



# **messing about in BOATS**

*Twice a Month!*

*Volume 5 ~ Number 12*

*November 1, 1987*





## messing about in BOATS

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### *Our Next Issue...*

Has a dozen or more articles  
already set, things like suggested  
winter escapes, a Dovekie cruise,  
rowing the Essex River, one man's  
dislike of sailing, Woods Hole pad-  
dling, a ride in a Cigarette, sum-  
mer disappointment in a custom cat  
ketch, another Townie misadven-  
ture, getting afloat at last in a  
Great Pelican, an ultimate portage.  
And we'll get going on more or  
less regular winter issue book re-  
views and design reviews as they  
come to our attention.

### *On the Cover...*

A flotilla of sprit rigged  
(mostly) traditional small sailing  
craft heads out onto Chesapeake Bay  
at the 5th Annual Mid-Atlantic  
Small Craft Festival in St. Mi-  
chael's, MD, in early October. Lots  
of coverage starting on page 10.

# Commentary

**BOB  
HICKS**

We're branching out a tiny bit  
with this little publishing venture  
this winter. Because of the interest  
expressed, we've arranged to re-  
print the entire series we ran, AD-  
VENTURES DOWN THE BAY, as a  
soft cover book. Many readers came  
on since the series began running  
back in November, 1985, two years  
ago, and have expressed interest in  
the whole story being available in  
one package. Others say they want  
to send some copies around to boat-  
ing friends. Even some who've read  
the entire series have said they'd  
like a handy book containing them  
all, for re-reading. One reader  
mentions taking a two week vaca-  
tion on Narragansett Bay and re-  
tracing the courses the two youths  
followed in that long ago summer.

So, we happened to have been  
apprised of a small firm that does  
paperback printing in small quanti-  
ties, like as few as 100 copies at a  
crack, for very affordable prices.  
This isn't the sort of book that'll  
ever appeal to "thousands" of boat  
folks out there. Hundreds, per-  
haps. Specialty publishers, such as  
International Marine in Camden,  
ME, have press runs that are small  
by mainline publishing standards,  
but still run into several thousand  
copies to make them commercially  
feasible. And, because of the small  
press runs and the usually fairly  
demanding production and layout  
details for quality maritime books,  
the prices get right up there.

Well, our price will be afford-  
able. For the 280 page soft cover  
book, with all the chapters and il-  
lustrations, measuring 5.5"x8.5",  
we'll be asking a flat \$10, which  
will include shipping packet, post-  
age, and applicable sales tax.  
This'll simplify all that business of  
"plus postage" and "add sales tax"  
that add to the usually bold type  
low, low advertised price. At this  
figure, we can supply you a nice  
little book and earn a dollar or two  
for our trouble and up-front in-  
vestment. Very small time publish-  
ing. But fun. Like this magazine.

Maybe if this one flies, we'll  
try some others we happen to like.  
There are interesting old books  
around, long past copyright protec-  
tion, that have not as yet been re-  
published. The current serial we're  
running, CARTER'S COAST OF NEW  
ENGLAND, was an old out of print  
title that the New Hampshire Pub-  
lishing Company decided to repub-  
lish ten years ago. They redid the

book layout, added appropriate  
wooden engraving cuts, thinned out  
the old 1880's Victorian verbosity,  
etc. The new edition, being a new  
piece of work, could then be copy-  
righted by the new publisher. They  
very kindly gave us permission to  
serialize it for you, because even  
the 1977 edition is now out of  
print, and they have no plans to  
produce another printing of it. The  
demand just isn't there.

Since we're doing this little  
book publishing fling as a sideline  
to the magazine, we're not under as  
much financial pressure to bring  
out as many copies on a press run  
as a firm that's in book publishing  
as a business. We can indeed have  
as few as 100 copies run off for an  
affordable price. And more if they  
sell. In manageable numbers for the  
limited potential interest. We have,  
as I said, a couple more in mind if  
DOWN THE BAY proves popular.  
And, we welcome your suggestions  
for others.

If you decide to recommend a  
book, be sure it's most recent pub-  
lication date (usually on the  
up-front flyleaf pages somewhere)  
is earlier than 1937, for there's up  
to a 50 year protection under copy-  
right laws. While these old books  
can still be found in used book  
stores, or from people who offer  
old books mail order, usually if  
the seller has a copy or two, that's  
it. If fifty or a hundred people  
would like to read the book,  
they're out of luck, unless they  
have a library with a very good  
collection or good computer tie-ins  
with a regional library network.

I am thinking that being able  
to bring out several old books of  
interest annually would provide a  
real service to boat folks who find  
the stories and technical books of  
long ago about messing about in  
boats of interest. And this would  
be a very helpful little sideline for  
our magazine publishing effort.  
This latter will obviously never be  
a real "money-maker", and can use  
all the help it can get to carry its  
costs.

If you'd like to order some  
copies of ADVENTURES DOWN THE  
BAY, just send me a note with  
your address, number of copies de-  
sired, and check payable to BOATS  
at \$10 a copy. If you'd like to or-  
der four or more, let me know, I  
can offer a discount for quantity  
orders. Just like a real publisher!

## ANNOUNCEMENTS



# SWAMPED

### THE DCA IS SWAMPED

Douglas Knapp is the guy who organized something known as the Dinghy Cruising Association, based in San Francisco, a few years ago, to encourage what we term beach cruising. Douglas published a periodic newsletter entitled SWAMPED to hold it together. Well, the DCA is now swamped, as Douglas reports that he's tossed out the sponge due to lack of support and apparent interest in further efforts at making a dinghy cruising group a reality. He's concluded that this sort of thing is best left up to local area groups.

The vacuum is being taken up in part already here on the eastern seaboard. John Zohlen is now publishing THE SHALLOW WATER SAILOR, featuring Dovekie cruising, but open to other similar craft. John is at 3 Wilelinor Dr. in Edgewater, MD 21037, and for \$5 you can get a year's worth of his newsletter.

The people who build the Sea Pearl boats in Florida, and also those who build the Bay Hen fleet, have been encouraging owner get-togethers similar to the Dovekies, but we know of no organized groups with newsletters devoted to these boats as yet.

### TRIEME ROWING ANYONE?

Paul Lipke, who is something of a maritime historian, former director of Plimoth Plantation's fleet maintenance (including MAYFLOWER II) and writer on nautical topics, spent two weeks last summer in Greece to attend to sea trials of the 170 oared Greek Trireme Replica. This effort at re-creation of a ship that was at the leading edge of marine technology two thousand years ago was instigated by a British naval architect who made it his life work. The Greek Navy was persuaded to build the ship from plans the Britisher developed. Paul worked on the project documenting

the two weeks of figuring out how to get 170 oarspersons all working together. They brought it off surprisingly quickly, working out the interactions of three levels of oarspersons per side, and had the ship up to 7 knots or so at times.

Further sea trials are planned for late spring or early summer of 1988, and crew is being recruited. Anyone with experience rowing in fixed seat craft, who is less than 6'4" tall (space is cramped) is invited to apply to the Trireme Trust, c/o Ford Weisskittel, 803 S. Main St., Geneva, NY 14456.

Paul's report on all of this is scheduled to appear in the publication OCEANUS this winter. An extensive article on this ship appeared in the March/April, 1987, issue of WOODEN BOAT (#75) if you'd like to learn more first about what you're getting into.

### STRIPPER CANOE PROGRAM

The Concord/Carlisle (MA) Community Adult Education Program has scheduled stripper canoe builder Larry Zuk for a November 19th slide show and lecture on building this type of craft, at the Sanborn School, Old Marlboro Rd., Concord, MA, at 7:30 p.m. A \$4 donation will be asked. Information at (617) 369-9500, ext. 325 days.

## BOOKS about BOATS

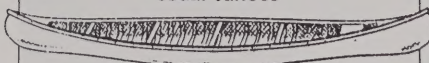
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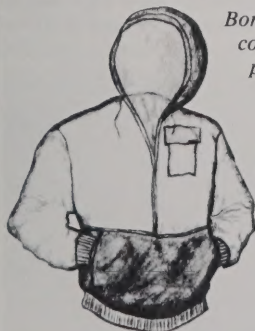


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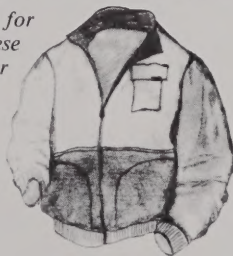
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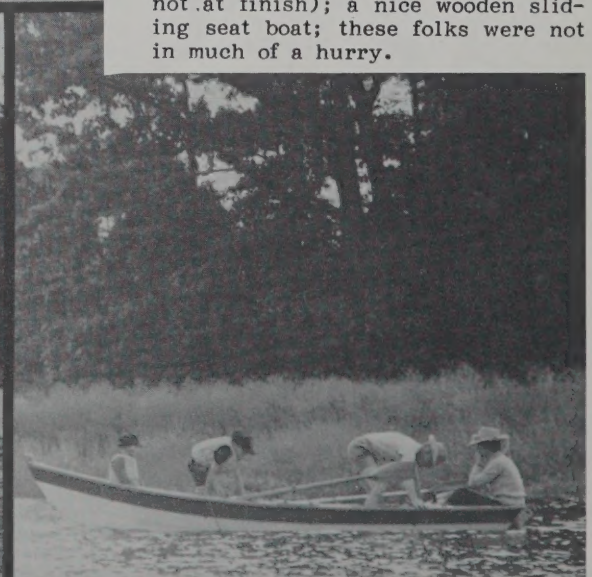
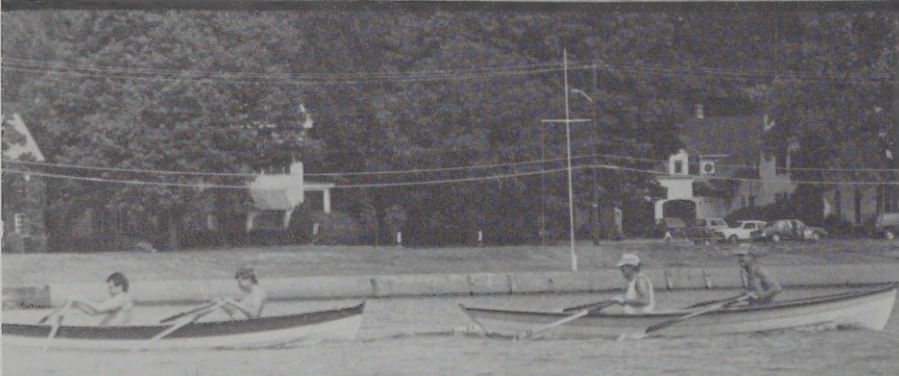
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# The Mighty Merrimack Rowing Race



Labor Day Weekend was organized into a big waterfront festival in the old New England port of Newburyport, MA. Three different boat races were incorporated into the festivities. The Mighty Merrimack River Rowing Race, now in its 5th year, organized by the Custom House Museum, led off on Sunday. On Monday, the Race to the Sea, for paddle powered craft, was hosted by the Chamber of Commerce, followed immediately by an offshore powerboat race outside Plum Island on the outer waters of Ipswich Bay. Interesting mix.

With the paddlers catered to in their own race, the Mighty Merrimack concentrated solely on rowing boats. The 3.5 mile downriver race runs from Amesbury to the waterfront in Newburyport along the scenic northern shore of the Merrimack River, bounded mostly by rocky outcrops and saltmarshes, with several low islands separating much of the course from the powerboat clogged main channel of the river. The noontime start was set at the turn of the tide in favor of downstream travel.

This race originally was the Mighty Merrimack River "Dory" Race and limited to traditionally built wooden boats, befitting a maritime museum image. But smallish turnouts prompted opening it up to modern types of rowing craft. There's still a smallish turnout of oar-on-gunwale wooden boats (13), but a growing entry of sliding seat recreational shells (23) has come to dominate the event. Still part of what the Museum calls "Dory Days"

Left from top: The Gonci/Tracey double gets going; the O'Reilly/Ross Piscataqua Wherry leads that of Aborn/Cheney at start (but not at finish); a nice wooden sliding seat boat; these folks were not in much of a hurry.

(its part of the community celebration), the race has become something rather different.

Not surprisingly, fastest time of the day was set by sliding seat doubles winners, Richard Gonci and Toby Tracey of the Harbor Rowing Club (Boston) at 27:30. Next fastest was sliding seat single winner, Chip Matthes (also of Boston) at 30:43, over three minutes back, who edged Steve Hopkins of Seekonk, MA, by 18 seconds. The usual contest for the fixed seat doubles win between the two Piscataqua River Wherries of Jon Aborn and Dan O'Reilly went to Aborn this year, crewed by Mike Cheney, O'Reilly was crewed by Mel Ross. The margin was 37:20 to 37:45, 25 seconds. Cliff Punchard's 41:55 was best fixed seat single, and the Triton High School crew of Dansel Dudley and Surve Hansen beat two other of the school's Banks dories for fixed seat multi-crew craft, in 46.653.

Bob Leary and Mary Dwyer again came up from Falmouth, MA, to maintain their grip on slowest finisher position, in Bob's little skiff, Bob rowing, Mary enjoying, in 1:03:50.

The finish was sort of lost in the general press of public packed into the waterfront park area for the Beer & Seafood part of the festival. Awards were presented amidst the crowd mid-afternoon under the Museum's Dory Days banner. Now if only more dories (or wherries, or Whitehalls, or peapods, or any old wooden boats) would participate!.

Right from top: Backward facing effort; forward facing effort; checking out both sides; hanging on to "slowest finisher" position. Below: "Where'd they all go?"



# Race to the Sea

This race, sort of planned for canoeists, was swamped by sea kayakers, with only six canoes entered. It started in Amesbury just like the rowing race, but offered alternative finish lines, one coming straight to the waterfront park in Newburyport, the other first going past to a buoy out on Joppa Flats over towards Plum Island. Neither course went to the sea. And, the race started at noon on Monday, about an hour before the tide turned, so there was "upstream" paddling for most of the event.

The start was advertised in publicity for 1 p.m., when the tide would have turned. On the entry forms it was announced as starting at 11 a.m. It started at noon. Win-

ner Ken Fink told us it was fortunate he'd called in for an advance entry, as the time we carried on our calendar announcement, 1 p.m., would have left him out. It left us out, we arrived at the start at 12:30 to find nobody around. Diligent cruising the shore of the river through Newburyport by car revealed to us a file of kayaks industriously paddling along the northern shore, heading right past what we assumed was the logical finish at the waterfront park. Following the kayaks from afar along Water Street out to Joppa Flats, we saw them turn a buoy and head back. Now it became clear.

Back at the park, several canoes had finished rather leisurely,

like just poking along. Not very heavy competition. The kayaks began to arrive with Fink hustling right along in his skinny British racing craft. Then pretty soon a double racing canoe came along amidst the kayaks, one serious canoe effort. The results? We tried to get them the following Tuesday from the Chamber of Commerce, no luck. The nice lady didn't know much about them. At least two dozen kayaks were entered, several doubles. Local kayak expedition/instruction entrepreneur, Mark Sutton, grinned when I ventured to comment on this turnout. Mark had been busy.

Report & Photos by Bob Hicks

Across the top: Ken Fink drives for the win; canoeist is somewhat less aggressive; first woman finisher. Across the middle: Dan Jones recruited his brother-in-law to go for the doubles win; the only serious canoe effort we saw. Across the bottom: Casual kayaking, ala Folbot; this young couple finished together.



# The Powerboat Race

Report & Photos by Bob Hicks



Inside or outside, there's no substitute for multiple motors.

Not much to tell about this, except that it was interesting at the docks along the waterfront park late on Monday morning, where the boats were on display before heading out the mouth of the Merrimack to the race course offshore. Like the pits at New England Dragway, lots of motor. Two, three, four to a boat, outboard and inboard. Catamaran hulls, monohulls. Crews of mechanics on the obviously big league entries. This wasn't an

APBA sanctioned event, but it did attract some heavy hitters, I was told.

The course was twice around a triangle from a point off Salisbury Beach over to Halibut Point on Cape Ann, thence towards the southern end of Plum Island, and back up the coast. I'd guess about 50 miles total. The sea was pretty calm, until the boats got there.

Dave and John Kent, the fellows who print this magazine for us, entered their 32' Chapparral in

the "rookie class" (first race for them). They later said it was a bit confusing, but that the big challenge was the waves set up by the bigger, faster boats out ahead, all those intersecting wakes to hit at 65mph. The guys finished about mid-field and felt pretty good about that. But there was some comment about getting "more power" (they had 680hp in twin Mercruisers). That's what they do call it, "power" boat racing.

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# Head of the Harbor

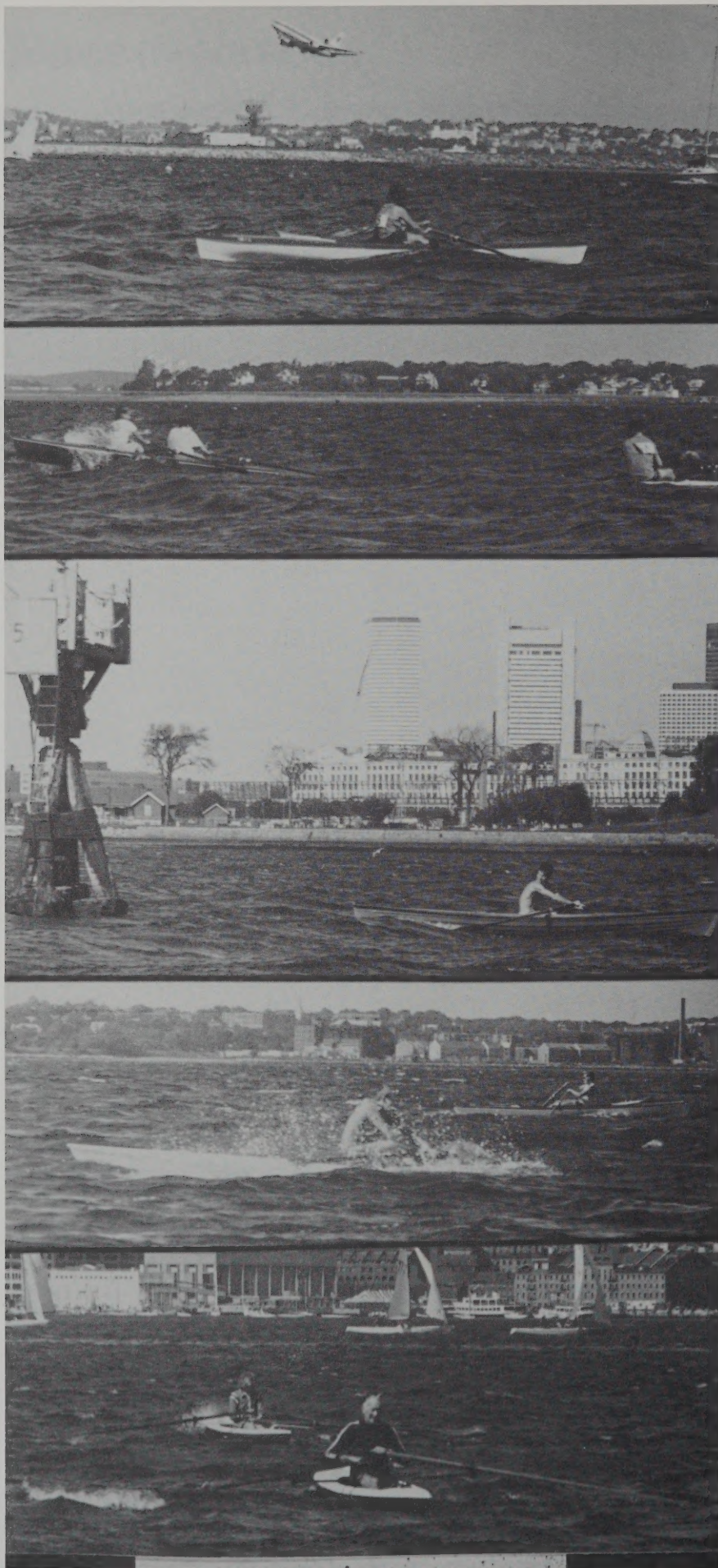
When Rick Gonci handed out the awards at the conclusion of the Head of the Harbor rowing race in Boston in late September, he remarked on how it was the intention of the host Harbor Rowing Club to provide an opportunity for those who had sponsored other races to win back some of the gold the Harbor Club had been collecting. So many of the host club worked, rather than competed. The entry totalled 18, with just one "traditional" boat, Gus Hedden's double-ended lapstrake oar-on-gunwale single. So, as yet, this event poses no threat to that "other head" race, the Head of the Charles, in stature. But it was fun. And challenging.

The course started in Fort Point Channel, rounded the old Fan Pier into the main harbor channel, and proceeded along the South Boston side of the harbor out past Castle Island, where it then ventured into the open outer harbor to a day beacon which was the turn-around point on the about 5 mile course. This last half-mile was fully exposed to a 20 knot plus southwest wind blowing across Dorchester Bay. The Bay was covered with whitecaps and the waves at the day beacon were running one to two feet with little crests. Rowing with the wind and waves abeam over this stretch was a struggle, many opted to "tack" to the mark to reduce somewhat the awkwardness of one oar buried to the gunwale, the other waving in air in beam seas.

The Club had things super well organized, several chase boats along the course, and sweeping in behind the tail enders. The start/finish was on a little float out in Fort Point Channel where scoring could be done free of interruptions. The awards on the old barge that carries the clubhouse and boat racks included a variety of nice prizes, ribbons, plaques, bells, tee-shirts, coffee mugs. Lots of good food on hand too, including a keg of seafood chowder sent over by Durgin Park Restaurant. There were way more prizes than participants. Too bad, those who didn't come missed a really good event. Even the parking was easy, right there at the dock by the club barge in greater downtown Boston. Like I said, all very nicely arranged.

Report & Photos by Bob Hicks

Left from top: Old fashioned propulsion afloat views modern air travel; the only "traditional" wooden boat rounds the beacon; catching a crab; family team heading for the finish.



# Harbor Rowing Club

Report & Photo by Bob Hicks

The organizers of the Head of the Harbor Race are members of the Harbor Rowing Club, something new on the Boston waterfront. This is a "private" rowing club for members, and caters to those who want to learn to row recreationally in sliding seat boats. Since it was formed in May of 1986, several hundred persons have taken the Club's nine hour learn-to-row course under the direction of the Club's manager/coach, Buzz Tarlow. Tarlow has 16 years of rowing experience, including national level competition and direction of rowing programs at Harvard. He's a full-time pro who runs the Club for its founders.

The Club is headquartered on a converted barge moored alongside the Congress Street bridge on Fort Point Channel, right under downtown Boston's hi-rise skyscrapers, and just a few hundred yards from Boston Harbor's main channel leading to the ocean. It's an "ocean" rowing club, not a flatwater river club like those on the nearby Charles River. And, it's a club for anyone interested enough to come up with a \$150 initiation fee and \$395 annual dues (you must be at least 16 and able to swim). Those without rowing experience can sign on for the \$150, nine hour training course run by Tarlow. Buzz guarantees



proficiency, he views it his responsibility as a professional to see to it you learn to row well.

For your money you get use of the Club's selection of some two dozen rowing shells that run the full gamut from basic stable beginner craft to high performance racers. Any day, any time. And club facilities include not only the rowing shells but also clubhouse comforts, showers, etc. The locale encourages those who work in Boston to be able to drop in any convenient hour or two for a quick,

get-away-from-it outing on the harbor. The investment is substantially less than that needed to acquire your own shell and find a place to keep it and launch it, if you're a city dweller.

Tarlow does not sugar coat the experience for beginners. "Learning to row is kind of long, kind of expensive, and kind of intense. It's not an exercise class." For further info, call Buzz at (617)783-0942, or drop in to see the setup at 300 Congress St. in Boston, right by the bridge.



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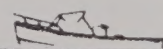
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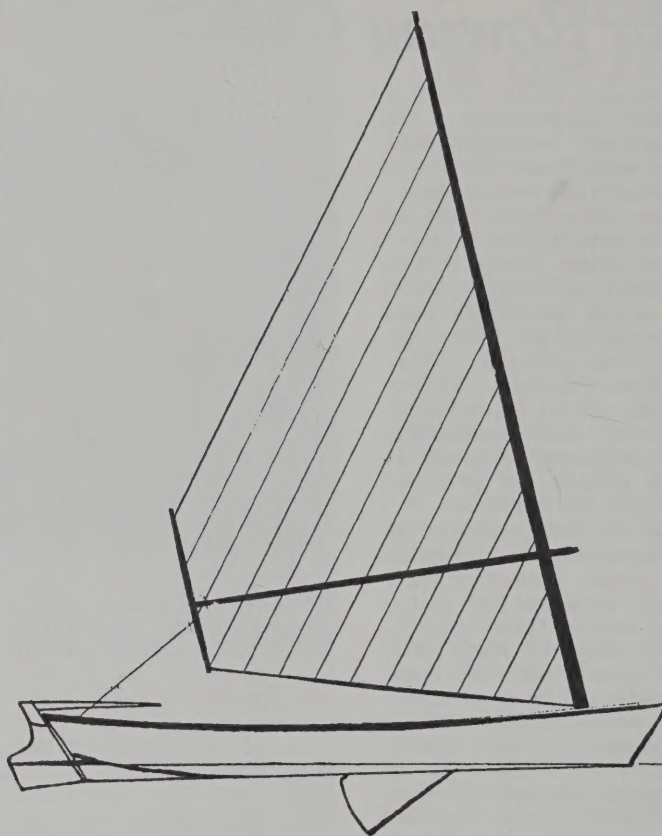
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There's an enthusiastic bunch of small boat folks down there on the Chesapeake. They turned out in force at the Chesapeake Maritime Museum in St. Michaels, MD, on October 3rd and 4th for the 5th Annual Mid-Atlantic Small Craft Festival, despite a rotten, cold, rainy Saturday. Sunday, although sunny, had a blustery northwester blowing in hard from the high pressure area that had moved the Saturday storm out to sea. The Saturday weeather curtailed most of the on-the-water activity, few wanted to paddle or row in the chilly rain, but under the big tent several speakers held sway with lots of support. They were the only show in town, to be sure, but the folks seemed to be enjoying the slides and talks, not just enduring them for lack of anything better to do.

A major difference I noted between this event and the one held each June at Mystic Seaport is that this Chesapeake affair is strongly family oriented, with many kids and women taking part. Mystic is predominately the men who like old time small boats, with a scattering of women, and few kids. The Mid-Atlantic event has a full program for the kids, including a model boat building project, rowing races, a treasure hunt, and such. The weather made one 12 year old young lady's summer's planning for the treasure hunt a labor in vain, but maybe next year, for Jessica had done a lot to make it a real happening.

Another difference is that participants can camp overnight on the Museum grounds at St. Michaels, making for a very social weekend together, with the Saturday night crab feast a focal point. The field was full of tents and vans and even one motor home. For early arrivals, Friday evening an oyster roast was held, with ongoing VCR entertainment (maritime subjects) under the tent for those accustomed to evening TV viewing.

So, what's the overall program here? Well, traditional sorts of small craft predominate, but any small boat is welcome, kayaks, canoes, pulling boats, sailboats. There's a judging of boats whose owners choose to enter, with a number of classifications to cover all the bases. There are rowing races for the kids, for women, for men and for mixed doubles, in single and double oared boats. There's usually a free-for-all race requiring rowing (or paddling) and sailing legs, and there's a sailing race. Several Saturday afternoon workshops are scheduled. The Museum is open for viewing the collection of Chesapeake Bay maritime artifacts and small craft. The boats brought in are mostly available for others to try out. There's the Saturday evening crab feast and an evening guest speaker. There's the camping and good fellowship.



## Mid-Atlantic Small Craft Festival V

October 2 - 3 - 4, 1987

Report & Photos by Bob Hicks

Most of this happened despite the November New England weather that came down on Saturday. The kids rowing race had only two boats, but ran off. The judging went on. The workshops took place. Not much in boat tryouts occurred. The free-for-all race was canceled, as striking and raising a sail rig out in the 20 knot plus winds in a small boat was deemed too risky by the potential participants. On Sunday, the rowing races went on as did a sailing race to wrap up the weekend.

That was some event. I gotta hand it to these small boat sailors, that wind was whipping up whitecaps out on the bay and blowing 15-20 across most of the course. Yet a dozen craft of all types hit the line by the Museum's lighthouse, reached out to a buoy about a mile out, then reached and tacked back to a covey of duck decoys which had to be picked up by each boat, thence across to the finish back by the Museum docks. A bunch of sprit rigs all blossomed out was quite a sight, with a sharpie rig and a schooner rig thrown in for contrast. Ben Fuller from

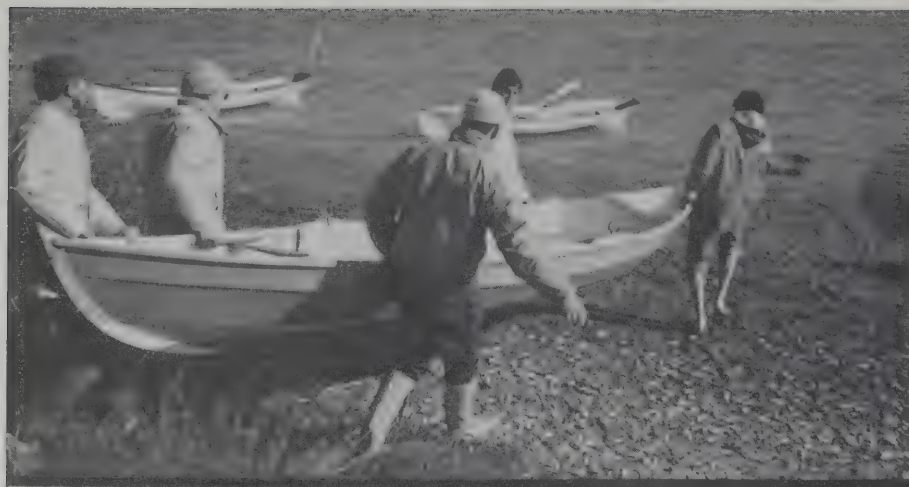
Mystic Seaport wrestled his Delaware Ducker around the course first with the full sail up. Later he remarked he'd probably have gone just as fast with the smaller sail and less physical effort. Dennie Burr brought his sharpie in second and Jim Thayer finished third in that green Li'l Pickle he once used as the plug for his Li'l Pickle production boats. Jim says it's a 400 pound Pickle.

The most excitement, though, was watching Vern Hardesty and his four person crew try to get his Bolger Folding Schooner across the finish. He was too far downwind and had to make several short, fast, tacks right off the Museum dock bulkhead amidst the moored sailboats before he could finally get a clear shot at the finish. Vern had been out sailing Friday in 25-30 knot winds and snapped off both leeboards at the hull chine line. Sunday morning he cut up some old plywood to fit and went racing. The schooner is ten years old and still going strong. But not so well to windward.

Excitement of another sort was encountered by Richard Hallins in



On the scene at St. Michaels: A judge discusses one builder's handiwork; lineup of nice wooden small craft; rowing race gets underway; sailing race likewise; some of the gear that's helpful in a small boat: the kids get to build their own.



his Steve Redmond designed Whisp. While he was rigging the boat on the beach it twice blew over and filled. Then out at the turning mark, he got caught by a puff in an awkward moment and was over again, the only capsized despite that wind. John Thompson hung around in his little 12' skiff until a launch arrived to rescue Richard and tow back the swamped Whisp. Thompson carried on with an inadvertently scandalized sail, and later was presented the "Help-Out Mug". Nice touch.

The rowing races were along the waterfront beach of Foggs Cove next to the Museum, short course, maybe a half-mile out and back around a turning mark. Sprints if you will. Ben Fuller's attempt for the hat trick was foiled by inches as he was beaten home by Dan Muir in one of Thayer's Whitehalls. Some interesting entanglements, especially amongst some doubles, were caused by the wind's effect on the directions each boat took towards the turning mark. Robin Muir won the women's race while the Andy Teelings won the mixed doubles in their Old Town Rangeley. Andy's earlier effort in men's doubles fell to the wayside when his crew broke an oar just off the start.

No kayak events were run, although about six were around much of the time. In fact, the kayaks were about the only boats on the water in Saturday's rain. One couple had with them a home built Dennis Davis DK-13, out of WOODEN BOAT magazine, and it looked very good.

Back in the tent, Ben Fuller told all interested what sort of gear is useful to have along in an open boat; Roger Allen presented a slide/talk on what's happening at the Workshop on the Water of the Philadelphia Maritime Museum; John Thompson did likewise on the subject of his design for a minimum cruiser, his 12' "2" which he sails, rows and camps out in. John's boat, incidentally, won the "Most Comfortable" award in the judging.

The judging went on in Saturday's rain, the boats mostly still on trailers. Three judges had to

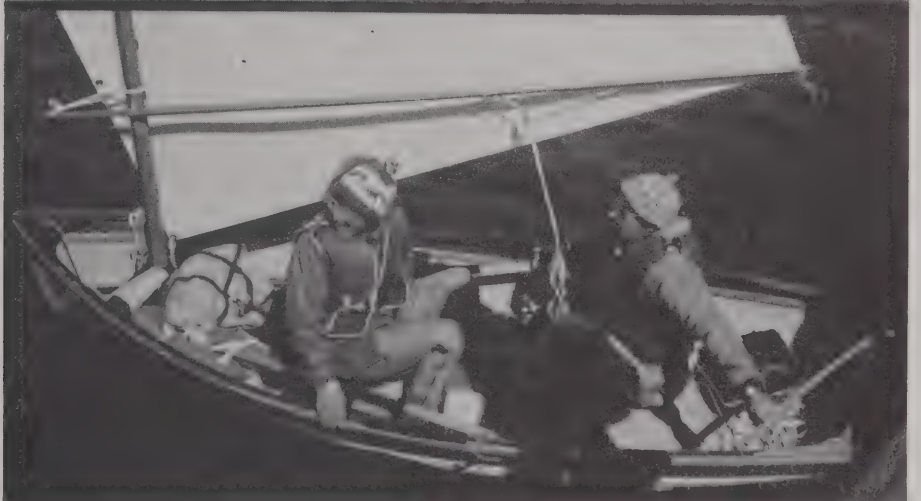
Left from top: Helping hands to launch not-so-light traditional craft; Dan Muir (background) just edges Ben Fuller in men's rowing race. Andy Teeling's crew contemplates broken oar; with another oar, two women make Teeling's Old Town really move.

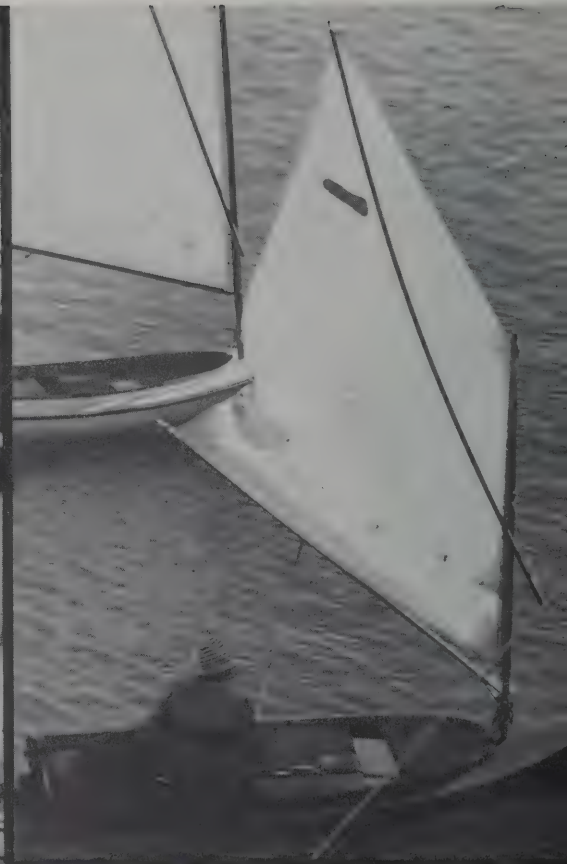
decide the bests in a number of categories. A few that were chosen included the Best Amateur Construction, John England's Tuckup; the Best Replica of a Replica, the FEDERALIST mini square rigger built by John Rawls; the Best Contemporary Replica, Richard Hallins' Redmond designed Whisp; the Best Classic Replica, the Philadelphia Maritime Museum's Tuckup; the Best Restoration, Charles Moore's canoe.

After the crab feast, Rusty Fleetwood of Tybee Island, GA, explained how he'd come to do the definitive survey of small boat building along the southeast coast. Rusty found it had never been done, as has New England and the Chesapeake, so he rounded up some grant money and went to it. The resulting several hundred page book, TIDE CRAFT, while containing some errors according to Rusty, is presently the only reference book available on boatbuilding in an area where no real shipbuilding industry ever existed. As Rusty pointed out, the southern economy was an agricultural plantation one, and the plantation owners merely contracted with northern ship owners for moving the merchandise. Rusty was really feeling the cold, raw weather, fresh from semi-tropical Savannah, GA. He was informative and entertaining, nevertheless.

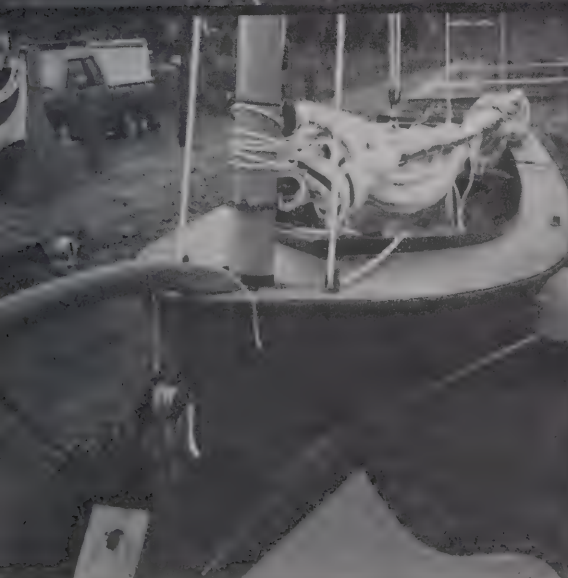
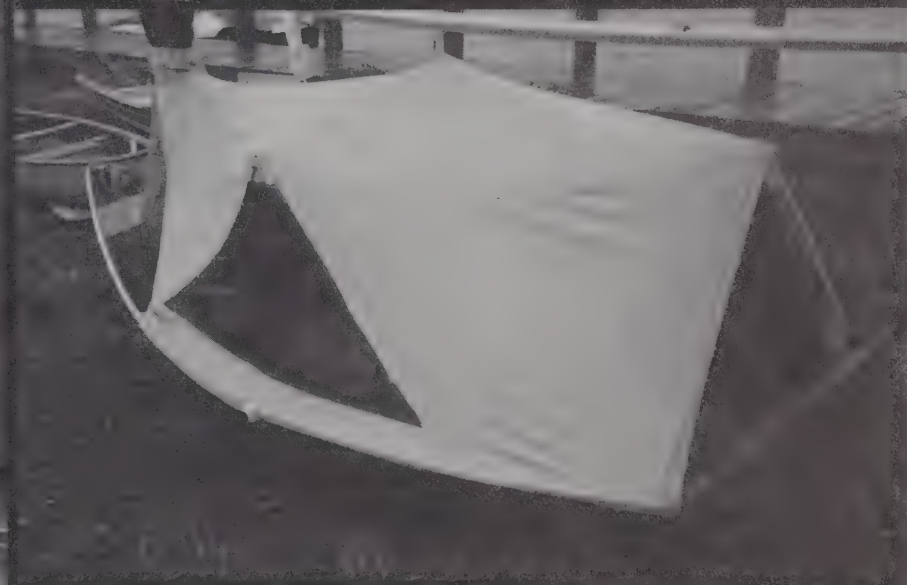
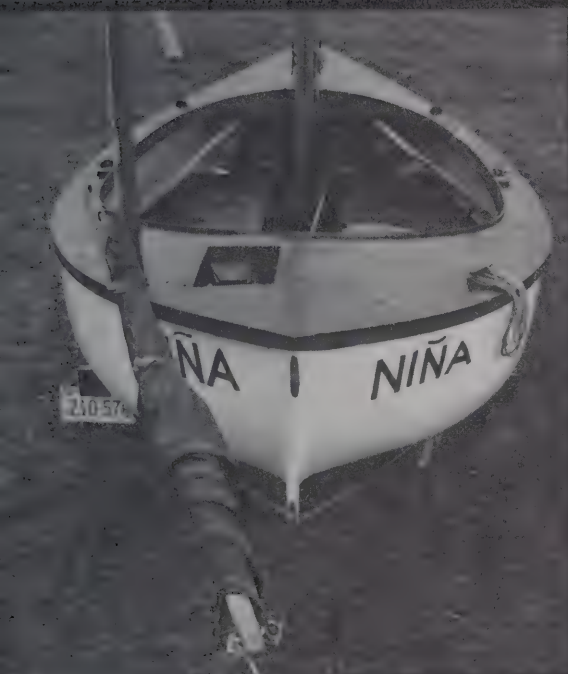
The Museum sponsors the annual Mid Atlantic Small Craft Festival and collects the hefty fee (\$47 single, \$80 family for non-members) but many small craft folks work at making it all happen. In fact Operations Manager, John Valiant, is new to the affair, until this year it was managed by Kate McCormick, generally credited by those in the know with being the guiding spirit of the affair. Kate was there enjoying herself to the max, but John had the worried look of the guy in charge whose not quite sure about how it's all going to go. Outstanding amongst the volunteer help were Sam and Betty Schlegel who were always at work making it happen, but in an unobtrusive manner.

Right from top: Ben Fuller sets out to win in his Delaware Ducker; tromping right along ovjer the finjish in a crabbing skiff; Vern Hardesty's folding schooner at speed tryinhg to tack the finish line; Robin and Dan Muir cut the dock closely.





Left from top: Richard Hallins' skiff capsized twice while being rigged on the beach, but off he went to race, only to capsize again out on the course, with an ignominious tow back. Not the warmest fall day for kayaking, that's a DK-13. Right from top: Jim Thayer's "Li'l Pickle" is the plug he used to build the mold for his production boats, 400 pounds of it; launching Vern Hardesty's folding schooner; Charles Larson takes his tiny 8' "Tiki" for a paddle.



Left from top: LA JULIETTE was loaded with gear for an expedition cruise; NINA may be plump but she has nice lines; John England's elegant Tuckup. Right from top: PUCK was nicely built; a lapstrake double ender for sail or oar; John Thompson's "2" in camping format ashore; a "Peep Hen" provided trailer camping for one family. Centerfold overleaf: The sailing race heads for the first mark in a stiff breeze.







# Chesapeake Bay Maritime Museum

Report & Photos by Bob Hicks

If you've been to Mystic Seaport Museum, you'll recognize the type. The Chesapeake Maritime Museum is a mini-Mystic, the details ring familiar. There's the old pilothouse at the gate for the ticket takers. There's the elegantly constructed replica house with the major exhibits. There's the Small Craft Shed with the indigenous small boats. There's the boat shop where restoration and building goes on and you can view it from a balcony above. There's the lighthouse on the point. There are docks for visiting members to tie up to. The adjacent field where the Festival takes place has a few of the buildings gradually being assembled into the "Watermen's Village", destined to be a major focal point. It's all like Mystic, just not so much of it.

One noticeably different exhibit is the waterfowl building. Waterfowl loom very large in Chesapeake economic history and this building displays the birds and the means men used to harvest them (that's the word for it, all right) for market. I found the huge market guns mounted on skiffs very intimidating weapons.

Not many "historic" boats in the water, in fact, too many modern sailing yachts are tied up along the waterfront, detracting from the aura of being there as it once was. A skipjack and a bug-eye, both 36' or so in size, are moored right near the marine railway, but right amongst modern wall-sided fiberglass cruising boats owned by members. Not an effective juxtaposition.

You can "do" the whole thing in detail in a couple of leisurely hours, and it's well worth the visit if you're passing by enroute south. St. Michaels is on the Maryland eastern shore, about 25 miles south of the Bay Bridge that carries U.S. 301 over the Chesapeake to Annapolis. The countryside is flat and agricultural, pleasant but not dramatic at all. The Museum is open weekends only from January to mid-March. Call (301) 745-2916 if you plan to stop by for a winter visit. In season the Museum is open daily 10 a.m. to 4 or 5 p.m.



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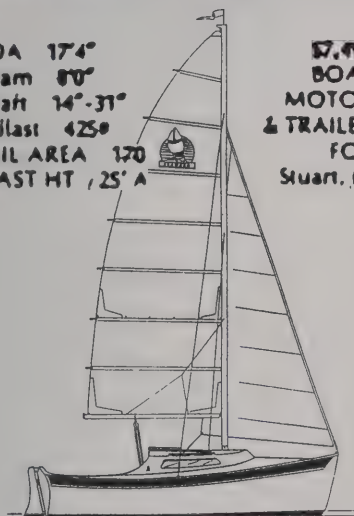
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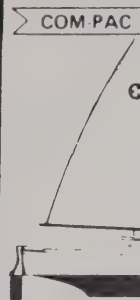
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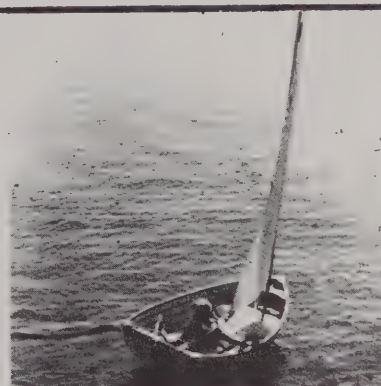


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*DREDGING OFF NAHANT  
MISADVENTURES  
A NIGHT ROW*

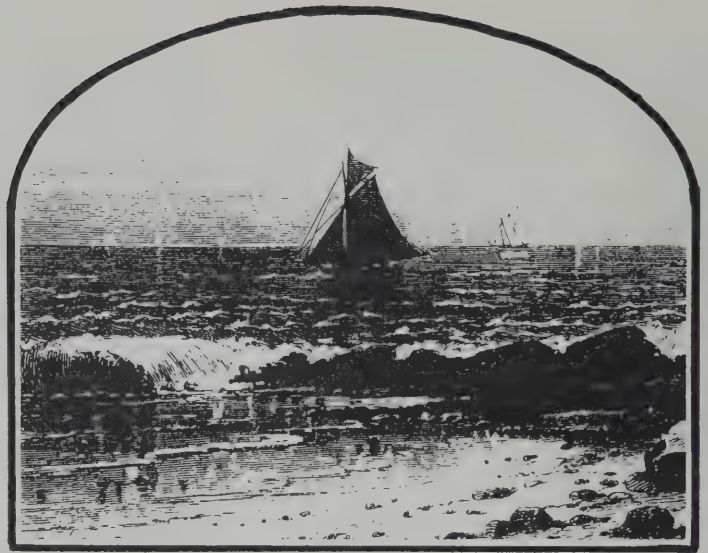
We found the carpenters in possession of the vessel; making cupboards and putting up racks and shelves for books, charts, clothes, and other articles. As their presence made the vessel inconveniently crowded, after dinner the Professor, the Assyrian, and the Artist got into a whaleboat belonging to Mr. Tufts and made sail for Nahant Point, intending to dredge in that neighborhood. The fishermen make great use of these boats, which are called whale-boats because in some particulars of their build they resemble the boats used in the whale fishery. They are really a convenient species of sail-boat, and generally of about five tons burden.

My companions promised to get back in time for tea, but at tea-time there was no trace of them visible. About sunset I saw them through the telescope far away beyond Nahant, six or seven miles distant. The breeze had died. Just before dark the whale-boat disappeared behind Nahant, and I concluded that my friends, finding it impossible to regain the sloop, had concluded to put into Nahant and pass the night there at the hotel. The Skipper and the Pilot coincided in this view, and at dark went ashore to spend the night with their families, leaving me in sole charge of the vessel.

The night was exceedingly dark, and the air chilly. I confined myself, therefore, to the cabin, occupied in writing till nearly midnight, when, as I was about to turn in, I heard a distant, faint cry: "Helen, ahoy!"

I stepped on deck, and held the light in the companion-way, so that the wind could not reach it, while its glare could be seen from without. The hail was repeated, and I recognized the strong voice of the Assyrian. But the sound came not from the direction of Nahant, but from the opposite quarter, toward the shore of the mainland. Without stopping to speculate on this phenomenon, I ran below, grasped a bunch of Roman candles, and lighting one at the lamp held it aloft, so that its fiery shower threw a momentary radiance over the sloop. I caught a glimpse of the sail-boat slowly approaching, and a shout from her crew announced their satisfaction at my signal. I lighted two more candles in succession, guided by which they got safely on board.

They were tired, wet, cold, and hungry. Fortunately the Pilot, before going on shore, had cooked



## CARTER'S COAST OF NEW ENGLAND

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

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a plentiful supper in the expectation that they might return before nightfall. Dry clothes proved an adequate remedy for both cold and wet. The Assyrian crawled into the forepeak, and presently emerging with two bottles of ale, proceeded to make himself comfortable in his own way. The Professor, having arranged his Coast-Survey volume for a pillow, turned into his berth, lighted his cigar, and favored me with an account of their adventures in the sail-boat.

First, they had dredged laboriously and successfully for three or four hours in the deep waters beyond Nahant, which abound in curious specimens of marine life.

Dredging, by the way, I believe I have not yet described. The implement used by naturalists is a square iron frame, like a shallow box without a bottom. It is generally about two feet square, the sides of the frame being four inches high. Below the frame, fastened to a row of holes near its lower edge, hangs a net with tolerably small meshes. A stout rope, two or three hundred feet long, is used. The dredge is dropped overboard while the boat is in motion, and is dragged along until the net-bag is

## SHROWDEN'S BANK

*CATFISH A SEA-RAVEN A HEMDURGAN  
HOPE OF HALIBUT*

supposed to be full of mud, gravel, stones, shell, and whatever else may be upon the bottom. It is then hauled up to the surface and swashed about for a few minutes to get rid, as much as possible, of the mud, which generally constitutes the chief part of its contents. Lifted upon deck, buckets, pans, basins, and other vessels are put in readiness, filled with sea-water. Handful by handful the mud is then taken from the net and thoroughly examined. Stones and other rubbish are flung overboard, but every living creature is carefully handled and washed and put into a bucket or whatever vessel may be most convenient, taking care always to immerse the animal as soon as possible into cool, fresh seawater.

On board the sailboat they had but a single bucket. Their dredging, as I said, had been successful, and at the end of three or four hours the bucket was nearly full of fine specimens. What they were the world will never know, for just as they had hauled up the last dredgeful an unlucky gust struck the vessel. There was a commotion on board, to get out of the way of the boom. The Professor's hat was knocked off by the boom, and went overboard, nearly taking his head with it. The Assyrian's long legs swung round and struck the bucket containing the specimens, the greater part of which, a minute afterward, were rapidly descending to their native depths.

Disheartened by this mishap, they gave up dredging and made sail for a fishing-bank some miles farther out to sea. They caught nothing there worth mentioning; and when it grew dark, the wind had died away. The vessel had no oars, nor anything that could be used as a paddle, except a broken pitchfork that had somehow found its way on board. With the aid of this they slowly moved onward, and, as they went, picked up a tolerably good straw hat floating by, which had doubtless fallen from some vessel. It fitted the Professor's head as well as the one he had lost.

About 9 o'clock a light breeze sprung up, and enabled them to make their way into Swampscott Bay. It was so dark, however, that they could not distinguish the sloop, and they did not learn their position till they found themselves close to the shore. Tacking about, they stood out again, till they discerned a faint glimmer of light, which proved to come from my lamp in the cabin. They hailed it gladly, for the shore was too rough to permit a landing in the dark, and they were already suffering from cold and hunger.

Saturday morning, July 10, the weather was dull and cloudy, and my companions, exhausted by the previous evening, were in no hurry to get up. At seven, the seamen came on board and got ready our breakfast, consisting mainly of the codfish we had captured the day before. The old Pilot selected three of these fish to cook, throwing the rest overboard. I noticed that he selected them with care, and without any reference to size. I asked him why he picked out those three in particular. He replied that they were the best — much the best of the lot. He could not tell why, exactly. He judged by the look — by the shape. Some cod were logy, heavy, dull; others were lively, sprightly. These last were best for food, though all cod were good eating. His explanation reminded me of the New England proverb: "All deacons are good, but there's odds in deacons."

At 8 o'clock we made sail for Shrowden's Bank, a noted fishing-place nine miles distant. We took our last look at Swampscott, whose name, by the by, is Indian, though apparently compounded of two familiar English words. It was once a favorite resort of the Indians, and was the site of one of their villages. The tribe by whom it was inhabited were called Abergonians, and at the time of the settlement of the colony they were governed by a "Squaw sachem." From 1634 to 1641 Swampscott was occupied as a farm by Sir John Humphrey, one of the original patentees of Massachusetts. For more than two centuries it was a part of Lynn. I remember it ten or twelve years ago as a small, dirty fishing-village, romantically situated, with a succession of picturesque coves, beaches, and rocky points. The summer sojourners at Nahant were fond of visiting it as a droll, queer place. Now, it is a flourishing, populous town — clean and neat, its houses resplendent with white paint, and its beaches lined with the most elegant seaside mansions in the State.

We anchored on Shrowden's Bank and began fishing with cod-lines, with a pound of lead for sinker. We baited with hardheads, and caught in a few minutes twenty or thirty codfish, averaging about three pounds weight.

The Pilot and the Skipper expected to catch halibut, which they evidently regarded as the greatest of prizes. At length I hooked something of greater

size and vigor than anything we had yet taken. Observing the force with which it resisted capture, the seamen watched with eagerness its arrival at the surface, in the hope that it might be a halibut. It proved to be a catfish. It was a hideous-looking monster, thirty-two inches long by sixteen wide, weighing ten pounds. The head was large, flat on the top and blunt at the snout; the jaws filled with long, thick-pointed teeth, with which the creature snapped ferociously whenever we touched him. These jaws have great strength, and our fishermen handled their owner very cautiously. They shook their heads with marked disgust at a proposal to cook the animal for dinner; yet the flesh, when smoked, is said to have the flavor of salmon.

Half an hour afterward I hooked another catfish, of such size that when I attempted to lift him over the vessel's side the stout cod-line broke and he escaped.

The Assyrian, seated comfortably at the stern of the sloop, with his invariable cigar in his mouth, was lazily pulling up the occasional cod or haddock that were so accommodating as to fix themselves on his hook, when suddenly he started to his feet exclaiming, "I've got a halibut, now, I think."

We all gathered round him, as with surprising animation, he pulled in his line, of which he had out a great quantity, the tide having carried it away from the vessel. A brief observation of the process of hauling in satisfied the old Pilot. He stepped back to his own line, saying, "You've got no halibut there."

It was evidently, however, a large fish of some sort, and in time arrived at the surface. On catching sight of it the Assyrian paused, as if paralyzed with astonishment.

"What in Tophet is this?" he muttered.

"Lift it up, said the Artist, "and let us look at it."

The Assyrian reluctantly complied. It was a frightful, spinous, blood-red creature, about two feet long.

"A sea-raven," said the Professor.

The old Pilot laughed. "You may call it a sea-raven, but it's a sculpin — a deep-water sculpin."

"So it is," rejoined the Professor; "but there are many kinds of sculpin, and the books call this one the sea-raven."

The Professor then took the dory and rowed away from the sloop about one eighth of a mile, where he fished for half an hour, apparently without much success. On coming alongside he held up to our inspection a beautiful rose-colored fish about eight inches in length.

"What do you call that?" he inquired of the Pilot.

"I call that a humdruggan."

It was a Norway haddock. It is a rare fish on our coast, and seldom eaten when taken; though on the coast of Norway, where it is caught plentifully, it is a favorite article of food, being considered a great delicacy, and eaten either cooked or dried. It is common in the seas around Newfoundland, and in the deep bays on the southern coast of Greenland it is caught in great numbers, in the way that the Professor caught it — on baited hooks attached to long lines. It has spines on the head, which the Greenlanders formerly used for needles.

The Pilot and the Skipper both expressed a good deal of dread of this handsome and apparently harmless fish. They considered the spine poisonous, and the Skipper related several instances in which he had known persons to be dangerously wounded by handling it. The Professor pooh-poohed at these stories, though it was possible, he said, that a wound made by the spines of the fish might become badly inflamed, as often was the case with wounds made by the claws of a cat or the teeth of a rat.

The Artist, who was fishing from the side of the vessel, now called out that he had got a halibut. The old Pilot took hold of his line, and after pulling for a moment his countenance lightened up and he exclaimed exultingly: "A halibut, and a big one too! Now, gentlemen, you'll see some sport. Now you'll see what fishing is. Let me manage him!"

Rapidly, but continuously, he pulled on the line for a few moments, holding it so that a sudden rush of the huge fish would not meet with sufficient resistance to break the cord. We held our breath, and gathered round to watch the struggle which was to ensue when the halibut put forth his strength. But no struggle came. The Pilot pulled and pulled with greater difficulty, till it was evident that the line would bear no more strain. He then paused, and fingered it a little, gave a jerk or two, dropped it suddenly as if it burned his fingers, uttered a low whistle, and walked to his own line, which he began to pull in slowly with a chapfallen expression.

"What's the matter?" inquired the Artist.

"Why don't you pull up the halibut?"

"Halibut be hanged!" responded the old man; "your line is foul of a cable which somebody has lost here."

The Artist pulled stoutly and the line broke, coming up minus the hooks. He protested, however, that he had at first something living on the line, which had probably got away in consequence of coming in contact with the sunken cable.

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# ADVENTURES IN A TOWNIE



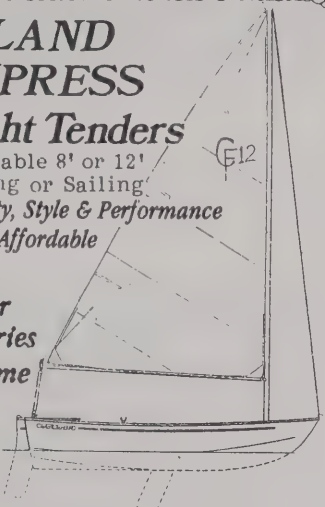
The long running series we've all enjoyed by Tom McGrath about his adventures in a recalcitrant Townie sloop has now been put together in book form for ease of enjoyment anywhere. The softcover book of 220 pages is profusely illustrated with Tom's sketches and maps and includes thirteen stories originally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

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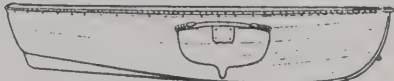
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**BRICK.** Bolger design, LaRowe plans cat ketch. Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

**CANOE.** 15'. Bill Howard, 225 Boston Rd. Springfield, MA 01109.

**CANOE.** Stripper. Bob Humble, 50N Bergen Pl., 3B, Freeport, NY 11520

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**CHRIS CRAFT.** 19' runabout. Don Farnsworth, China, ME 04926-0013, (207) 968-2932.

**CLARK CRAFT PRAM.** John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

**DIABLO.** Bolger design, Payson "Instant Boat", outboard skiff. Carl Atwood, 1032 Pleasant St., Bridgewater, MA 02324.

**DODGE.** 16' runabout. Don Farnsworth, China, ME 04926-0013, (207) 968-2932.

**FLAT BOTTOM SKIFF.** 11' plans. Robert Wadon, 83 Oak St., Randolph, MA 02368.

**FROST FISH.** Iceboat. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

## PROJECTS

It's project season again so we'll revise and encourage new inputs to our listing of readers who are, or have been, building or restoring boats. If you are willing to share your experience in building or restoring any specific boat with readers who might have similar interest, let us know your details. If you are in need of contact with anyone about a boat you're involved with which is not listed, send us a note, we'll run it for you under "Help Wanted".

If you are on this list incorrectly in any way, please advise me. If you wish to add yourself to this list, please do so. Mail your information to BOATS PROJECT REGISTRY, 29 Burley St., Wenham, MA 01984.

**GLEN L 15.** Sloop. David Wilde, Karne-Choling, Barnet, VT 05821.

**GLOUCESTER GULL.** Bolger design, Payson "Instant Boat" rowing dory. Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

**GYPSY.** Bolger design, Payson "Instant Boat" sailing/rowing cruiser. Bill Howard, 225 Boston Rd., Springfield, MA 01109. Gregory Pike, 110 Dudley St., Manchester, NH 03103.

**KAYAK.** 17'. Bill Howard, 225 Boston Rd., Springfield, MA 01109.

**KAYAK.** 16.5' Ultralight. Don Betts, 87 Luquer St., Brooklyn, NY 11231, (718) 643-1688 days, (718) 855-3659 eves.

**KAYAK.** DK-13. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

**NEWPORT 27.** F/G sloop. Gregory Pike, 110 Dudley St., Manchester, MA 03103.

**NYMPH.** Bolger design, Payson "Instant Boat" dinghy. Frank Kahr, 6 Karen Dr., Barrington, RI 02806, (401) 247-1806.

**NUTSHELL.** Wooden Boat pram. Ralph Kimball, 55 Maple St., Paxton, MA 01612. Dan Leininger, 420 Warley St., Melville, Newport, RI 02840, (401) 683-3291.

**OWENS.** 21' O/B cruiser. Chuck Schmitt, 41 Highfield Rd., Glen Cove, NY 11542.

**SNOWSHOE.** Monfort Geodesic canoe. Fred Moller, Old Fitzwilliam Rd., Jaffrey, NH 03452, (603) 532-7635.

**TEAL.** Bolger design, Payson "Instant Boat" sailing skiff. Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

**THOMPSON.** 14' runabout. Robert Wadon, 83 Oak St., Randolph, MA 02368.

**TRAPEZE.** Dinghy. Jim's Boat Shop, 310 Oak Terr., Moberly, MO 65270, (816) 263-8344.

**TORTOISE.** Bolger design dinghy. Dave Richter, 115 Lincoln St., Holyoke, MA 01040, (413) 532-1380.

**V-BOTTOM SKIFF.** 16' ultralight. Don Betts, 87 Luquer St., Brooklyn, NY 11231, (718) 643-1688 days, (718) 855-3659 eves.

**VITA.** Dinghy. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

**WHITECAP.** Old Town daysailer. Randy Morse, 389 Pako Ave., Keene, NH 03431.

**WHITE.** 15' runabout. Robert Wadon, 83 Oak St., Randolph, MA 02368.

**WISCASSET DINGHY.** Daysailer. Tom Doane & Mark Silverman, 9 Farley Ave., Ipswich, MA 01938.



### ON THE BEACH

Reader Bob Smith of Rockport, MA, reports he saw this small wooden skiff under construction on the beach at Boca Chica in the Dominican Republic. He says the builder was using ordinary nails and pine boards. There are lots of his boats around the area, but Bob understands it is tough there to get them registered because refugees tend to flee the country in anything that floats. Sorry, no name or address to direct inquiries to for building details!

## CROSBY CATBOAT LAUNCHED

Mystic Seaport Museum's small boat shop completed a year of research and building on a 20' Crosby catboat with its launching on September 26th. Using techniques that date back to the turn of the century, the builders reproduced the Crosby as it was built between 1860 and 1930 at Crosby's in Osterville, MA. With few originals remaining, shop crew were at first baffled by certain construction details, even after partly dismantling an original.

The clues to the missing links came from 79 year old Horace Manley Crosby, Jr. who built the boats himself between 1924 and 1931. He lent his insights and recollections to the objective of building the boat in the traditional manner, something not done for 50 years. Crosby taught the builders how to produce the catboat's distinctive lines with frames canted toward the center, and even remembered the exact mixture of beeswax and resin used to cover exposed fastenings.



The boat is mainly constructed of cypress with some white oak.

The project was supported by the Catboat Association's Breck Marshall Memorial Fund and will be

named BRECK MARSHALL. It will be on permanent exhibit on the Seaport waterfront. A monograph documenting the entire project is now being drafted.



## FEATHER CANOES

Mac McCarthy is as busy as ever with yet more innovations on his strip built canoes and related boats. Mac writes that his most recent projects are a 7' wave ski weighing only 15 pounds (as against 25 pounds for the commercially available fiberglass models) and a 16' kayak or surf ski, de-

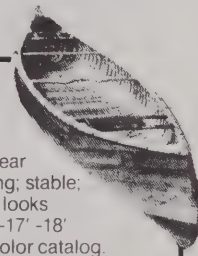
pending on whether he decides to build it to sit in or sit on. Mac builds this sort of custom craft to order, but often ends up building an extra one for himself. He loves paddling as well as building. Feather Canoes is at 3080 N. Washington Blvd., Sarasota, FL 33580, (813) 953-7660.

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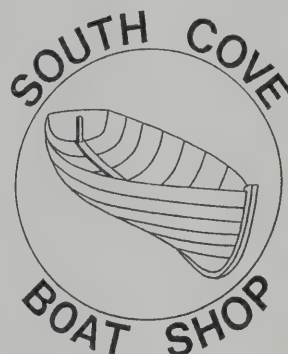
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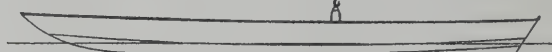
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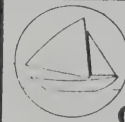
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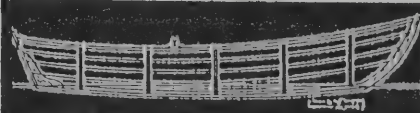
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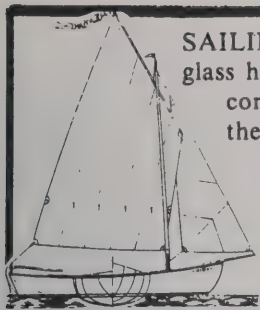
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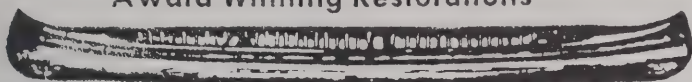


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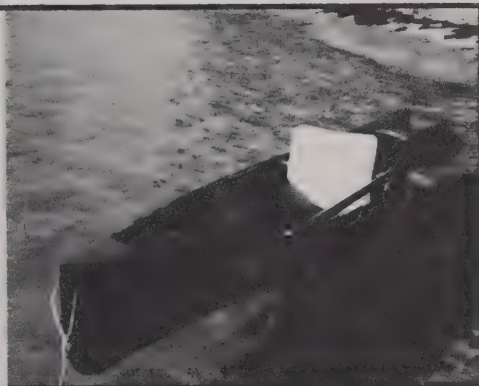
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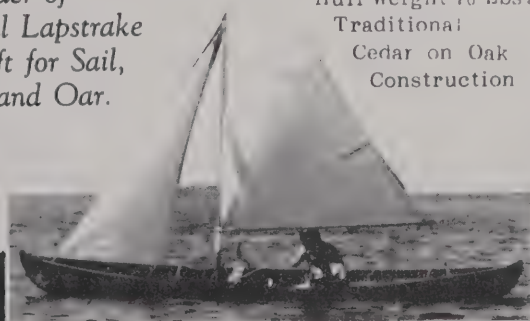
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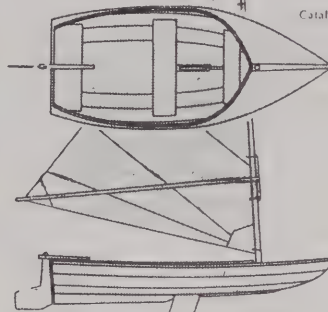
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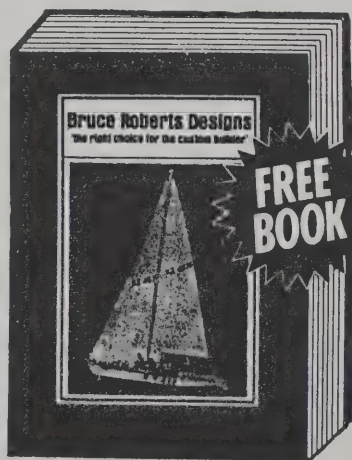


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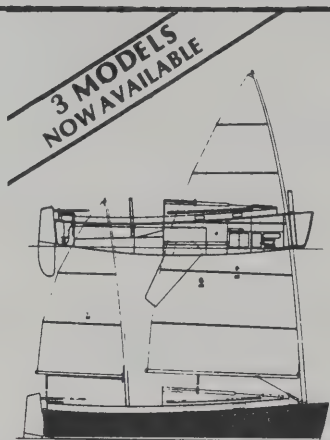
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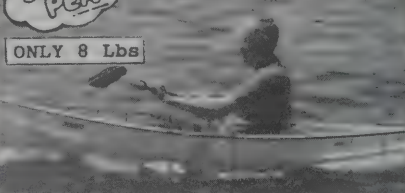
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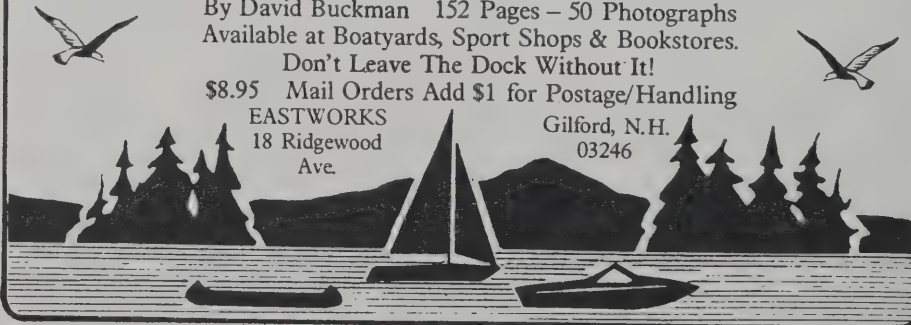
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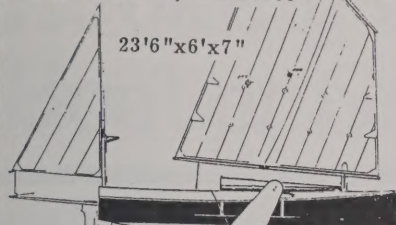
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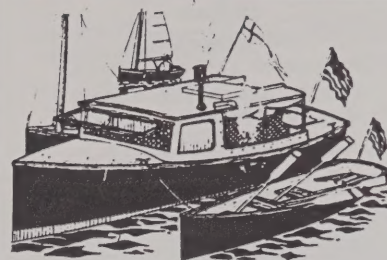
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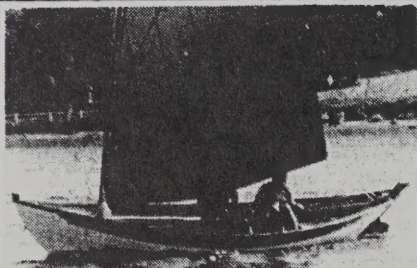
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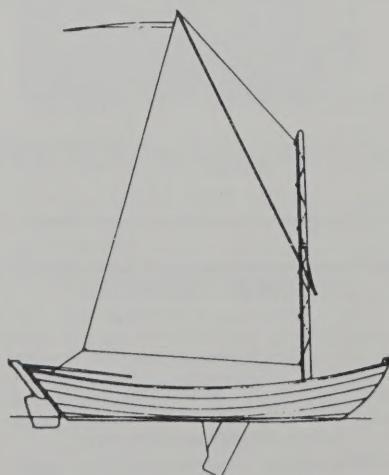
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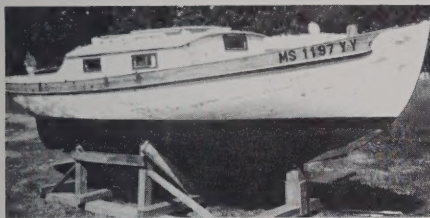
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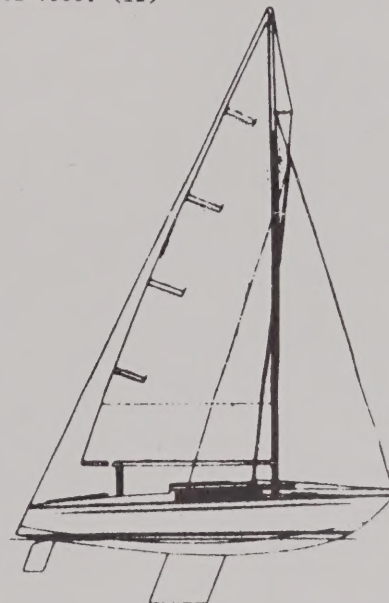
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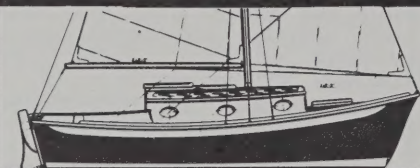
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