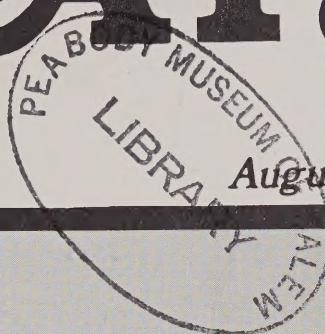




messing about in BOATS

Twice a Month!

Volume 5 ~ Number 7



August 15, 1987





messing about in BOATS

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Our Next Issue...

Will feature reports on the
Wooden Canoe Heritage Association
gathering in the Adirondacks and
the Antique & Classic Boat Show at
the Thousand Islands Shipyard Mu-
seum in Clayton, NY on the St.
Lawrence River. It may be a few
days late to accommodate the latter
(we have to get back!). There'll be
our report on Bob Whittier's Sea-
master runabout, a 20 year effort
to provide a different sort of out-
board craft. We also had a close
look and a sail in John Thompson's
"minimum cruiser", only 11' long
but spacious indeed. Hugh Ware
should have his report for us on
the Tugboat Muster in Boston. Joe
Reisner has something to tell us
about gunkholing in the good old
days. If we get all these in, we'll
be doing something.

On the Cover...

America's oldest traditional
wooden boat, the U.S.S. CONSTI-
TUTION, is also a patriotic icon
that has a special day every July
4th when it heads down Boston Har-
bor (under tugboat power) for a ce-
remonial turnaround and 21 gun sa-
lute of Fort Independence at the
harbor entrance. Full story in this
issue.

Commentary

**BOB
HICKS**

Giving over a lot of space in
this issue to the celebration of Ju-
ly 4th in Boston Harbor and what's
happening at the old Charlestown
Navy Yard, now in part a National
Historic Park, is a bit out of the
usual for us. Most of our interest
in messing about in boats focusses
on smaller scale subjects. The an-
nual turnaround cruise of the
U.S.S. CONSTITUTION down Boston
Harbor is more of a tourist and me-
dia event than a truly boating ev-
ent. Since I'd never attended,
though, it seemed about time to
find out about it. I had also spent
some time beforehand with the peo-
ple who organize the antique boat
meet held in conjunction with the
July 4th celebrations, and earlier
this year had visited various other
boating oriented people doing
things at the Yard. So it's all
brought together in this issue.

Visiting the CONSTITUTION is
a tourist sort of thing, you cannot
just ramble onboard and poke
about. A naval person leads a
group through a scheduled tour ev-
ery so often. But, if you go in
winter or late fall even, not too
many tourists are around and you
can get a better look at the ship.
It is a rather eerie feeling to stand
on the main deck and look at all
the rigging about and realize that
people who were active in the early
years of our nation's efforts to as-
sert its independence stood in this
same spot. The ship is 190 years
old now, 10 years younger than the
document after which it is named.
While the actual deck planking on
which you stand has no doubt been
replaced since original (about 90%
of the ship is no longer original)
it's still substantially what was
there then. This is not a modern
day replica but rather an almost
organic extension of the original.

The way in which wooden
ships were built then, not just the
designed dimensions and shape, but
the construction techniques, is fas-
cinating. As a warship, this one
had to be rugged, so here are ver-
tical frames fitted with very little
space between them. Heavy oaken
planking then put in place is so
thick one marvels at how it was
bent around the curves it has to
follow in the ends of the ship. The
nickname "Old Ironsides" was be-
stowed upon the CONSTITUTION be-
cause cannon balls were seen to

bounce off the oak planking. She
had no iron on her. There's a lot
of wood in a wooden ship, really
big timbers, really heavy plank-
ing. In her time, this was a tech-
nological marvel in a warship, at
one time the Navy's largest war-
ship.

The CONSTITUTION is a type
known as a frigate. Accompanying
her this July 4th in Boston Harbor
was the SAMUEL ELIOT MORISON, a
modern day frigate, designated as
an "FF" type for fast frigate. These
are built for the Navy at the
Bath Iron Works in Maine. The MO-
RISON appeared to be in the repair
service, some of these are used in
anti-submarine work. What was in-
teresting is that this is one of the
Navy's smaller warship types, yet
it was larger than the CONSTITU-
TION. What was once the nation's
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The Navy handled this whole
operation with great delicacy. The
tugs hired to move the ship had
clean white canvas draped over
their fenders (one had the honor of
moving her, but several others
stood by just in case). It took a
long time to just get the ship away
from her dock. The trip down the
harbor and back was in a pre-
scribed channel 200 yards distant
from the nearest permitted spectator
craft. This ship is a symbol so
valuable to the nation that any
bungled act that resulted in damage
would be intolerable. I guess this
is why she is not sailed. I think
that would be a real trip, the CON-
STITUTION under full sail stand-
ing down the harbor in all the ma-
jesty of that bygone time.

NEW BOLGER BATEAU

Elrow LaRowe of Port Richey, FL, purveyor of Bolger designed boat plans anyone can build has another to offer, this one aimed at the increasing interest in multi-oared pulling boats.

"What boat is 25'6" long, 4'10" wide and only about 16" deep? Why, our new Bolger designed bateau, of course! Some sort of Junior Olympic youth program in Philadelphia has promised to build a prototype quick. Six kids with six 7' oars is standard, plus a coxwain with a steering oar in a set of thole pins on rear deck of this double ended boat. Not all that heavy, either. An alternative would be a crew of two using 9.5' sweeps, seated on sides opposite oarlocks. This latter would be best on a dead calm day!

Who is going to buy such a plan and build such a boat? Why, all those kid's summer camps on water. Boy Scouts and Sea Scouts, etc. all making up for their neglect of me when I was a kid. While they had canoes and rowboats in which to learn, all the crafts were leather mocassins or bows and arrows or some such things. What an exciting summer crafts project, to learn how and help build one of these, and then learn the discipline of multi-oared rowing. And to learn use of simple tools of wood-working."

Bolger Boating a'LaRowe

BIRDWATCHER FLIES

Ron Mueller, another LaRowe client, who has done considerable camper-cruising in his WAYFARER sloop, finished up the prototype of the new BIRDWATCHER in two months. (Ed. Note: Before Bolger will release any design plan of his for resale by agents such as LaRowe, a prototype must be built and tried). Two days after launching, BIRDWATCHER was raced in a local (Denver, CO) event that raised over \$20,000 for a children's hospital project. A friend at the helm capsized them while out front, so the first test was over early!

But BIRDWATCHER calmly righted herself once the mainsheet was released.

She is fast, keeping up with or passing 23' keel sloops, and points about as high as any sloop. Ron found heavy weather helm in strong winds and moved the mast step back some, and decreased the rake of the mast. Since Bolger presently has concluded that the absence of a reefing system has advantages outweighing the inclusion of one, this might be the reason for that hard helm.

BIRDWATCHER is sort of a poor man's DOVEKIE. The top halves of the sides are bolted on, tinted see-through lexan, with side decks, but no middle deck, so one can walk full length on the bottom of the boat. Tent enclosures for camping can be easily fabricated. Only two controls, main sheet and tiller (with main only, not including optional reacher) make it easy work for the speed she provides. The January, 1986, issue of SMALL BOAT JOURNAL has Bolger's complete introductory "cartoon" on this boat. (Available from SBJ Back Issues, Box 400, Bennington, VT 05201).

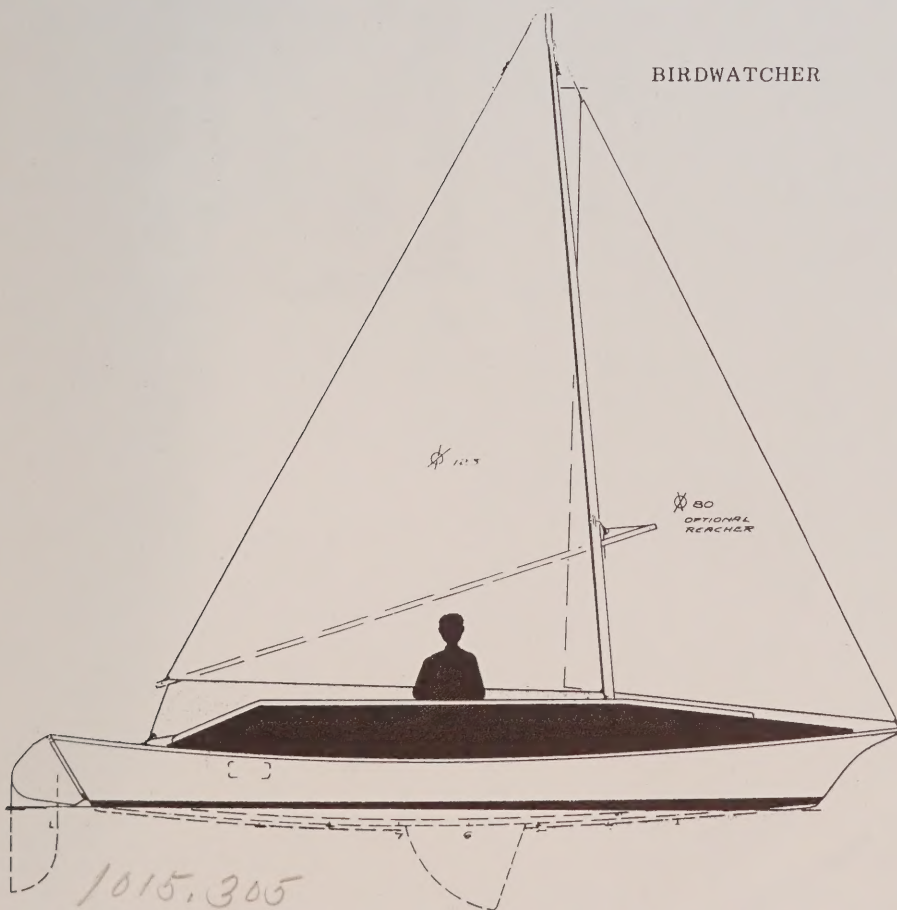
BOATBUILDING REASON #1327

Bernie Wolfard, one of Elrow LaRowe's clients, justified building a PIROGUE for his wife by the following circumstances:

"On Mother's Day he and his wife Susan were going biking in the park on the waterfront. Wolfard has a conversion for his wheelchair making it a tricycle and through 28 gears he can keep up with a bicycle on level ground with hand cranks. But this day he missed the pavement edge and spilled, and thought he may have hurt more than his pride. On his way home, he met his orthopedic surgeon, who assured him that if he were hurt, he'd know it. It was a 4.5 mile trip home. After dinner he realized something was wrong, drove to the hospital, found he had a broken hip and spent three days having a lag screw installed so he could return home.

Figuring this justified some sick leave from his job, he painted the MICRO he has built, and then built PIROGUE in 16 hours, with another 16 used to paint and finish it off. All so Susan would have something to row! He's making the sail himself, although he's not done much sewing since his hang-glider manufacturing days. Of course, Susan's PIROGUE is named HIP!"

BIRDWATCHER



Elrow LaRowe circulates a regular newsletter reporting on all that is happening with people who have bought his plans (and a LOT more on unrelated topics too!). Contact him at 6911 Amarillo St., Port Richey, FL 34668.

OCEAN KAYAK SCUPPER

The relatively new rotomolded polyethylene sea kayaks on the market have one major feature in common, and that is low cost. The process requires a major up-front investment in tooling, but then the boats "pop" out of the mold like cupcakes. So some decent sea kayaks priced around \$600 have become available. One that's turned up that is really different is the SCUPPER by Ocean Kayak of Malibu, CA. The difference is the cockpit. It's not enclosed, but instead it's a sizeable indentation in the top deck of the craft in which you sit. Something like the wave ski boards for surfing sitting down with a paddle, but also something like a more conventional sea kayak.

Tim and Rebecca Niemier planned to have the SCUPPER at the Small Boat Show in May, but were unable to arrange cross-country transportation conveniently. So it wasn't until Joel Thomas of Cape Ann Small Craft in Essex, MA, took delivery of several SCUPPERS that I could have a first-hand look and tryout paddle of this intriguing craft.

Right off upon viewing the boat, you realize that this will be a wet boat in which to paddle, for there is no top decking over you. The topdeck has no cockpit "opening" into which you can slide. Instead, the cockpit is a deep molded indentation shaped for your seat on one end and with provision for several leg lengths at the other supplied by a series of spaced foot "sockets". The bottom of this cockpit does not go all the way to the bottom hull layer, maybe 2" shy of it. From low points in the nearest set of foot sockets, two holes pass through from the top to bottom layers of the hull like through-hull fittings, and any water that comes into the cockpit drains out through these. There's so much air in the sealed ends and sides of the SCUPPER that it rides very high in the water, even with my 175 pounds on board, so no water stands in the scupper holes.

The shape of the seat was very comfortable for me, obviously it cannot "fit" everyone. Rebecca told me over the phone that she is of small stature and so has room to spare seated. I found myself supported nicely at my lower back with small side clearance, comfortably snug. Anyone with a heavier build would maybe find things a bit tight. Rebecca said they had one prospective buyer in California who couldn't fit, he was 6'4", 275 pounds. A line must be drawn in this tailoring to fit approach at some standard. I used the set of foot sockets one removed from furthest away for my 6' (33" leg length) height.

Cape Ann Small Craft is located in the old Story Shipyard in Essex, MA, at the head of naviga-



tion on the Essex River, about 3 miles from Essex Bay and the sea. The river wanders on about another mile or so upstream through a large saltmarsh area, after passing under a low highway bridge. My paddling trip was on this upstream, sheltered water just past high tide. It was ideal for the SCUPPER on a hot, sunny July summer weekday and I wore my swim trunks and PFD, and had I been splashed, I'd not have minded. But, with no waves, no splashes. I made no attempt to go downriver as the greenhead flies were up nearer to the ocean and I'd have been a sitting target for these fierce biters.

The SCUPPER paddles easily, was a very stable platform for sitting and looking about, steered easily by paddle control (it has no provision for a rudder) and in all was a most pleasant flatwater, hot day experience. My reservations about behavior focussed on handling it in a chop or waves. And I

don't mean about getting wet, that would obviously happen. In hot summer, nice. In cooler times, well a wet or dry suit would be needed. It was how to brace the kayak with no way to brace knees and feet and seat. You're on top of this boat, sitting in a hollow place, but the footsocket, seatpocket relationship and absence of any way for knee braces to be used meant you could not make it a part of your body as you do in a conventional sea kayak.

Rebecca responded to my reservations about this aspect of the SCUPPER performance by assuring me over the phone that the boat was designed to excel in choppy seas. She then sent me this photo of a SCUPPER in "choppy" waters off Malibu! She admits this one is for the very daring. Yes sir.

The boat is very stable and, according to her, just rides up and down over the waves, balanced by your weight and paddle bracing



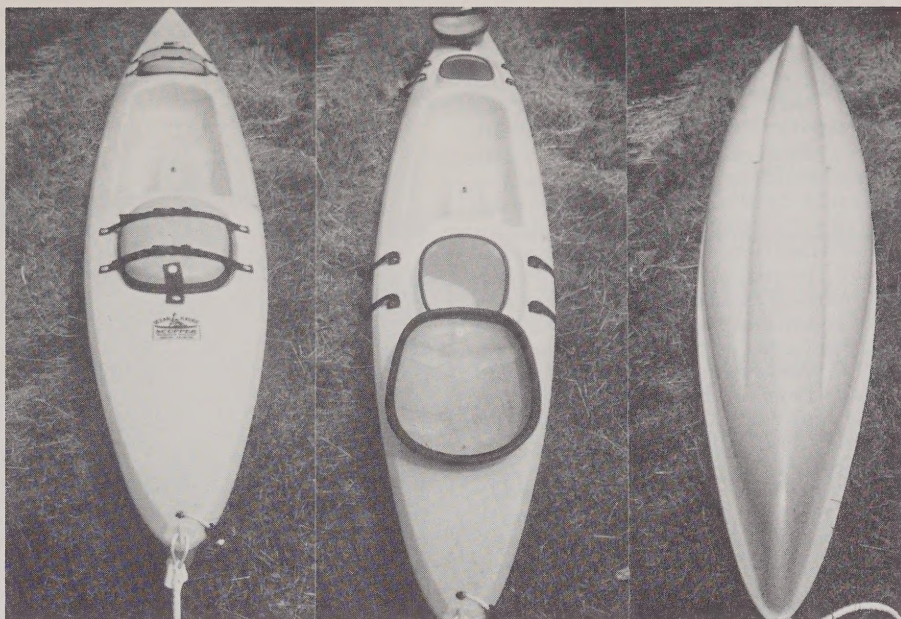
strokes as needed. Their approach to the matter of tipping over is to emphasize being able to get back in right away. What I found on the flat water was that the boat didn't want so much to tip over, I had to deliberately fall over to get out and the boat flopped back upright. Getting back in required only grasping each gunwale (not really as easy as you might think as they're wide and offer poor gripping edges) and hauling myself across on my belly, like getting back onto a surfboard or windsurfer. Once across the hull, it was simple to swing about and fall into the cockpit.

I had no chance to try the boat in any sort of waves, I'm no expert at handling a kayak in real waves anyway. A chop, or boat wakes, I've had to contend with. I felt anyone with sea kayak experience would feel strange with no way to brace knees/feet/seat to deal with turbulent waters. A newcomer would probably sit happily on the SCUPPER and let gravity hold him in, untroubled by this "openness" sort of exposed feeling.

The Niemier's ad shows two people in SCUPPERS, a woman in a bikini out in the open and a man in a long sleeved shirt with a sort of cockpit cover over him. The latter is an option they are making available, it will fasten on with a super velcro type fastener Rebecca stated they have discovered. It will shed much of the water, obviously, what gets in goes right out the scupper holes. A hard top closure is also soon to be offered as an option. This will, in effect, convert the SCUPPER into a more conventional feeling kayak while still retaining the self-draining cockpit feature. The soft cover comes off the boat when you do, so it doesn't seriously compromise that quick re-entry feature, and the hard deck has a BIG cockpit opening so it's still said to not be a problem re-entering, since there's no water inside to affect the boat's buoyancy and handling.

This is certainly a very safe boat in flatwater, hard to fall out of, easy to get back into. On more turbulent waters it wouldn't be unsafe, because you can still re-enter easily. But it would maybe be harder to control without being able to "lock" into it with your body. And it would certainly expose you to a lot more water than a conventional kayak cockpit would. If it were cold, a serious drawback, in my view. For fun paddling in sheltered waters in summer, a great boat at the right price, about \$600. And, looking at that Malibu picture, maybe okay for big waters in rough times, but you'd have to know a lot more about what you were doing than I would.

SCUPPER is 14'x26"x12" and weighs about 48 pounds. Two



Hatches closed, hatches opened, upside down. Interesting underbody, see two small "scupper" holes that drain cockpit? Note how much of the hull forms airtight chambers.

12"x18" hatches seal the end chambers for max flotation while providing access for carrying a LOT of gear.

If it's convenient, you can see the SCUPPER at Cape Ann Small Craft on the causeway (Rt. 133) in Essex, MA. Or write to Ocean Kay-

ak, 20585 Seaboard, Malibu, CA 90265 for a brochure and location of nearest dealer. Or phone them at (213) 456-1703. Tim and Rebecca have been designing and building sea kayaks since 1971, they're not newcomers to this sport and business.



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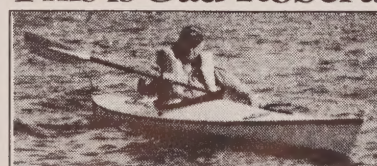
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This is Gad Robertson

He's a Maine lobsterman. He's a man of strong convictions who does not suffer foolishness gladly. He knows a good boat when he sees one and he's poured more water out of his boots than many people have paddled in.

This is Gad Robertson in a Dirigo 17



For free brochure contact:

DIRIGO

P.O. Box 478, Blue Hill, ME 04614 • (207) 374-2877 • Enclose \$1 for a color photo

Traditional boat folks on the Massachusetts north shore were surprised a couple of years ago to learn that the Story Shipyard of Essex, MA, had been sold out of the family by the then current owner, Dana Story, 6th generation of boatbuilders on the site since the early 1800's. Once the shock of that termination of so long standing a tradition had passed, we focussed in on who the new owner was. Joel Thomas was no stranger to us, he had been messing about with boats for a number of years in nearby Manchester and was known to us from earlier motorcycling days. Joel had heard the place was for sale, and had decided to plunge into boat dealing full time.

There are changes being made. Joel's business is Cape Ann Small Craft and that's what now fills up the buildings and yard at the head of the Essex River. I have said, only partly in jest, that any small sailing, rowing or paddling boat you may have seen advertised in SMALL BOAT JOURNAL can be seen at Joel's place. Currently out front of the office, facing the heavily travelled tourist route on the Essex Causeway, where once a dozen shipyards built Gloucestermen fishing schooners, is a Snark bolted to a swivel post like a weather-vane. Joel grimaced a bit at my photographing him beside this, but he also commented that it's the sort of boat people buy on impulse. They come in for oars or paddles, or marine gear and take home a Snark too.

Joel doesn't denigrate the Snark, but he personally likes more boaty boats. Just about all of those he stocks are plastic, for he's dealing with the consumer boat buying public. The larger craft include boats like the Sea Pearl and the Bay Hens from Florida. At the other end are weird little plastic "boats" 8' long you paddle with a cheap plastic paddle. These look like some sort of amusement park boat ride. In between are many

cape ann small craft



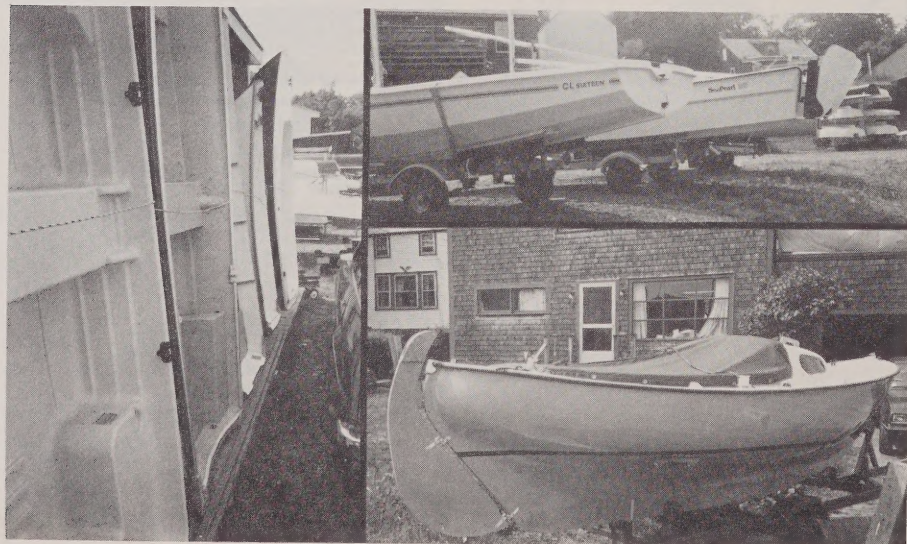
small daysailers, pulling boats, and kayaks. Some have easily recognized names like the Dirigo sea kayak or the Turnabout sailing dinghy or a Kaulback Adirondack Guideboat. Others have those more anonymous sounding consumer boat names, like Sumner or Pintail or Lincoln Skate. They're everywhere, parked in the yard on trailers, stacked along outside walls of buildings, racked up on outdoor racks, arranged on the broad floor and high walls of Brad Story's former boatbuilding shop, stacked up in the "warehouse" shed still wrapped in shipping plastic. I went around and wrote down the names of all the boats I could find on display in order I ran across them:

Pintail, Sea Pearl, CL-16 (plastic Wayfarer), Peep Hen, Mud Hen, Bay Hen, Aqua-Finn, Nordica 16, St. Maurice Bateau, Water Tender 10, West Shore 10, Turnabout, Lincoln Skate, Graham Trimline,

Dirigo Dipper, Kiwi, Viking, Ripple, Puffin, St. Maurice Canoe, Hydra Sea Runner, Ensign, Sumner, Hydra Canoe, Aqua Cat, The Dink, Sturdee, Dirigo 17, Minnow, Hydra Swift, Sebago, Rainbow, Chinook, Beachcomber, Snark, Kaulback Guideboat.

Joel's location provides opportunity for trying out the paddle and oar propelled boats right there on the river on the high tide (see my SCUPPER story in this issue). Sailing requires more room, one must get down the narrow, twisting Essex River a couple of miles to reach Essex Bay and more open waters. Joel's been joined by his father and a son in running the store, as boats kept on arriving and piling up, not to mention the array of marine gear he's now stocked.

Joel is not providing boat hauling and storage services as Story did, so a number of boat owners have had to find new winter haulout yards. He will store boats that come in on trailers, though. The yard is still chock-a-block full of old cradles left behind, shoved down back, but still there awaiting final disposal. A few boats from last year still awaiting launching are scattered around, but it's no longer the Story Shipyard. Small Craft have taken over the historic site in profusion, and if you're in the market for such boats, you can see them all (most of them anyway) at Cape Ann Small Craft, on the causeway (Rt. 133) in Essex, MA. Try 'em out too, if you're a serious buyer. A call to (617) 768-7411 will get Joel's dad, no doubt, and info on what you might particularly want to have a look at.



ANNOUNCEMENTS

NEW SMALL BOAT COLLECTION

Mystic Seaport Museum acquired a fleet of seven antique boats on July 24th during the Antique & Classic Boat Weekend, bequeathed to the Museum by a former Museum trustee, George Lauder III of Watch Hill, RI. The seven boats arrived from Watch Hill by water, and range from 1893 to 1938 vintage. One sailboat was included, a 1938 Fairfield Knockabout built by George Lauder, and six power boats, the largest a 75' commuter, a 1930 Consolidated. This one was donated with the understanding that it be sold to a concerned private owner to the benefit of the Museum, and Ted Valpey, Jr. of Portsmouth, NH, is the new owner.

Other power boats include a 29' Herreshoff launch built in 1912 as a crew launch for a J boat. Lauder referred to this one as "the prettiest of the bunch". A 22' mahogany runabout and a Lawley built yacht tender are both 1920's vintage craft. The oldest boat is an 1893 built 26' Indian Harbor Launch.

The Lauder collection is featured in Volume 23 of NAUTICAL QUARTERLY magazine, available for interested readers at the Mystic Seaport Museum Stores.

MARITIME HISTORY CLASSICS

The University of South Carolina Press has several new titles on maritime history of the Civil War period. If you're a Civil War buff you'll be interested in these.

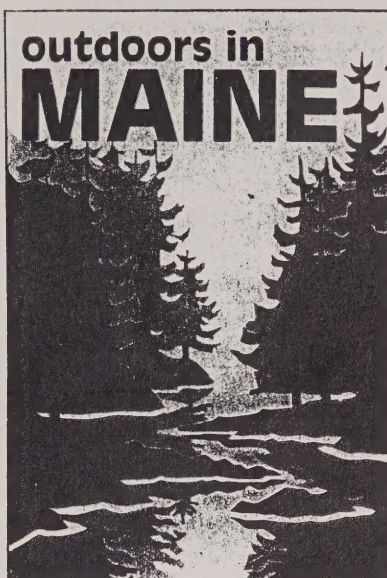
CONFEDERATE SHIPBUILDING details the failure of the Confederacy to build a competitive navy and the impact this had on their ultimate defeat. \$17.95.

IRON AFLOAT is the story of the Confederate ironclads, an innovative effort to resolve the inadequacies of the South's shipbuilding capacity. \$21.95.

CONFEDERATE NAVY CHIEF is the biography of Stephen Mallory, one of the ablest members of the Confederate cabinet, with much period photography and drawings, and use of Mallory's diaries. \$19.95.

A YEAR ON A MONITOR & THE DESTRUCTION OF FORT SUMTER is a contemporary account of such activities by 16 year old Alvah Hunter, a cabin boy on a Civil War monitor. It covers 19 sea battles and the closing of the port of Charleston from the viewpoint of a young enlisted man of the times. \$19.95.

A brochure on various maritime history publications offered by the University of South Carolina Press is available from them at Columbia, SC 29208.



MAINE RECREATION DIRECTORY

The Maine Department of Conservation offers free a very useful folder entitled, "Outdoors in Maine" which includes information on all state parks, historic sites, public lands, and BOAT LAUNCHING SITES. The latter are subdivided into Carry-In, Canoe or All-Tide Ramp. Under the Fee column we noted that the vast majority do NOT charge a fee. Altogether, about 180 launching locations are listed. A copy of "Outdoors in Maine" is free on request from the Maine Department of Conservation, Bureau of Parks & Recreation, State House Station 22, Augusta, ME 04333.

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In the early days of SMALL BOAT JOURNAL (October and November, 1979, and June, 1980, issues) David Buckman of Gilford, NH, wrote about camper cruising in a Lightning sloop, and subsequent modifications he made to close in a liveable cuddy cabin. (You may still be able to purchase these issues from SBJ Back Issues, Box 400, Bennington, VT 05201).

Someone who kept this in mind (besides the editor himself) was reader Michael Blunt of Richmond, VA. Michael has recently finished (up to the point of sailing her) his Lightning modification project and this is his report (with photos) on it.

"What with working ten hour days as a musician in our busy season, I was lucky that my brother let me use his garage five weeks longer than we had originally planned for our Lightning job. The bottom's painted, the mast stepped, the rig set and I hope to go sailing Saturday (July 11th). I haven't finished the bulkhead doors and still have five or six other ideas swimming around in my head, but I decided to wait on these non-essentials and go sailing. I'll be touring with a band all of August and two weeks of September so my sailing season is cut short.

I did build in an outboard well to accommodate a 2.7hp Cruise 'N Carry. I had to cut down the transom a bit so the prop would clear it when tilted up, a 12x12" cutout on the starboard side. The well is a watertight box.

I'll be interested to see how the deck holds up, as I didn't glass it but just coated it with Gluv-It and painted it.

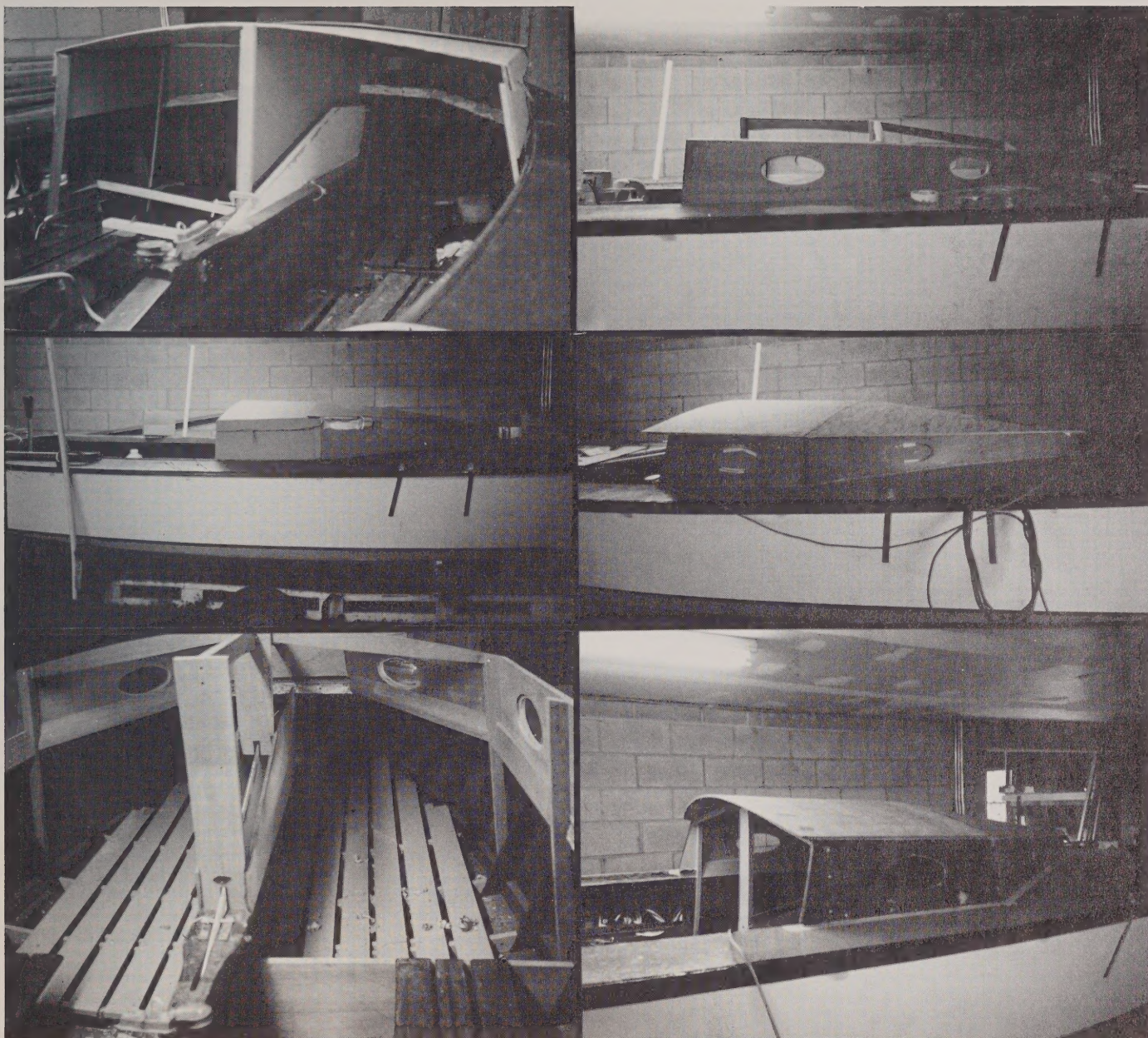
Initially I built up a cardboard mockup of my cabin, fastening the cardboard with an electric

glue gun. From this I made up patterns for the plywood covering and took measurements for the framing. Bending on the plywood was a bear, getting the forepeak to bend into place took three 200 pound helpers standing on the thoroughly wetted plywood. The surface veneer popped in a couple of small places when the mast opening was cut but this was removed and the Gluv-It applied over it after filling and sanding. I hope this will be all of that to happen.

The purple and red paint job is due to the influence of my girl friend, these are her favorite colors, and now also mine after so much exposure to them. I may paint it all in one color in the future to cut down the paint can clutter around the garage. Unbelievable how it accumulates.

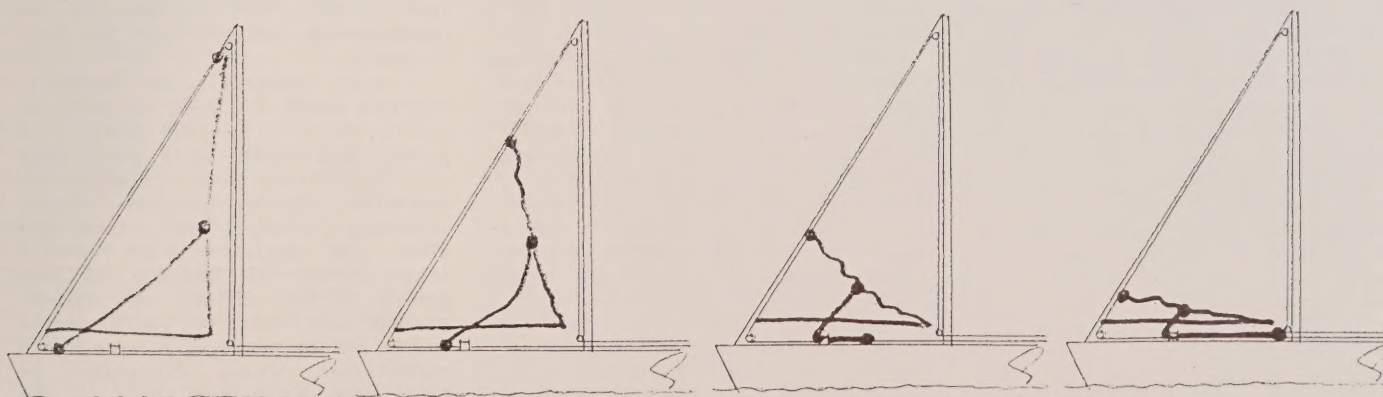
A rigging idea that was weeks in fermentation involved a means to keep the jib on the deck when hauled down by the continuous halyard. The latter runs from the cockpit through blocks up the mast, then down the forestay and through a turning block back to the cockpit. My "hold down" rig is a line running from a grommet on the leach to a point on the halyard where it's braided, so as the sail comes down, this line follows the halyard along the deck and snugs the sail to the deck at a fairlead, keeping the major portion of the jib secured to the deck so I need not go forward and gather in the jib immediately.

The boat is named PHIDEAUX (FIDO in the Cajun French tradition, I play in a Louisiana French music band). A friend who owns a J-24 named SPOT (all in "spots") and I are discussing our new unlimited "dogboat class".



The progress of the cuddy. Cardboard mockup braced in place; wooden sides and top beams in place; laying on the plywood top; top fastened down and trimmed.

As the jib comes down pulled on its continuous loop halyard, the leach line moves back along the deck, through the fairlead and eventually snugs the leach to the deck at the fairlead, effectively holding the bulk of the sail down.



Charlestown Navy Yard

Boston

National Historical Park



A modern naval frigate and helicopter escort the 200 year old CONSTITUTION down Boston Harbor, quite a juxtaposition illustrating progress in naval warship design.

Patriotism was alive and well on July 4th at the old Charlestown Navy Yard in Boston when Old Ironsides, the U.S.S. CONSTITUTION, went out on its annual turnaround trip down Boston's inner harbor to Fort Independence on Castle Island. Thousands of people packed the adjacent wharves and vantage points to watch the historic old ship be warped away from its pier by the tugs, two dozen old wooden yachts and powerboats fell in behind as she headed down the harbor, and back of the "lines" established by the Coast Guard, several hundred pleasure boats sat at anchor or followed along at the 6 knot pace. All along the harborfront wherever the public could gain access, people were gathered with flags flying.

The ship was taken just past Fort Independence and swung about for the return trip back past the Fort. Thousands of people lined the embankments at the Fort as Old Ironsides slowly approached from seaward, the CAPT. BILLY, the tug that had won the "contract" for the job with a 1 cent bid, now out of sight on the off side. Then as the bow cannons on the ship thundered out a 21 gun salute, the spectator fleet that was gathered off the Fort and the crowd onshore responded with horns and bells and fire-

works. An old cannon at the Fort fired away, it was all a very inspiring display of patriotic fervor. Despite the cynicism prevalent today about our country, and the unending complaints that arise from all directions, it appears there is still a deeply felt belief in how well off we are and when the Stars & Stripes fly so majestically from so historic an icon of patriotism as the CONSTITUTION, the people respond.

As the parade slowly returned to Charlestown, I thought about this. In few other nations would so many everyday people have so many pleasure boats in which to join in such a festivity. In how few other places would the "crowd control" be handled so well without overt officiousness. The blatting of the loudhailers from the numerous Coast Guard Auxiliary boats that patrolled the perimeter of the established channel was a familiar nuisance, but certainly much more agreeable than having heavily armed military dudes in menacing craft ordering one away. It was a mix of easy-going America and military display that was all quite comfortable to participate in.

Old Ironsides will be 190 years old this September. According to those who know the ship, about 10% of the original built in

1797 is still in her. Her major battles were fought during the War of 1812 with Great Britain. After this, she made several cruises to show the flag in the Mediterranean where the "terrorists" of the day, the Barbary Pirates of Tunisia, were dealt with as they deserved, instead of being uneasily tolerated as they seem to be today. By 1830, now 40 years old, the CONSTITUTION was to be broken up. But, even then, she had become a patriotic icon, and Oliver Wendell Holmes wrote an inspirational poem that helped raise funds for overhaul. In 1833 she became the first ship to use the brand new drydock in the Boston Naval Shipyard at Charlestown. (It was 142 years later, in 1975, that she was the last commissioned ship to use the same drydock).

After overhaul, the CONSTITUTION spent the next 20 years on active duty, circumnavigating the world, and capturing a slave ship off the African coast amongst her activities. She was obsolete technologically for Civil War action, and after that conflict, went into a long period of neglect as the growth of the nation, now united, rushed on. Over 60 years passed before extensive repairs were again undertaken. These culminated in 1931 with a 90 port tour of the

United States, at each port visited, the public turning out, and contributing funds for her preservation. Schoolchildren at every stop had been engaged in fund raising, gathering pennies for the cause. This final tour ended at the Charlestown Navy Yard where she has remained since, the oldest fully commissioned warship of the United States Navy, and indeed an ongoing tie with the early years of patriotic fervor that established this nation.

Nowadays the public visits the ship in thousands, the old Navy Yard is now part of the National Park System, The Boston National Historic Park. Anyone interested in wooden boats who hasn't visited the ship would find it of great interest from the boatbuilding viewpoint. It is, after all, the oldest "traditional wooden boat" in the country, entirely aside from its historic significance. Supplementary to the ship, the nearby CONSTITUTION MUSEUM has a fascinating collection of memorabilia and historical background that will fill you in on the ship's construction as well as history. Museum Director Dick Wheeler is one of those activist guys in the museum trade who is an avid sea kayaker. Wheeler has plans (if he can raise the needed funds) to set up a boatbuilding program building replicas of the elegant Captain's Gig presently carried belowdecks on the CONSTITUTION, the building project a "living" exhibit in the Museum, the resultant replicas to be offered for sale as a fund raising effort.

Park Superintendent Dick Burchill is a recreational boater and has encouraged marine related activities. A rowing club has been formed around a nucleus of Park Service employees, using the French Gigs and Monomoy surfboats on loan at times. Anyone interested is invited to join, one need not be involved with the Park Service. You can inquire by calling (617) 242-5629 and asking about the rowing club. The recent Ship Channel Sprint rowing race was started this year at the CONSTITUTION. The July 4th turnaround cruise has been officially accompanied the past several years by a parade of antique and classic boats organized by a group of enthusiasts known as Antique Yachting, Etc. (see accompanying article).

There's more yet going on at this historic spot, in the rest of the old Navy Yard just outside the National Park boundaries, activities of interest to those who love interesting boats. The following articles detail some of these.

From the top: The bow cannons fire off a 21 gun salute at Fort Independence, where the crowd is large. Even with no sail set, the CONSTITUTION is a very impressive ship away from its dock.





Antique & Classic Boat Festival

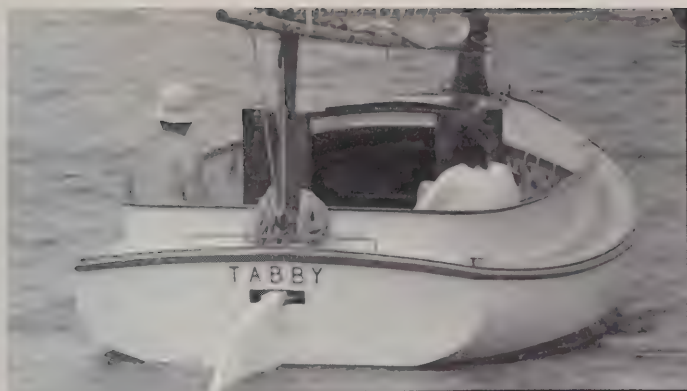


1987 was the fifth year for this gathering of old time yachts at the old Charlestown Navy Yard for the July 4th celebration. Sponsored by something known as the Boston Harbor Associates (a group dedicated to improving public enjoyment of the harbor), promoted under the name Antique Yachting, Etc. it is the creation of Ralph Cutting of Belmont, with quite a bit of help from his friends, and administration of the details handled by Pat Wells. This year 24 boats signed on for the occasion, and most of them were sail, a decided change from the predominant motorboat presence of prior events. A major part of the July 4th event was participation in the parade down harbor behind the CONSTITUTION. Only those boats officially entered in the Festival could fly the burgee that permitted this participation. Quite a nice thing, to follow our oldest traditional wooden boat on its annual patriotic outing.

Typical of such gatherings, the entrants were judged in various categories for awards, with half the entry taking home some sort of award. The Best of Fleet, the 50' replica brigantine, GLAD TIDINGS, owned by Keating Wilcox, deserved it, if for no other reason than being the only boat to set sail on the turnaround trip (the Navy required any boat in the parade to be under power and able to maintain 6 knots). Peter Haney's 26' W.W. Phinney built catboat was the oldest entrant, built in 1906. The best powerboat was the beautifully restored 1929 Chris Craft 28 footer, GOLDEN TIMES, owned by Philip and Janet Harper. The entrant that came the furthest was the 1914 Baltic Trader WINDEMERE, owned by Stephanie Clapp of Vinalhaven, ME.

Ralph Cutting and Pat Wells and friends would very much like to see this annual gathering attract a larger fleet of participants. Boston Harbor is not regarded by most yachtsmen as a place into which to cruise, but the ongoing thrust of the city's Harbortown concept (opening up several miles of waterfront to public access on shore and more public boating access) needs demonstrated support by those in boating who stand to benefit. Keep it in mind for 1988. If you want to get in touch right now, call Ralph at (617) 489-11376 or Pat at (617) 666-8530.

From the top: Vantage point aloft for spectators on the 125' schooner PILOT. After the parade, one sloop sets sail. The brigantine GLAD TIDINGS sailed during the parade. Jon Leavy's 22' Friendship didn't win an award but they had a great time anyway.



Left from the top: Catboat folks are whimsical, hence TABBY. 1929 luxury runabout, a 28' Chris Craft, GOLDEN TIMES. The CHELSEA is a Philadelphia tug, interestingly enough, not local. "You guys gotta get outa here!" Coast Guard types overawe our press boat. Right from top: The parade forms up behind the CONSTITUTION. EMMA SHOTWELL won the Best Workboat award, nice little pinky yawl. DART was a Dart runabout, behind an interesting three masted schooner. The CENTURY HIGHWAY #5 loomed over us near Fort Independence at the Toyota dock, a giant ocean crossing warehouse.



NEW ENGLAND HISTORIC SEAPORT, INC.

Just alongside the National Park boundary in the Charlestown Navy Yard, a group that calls itself New England Historic Seaport carries on with ambitious plans for turning itself into something truly representative of its name. Right now they operate out of Building #10 as a headquarters, with plans for development of the adjacent Pier #3 and the flooded drydock separating it from Pier #4 (a public pier owned by the city of Boston). That these are not idle notions can be substantiated by the existence of the replica schooner *SPIRIT OF MASSACHUSETTS*, which was built and is owned and managed by New England Historic Seaport.

The man behind this is Henry Dormitzer. He is an often embattled and controversial doer, retired from industrial management but otherwise busy as hell trying to realize this dream. Despite all sorts of controversy surrounding it, the *SPIRIT OF MASSACHUSETTS*

was built and today operates as a sort of goodwill ambassador for Massachusetts as well as a sail training ship for youth. She is home based at Pier #3. So is the old Nantucket Lightship, another possession acquired by the Seaport.

Detailed plans for further development of Pier #3 and the adjacent flooded Drydock #2 have been presented to the Boston Redevelopment Authority, which holds title to much of the real estate, turned over to the city of Boston by the U.S. Government when the shipyard was closed a number of years ago. These plans include the following items: Dry Dock #2 Small Boat Basin Facility; NEHS Community Sailing Center; Dry Dock Rowing Association; Cooperation with Other Non-Profit Maritime Organizations on Youth Programs; NEHS Apprentice Boatbuilding Program; Boston Base for Visiting Traditional Ships; Boston Maritime Exhibition Center; Home Port for *SPIRIT OF*

MASSACHUSETTS; NANTUCKET II Lightship Preservation. The adjacent city park on the Pier 4 side of the drydock will complement the scheme. Artists' renderings make it all seem very old timey and "historic". A decision on this has yet to be handed down but Dormitzer expresses confidence that he will receive the needed approval and backing.

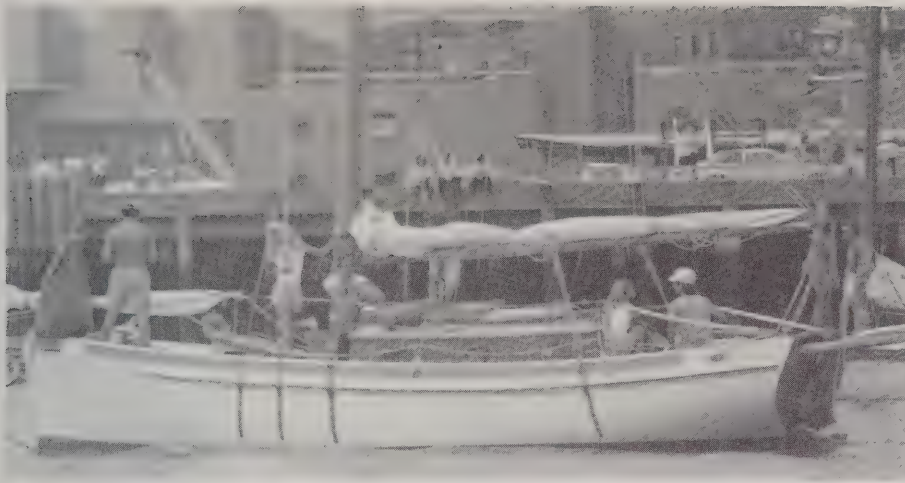
The traditional boatbuilding work already goes on in a temporary shed on Pier #3, with builder Tony Davis in charge. Tony built a 15' workboat this spring for the *SPIRIT OF MASSACHUSETTS* and has a series of 11' skiffs under construction as part of a boat school program in one of the old granite buildings elsewhere in the Yard. He also carries out necessary maintenance on the *SPIRIT* when she's in port. Plans call for a more formalized "apprentice" builder program in the new shed this coming winter, with an ultimate move into the much larger Building #24, once it's rehabilitated (it is presently condemned by the city for use until renovated).

Tony learned his trade as an apprentice to the famed Arno Day of Stonington, ME. Day was a family friend, and when Tony indicated an interest in boatbuilding, Arno took him on in his shop. Tony's first project was his own boat, a 30' Lyle Hess designed cutter of the Bristol Channel type. It's a beauty, he and his wife live aboard docked at Pier #3 summers. Tony indeed does very nice work. When not engaged in Seaport projects, Tony builds on his own account, offering the 11' traditional lapstrake skiffs built to order.

Tony's shop is the only present activity you can look in on for New England Historic Seaport, unless the *SPIRIT* is in town. But, Henry Dormitzer is sure there'll soon be more.

Above, the artist's rendering of how this flooded drydock (below) is conceived of as a small boat basin.



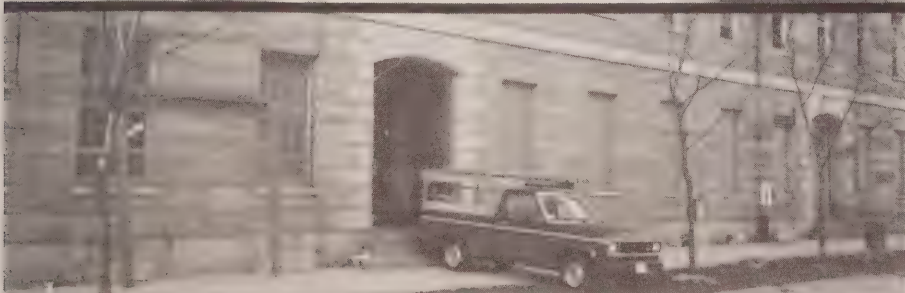


Tony Davis' 30' Lyle Hess cutter is a lovely boat.

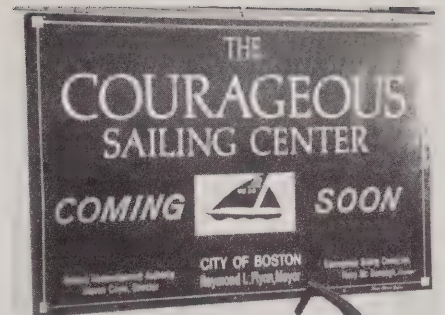
THE BOSTON BOAT CO.

Tony Davis is not the only builder of traditional wooden boats in the Yard, for in the same granite building that houses Tony's ongoing skiff building apprentice project, Phil Rice, David Berman and Dan Gould operate the rather nicely named Boston Boat Company. Their's is the true labor of love approach to building wooden boats, for the rented space was unheated all winter, and the two foot thick granite walls made it a real deep

freeze by mid-winter. They slogged along on various projects, including repairs, and also even some "furniture" sort of work, wooden display cases, etc. You do what you have to if you wish to become a traditional wooden boatbuilder in greater downtown Boston. You can contact them at the Boston Boat Co., P.O. Box 103, Charlestown, MA 02129, (617) 242-1475, if they might be of some service for your wooden boat needs.



Top: Mark Welling (foreman on building the SPIRIT OF MASSACHUSETTS), Tony Davis, Dan Gould and Phil Rice in the shop. Bottom: The shop was in this granite building last winter, unheated. Overleaf: Artist's drawing of the Charlestown Navy Yard.



Harry's Place

Pier #4 is a public pier, property of the City of Boston, and provides the only public docking space available at present in the Yard (other private marinas exist for only their own clients). In addition to public docking, the pier also has been the site for events such as the July 4th Antique & Classic Meet and the late July Tugboat Muster.

Something new has been added this spring. Harry McDonough, who operates a youth sailing program for city kids over on Pleasant Bay (a lagoon adjacent to the Castle Island/Fort Independence MDC park in South Boston) has set up one of those construction trailers mid-pier with a sign proclaiming it the site of the Courageous Sailing Center. Tied up at the pier is the 12 meter racer, COURAGEOUS, now owned by the City of Boston. It's McDonough's boat, along with a fleet of Rhodes 19 keelboats he's ordered for another youth sailing program on the waters of the inner harbor itself. Another youth sailing program? Yes, and even before I could mention the plans for a similar scheme proposed by the adjacent New England Historic Seaport, McDonough explodes with denials of the possibilities of the latter happening. There seems to be some dispute amongst the various maritime programs getting toeholds in the Yard.

McDonough has a long history of operating his sailing program over on Pleasant Bay under MDC (Metropolitan District Commission) aegis. He includes in the fleet on that shallow lagoon a number of nice 16' varnished mahogany Brutal Beast catboats built for him by the Pert Lowell Co. of Newbury, MA (builders of the Town Class sloops). His move to the harbor at Charlestown and the deeper, more boisterous waters of that busy commercial port, decided him on the keel versions of the Rhodes 19. And, the COURAGEOUS is certainly all anyone could ask for as a serious sail training vessel for today's way to play. Quite a coup for the feisty Irishman. The city kids are fortunate to have this man in action.



1

Muster House, built
1852 as place for taking
roll of employees

2

Building 22, drydock
pumphouse, now houses
Constitution Museum

3

Drydock #2

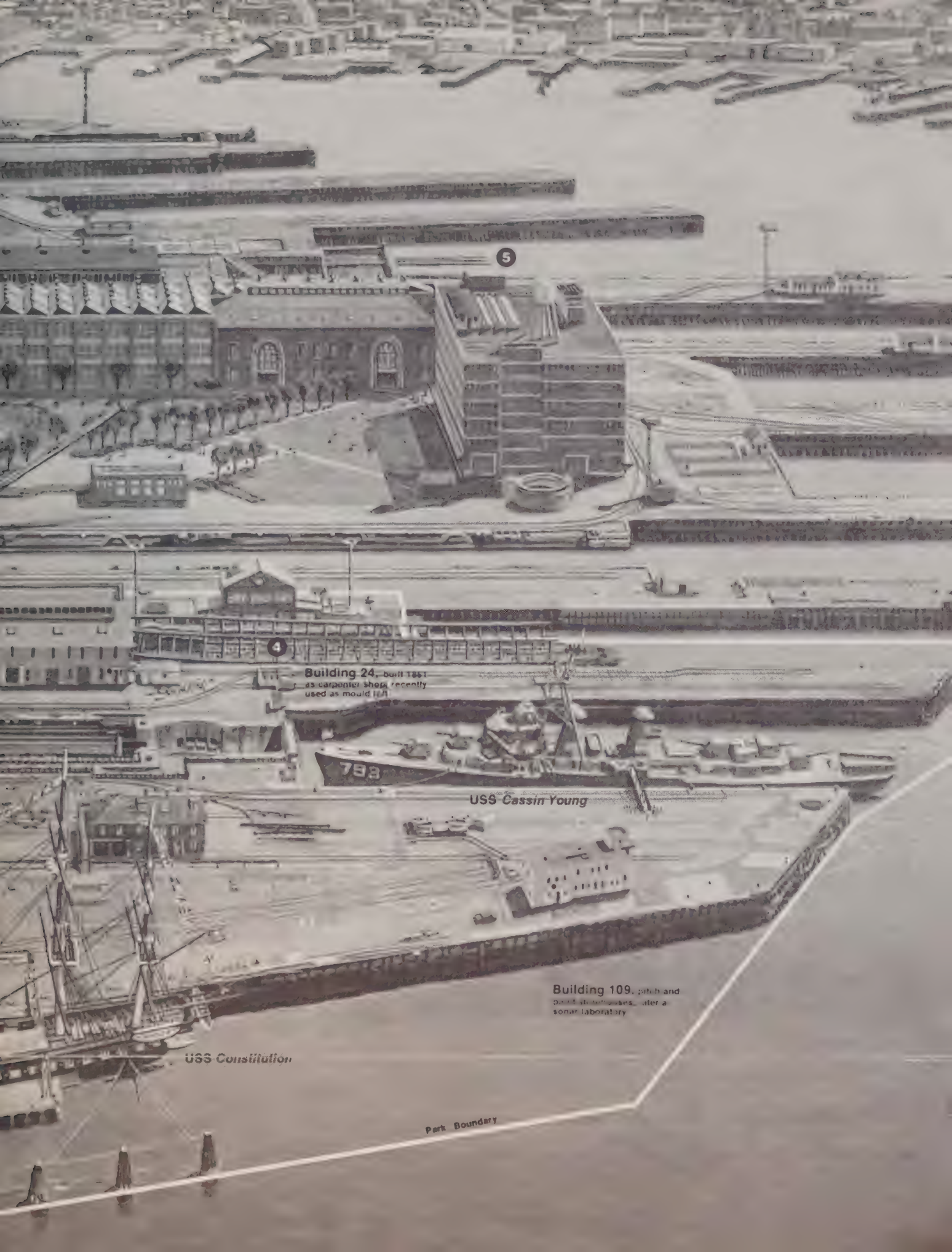
Marine Barracks, still
occupy original 1810 site

Commandant's Quarters
used since 1805 by the
yard's commanders

Commissioned
Officers
Quarters

Drydock #1, first on
northeastern seaboard

Building 5, dates
from 1803, used as
storehouse, offices,
and officers club



5

4

Building 24, built 1851
as carpenter shop, recently
used as mould loft

USS Cassin Young

Building 109, pitch and
board storehouses, later a
sonar laboratory

USS Constitution

Park Boundary

TWO-PIECE SHEET METAL PRACTICE BOAT

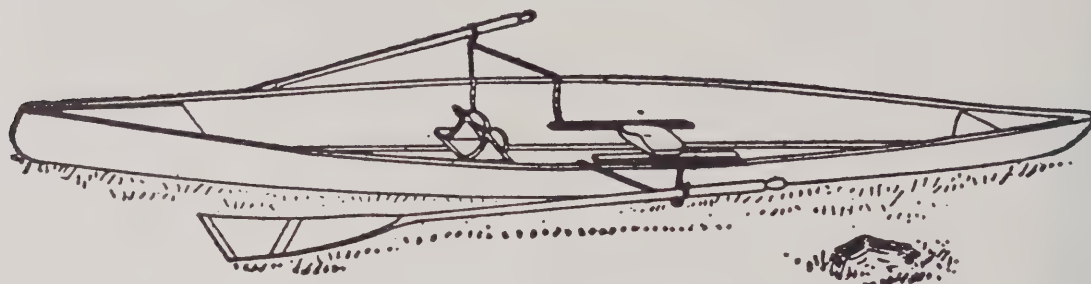


Fig. 1. General View of Boat

It is not a very difficult job to make a boat shown in Fig. 1, and others can readily follow or modify this plan. To aid them the following description of the methods used for making a small boat of metal, without the use of patterns, and with no special machinery or models is presented for a light, fast boat—a little cranky, it is true—easily and cheaply made and adapted to either paddle or oars. This boat has proved perfectly safe in use, no defect in construction has appeared.

The present description will have nothing to do with pattern cutting, but will be the method followed in evolving the boat. To begin with, two sheets of No.

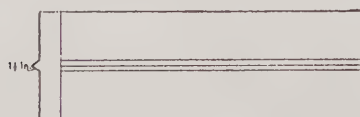


Fig. 2. The First Bend in the Hull Stripe

27 galvanized iron or steel, 30 inches wide and 96 inches long, should be marked and turned up in the cornice brake, as shown in Fig. 2. This forms the keel and at the same time provides the requisite stiffness for the bottom. Both sheets should now be formed up in the brake or over a large size pipe, to present the appearance of a trough, as shown in Fig. 3. In one end of each trough should be nailed a temporary wood brace about 1 x 4 inches, and of a length corresponding to the beam of the boat, which in this case is 19 inches.

At the end opposite the brace the curve of the trough should be straightened

out, and the two sides brought together to form the prows. Each piece will then look like one-half of the boat, but with an exaggerated

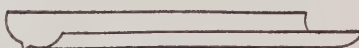


Fig. 3. Forming the Hull

sheer, and will present the appearance shown by Fig. 4. In this operation care should be taken that the work be done a little at a time on each side, so that the keel may not be unduly strained, as it is very important that it should remain perfectly straight. At the end of the prow the V-shaped keel should also be drawn together, and both it and the curved sides gradually tapered out to the required

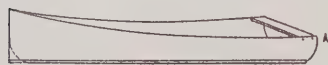


Fig. 4. Forming the Prow

size at the middle. The two ends of the prows may now be temporarily fastened together by means of $\frac{1}{2}$ x 3-16

inch stove bolts, and the corner at the

bottom cut on a curve, as shown by dotted lines in Fig. 4.

Having determined the amount of sheer desired in the finished boat, the surplus metal should be cut away on a line marked for it. It should be remembered that the amount of sheer may be governed somewhat by the bevel of the sides of the boat at the top of the middle section. If the sides are perpendicular at the point marked A in Fig. 4 there would be no sheer in the finished boat, while the more the sides at that point are inclined outward the more sheer will be produced. In the present boat the sheer is only 2 inches—that is, the depth at the prow is but 2 inches more than the depth at the middle section. The sides of the boat may, therefore, be practically perpendicular.

The metal at the prow should now have all the buckles hammered out, which



Fig. 5. The Prow Piece

may be done by using a smooth faced hammer on the inside and holding the square head on the outside, thereby stretching the metal. The prow ends may then be riveted together permanently. A piece of sheet iron should be cut the shape of the prow, as shown in Fig. 5, about $1\frac{1}{4}$ inches wide, and so placed that the outer edge should project about $\frac{1}{4}$ inch beyond the metal of the sides at the prow. Removing the temporary stove bolts, this piece should be riveted, together with the two thicknesses of the metal at the prow, with rivets $\frac{3}{4}$ inch apart, and the projecting edge of the separate piece clinched over the raw edges of the prow. The seam should then be thoroughly sweated with solder.



Fig. 6. The Top of the Air Chamber

The air chambers should extend about 28 inches back from the points of the prows, and should be air tight. They are to prevent sinking should the boat fill with water. A piece cut the required size with 1-inch flanges, and extended as shown at C in Fig. 6 should be bent down at the dotted line A B. This forms the top and one end of the air chamber, and should be riveted to the sides of the boat, so that the top of the air chamber will be $1\frac{1}{2}$ inches below the top of the boat. The extension C, Fig. 6, should be long enough so that it fits snugly in place, inclined at an angle, and should be carefully soldered to the sides of the boat, instead of being riveted. When this is done, the two parts of the boat (which should be alike) may be fitted together at the middle.

Two boards with straight edges 1 inch apart should be nailed to a level floor. The keel may be set down in the groove thus formed and a level used on the wood braces. A few blocks nailed to the floor and marked at the height of the sides will enable the boat to be removed from these primitive stocks and replaced exactly as before, without frequent recourse to the level and square. The two ends should be accurately fitted together with a lap of 1 inch and lightly tacked together with solder. The boat should then be turned over and a chalk line stretched along the

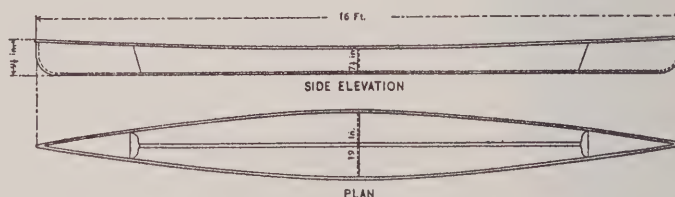


Fig. 7. Plan and Side Elevation of Two Parts Connected

keel. Any inaccuracies should be corrected, and the middle connecting seam

securely riveted with rivets $\frac{3}{4}$ inch apart and soaked with solder inside and outside. The boat will then present the appearance shown in Fig. 7, which gives both the plan and side elevation with dimensions.

The topsides, or gunwale, is composed of two strips of white pine with the sheet iron between, and screwed together, with screws about 4 inches apart. The inner strip which is $\frac{3}{8} \times 1\frac{1}{2}$ inches, receives the heads of the screws. The outer strip is $\frac{3}{4} \times 1\frac{1}{2}$ inches and is made thicker in order to more securely hold the tails of the screws, as shown at A in Fig. 8. The wood at the extreme end of the prows should be rounded



Fig. 8. Cross Section, Showing Gunwale Strip, Bottom Board and Carlock Outriggers

at the points and bound with sheet copper fastened with small brass nails. To this copper may be soldered a small tube, in which may be inserted the staff of a small flag.

The boat, or canoe, at this point weighs 35 pounds, and with a double bladed paddle forms a very satisfactory fast canoe for use in comparatively quiet waters. It may be painted to suit the individual taste. To transform it into a practice boat the seat and oars may be added. These are entirely separate from the shell. A white pine bottom board 1 foot wide, 4 feet long and $1\frac{1}{4}$ inches thick is shaved to fit the bottom of the shell near the middle section.

A pair of irons should be prepared by the blacksmith to fit loosely inside the shell at that point, and extend out over the sides 12 inches, joining together at the ends to receive the swivel oar locks, as shown in Figs. 8 and 9. These irons are $\frac{5}{8}$ inch round where they overhang the water and are flattened on the inside of the boat. The under side of the bottom board is gouged out, so that the irons set in the wood, and the irons are securely bolted to the board, taking care that the bolts are countersunk, so that they do not scratch the shell of the boat. A foot

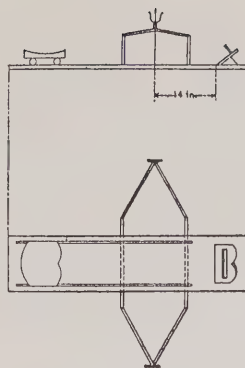


Fig. 9. Plan and Side Elevation of Seat and Outriggers

used, although it takes a little practice to become accustomed to the proper turning of the wrist.

The cost of the material for the shell alone, including paint, should not be more than \$2.50. The time and trouble will be more than repaid by the pleasure of one season's use. The keel, as shown, would be insufficient for an ordinary boat, but for such a boat it is ample, because the boat, when loaded, acts as a keel for itself. It may be added that on one occasion a man weighing 150 pounds shipped so much water into the boat that it sank to a point where the water was half way between hip and shoulders, and the boat was then rowed ashore in the usual way, except that the boat itself was entirely under water.

rest with braces and toe straps should be securely screwed to one end of the board, and guiding strips for the seat rollers fastened in about the position shown in Fig. 8. Inside the guide pieces, where the wheels are to run, two strips of hard wood are inlaid to take the wear.

The roller seat should be gouged out of a piece of white pine about 7 inches square, and provided with rollers, which may be procured at any hardware store. It should be borne in mind that the lower the seat and rollers are placed the steadier the boat will be. With such a removable seat the position in the boat may be varied to suit, and as both ends of the boat are alike, the bottom board and seat may be reversed without necessitating the turning of the boat. Feathering spoon oars should preferably be

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OFF BOSTON LIGHT
POLLACK JELLYFISH BLUEFISH

At 10 o'clock the anchor was raised, and with a fine breeze we got under way, bound for the south shore of Massachusetts Bay, intending to land, if possible, at Marshfield, and next at Plymouth, to take on board an artist who had agreed to meet us at that place on the 5th of July. Soon after passing Dread Ledge, the scene of numerous shipwrecks, the Professor, who was basking in the sunshine on the taffrail of the sloop, watching the jellyfish floating by, was suddenly startled by a large shark within a foot or two of his elbow. The creature was probably attracted by the sight of the Professor's red shirt, for, before starting this morning, we had discarded our shore clothes, and reduced our garments to trousers and red flannel shirts. The shark remained alongside for a minute or two, after which he was not seen again.

The wind was northwest, and the day fair and splendid, and not too warm, though it was very hot, I believe, on shore. As we passed Nahant Point we saw a great fleet of vessels coming out of Boston Harbor, spreading their white wings to fly to the uttermost ends of the earth. At 11, however, the wind shifted to the east, and the fog, which had been driven out to sea by the northwest wind, came rolling rapidly in again, involving everything in its blinding embraces. Many of the vessels returned with it, not liking to keep the sea during its continuance. For ourselves, we skirted slowly along the grim rocky barrier of Boston Harbor, with its frowning gray rocks, seamed by dikes of black basaltic trap, looking so much like hoops on a barrel as to suggest the epithet of an iron-bound shore. As the fog gained on us and grew denser, we ran in, and came to anchor between the island called the Outer Brewster and the island on which Boston Light is situated. A fog-bell near the lighthouse had been for some time sounding its dismal warning, which it continued so long as the fog lasted.

The lighthouse is a tall structure of brick, hooped with iron. "I helped to hoop it forty-eight years ago," said our Pilot. "Thomas Knox, brother of General Knox of the Revolutionary Army, was the first keeper of the light."

Our Pilot, as we called him from his knowledge of the coast, generally officiated as steersman, and always as cook. He was sixty-eight years of age, of which fifty-five years had been spent on the sea.



CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from Provincetown to Bar Harbor in the summer of 1858,

Permission to bring you this interesting serial has been given by the publisher, New Hampshire Publishing Company, Somersworth, NH.

He was still as hale, hearty, and active as most men of fifty years. His life had not been without adventure and strange vicissitudes. In 1812, when Congress declared war against England, he was on a voyage to St. Petersburg. On the return from that port his vessel was captured by an English cruiser, and he was sent a prisoner of war to Chatham, where he remained upward of a year, and was exchanged and released just before the transfer of the American captives to the fatal prison of Dartmoor. During the rest of the war he sailed from his native Marblehead in a privateer, which made a good many captures, and had three or four engagements with armed merchantmen. He continued to make long voyages for some years after peace was restored, but finally settled down into the steady pursuit of the fisheries, in the course of which he had become acquainted with almost every bay, harbor, island, headland, reef, shoal, and rock, from Cape Cod to Labrador.

Two schooners, yachts from Boston, were fishing and carousing near us, and a party from one of them was on shore on the lighthouse island, mak-

ing chowder. We dined on boiled ham and corned-beef, and about the middle of the afternoon, the fog clearing away, the Skipper suggested that cunners would be good for supper, and that they could be caught close to the rocky shores of the island near which we were anchored. The Professor and myself accordingly took the dory and pulled to the nearest point of rock, on which the surf was slightly breaking. We anchored the dory as close as we could to the rocks, and, baiting with clams, dropped our lines in water ten or twelve feet deep. We caught a number of cunners, somewhat larger than those I had caught at Swampscott, two or three small cod, and as many pollack.

The pollack is a beautiful fish of a singularly elegant shape. From its agility and fine form the Bay of Fundy fishermen often call it the "sea-salmon." It is caught very freely on our shores in spring and autumn. Jeffries Ledge, which lies fifteen or sixteen miles east by north of Cape Ann, is a favorite fishing-ground for pollack, and immense quantities are taken



THE HARBOR FROM DORCHESTER HEIGHTS

there in the fall of the year by boats, which go in fleets of twenty or thirty for the purpose. Those that we caught were small, weighing about a pound and a half. Subsequently in our cruise we caught them plentifully of somewhat larger size, and frequently saw great schools of them darting out of the water.

The sky and sea were so beautiful, and the air was so delicious, the surf broke so splendidly over the many rocky points and ledges which surrounded us, that I fear we prolonged our fishing beyond what the necessities of supper strictly required. A curious whitish appearance on the summit of the huge rock near which our dory lay had attracted our attention from the sloop. As the Pilot had said that it was caused by the droppings of sea-birds, the Professor jumped ashore to examine it; instead of guano, it proved to be white quartz.

When we returned to the sloop, we found the seamen fast asleep. On awaking, and inspecting wind and tide, they decided that we must remain where we were for the present. Refreshing ourselves with lemonade concocted by the Skipper, into which he had put a little whiskey to correct the acidity, we gave ourselves up to the contemplation of a fleet of jellyfish which were sailing by in prodigious numbers. The Professor rigged a dip-net, and caught a variety of specimens.

I spent a good part of the afternoon in watching these sun-squalls, as the Skipper called them, which I think are the loveliest and the strangest of all the productions of the sea. In their delicate and fragile and evanescent beauty, I can compare them to nothing on the land except the soap-bubbles blown by a child. No one who has not seen them in their proper element can appreciate their exquisite grace. To me, one of their greatest charms was the exceeding strangeness of their forms and motions, which are wholly unlike those of any other living thing. And strangeness, as Lord Bacon long ago said, is one of the first elements of beauty. I saw, while on this cruise, I suppose a hundred thousand sun-squalls — in some places the sea swarms with them — yet I never behold one pass without a sensation of eager delight and curiosity.

About 6 o'clock the Pilot took the dory and went ashore to the lighthouse in search of milk. As he was returning from this expedition a sudden commotion in the water near the sloop attracted my attention. It occurred once or twice before I called the Professor, who was in the cabin making desperate efforts to light a cigar, the fog having affected our matches with dampness.

"A school of bluefish!" exclaimed the Professor excitedly, as his eye caught the movement to which I pointed. He shouted to the Pilot to make haste with the dory, and seized from the locker a long, stout line, at the end of which was a shining spoon-shaped piece of pewter terminated by a large hook. This apparatus is called a jig. As the dory approached he jumped in, nearly oversetting it in his hurry, and telling the Pilot to row in the direction where the bluefish last showed themselves, threw overboard the jig and rapidly unwound the line, till about thirty fathoms were trailing behind him.

Presently I saw him, standing in the stern of the boat, pull in rapidly the line. He had caught a large bluefish, which he held up for me to look at. I went below to see what the books said of the animal. Shortly afterward, hearing the Professor alongside, I went on deck. A young man, a stranger, was sitting at the oars. The old Pilot, unable to get any milk at

the lighthouse, had gone ashore on the Outer Brewster, on whose green surface he had espied a cow. A young fisherman, resident there, had volunteered to row the dory while the Professor trailed for bluefish, and the Professor, after catching two or three, had run alongside to give me a chance at the sport.

The sun was just setting, and as we rowed about I forgot the bluefish in the beauty of the purple sea, of the soft, fleecy, rosy clouds, and the plashing lines of surf gently breaking over the reefs and on the rocky points of the islands. The vigorous arms of the fisherman sent the dory along at a rate that kept the jig spinning on the surface like a fish in rapid motion. Presently the bluefish broke close to it, three or four rushing at it at once, with great ferocity. A sudden jerk, a rush to the right, then to the left, a plunge, a leap, a strong, savage pull, told that a large bluefish was on the hook. I drew him in as quickly as possible, which was no slight job, for I had out at least thirty fathoms of line, and my oarsman, to whom the sport was entirely new, in his excitement kept the dory going as fast as his arms

could send her.

On getting the bluefish alongside, you must lift him at once into the boat, as he will disengage himself if the line is allowed to slacken in the least. The fellow I captured was about two feet long. The jig, thrown over again quickly, was hardly out to the full length of the line before the fish were dashing at it. Several caught it in succession, and got away, their mouths probably tearing with the powerful tug they gave. At length one hooked himself firmly. I pulled him in and found he was somewhat smaller than the other. In a few minutes a third was hooked, so large that, after hauling him in with difficulty to the side of the dory, and seeing that he had the hook apparently well down his throat, I slackened the line to give him a chance to play a little. He disengaged himself instantly and was off.

The bluefish broke water next time at some distance, and while we were rowing toward them I saw a large fish, probably a shark, chasing them vigorously. This put an end to our sport, for the bluefish suddenly disappeared. We saw no more of them, though we rowed about in all directions till it grew quite dark. Directing my oarsman to pull to the Outer Brewster, I exchanged him for the Pilot, who for nearly an hour had been sitting patiently on a rock by the shore, with his pitcher of milk beside him. The Brewster man gladly accepted two of the bluefish for his services as oarsman. As he seemed greatly enamored of the sport of catching them, we gave him a jig to enable him to follow it in the future.

The bluefish is singularly erratic in its habits. A century or two ago it was plentiful on our coast, and was held in high estimation as an article of food. During the last half of the last century and earlier years of this it disappeared entirely. Within forty years it has returned, first appearing on the coast south of Cape Cod, near Nantucket, New Bedford, and Martha's Vineyard. In course of time it made its way into Massachusetts Bay, and appears to be gradually working to the northward. Bluefish have passed Cape Ann within two or three years, though not in great numbers, and a few have been seen this year as far north as the Isles of Shoals, off Portsmouth.

The bluefish belongs to the mackerel family. The upper part of his body is of a bluish color, whence his name; the lower part of the sides and the belly are whitish or silvery.

We supped heartily on cunnors and rock-cod, and at 10 o'clock turned in to sleep, the sky being cloudless and the sea calm.

Sea Otter Viking Sea Runner Puffin Seal Eddyline Arluk



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CALENDAR

CANOEING

ACA NATIONAL EVENTS

The American Canoe Association sanctioned events in our region for September are the following:

SEPTEMBER 5-7. Eastern Free-style Championships at Watertown, NY. Peter Kennedy, (518) 494-3393.

SEPTEMBER 11-13: Adirondack Canoe Classic at Saranac Lake, NY. Jane Dyer, (518) 891-1990.

SEPTEMBER 19-20. N.E. Division Novice/Intermediate Slalom Clinic at Simsbury, CT. Ken Stone, (203) 658-2100.

SEPTEMBER 26. N.E. Division Open Boat Clinic, Tarriffville, CT. Ken Stone, (203) 658-2100.

ADIRONDACK CANOE CLASSIC

The 5th Annual Adirondack Canoe Classic is scheduled for September 11-13 over 90 miles of rivers and lakes in the Adirondacks of New York. Start is at Old Forge. The first day is 35 miles through the Fulton Lakes to Raquette Lake and on to Forked Lake. The second day of 30 miles traverses the Raquette River and Long Lake to Axton Landing on Upper Saranac Lake. The final 25 mile leg is down the Saranac River to Saranac Lake. Entry information from Saranac Lake Chamber of Commerce, 30 Main St., Saranac Lake, NY 12983, (518) 891-1990.

CANOE SAILING

The ACA canoe sailors have a number of sailing canoe events during September. Starting on September 2nd, there'll be Wednesday evening sailing throughout the month at the Sebago Canoe Club in Brooklyn, NY. Call Burt Krancer at (718) 338-0116. Other events are:

SEPTEMBER 5-6. Cruising Class National Championship on Lake Sebago in Sloatsburg, NY. Call Kay Ryan at (201) 444-6478.

SEPTEMBER 13. ACA Class Atlantic Division Championship at Brooklyn, NY. Call Burt Krancer at (718) 3398-0116.

SEPTEMBER 19. Sailing/Camping Cruise on Maine lakes. Call Larry Haff at (203) 762-3230.

SEPTEMBER 20. Togetherness Trophy, two in a canoe event at the Sebago Canoe Club in Brooklyn, NY. Call Burt Krancer at (718) 338-0115.

CONNECTICUT CANOE RACING

September events for canoe racers in Connecticut are as follows:

SEPTEMBER 26. Mansfield Sprints, Mansfield Hollow State Park, Mansfield Center, CT. Sue Audette, (203) 456-0558.

SEPTEMBER 27. Connecticut Flatwater Championship, 7 miles, Mansfield Hollow State Park, Mansfield Center, CT. A War Canoe Challenge will also be held. Sue Audette, (203) 456-0558.

NORTHWOODS WAYS CANOE TRIPS

Traditional Maine guide canoe trips offered by Northwoods Ways of Dover-Foxcroft, ME, will run on the West Branch Penobscot and Chesuncook three times during September, 8th-12th, 14th-18th, and 23rd-27th. All in fee for each is \$390 per person. Northwoods Ways, RFD #3, Box 87-A, Dover-Foxcroft, ME 04426, (207) 564-3032.

RHODE ISLAND CANOE ASSOCIATION

The Rhode Island Canoe Association will host the Wood River Race on September 26th at Bradford, RI, with a pre-race tour of the course the preceding weekend, September 19th. Contact the Maciels at (617) 528-0951 for details and entry info.

There will be one white water trip to Maine's Dead River over Labor Day weekend. Contact Doug Pinea for details at (401) 353-6547.

Experienced paddlers only are invited to join Duke Walker on a "Southern Big Water" trip planned to West Virginia, departing September 26th and returning October 4th. This will include Class IV rapids. Contact Steve Cournoyer at (401) 821-6768.

COURSES

WOODEN BOAT SCHOOL

September concludes the 1987 Wooden Boat School season with the following courses scheduled:

SEPTEMBER 6-12. Rigging II with Brion Toss.

SEPTEMBER 6-19. Cold Mold a 26' Hacker Runabout with Steve White.

SEPTEMBER 6-19. Constant Camber Boatbuilding with Jim Brown & John Marples.

SEPTEMBER 13-19. Marine Surveying with Sam Slaymaker.

SEPTEMBER 13-19. Cruising Boat Seamanship on SOJOURNER TRUTH with Candace Martin.

SEPTEMBER 20-26. Building the Friendship Kit Model with Dynamite Payson & Peter Spectre.

SEPTEMBER 20-26. Build Your Own DK-14 Kayak with Dennis Davis

SEPTEMBER 20-26. Rigging with Brion Toss.

SEPTEMBER 20-26. Marine Surveying with Paul Coble.

SEPTEMBER 20-26. Cruising Boat Seamanship on SOJOURNER

TRUTH with Candace Martin.

Wooden Boat School courses are for paying clients. Information from Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

KAYAKING

AQUA*VENTURES KAYAKING

Scheduled sea kayak events run by Aqua*Ventures in September are as follows:

SEPTEMBER 5. Kayak Safety & Rescue, Ipswich, MA.

SEPTEMBER 6. Marine Environment & Navigation, Ipswich, MA.

SEPTEMBER 6-7. Narragansett Bay Tour, RI.

SEPTEMBER 12-13. Boston Harbor Islands Tour.

SEPTEMBER 19. Cape Ann Tour.

SEPTEMBER 20. Salem Sound Tour.

SEPTEMBER 26. Concord River Tour.

Aqua*ventures activities are for paying clients, information from Aqua*Ventures, 75 Parkton Rd., Jamaica Plain, MA 02130, (617) 524-6239.

NORTH ATLANTIC SEA KAYAKING

The North Atlantic Sea Kayak Center of Newburyport, MA, has the following scheduled programs in September:

SEPTEMBER 5. Parker River Tour, Newbury, MA.

SEPTEMBER 6. Beginner Clinic, Newburyport, MA.

SEPTEMBER 7. Race to the Sea, Newburyport, MA.

SEPTEMBER 12. Great Bay (NH) Tour.

SEPTEMBER 13. Intermediate Clinic, Newburyport, MA.

SEPTEMBER 19. Surfing Clinic, Newburyport, MA.

SEPTEMBER 26-27. Thacher Island Overnight Tour, Gloucester, MA.

North Atlantic outings are for paying clients. Information from North Atlantic Sea Kayak Center, Inc., 61-1/2 Water St., Newburyport, MA 01950, (617) 465-6989.

THE RACE OF TRUTH

Poseidon Kayak Imports of Walpole, ME, is sponsoring the 1987 Race of Truth for experienced offshore kayakers and rowers, on October 10th starting and finishing at Chistmas Cove, S. Bristol, ME. Jim Chute is the organizer, and he emphasizes that this eight mile loop around Rutherford, Inner Heron and Thrumcap Islands can include

cold, damp weather, strong winds, large waves, cold water and passages close to rocky headlands and submerged ledges. Not for the beginner! Race time is 11 a.m. pre-registration before Oct. 7th is \$3.50, on morning of race \$6.00 per person. For info and registration form, Jim Chute, RFD 3, Box 20B, Freeport, ME 04032.

MODELS

CAPE ANN SHIP MODEL SHOW

The Cape Ann Ship Modelers Guild has rescheduled its cancelled April show for September 12th, 10a.m. to 5p.m. at the Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA. Admission is \$3 adult, \$1 child. Builders wishing to display models should send a stamped self-addressed envelope for forms to Anthony Bertolino, 132 Bass Ave., Gloucester, MA 01930. Fee is \$2 per model.

RADIO CONTROLLED MODEL YACHT RACING

September events for the RC modelers are as follows:

SEPTEMBER 5. G. Beruch Picnic Race (M), Port Washington, NY, Ned Helme, (516) 883-8453.

SEPTEMBER 5. Invitational (M), Eisenhower Park, NY, William Moll, (516) 334-5276.

SEPTEMBER 6. "A" Skippers Memorial (A), Saddlebrook, NJ, Alex Chabora, (201) 478-4989.

SEPTEMBER 7. Trigg Memorial (EC-12), Needham, MA, Al Spring, (617) 444-3330.

SEPTEMBER 12. Keough Memorial (10R), Central Park, NY, Madeline Tucker, (212) 874-0656.

SEPTEMBER 12-14. Campbell Cup Regatta (M), Marblehead, MA, Gene Thober, (617) 631-0797.

SEPTEMBER 13. MYRAA National (10R), Saddlebrook, NJ, Alex Chabora, (201) 478-4989.

SEPTEMBER 13. Invitational Scale Steam/Electric/Sail, Medfield, MA, Al Spring, (6217) 444-3330.

SEPTEMBER 13. Newport Mayor's Cup (EC-12), Ft. Adams, Newport, RI, George Greenalgh, (401) 245-7493.

SEPTEMBER 19. Commodores Invitational (M), Huntington, NY, John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

SEPTEMBER 20. Gansett Special (EC-12), Providence, RI, George Greenalgh, (401) 245-7493.

SEPTEMBER 26. A. Spence Memorial (M), Central Park, NY, Madeline Tucker, (212) 874-0656.

SEPTEMBER 27. Randall Memorial (ANY), Springfield, MA, Ed Childs, (413) 567-3560.

SHIPS IN BOTTLES SHOW

October 23rd and 24th are the dates for this showing of ship models in bottles at Building #5 of the Charlestown Navy Yard National Park in Charlestown, MA. Alex Bellinger, 35 Mystic Ave., Tewksbury, MA 01876, (617) 658-3732.

ROWING

BLACKBURN CHALLENGE AUGUST 30

The Cape Ann Rowing Club will host its major event of the summer on August 29th, the First Blackburn Challenge. All rowing craft are welcome to take the Challenge, with a starting point at St. Peter's Square in Gloucester and a finish some 26 miles later at Head of the Harbor in Gloucester. Special recognition will be given to all finishers and the first boat in the following classes: Fixed seat single, fixed seat double, sliding seat single, sliding seat double, multi-seat craft.

Pre-entry is \$12 (\$15 post entry day of event) per person. This includes a sportsman's breakfast at 6 a.m. at the Blackburn Tavern in Gloucester, where final registration, instructions and other information will be available. At 7:30 a.m. an in-the-water start will be escorted through the Blynman Cut bridge by the Coast Guard. Entrants will be encouraged to row as far as possible before sundown at 7:24 p.m.

A reception "shark roast" and party will follow the race at Three Lantern Ship Supply Dock. The dinner fee is included in the entry fee. Non-participants may purchase breakfast and dinner tickets (\$4/\$8). For applications and information, call (617) 281-4630.

GREAT EGG HARBOR FUN ROW

The Somers Point Recreation Dept. of that New Jersey community has scheduled a five mile recreational rowing race on September 12th as part of the "Good Old Days" picnic. The race is open to traditional rowing boats (any number of oarspersons) and starts and finishes at J.F. Kennedy Park in Somers Point. Registration info from Nick Regina, Jordan Rd. School, Somers Point, NJ 08244, (609) 927-5253.

HEAD OF THAMES REGATTA

The Chelsea Rowing Club of Norwich, CT, holds its final 1987 race on September 20th, the Head of the Thames. Catering to recreational shells as well as racing shells in singles through eights, this is the only "head" type race to accommodate recreational rowing shells. Further info from Ben Lathrop at (203) 889-0580.

MIGHTY MERRIMACK & RACE TO SEA

Rowing and paddling races are scheduled for Labor Day weekend on the Merrimack River at Newburyport, MA. On Sunday the 6th, the Fifth Annual Mighty Merrimack Rowing Race will run 3.5 miles downriver from Amesbury to Newburyport, open to all rowing craft. Sponsor is the Custom House Museum, (617) 462-8681. On Monday the 7th, the Race to the Sea will run the same 3.5 miles, open to all canoes and kayaks. Sponsor is the Greater Newburyport Chamber of Commerce, (617) 462-6680. Both are part of the Harborfest celebration.

OPERATION SHORT SHIPS

Bill Gribbel's 12th Annual "Short Ships Race" is scheduled for Sunday, August 30th, starting at 8:30 a.m. from the Rockport Marina in Rockport, ME. Two events are scheduled, a 1.5 mile "sprint" in Rockport harbor, followed by an 8 mile pull to Curtis Island outside of Camden, and back. Traditional pulling boats and "competition" boats are catered to, the latter including kayaks, sliding seat rigs or outriggers. A chicken barbeque follows at Gribbel's home. For entry form or info, Bill Gribbel, Box 45, Rockport, ME 04856, (207) 236-3241.

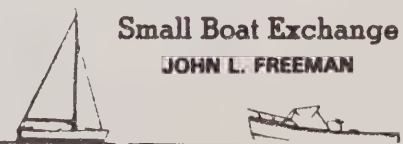
SAILING

GOVERNOR'S CUP REGATTA

The Connecticut River Museum will host the Governor's Cup Regatta on the weekend of September 12th and 13th in the Essex, CT, area. Featured events will be races off Saybrook Point for traditional wooden vessels over 25' and in Essex harbor for smaller traditional craft. A Sunday morning parade downriver is also planned. Details from the Connecticut River Foundation at (203) 767-8269.

NOANK WOODEN BOAT ASSOCIATION

Two September events are scheduled for owners of wooden boats by the N.W.B.A. On the 19th there will be a rendezvous at Mystic Seaport and on the 26th an anchor start race on the Mystic River at Noank. For info, Jim Cassidy, (203) 536-6908.



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SHOWS

NORWALK OYSTER FESTIVAL

The Norwalk, CT, Oyster Festival is a major annual waterfront celebration. This year it will include an expanded small boat show with 45 exhibitors displaying over 100 boats on land. It is co-sponsored by SMALL BOAT JOURNAL magazine. The dates are September 11th-13th, the place is Norwalk, CT. Admission is \$2. Information from Norwalk Seaport Association Oyster Festival, (203) 838-9444.

WOODEN BOAT SHOW

The Wooden Boat Show's August 27th through 30th at the Newport Yachting Center. In response to the apparent decline in participation by wooden boat builders, the Show has made some changes in arrangements to make exhibiting more affordable and attractive to the smaller boatbuilders. It's really all we have for the wooden boat trade to have their own days in the sun and deserves support from anyone serious about making wooden boatbuilding a livelihood. If you haven't received the advance information packet, ask for one from Abby Murphy, Newport Yachting Center, P.O. Box 549, Newport, RI 02840, (401) 846-1600.

MISC. EVENTS

CONNECTICUT RIVER OAR & PADDLE CLUB

The final overnight trip to Selden's Island on the lower Connecticut River will be held over the September 18-21 weekend. Seth Persson Boatyard, (203) 388-2343.

MYSTIC SEAPORT CALENDAR

Mystic Seaport Museum in Mystic, CT, has several programs beginning during September.

SEPTEMBER 11-14. Schooner BRILLIANT weekend cruise for adults. Education Dept., (203) 572-0711, ext. 323.

SEPTEMBER 12. Fall Sailing Classes begin, Junior & Adult Beginner, Intermediate, Advanced and Racing. Classes run ten weeks, 2.5 hours each week. Education Dept., (203) 572-0711, ext. 323.

SEPTEMBER 16. Piloting & Dead Reckoning Class begins, Wednesdays 7:30-9:30 for 12 weeks, in Windsor, CT. Planetarium, (203) 572-0711, ext. 255.

SEPTEMBER 19. Fall Racing Series begins, Saturdays for 7 weeks, 3.5 hour sessions. Education Dept., (203) 572-0711, ext. 323.

SEA FAIR AT MMM

Maine Maritime Museum closes out its 1987 summer season on October 4th with a Sea Fair at the Percy & Small Shipyard in Bath, ME, with exhibits, boat rides, food and other activities focussed on the sea. The Shipyard closes for the season on October 19th, Sewall House exhibits remain open on a reduced schedule through the winter. Info at (207) 442-7401.

CONSTITUTION'S BIRTHDAY

The U.S.S. CONSTITUTION will help celebrate the 200th anniversary of the drafting of the nation's Constitution on September 17th, with special ceremony including a 21 gun salute to be fired from her cannon out in Boston Harbor. We'll have more on this as the time draws nigh. If you haven't been to see OLD IRONSIDES at the Constitution National Park in Charlestown, MA, you owe yourself the visit, along with the nearby Constitution Museum. There's much going on at this growing National Park facility.

TRI STATE TSCA MEET

The Tri-State Chapter of the Traditional Small Craft Association will host its 7th Annual Small Craft Meet on September 19th at the Red Dragon Canoe Club on the Delaware River in Edgewater Park, NJ. Come sail a Tuckup, pole a Railbird Skiff or row a Currach. Tony Tereszeuk at (215) 722-3245 or Rod Sadler at (609) 966-1352.



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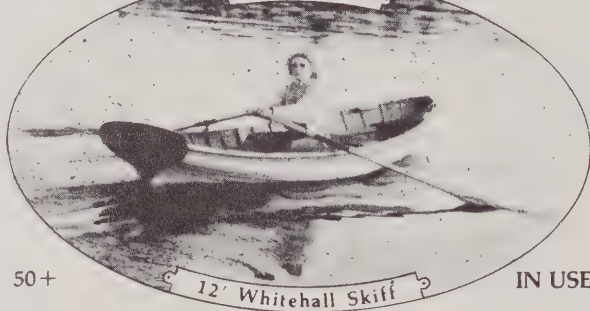
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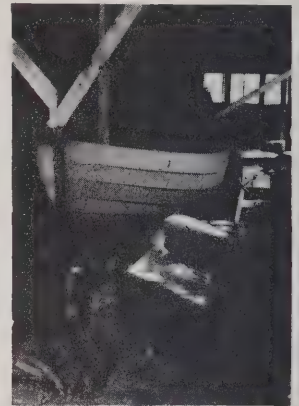
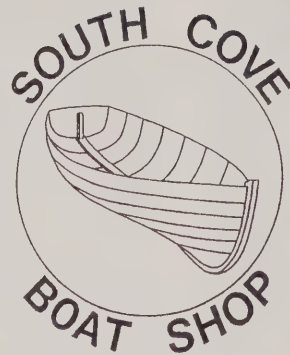
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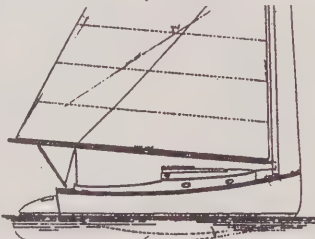
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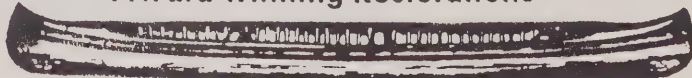


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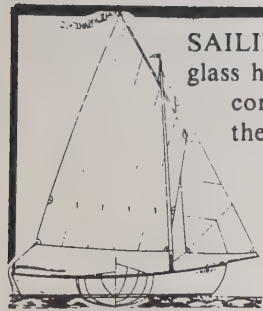
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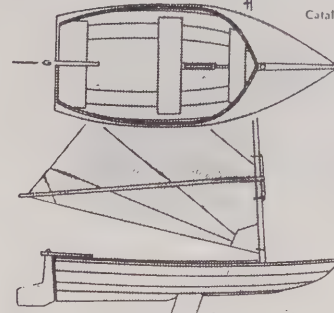
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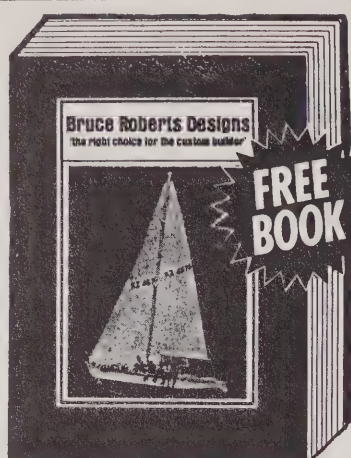
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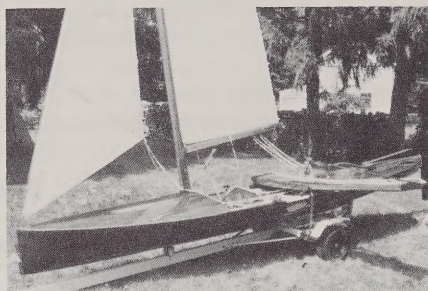
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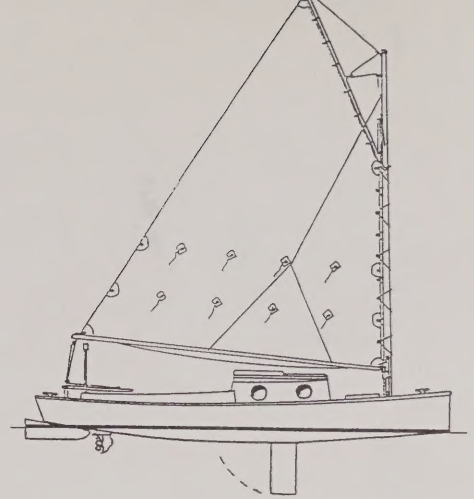
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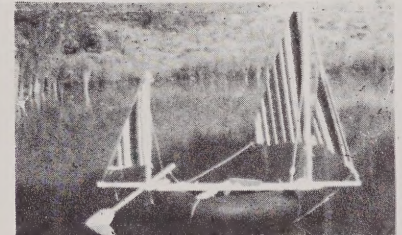


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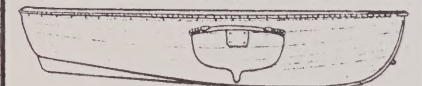
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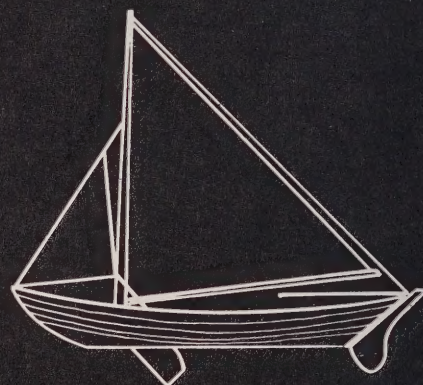


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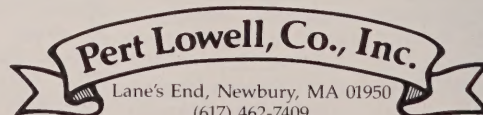
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