464-2094.

Connecticut

All telephone numbers are area code 203 unless otherwise noted.

Flatwater

May 2. Bantam River. L Len Persson (877-1804).

May 3. Menunketesuck and Patchaug Rivers. L Bill & Janet Blaha (453-4277).

May 9-10. Wood & Pawcatuck Rivers, RI. L Bill & Janet Blaha (453-4277).

May 16. Mystic River. L Ed Barton (446-8350).

May 16. Intro. to WW Paddling. L Steve Sokoloski (429-6203).

May 17. Farmington River. Last section. L Joe & Sandy Quine (634-0562).

May 23-25. Battenkill River, VT & NY. L Frank Nemeth (688-2337), CL Len Persson (877-1804).

May 30. Intro. to WW Paddling. L Steve Sokoloski (429-6203).

Whitewater

Call the CT WW HOTLINE (582-6978) for up-to-date, recorded info on trips, last-minute changes, bootlegs, and water levels; 24 hrs. each day. Call in also to report any such info. Other Chapters welcome.

May 2-3. The West River, 2/2-3. L TBA.

May 2-3. Southern Adirondacks, 3-4. L Glenn Macgrady (914-679-2616).

May 9-17. West Virginia Week of Rivers, 4. L Tom Ploski (524-0245).

May 9. West River, 2-3. L Steve Tuckerman (229-3994).

May 9. Farmington, 2. L Bill McDonald (877-2171).

May 10. Housatonic, 2. L Larry Robertson (255-5540).

May 16. Intro. to WW Paddling. L Steve Sokoloski (429-6203).

May 16. Local, 2. L TBA.

May 17. T-villa, 2. L Mike Weiss (375-4312).

Narragansett

May 22-25. Northern Adirondack Eclectic Experience, 2-3. L Glenn MacGrady (914-679-2616).

May 22-25. Maine High-Water Releases, Dead et al. 4. L John Best (Check WW HOT-LINE for leader's phone no.).

May 23. Local, 2. L TBA.

May 24. Local, 2. L TBA.

May 30. Intro. to WW Paddling. L Steve Sokoloski (429-6203).

May 31. Local, 2. L TBA.

Maine

All area codes are 207 unless otherwise noted.

Trip fee: \$2 per nonmember.

May 2. Carrabassett, 2. TBA.

May 2. Carrabassett, 3. Jeanne Gutman (772-9673).

May 3. S. Branch Dead, 3. Debbie Locke (846-9653).

May 9. Upper Saco, 3. Bob Farrington (688-4782).

May 10. Leader's Choice, 3. Mike Patterson (846-9735).

May 16. Leader's Choice, 3. Jay Spenciner (647-3347), CL David Spenciner (647-3347).

May 16. Kennebec, 4. Norm Reynolds (617-443-2459).

May 17. Sandy, 2. Dick Leslie (846-9544), CL Jim Thorne (772-2821).

May 17. Kennebago, 3. Morrill Nason (846-5167).

May 17. W. Branch Penobscot, 4. Norm Reynolds (617-443-2459).

May 18. Dead 7000, 4. Norm Reynolds (617-443-2459).

May 23-25. Machias, 3. TBA.

May 30. Moose, 3. Kippy York (622-5939), CL Ken Jewett (775-3288).

May 31. S. Branch Penobscot, 3. Kippy York (622-5939), CL Ken Jewett (775-3288).

All telephone numbers are area code 401 unless otherwise noted.

May 2. Wood and Pawcatuck Rivers, Hope Valley To Bradford; 12 mi. flatwater, two portages, joint trip with S.E. MA Chapter. L John Botelho (617-824-6354), CL Ann Valley (617-695-5839). S.E. MA Chapter will be camping nearby on Fri. and Sat. nights. L Barbara Hughes (617-362-3954).

May 9. A Flatwater Canoe Tour of Great Swamp with Nature Guides, Ed and Ruth Steward. Views of spring flora and nesting ospreys. To reg. call Jeanette Fontaine (942-3971).

May 9-10. West River in VT, 2. L Larry Pottebaum (617-649-3687), CL Bev Harrison.

May 16-17. Saco River in NH, 1-2. New Class 1's welcome to join us to try out their skills. Possibility of pairing them with a Class 2 or Class 3 paddler if they reg. early. L Judy Barrowclough, CL Steve Rodkey (617-226-4615).

May 22-25. Flatwater Canoe Trip on CT River (pastoral scenery). Set up tents Fri. night and make 3 day-trips from that base camp. Community cooking. Reg. before 5/15 with \$10 dep. L Ken Hutchins, CL Penny Hutchins (467-5296, before 9:30 PM).

May 30-31. Battenkill River in VT, 1. L Dick Maciel, CL Jackie Maciel (617-528-0951).

New Hampshire

All area codes are 603 unless otherwise noted.

NH Chapter Canoe Phone: (603-635-3976). If you cannot contact a trip leader, leave a message on the Canoe Phone line.

You can also call this number to lead a new trip, to find out about bootleg trips, or for notices of changes to trips.

Partner needed? If you wish to paddle and cannot find a partner for a trip, call Paul Berry (886-1948) and he will try to schedule a partner for you.

Tuesday Night Paddling. After Daylight Savings time begins, we paddle the rapids on the Merrimack in Manchester on Tuesday evenings, after work. Call Paul Berry if you are interested.

May 2-3. Exploring VT Rivers. L Roioli Schweiker (224-0598), CL George Trudell (434-5327).

May 3. Pemigewassett, 2. L Steve Moland (882-2067).

May 3. Gale, 3-4. L Joe Damboise (635-3976).

May 6. Pemigewassett, 1-2. L Roioli Schweiker (224-0598).

May 9. School, Advanced, 2+. L Bill Lowman (424-3512).

May 9. Israel, 2. And overnight. L Stan Solomon (617-862-7731).

May 9-17. Expedition Canoeing in ME. L Roioli Schweiker (224-0598).

May 10. Ammonoosuc, 2. L Steve Moland (882-2067).

May 16. Hudson, 4. L Norton Cabell (643-8561).

May 17. Leader's Choice, 2. L Jean Holt (465-7546), CL Deborah Roody (424-6808).

May 23. Lower Ashuelot, 3-4. L Holly Cabell (643-8561).

May 23-25. Dead/Kennebec, 4+. High water. L Joe Damboise (635-3976).

May 23-25. Machias River Expedition. L Roioli Schweiker (224-0598).

May 24. Bristol Rapids, 2. L Stan Solomon (617-862-7731), CL Warren Farber (878-2022).

May 26-31. Exploring ME Rivers. L Roioli Schweiker (224-0598).

New York

N. Jersey

NY/NJ trips are open to all who qualify. Pre-registration by mail, 8 days in advance of the trip, is required. All new Chapter paddlers should get a copy of *THE FEATHERS*, a paddlers' manual that explains in detail the Chapter's canoeing program. It is available (for 39¢ postage) from the Canoe Committee Co-Chair. Please do not call leaders after 9 PM.

May 2-3. Class 3 Instruction. Liz & Dave Pratt (914-735-7944).

May 9. Mid. or S. Jersey, BW. Dick Wolff (201-746-7415).

May 9-16. Canoe Camping Week in PA, Class 2 whitewater req. Fran & Al Bralley (201-647-3569).

May 9-17. Interchapter, 4, Week of West Virginia Rivers. Paul Kendall & Sharon Rives (212-362-9769).

May 23-26. Pine Creek PA, 2. Jim Rideout (201-335-1385).

Southeast Mass.

All area codes are 617 unless otherwise noted.

May 1-3. Wood River, RI, flat. L Barbara Hughes (362-3954).

May 2-3. West River, VT, 2. L TBA.

May 9-10. West River, VT, 2. L TBA.

May 10. Walkers Pond, Brewster, flat. L Anita Franks (545-7157), CL Ed Dennehy.

May 15-17. Baker-Pemi Rivers, NH, flat. L Herb Egden (472-7271), CL Claire Cabral (866-2464).

May 16. Barnstable Harbor, tidal. L Ann White (888-4669).

May 22-25. Battenkill River, VT, 1. L Bob Milburn (294-0875), CL Ginger Blaiz.

May 30. Westport River, tidal. L Paul Murphy (822-6486).

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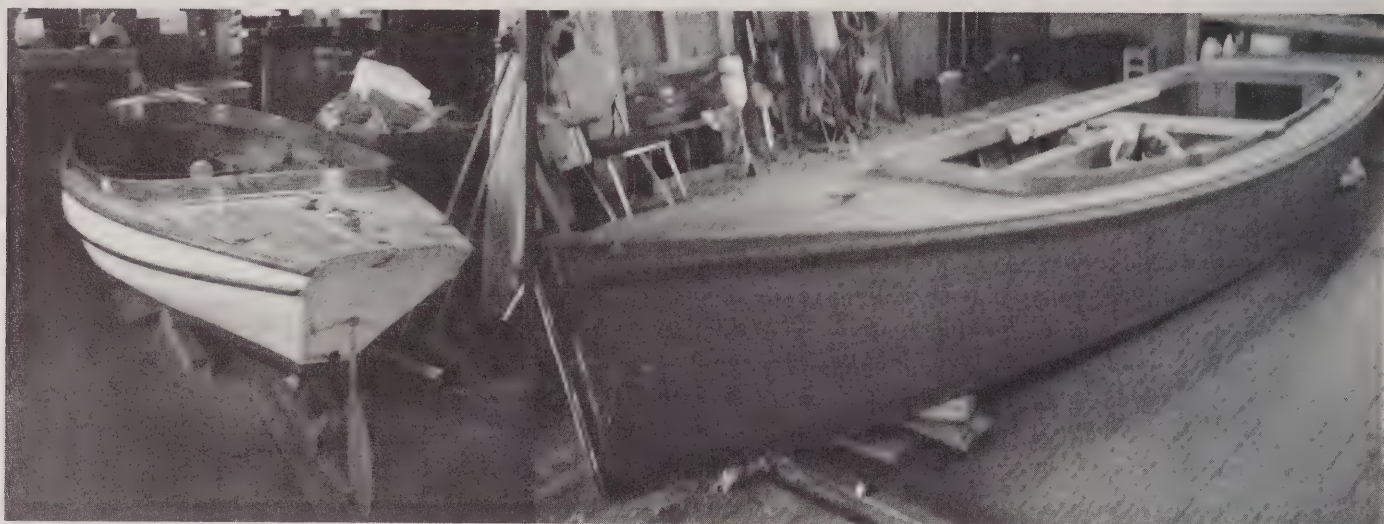
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LOOKING AROUND



SEEN AT THE HULL BOATSHOP

The boatbuilding shop of the Hull Lifesaving Museum at Windmill Point in Hull, MA, was all tidied up at this year's Snow Row and inside were several interesting small boats donated to the shop. A nice old inboard launch of dory construction complete with make and break engine caught my eye. Also a rather trim sharpie centerboard sailing skiff. A couple of nice boats not apparently in need of a lot of work. Perhaps they'll be on the water later this year?

ADVENTURES IN A TOWNIE



ADVENTURES IN A TOWNIE

The long running series we've all enjoyed by Tom McGrath about his adventures in a recalcitrant Townie sloop has now been put together in book form for ease of enjoyment anywhere. The softcover book of 220 pages is profusely illustrated with Tom's sketches and maps and includes thirteen stories originally published in MESSING ABOUT IN BOATS over the past two years. At 5.5"x8.5" it fits easily anywhere, especially on board for summertime laughs afloat. Tom had the book printed himself and it is available for \$6 postpaid from Tom McGrath, 11 Severance St., Lynn, MA 01904.

SPONSOR A BOAT PART

The Gloucester Sirens all-woman rowing team is having a 30' Scilly Islands Gig built for racing this year with a crew of six and coxswain, as we've reported in a recent issue. Now they have evolved a unique financing scheme for the boat, expected to cost about \$3,000 all in. They have undertaken to invite interested persons to "Sponsor a Boat Part" for the gig. You can buy them an oak rib for \$5, the main keel for \$75, a rail cap for \$100, or all the fastenings or epoxy glue or paint at \$100 each. If you're really into it, for \$540 you can buy the planking. At a Gloucester crafts festival, the Sirens found ready community support for the concept.

They are all putting personal funds into the project too, and plan some fund raising dinners (outdoors at member owned restaurants) with strolling music, et al. The donations are tax deductible if made payable to the Gloucester Sirens/Museum School. Mail yours to the Gloucester Sirens, 53 Marmion way, Rockport, MA 01966.



LAUGHING WHALE SHIP MODEL KITS

We received a colorful brochure from The Laughing Whale of Bath., ME, with about 20 of their impressive ship model kits illustrated in color and black and white. These kits are large, running from 15" up to 50", many suitable for radio control use. They are all traditional types of sail and power craft, plank on frame construction. Prices run from about \$15 to \$165. They also offer some mounted half model kits and waterline model kits. I can't even get at my full size real boat projects, so I'll pass up these toys, but they are very attractively displayed and look very inviting to anyone predisposed to doing model boats instead of the real thing. The Laughing Whale, 174 Front st., Bath, ME 04530.



BRIGHT SPRITE

The SPRITE sliding seat boat kit offered by Wayland Marine seems quite an attractive home-builder project, and here's one done up in really nice style using Bruynzeel occume plywood. Complete kit goes for \$695 U.S., information packet is \$3. Plans are NOT available. From Wayland Marine, Box 33M, Cobble Hill B.C., Canada V0R 1L0.



THE SPIRIT OF MASSACHUSETTS

Our much maligned state sometimes does nice things. This photo is from a Division of Tourism post-

card depicting, "Massachusetts countryside of scenic lakes and rolling hills." Not bad.



SHANAHAN'S NAVY

How many of you have acquired a "fleet"? Terry Shanahan has, he calls it "Shanahan's Navy". He's a native of Maryland's Upper Shore, his father was a tugboat captain for the U.S. Army Corps of Engineers so Terry's had a lifetime (42 years now) of boating. Terry says he enjoys the variety of boats covered in our periodical. His variety is as follows:

Alberg 30 owned since 1975.

B-Lion Catamaran, 20'x10' glass cat of 1968 vintage, now out-classed due to weight but still quite fast.

El Toro f/g 8' pram used as tender for the Alberg.

Several rowing and duckboat types homebuilt of plywood.

AND HOW ABOUT THE TIME it was dead low tide. The night was black, and we had strayed a bit out of the channel. With only an eight inch draft how much of a problem could we have? When the rudder kicked up I shifted to use of an oar as we continued to run with a light wind. We came to a mushy stop and I got out to give a push. The muck was above my ankles. There. We were free again and

moved downwind. I jumped on the gunwale catching the oar lock for a split second. Curses! As we moved away I thought about that situation. Imagine stumbling in the muck and losing my grip on the boat? Bye, bye boat as I could have stood waving in the night, hundreds of yards from a beach. Of course, it didn't happen, but.... it could have. Right?

Salem's South River A North Shore Refuge



A GOOD SPOT TO HIDE from those Hurricane Gals is the South River basin in Salem, located near Derby Wharf and the Naumkeag Center. Those familiar with Marblehead Harbor craft might identify several if they look closely. In the top photo at left the Nighthawk, Lone Ranger, Muffin II, Virapol, Viking II, and Louise II are among the craft with their bows nudging the wharf, while in the lower scene, taken in the opposite direction, several of the prominent sailing vessels which normally grace Marblehead harbor may be noted. The Tarsier is shown at the extreme left. The conning tower of the training submarine, USS Shad, may be seen at left of the top photo.

Only 30 Years Ago

The 1950's don't seem THAT far back to many of us, but looking into periodicals of that era lends a sense of the changes time has wrought anyway. A local (Massachusetts) periodical, THE MASS BAY YACHTSMAN was in its third year when it published its October, 1955, issue, which came to us from reader Tom Sleeper of Marblehead, MA. The sixteen pager was much like our own small publication in concept, although pretty much focussed on yachting. Here are two photos of some interest to those familiar with Salem (MA) Harbor, and below some of the classified ads of the times, which should interest all of you who read the classifieds. Yes, only 30 years ago boats could be so inexpensive!

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FOR SALE—used 19' outboard cruiser \$1175; 14' Winner fiberglass \$395; 14' molded plywood \$350; 12' lapstrake \$150; 10 h.p. 1955 Scott-Atwater \$230; 5 h.p. 1955 Scott-Atwater \$160. Armstrong Boats. Rt. 3, Norwell, Rockland 2207.

22' BOLGER DESIGNED Inboard Bass Boat. Cabin sleeps 2. Needs engine and accessories. Sold as is or completed. Inspect, Richard Price Yacht Yard, Marblehead.

FOR SALE—26 ft. Shallow Draft Aux. Sloop "Tompson," new 1952. Sleeps 4, uppers and lowers. Sails and slip covers by Manchester. Nylon cockpit cover. Merriman rigging. Stainless Water Tank. Gray Seascout, 7 m.p.h. Enclosed head, 4 ft. galley, hanging locker, ice box. Hull fully found. Pram included. Fine cruising boat for small family. Must be sold, asking \$4,000.00. Can be seen at Plymouth Marine, Plymouth, Mass., Sundays or weekdays. Call WA 5-2430 or WA 5-3994 on weekdays.

9' DYER SAILING PRAM, \$275. One new Walker Ship's Log Negrus Mark 2. Cost \$140, sell for \$75. Will sell both for \$300. Write E. H. Race, 19 Bradley Woods Drive, Hingham, Mass.

32' ACF CRUISER, perfect condition. 130 h.p. engine, fresh water cooled. Sleeps 5. Ship-to-shore radio. Automatic CO-Two. Stainless steel sink and ice box. SALEM 4949.

41' CHRIS-CRAFT E. B. Twin engine cabin cruiser 1950. Sleeps 6 in 3 state-rooms. Radio telephone, CO-Two, extras. Needs repairs to damaged cabin trunk. Asking \$6,500 as is. Stored at Richard Price Yacht Yard, Marblehead. Tel. NEptune 8-4020.

18' Outboard Cruiser, needs minor repairs, \$235. 20' Mahogany Launch, Universal Utility 4, new automatic bilge pump, \$700. 15' Old Town, lapstrake, complete with steering, canvas top, etc., \$350. Used skiffs \$55 up. FERNALD'S MARINE Route 1A, Parker River, Newbury, Mass.

WHISPER FOR SALE—1948 magnificent custom built mahogany Quincy Adams' 17' waterline keel sloop. Cabin—2 bunks. Many sails including Ratsey's most beautiful sky blue set. Spinnakers, stainless rigging, extras. Beautifully maintained. Varnished bright. Stored at Richard Price Yacht Yard, Marblehead.

24' CHRIS-CRAFT EXPRESS CRUISER. New Chris-Craft, 130 h.p. engine. Price reasonable. Richmond 2-2868.

22' STONE HORSE, Jr. Keel day sloop. Built 1941. Marconi rig. Excellent condition. Extra sails. Asking \$1,600. See at Richard Price Yacht Yard, Marblehead. NEptune 8-4020.

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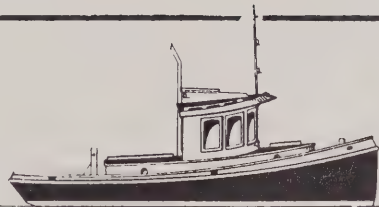
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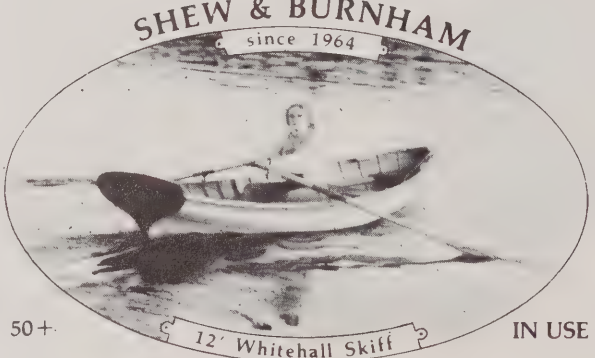
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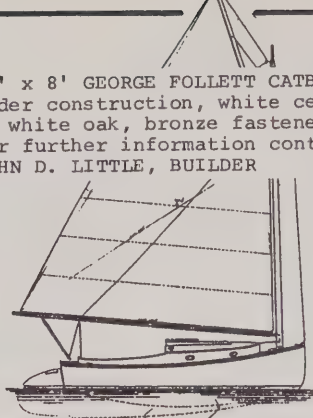
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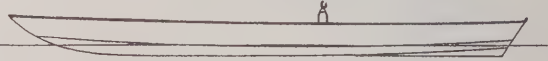
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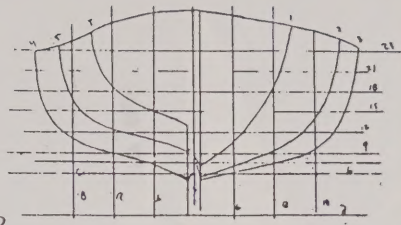
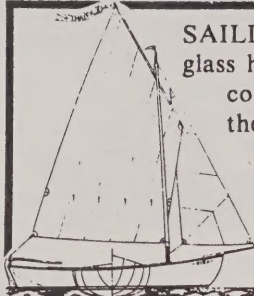
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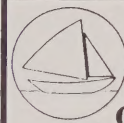



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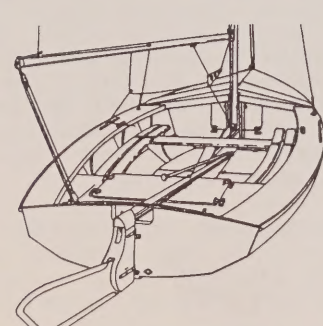
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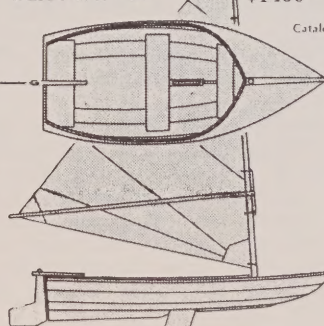


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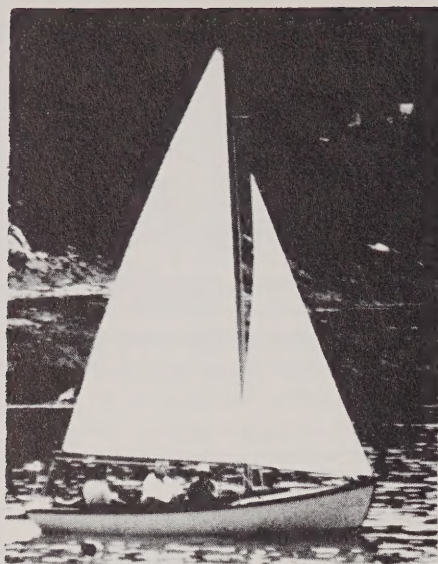


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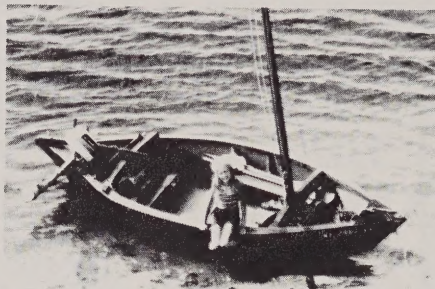
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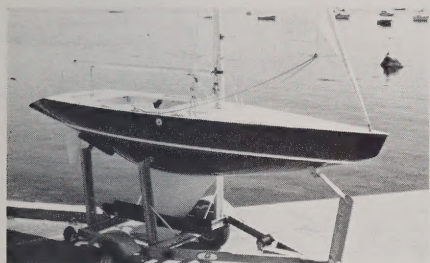
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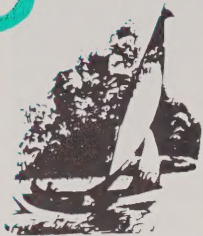
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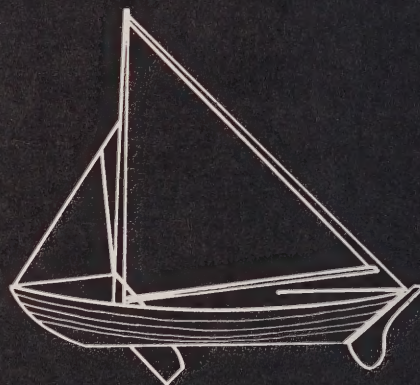


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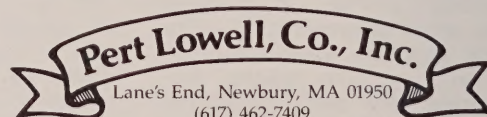
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