

Twice a Month!



messing about in BOATS

Volume 5 ~ Number 10

October 1, 1987





messaging about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$15 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (617) 774-0906
PUBLISHER & EDITOR: BOB HICKS

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Our Next Issue...

Will have a lot of "catch-up"
articles that have been ready for a
while but sidetracked by more time
sensitive material. There'll be re-
ports on Fred Shell's kit boats and
Bob Whittier's Seamaster saga. We'll
tell you about a very large L.
Francis Herreshoff "ocean kayak"
and a 27 pound "Poke Bote" that
we've paddled. Stan Dziema's ad-
ventures getting to cruise the Erie
Canal will entertain you, as will
the return of Tom McGrath's Townie
adventures. We went sailing in the
Boiger designed RED ZINGER and
for a fast (very fast) trip in a 750
hp "Cigarette" type powerboat. We
also looked in on the Mighty Merri-
mack River Rowing Race and its
attendant Race to the Sea for pad-
dlers. That should do it.

On the Cover...

The Wooden Boat Show perked
up this year despite three days of
rain, as more builders turned out
to display their handiwork. It's all
in this issue.

Commentary

BOB
HICKS

Late on the Thursday after-
noon, opening day of the Wooden
Boat Show, I stood in the far tent
out of the rain and talked to exhi-
bitor Bill Clements. Bill was dis-
playing the Nord Vinden double
ender glued lapstrake sailboat he'd
made last year for a Pennsylvania
sailor, and one of his similarly
built Butternut double paddle ca-
noes. Just about nobody was around
by now, the earlier hard-core
wooden boat people, who come on
Thursday to avoid the weekend
tourist crowds, had headed home.
The several other exhibits in the
tent were no longer manned in the
absence of the public.

"I decided to come back after a
couple of years because I've come
to believe that we really do need
this sort of annual show to present
the wooden boat building trade to
the public," Bill explained. He'd
been at the first Show in 1981, but
had passed on the last couple of
years as he was not selling boats
at the Show. Just handing out bro-
chures and talking to people. Like
most people in this trade, Bill had
figured he needed to sell some
boats at the Show for his invest-
ment in time and money to be
there. Now he'd come to a more al-
truistic form of enlightened
self-interest. If his business is to
grow and prosper, the whole trade
needs to be better promoted to the
potential buying public.

Sunday afternoon in bright
sun, amidst the swarm of tourists
who descend on the Show on such a
weekend day, I found Bill all
smiles. His altruism had been more
rewarding than he had expected. "I
sold 1-1/2 boats," he announced,
"and have a fall meeting with a
prospect for another!" How does
one sell "1-1/2 boats" I wondered.
Well, the Butternut was gone, and
someone had ordered half of another,
as sort of a full-size half-hull
model, to hang on an apparently
large wall in his house. Bill was
feeling pretty good. "A lot of in-
terest this year," he went on. "I
understand Tom Hill over there
(Hill builds ultra light glued lap-
strake double paddle canoes) sold
three or four boats too!"

My friends at Pert Lowell
Company, who had a 30' booth
under the main tent, were all
smiles too. Joanne Johnson, Pert
Lowell's daughter, and wife of
Ralph Johnson, who now does much
of the building of the Townie
sloops, commented, "Five years of
being right here really seemed to
pay off this year," they had done a
big business in mast hoops (which

Pert still makes) and taken an or-
der for a 20' Swampscott type dory
and a tentative order for another
Townie.

Down on the floats, Dan Suth-
erland of North River Boatworks
was not so enthused, but not un-
happy. "We had only one really se-
rious prospect for the Rushton
skiff (traditional lapstrake con-
struction) but got a lot of our new
brochures out, and made ourselves
known to a bunch of new people."
Dave Kavner, who builds beautiful
canoe paddles and shares the North
River dock, said he'd made "wine
money" but had a nice time.

On a nearby float, Dan Lind-
rooth was feeling good, he'd "final-
ly sold that little sailing dinghy,"
and also the main stripper canoe on
his display rack. Dan's been com-
ing back every year too from Penn-
sylvania with his Mobile Marine
products, chiefly epoxy/plywood
or strip built craft.

Back up on the pavement, out
front right where everyone comes
through the gate, Bill Niblock of
the Splinter Group, had come all
the way up from Florida to display
a partly built modified Windmill
sloop he was rigging with one of
those cross-thwarts sliding seats
such as the racing 10 square meter
canoes use. His rather bizarre
looking craft seemed to catch a lot
of attention, and he was quite up-
beat when he passed by late Sunday
afternoon bidding us farewell. Cer-
tainly he could have asked for no
better location, but like all six of
the small builders who took advan-
tage of this budget space in the
Show, the three days of rain out of
four had dampened opportunities for
displaying in comfort. Couldn't be
helped.

It seems to me that those boat-
builders who took part this year in
the Wooden Boat Show found it
worth their while. There were more
than last year, which was encour-
aging, about 25 in all had boats
(newly built) to display. But,
there was room for many more, in
the budget small builder section,
under the far tent, and in the la-
goon. What we saw was about 10%
of the wooden boatbuilders in business
in New England alone. And those
on hand who discussed the subject
of the Show with me were mainly
interested in talking about what
"we" can do to build up Show sup-
port. They seem to realize that it's
the wooden boatbuilding trade as a
whole that needs this annual show-
place for its work. That's pro-
gress, in my view.

CORRECTIONS

A couple of recent reports we published contained errors sufficiently disturbing to those involved as to result in requests that I publish corrections. So here goes.

THE CLAYTON ANTIQUE & CLASSIC MEET. I had a couple of names wrong in the September 1st issue coverage of the Clayton, NY, event and museum. The two "Skiff Houses" are named for benefactors, the newest one is the Adelaide S. Gaffney Skiff House, the older one to which it connects is the Pauline Morgan Hall of Skiffs. The new building housing the launches which I referred to as the Dodge Memorial Launch Shed is preferably referred to as the Dodge Memorial Launch House.

THAT NEW BOLGER BATEAU

Our article in the August 15th issue summarizing Elrow LaRowe's recent newsletters concerning Bolger plans he markets, included reference to a bateau being built by a youth group in Philadelphia. Reader Chuck Colgan writes to clarify the subject as follows:

"The new Bolger bateau mentioned on page 3 of the August 15th issue is not being built by 'some sort of Junior Olympics youth program in Philadelphia.' (a direct quote from LaRowe's newsletter) but rather by the Special Olympics (mentally retarded boys and girls) Rowing Program of Philadelphia. Tom Colgan, founder of the Wilmington, Delaware, Rowing Club, and I had Phil Bolger design this boat after Ed McCabe was not able to come up with the plans for the Boston Schools Project bateau.

We are the gofers for Floyd Miller, the University of Pennsylvania boatman, who built fishing boats in Jamaica before coming to the U.S.A. years ago. The boat is finished except for fitting the oar locks and footbraces, and final painting. We're having a hard time finding 7' oars in this area so we'll probably begin with rowboat oars and switch later when we've had time to locate oars we really want. The boat is actually 25'10" (not 25'6" as reported) because Floyd couldn't bring himself to not fit proper bow and stern pieces."

THE U.S.S. CONSTITUTION. The feature coverage of July 4th in Boston and the U.S.S. CONSTITUTION in our August 15th issue included historical inaccuracies on my part involving when Old Ironsides went to the Mediterranean to deal with the Barbary Pirates. New subscriber Richard Berg points out that these "anti-terrorist" actions took place between the mid-1780's

and mid-1790's, prior to the War of 1812. And they were directed at Tripoli, not Tunisia. Since Richard is a volunteer librarian at the Constitution Museum and also a tour guide there, he ought to know. Richard recommends the book, "A Most Fortunate Ship" by Tyrone G. Martin, Cmdr. U.S.N. Retired, who was C.O. of the U.S.S. CONSTITUTION from 1974 to 1978. And if you get the chance, go through the Constitution Museum next door to the ship at the Charlestown Navy Yard.

ANNOUNCEMENTS

MORE READING ON THE U.S.S. CONSTITUTION

Reader Jack Andrew writes to inform us about an interesting book he's read about the construction of the U.S.S. CONSTITUTION and her sister ships. The title is "Live Oaking, a Southern Wood for Northern Ships". The book was published, he thinks, by the University of Virginia. Apparently live oak is a very twisty grained wood ideal for frames and knees but not for planking. Old Ironsides has very closely spaced frames of this wood, giving her hull its extreme strength. The British had no access to this wood. Jack borrowed his copy through his local library's inter-library system.

Jack also mentions that John Gardner discusses live oak flooring (rare) at the old Boston Navy Yard in his "Building Classic Small Craft #2" in the section on wooden planking.

INTERNATIONAL GIG UNION

The International Gig Union has been organized by Jim Thayer of Mechanicsville, VA, and Collbran, CO, with the purpose of acting as a clearinghouse for information on gigs and gig racing, coordinating racing and other gig events, encouraging contests which are seamanship tests rather than pure speed events, and fostering international competition and fellowship.

Who is Jim Thayer? He is an avid oarsman and boatbuilder who builds a line of fiberglass hulled pulling boats. He also publishes periodically the THOLEPIN, a highly regarded small boat periodical amongst those in the know. Jim will now add the new Gig Union's newsletter to his publishing tasks.

Current projects of the Union are the development of a standard design and kit for an economical gig which could be built by local clubs, and the exploration of means to encourage participation of Americans in the traditional boating fete at Douarenez, France, in August, 1988.

Thayer has invited a group of distinguished oarspersons and small boat sailors to serve on a Board of Governors to establish Union policies. An annual membership dues of \$5 per person has been set, and a boat registration fee of \$25.

The International Gig Union has set up headquarters presently at Rt. 1, Box 75, Collbran, CO 81624.

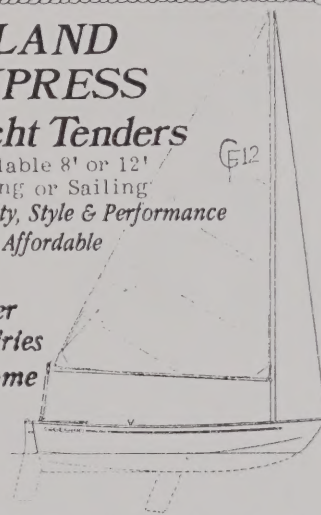
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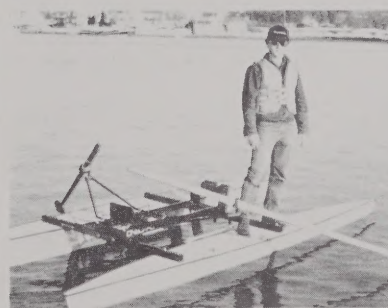
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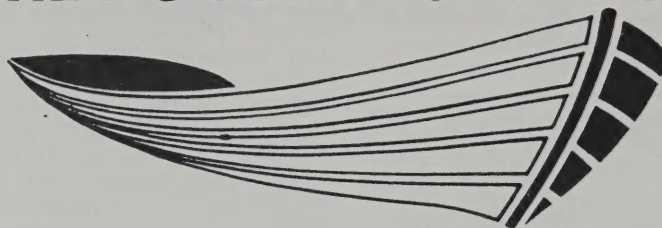
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THE WOODEN BOAT SHOW



Report & Photos by Bob Hicks



Top: The Landing "fleet" at dockside. Bottom: Matthew Cooper sails his EC-10 in the lagoon.

If Mother Nature had intended that boats be built from wood, then why did she rain for three days on this year's Wooden Boat Show? Thursday and Friday it rained a lot, and was cool. Saturday the rain let up and late in the day it cleared, but it was still cool. Sunday was a glorious bright, clear summer day. The rains drove people under cover, on Thursday the in-the-water exhibitors, and those up front in the new small builders' section, at first took cover under plastic and umbrellas, but eventually fled themselves under the tents where the public had gone.

Despite the rain, exhibitors told me that Friday and Saturday were pretty good days, Saturday better than Sunday, even. Of course, anyone who goes to an outdoor boat show in the rain has to be serious about the boats. So the Thursday and Friday people, though not numerous, were perhaps more valuable to the exhibitors than the Sunday gawkers.

The rain really hit the new small builder section hard. The Show had set up an open space right inside the public entrance where small builders could rent space at smaller fees than under the tents, to encourage those of limited resources to take part. A half-dozen did, but their prime location was hurt badly by the rains, how do you show your boat and distribute literature with rain pelting down and people hurrying by towards shelter under the tents?

In the water displays were a bit thin, if it were not for a half-dozen boats in the lagoon from the Landing School, it would have been virtually empty on Thursday. By Saturday, some mahogany runabout people had turned up to fill in the blanks. Only four builders had floats of their own. The outer docks were again lined with larger used wooden yachts for sale, I counted ten powerboats and twenty sail, many with broker Dick Sciuto's tags on them. Sciuto said last winter that this has been a great Show for his business. Several smaller used boats were also offered, located on land sites.

There were many exhibitors of useful products and services related to wooden boats, with not very

many "fillers", firms that show up at the Show offering trinkets and artifacts marginally, if at all, related to wooden boats. Three boat-building schools exhibited, the Landing School, the Rockport Apprenticeship and the Washington County Vocational School. The Wooden Canoe Heritage Association and the Antique & Classic Boat Society were on hand, but no Traditional Small Craft Association this year. No volunteers I guess.

Despite the poor weather most of the Show, my feeling was that the Show was better this year, that the extra effort the management put into attracting back badly needed builders had at least reversed the shrinking trend. It still needs a lot more support from builders to regain its earlier inspirational ambience. What follows here is a subjective review of what caught my attention the most at the 1987 Wooden Boat Show.

THE SMALL BUILDERS

The cost of exhibiting at the Wooden Boat Show, while not anything like that of the major consumer boat shows, is nevertheless an obstacle for some small wooden boat builders. To accommodate to this, the Show arranged for a small builder section on land right by the entrance to the Show, with space rented as needed by the square foot, no frills, no tent, just space. A half dozen builders took advantage of this arrangement.

The Splinter Group is a guy named Bill Niblock from Sarasota, FL, who builds and restores high performance wooden sailboats, the Windmill a favored type. This year Bill had a partly done modified Windmill being fitted with a sliding seat device for "hanging out there" in comfort while charging to windward. Splinter Group is at 4023 Sawyer Rd. #165, Sarasota, FL 34233, (813) 922-8462.

Spring Creek Kayaks presented solo and double versions of the builder's concept of Alaskan eskimo kayaks, canvas covering over wood strip frames, but with varnished plywood decks. Deep-Vee hull cross section looked unusual to me, but the builder claimed that when afloat loaded, the kayak sets down

almost onto its gunwales, stiffening up. He also was explaining to others inquiring that his boats were really not "ocean" kayaks as built, but would need some unspecified modifications. Interesting and original in concept, how they work remains unknown to me.

Wooden Craft of Illinois had a 14'9" Whitehall strip built above the garboard planks, nicely finished. According to owner John Farwell, the boats are built in Mexico using exotic woods, like cypress planking and Spanish cedar thwarts and transom, fastened together with Weldwood glue and silicon bronze fastenings. The whole intent is to provide a nice Whitehall of wood at well under the traditionally built custom versions. Carl Felix, formerly an instructor at Washington County Vocational Technical Institute, is the technical consultant on this product. Wooden Craft is at P.O. Box 191, Libertyville, IL 60048.

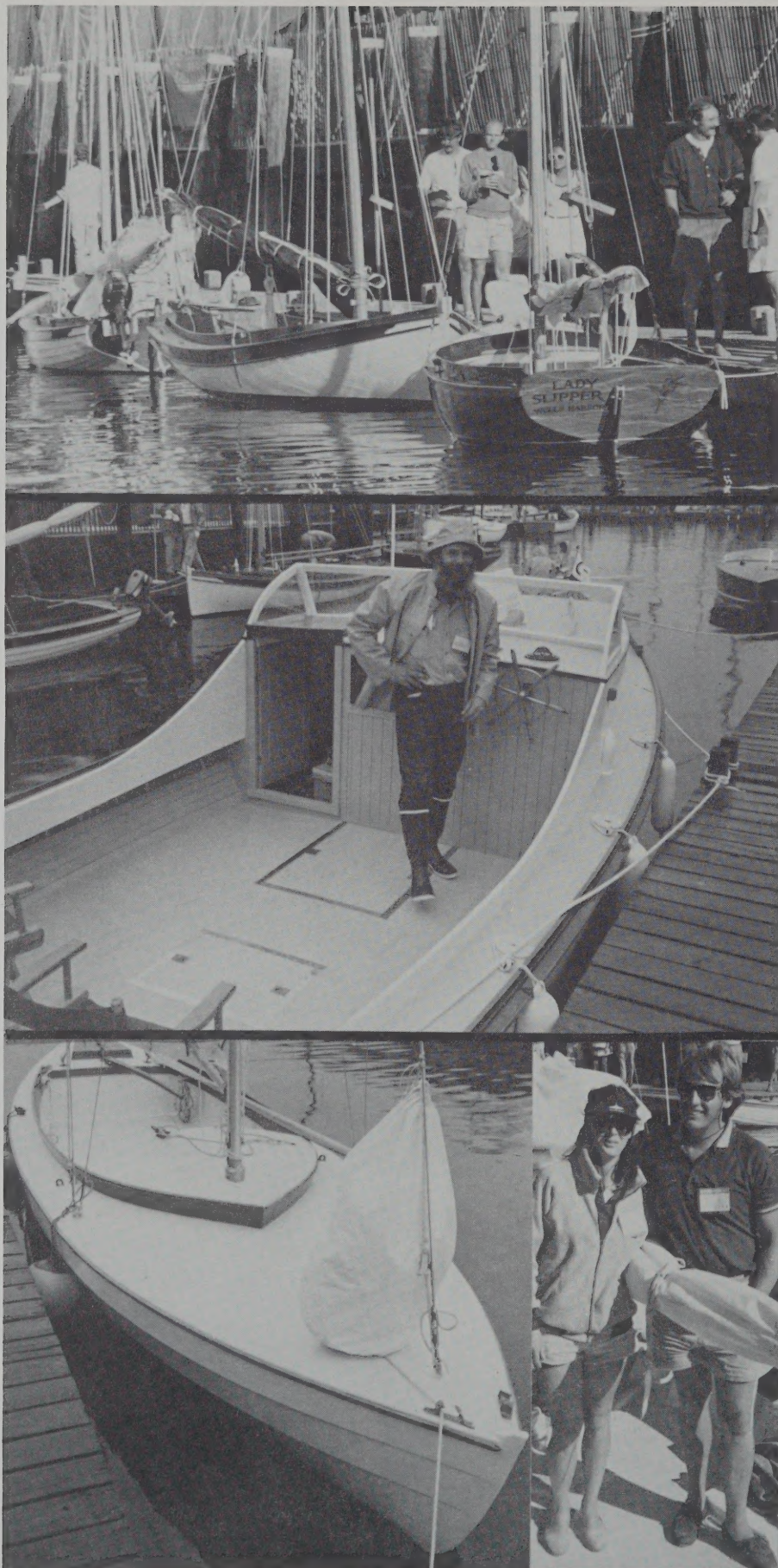
Concordia Boats had their Beetle Cat on display again this year, Leo Telesmanick is now retired but the young builders today are still turning out this "production" classic regularly in South Dartmouth, MA.

Greenleaf Boatbuilding and Blue Moon Canoes were two Canadian exhibitors, Greenleaf displayed a large lapstrake traditional sailing craft while Blue Moon offered a nice strip built canoe.

Over to one side under its own little tent, Merryman Boat in a Box set up and put together one of their British designed kit dinghies, which was later raffied off during the Show.

From the top: The Small Boat Builders' area was just inside the main entrance to the Show. It sure could have accommodated a lot more exhibitors, in a really desirable location. Bill Niblock of Splinter Group talks fast sailboats with Dan Segal of THE YACHT magazine, who loves fast sailboats. Greenleaf Boats brought this nicely built traditional lapstrake craft down from Canada. The man from Spring Creek (right) explains his unique kayaks.





From the top: The Landing School took up much of one dock with this fleet of sail. Michael Porter brought this Chebeague 26 to the show, a workboat style cruising powerboat. Geoff and Candy Heath and their Fox Island One Design.

IN THE WATER

Not as many boats as you'd have liked to see were in the water this year. The used wooden yacht basin was full up with about 30 sizeable craft, but the new boats by builders were the ones in shorter supply.

The Landing School was out in force, they had two of the Buzzards Bay 18 sloops they build, a replica of a Herreshoff 12-1/2, a cruising catboat and a small traditional lapstrake dinghy in the water, occupying a good deal of one side of the lagoon (in the adjacent tent they had the 28' Hackercraft replica they built to order this past winter). It seems as if John Burgess wanted to be sure there were enough wooden boats on hand this year. John, and Steve McAllister of the Rockport Apprenticeship, both expressed much concern about attracting more boatbuilders to the Show. While selling these "byproducts" of their training program is essential to the School's economics, their main purpose is still attracting students for their professional boatbuilding program. The Landing School is at P.O. Box 1490, Kennebunkport, ME 04046, (207) 985-7976.

The Rockport Apprenticeship had the Stratsern WATERWITCH in the lagoon next to their small booth where a simple dinghy was undergoing construction. They too are chiefly in the business of training would-be wooden boatbuilders in the traditional ways of building. The Rockport Apprenticeship is at Box 539, Rockport, ME 04856.

Michael Porter of Chebeague Island, in Maine's Casco Bay, returned to the Show this year with his Chebeague 26 workboat type pleasure motorcruiser. The boat is a combination of traditional Maine lobsterboat seakindliness and traditional beauty, Michael does very nice work. Utilitarian in appearance, the boat is finished off for recreational enjoyment. It's the only one right now, priced at \$37,000, for Michael is busy for the next couple of years building a 36' steamboat. He's on Chebeague Island, ME 04017, (207) 846-3145.

Torngat Engineering is a new company name for Geoff Heath of Vinalhaven, ME. Geoff's adventured in the past sailing a Wayfarer Dinghy alone up the Labrador Coast and taking Folbot kayaks to Labrador for tryouts for outdoor adventure programs. Now he's settled on Vinalhaven and he and his wife Candy are busy building businesses in boatbuilding and interior decorating design work. Geoff's boat, the Fox Island One Design, is a 22' double ender designed for him by Joel White and built by Geoff of wood with modern techniques to minimize annual maintenance time and expense. It's a daysailer/racer with a low cuddy for gear or occasional

shelter, superbly built and finished with seven coats of polyurethane boat enamel and minimal varnished mahogany trim. Torngat Engineering is at P.O. Box 451, Vinalhaven, ME 04863, (207) 863-2126.

Redmond Design is Steve Redmond of Burlington, VT, whose most famous design has to be ELVER, and this year Steve had an ELVER on hand, used but there to be seen by all interested in this roomy double ender that has attracted over 500 plans buyers so far. Nothing like seeing the finished boat to inspire one to buy a set of the plans. Redmond Design is at P.O. Box 1605, Burlington, VT 05402-1605.

Dick Puisifer builds just one model of boat, his Casco Bay Hampton powered with a Yanmar Diesel. In Thursday's pouring rain, he mentioned to me about the men in white coats looking for those of us so crazy as to be here, but I noticed a steady crowd surrounding his boat almost all the time, even when Dick was under cover in the tents and his son was doing the sales pitch for him out in the rain. Dick certainly doesn't "need" to be at the Show, but he always is. And his boat is a durable attention getter. Dick Pulsifer is at RFD #3, Brunswick, ME 04011, (207) 725-5457.

Dan Sutherland of North River Boats had his recently completed Rushton lapstrake skiff, HENRY S. in the water, and it was often seen out in the lagoon. On the dock was one of their rowing shells (recreational). Another regular at the Show, North River is at 6 Elm St., Albany, NY 12202, (518) 434-4414.

Matthew Cooper is the only builder I saw at both this Show and the earlier Small Boat Show in May. Matthew spent a lot of time sailing his 10' DC 10 frostbiter/one design sailing dinghy around the docks, the bright red hull of LECHORN attracting attention with its nimbleness. Matthew's wife told me they'd been handing out LOTS of pamphlets on his design, available as plans or as boats, complete or partially constructed. Cooper Boatbuilding is at 267 Sippewissett Rd., Falmouth, MA 02540, (617) 548-2297.

Mobile Marine is a name that conjures up some sort of marine electronics firm, but it's Dan Lindrooth's wooden boat business. Dan has strip built canoes and epoxy/plywood sailing and rowing dinghies to offer with always the "next" boat in mind. His little COOT sailing dinghy found a new owner at this year's Show much to his delight. Mobile Marine is at 2924 Orchard Ln., Huntington Valley, PA 19006.

Coastal Products had several small tenders out on the end of the dock, they appeared to be nice solid little boats of a utilitarian nature.

Steve Redmond shows an ELVER to an interested onlooker.



One of John Morgan's Hackercraft runabouts returns from a trial trip.

THE RUNABOUT REPLICAS

Replicas of mahogany runabouts of yesteryear continue to appear and several made the Show this year.

Hackercraft is John Morgan's product from his Lake George, NY, shop where he's done restorations of classic runabouts and Gold Cup racers for many years. Last year his 26' version attracted much attention at the Show, and this year two of the boats were brought in. Original design built with modern techniques and power, the Hackercrafts are now offered in 6 sizes. Hacker Craft Boat Works is at Silver Bay, NY 12874, (518) 543-6666.

Grand Craft had two of their boats up with the small builder displays. I guess they liked the location. These are built by people formerly with Chris Craft and follow Chris Craft designs. One of the two on display this year was a replica of an older vintage multi-cockpit boat with a canvas "convertible" top for the front cockpit, more nostalgic than the later 1940ish speedboat.

Spencer Boats displayed an 18'

or so sort of modern styled mahogany runabout in the lagoon, a nicely finished boat, but I missed connecting with the builders on my rounds to obtain more information.

Garwood (Today's) was represented ashore in a booth with literature and video, but I failed to run across any of the boats in the water. They may have had one there, but I missed it. They offer three models, the 33' Baby Gar, and 22' and 28' models. The GarWood Boat Company is at 129 Columbia St., Cohoes, NY 12047, (518) 235-4780.

Two restored originals were on display for sale. HELENA is a 1926 Baby Gar 33 footer claimed to be the most authentic original Garwood known, with its huge 500hp 12 cylinder Liberty engine. Occasionally this monster was fired up in the confines of the lagoon, a noise indeed. It's for sale for \$185,000 by The Restoration Group at (212) 736-2300. A more sedate Fay & Bowen launch made the scene on the weekend with its wicker chairs and such period details, but I failed to catch up with the people who brought it to the Show.



From the top: Karen and Bill Clements were very pleased with the Show this year. An interesting copper bottom on a restored antique duckboat by Ross Brothers. The FEDERALIST model square rigger from Maryland.

IN THE TENTS

A few builders had space under cover and they enjoyed the extra traffic "indoors" that the rainy weather encouraged.

Pert Lowell Company again displayed their Townie sloop and all the mast hoops and related traditional wooden sailboat gear they make. As usual, Townie fans gathered at the booth, and this year they could obtain copies of Tom McGrath's book, "Adventures in a Townie". At about \$6,500, the 17' Townie remains a real value in a traditional, yet lively performing, daysailer. Pert Lowell Co. is at Lanes End, Newbury, MA 01950, (617) 462-7409.

Bill Clements returned to the Show this year after several years layoff and was pleasantly surprised at the business he did (see page 2 "Commentary"). Bill and Karen have stayed with the struggle to get established in wooden boat-building for 7 years and now he's getting almost too busy, he says, that is for a one-man shop. He builds glued lapstrake ply traditional designs, his Scandinavian inspired Nord Vinden double ender, Butternut double paddle canoe, and Princess sailing canoe all very attractive modern day replicas. Bill Clements is at 18 Mt. Pleasant St., N. Billerica, MA 01862, (617) 663-3103.

Lowell's Boat Shop (unrelated to Pert Lowell Co.) was back on their every-other-year schedule for this Show, George and Jim Odell featuring their sailing dory fully rigged. Jim and George carry on several generations of Lowell tradition in the original Lowell shop from 200 years ago on the Merrimack River at 459 Main St., Amesbury, MA 01913.

Tom Hill was in his usual spot in the far tent, more space than ever, with four of his glued lapstrake ultra light double paddle canoes on display. Tom's been with the Show since it began and always seems to do well, his boats are light and lovely and not expensive. Tom is located at Box 16 in Shelburne, VT 05482, (802) 985-3534.

ON LAND

A few exhibitors opted for outdoor land space, aside from the small builders' area. Less expensive than under the tents, but oh, that rain.

Washington County Vocational Technical Institute from Eastport, ME, was back promoting their boat-building training program, with one of the Herreshoff 12-1/2's students build again on display. This is a state supported vocational program for would-be professional boatbuilders and is highly regarded in the trade.

Ross Brothers had a trailer load of nicely restored old wood/canvas canoes. It was

explained to me that they buy up old canoes that are not derelict yet but can be repaired, recanvased and refinished and then resell them. Amongst the canoes was what appeared to be some sort of beamy kayak resembling a Folbot. It turned out to be an antique duck-boat with a completely copper covered bottom, "to break the ice in late autumn hunting outings on the marshes". An interesting craft indeed, nicely refinished. Ross Brothers are located at 28 N. Maple St. in Florence., MA 01060, (413) 586-3875.

The Federalist is a 15' model of a square rigger, the original was also a 15' model built in 1788 by Maryland business leaders for use in celebration of the successful conclusion of the drafting of our

USED BUYS

Aside from the more costly used wooden yachts offered in the outer basin, several smaller used wooden boats were displayed this year by hopefuls.

The \$300,000 Lightning was claimed by its exhibitor, a man from Illinois, to be Lightning #1. His placard included no price so I asked. "I'll start off with a nice round arbitrary figure of \$300,000," he responded. Well, Lightnings of comparable condition (it was in decent shape, but no better) can be had for \$3,000 hereabouts, so assuming he was pulling my leg I pressed my inquiry. He remained adamant. Sunday afternoon it was still there, and no, he hadn't sold it yet. Still asking \$300,000? Well, maybe not, but the offers he'd received weren't reaching his expectations. How does one assure buying the #1 boat of a 15,000 plus run of class boats? I don't know, it's all on paper, and who's to confirm the pedigree? I guess it went home to Illinois.

A Folkboat in the water for \$6,300 was more like it. Built in 1953 in Sweden, it was no cream puff but had been sailed over by Bob Cox from Noank, CT. It had been extensively refitted in 1985 by a professional yard. Sunday afternoon, Cox was absent, a sign on the companionway hatch suggested interested persons call him at (203) 426-0852. So maybe it's still available if you're interested.

A very traditionally finished (coiled wood interior sort of thing) Swampscott dory of 16' was offered at \$2,300 with sail rig, etc. Definitely for the traditionalist, built from John Gardner plans from Mystic Seaport. The sign said that John would be there Saturday and Sunday. On Sunday when I checked, he wasn't. But he can be reached at (401) 823-7896 if you're interested.

A nice 18' Celebrity sloop was offered at \$4,500, I failed to garner more information.

Constitution. Now the Maryland Federalist Foundation has had built a replica of that original model by Melbourne Smith. A 15' square rigger model can be sailed by a couple of persons, and it is completely rigged for sailing as a real square rigger. It was not, however, in the water at the Show, but on land. I'm not certain what purpose it serves other than to promote the interests of the Maryland Office of the Bicentennial of the U.S. Constitution.

The Osprey was a fast looking 16' or so racing sailboat tucked away behind the end of the main tent, judging from all the strings and pulleys on the fast looking cold molded hull. Unhappily I missed connection with anyone at this exhibit.

Elf was an enigma, on the gas dock all weekend on its trailer, a stubby little inboard of overall decent appearance but rougher looking in closeup detail. No sign, no seller, not when I passed by. Hailing port was Marion, MA.

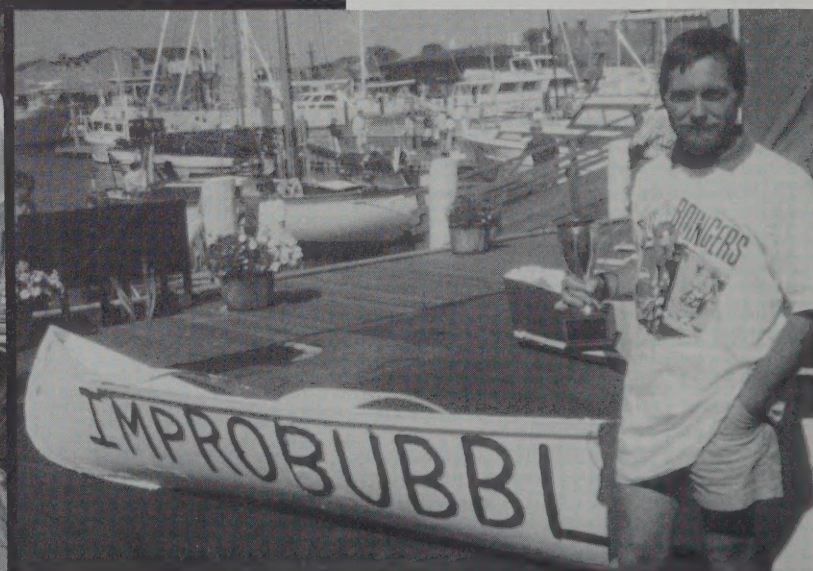
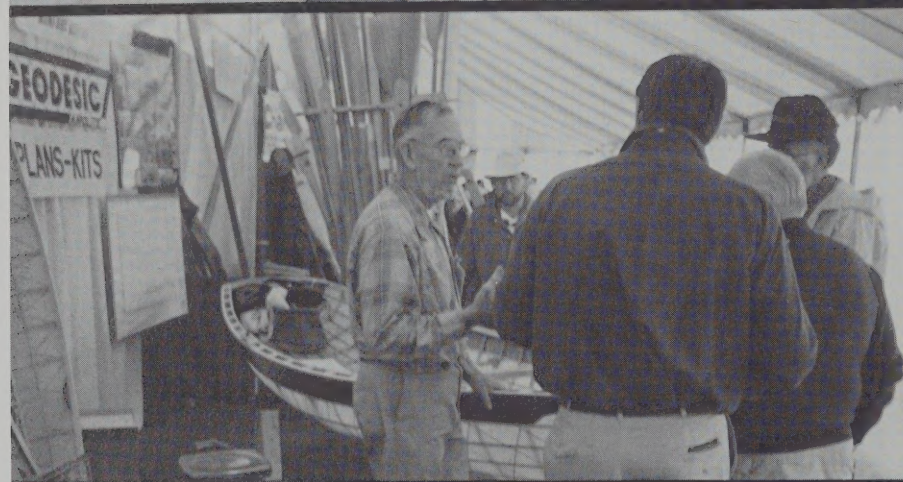
ASSOCIATIONS, MUSEUMS, ETC.

The Antique & Classic Boat Society set up several member's restored runabouts over on the gas dock area with an awning. The Wooden Canoe Heritage Association did the same by the small builders' area with several restored traditional canoes and Geoffrey Burke's new 18' lapstrake canoe. The WCHA now has a new membership secretary, Edward Cumming, 38 Indian Meadow Dr., Northboro, MA 01532.

The Museum of Yachting had a tent also, but their piece de resistance was the looming presence on the outer dock of SHAMROCK, the old America's Cup J-boat. What a huge sloop! Members only were welcomed aboard, although one could join up at the Show and then tread the hallowed decks of this historic craft. The Museum is located in Newport at Fort Adams Park.

Top left: A Folkboat for \$6,300. Top right, a Swampscott dory for \$2,300. Bottom: ELF was an enigma, no price, no identification.





GEAR

Lots of gear was displayed along with trinkets, trivia, clothing, books, and machinery. I'll not run through it all but the following major items were there to be seen and considered.

Paddles and oars by Shaw & Tenney of Orono, ME, and Water Power Products of Lunenburg, NS.

All kinds of bronze hardware, and a one-lunger Atlantic engine by Lunenburg Foundry & Engineering of Lunenburg, NS.

Epoxy products by Gougeon Brothers of Bay City, MI, and System Three of Seattle, WA.

An enormous range of marine plywoods by Harbor Sales of Baltimore, MD.

Traditional sails by Thomas Clarke & Co. of Essex, CT.

Custom wooden spars by Randolph Spars of Mattapoisett, MA.

Expensive but oh, so impressive, power woodworking machinery by Wilke Machinery Co. of York, PA.

Plans for exotic "geodesic" ultralite wood/fabric/kevlar boats by Platt Monfort of Wiscasset, ME, for much more traditional looking boats of all sizes by Jay Benford of St. Michaels, MD, and for a variety of boats WOODEN BOAT magazine has published.

Left from top: The guys from Water Power Products with what might be the first "geodesic" oar, heat shrunk dacron over wooden frame forms the blade. Platt Monfort talks about his "geodesic" boat designs.

THE SIKA CHALLENGE

Yes, this annual "Quick & Dirty Boatbuilding Contest" again took place sponsored by Sika Flex.

Several teams undertook to create original designs for oar and sail in record time and then race them. I

missed the whole thing but, thanks to Walter Fullam, the winner and his craft are herewith pictured.

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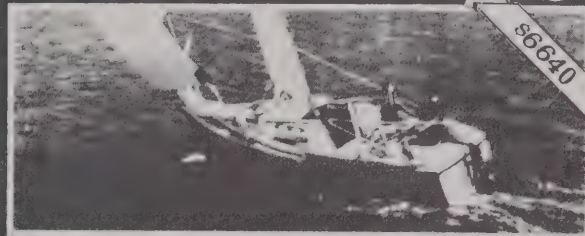
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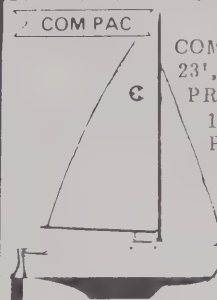


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The Blackburn Challenge



Blackburn, with hands frozen to oars, rowing up Little River, N. F., after a fearful struggle of five days and nights without food or water.

It was an ambitious first event for the Cape Ann Rowing Club, a 25 mile race circumnavigating Cape Ann. The Annisquam River cuts off Gloucester and Rockport, MA, from the mainland, in effect making Cape Ann an island. Befitting the scale of this challenge, the event was named the "Blackburn Challenge" for Gloucester's fisherman hero, Howard Blackburn. If you don't know about Blackburn, suffice it to say he rowed a dory one winter, after losing contact with the fish-

ing schooner in fog, hundreds of miles across the Grand Banks to safety in Nova Scotia, his hands frozen to the oars.

Well, it turned out to be too ambitious, but only because Mother Nature interfered. Saturday, August 29th, was the third day of cold northeast rains and winds and the eastern shore of Cape Ann was bearing the brunt of the northeast wind with sizeable seas and surge. So, the route was shortened, it would run up the Annisquam from

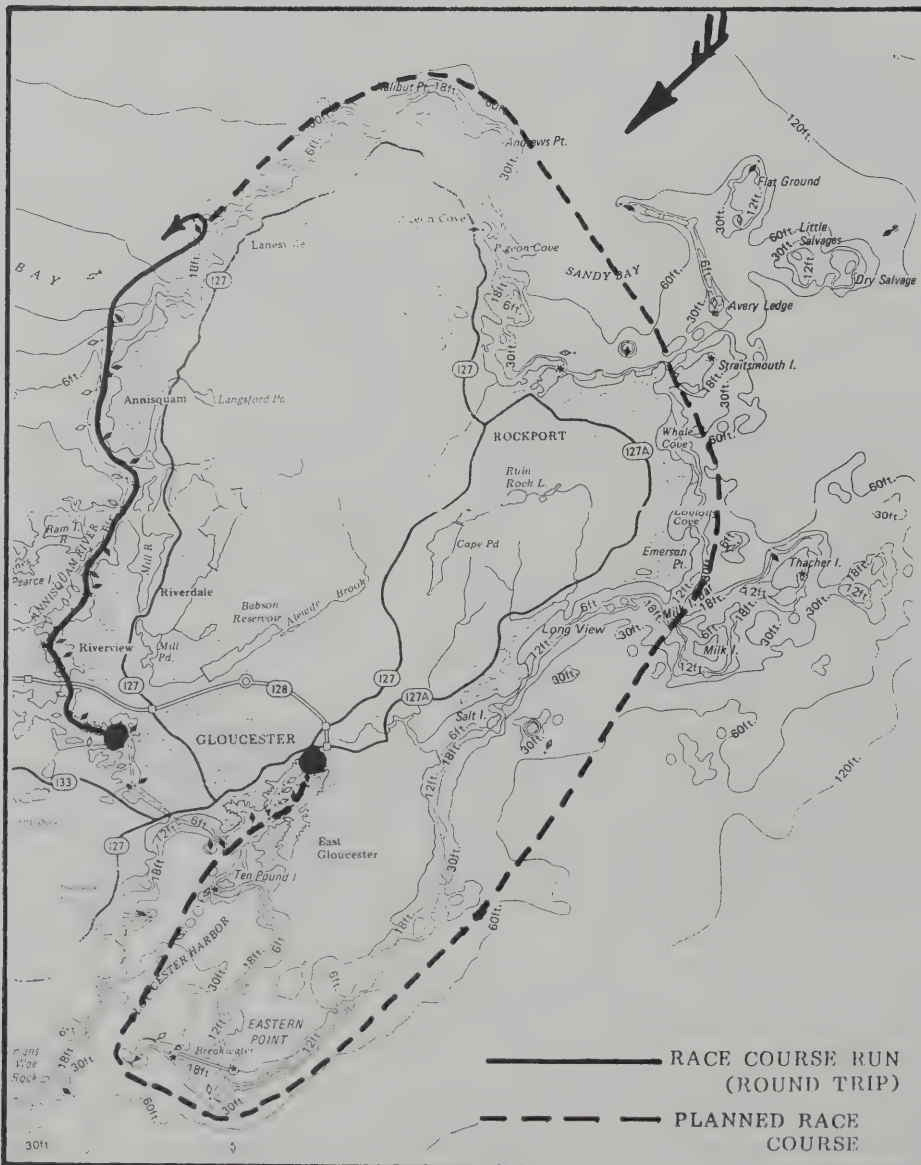
the railroad bridge, and out into Ipswich Bay and up the west shore to a point near Lane's Cove, and back, about a ten mile round trip.

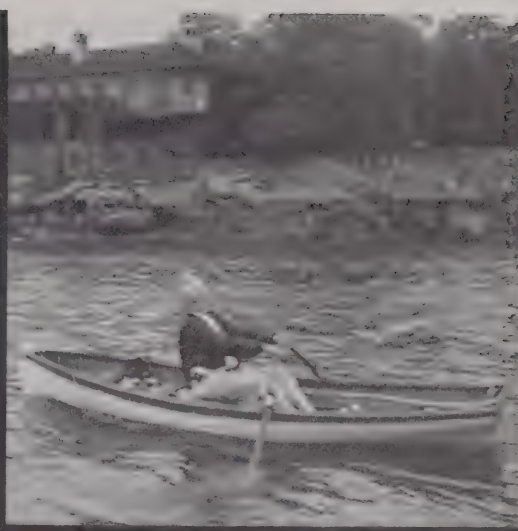
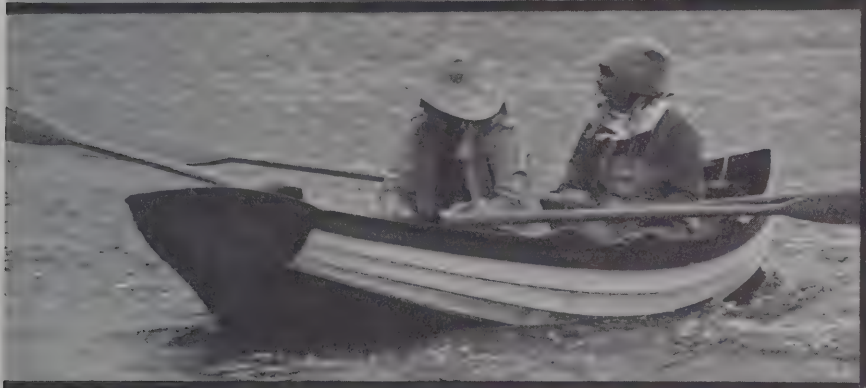
The rowing crowd turned out in force despite the discouraging weather. The 6 a.m. breakfast at the Blackburn Tavern in Gloucester fed about 40 people. The 8 a.m. start in showers under raw gray skies saw about 60 oarspersons in 21 boats head off with the tide along the Annisquam. Yes, there were a number of multi-oared boats entered, with 15 in the gig EGALITE, 10 in the seine boat NINA, 7 in the Swampscott H.S. bateau, 4 in the Irish currach and another 4 in a Banks dory, and several doubles in shells and traditional craft.

It was the Little River double shell of Rick Gonci and Scott Thornburn of Boston's Harbor Rowing Club that set fastest time at 1:19:07, a full five minutes ahead of the next fastest, solo Alden oarsman Chris Schulten. The river section was flat water, and much of the run up the west shore was in a smallish chop (under a foot) with the first intimations of the ocean swells reaching around Halibut Point to the north coming near the turnaround point. So the recreational shells had no big problems with the ocean course.

Fifth overall was the only kayak, a downriver racing type paddled by W. Reagan, finishing about nine minutes down. The seine boat NINA, one of the carefully nurtured Gloucester boats normally seen only once a year at the St. Peter's Festival, was fastest of the big boats in 1:39:51, decisively defeating the Hull gig EGALITE by almost ten minutes. The gig did have a mixed crew of men and women as opposed to the brawny fishermen of Gloucester in the seine boat. Last in were two women in a 12' dory, in 2:38:15, a tribute to perseverance as the rains began in earnest again shortly after the winning double crossed the finish line.

George Hedden of Connecticut rowed the fastest solo traditional boat, a double ended lightweight lapstrake skiff built for him by Kevin Martin. George used to work for Small Craft in Baltic, CT, and still races in their sliding seat





Left from top: Rick Gonci and Scott Thornburn of Boston's Harbor Rowing Club set the fastest time. These women finished last, but finish they did. This seine boat made an unexpected appearance, handily bested all the multi-oar boats. The Higgins/De La Chapelle currach gets underway. Right from top: Arthur Krenn in his Shew & Burnham Whitehall with homemade sliding seat enjoying the day. The sole kayaker, W. Reagan, kept up with the faster sliding seat boats. Happy times in the Swampscott H.S. bateau.

boats. But he's enjoying rowing oar-on-gunwale and his time of 1:44:48 was about 20 minutes slower than Chris Schulten's fastest sliding seat solo. Both Hedden and the Schultens came all the way from Connecticut to race. Why, I asked George. "It's the only chance we get to race in the ocean," he responded. The Connecticut races are all on rivers.

The Swampscott H.S. crew borrowed one of the beat up old bateaus from Hull for the event, as they have a rowing crew anxious to

go but no boat of their own as yet. Though well off the pace of the seine boat and gig, they got a good taste of going for it.

Post race food and drink were enjoyed at the Three Lanterns Marine Shop at the head of the harbor. The rain drove the planned out-on-the-dock party into the warehouse, but the food and beer and music were enjoyed nevertheless, as were all the awards. Gloucester really got behind this event with over 40 sponsors of one sort or another chipping in. The Glou-

cester harbor police and the U.S. Coast Guard both patrolled the normally busy Annisquam to protect the participants from power boat antics, but as one of the police boat crew said to starter John Spencer as we readied to begin, "You're the only ones on the river this morning." True, the awful weather kept the hundreds of powerboats that call the Annisquam home tucked away in their marina slips. Only the oarsmen (and women) were out!

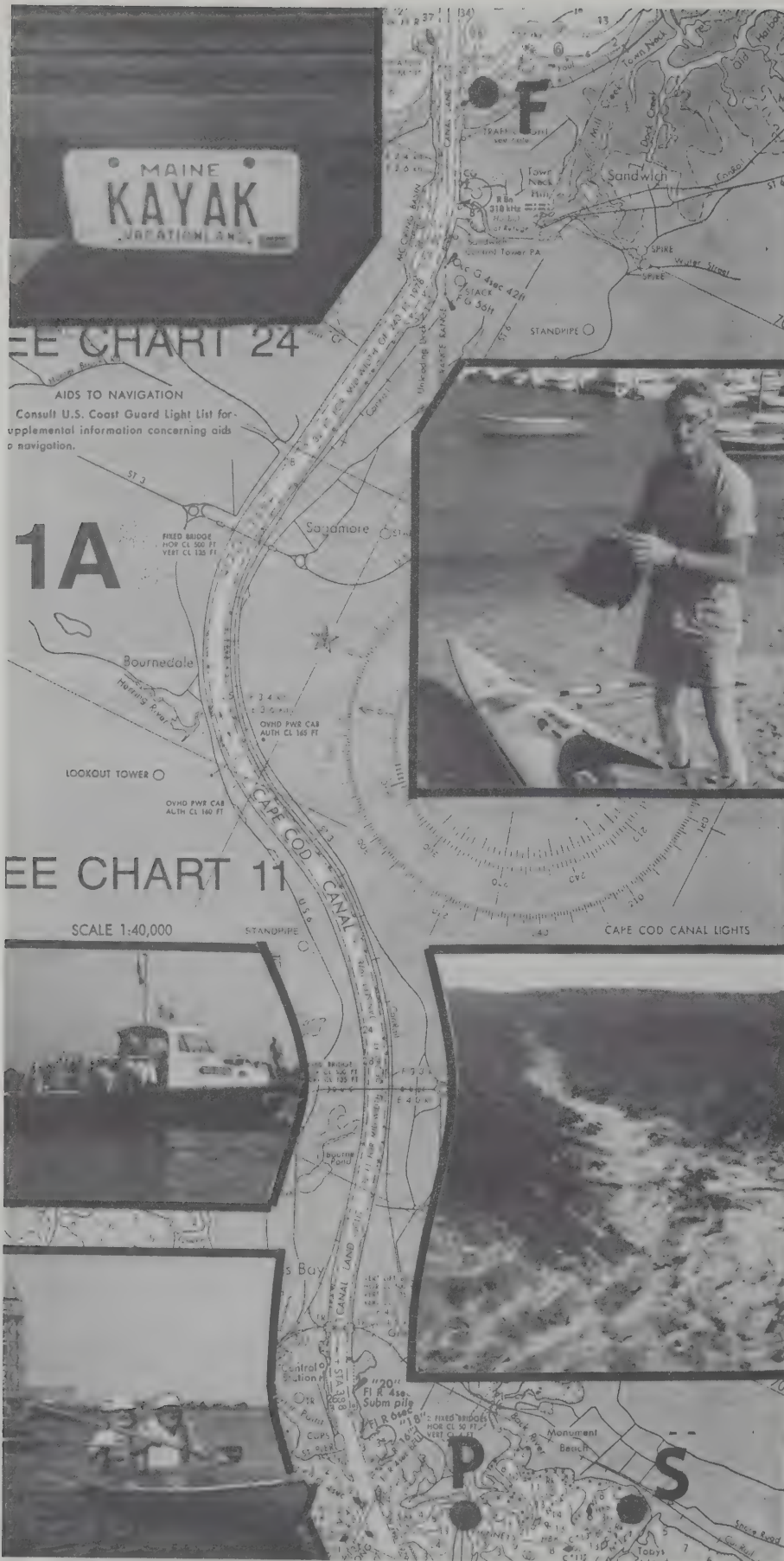
Cape Cod Canal aper

Forgive me the corny title, but I do like alliteration and the temptation here was just too strong. On Monday, August 17th, I joined a half dozen sea kayakers led by Chuck Jones in a sort of "trailblazing" outing, an officially approved paddle through the Cape Cod Canal. We were the first to paddle the 8 mile Canal with the approval of the U.S. Corps of Engineers who operate this facility. The basic rule of Canal useage is one must have MOTOR POWER to go through. Paddling, rowing, sailing, all are forbidden.

Chuck Jones, who has in the past told us his stories on paddling his kayak out to Monhegan Island off the Maine Coast, got the idea he'd like to paddle his kayak from Falmouth, MA, on the southwestern corner of Cape Cod, to Falmouth, ME. The point involves the two Falmouths being significant places in his life. Chuck did not want to paddle around OUTSIDE the Cape, that's a tough, long way to go with often rugged sea conditions even in summer. Those sea conditions were the stimulus for the digging of the Cape Cod Canal, to ease and shorten a bit, the travel between Boston and points north, to New York and points south.

Chuck knew of the prohibition of non-powered craft in the Canal, and was well aware of the comprehensive surveillance system the Engineers have to view any point on the 8 mile stretch, close up, with space age TV cameras on high towers along the Canal bankings. You cannot hide from them in there and they'll come drag you out if you try to fake it through. Why are they so up tight about this? It's a bit like not wanting bicyclists on Interstate highways, the Canal is the main shipping lane from Long Island Sound through Buzzards Bay into Massachusetts Bay, and also is the highway for thousands of private powerboats (and auxiliary powered sailboats). To have paddlers or rowers plodding along in it could lead (and has on occasion) to big problems for the major users.

So, Chuck approached the Engineers with a proposal to transit the Canal in an "unconventional" watercraft. He dared not say kayak up front for he felt he'd never get past the front line people to the Chief Engineer, the man he'd need to win approval from. His gambit got him to the man, and his persuasiveness (Chuck's a very rea-



From the top: Chuck Jones' exclusive Maine license plate. Chuck ready to depart. The Corps of Engineers' surveillance boat. Our little portage across an isthmus. The Editor and friend underway in the Folbot.



The first bridge met after entering the Canal is this "Tower of London" sort of high lift railroad bridge.

sonable looking and talking middle aged guy, not a blazing, wild eyed youth) and insistence finally got conditional approval. He'd have to give 24 hours notice and enter just before the turn of the tide to have the benefit of the tide with him (it gets up to about 6 knots at maximum flow). These were easily met requirements, and he said there'd be three or four boats in the group.

Well, on this Monday morning there were 7 boats, two doubles and five singles. Chuck's son Dan and his wife had their Northwest double, and I had my Folbot, crewed by Dave Schurman, who sells sea kayaks at REI Sports in Reading, MA, a sort of last minute volunteer. Bart Hawthaway joined us, as did three others from REI. The southwest wind was blowing up Buzzards Bay about 15 knots kicking up quite a chop, but it would be behind us thankfully. Bart had cautioned me earlier about prospects for a rough ride if wind and tide were in opposition, but here we had the best possible arrangement.

We put in by Tobey Island at the public parking lot and ramp in Monument Beach. The group paddled out into the Bay into the wind to get around Mashnee Island, but Dave and I went right across Phinney's Harbor to the isthmus connecting Mashnee to the mainland and carried the Folbot the 100 feet over the road and beaches, saving a lot of work banging the big, slow boat into that wind and chop. We met the others by the bollards where the big ships tie up if they have to await permission to go through.

The wind had hastened the turn of the tide and so about 9:30 we were off, paddling for the entrance. As we passed the Engineers' headquarters, a 40 foot utility

boat diesel on out and took up a sort of escort position to our left, we were hugging the right hand banking. He idled along with us for about two miles, taking a lot of pictures, then turned off back with a wave. Chuck's dad had phoned the Engineers at 9 to confirm that we were indeed about to embark on the cruise.

Well, it was a piece of cake, the wind behind us but moderated by the high bankings, the current picking up speed going our way, very few Monday morning pleasure boats passing by, no big ocean going stuff at all. Despite a commitment to keeping together, we got spread out after a bit. I felt my Folbot would be too slow and would hold back the rest, so Dave and I kept on paddling steadily when the others would stop for this or that. Apparently, unbeknownst to us (they were then behind us) two boats beached to answer nature's call. When, after a while, we looked back, we were far ahead! So we stopped paddling. But we kept on going, maybe 2 to 3 knots by now, drifting on the tidal current.

Only once did some interesting waves kick up, when two rather large 100' or so oceangoing motor yachts passed by in opposite directions. Their huge wakes crossed each other and by the time they reached us near the Canal banking, they were a confused collection of mounds of water humping up and slacking away. And then the reflected waves returned from the banking. A funny sort of sea condition for a few minutes. Other than this it was a millpond surface. But with a current.

The view of the two high arched highway bridges from down on the water was awesome. Fishermen sat on the bankings here and there and we had to move out a bit to avoid their lines. Bicyclists

pedalled along the Canal bank bike paths. It was all very pleasant. The shoreline is pretty routine, though, just the rip rap bankings, no variation naturally. We popped out on the Massachusetts Bay end, and hung a right around the jetty to head upwind a few hundred yards to a stony beach, our takeout point. This reminded me how nice it had been not having to paddle into that wind. We'd have exhausted ourselves in 8 miles pushing the windage of the Folbot upwind into 15 knots. But, it had been all a downhill trip, and seven sea kayaks set a new milestone in public access transitting the Cape Cod Canal by paddle power with official permission. Chuck will be carrying on in stages as time off permits, but the only legal obstacle to his trip was now successfully removed.

I think it should be said that the Corps of Engineers isn't about to let the Canal become a paddlers' route, but anyone with a bona fide reason for wishing to paddle through, such as Chuck had, could get a possibly favorable hearing on a request to do so, since we didn't cause any problems on our trip. I'd not even think of planning for such a trip on a weekend, though, in heavy traffic. A nice quiet weekday might work.

End of the trip.



Breeding



Bong



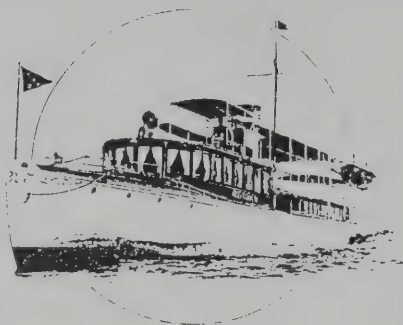
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The annual Antique & Classic Yacht gathering each summer at Mystic Seaport Museum offers owners of boats of pre-1950 vintage not only judging and awards but the most inspiring of opportunities to show off on parade. The downriver parade from the Seaport to Noank's Yacht Club, about three miles, is viewed by thousands of spectators along both sides of the Mystic River. The Seaport's steamboat, SABINO, leads the parade of 50 boats with a dixieland band in full swing on the topdeck, and most of the participating boats crewed by their owners in period costumes appropriate to each. This parade is some show.

The entry of 50 boats on July 25th reached back to the turn of the century in vintage, and in size up to JESSICA, a 75' commuter that won "Best Powerboat" and also "Furthest Distance Travelled" awards, owner Ted Valpey motoring down from Portsmouth, NH, in the 1930 built craft.

Some other award winners give you some idea of the sort of boats people lovingly preserve and show.

"Best Sailboat" was FISH HAWK, a 1937 John Alden cutter owned by F.A. Pratt and Stephen



12th ANNUAL ANTIQUE & CLASSIC BOAT RENDEZVOUS

Photos by Claire White-Peterson

&

Lisa Brownell

Some of the assembled fleet, Best Powerboat JESSICA at left, catboat SUNNYSIDE in center.

Schuster of Irvington, NJ.

"Oldest Boat" was Walter Krasniewicz's 1905 catboat, SUNNYSIDE, of Stamford, CT.

"Most Improved Workboat" was RECORD, a 1930's era Norwegian coastal freight carrier, owned now by Ron Ackman of Newport, RI.

"Best Motoersailer" was WILLIAM HAND, dating to 1933, owned by Walter Filkins of Block Island, RI.

"Best Sailboat Restoration" was HAYSEED IV, a 36' sloop designed by Frederick Hoyt, built in 1923 and completely rebuilt by Milton Merl of New York, NY.

"Best Costumed Crew" was the 1920's crew aboard Malcolm Brown's 1924 Consolidated cabin cruiser, CHEROKEE.

There were numerous other awards too, and also on display were the seven recently acquired small boats given to the Museum as a fleet by the late George Lauder III (see our August 15, 1987 issue).

Who judges such fine old boats? John Atkin, Peter Barlow, Tom Benson, Paul Coble, Giffy Full, Jim Giblin, Waldo Howland, Michael King, Jack Leonard, Bob Rodgers, Peter Vermilya.





Top: CHEROKEE and its "Best Costumed" crew pass by the Rt. 1 drawbridge. Bottom: Workboats RECORD and FLORA offered counterpoint to the elegant pleasure yachts.

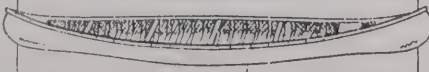
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GOBLIN Launched



Mystic Seaport Museum's Curator of Small Craft, Ben Fuller, is a boat nut with broad guage interests. His work is with traditional small craft managing the Seaport's collection. He is an sea kayaker, and a canoeist, both a paddler and sailor of the ultra fast ten square meter racing canoe. He serves on various ACA canoeing boards. He winters on the water frostbiting with the Bristol, RI, Sunfish fleet. And now he's added a traditionally built Fenwick Williams designed catboat to his own personal fleet.

The 18' GOBLIN was built at the Rockport Apprenticeship in Rockport, ME, over the past 18 months with consultation and advice from Joe Leiner, a master boat-

builder from St. Michaels, MD. Leiner modified the original Fenwick Williams lines, designed in 1931, in 1949 when he built "The Buxom Lass of Salem", from which Fuller took inspiration for GOBLIN. GOBLIN is 18'x8'6", has a two berth cabin for weekend cruising, is built traditionally of cedar planking on oak frames, silicon bronze fastened. Spars are solid spruce.

GOBLIN will be sailed to her home port of Mystic, CT in early fall, but may still be on view at the Rockport Apprenticeship early this month, a call to them at (207) 236-6071 will inform you if GOBLIN is still in Rockport, available for viewing.

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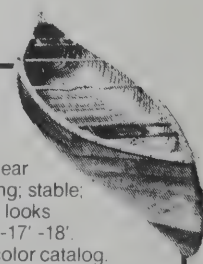
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Compac Champ



Bunny Fernald, proprietor of Fernald's Marine on the Parker River in Newbury, MA, is the champion marketer of those Compac sailing yachts from Clearwater, FL. Fernald has sold over 100 of the line, which ranges from 16' to 27' in four models. Bunny received his plaque from the Compac folks in Clearwater, Buck Thomas (left) and Jerry Hutch (right).

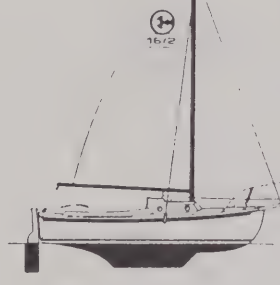
If you'd rather paddle, Fernald has over 400 canoes of all sorts in stock. He also has several lines of daysailers and outboard

craft. All in the same spot he's been at forever by the Parker River bridge on Rt. 1A in Newbury, MA. He's got one of those 1950 era boat stores still going full tilt 30 years later. Bunny talks about prices "like the good old days" too. Back in those "good old days", my dad bought his first boat from Fernald, a slightly used Century in-board utility runabout and we all went boating on the Parker River and Plum Island Sound in it during the summer of '58.

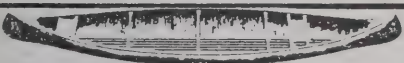


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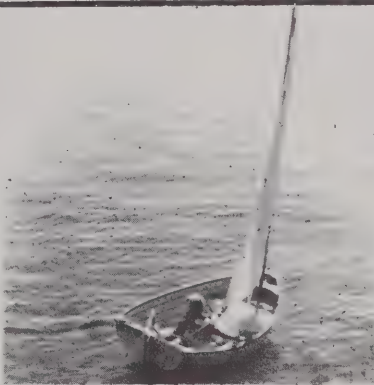
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PROVINCETOWN
THE SANDS OF CAPE COD

When we went on deck Wednesday morning, the sky was cloudless, the breeze gentle, and the long length of Provincetown, brilliant with white paint, stretched before us gleaming in the soft, warm sunshine. It is a village of three thousand inhabitants, dwelling in five or six hundred houses, nearly all of which stand on one narrow street that runs along the shore of the harbor between the water and a ridge of huge sand-hills. The Skipper took the dory and went to the town in search of "soft-tack" — loaf bread. He could not get any, and we breakfasted on hard-tack, flounders, and coffee. After breakfast we all went ashore to see the place, except the Assyrian, who protested that he had seen enough of it.

Having suffered for several days with a violent toothache, my first business was to visit the dentist of whom the Assyrian had spoken. In the search for him we discovered so many of the same profession that we were forced to form unfavorable conclusions about the teeth of the Cape-Codders. These numerous dentists, however, did not all make a living by their profession, for we found that one of them combined with it the calling of an auctioneer and of a hardware and furniture dealer. The one whom we sought was a dentist and nothing else. He did his own business well, and relieved me of my offending molar in a dexterous manner. His office apparently comprised the whole of a deserted hotel, the chief room of which, used at times for dancing, had a curious resemblance to a ship's cabin on a large scale, as befitted the maritime character of the town.

As the Professor desired to examine a beach four or five miles distant, on which the Atlantic rolls its waves unchecked by any land nearer than the "far-off bright Azores," we hired a wagon, a span of horses, and a queer little urchin of a driver, to conduct us thither over the sand-hills. In a few minutes we had left behind us the single street of the village and merged into a desert of white sand, that looked as if it had been rolled into high waves by a raging tempest, and then suddenly arrested and fixed before it had time to subside to a level. Here and there in the dells and hollows were patches of vegetation, alders, huckleberry-bushes, low pitch-pines, scrub-oaks, and clumps of wild roses, glowing with the brilliant hues which the sea air gives to



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.

flowers. But outside of the village there were no houses, fences, paths, or any traces whatever of man or beast. It was a wilderness, as it was when it first met the eyes of the Mayflower pilgrims. The horses that tugged us onward had the muscles of their rumps unusually developed from working always fetlock deep in sand.

At length we gained the shore and stood by the sea. A prodigious multitude of terns flew up at our approach, and wheeled around in the air clanging their wild and piercing cries. No other signs of life



THE SAND-HILLS

were visible, save a few white sails far away on the horizon. Signs of death were around us in the shape of fragments of wrecks thrown high on the beach by storms. I picked up a piece of bamboo which perhaps had floated from some vessel returning from India or China, or the isles of the East. The Professor strolled one way, and the Artist another, in search of specimens, and presently disappeared behind the curving sand-hills. The urchin of a driver busied himself commendably with bringing from the nearest patch of green roots a species of binding grass, which he planted here and there in the desert sand to grow and spread. More idly inclined than either of these, I sat down on a piece of wreck.

The ocean was calm, and at a distance looked like glass, but the tide was coming in, and the long lines of surf were slowly rolling up the sand with a dull, continuous roar.

"The waves that plunged along the shore
Said only, Dreamer, dream no more."

I turned to the little urchin who was busily transplanting roots of grass, and admiring his industry and his practical philanthropy, rose to assist him in spreading the growth of verdure for the benefit of future generations of Cape-Coddgers; but as I sank to the ankles in the sand after a few steps inland, contented myself with showing a proper appreciation of his labor by giving him a dime. Reseating myself, I resumed my contemplation of the sea.

"And still the legions charged the beach,
And rang the battle-cry, like speech;
But changed was the imperial strain:
It murmured, Dreamer, dream again."

The presence of the urchin plying his task with redoubled zeal disturbed and annoyed me — what business had he to be working when he might just as well be idle? — and I gave him another dime to take his wagon and horses out of sight behind a sand-hill, and continue his grass-planting somewhere else. And then, with nothing to break the spell of the sea, I sat there gazing vaguely at it until the red shirt of the Artist and the red shirt of the Professor came slowly into view, returning from their explorations.

The Professor had found nothing worth noting, and the Artist had discovered only a hut built by the Humane Society for the relief of shipwrecked persons who might make their way, cold and wet and hungry, to the shore. We mounted the wagon, the little urchin resumed the reins and drove back to the village, at the entrance to which the Artist and I

got out and walked from one end of the place to the other, on a narrow plank sidewalk, examining, as we went, a number of salt-pans, and wondering at the extreme ingenuity which the inhabitants had displayed, in so varying their domestic architecture that no one of the six hundred wooden houses was like another.

The afternoon was passed in dredging the harbor and in searching for shells on the long, sandy point opposite the town; the evening in writing letters and in listening to yarns about money-digging and privateering, on both which topics the Skipper and the Pilot had respectively much to tell.

8

FROM PROVINCETOWN TO SWAMPSCOTT MINOT'S LEDGE LIGHTHOUSE THE SKATE

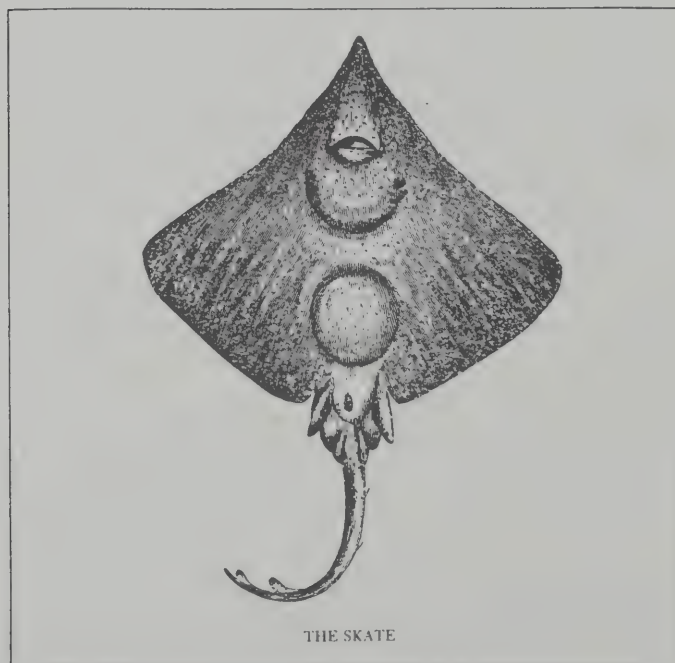
On Thursday at 8 a.m., we made sail for Swampscott, fifty miles distant as the crow flies. We were going thither to have some alterations made in the sloop's cabin, which would render it a little more commodious. The day was fair, but the wind was high and the sea very rough outside of the harbor. The Artist, as we passed Long Point, braced himself at the companion-way to make a sketch of the picturesque lighthouse there. Before he had finished, a wave struck the sloop on the bows and poured over her, drenching the sketch-book, giving the Artist a ducking, and kicking up a bobbery among the Professor's specimen jars and bottles that sent that gentleman rushing into the cabin in a state of high excitement. Fortunately, not many were smashed, and the remainder were made secure with a care that preserved them from similar mishaps during the rest of the cruise.

We had a splendid run, the sky cloudless, the sea sparkling, and the wind fair and steady. As we neared the south shore of Massachusetts Bay, the sea grew smoother, and it was delightful to recline on deck and listen to the cool rushing and dashing of the water as we swept by Plymouth, Duxbury, Marshfield, and Cohasset. Now and then a hot puff of air would come from the land, reminding me strongly of Washington in that horrid hot month of June.

As we passed Cohasset we saw men at work on Minot's Ledge, building the lighthouse. Two small schooners were anchored near them. The structure is of granite, and only the foundation was yet laid, although the work was begun three years before. The rock on which it stands is of irregular form,

forty-eight feet long and thirty-six feet broad, and is covered even at low tide. There are only three hours in the day when it is possible to work there, and sometimes for months together the weather is such that nothing at all can be done. In 1856, one hundred and fifty-seven hours' work was done, in 1857, one hundred and thirty hours, and in 1858, two hundred and eight hours. After the foundation was complete, however, the work went on much more rapidly. The lighthouse is a circular cone, thirty feet in diameter at the base and ninety feet high, and strengthened by large iron rods running through several courses of stone. The courses were first set up and fitted on shore and then carried off in vessels and fixed in their places.

We reached our moorings at Swampscott at 5 p.m. Our good friend Tufts, the aquarium-stocker, was on the watch for us, and soon came off with our letters and papers. While supper was getting ready, we fished from the vessel and caught cunners, cod, pollack, sculpins, and flounders, using for bait lobster and salted clams. The cod were of a beautiful red color, and weighed about two pounds each. The Pilot called them "rock-cod," and selected them for supper, throwing the rest overboard as worthless in comparison.



THE SKATE

I caught this evening, for the first time, a skate — a very singular-looking fish, which sometimes is found of great size, weighing as much as two hundred pounds. The one I caught weighed probably three or four pounds. It was a flat fish, with a broad, brown back, somewhat raised in the middle, the under side of the body of a dirty white. The snout was sharp and projecting, shaped like a spade; the

mouth large and armed with strong teeth. It had a tail like a monkey's, long and slender, and armed with spines. There were also numerous spines upon the body. When hooked it pulled with some force, and when thrown on deck rolled itself up like a hedgehog, lashing the deck with its tail, and uttering a faint squeak as if in anger.

The peculiar form of the skate adapts it admirably to exist near the bottom. Its usual mode of progression is by a slight motion of its pectoral fins, something between flying and swimming. It is capable, apparently, of great muscular exertion. With its powerful snout it roots up clams and crushes them between its flattened teeth, which appear to act upon each other like the cylinders of a rolling-mill. It also feeds on other fish, as well as crustacea.

The young of the skate are deposited by the parent fish in their horny cases, nearly square in form. These are often found empty on the shore, and are familiarly known as "sailors' purses." As food, large quantities of the skate are consumed in London, where the flesh is considered delicate and well-flavored. It is also eaten by the French, and, I believe, is sold in the markets of Boston and New York. But our fishermen treated the creature with great disdain, and did not seem to like to have it on board. The old Pilot expressed especial disgust at the suggestion of eating it.

After supper the Skipper and the Pilot went ashore to sleep at their own homes in the town. After their departure we lighted our cigars, and held a council of war. It was evident that the next day would be consumed by the carpenters in altering the cabin. We resolved, therefore, to spend our share of it in dredging and fishing in the vicinity, off Nahant and at Dread Ledge, the formidable roar of whose breakers was sounding in our ears. On the day after, Saturday, we would sail for Marblehead, stopping to fish on the way at certain famous shoals and ledges. Sunday we should pass at Marblehead. The rest of the week we decided should be given to Cape Ann and the Isles of Shoals. Another Sunday would find us at Portsmouth or Portland, as the wind and weather might serve, and the succeeding week would take us through Casco Bay and its hundred islands, to the lakes, and caves, and mountain peaks, and gorges of Mount Desert.

To Be Continued

PICAROON For Sale



Peter Neidhardt is selling his Sam Rabl designed PICAROON, because, after four years of restoration work and summer sailing in the little 18' pocket cruiser, he and his fiancee have bought a 24' sloop to expand their sailing horizons. Peter hopes to find someone who'd like to own the classic little cruiser, someone who is fond of Sam Rabl's work. Of PICAROON, Sam says in his book, "Boatbuilding in Your Own Backyard", "PICAROON is that same tabloid cruiser of which Westy Farmer wrote, 'A delight to the eyes of every sailor-man.' She is the same little ship that was destined to become world famous and to have been built on every continent of this globe." Rabl wrote this in 1947.

Peter's boat was built in 1957 on the Maryland Eastern Shore of the Chesapeake. She is the hard chine version, carvel planked, and has the raised deck cabin house later designed for the version of PICAROON Rabl called BUDDY. This change increased the available belowdecks space a lot, and the boat is incredibly roomy inside for so short a waterline, with still a large cockpit and spacious lazarette beneath the rear deck. There's no engine in Peter's boat, although the plans originally allow for an inboard.

Peter feels some attention must be paid to the cockpit floor this winter, it's solid still but some incipient rot has begun in the floor plank end grain. She's nicely painted up with minimal varnished brightwork, and has new main and jib and cushions, and comes with a cradle and outboard. He's asking \$1,500 but the price is negotiable as winter looms. Peter can be reached days (and some evenings) at (401) 792-6525 and evenings at (401) 789-3391. The boat is in the water in Narragansett, RI.



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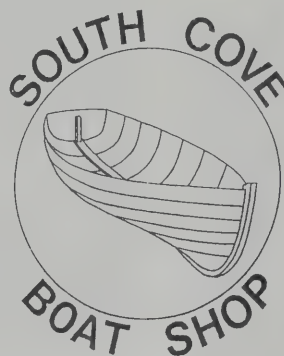
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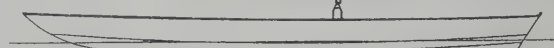
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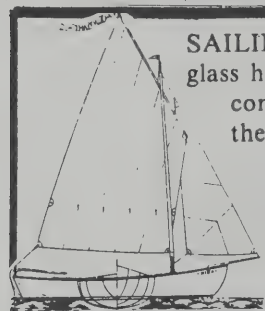
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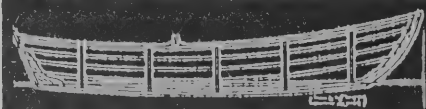
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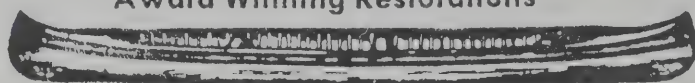


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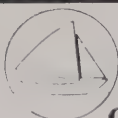


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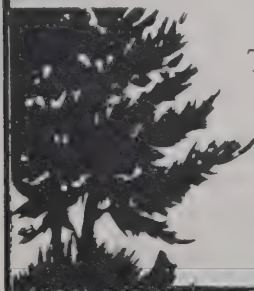


Geoffrey Burke

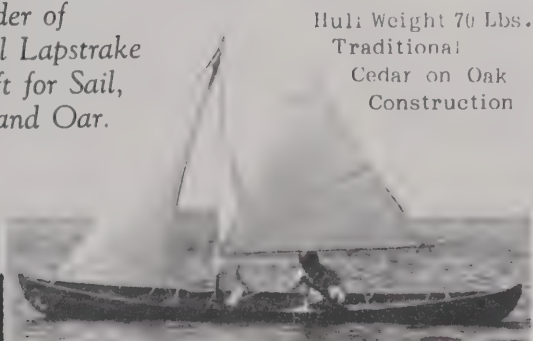
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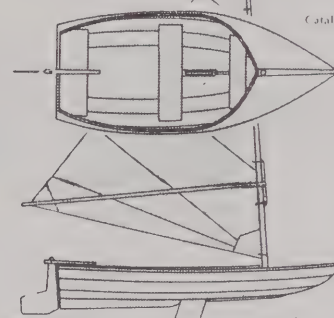
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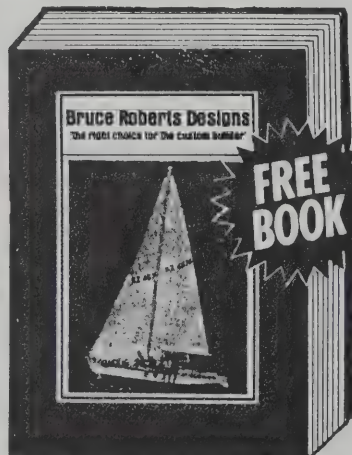


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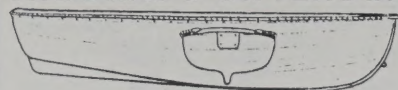
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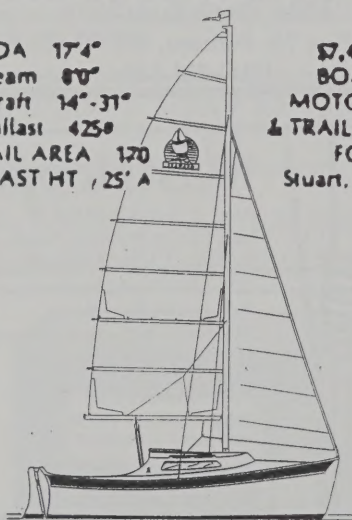
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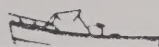
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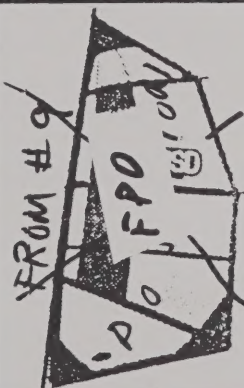
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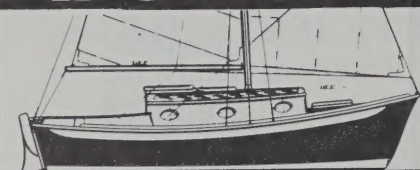
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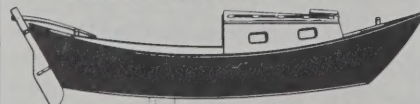
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