



messing about in BOATS

Twice a Month!

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Commentary

**BOB
HICKS**

messing about in BOATS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will be pretty much devoted to
coverage of the Wooden Boat Show.
What with this, and the current is-
sue's sea kayak and tugboat meet
coverage, and the prior issue's
coverage of the Clayton antique
meet, there's a lot of articles piled
up here that'll finally get some
space with October issues.

On the Cover...

The U.S. Corps of Engineers
Cape Cod Canal tug MANAMET all
dressed up for the annual tugboat
muster in Boston Harbor, full cov-
erage of messing about in tugboats
in this issue.

Can it be mid-September al-
ready? Yes, and where has summer
gone, we are all wondering. For
my part, the summer has been so
full of messing about in boats that
I've not had much time to do any-
thing with my own fleet, a few
outings in the Folbot have been
about it. No work at all on the
project boats patiently waiting at-
tention. That should be "off-sea-
son" work anyway, so maybe this
winter...

This is not a complaint, for
I've been out on the water quite a
bit, or at least right next to it,
attending weekend get togethers of
people messing about in boats. A
week in the Caribbean on a bare-
boat charter yacht. Traditional
small boats at Mystic Seaport. Can-
oes at Bridgeton, ME. Sea kayaks
at Castine, ME. Antique and classic
boats at Clayton, NY. Pulling boats
at the Ship Channel Sprint and
Snow Row. And there've been many
visits to people building or restor-
ing boats of interest. And joining
others for special outings on the
water.

But now, as you read this in
mid-September, activities are run-
ning down. We still have one major
trip ahead of us, off to the Ches-
apeake the first weekend in October
for the traditional small craft get
together at St. Michaels on the Ma-
ryland Eastern Shore. This is an
area not all that far from New Eng-
land (an easy day's drive) that has
a different boating environment and
its own indigenous sorts of boats.
The St. Michaels meet seemed like
a good opportunity to see and meet
a number of the area people and
their boats in one place, and check
out yet another maritime museum.
That should all be aired in one of
our November issues.

It should be evident by now
that messing about in boats in a
journalistic role like mine is rat-
her different than doing it as one's
recreational activity. While I spend
a lot more time at it, because it's
my vocation, the time is fragmented
amongst a variety of activities and
boats, and not focussed essentially
on just my own, as is the case
with the individual enjoying boats
solely as recreation. For me, it's
somewhat like a buffet table loaded

with all sorts of interesting good-
ies. I never tire of the unfolding
of new opportunities to attend in-
teresting boating activities or to
meet interesting people. These keep
on coming without respite and so
my own boats and notions about
what I'd like to do with them are
neglected.

What this has done for me is
give me a taste of nearly all ways
one can mess about with boats
around these parts. I have been
able to experience superficially,
and in some cases vicariously
through the experiences of others,
sailing, rowing, paddling, steam-
boating, antique motorboating, even
high performance muscle boating,
bareboat chartering, etc. I have
dabbled in them all without having
had to buy, own and maintain my
own boats for each purpose. The
opportunities are there for the
journalist. Most people like the
idea of their boats and boating ad-
ventures being subjects for
published articles in a journal
like this one. A lot of doors are
opened gladly.

So, where has ten years of
messing about in boats brought me
to today (that's all it's been, since
1977)? Aside from my obvious role
as journalist. I still have some of
that desire to own maybe a half
dozen modest craft, one for each
way to play. But increasingly I
realize this ends up meaning that
no one sort of boat ever gets much
use. My personal focus, if such a
thing is possible, is increasingly
on the kayak for paddling shores,
marshes, backwaters, tidal riv-
ers, and on a small camper/cruiser
sailboat for the pleasures of sailing
similar places. And, I'm still ap-
parently one of those people who en-
joys working on a boat as much as
using it, for the prospects of win-
ter in the shop are attractive to
me, working on a boat that inter-
ests me.

When someone learns I'm a full
time chronicler of messing about in
boats, and asks what I do for re-
creation and relaxation when not on
the job, I have to admit that I mess
about in boats. There's not time
enough for me to ever get enough
of this, apparently.

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Rusty Boilers, Swamps and Other Delights

by Joseph Reisner



One of my favorite morning things, when the summer crowds have gone and the coot fleet has begun to assemble, is to settle into my elderly Klepper with a supply of coffee and some life supports, then paddle slowly forth on a circuit of the lake.

I move along the shore past a line of sailboats nosed into their slips in a marina. There's usually somebody weekendending aboard one ready to engage in a long, conclusion-free conversation about his new plastic boat and my old canvas one. Finished here, I head across open water to an island, one side of which is a creek lined with old, colorful boathouses. My boat passes under two small bridges with just enough headroom to push my nose against the foredeck. An old black dog with a gray muzzle always comes out on one of the bridges to bark. He's one of the few dependable things in an untrustworthy world.

The last leg home is through a really neat swamp. There has been a sinister movement extant in recent years to euphemize things. Swamps are now called marshes, or wetlands. I heard one called a *fen* the other day. Well, la de da! My swamp is a swamp — with turtles, frogs, water lillies and blue herons ascending and descending just feet ahead of the boat. I've heard there are mocassins here, too, but I haven't seen any. I can probably get along for many years without.

That is small-time gunkholing.

When I was a kid in New York, a man who lived in our building kept a canoe at one of the clubs on the Hudson River at Dyckman Street, next to the slip where the sidewheel ferryboats came and went (in case anyone recalls). As I remember it, this canoe was a big one, probably a 20-footer. It carried a lateen sail and, in the manner of most other canoes in the Hudson in those days, was paddled with a double blade from a center seat.

The owner was a stockbroker who had generous vacations. Many of the stockbrokers in those days had lots of time off from their work, but that's a whole different story. This particular gentleman used to ship his canoe to various points along the East Coast each summer. With a bedroll and a small bundle of basics, he took off for weeks at a time.

He covered every bay, major or minor, and every tidal river between Mount Desert Isle and Pamlico Sound. He poked and peered, and paddled silently in and around. He sat out fogs and waited out rains, smoking and talking at length with the people he met. And when he got home, he spent the rest of the year corresponding with friends he had collected.

Now *that* is big-time gunkholing!

Gunkholing has been the province of sailors for as long as anyone can remember the word being around. Every so often, one of the sailing magazines will publish a new design identified as a gunkholer.

Gunkholes themselves are places which are on no one's beaten track. Sometimes they are hard even to get in and out of. Sometimes the people who know about good places to go gunkholing are purposely evasive about exact locations. Charts generally do not carry special markings saying "great gunkhole here!"

It's not that gunkholers are inherently mean or selfish. It's just that one can't be too careful about opening the doors to a really fine swamp, or a place where old steam tugs go to die. Or bays where you can drift silently through water clear as arctic melt, and see every pebble or shell on the bottom. Start letting everybody know about these and, sure as hell, the bottle caps start showing up.

Its unpleasant name may be the very salvation of gunkholing. When I first heard the word, having been a mess sergeant during World War II, I figured it had something to do with cleaning greasetraps. Or it may be that gunkholes are inhospitable to beer can distributors. It's impossible to roar flat out through your average gunkhole in the everyday Clorox bottle with the two 600-horse Merkomoronics on the back.

Canoes, on the other hand, are the natural handmaidens of gunkholes. If there was ever a boat made for this work, it's a canoe or cruising kayak. They move silently (great in wildlife habitats), smoothly (great for photographing, taking notes or sketching something) and with immense facility (great when you find yourself squeezed into something from which anything less agile would probably never get out).

Gunkholing bears the same relationship to river running as the collecting of back issues of *National Geographic* does to mountain climbing. People who are forever wanting to get on with it won't like gunkholing. Those who seek the reassurance of progress won't enjoy gunkholing trips; nor will those who own watches. Gunkholing is often negative in its action.

I knew a small group of dedicated gunkholers who took two canoes over to where the Kalamazoo River empties into Lake Michigan. They launched on the beach with the declared intent of paddling north to the harbor at Muskegon. Two days after setting out, they had worked backwards up the river and were last seen disporting themselves in a pool of crystal water, next to an interesting summer art school that held life classes outdoors. They may still be there.

When very good gunkholers die, they get to go to the Hudson River, or at least stop on the way to the Jordan. It's been many years since I was there, and things may not be the same. But there was a place called Rondout Creek, and another called The Raunt. These were places where old boats — *great* old boats, like tugs and naphtha launches and paddlewheel steamers and ancient yachts — were left to decay alongside crumbling docks. On the shores were fabulous displays of boilers, cannibalized engines and the remnants of glories long past in every form.

It's really not morbidity that leads some people to places like this. There are eccentrics — and I am ready to stand up and be counted in this group — who go all funny over abandoned railroads, old trolley cars, ancient trucks and (gaspl!) Model-T Fords. Old boats evoke powerful responses because they, of all manufactured things, come closest to possessing life.

But gunkholing certainly isn't all swamps and hulks by any standard. It's finding little creeks where larger craft can't go, or floating over sun-dappled shallows to watch the comings and goings of those who live there. It's following the edges of a stream, rather than taking the exciting middle course, and looking at all the things you never really noticed before.

And when that turkey in the Zap-Jet Scooter comes by your gunkhole, reach out and trip him with your paddle.

IN PRAISE OF GUNKHOLING

Last winter, reader Joe Reisner commented in praise of "Schmoozing", the simple pleasure of gathering together interesting boats for the enjoyment of looking them over and talking about them without commercial pressures. Joe now sends this commentary in praise of "Gunkholing", originally published when he was editor of CANOE magazine

1987 Atlantic Coast Sea Kayaking Symposium

Report & Photos by Bob Hicks



"Life is a Beach", that's a bumper sticker I saw somewhere that probably came from a California source. It seemed an appropriate comment on the L.L. Bean Sea Kayak Symposium at Castine, ME, in early August, for there the beach was lined with colorful sea kayakers of just about all permutations, and hundreds of paddlers circulated in and out of boat after boat in this unparalleled opportunity to try out ALL the kayaks you'd ever want to maybe own. That's what I did during most of my visit.

Those who have been speculating that maybe the boom in sea kayak interest is waning would be taken aback a bit to learn that Bean's accepted 400 registrants this year. When the original 350 limit was reached, and applications were still pouring in, Mike Perry, who runs the program for Bean, and his helpers decided they could accommodate 50 more. After 400 had signed in, another 300 applications were forthcoming, all of which had to be refused, with regrets. "We're the only act in town," Mike offered, "and there should be others of these, maybe in New York or Boston areas." Well, yes, but who would undertake so daunting a task.

An attraction to the Bean event, aside from the tryout opportunities, is the quality of the program and those who present various topics. This year's star was Briton, Derek Hutchinson, a true guru of hard core sea kayaking as the British practice it. A big, burly mustacheed "chap" with enormous vitality and humor, Hutchinson provided Saturday evening entertainment talking of his North Sea crossing, but also participated in hands-on clinics on safety and paddling technique. All who heard it will always remember the correct arm position for the "high brace", when one's thumb is in the "nose picking position".

Hutchinson was the biggest name, but the rest were hardly lesser lights. Design discussion by Frank Goodman; paddles by Werner Furrer; wind and waves by Ken Fink; kayak selection by John Dowd; navigation by Lee Moyer; trip planning by Audrey Sutherland; setting the tidal table by Alex Delicata. And so on. The top people. Valid subjects of real interest to all.

Instruction is as important as boat tryouts, from the top: Derek Hutchinson talks about paddle technique in his colorful way; a group of beginners assemble for basic paddle technique instruction on the water; Bart Hawthaway getting a beginner properly set up for paddling.

An indoor trade show in the gym supplemented the beach scene. Evening programs of slides and talks on Saturday. Good eating in the Maine Maritime Academy dining hall. Rustic camping in a nearby orchard or dormitory accommodations on the campus. This event works because it is so well done. So, who else could put it on? It takes full time management and organizing and a substantial up front budget to operate at this level. Yes, it would be great if such a symposium could be organized near greater New York. The nearest thing has been the one held at SUNY by Ernie Palmieri with school support, but it was not held in 1987.

Back to the beach. I concentrated my limited time (I did not arrive until mid-afternoon on Saturday due to the press of business) on giving a variety of kayaks the necessarily superficial tryouts possible on this crowded, placid bay. Fifteen minutes is the requested time of any tryout in order to not hog any one boat to the deprivation of others wishing to try it. In between tryouts I talked with the people behind some of the boats that I found of interest.

FEATHERCRAFT

Ah, the exotica of the folding soft skin sea kayaks! What nice boats. My Folbot is as a van to a Jaguar when comparison begins. The Feathercraft is longer at 19', narrower at 31" and lighter at about 70 pounds. BUT, it is oh, so expensive, at about \$2,900. Yes, almost three grand. Jon Cons and his wife were trying out the folding doubles for family use, they have a used Klepper they bought for \$1,200 and took on an Alaskan vacation by air, but thought maybe a Feathercraft might be nicer. After their outing, they waxed enthusiastic about how much easier the Feathercraft moved, how they really liked it. But, that intimidating price loomed up there pretty large. No, used ones aren't to be found at half price, not yet. This Canadian built boat is first class all the way, undoubtedly at the leading edge of soft skin folding boat technology. They even offer it all packed into a single bag. This, it turns out, was not the marketing ploy they thought it might be, for that was a 75 pound bag to lug. So, they offer now a double bag setup, a smaller one that can be carried separately, or put into the larger bag if 75 or 80 pounds is no big deal to you to carry. The designers/builders, two British Columbia chaps, come from backpacking country, and they've brought much of the quest for lightness to their design.

It wasn't as hot as that "Lawrence of Arabia" headgear suggests. The resetting of footbraces time after time for boat tryouts gets to be a chore, Ken Fink grimaces. Pre-tryout discussions are often held face to face, instructor astride the foredeck.



A brochure and name of the dealer nearest to you is available from them at Feathercraft Kayaks,

Ltd., 1334 Cartwright St., Vancouver, BC, Canada V6H 3R8, (604) 681-8437.



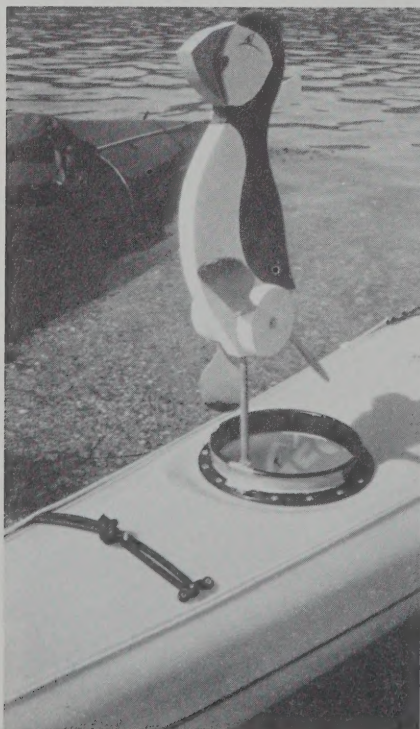
THE ONLY WOOD TO BE SEEN

My eye gravitates to wooden boats, and in all the plastic on the beach there were a couple of long, gleaming varnished strip built wooden boats, the handiwork of Chip Chandler of Sebasco Estates, ME. Chip had three boats on hand, a small single, a larger cruising single and a larger still double. The latter was really more of a "double-and-a-half" for it had a midships cockpit between the two main openings, wherein gear, or a child, could travel. Chip got his construction ideas from a book on

strip building canoes, and worked up his own lines. The results are long and lean, very graceful craft of small displacement. Even the double, for all its length, is a pretty tight hull with low freeboard, small volume. The circular hatches are pretty simple plywood affairs held on by small wooden turnbuttons, and I'd be careful about them in rougher water. I didn't paddle Chip's boats, they were out almost constantly, while the builder at times anxiously scanned the bay searching each out. "This is my first show of this

sort," he confided, and yes, he was thinking about someone paddling around the point and loading up on the cartop conveniently located there. It doesn't happen.

Chip Chandler is at Loon Kayaks, Box 253, Sebasco Estates, ME 04565, (207) 389-1565.



PUFFIN

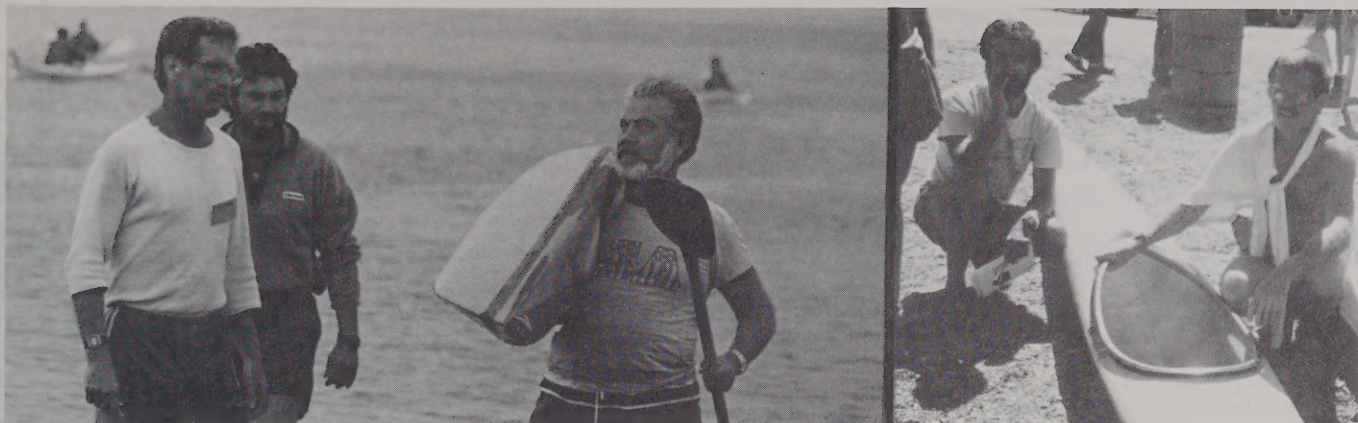
The full page color ads for the Nimbus Puffin have been touting the "Pod", a molded-in rigid version of the sea sock. It, in effect, reduces the open interior of the kayak to just that space within which you sit, with a molded in seat and room for legs to stretch. It's a roto molded hull competing with the Chinook and Sea Runner. The "Pod" is surely an attractive notion, in particular to the new paddler. Just to make sure you'd spot the Puffins on the beach, the demos had wooden puffins mounted on the front decks, those windmill sort of 'things with legs awl as soon as the breeze (natural or man-made) struck them.

I paddled a Puffin and found it quite comfortable to sit in but without any backrest. That would mean a backache soon for me. It was a stable boat and moved easily on the calm sea. I didn't use the rudder that was fitted and it was no trouble to turn without it. The Puffin was similar in feel to the Chinook and Sea Runner in the placid trout surroundings.

THE SHORT NIMBUS

There was a 14' Nimbus I sorta liked the looks of, still a sea kayak in style, not one of those river kayaks. My interest in the shorter boat is based on notions of paddling into backwaters where 17' can get to be a tight fit. The smaller Nimbus (I didn't notice a model name on it) turned out to be compact yet roomy enough for my 6', still lacking a backrest though. I tried to use the rudder but the sliding footrests kept jamming on the aluminum rails they run on, so I gave up on that. Yes, I know about steering with the paddle, but I like rudders, ones that work easily. The shorter length was matched with a lighter weight of around 35 pounds. Could be a useful marsh and backwater boat for someone not enamored of river kayak tiddlyness.

For more details on Puffin or this shorter boat, try Nimbus at #6-2330 Tyner St., Port Coquitlam, BC, Canada V3C 2Z1, toll free phone at 1-800-663-8734.



Doug Bushnell (left) sounding out opinion on his Wave Piercer from a former Olympic paddler. Wave Piercer is very long and very narrow and very tippy and very fast. Heading out in Delta.

DELTA AND WAVE PIERCER

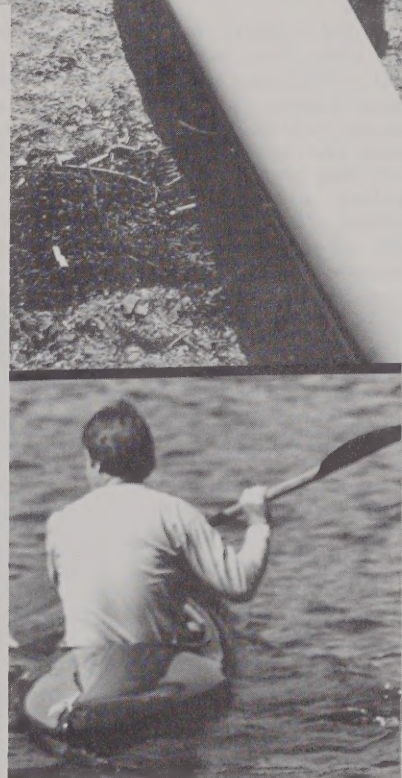
Doug Bushnell told me he thought of himself as sort of a western New York Bart Hawthaway. I tend to agree. Like Bart he has much background in competitive paddling, downriver and whitewater. He's a paddle technique freak, believing that anything is possible if you paddle correctly. He builds beautiful ultra-light boats, alone in his one-man shop not far from Buffalo, NY. And he espouses his ideas and beliefs effectively and effusively, not a cloud of kayak bafflegab but good clear information. His boats are for those who can handle them. I didn't even try.

Delta is an ultra-light 26 pound kevlar/glass boat that has that delta shape when viewed from above. It's something of a cross between a downriver kayak and a sea kayak. It's just under 14' long, just under 24" beam, and 26 pounds

ready to go. The cockpit was roomy, 30" long. And only \$775.

Wave Piercer is really for the serious guys. 17' long, 20" beam on deck but only 15" at the waterline, this is Doug's super-fast ocean racer. A rounded hull with flare, a large cockpit, 15"x36" and a hung seat. I watched as an older man paddled rapidly towards us on the beach in this boat. He got out, lofted the kayak onto a shoulder and started discussing it with Doug in a heavily accented English. Doug later told me the man was a former Olympic paddler, still getting it on for fun in high performance boats.

Doug operates as West Side Boatshop, way out in western New York on 7661 Tonawanda Creek Rd. in Lockport, NY 14094, phone (716) 434-5755. Send him \$1 for his catalog if this sort of boat interests you. He only builds to order.

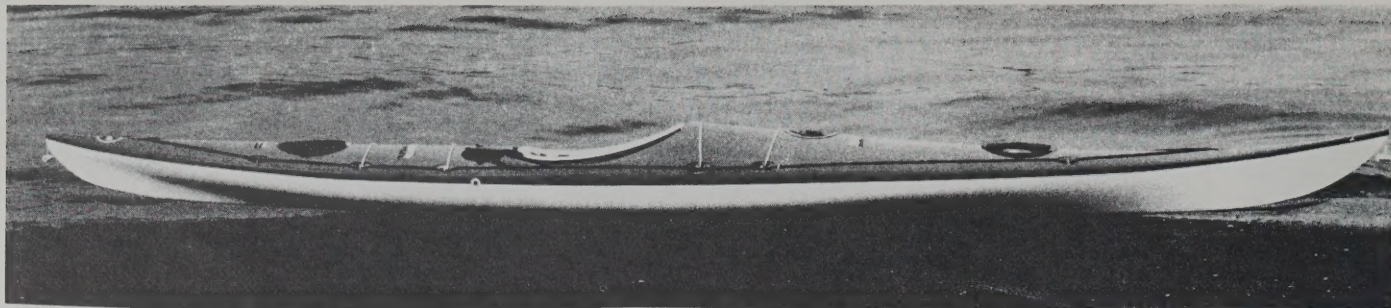


First she checks out the stability with a bit of hip rocking, then off for a paddle in the short Nimbus.



THE ISLANDER BY WYE KAYAKS

I've tried before to feel good about one of the British sportier kayaks, like Nordkapp or Selkie or Huntsman, but my slow old reactions and inexperience have, until now, made each experience one of keeping upright rather than of going somewhere. Not the boats' fault, obviously, lots of people enjoy these boats without qualms. Now, I have paddled one that felt good to me and my limited capabilities. It was the Islander, built by Wye Kayaks in Great Britain, and exhibited at the Symposium by Ed Friedman of Dragonworks, Inc., over in Bowdoinham, ME (near Brunswick). When Ed first urged me to try the long lean kayak with its beautifully finished slender hull (low deck), recessed deck tie-downs, built-in-compass, built-in-bilge pump, I was tempted but demurred with my usual dis-



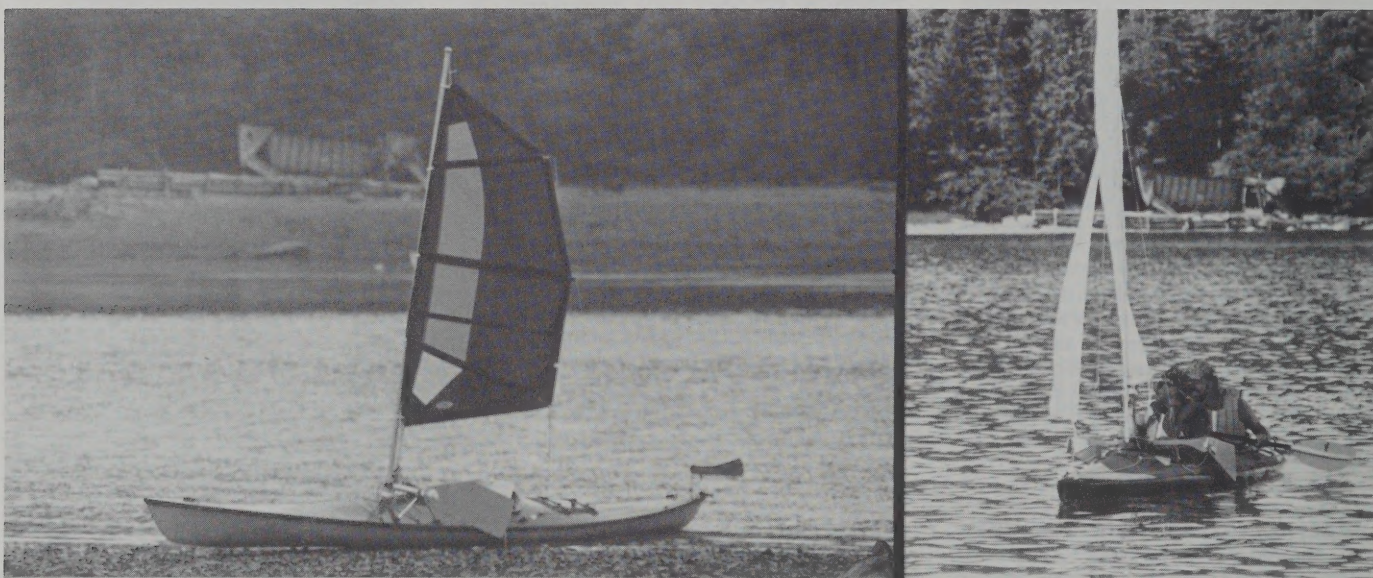
claimer about not being into the balancing act this sort of boat seemed to require of me. "Oh, no, this one'll not be like that," Ed urged.

Well, okay, but I went on and got into the boat half expecting that Ed's assurances were just sales smoke. Not so. The boat sat nicely while I fiddled with the skirt and so on. Then I paddled off onto the placid bay, and it kept on feeling okay to me. Kind of a tighter fit than I'm used to, my size 11 feet wedging between hull

and deck until I cocked them aside. A simple sort of strap backrest felt good to lean the small of my back into, and I was beginning to really like this. It moved so easily, and this is what I've been told repeatedly by those in the know about sportier kayaks. I didn't use the rudder and it wasn't at all needed in these conditions. The boat sits way down in the water compared to the bulkier craft I've favored and windage surely would be much less of a problem.

Looking at the underbody aft-

erwards, I noted it to be nearly flat across beneath the cockpit area, then sharply tapered inward and upward towards the narrow ends. Hence, I would guess, that greater initial stability I seem to prize. Ed operates as Dragonworks, Inc. at RFD 1, Box 31AA, Bowdoinham, ME 04008, (207) 666-8481 if you'd like more info on this boat. He's "On the shores of Merrymeeting Bay" so probably tryouts would be possible. The price us around \$1,400 all equipped, and it is nicely equipped.



Above: The Balogh fully battened high aspect sail rig fitted to a Dirigo 17. Paddle assisting the sail rigged Klepper when the breeze died out. Opposite page top, Bill Lozano instructs in Klepper rigging and launching.

SAILING

It's gradually getting the attention of kayakers, the notion of using the wind to ease those long passages. When it's a favorable wind, to be sure. The beamy folding double kayaks from Klepper and Folbot have offered sail rigs for years, and here at Castine, Bill Lozano was instructing in the art of rigging and sailing a Klepper in one beach workshop. Bill and Janice take tours kayaking in Kleppers and often sail when conditions are right. They operate as Atlantic Kayak Tours, 25 W. Maple Ave., Suffern, NY 10901, (914) 357-3448. The Klepper rig is a conventional marconi main and jib setup complete with shrouds, forestay, etc. Also a leeboard assembly and rudder. Complex as any daysailer, and not awfully good to windward, you can't

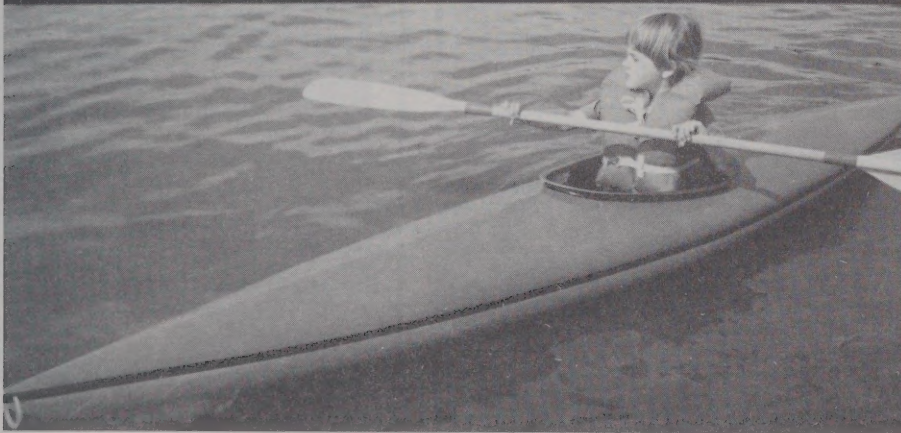
hang over the rail handily hard on the wind.

Handier sailing options being offered are little downwind spinnakers, such as the ones offered by Windspeed Designs of nearby Mt. Desert, ME. Their's is a simple small spinnaker on a short aluminum mast with necessary line and a sleeve reefing tube that instantly douses the sail, in whole or in part, depending on how far down the mast you pull it. Being just a downwind setup, no leeboards, rudder, etc. are necessary, you coast along with the breeze. They offer rigs for single and double kayaks at \$215 and \$240, Windspeed Designs, Giant Slide, Mt. Desert, ME 04660, (207) 276-5612.

The guys who are really going all the way on a sail rig that'll go

to windward are those at Balogh Sail Design in North Carolina. We did a detailed article on their sail rigs in our Small Boat Show issue, June 15, 1987. A variety of fully battened, easily reefed sail sizes from 20 to 60 square feet, with a compact mast, mast partner and leeboard mount assembly that all fits onto or into the kayak, is available for any sea kayak. They suggest reasonably stable beamy models, obviously, because the sail will pull strongly to windward with its battened airfoil, high aspect ratio configuration, and the problem becomes staying upright in stronger winds.

B.S.D. Batwings are made by Balogh Sail Design, Star Rt., Box 79M, Cedar Island, NC 28520, (313) 868-7900 or (313) 465-6859.



AND SOME OTHER KIDS' BOATS

They probably might not like my characterizing them as "kids", but the group of young people from the Chewonki Foundation summer camp in Wiscasset, ME, turned up Sunday morning in their fleet of self-built sea kayaks, at the end of three weeks of paddling the Maine coast camping along the way. They'd followed the coast right on past Castine all the way around Mt. Desert Island to Bar Harbor, and then back. Would they be continuing on back from here I asked them? "No we're being picked up here Monday morning," one youth explained. It was the end of the adventure.

"You get to take your boat home with you, don't you?" I asked him. "Yes," he replied with a wry smile, "but I'd rather build another one better, now that I know what to do," he elaborated. I thought the boats looked pretty good, simple hard chine plywood stitch & glue construction. And loaded with all the gear they'd need for their travels. Foodstuffs they obtained as they went along.

If Chewonki's programs for young people, including such as this, might be of interest, there's a full report on this kayak program in our January 15, 1987 issue. You can inquire further of Tim Ellis, Executive Director, Chewonki Foundation, Wiscasset, ME 04578.

THE KID'S KAYAK

Bart Hawthaway's kayaks are all small, slender, lightweight craft, Bart's a truly creative and innovative designer and builder. One of his creations is a small kayak he's designed and built for kids. How little a kid? Well, we had our five year old granddaughter with us on this trip, and she decided after a while that, "Gramp, I want to paddle my own self!" She'd been out with Jane and I in the Klepper double and the Aquaterra Gemini double, and now was ready to solo. So I explained to her as simply as I could how to use the

feathered double paddle (all that was available in small enough size), plunked her into Bart's tiny boat, and away she went. Amazing how quickly a five year old catches on. All the right moves even if the execution is somewhat sloppy. So a five year old could handle it, and judging from the room to spare, I'd guess maybe up to ten or twelve would fit. Bart's usually all booked up ahead building his boats, but he'd no doubt send you info on them all if you request it. He's at 640 Boston Rd. in Weston, MA 02193.



Sea Otter Viking Sea Runner Puffin Seal Eddyline Arluk



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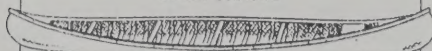
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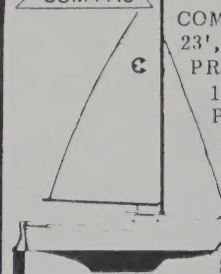
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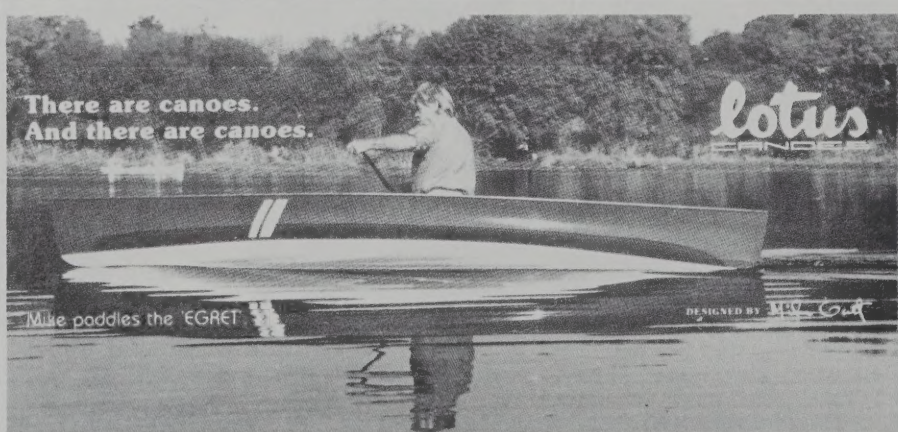
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THE BOSTON TUG MUSTER & PARADE



I helped bring the tug HARBOR HOBBO up from Wickford, RI, the day before the 3rd Annual Tugboat Muster in Boston Harbor on the 25th of July. As we approached Boston Harbor, the dark green tug RELIANCE from Providence paralleled our course into a hot red-bronze setting sun. We were the first two arrivals at Pier 4 in the former Boston Navy Yard. I learned that there were eighteen pre-registrants, and that Boston Fuel hadn't entered yet (as usual), but two of their tugs at the piers across the Harbor were all dressed out in flags. So it looked promising for the morrow.

The morrow was even hotter as the week-long smokey sou'wester continued. I counted over thirty commercial tugs, a couple of play tugs, the Coast Guard's tug PENDANT (with a four-striper Captain hanging over the rail rather than the usual Chief Boatswain!), and even a ferryboat. To watch and help along the fun was a fleet of fireboats, pilot boats, police boats and spectator boats. And plenty of spectators.

Some of the tugs were familiar from earlier Musters. Others like the RELIANCE and the MARJORIE J. WINSLOW, out of Southwest Harbor, ME, had come for the first time to find out whether all the good reports were true.

The Muster was hosted by the members of what has been self-described as the "Boston Chapter" of the respected World Ship Society of London. The "Chapter" is a loose,

very informal group of ship enthusiasts, like marine reporter Bill Coughlin, ship agent Dick Chase, original Muster Founder Pat Wells, and others. A formal structure for the Muster has not yet been achieved, and I hope it never gets too formal (although it would make a reporter's job easier if a listing of entrants and winners were made available). The important thing is that the tug crews have a good time and find out how their tugs rate against others in the same horsepower classes. It is also good for the appearance of some tugs, the paint jobs seem to get fresher and better each year.

How to shoot a group of tugs? This is a better effort than most, looks like a maritime square dance in progress.

Report & Photos by Hugh Ware

Lots of flags this year. Here's last years "Best Looking Tug", the Corps of Engineers' MANOMET with code flags aloft. Taxpayers are getting value for their money here. And she left an equally good looking sister back on duty in the Cape Cod Canal.





All tugs don't look like tugs necessarily. Here's Bill Lee's OCEAN REPORTER out of Rockport, MA. Billy built her in his back yard and had her lifted out by crane. She looks like a fishing boat but is also a tug, a salvage vessel, and a commercial diving platform. Here Billy anchored in a good viewing spot off Pier 4 by dropping the port otterboard to the bottom.



Eastern Towboats' JUPITER and the just painted RUSSELL JR, until recently the Coast Guard's 110' ice-breaking cutter YANKTON, set up for the pushing contest, with irrepressible on-the-water "concert master" Capt. Arthur Knowlton using his GUIDO to help line things up. JUPITER won this round.



Last year two of the Boston Fuel tugs ganged up to challenge the big coastwise barge tower MORTON S. BOUCHARD, JR. That push started a trend, here BIG WHIZZER and a friend go up against THE BIG TOOT.



BIG WHIZZER and GUIDO double up on the vehicular ferry, KNOTT'S ISLAND, a contest that proved probably either tug could have won alone despite the game try of the ferryboat.

Getting ridiculous, as WHIZZER, TOOT and a third tug try out GABY LYNN GISCLAIR.



GARY LYNN was spotted using auxiliary power here, but the handle broke before she could be disqualified.



The only pulling contest (not encouraged due to results of possibly breaking of cables) found the small twin outboard powered tug SEA TOW stronger than the single inboard in the Wheeler Point Boatyard tug, ESTUARY QUEEN.



Capt. Charles Mitchell's JAGUAR out of New Bedford faces off against PATRICIA JO from St. Pete or Miami, depending on how much you believe what you read.

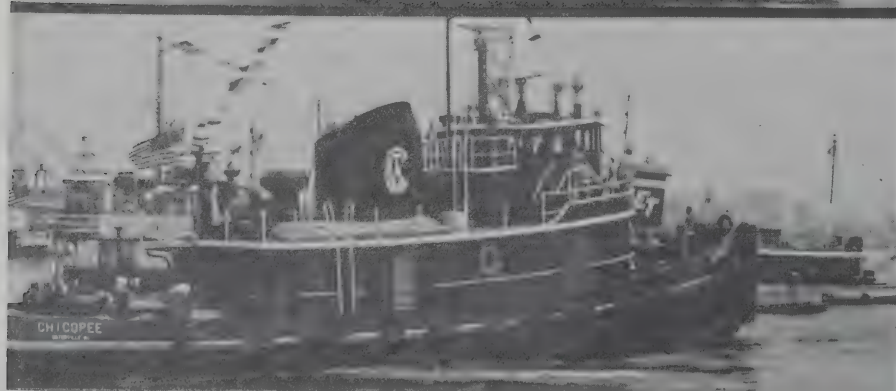




The big boy of Boston Harbor, pride and joy of the Boston Fuel Fleet, the MATTHEW TIBBETTS with Capt. Jake Tibbetts himself in the pilothouse.



Boston Tugboats new tug, the CHELSEA, tried four times in a match with the TIBBETTS to establish supremacy but each time was inconclusive. Interesting back porch picnic area on CHELSEA (no longer of Philadelphia) and double bumpers along the sides.



The ultimate big boy came up from Osterville on Cape Cod, Crosby Yacht's CHICOPEE took on all the big ones and beat them all. She too left a sister, the WAUKEGAN, back on the Cape.

Tugboat pushing is easy. First you line up carefully nose to nose with snickerings and snufflings from air clutches as you back and fill.



Then it's all clear, and check if everything is set, and arrange a starting signal with your opponent on Channel 10.

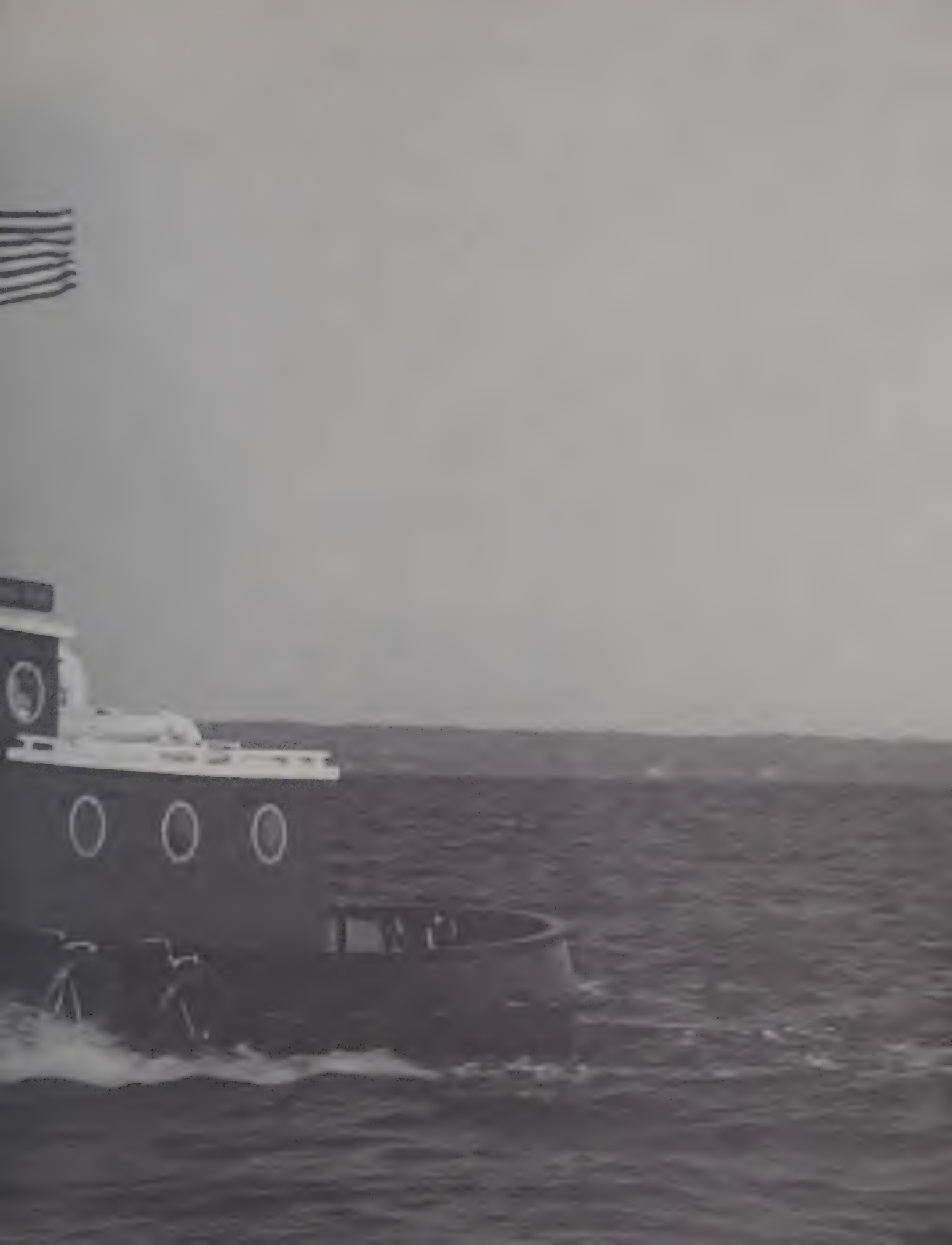


Then it's feed the power to your diesels gradually while making steering corrections to remain aligned. It's no help if your injectors need a little clearing out, but it isn't long before you find out who is the stronger.



Centerspread overleaf: The Wickford, RI, tug HARBOR HOBO trucking on over her home waters on Narragansett Bay. She's owned by marine surveyor Dick Learned and Ensign Matthew Ware U.S.N. There's something about a tug...





Craig's Sailing Canoe

Reader Craig Wilson of San Jose, CA (yes, yes, we do have many readers on the west coast now) has an interesting canoe sailing rig he's built on a budget, and has sent on details and the following comments.

"Occasionally I see articles on sailing canoes on your pages and I think of writing to describe what I have done. This time I'm finally doing so!

My canoe is a home built "Little Chief" from the Fall/Winter, 1976, issue of BOAT BUILDER magazine. The canoe has three

frames, bow and stern stem pieces and about 20 lengthwise stringers, covered with fiberglass cloth/resin. It is 16' long, 40" wide, round bottom, has some rocker. It has no keel and weighs about 100 pounds. The sail rig is explained in the diagrams.

Most of my sailing is on San Francisco Bay. It is more interesting than nearby lakes as it is larger. My most recent trip (as of July 24th letter) was July 12th. I started from Alviso on a slough at the southern end of the Bay at 2 a.m. on a plus 7.1' tide and headed

north with the tide using a small electric trolling motor. About 8 a.m. the tide turned at minus 1.8', about as low as it gets. I was north of the Dunbarton Bridge about 20 miles from Alviso. I then put up the sail and headed back, downwind all the way. I was back on the dock about 3 p.m.

I saw only three other boats, not too many use this southern part of the Bay, too shallow. I saw several seals on my cruise and once during the night, a large bird landed on the canoe and rode along with me for a while."

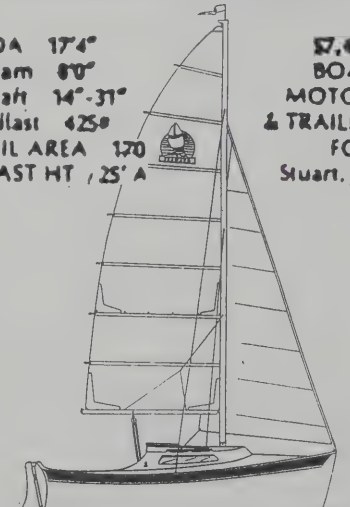


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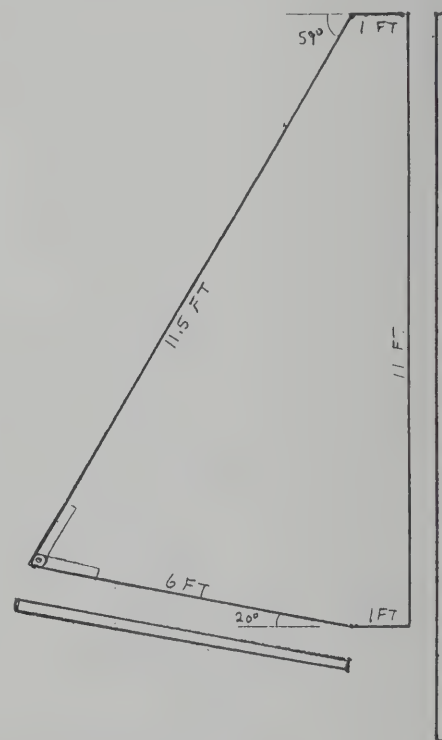
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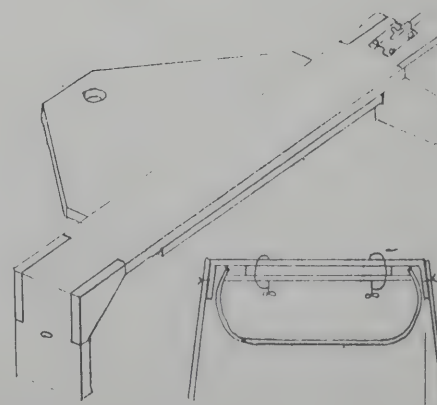


SAILING RIG. This setup features simple low-cost construction from easily available materials. It attaches with C-clamps and is easily removeable and requires no modifications to the canoe. One person can install or remove it in minutes, even out on the water. Sail area of 34 square feet can be simply reduced by rolling onto the mast if the wind picks up. The canoe will hold course with lashed tiller. The transparent 5 mil plastic sail offers good visibility. The sailing speed is usually greater than paddling speed.

LEEBOARD & RUDDER SETUP. The leeboard assembly shown allows the board to be held in raised or lowered position by the barrel bolt shown mounted on top of the mounting bracket. Several holes drilled in the board will allow choices of angle for the board. The board is secured with a 1/4" bolt and wingnut through a 5/16" hole in bracket and board. The bracket can be made with slight angles on each vertical end piece for boards to clear wider section of canoe hull if necessary. The board measures 1"x8"x48" in either of the foil cross sections illustrated. The bracket is attached to thwart or gunwales with C-clamps. For the rudder, use the same setup without mast step piece and vertical piece on one end. Both leeboards and rudder can swing up for shallow water.

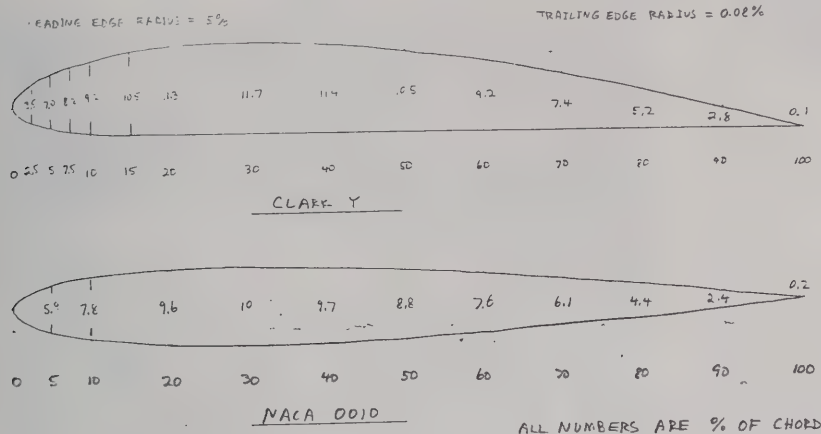


SAIL SETUP. The leading edge of the 5 mil thick plastic sheet sail is attached to the mast, a 1.5"-2" diameter aluminum or fiberglass tube 13' long, with duct tape and rolled up about two turns. A ring for the clew is also taped onto the sail. The boom is a 6' piece of 1"x2" pine attached to the mast with nylon cord.



LEEBOARDS. I have made leeboards with either of the sections illustrated. The symmetrical NACA 0010 foil seems to work almost as well as the Clark Y asymmetrical foil and is certainly less work to build and use. It works well on either tack and is the correct section for the rudder. The Clark Y

foil produces lift to counteract leeway even at zero degree angle of attack and will still operate at higher angles of attack with more lift without stalling, for much less drag. You need one for each tack though. Don't use flat plywood foils, they stall at very low angles of attack and generate much drag.



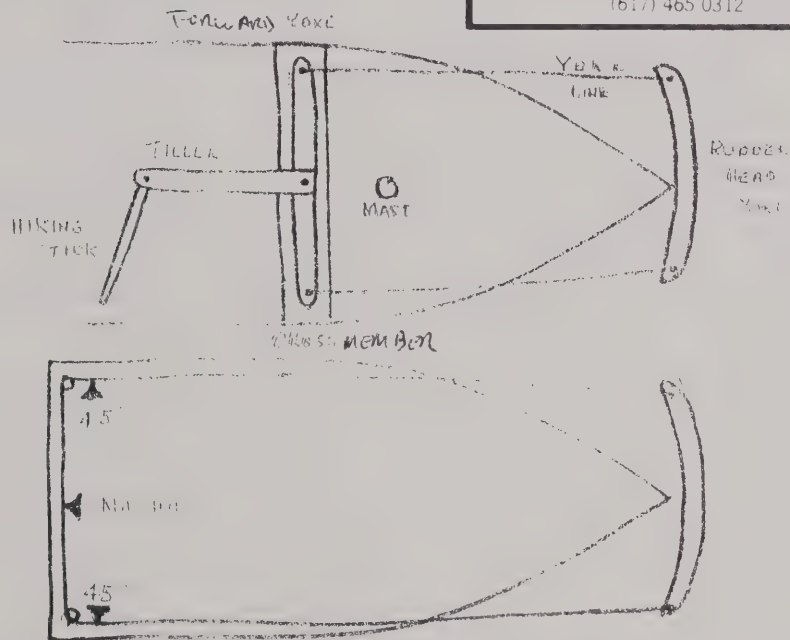
Steering Suggestions

The July 1st issue included information from Carl Erickson and Lionel Taylor on steering sailing canoes rigged with mizzen masts (ketch or yawl). Reader Bob Martin (who has contributed before on sailing canoes) adds the following.

"Another approach to rigging steering for a yawl or ketch rigged sailing canoe, other than the tiller with the "U" in it, is the double yoke arrangement. See my sketch.

I have also found the simple yoke and line method mentioned by Lionel Taylor in that same issue to be very satisfactory. The canoe can be steered from more than one location while you are sitting on its bottom or hiking out. Because very little force is needed to turn the rudder and there is very little friction, it is not necessary to use pulley blocks with rotating sheaves. Dumb blocks or even eye screws serve quite well.

Since the crew of a sailing canoe equipped with yoke and line steering usually sits on the bottom facing forward, it is not convenient for them to be able to determine the rudder position. It is helpful to have a rudder position indicator. I use short lengths of cotton tape to mark points on the line where the rudder is amidships and out at a 45 degree angle either way. See my second sketch."



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Early next morning, Tuesday, July 6, we set sail for Provincetown, Cape Cod, about twenty-five miles distant. The day must have been an excessively hot one on shore, for even on the water we found the heat oppressive, as we lay basking on deck. The wind was so light that it was some hours before we got sight of Cape Cod. As the sloop slowly glided along we gathered at the bows to watch the jellyfish floating by in countless numbers. The Skipper coiled himself up in the shadow of the sail and went to sleep. Our course was headed direct for Provincetown, whose town-house, built high on a hill and looking like a church, was visible long before the rest of the place came into sight.

Presently a slight divergence attracted my attention to our venerable Pilot. He was seated at the helm, his hand firmly grasping the tiller and his head erect, but his eyes were shut. The extreme heat had overpowered his habitual vigilance. Curiosity led me to await the result. The Professor had taken the telescope to inspect a large white object floating on the waves, which we had been for some time approaching, and which proved to be the carcass of a porpoise. The yawing of the vessel distracted his aim. He lowered the telescope, looked carefully at each end, readjusted the focus and tried it again. He caught a glimpse of the land ahead. His eye, experienced on our coast, saw that it was not Provincetown.

"Halloo!" he cried, "what does this mean? You're heading for Truro, Captain Widger."

The Pilot made no reply. He still clung to the tiller, but his chin had descended to his breast, and his honest, good-humored, weather-beaten face had disappeared under a hat that must have been the fashion at Marblehead forty years ago. The Professor surveyed for a moment the sleeping helmsman, then, while the Artist rapidly sketched his figure, took a good look at him through the telescope, and finally approached and gently tried to detach the tiller without awakening him. But though insensible to sound, the old sailor started at the first touch, however light. He shook his head to jerk his hat back to its proper position, rubbed his eyes, gave a vigorous push to the tiller, and said, with a light blush, that it was very warm, and he had been almost asleep.

"It is very hot indeed," replied the Professor, "and if you will turn in and take a nap I will take



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.

the helm. I am tired of doing nothing, and should like to steer awhile."

Captain Widger complied with the suggestion, and in half a minute was sleeping as soundly as a man could sleep. I had observed already the remarkable ease with which he went to sleep at night. But hereafter I kept a sharp lookout for him on hot days and in plain sailing. In bad weather or in dangerous positions no pilot could be more wide awake or more trustworthy.

It was a deliciously easy, lazy voyage. We were ten hours in going twenty-five miles. To be sure, we lay-to occasionally to fish and dredge, but that did not detain us long, for we caught nothing. Either the bluefish had really driven everything else out of the bay, or we did not cast our lines in the right places. The population of the sea, like the population of the land, is fond of concentrating in favorable localities, in cities and towns as it were, leaving wide spaces desert, or at best very thinly peopled. A line dropped at random in the ocean may fall upon a finny Peking or London, or, on the other hand, upon an absolute Sahara, crossed only here and there at long intervals by scanty caravans of fish.

The experienced fisherman knows the populous spots, and governs himself accordingly. But revolutions and conquests and massacres occur at the bottom of the ocean as well as on shore. The place that was once prosperous and populous decays and becomes desolate. The prototypes of Nineveh and Babylon exist in Massachusetts Bay, and it must have been their deserted precincts into which we dropped our fruitless lines. The bluefish is as cruel a devastator as the Mede or the Turk.

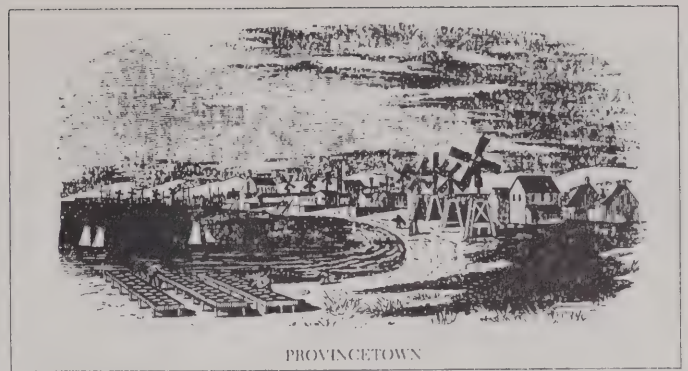
About half-way between Plymouth and Provincetown we dredged in water thirty fathoms deep. The bottom was soft and muddy, and yielded us some curious shells, such as are never seen upon the shore. These were remarkable for their clean, glossy appearance, bright-green color, and the comb-like teeth with which their hinge is armed. They protruded a strong, fleshy foot from between the valves of the shell, striking the hard surface of the deck in vain attempts to burrow in it as they do in the soft, muddy bottom on which they live.

About 4 p.m. we cast anchor in Provincetown harbor, which is one of the best ports in the world, easy of access, secure and large enough to shelter a thousand line-of-battle ships. It is admirably adapted by its quality and position for a great naval station. In the War of 1812 it was occupied by the British cruisers, and they could have found no point better situated from which to harass the commerce of the North. It was this harbor that the Mayflower first entered, and here, on board that vessel, was born Peregrine White, the first New Englander of European parentage.

The Professor took the dory and boarded a lobsterman who was lying-to just outside the harbor. We wanted lobsters for bait, and we wanted them for food. The Professor returned in triumph with a dozen good-sized ones, for which he had paid three cents apiece. In Boston or New York they would have cost five times as much. He brought also the important information that the harbor abounded with flounders or sand-dabs of large size, even twenty pounds in weight.

The Professor, the Artist, and I made preparations for fishing, directing the Pilot, meanwhile, to boil a lobster for supper, and to boil him thoroughly, not less than an hour. We were particular in these instructions, because by this time we had detected in the Pilot, in his capacity of cook, a proclivity to boil eggs too much and other things too little.

The Assyrian, who despised flounder-fishing, however big the flounders, said the heat made him thirsty, and that furthermore he never ventured to



eat lobster unless he had previously fortified what he called his "stom-jack" by some preventive of colic or cholera. Accordingly, while we were getting our lines and bait ready, he persuaded the Skipper to row him ashore at the town, in order that he might quench his thirst with a cocktail, or something of the sort.

When the dory returned, the Professor, the Artist, and I rowed to within a hundred yards of the shore, opposite the town, and dropped the boat's anchor in deep water. We had strong codlines, with two large hooks each, which we baited with pieces of lobster — a very difficult bait to keep on. The lines hardly reached bottom before the flounders began to bite so rapidly that they kept us actively employed in putting on bait, they took it off so easily. Nevertheless, in the course of an hour we had caught twenty or thirty, all large ones, weighing several pounds each. The largest was twenty-eight inches in length by eight in breadth. They bit so eagerly that twice we caught two at one haul of the same line.

The blowing of a horn on board the sloop announced to us that supper was ready. We wound up our lines and, rowing to the Helen, deposited our fish on the deck, giving directions to the Pilot to cook one of the flounders while we went to the town for the Assyrian, whom the Skipper said he had seen through the telescope, sitting on the edge of the wharf for the last half-hour, evidently waiting for us.

We found the Assyrian in an unsatisfied state of mind. As we rowed off, he gave us his opinion of Provincetown. The place, he said, was dry and dreary to the last degree, with a very repulsive-looking set of inhabitants. After walking about for some time, he ventured to inquire of one of the natives for a tavern. The man directed him to an edifice which bore upon its front, in large letters, the words "Union House." He entered, and was accosted by a dentist, the sole occupant, who offered to pull his teeth on moderate terms. On learning

what his visitor wanted, the dentist directed him to a neighboring apothecary as the only man in town who kept for sale anything to drink. The Assyrian, in his usual confident way, demanded a cocktail. The apothecary looked at him for some moments with the air of a person who is too much astonished to speak, and then replied, with grave deliberation, "I do not know what you mean by a cocktail."

The Assyrian, in his turn, stared with astonishment. Here was a depth of ignorance hardly credible. At length he said that he wanted something to drink. He was offered soda-water flavored, at his choice, with lemon, strawberry, pineapple, sarsaparilla. He shook his head. Was there nothing else? "Nothing."

A bright idea flashed on the Assyrian. He des-

cribed to the apothecary the method of mixing a cocktail. The apothecary listened like one to whom a new science is unfolded. Gradually light dawned upon his mind. He produced, from some dusty shelf, an almost forgotten bottle of sherry bitters. The Assyrian seized it with alacrity. In the absence of anything better, cocktails could be made with sherry bitters. The other requisite materials were on board the sloop.

Supper was ready when we got on board. We found the flounder savory, the lobster was boiled enough, and before turning in at nine o'clock we drank with the Assyrian a toast to the speedy enlightenment of Provincetown in the knowledge of national beverages.

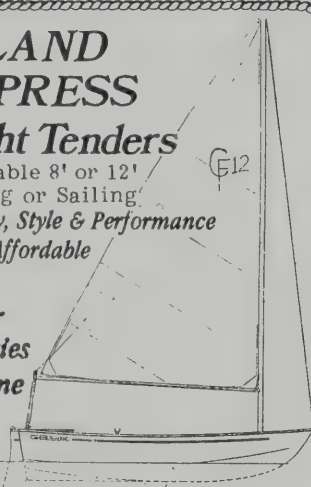
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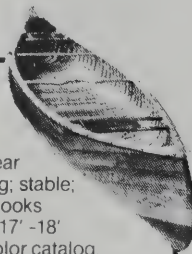
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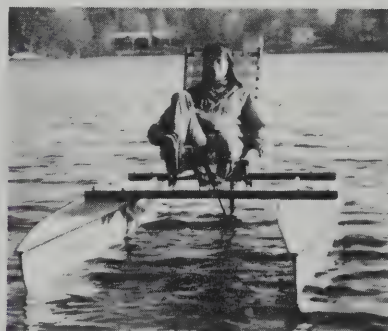
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MIDNIGHT DRIFT

While the rest of the Connecticut River Oar and Paddle Club members slept, or caroused around Selden Island campfires, Greg Scata and John Stratton enjoyed a midnight drift from Quarry Knob down to the Persson Boatyard. A windless, moonless July 18th night and a smooth outgoing tide made the trip restful despite the disconcerting slap and splash of schools of fish that seemed to be everywhere along the route.

Even the powerboat traffic was not too heavy. In addition to keeping discretely out of the channel, Greg and John displayed occasional bursts of flashlight, which seemed to keep the powerboats away. At Essex Landing, partway along, the two swapped boats, Greg taking over the Appledore, John the Club's Seda kayak.

It had been quite different on their way upriver late that afternoon, surf-sized powerboat wakes familiar to all small boat river travelers, and the noisy traffic of a typical summer Saturday. Perhaps the most interesting encounter of that afternoon trip had been with three catamaran rigged canoes paddled by youths from Camp Claire, just about the only other human powered traffic to be seen just before sundown.

For those whose schedules do not permit an overnight campout, Greg and John recommend such an adventure in the river's night time world.

FIRECRACKER 12

A humid day and a hot sun made the Chelsea Rowing Club's third annual Firecracker 12 a long pull up the Thames, even for the fastest boats. A Coast Guard coxed four made the 12 miles from the Gold Star Bridge in New London to the pleasant river park in downtown Norwich in an hour and twenty-seven minutes, just a minute ahead of Chris Schulten in a racing single.

The Firecracker is by far the longest rowing event in Connecticut and includes on its route the famed four-mile Harvard-Yale course. One participant made it even longer. Chuck Stevens rowed his Warning downriver to the 9 a.m. start to make it a 24 mile day. Chuck suggests that Chelsea make this an official race option for 1988.

MASON'S ISLAND CHALLENGE

The Mystic Community Center Rowing Club's Mason's Island Race amounted to about 5 miles of water, most of it unpleasantly rough as a stiff southwesterly pushed Long Island Sound into Mystic Harbor and

ocean-bound powerboats streamed out of Mystic River marinas to add to the fun.

Nonetheless, the organization work of Jack Sauer helped make June 28th an enjoyable morning for the participants, who found that seamanship is as much a part of open water racing as a fast boat and a strong body.

MOBY DICK ATTRACTIONS

New Bedford Harbor on July 4th was a place of celebration as the historic whaling city celebrated 200 years of incorporation and attracted small boaters in canoes, kayaks and traditional and modern rowing craft, as well as the beautiful French gig EGALITE' from the Hull Lifesaving Museum, to the Moby Dick Classic.

This three mile race encompassed three islands, passed beneath two bridges, and was flanked by the boats of the east's largest fishing fleet. A Navy minesweeper and the drugbusting Coast Guard cutter VIGILANT were part of the scene, and open for tours.

In such a mixed bag of boats it's difficult to conclude who truly "won", but the array of racing and cruising boats in competition made a great spectacle. In particular, the sight of the ten-oared gig, coxswain shouting and rudder hard over, charging past three single sculls under the final bridge arch was spectacular.

In related events, the New Bedford area media challenged the political community in an enthusiastic lifeboat race, complete with randomly flailing oars. And the challenge cup race between the city fire and police departments made a fitting conclusion to the morning's events. Finally, and not the least significant, a free lunch for all participants followed.

LYME STREET FAIR BOATING

The Connecticut River Oar and Paddle Club again made the historic Lieutenant River part of the town's annual Lyme Street Fair as club boats cruised the river behind the Bee & Thistle Inn for an hour as part of the Saturday morning Fair schedule on August 1st. The river was a major shipbuilding site and commercial waterway of Old Lyme for most of the town's three hundred years, a heritage largely unknown to today's residents.

Geoff Conklin rowed the elegant dory, FRANCES ATKINS, graced with the presence of Ms. Atkins' daughter, Mrs. Janet Folk. Others who paddled included Diana Sikorsky, Penny Johnston, Mike Sherwood and Nina, Greg Scata and John Stratton.



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CALENDAR

WOOD RIVER CANOE & KAYAK RACE

The Rhode Island Canoe Association hosts its 10th Annual Wood River Race on September 26th, an 8 mile 'round 'trip running upstream from the Bradford access to Burdickville Bridge and back on the lower, deep water portion of the river. A class for "traditional" (non racing) canoes will run a 4 mile shorter course, as will other recreational classes. Dick Maciel, (617) 528-0951.

MYSTIC SEAPORT SCHOONER RACE

Traditional and modern schooners will gather at Mystic Seaport on Friday afternoon and evening, October 2nd, for the October 3rd race on Long Island Sound. About 25 schooners will be on view at the Seaport late afternoon until 6 p.m. Mystic Seaport Museum, (203) 572-0711.

TUGBOAT WEEKEND

South Street Seaport in New York City hosts a tugboat gathering at Pier 16 on October 3rd and 4th, with workshops, demonstrations and special boardings planned. Recorded information at (212) 669-9424.

NOANK WOODEN BOAT ASSOCIATION

Final race of the '87 season will be on the Mystic River at Noank, CT, on October 10th. Information from Jim Cassidy at (203) 536-6908.

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.

TRADITIONAL SMALL CRAFT WEEK-END

The Connecticut River Oar & Paddle Club will host the Third Annual Traditional Small Craft Weekend on October 10-11 at the Seth Persson Boatyard on the lower Connecticut River in Old Saybrook, CT. Added to the customary small boat tryouts, feasting and socializing will be a small boat race of about 5 miles running upriver to Essex and back. All classes of oar and paddle craft may participate. Sunday morning all interested will embark by boats for brunch on Calves Island. Information from CROPC at 18 Riverside Ave., Old Saybrook, CT 06475, (203) 388-2343.

STRIP PLANKING WORKSHOP

Rob Lincoln of RKL Boatworks will teach a three day course on strip plank boatbuilding at the Brookfield Craft Center in Brookfield, CT, on October 16-18. The fee is \$155. Details at (203) 775-4526.

HEAD OF THE CHARLES

The big event for racing shells in the northeast is on October 18th on the Charles River in Cambridge, MA, with a day-long program involving some 900 racing shells, singles to eights, men, women, seniors, etc. Alden Ocean Shell people have a preliminary event about 8 a.m. and then it's non-stop major league rowing the rest of the day. Huge crowds turn out to watch, party and picnic along both banks of the Charles. The start is by the B.U. Bridge, the finish is 3 miles upstream at Christian Herter MDC Park. If serious rowing interests you, you can see the best at this event.

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.

ACA CANOE SAILING

The canoe sailers wrap up 1987 with two October outings. OCTOBER 3-4. Fall Sailing Rally for all classes on Lake Massabesic in Auburn, NH. Larry Zuk, (617) 369-6668.

OCTOBER 10-12. Season Ender Cruise, camping and sailing in Maine or the Adirondacks. Larry Haff, (203) 762-3230.

FALL FEATURES AT SOUTH STREET SEAPORT

Ongoing feature programs at South Street Seaport Museum this fall include the following:

The Great Liner Exhibit, trans-Atlantic passages between the two World Wars at the Museum Gallery, 213 Water St.

Hudson River Images Exhibit, photographic review of Hudson River life from mid-1800's to the present at the Visitors' Center, 207 Water St. & Schermerhorn Row, 12 Fulton St.

Ship Model Collection Exhibit, opening in November at the Second Floor Galleries.

Pilot Gig Construction, ongoing at the Boat Shop, John & South Streets.

Aboard Peking Exhibit, 150 rare photos of life aboard the PEKING, on the PEKING.

WAVERTREE Restoration Tour, behind the scenes tour of the in-progress restoration of this 100 year old square rigger.

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ALDEN OCEAN SHELL ASSOCIATION

Owners of Alden Ocean Shells have two events available to them in October.

OCTOBER 3. Ninth Annual Sippican Regatta, Marion, MA a 5.5 mile row around a headland. Richmond Viall III, Cross Neck Rd., Marion, MA 02738.

OCTOBER 18. Fourteenth Annual Head of the Charles Regatta, Aldens only race prior to racing class events on Charles River in Cambridge, MA. Ernestine Bayer, Box 304, Stratham, NH 03885.

CONNECTICUT CANOE RACING ASSOCIATION

Two canoe races are scheduled in October in Connecticut as follows:

OCTOBER 3. New England Handicap, 6 mile round trip on Farmington River from Rainbow Reservoir Boat Launch site in Windsor, CT. Bill Gardner, (203) 222-8039.

OCTOBER 11. Salmon River Spawner, 7.5 mile flatwater on tidal section of river from boat ramp in East Haddam, CT. Earle Roberts, (203) 346-0068.

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AQUA*VENTURES SEA KAYAKING

Aqua*Ventures wind up their 1987 season of sea kayak outings and workshops in October. These are activities for paying clients. Information at (617) 524-6239 or (617) 391-5954.

OCTOBER 3. Kayak Safety 6 Rescue, Ipswich, MA.

OCTOBER 4. Marine Environment & Navigation, Ipswich., MA.

OCTOBER 4. Parker River Cruise, Newbury, MA.

OCTOBER 17. Concord River Cruise, Concord, MA.

Evening classes are scheduled on October 1st, 8th and 15th.

RADIO CONTROL MODEL YACHT RACING

The October calendar of RC events is as follows:

OCTOBER 3. Thompson Trophy (M), Port Washington, NY, Ned Helmes, (516) 334-5276.

OCTOBER 4. Chandler Hovey Cup (Scale Steam/Sail/Elec.), Medfield, MA, Al Spring, (617) 444-3330.

OCTOBER 10. Ballantine Trophy (M), Port Washington, NY, Ned Helmes, (516) 334-5276.

OCTOBER 11. White Rose (EC-12), York, PA.

OCTOBER 12. Columbus Day (Any Boat), Needham, MA, Al Spring, (617) 444-3330.

OCTOBER 17. MYRRA (M), Central Park, NY, Madeline Tucker, (212) 874-0656.

OCTOBER 18. Chowder Race (Any Boat), Marblehead, MA, Gene Thober, (617) 631-0797.

OCTOBER 18. MYRRA National (M), Saddle Brook, NJ, Alex Chabora, (201) 478-4989.

OCTOBER 24. MYRRA National (36/600), Saddle Brook, NJ, Alex Chabora, (201) 478-4989.

OCTOBER 25. Mill Pond Invitational (36/600), Port Washington, NY, Ned Helmes, (516) 883-8453.

OCTOBER 31. Frostbite Invitational (M), Huntington, NY, John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

The Minuteman Model Yacht Club is looking for an indoor pool facility in which to carry on winter racing. Anyone with any suggested locations should call Al Spring at (617) 444-3330.

RHODE ISLAND CANOE ASSOCIATION

Two outings are scheduled for Rhode Island canoeists in October.

OCTOBER 3. Pachaug River, put in at Rt. 165, take out at Hopeville Park.

OCTOBER 10. Upper Pawtuxet River, a round trip from put in at Furnace Hill Rd. J. Sullivan, (401) 822-3028.

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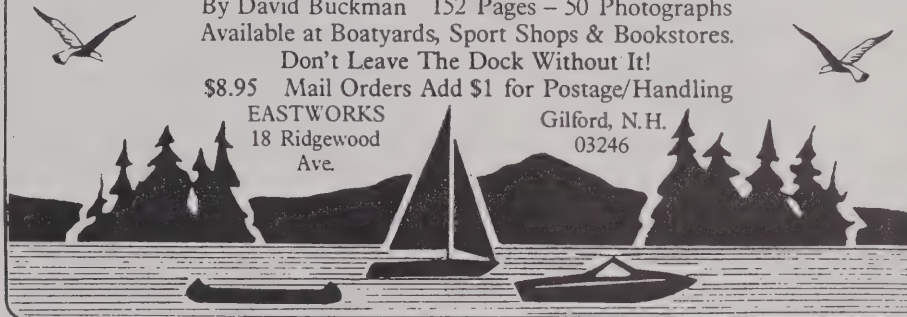
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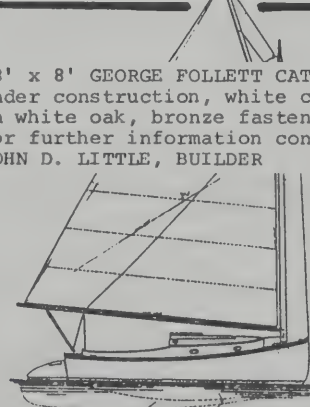
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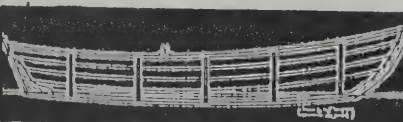


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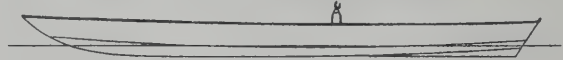


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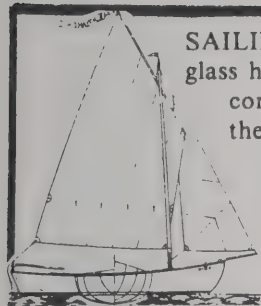
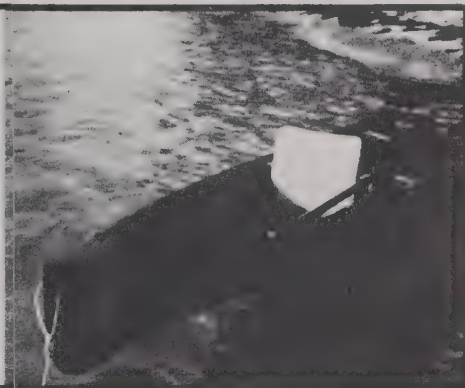
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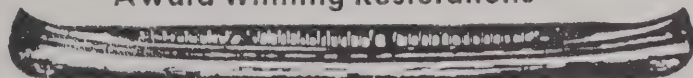
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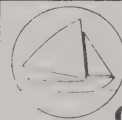
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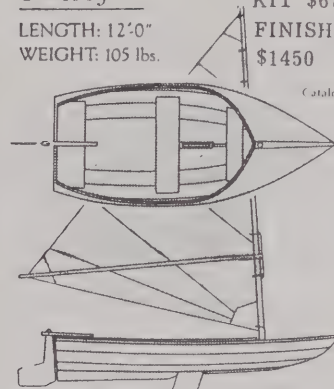
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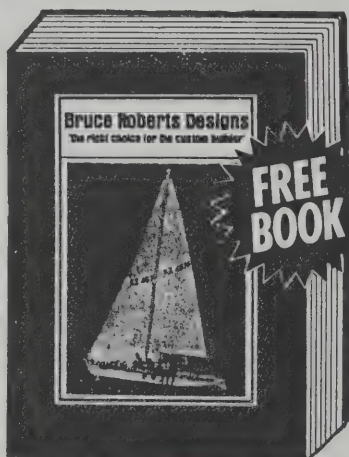
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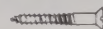
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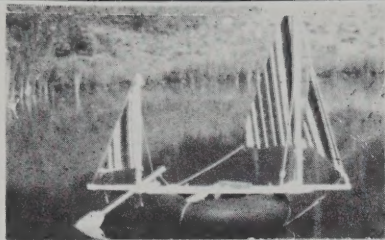
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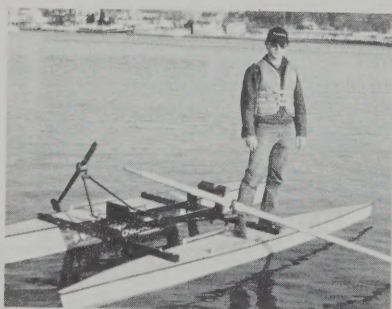
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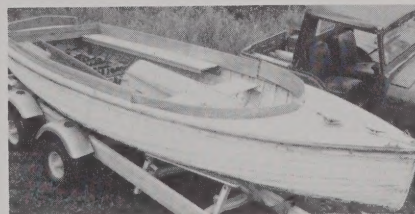
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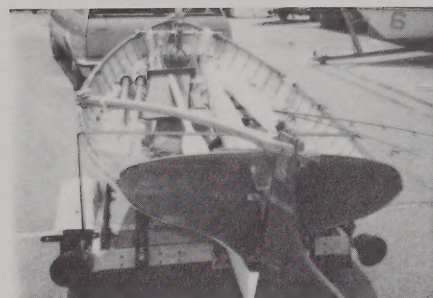
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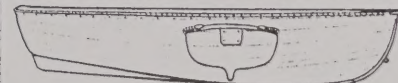
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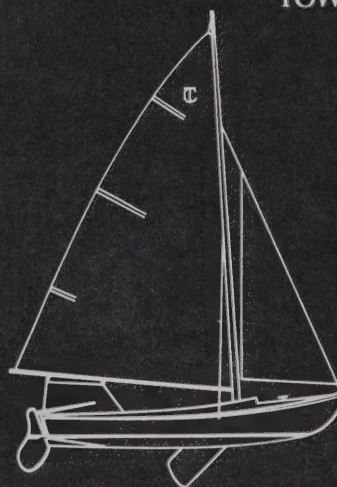


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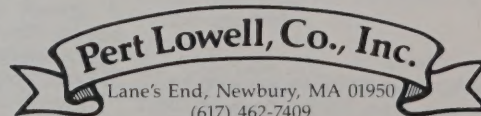
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