



messing about in BOATS

Twice a Month!

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messing about in BOATS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will mainly cover the interest-
ing boats and people seen at the
Small Boat Show in Newport in late
May. Quite a lot of interesting
small boats were to be found this
year. If space permits, we'll begin
a two or three part mini-series on
building the "Bobat" catboat; we'll
conclude the tale of the last sail-
ing trip to the arctic begun in this
issue; there'll be a discussion of
two newly republished books on
early solo sailors; and introduction
of a new "line" of tack and tape
sharpie designs you can build. Ad-
vance previews: July 15th will fea-
ture the annual Small Craft Week-
end at Mystic Seaport, and August
1st will likewise feature the Maine
Canoe Symposium. August already

On the Cover...

The CHIEF slides precariously
down the ways in Essex, Massachu-
setts, with a little bit of help from
some friends. The story's in this
issue, along with another launch-
ing tale from Rockport, Maine,
where AMITE' hit the water amidst
international good will overtones.

Commentary

BOB
HICKS

Spring is launching time, of
course, for just about every boat
owned in our seasonal boating geo-
graphical area. It is also the pre-
ferred time for the launching of
new boats, the products of a win-
ter's work, or even of several
years or more of work. The new
beginning aspect of Spring makes
this so, and provides impetus for
getting the boat done. In early May
it happened that two different
launchings came to my notice.

The Rockport Apprenticeshop
sent a formal invitation to their
launching of AMITE', fourth of the
38' French gigs to be built. A Mr.
Charles Marshall, Vice-chairman of
the Board of AT&T and his wife re-
quested the "pleasure of your com-
pany" as such invitations are
phrased, at the launching and re-
ception. The involvement of the gi-
ant communications company in the
building of a traditional wooden
boat was certainly unique. In his
assiduous pursuit of financial sup-
port for his dream of preserving
the knowledge and skills of the old
ways, Lance Lee had corralled
AT&T interest in AMITE', which is
destined to go to France to join a
sister built over there.

And so at Rockport on April
30th the usual large crowd of lo-
cals who attend the major launch-
ings was supplemented with invi-
tees such as us and an array of
dignitaries connected with AT&T
and with the French small boat fed-
eration involved in hosting the big
event in Brittany. The several
speeches recognizing the signifi-
cance of the occasion were of reas-
onable length and not too tedious,
and the launching was a great suc-
cess, with follow-up outings out in
Rockport harbor for the building
crew and then the dignitaries.

Within a week another launch-
ing came to my attention by an in-
direct route, right near home over
in Essex, Massachusetts. No formal
invitation, in fact the Burnham fa-
mily was so busy getting ready
they hadn't bothered about alerting
the "boating press". Charlie Burn-
ham's creation, the CHIEF, en-
joyed, sort of, the sponsorship of
local police chief Jim Platt, who
had given Charlie the tired old
Marbleheader inboard cruiser to re-
build. I hastened over on Saturday

May 7th for this occasion, and here
again was a large gathering on
hand to share with a boatbuilder
his moment of truth. I couldn't find
any dignitaries, perhaps Chief
Platt could serve in the role, but
he was incognito to those who did
not know him, quietly savoring the
occasion.

The rebuilding of the CHIEF
into a rather attractive inboard
workboat was a family effort, Char-
lie was assisted by his two sons.
Harold is the boatbuilder, he re-
builds Beetle Cat relics he finds,
attends Massachusetts Maritime Aca-
demy to qualify for a career in the
merchant marine, so he can be a
boat builder in his time off. The-
odore is the engineering student
and he took care of the mechanical
part of the CHIEF's resurrection.
The Burnhams go back to 1635 in
Essex, boatbuilders for over three
centuries. Charlie's boat hit the
Essex River in the same way that
literally thousands of workboats
have been launched in those three
hundred years.

You'd never know it from the
CHIEF's launching. No speeches, a
christening ceremony inside the
boatshed where the CHIEF's stem
still rested, some heaving and hoe-
ing to get the boat started down
the ways. Cheers and shouts, then
indulgence in a classic New Eng-
land "potluck" spread of food and
drink, and community conversation.
For this was a community affair.
Just about everyone there was a
"townie". People in Essex still re-
member their town's heritage, but
in this everyday sort of way. They
get together to share the pleasure
of observing a fellow townie's
achievement as another wooden boat
slides into the Essex River.

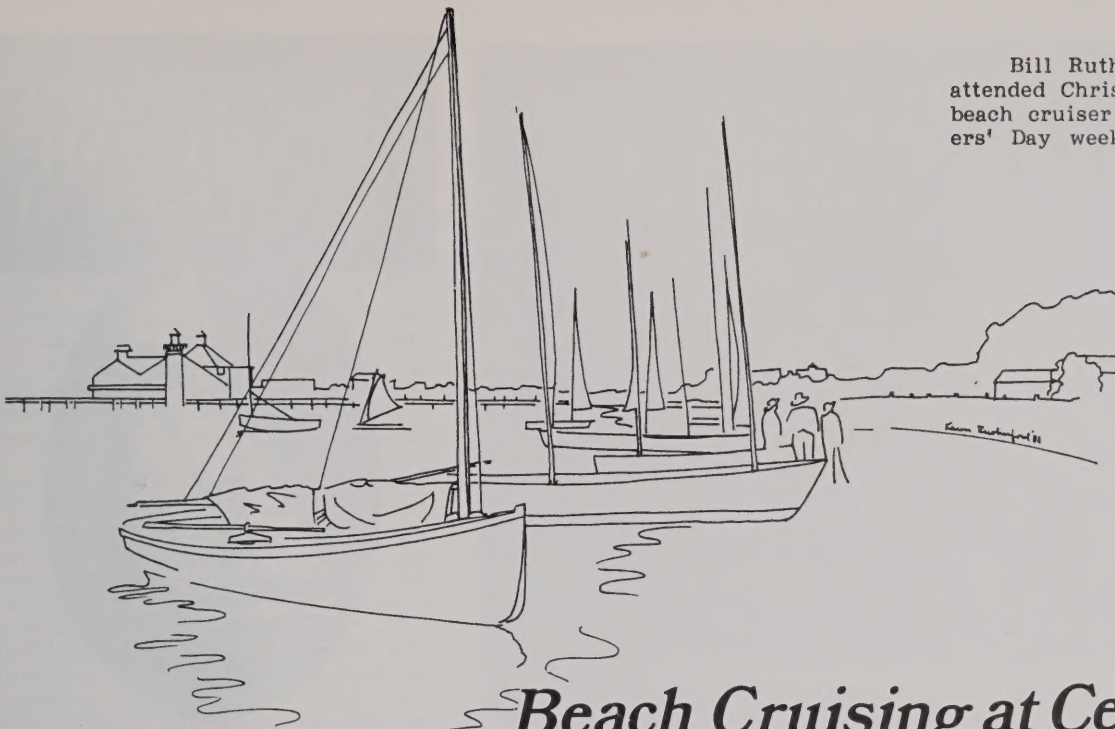
The common ground shared by
these two wooden boat launchings
seemed very clear to me. Lance Lee
in Maine pursuing his goal of pre-
serving the traditional old ways of
doing things, corraling whatever
help he needs to achieve this ob-
jective. And the Burnhams of Es-
sex, just launching another boat,
something their family has done
right there since the town was
first settled. Both launchings were
new beginnings, but also reminders
of the long tradition that supports
our fascination with wooden boats.

PRICE INCREASE

I've bitten the bullet on my
costs of doing business, as discus-
sed in the May 25th issue, and am
increasing the price of an annual
subscription to BOATS to \$20 per
year, still 24 issues, twice a
month. The increase will take ef-
fect with the August 1, 1988 issue.
Any new subscription, or renewal,
which begins with that issue (or
later ones) will be at the new rate.

\$15 subscription or renewal orders
we receive after this deadline will
be entered for 18 issues (3/4ths of
a year) to save additional hassles
over the additional \$5. The July
15th issue, last at the old rate,
will be mailed about July 8th,
about three weeks after you see
this notice. Thanks to all of you
who let me know this move posed
no problem for you.

Bill Rutherford of Tampa, FL, attended Chris Harkness' Cedar Key beach cruiser gathering over Mothers' Day weekend.



Beach Cruising at Cedar Key

We took our Harbinger class catboat to Chris Harkness' Cedar Key beach cruiser meet and thought you might find it of some interest. Our boat is an open, rowable design, 15' long with an untippable 7.5' beam. With a draft of under a foot with centerboard up, she is perfect for exploring the bays of the outer keys. It was comforting to explore so in company; we will feel more confident when returning on our own.

Chris is the perfect host. He is relaxed and lets everyone "do his own thing", but somehow manages to herd us all towards the same key, even when he shows up late himself! We also enjoyed meeting the Sea Pearl's, some of whom are real adventurers. One couple regularly cruises the Florida Keys.

It is easy to have a great time in such a pristine paradise. You keep looking around for the Gilligan's Island camera crew. Herewith the "Log of the Catboat CACTUS WREN":

It had been a refinishing winter; the complete sand down and varnish back up, both inside and out, of CACTUS WREN. After a month and a half of that, we were ready for a cruise.

Chris Harkness' event at Cedar Key provided a great opportunity to get ready for; the deck paint was barely dry when we loaded up and drove north out of Tampa towards Cedar Key. We followed the alignment of the old railroad into town, the one that gave the town its reason for being, one hundred years ago when Victorian hotels and tin-roofed houses sprouted at the water's edge. Here people transferred from steam-driven iron horses to steam-driven paddle-wheelers on their way to New Orleans.

We eased into town just as the sun was going down, past the tired

old Victorians on down to the condos on stilts. We got a room on the second floor this year at Cedar Cove. Lights twinkled on the Pier across the water.

In the morning we found seven or eight Sea Pearls (twenty-one foot double-enders with cat ketch rigs, built near home in Tarpon Springs), two Bolger Micro cruisers (one from North Carolina, one from Cedar Key), an old Windmill from Alabama, a "Popular Science" Friendship Sloop, and two sea kayaks from Florida's east coast, all pulled up on the town beach. We joined in with our catboat and followed this fleet over to Seahorse Key, passing a Micro on the way (the first boat we ever passed). Skies were a clear bright blue, the tide following, as was the sea and a medium breeze from the northwest. Perfect!

Over the snow white beach at the key soared a whole flock of magnificent frigate birds, way high, looking like sharp winged birds from Middle Earth. Wood ibis abounded. Two osprey fished from short, dead trees in the lagoon. A whole rookery of brown pelicans lived in the woods. Hermit crabs scurried around our toes, carrying someone else's shell around on each back.

We swapped lies and tried out each other's boats.

The run back was again with the tide and before the now southwest breeze. A potential boatbuilder from Montgomery, Alabama, rode with us. We anchored off the town beach overnight to an anchor and a stake driven at the water's edge. Three Sea Pearls strung themselves together with on anchor way out and another at the beach, making a "string of Pearls".

We did not have a get-together this year, and Chris announced

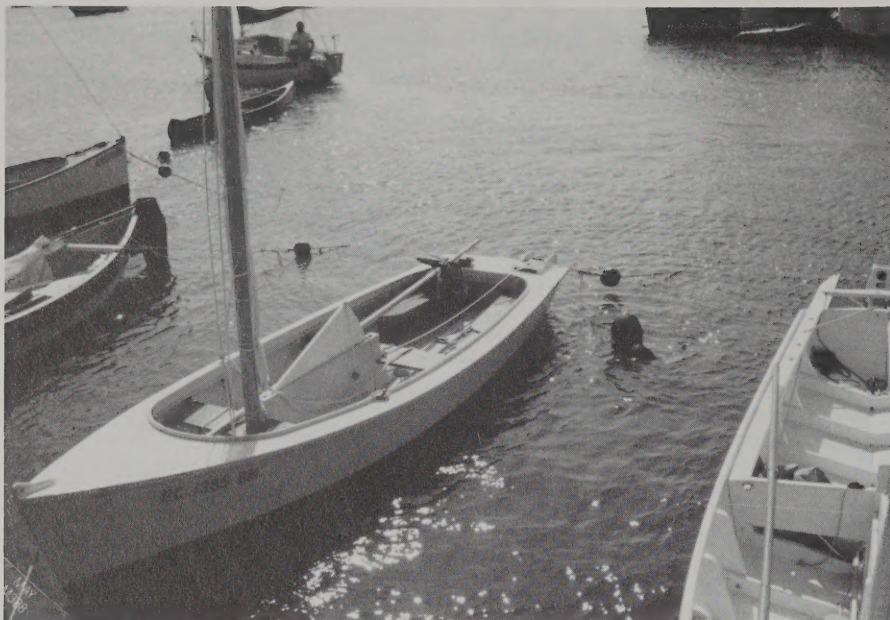
that he would not be able to host the gathering next year as he had moved to Tallahassee to enroll his wife, son and daughter in Florida State. So we wandered on down to the Pier and had a delicious seafood dinner at the Captain's Table, overlooking the town docks, where a fishing competition was just winding up. It was dark when we finished, so we walked back and sat outside at the bar at Cedar Cove, had dessert, and watched the bright white lights of the Pier in front of the blinking red navigation lights out beyond.

Sunday morning the cruise was out to North Key. It is shaped like a horseshoe, guarded by a sandbar we had to walk over, pulling the boat along behind. The beach was remote and the lagoon alive with laughing gulls and terns.

Mike, the local, found bits of ancient 900 year old pottery and a flint arrowhead right at our feet. Flint is not indigenous to the keys, so it must have been traded there, or brought by vacationing Indians. In ancient times, Indians from the Ohio area used to visit these keys.

We lunched, and traded secret launching sites we knew along the coast. The Sea Pearls departed for sunken ruins somewhere to the west (which they found) while we fooled around with the two Micros which were having a "race" (the first Micro race ever recorded?).

The weekend ended all too soon with the trailer being backed down the ramp for the boat to be rowed onto (we had dismantled the rig on the beach in front of Mike's place). We waved goodbye and headed down the road. Supper was pasta and salad in Crystal River, enroute. We slept well that night, dreaming of white sand beaches and clear blue waters.



The North Carolina spritsail skiff, a popular boat indigenous to the area.

North Carolina MARITIME MUSEUM



Traditional Wooden Boat Show

On May 7th and 8th the North Carolina Maritime Museum in Beaufort, NC, was the site for the North Carolina Traditional Wooden Boat Show. While this is a little out of the orbit of MESSING ABOUT IN BOATS, I thought you might be interested in a report. I decided to attend because I felt it would be educational to see what was going on in the traditional small boat world outside of New England, and, as a Council member of the Traditional Small Craft Association, I thought it might help to make some contacts and spread the T.S.C.A word (plug: join the T.S.C.A. folks!).

Well it was a long way. We drove down with a newly finished Swampscott dory on a trailer, leaving early Friday morning from Montague, MA, and arriving in Beaufort, NC, late Friday night. Although it rained the whole way, and we had to stop and bail out the dory every few hours, the trip was uneventful. Beaufort, NC (pronounced "Bo-fort" and not to be confused with Beaufort, SC, which is pronounced "Bew-fort") is a very pretty historic seaport on the Intracoastal Waterway, just inside the barrier islands near Cape Lookout.

The North Carolina Maritime Museum is state funded. Their handsome building houses a model collection, various fisheries exhibits, boats, a bookstore, and other maritime displays. Across the street on the waterfront is the Harvey W. Smith Watercraft Center housing the offices of the Small Craft Program and the boatshop. Altogether a very nice place.

The traditional wooden boat show is billed as a spring gathering of small wooden boats. The stated goals are: "To promote wooden boats of traditional and classic design as useful, wholesome, safe and enjoyable alternatives to mass produced boats. To bring together, demonstrate, and display these boats for everyone. To provide a forum for the exchange of ideas and experiences." We also had a whole lot of fun too!

The entrants were limited by choice to wooden boats and by necessity to small ones. The nearest launching ramp was quite a ways away and there was only limited shore and dock space. All boats had to be hand carriable, by as few people as you could muster, to and from the water.

There was a wonderful variety of craft there. It included a number of sharpie skiffs and spritsail skiffs, a lapstrake dinghy and a lapstrake Whitehall, a museum-built melon seed, a sailing Bolger Gypsy, a few classic canoes, a 1959 Chris Craft runabout (19', stayed on its trailer) etc. Fellow T.S.C.A member, and boat lumber dealer, John England, brought his Delaware River Tuckup, but the boom gooseneck broke on the way down from Virginia, so we didn't get to see it sail. Another interesting boat was "Ossie" (see cover of April 15, 1988 issue, and Commentary page), an English lug rigged beach boat built at the Museum shop by Geoff Schofield and Don Hale. This boat is lapstrake with a lot of planks to each side, heavily built and chunky. It is easily re-

cognizeable to anyone familiar with English workboats.

Possibly the most interesting boat was a cold-molded 20' hi-tech trimaran designed to the 1000 square foot racing rule by B&B Yacht Design and built at the Vandemere & Pamlico Community College. Apparently this rule allows 1000 square feet of sail area, 20' LOA and anything else goes. It had a 40' airfoil shaped mast which could rotate and tilt through a 20 degree arc. The whole boat weighed only 450 pounds!

Also present were two very cute 12' electric river boats (one actually had a small lawnmower engine inboard). These were beautifully varnished, strip planked, one-person craft which could be seen gliding through the water when not parked on the grass.

On Saturday morning, people started arriving, unloading their boats, and hanging around chatting. Nearly everybody was from North Carolina, mostly from the coastal area, but some down from Raleigh and inland. At 11 a.m. there was a slide lecture by Gary Davis and Trent Moore of the Sleepy Creek Boatworks, but I don't know what this was about as I missed it. There was probably more hanging around yakking about boats than actually trying them out, because every time a boat was to go out, it had to be carried over to the water. It's too bad they didn't have a better spot such as a long beach or a large floating dock.

After lunch there was more messing about in boats and the ra-

ces. The wind was coming offshore and was very gusty so the sailboats were having an interesting time. A brief skippers' meeting explained the course for the sailboat race, and then the boats got into the water and milled around the starting line. My own attempt at the race was a bit of a bust. My Swampscott had never been in the water before (I had only just finished the spars, whose varnish was barely dry), and I had some trouble with the rudder pintles coming out of the gudgeons. The race was won by a Windmill class racing boat. The rowing race was won by a light plywood dory type, and John England finished third rowing his Tuckup. The most versatile craft had to be the Museum's spritsail skiff. It was in the sailing race; two people rowed it in the rowing race; and eight people grabbed paddles and ran it in the paddling race. Comic relief was provided by an anonymous person dropping his outboard into the drink (later retrieved) and by me rowing straight into a piling.

That night we had dinner at the Museum and a slide show on the building of the lug rigged beach boat. Also, the prizes for the race winners and for the boat voted "favorite boat" were given out. All boat registrants could vote ("One boat, one Vote"), and the winner was...the high-tech catamaran. An odd favorite for a traditional wooden boat show, but without a doubt a spectacular boat.

On Sunday morning there was nothing scheduled so it was more yakking and boating. I had my rudder fixed and went for a pleasant sail up the harbor. Noon was the end of the show, so by lunch time people were trickling away and the waterfront was returning to normal.

Great credit for organizing this very successful event goes to all at the Museum, but particularly to Geoff Schofield and Jane Wolf. Everybody seemed to have had a great time. I know we did. I felt it was worth travelling the long distance for the chance to get together with other small boat people. Meeting new people, seeing different boats, and making new contacts can greatly enrich one's experience. And down in North Carolina they sure know how to run such a boat show.

Report & Photos by Rob Barker

ED. NOTE: Rob Barker builds traditional wooden boats at his South Cove Boatshop, P.O. Box 10, Montague, MA 01351.

From the top: A spritsail skiff. Electric powered river skiffs. A traditional wooden boat "gam session". John England poles his mastless Tuckup along.





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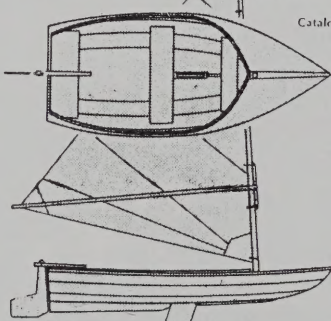
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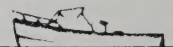
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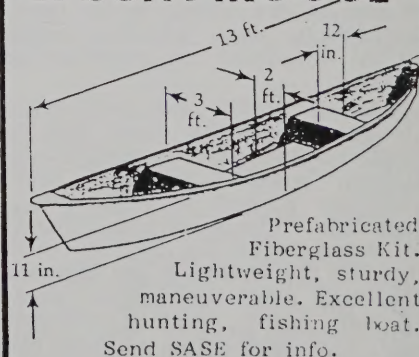
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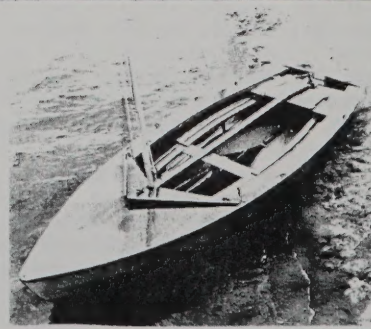
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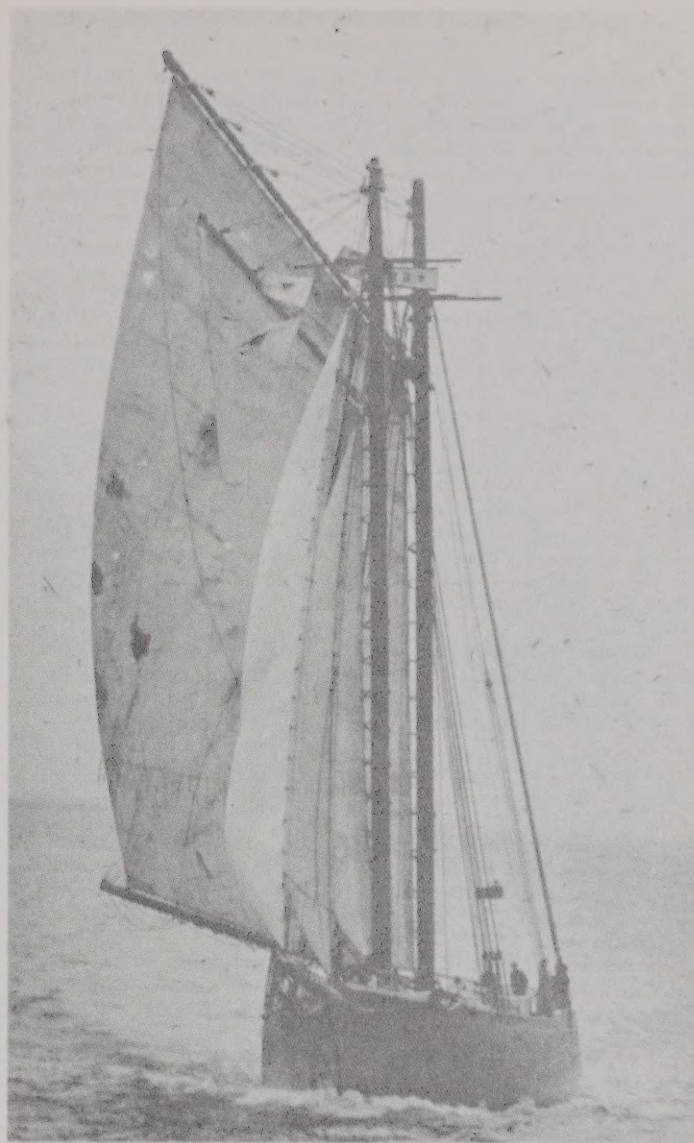
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Fred Littleton of Chilmark on Martha's Vineyard is a retired lawyer who now works as harbor master and shellfish warden in Chilmark. But, back in 1940, Fred went on the last sailing ship expedition to the arctic with Captain Bob Bartlett on the converted Grand Banks schooner EFFIE M. MORRISSEY. Fred was 15 at the time. Today, the MORRISSEY lives on in New Bedford as the ERNESTINA, owned by the Commonwealth of Massachusetts, considered a floating "heritage park" and goodwill historic vessel by the state.

Along with others having ties to Captain Bartlett, Fred is planning on joining an August cruise to Newfoundland on ERNESTINA, where they hope to celebrate Captain Bartlett's 113th birthday with Newfoundlanders. Should you be interested in joining this cruise, some space is available at \$65 per diem. Contact the ERNESTINA, 30 Union St., New Bedford, MA 02740.

ERNESTINA is a triple survivor of note. She's the last of the Grand Banks schooners still operational. She's the last of the sailing

ships used in arctic exploration. And she's the last sailing ship to have brought immigrants to this country.

Originally built in 1894 at the James & Tarr yard in Essex, Massachusetts, she was named the EFFIE M. MORRISSEY and sent out on a 30 year career as a Grand Banks fishing schooner. This came to an end in 1924, and she was laid up. Captain Bob Bartlett, who had been involved in a number of arctic exploration trips as far back as 1906, when he skippered the ship ROOSEVELT that took Peary as close to the pole as was possible for the discoverer's trek over the ice pack to the pole. Bartlett refitted the MORRISSEY and she sailed forth subsequently on more arctic trips carrying observers and scientists. During World War II the MORRISSEY served as an arctic survey and supply ship for the U.S. Navy. In 1948 she was sold to a Cape Verde Islands skipper, renamed ERNESTINA, and commenced another career, this time as a Cape Verde Packet, transporting people and goods amongst those islands, to Africa,

Europe and the U.S.A. The last group of immigrants brought to the U.S. in the ERNESTINA was in 1976. In 1982, completely refitted by the Cape Verde government and private supporters, ERNESTINA sailed to the U.S. where she was presented to this country as a symbol of friendship. Stewardship for ERNESTINA came to the Commonwealth of Massachusetts and her home port became New Bedford. A fourth career is now in progress as a sailing school vessel, goodwill ambassador, and charter schooner.

Before he discovered MESSING ABOUT IN BOATS, Fred Littleton wrote an article on his voyage to the arctic in 1940 on the MORRISSEY's last such trip, and Bob Chapel published it in his little periodical, "Lines & Offsets", the journal of the Traditional Wooden Boat Society. Fred's given us permission to reprint this article since it is unlikely that many of our readers saw it in "Lines & Offsets" when originally published in 1986. It will be serialized over the next two or three issues.

by Fred Littleton

In 1940 I was fortunate to go on the last sailing ship expedition to the Arctic. I was fifteen years old when I signed as Ordinary Seaman in the EFFIE M. MORRISSEY, a 110' Gloucester schooner built by Tarr & James, Essex, Massachusetts, in 1894 and owned by Captain Robert A. Bartlett. Captain Bob, as he was called, had been Captain of the ROOSEVELT in 1906 and 1909 when Admiral Peary was taken far into the Arctic by the ROOSEVELT and from which he made his departures for the North Pole, which he reached on April 6, 1909.

The Captain purchased the MORRISSEY in 1924. She had been laid up in 1920, after 25 years of fishing on the Grand Banks. He converted her for Arctic work by cutting down her rig (removing the topmasts), covering her underbody with 2½" of greenheart sheathing, fitting some iron bow plates and installing a 75 HP Sterling diesel engine for auxiliary power. His first expedition north was in 1926 and he went every summer until 1945, the last four years being under the auspices of the U. S. Navy. As originally rigged she carried a long, single pole bowsprit, but during one of the early expeditions, she hit an iceberg, shortening the bowsprit to twelve or thirteen feet. I am told by those who were on board at the time that when she struck the berg and the bowsprit carried away, both fore and main masts slipped back (being deprived of the jib stay) and the man at the wheel was knocked out when the main boom, which was on the center line as the mainsail was furled, fell several inches, striking his head.

We departed Staten Island on June 15, 1940 and sailed to Brigus, Conception Bay, Newfoundland. Brigus was the Captain's home town. His mother was still alive and we took a cow to her. This poor animal was in a stall on the starboard deck, just aft of the break. I have never felt sorrier for a cow, and of course we boys had to take care of all her needs. (I refer to "boys" because the Captain took young school or college boys on each trip to help defray his expenses - in 1940 the cost to the student's parents was \$1,000)

There were 27 hands all told. Aft, in addition to the Captain, lived the mate, Will Bartlett, the Captain's brother and the other watch officers; George Richards who was the bosun and as fine a seaman as I have ever known and George Bartlett, no relation, the ship's carpenter in whose watch I was. The rest of the afterguard consisted of a scientist, David Nutt, then a student at Dartmouth and later a professor there, who was navigator as well as being in charge of the gathering and analysis of various scientific activities; the ship's photographer, Reggie Wilcox, who was in the same watch as I and told me what pictures to take, (resulting in a very fine collection of stills and movies in my file); Rupert Bartlett, now a judge in St. Johns, Newfoundland and his brother Sam, both Will's sons; and Leonard Gushue, the Chief Engineer.

The main fish hold had been converted to accommodations and salon. There were eleven of us boys there, ranging in age from 14 to 19. In a small stateroom off on the port side there was a doctor (third year medical student) and a radio operator, a senior from Williams. In the fore'sle were the cook, Billy Pritchard who had been cabin boy for Peary; his son Tommy the steward; Bart Gushue, assistant engineer; the day man, Jim Dooling; and an AB - Charlie Batten who turned out to be my best friend.

Our watches were set at three hours on and six off, in order to avoid too-long spells in the cold. 8-11, 11-2, 2-5, 5-8 and etc. We thus were on at a different time each day and night.

Our trip to Brigus was reasonably uneventful. The most exciting thing as far as I was concerned happened at night in a thick but shallow fog off Halifax when we passed through a convoy of merchant ships. We could not see them, but we could hear the thumping of the triple expansion engines and the throb of the propellers as they passed us. Our fog horn was the typical old box with a side handle which was pumped back and forth and which had to be primed every so often with a little sea water to loosen up the diaphragm. Needless to say, we worked this horn very hard that night. At one point I was forward on lookout and saw a white light ahead and up. I was not sure what it was and ran aft to where the old man was on deck and told him. He looked and said "That's the moon." Another experience took place on the third day out. We were running wing and wing when the old man decided to jibe the main over. If you are familiar with sailing large fore and aft vessels you will recall that when off the wind in addition to sheeting the booms, they are held out by "guy tayckles" so that on an up-roll the booms will not come slamming over. On the main this line belays to a large cleat on the underside of the boom about ten feet from the mast. I was off watch at the time and standing right under this cleat. "Let go the guy tayckle" hollered the old man. I didn't know what he was talking about and thought the word was "tackle"

anyway. After three yells he ran forward, grabbed my hands, put them on the cleat and said "That's the guy tayckle. Now Goddammit let it go!" After that experience I spent the next three days tracing every bit of running rigging and learning exactly what it did.

As an aside, I loved the man, was scared to death of him and would have jumped off the Empire State Building if he'd told me to, without hesitation or question. My experience on the MORRISSEY has had a greater effect on my life than any other and I still can think of things long forgotten whenever I start to talk of it.

We spent a couple of days in Brigus, off loaded the cow, rigged a lookout barrel on the fore crosstrees so the lookout could get a bird's eye view of the ice fields and thus see where the leads were. Incidentally, orders to the helmsman were given in terms of which side to put the helm, thus being opposite of the direction in which the ship was to go. If the lookout yelled "Port!" he meant "Port your helm" so we turned the wheel to starboard and the ship turned to starboard. It did not take long to get the hang of this. The old man, however, carried this to extremes and in 1941, when he was in Philadelphia, where I lived, I was driving him to our house for dinner. We were in my father's brand new Mercury convertible and I had just gotten my license a few months earlier. Dad was in the back seat and the old man in front told me, "Now remember Freddie - don't turn the wheel until I tell you and don't forget your port and starboard." Needless to say my father was nervous, but we got home safely, if slowly.

In Brigus we took on supplies and two motor whaleboats which we carried in stocks on the main deck, where the fishing dories would have been carried if she were fishing.

We departed Brigus July 2, 1940 and headed north. As you may know the magnetic pole is in the region of Hudson's Bay, near its northeast corner, and the further north you go on the Atlantic coast of North America the more westerly variation creeps in. (The MORRISSEY had only a large box compass set on a shelf at the after end of the aft cabin. The helmsman looked through a sliding panel right in front of the wheel.) The fishermen of the times did not do much "navigation" and they had a rule for sailing from eastern Newfoundland to the Labrador grounds: "North-north-east, south-south-west from Round Hills Point to Cape Bonavest." We laid our course NNE (actually heading NNE½) and departed Bonavest for the Labrador.

We passed the Straits of Belle Isle the night of July 4, 1940. You will recall that the USA was not yet in the war, at least officially. Belle Isle lies at the point where the St. Lawrence River empties into the Atlantic and the Allied merchant ships had to pass this point on the way to England. We were under sail alone with a moderate breeze out of the west and good visibility. During the 11-2 watch we heard the sound of diesel engines off to port. We could see the silhouettes of two German submarines charging their batteries on the surface. The MORRISSEY was an American vessel and the Captain was a naturalized U.S. citizen, although all the rest of the professional crew were "Newfies". We had two American flags tied to the main shrouds about ten feet above the deck, one on each side. We shone a flashlight on the port side one and held our breath as we passed about 200 yards off. Luckily we were not disturbed, but the old man instructed the radio operator not to transmit anything until noon the next day, and even then we did not mention this experience.

The Germans had established numerous weather stations in southern Greenland, and although in past years the MORRISSEY had called in Godhavn on Disko Island for water and supplies, we had been instructed not to approach Greenland until we were well north of the Arctic Circle.

The night of July 5 as our watch came off at 8 pm I thought I could see the loom of an iceberg way off in the distance. When we came back on at 2 am we had passed that one, but there was another right ahead about half a mile away. Georgie Bartlett held right for it because, as he told me later, icebergs move with the current, not the wind, and you can't really tell which way one is going until you see the small pieces floating ahead of it which tend to sweep out in a curve toward the direction of movement. We smacked the first of these pieces right on the bow and got quite a shake-up. I estimate the size of what we hit as about a ten foot cube - a heavy piece of ice for a first experience. Once we hit this Georgie gave the order "Starboard" and we turned to port and missed the berg.

On July 6 we arrived at Turnavik, a fishing station on the Labrador owned by the Bartlett family. It was fascinating to enter the harbor which was completely surrounded by rocky islands and barely large enough for the MORRISSEY. We poled our way through a narrow twisting channel, not 35' wide, but about 20' deep. Once inside we secured the vessel to four ring bolts set into the rock. We topped out our water barrels from a pond and got under way the morning of the seventh.

We headed north, but ran into very heavy pack ice which completely blocked our path. By heaving grappling irons and driving them into the ice we tied up to a large piece of floe ice when it became quite foggy at night and we could not pick out any leads. One of the kids on my watch and I climbed over the bow and down onto the ice. Unfortunately the grapples pulled out and the MORRISSEY drifted off into the fog while we were walking around the floe, but quite by chance and luckily for us she came up to the floe on the other side and we quickly climbed back on board. We were severely reprimanded for this foolishness which could easily have been our last.

After looking in vain for a lead, we turned south for a day and then east out into Davis Strait where we found clear water and went north again with a moderately strong southeast breeze. By this time I was acting as assistant navigator and could, therefore, enter the aft cabin. I had taught myself navigation from Bowditch, and had the book with me. I was allowed to use the spare sextant, after spending a day resilvering the horizon mirror with mercury taken from the mercury basin, a device to create an artificial horizon and essential to astronomical observations in the ice or wherever the natural horizon is obscured. (Anyone who was unfortunate enough to have watched the TV special on the dispute between Peary and Cook and saw Cook "taking a sight" at the time he was claimed to have been at the north pole - without a mercury basin - and reading the observed altitude as something over ninety degrees which he translated directly to "I am at the North Pole" can be assured that the representation was worth just what was put into it) Dr. Cook died in July 1940, when we were on the Labrador. The old man came into breakfast and picked up the typed yellow sheet on which the radio operator put important transmissions from the night before for the Captain to see. The first item was the death of Cook. The old man said "It's about time that son of a bitch died." I have gotten off the subject. I was aft and as we were rolling in the seas, the main boom came up sharply and put a strain on its deck fitting. This was translated into a strain on the hull and as you looked you could see the seams at the turn of the bilge on the port quarter open and let a large trickle of water in. Once you realized that it was normal you didn't worry about it, but the first time I saw it was enlightening.

We crossed the Arctic Circle on July 14 and began a period of thirty one days of continual daylight. From that time we were in the company of many, sometimes hundreds of icebergs until we left the ice August 16. We made several plankton hauls, some on the surface and some deep, for the scientist. We took celestial observations whenever we could in order to check the accuracy of the chart and, in fact, did send some data to the Coast and Geodetic Survey which resulted in changes in the charts of those waters.

Our first approach to the Greenland coast was on July 19, just south and east of Cape York. We anchored in a large open bay and a small party went ashore. I happened to have stayed on board and was climbing around the rigging. (Some of us played tag, running up the starboard fore shrouds and sliding down a halyard on the port side.)

While up in the barrel I spotted a large school of Beluga whales coming towards us. I reported this to the Captain and climbed back up with my movie camera. There were about fifty or sixty of these white whales and as they approached us they dove under the ship and swam away. They were really quite beautiful, about twenty five feet long and all white. These pictures are among my favorites.

We got underway and steamed to the foot of Cape York, anchoring near a small glacier. We went ashore with our empty water barrels and a long hose and funnel, filling the barrels from glacial run-off. Then we climbed 3000 feet to the top of Cape York where the Captain had built a stone monument to Admiral Peary in 1931. It was about 75' high, was triangular in shape and topped by a stainless steel pyramid which reflected the sun. We had seen this reflection for several days before we reached the Cape. The night before we had left Staten Island the Captain had been a guest on Lowell Thomas' news program. Thomas asked the Captain to bring him a stone from on top of Cape York if we reached it. We picked up the rock and carried it down the mountain and glacier, slung on two poles carried by four of us.

I hope Mr. Thomas enjoyed the rock.

We proceeded up the west coast of Greenland, stopping at Thule where we took numerous still pictures of the valley which later became the air base. The Captain told us to split up and take pictures from

each side. When we returned to the ship he "asked" for all the film, so I suppose that there were plans in the works at that time.

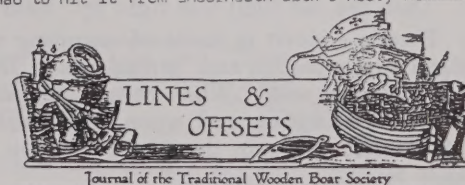


Our next excitement was at Cape Alexander. One of the sponsors of the voyage was the Bronx Zoo. They requested the Captain to bring home some walrus pups. Under Danish law, there must be a representative of Denmark present on such projects, so we took on board a Dane and two eskimos with their kayaks. We set out and soon came across a large herd of walrus. To catch a pup one must kill the mother and stay close enough to grab the pup as soon as she is dead. In order to make sure we did not wound other walruses the eskimos had to harpoon the mother and throw overboard the sealskin float which was attached to the harpoon point. That way we could observe where the harpooned animal went and try to keep up with her and thus be able to capture the pup. We succeeded in catching six of these little walrus and the carpenter built wooden tanks about six feet square and four feet deep. Two tanks held the six and we got four of them back to the zoo. On this project I was assigned to the picture taking boat. As we closed on the herd, they became frightened and went under the ice, so that to continue the pursuit we had to leave the boats and run across the ice after the walrus. I was at the tail end of a line of about six people and when I reached the point where others had jumped from the first piece of ice to the next, I realized I could not make it. I saw that I could catch the group by going around a couple of floes and get back on the large one where the action was developing. I ran and jumped; to my surprise the piece I was on broke and I went into the icy water. Luckily I had my arms outstretched, with the movie camera in my left hand and my arms landed on a small piece of ice, sufficiently large to break my descent into the water. Right in front of me appeared a large walrus. I don't know whether he was scared or not, but I was. Somehow I got back up on the piece from which I had jumped without getting the camera wet. I got into the exact geometric center of that ice and refused to move. Charlie Batten, who was operating the whale-boat pushed her into where I was and made me get off by telling me I would soon freeze if I didn't. When I got back to the MORRISSEY, the old man said "Get your clothes changed and get back up here to work." (This was the only time in the whole trip that I changed my clothes.) The walrus adventure lasted about fifty hours and after we had off-loaded the carcasses of the dead walrus at the eskimo village we anchored and all hands got some rest. We removed the hearts and livers from each walrus, hung them in the rigging and later ate some very delicious meals of liver or baked stuffed heart. Two hearts, stuffed with Billy's home baked bread would feed the whole ship's company.



We spent the next couple of days making plankton hauls. The scientist removed what to me looked like nothing but junk, but to him it was very interesting living organisms. During a nice afternoon with no wind, bright sun and almost spring-like temperatures I asked the Captain if I could row the dory around as I was off watch. He gave permission and after inserting the plug into the bottom we hoisted the dory over the side and I took off for a pleasant row. When I was about half to three quarters of a mile from the MORRISSEY and rowing merrily along, all of a sudden the bung popped up out of the bottom and water began to come in. At first I moved forward and the bung hole was lifted out of the water, but I then realized I could no longer row the boat. So I moved aft, placed the bung in the hole and stomped it down with my boot. By the time I returned to the ship the bung was so tight that we had to hit it from underneath with a heavy hammer in order to free it.

To Be Continued

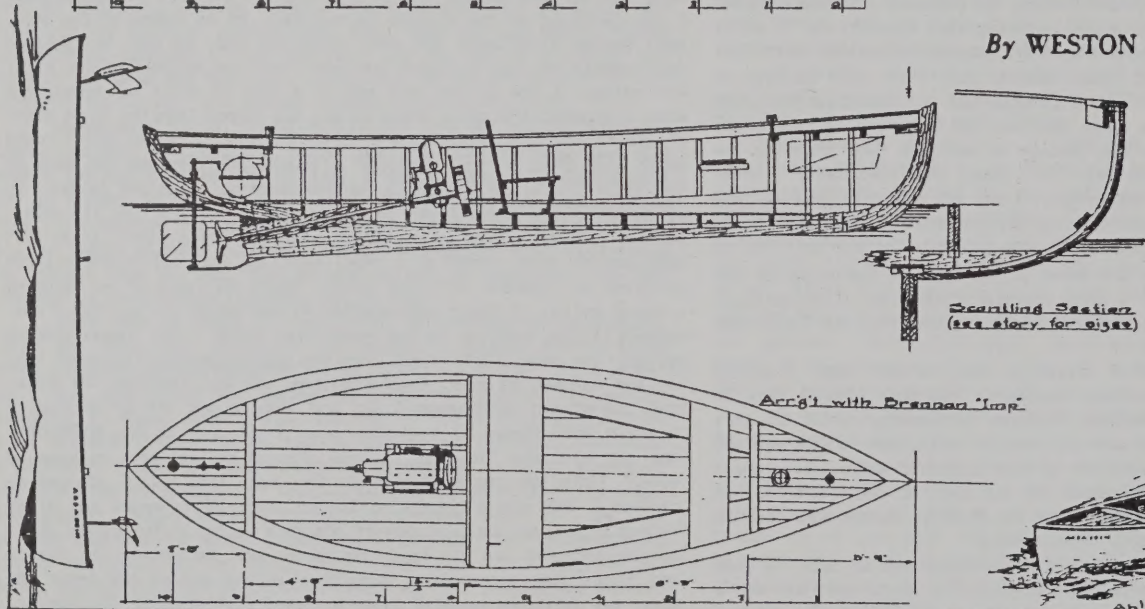
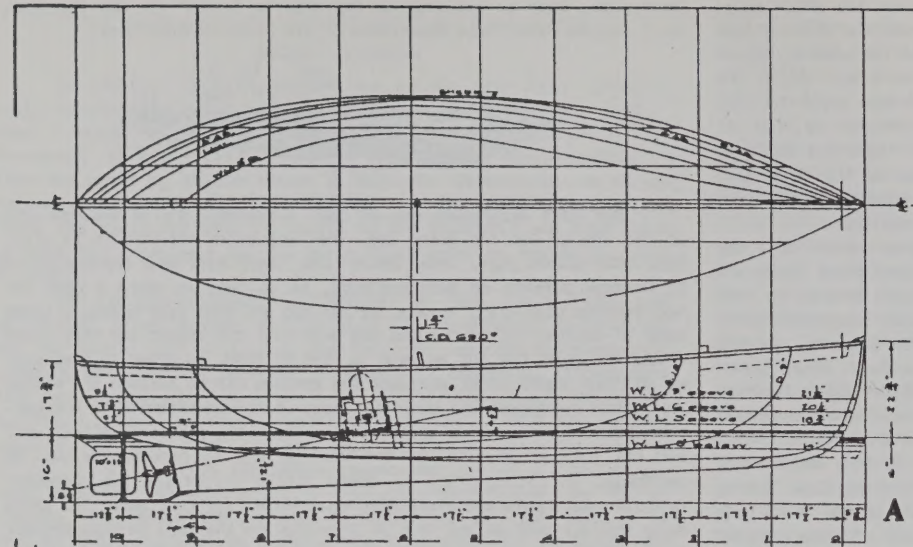


Back in 1951, Weston Farmer was nostalgia tripping back to an earlier time when the inboard launch was regarded as a rather nice boat in which to putt about on a summer night with one's girl friend, mandolin and all. Today there's growing interest in these old, easily moved launches for one-lunger or steam power, and so here's Weston Farmer's discussion of his design for a 16 footer he named "Assassin".

Assassin

A 16 Foot Low Pressure Launch

By WESTON FARMER



THERE is an abandoned lighthouse on the northeast headland of Isle Royale where Rock Harbor thumbs its nose to the sea. Standing lonely and white amid dour and guarding spruce trees, this old Rock Harbor light has not been lit for seventy years. Time was when sail showed up from Houghton to lighter off Isle Royale's production of copper, but the Island Mining Company and the English Syndicate never declared a dividend, the stockholders or sack holders declared "no more money", and the lighthouse simply went out for keeps. Into the bight behind the light moved and squatted a singular family of Norwegian fishermen, and today, though there is nothing singular about the old light, the piece of Little Norway that Pete Edeson and his wife Laura call home is singular indeed.

There if you are cruising you will be greeted with an open faced friendliness rare in the world today. And if you can listen to Peter Edeson's tall tales of tall seas on the big fresh water wastes, Pete will melt and will serve you a nip of his homemade aquavit, or dragon spit.

Then the old light will light up. Bells will ring.

Peter's aquavit is made of unsprung wolf traps, double edged razor blades and barbed wire. He stews this junk in homemade soap. When copper and zinc plates are immersed in this brew and, upon being connected to a twelve volt starter, will spin the motor vioently, Pete's aquavit is ready to go.

And so also, brother, are you.

The effect of this nitro ranges broadly between rattle-snake bite and a jet assisted takeoff. I swallowed a nip in fellowship and before I could reach for my throat or screech "Assassin!" my life flashed in review.

I wanted desperately to live. In that lucid moment I knew that not alone I, but the world, needed to reform. To implement the reform there appeared the dream of a sweet little compromise sterned launch which you see here. You will readily gather that I have named her Assassin in honor of Peter Edeson. He is some brewer.

Assassin is also so named because she stands for all that is alien to hellfire and brimstone. She will kill nerves and tension, will allay, nay slay the blues. Ah! To retrieve the lazy comfort of the old days.

Back in those times our dads had something. Given a moonlight night and a low pressure boat like Assassin and a lass, if you could strum a mandolin the girl was yours.

Now for the dope. Assassin is 16 feet 1 inch long and 4 feet 4 inches beam, which follows closely the old formula for an easy to drive displacement hull—beam one-fourth the length. Shown in the lines drawing is the kind of engine with which such a hull is at home. It is the 2 horsepower Lockwood-Ash 2 cycle, swinging a 2 blade 12 inch diameter by 12 inch pitch wheel on a $\frac{7}{8}$ inch shaft.

A number of engines will do. A Palmer YT2 2 horsepower is another ideal mill. The little Kermath 5 horsepower job would be modern, and just to show our deluxe or showroom model of Assassin I have drawn in the Brennan Imp, 4 cylinder 4 cycle power plant, the cylinder block of which is about the size of an ordinary storage battery. This Imp will cost more, but will idle down for trolling all day, will be silent as a slipper on said moonlight adventuring and of course enjoys pushbutton starting. The Imp, if used, must swing a 12 inch wheel and be held to an output of 7 horsepower or so.

The hull is sweet. The sections may not appeal to some, but the finished hull in three dimensions will. I drew two sets of lines and modeled her twice to achieve that extra dash of marine appeal. Boats are a lot like girls—pretty ones are everywhere, but lovely and beautiful ones have that extra something that makes them rare. The hull is rare. It is lovely.

Here are her technical data. Displacement, 690 pounds, beam-length ratio 25 per cent. Pounds per inch immersion depends on what you immerse it in, whether the Passaic River, the Chesapeake, Lake Superior or Texaco Marfak.

And now a word as to the scantling sizes. Deliberately I have kept the scantling section (Mold 7) and the inboard construction plan free of type or lettering, the better to exhibit Assassin's plain boat building construction. Every bit of it is old hat and will not bother a proficient boat builder in the least. Old time techniques of construction are simplest for anyone who is a boat builder. Joel J. Johnson, 20 Arthur Street, Black Rock, Bridgeport, Connecticut, can do a wizard job on this. The stem is a hackmatack knee sided 1¾ inches and molded as shown. Use 2½ inch sided if you care for plenty of back rabbet. The stern knee is of the same type of wood. Hackmatack is known by at least ten names, larch, tamarack, jack pine and others. Any

stump from a burned over area will serve well. In fact, any resinous stump with splayed roots, providing it is fall or winter cut with the sap down, will do. The shaft log can be mahogany, teak, begac, birch, anything but fir, which is hard to bore end grain. The keel can be of fir. Oak is hard to get in decent lengths and is candy to teredos. I have seen fir keels thirty-two years old in good shape. The keel is sided 2½ inches, the log 3½ swelled and rabbeted around the swell.

The frames are ¾ by ⅝ inch white oak, bent on the flat through box holes in the apron. They are on 8⅞ inch centers. Oak floors, ¾ by 3 inches, are placed atop the frame and apron at sectioned stations.

Shaft, rudder plate, propeller and skeg should be bronze or brass. Flooring is 11/16 by 4 inch neat, sugar pine, shellac hardened. Decking is of fir or any good wearing wood 11/16 by 2 inches, tongue and grooved or laid.

The planking will be ⅞ inch cedar, ponderosa pine or mahogany. There are 14 strakes to a side, spiled, cupped and fastened with bungs No. 12 copper nails riveted over washers, or with 1¼ inch copper clouts, predrilled under-size and set up and puttied before painting.

The apron is 1¼ by 3¾ inch ponderosa pine, boxed for frames. The Canucks build boats this way, notably the Peterborough people, and the rabbet seam is formed by planing the apron down to frame height after the frames are bent in. Very simple and tight construction.

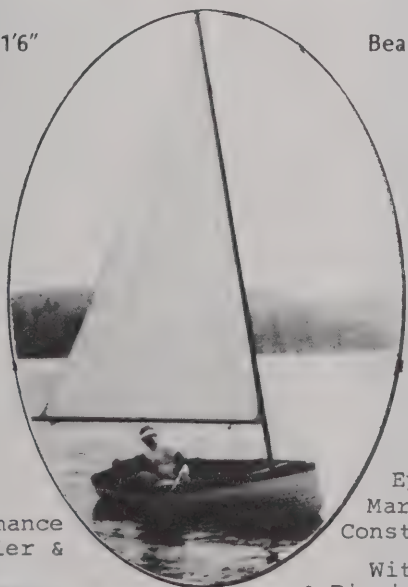
The boat steers with a lever, which can be wooden or brass as fancy as you please. She has a lazarette in which it will be ideal to install a Thermex type muffler. This is simplicity itself, just two half bowls of cast iron or aluminum. Very quiet. I have indicated a gas tank of ten gallons forward. This will run all day on the powers indicated.

So turned out Assassin will be a delight to own, easy in a wall sided chop, safe anywhere. It is a good deal of fun to modernize a time tried idea in hulls.

DEXTER 12

LOA 11'6"

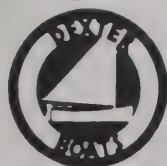
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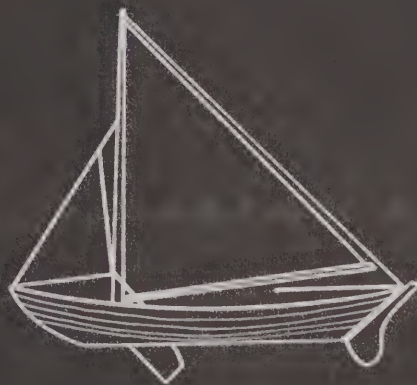


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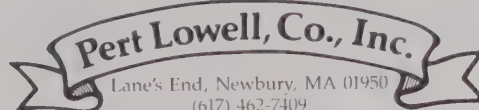
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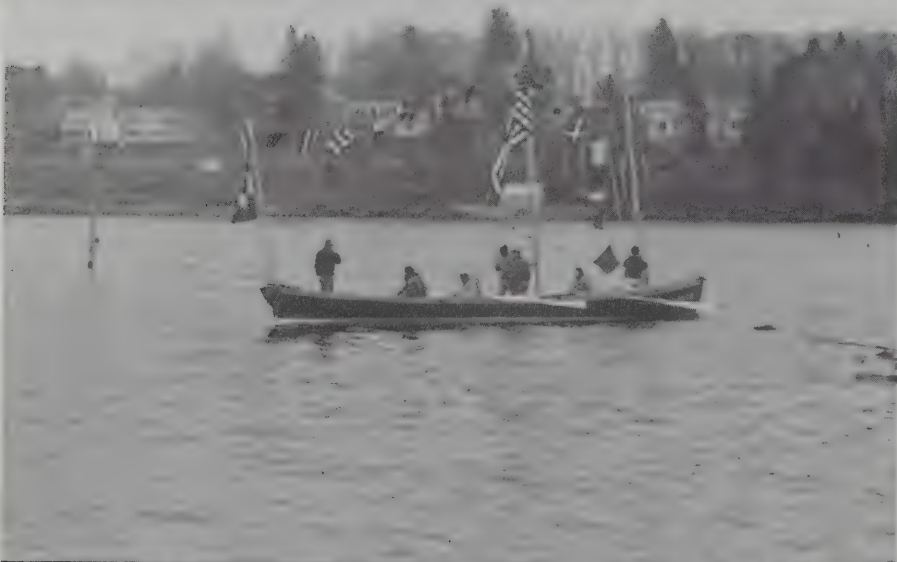
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The Vice-Chairman of AT&T, Charles Marshall, brings greetings to the launching of AMITE'. Earlier he had sent the \$47,000 it took to build her. The apprentice boatbuilders who built AMITE' enjoyed the first cruise.



*Mr. Charles Marshall
Vice Chairman of the Board
AT&T
and Mrs. Marshall
request the pleasure of your company
at a reception
to celebrate the launching of the
French-American gig
Amitié
on Saturday, April thirtieth
at eleven o'clock*

*The Rockport Apprenticeshop
Sea Street, Rockport, Maine*

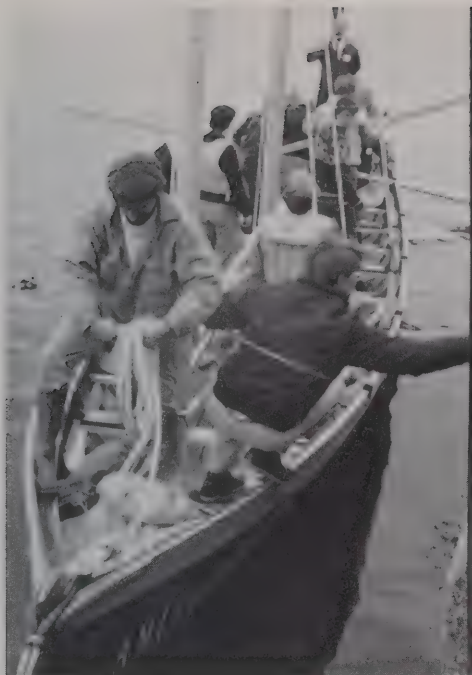


11:00 am - Launch
11:30 am - Reception

What, another launching at the Rockport Apprenticeshop? Well, yes, they happen a lot there as boat after boat built by the students slide down the ways. A couple of years ago we attended the launching of LIBERTE', first of the 38' French gigs slated for the Atlantic Challenge. That was on an 8 degree winter day. Since then EGA-LITE' has been built and launched and used, and over in France FRA-TERNITE' was built. Now on April 30th, AMITE' was launched to complete the series of four boats destined for August's Atlantic Challenge II in Brittany.

This launching had different overtones. Like the big AT&T banner on one of the boatshop doors opposite the Rockport Apprenticeshop banner. AT&T had undertaken to finance the building of this fourth gig after the 1986 New York Atlantic Challenge and provided a \$47,000 grant for the purpose. Following up the cash, AT&T's Vice Chairman, Charles Marshall, and his wife Millicent, were on the scene to christen AMITE', along with AT&T's French operations head Midhat Gazale', and Jacques Briois of the Federation Regionale pour la Culture Maritime of France. Local Maine pols Linda Brawn and Rita Melendy and the Telephone Association of New England's Vice President Shirley Manning completed the dignitary list. This latter group provided funds for the ten 18.5' oars used for rowing AMITE' and the 11.5' steering oar.

So, Lance Lee, with a little help from his friends, again strikes gold in his ongoing pursuit of his dreams for "increasing the awareness, appreciation and support of the broad public for functional art and to sustain our national capability through adaptation of an 800 year old education form, ap-



prenticing." As usual, the boat was flawless, in its red, white and blue tri-color paint and bright finished interior. Nice to see one of the gigs all dollied up again after viewing the well used condition that LIBERTE' and EGALITE' have achieved.

The launching ceremony had brief remarks by the various guests, Jacques Briois speaking in French through an interpreter. Vice Chairman Marshall pleased the crowd with his very brief remarks, commenting in the chill onshore breeze under lowering skies that, "Maine looks like I thought it should and feels like I thought it should." He added that he was not "dressed as I thought I should" in his executive suite attire. It was chilly but at least no rain.

AMITE' slid nicely down the ways with the builders aboard and soon was under oars. Subsequently sail was raised in the moderate onshore breeze. After these first try-outs, the boat returned to the dock where the dignitaries boarded under the direction of Mr. Lee. Various fancy hard soled dress up shoes were required to be removed and replaced by soft soled jogging style sneakers, dignitaries or not. This assemblage then ventured out into Rockport harbor clustered in the stern seats for a first hand experience of being aboard this replica of the 1796 Bantry Bay gig at the National Maritime Museum in Ireland.

AMITE' will be shipped to France by AT&T, we heard scuttlebutt that this would be on an AT&T cable ship. "And on August 12th at Douarnenez '88 the four gigs will undertake Atlantic Challenge II, with as many as 100 U.S. oarspersons, including a number of high school crews, there as guests of the French organizers.



After the apprentice crew that built AMITE' had their outing, the dignitaries climbed aboard under the direction of the "boss", Lance Lee. This local youth rowed in to spectate in his tiny 6' dory.



Launching of the CHIEF

Carl Erickson (who does the "How About the Time?" articles) came up from New Jersey to visit his son in Gloucester, MA, and phoned me to tell me there was to be a boat launching in Essex on Saturday afternoon, May 7th. Someone named Burnham. That's how I found out about Charlie Burnham's winter project, the CHIEF.

Launchings are nothing new in the Burnham family, they go back to 1635 in Essex as boatbuilders, right across the creek from the Story Shipyard. Chebacco boats, Gloucester fishing schooners, serious commercial boatbuilding. But, there's none of that anymore in Essex now, the famed causeway where once a dozen shipbuilding yards boomed, is now a line of seafood eateries and tourist trinket shops. And the Story yard is now Cape Ann Small Craft. And the Burnham frontage on the river is Charlie's mother's place, with an old barn Charlie rebuilt in 1983 near the

Charlie Burnham deciding it's about time to launch the CHIEF.



water's edge, his boatshop. He earns his living working at Mass. General Hospital in Boston, a daily commute by train.

Charlie's choice for a project was the rebuilding of a tired old Marbleheader inboard cruiser that had sat for ten years in the yard of police chief Jim Platt. Charlie had some friends who own one of Richard Pulsifer's elegant Casco Bay Hampton inboard launches. "That boat was so nice to go out in," Charlie explained, "that I was thinking about building myself one (the design's an old traditional one available to anyone). Time for so ambitious a project didn't seem possible, though, the Burnham's also own a Friendship sloop, and son Harold has cornered the Beetle Cat fleet on the north shore. Then Chief Platt's relic caught Charlie's eye, and the Chief gave it to him to restore.

The Marbleheader is a locally famed old cruising inboard from the '40's, enjoyed for comfort and seaworthiness. This one was a pretty tired and ugly one, judging from the "before" photos on the big photo board set up alongside the boat shop for launching day. Charlie and sons, Harold and Theodore, went to work over the winter on the relic, transforming it into a spacious workboat form. Harold works on the wood with Charlie, Theodore does the mechanical stuff. The old cabin was tossed away, replaced by a small doghouse on the foredeck for a sliding hatch. The wheel was set up aft on a small control pedestal. All the frames were replaced. The stem was pulled back a couple of inches to allow cutting off the hood ends of the planking that had been refastened and refastened until little wood was left between screws. The garboards were replaced, the sheer plank reshaped for a more pleasing sheerline. Workboat paint finish completed the work.

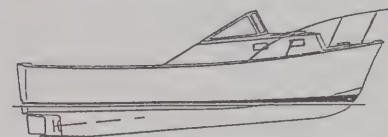
The crowd gathered for the 4 p.m. launch. Tables set up on the lawn groaned under a banquet of home prepared food. Tubs of ice held beer and cold soda. The champagne rested in its own ice filled tub. About 100 people gathered, just about all "townies". The CHIEF's transom peeked from the boat shop door over a not very rugged looking single track wooden launching ramp. Grease was applied. The champagne bottle burst on the stem inside the shop, and men heaved and hoed and the CHIEF started down the ramp. Others lined the sides to hold the boat upright on that single track, down which the skeg slid. With 20 feet to go, no more standing room existed on one side at water's edge, and as it picked up speed, the CHIEF tilted to the left. But, it hit the water before getting all the way over on its side, and once again the Essex River accepted a wooden boat to its bosom. How many times...

While the gathering indulged in the delights of all those marvelous dishes of Essex home cooked, some of the young people sat watch in the CHIEF, checking on the leaks (just a few) and dreaming dreams. I asked Harold Burnham what they planned to do with the boat. "I'd like to set up to do some tub trawling," was his wish. Chief Platt was standing nearby, pleased to see the old boat afloat again in its all-new permutation. And not unhappy over Charlie's choice for a name either.

Right from top: The boat safely launched, it's time for refreshments! Harold Burnham absent mindedly at the helm, dreaming of doing some tub trawling. How many wooden ships first met the sea here at the head of the Essex River...



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WOODEN BOAT SCHOOL

School's in session now at Brooklin, ME, and here's the schedule of courses through July:

JUNE 19-25. Marine Surveying with Giffy Full. Tuition \$390.

JUNE 19-25. Craft of Sail on "Eastward" with Roger & Mary Duncan. Tuition \$390 (not a liveaboard cruise).

JUNE 26-JULY 2. Canoe Repair & Restoration with Rollin Thurlow. Tuition \$390.

JUNE 26-JULY 2. Craft of Sail on Eastward with Roger & Mary Duncan. Tuition \$390 (not a liveaboard cruise).

JUNE 26-JULY 2. Rigging II with Brion Toss. Tuition \$390.

JUNE 26-JULY 9. Building the Friendship Sloop with Gordon Swift. Tuition \$690.

JULY 3-9. Rigging I with Brion Toss. Tuition \$390.

JULY 3-9. Elements of Seamanship with John Blatchford. Tuition \$390.

JULY 3-16. Wooden Boat Repair Methods with Taylor Allen. Tuition \$690.

JULY 10-16. Lofting with Greg Rossel. Tuition \$360.

JULY 10-16. Marine Carving with Andy Willner. Tuition \$360.

JULY 10-16. Craft of Sail for Women with Candace Martin. Tuition \$390 (not a liveaboard cruise).

JULY 17-23. Marine Painting & Varnishing with George Fatula. Tuition \$360.

JULY 17-23. Fundamentals of Boatbuilding with Greg Rossel. Tuition \$360.

JULY 17-23. Building Half Models with Eric Dow. Tuition \$360.

JULY 17-30. Fundamentals of Boatbuilding with Greg Rossel. Tuition \$690.

JULY 24-30. Building the Nutshell Pram Kit with Rich Hilsinger. Tuition \$330.

JULY 24-30. Teaching the Nutshell Pram with Eric Dow. Tuition \$360.

JULY 24-30. Craft of Sail with Roger Taylor. Tuition \$390 (not a liveaboard cruise).

JULY 24-30. Advanced Cruising Boat Seamanship with Candace Martin. Tuition \$435 (Berth & Board added \$270).

For a catalog or information, (207) 359-4651.

22ND ANNUAL CROCKER RACE

July 23rd is the date for this annual fun sailing race mixing cruising and racing skippers at Manchester, MA. Any properly equipped (U.S.C.G.) yacht can enter, seven handicapped classes, 20-30 mile course off Cape Ann. Special class for Crocker designed/built boats. Information from Jerry Jodice, (617) 526-4075 eves. or Jim Justice, (617) 526 7582 eves. Answering machine days at (617) 526-7582.

HAPPENINGS

ROCKPORT APPRENTICESHIP SUMMER WORKSHOPS

The Rockport Apprenticeship in Rockport, ME, has the following summer workshops scheduled in late July and early August:

JULY 25-29. Traditional Decorative Marine Carving with Jay Hanna, \$115.

JULY 25-29. Through the Eyes of Buck Smith (illustrator) with Buck Smith, \$115.

JULY 25-29. The Story of the Shore (for children) with Steve Seidell, \$80.

JULY 25-29. An Introduction to Woodworking with Bruce MacKenzie, \$95.

JULY 25-August 5. A Cure for the Iron Sick Bilge with Sam Slaymaker, \$475.

AUGUST 1-5. Plane Making with Vern Spinosa, \$255.

AUGUST 1-5. Pattern Making with Richard Remsen, \$115.

AUGUST 1-5. Burgees & Banners with Patty Olds, \$118.

AUGUST 1-5. Half-Hull Modelling with Kevin Carney, \$85.

AUGUST 1-5. The Young in Art (for children) with Dorothy Lee, \$80.

For a detailed brochure and registration form, Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

CHESAPEAKE BAY MARITIME MUSEUM COURSES

A number of summer courses for adults and children are offered by the Chesapeake Bay Maritime Museum in St. Michaels, MD, running from June through August 17th. These include learn-to-sail programs, nautical seminars, bay life, and bay cruises. They are all detailed in a brochure you can request from the Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (301) 745-2916.

COLLEGE CREDIT BOATBUILDING

Long Island's Easthampton Marine Museum will hold a four week college credit boatbuilding course, three mornings each week, in July and August at the Boatshop in Easthampton. Two boats will be built. Details from the Marine Museum Boatshop, (516) 324-6393.

NORTHEAST ANTIQUE & CLASSIC BOAT SHOW

The New England Chapter of the Antique & Classic Boat Society will host the 15th Annual Show at Weirs Beach on Lake Winnepesaukee in Laconia, NH, on July 30th from 9 a.m. to 4 p.m. About 100 boats from late 1800 vintage through present day wooden classics will be on display. Vincent Bober, (603) 332-2849.

THE BLACKBURN CHALLENGE

The Cape Ann Rowing Club will try again this July 30th to get participants in the Blackburn Challenge Rowing Race all the way around Cape Ann on the Massachusetts north shore. In 1987 strong northeast winds restricted the course to the lee of the Cape for safety reasons. This event is open to all rowers and paddlers ready to tackle about twenty miles of ocean and river circumnavigating Cape Ann. John Spencer, (617) 546-9022 for details and entry.

OTHER CARC EVENTS

The Cape Ann Rowing Club will also host a sliding seat rowing workshop on July 9th in cooperation with Boston Shells. Call George at (617) 768-6491. And the summer meeting will be at the Blackburn Tavern in Gloucester, MA, on Sunday afternoon, July 10th at 4 p.m., with an in-the-water row and ramble to follow. (617) 546-9607 for details.

SEINE BOAT RACING

The seine boats of St. Peters in Gloucester, MA, will race on June 25th and 26th from Pavilion Beach in Gloucester, starting at 5 p.m. each day. Try Cape Ann Rowing Club for more info at (617) 546-9607.

HEAD OF SOMES SOUND

The fourth annual Head of Somes Sound Rowing Classic is on for July 9th at Southwest Harbor, ME. The race is over a three mile triangular course off Southwest Harbor. Fixed and sliding seat singles and doubles and single and double kayaks will be catered to. Reg Hudson, (207) 244-3854.

ROWING ON THE CHARLES

Community Rowing's Session III will run June 27-July 22 on Boston's Charles River with a variety of programs for members from basic training to special needs rowing. Membership is only \$10 with additional fees ranging from none for under 14 years to \$75 per session (four weeks) for five day a week opportunity to row the club shells. A comprehensive brochure explains all, Community Rowing, P.O. Box 2604, Cambridge, MA 02238.

NEW LONDON WOODEN BOAT REGATTA

July 9th is the date for the second annual New London Wooden Boat Regatta, held as part of the New London, CT, Sail Festival. Information on events and participation from Dick Humphreville or Rick Gipstein at (203) 443-8331.

MAINE MARITIME SUMMER SEMINARS

Maine Maritime Museum will host a series of seminars on nautical subjects in July and August as follows:

JULY 5-9. Marine Carving with Gregg Fisher, \$295.

JULY 6-8. Marine Surveying with Ernest Brierly, \$225.

JULY 9-12; 14-17; 19-22; AUGUST 16-19. Sail Training with Roger Taylor, \$295.

JULY 11-29. Boatbuilding Theory & Practice with Arno Day, \$600.

In August two canoe building courses are offered:

AUGUST 15-20. Building Molds for Canoes with Rollin Thurlow, \$325.

AUGUST 22-SEPT. 2. The Maine Guide Canoe with Jerry Stelmok, \$425.

A brochure detailing all of these is available on request from Apprenticeship Summer Seminars, Maine Maritime Museum, 279 Washington St., Bath, ME 04530, (207) 442-7401.

FRIENDSHIPS VISIT MM

On July 23-25, the annual visit of the Friendship Sloop Society will take place at the Percy & Small Shipyard of the Maine Maritime Museum in Bath, ME. There'll be a parade of the sloops, a launching of a vintage fantail launch, and a lobsterbake (pre-registration required for the lobsterbake at (207) 443-1316.)

SEVENTH ANNUAL SEA KAYAKING SYMPOSIUM

L.L. Bean's Seventh Annual Sea Kayaking Symposium will take place at the Maine Maritime Academy in Castine, ME, on August 5-7. The gathering is usually oversubscribed but you might inquire about cancellation openings from L.L. Bean, (800) 341-4341, ext. 7800.

INFORMATION WANTED ABOUT FLORENCE

Mystic Seaport Museum researchers are seeking new information on western rig fishing draggers to help in documenting the Seaport's own dragger, FLORENCE. This vessel was built in 1926 by Franklin Post of Mystic. As an example of an early powered fishing boat, FLORENCE is being completely surveyed and documented. Information not only about FLORENCE and her builder, but also on similar vessels of the type and age is needed. Histories, owners, crews, wood types, photos, memorabilia, engines, fishing gear. Anyone who can help is asked to contact Nancy d'Estang at the Shipyard, Mystic Seaport, P.O. Box 6000, Mystic, CT 06355-0990, (203) 572-0711.

WCHA ASSEMBLY

The Ninth Annual Assembly of the Wooden Canoe Heritage Association moves out of our region this year to St. Norbert College in De Pere, WI, near Green Bay, over July 28th-August 1st. If you want to travel that far and need the details, Tom & Karen MacKenzie, (608) 231-2192.

SMALL BOATS IN NEW YORK HARBOR

Bob Martin had opportunity to hear from the ship operators how our small boats proliferating in busy harbors are affecting their operations:

"I recently attended a meeting of the Harbor Operations Committee in New York during which there was a discussion of the proliferation of small boat traffic in the Port of New York, and the problems this presents to larger vessels operating in the harbor.

My ears perked up when a pilot mentioned that on a Saturday in July of 1987, as he was piloting a large passenger vessel outbound on the North River, he encountered a "flock" of canoes and kayaks. Since that was on July 11th, the day that the MCKC held its trip around Manhattan, I questioned him in detail.

He said that, as he approached the paddlers, he stopped his engines and drifted by. He contacted the pilots in two other passenger vessels that were following and they followed the same procedure. I asked if he had any fault to find with the conduct of the paddlers. He said he did not, but suggested that they would be safer if they stayed in a group and proceeded along the west bank (New Jersey side) of the river where they would be less likely to encounter large vessels."

From "Recreational Canoeist", newsletter of the MCKC



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PADDLING AROUND ATLANTIC CITY

Don Kleiner of Union, ME, who operates Maine Outdoors, a professional Maine Guide service (see April 1st issue "Happenings") took a busman's holiday in April to paddle in the bays and creeks around Atlantic City, NJ. His comments follow:

"Spent a few days on vacation kayaking in the bays and creeks around Atlantic City. We made a trip to Little Beach Island where I spent ten years as a clam digger and enjoyed paddling around to see old friends and places.

We also went to Assateague National Seashore and kayaked in Chincoteague Bay. What a fabulous place to paddle. The water is between four and six feet deep with a hard white sand bottom and only a one foot tidal range. It was also very clear and much warmer than back home where the ice had only just gone out. We stayed in the campground on the island and had to carry the boats only a short distance.

The ponys were everywhere and not at all afraid of a person in a kayak, nor of people in general. We noted a series of wilderness campsites down the bay side of the island. Possibility of a guided trip some spring?"

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Wooden Canoe Heritage Association
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MAINE CANOE & KAYAK RACING

JUNE 18. Orono Festival Canoe Race, 4 mile flatwater, Stillwater River, Orono. Adrian Humphreys, (207) 866-5652.

JUNE 18. Canoemania, 8 mile flatwater, Upper Royall River, Yarmouth. Saco River Outfitters, (207) 773-0910.

JULY 4. Sebec Canoe Race, 4 and 8 mile flatwater, Sebec Lake, Sebec. Bob Morris, (207) 564-3920.

JULY 9. Kennebec Fifty, 46 miles flatwater, Carratunk to Norridgewock. Adrian Humphreys, (207) 866-5652.

JULY 16. Great Royall River Race, 5 miles tidal flatwater, Yarmouth. Kevin McEvoy, (207) 773-0910.

JULY 17. Great Bay Race, 9.2 miles tidal flatwater, Belfast. Kip Brundage, (207) 338-5210.

For your own copy of the complete list, write to Penobscot Paddle & Chowder Society, 89 Poplar St., Bangor, ME 04401, request "1988 State of Maine Canoe & Kayak Racing Schedule".

CONNECTICUT CANOE RACING

Upcoming canoeing events listed by the Connecticut Canoe Racing Association are as follows:

JUNE 18. Shetucket River Days Pre-Run Picnic Cruise, Willimantic, CT. 14 miles river and lake flatwater. Susan Audette, (203) 456-0558.

JUNE 19. Shetucket River Days, Willimantic, CT. 14 miles river and lake flatwater. Susan Audette, (203) 456-0558.

JUNE 26. Great Pachaug Canoe Race, Pachaug, CT. 7.5 miles river and pond flatwater. Jim Kendall, (203) 376-3685.

JULY 10. Kent-Housatonic River Race, Kent, CT. 8 miles, half upriver, half down. Lans Christensen, (203) 567-4030.

JULY 17. U.S. Flatwater National Course Pre-Run, Hanover, NH. 18 miles flatwater. Frank Muller, (802) 285-3795.

JULY 23. Summer Sizzler, Seekonk River, E. Providence, RI. 10 mile (3 mile novice) tidal flatwater. Scott Olsen, (401) 434-4971.

JULY 23. Farmington River Poling Cruise, Burlington, CT. Ed Migliorisi, (203) 879-4515.

JULY 31. Clinton Bluefish Race, Clinton, CT. 10 mile tidal river and bay. Earle Roberts, (203) 346-0068.

General information about the CCRA is available from them at 41 Pine Woods Ln., Mansfield, Center, CT 06250.

BOOKS about BOATS

Out of Print & Used Nautical Books
Old Boating Magazines
Original Boat & Marine Literature
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MARATHON CANOE CHAMPIONSHIPS

Two marathon championships for canoeists are scheduled during July.

JULY 17. N.E. Marathon Championships, 19 miles flatwater on Connecticut River, Hanover, NH. Frank Muller, (802) 295-3795.

JULY 23. National War Canoe Championships, 11.5 miles flatwater on the Schuylkill River, Philadelphia, PA. Dave Jackson, (215) 933-0614.

N.E. CANOE-O CHAMPIONSHIPS

On July 24th there will be a combination canoe race and orienteering meet in Concord, MA, on the Assabet, Concord and Sudbury Rivers. The essence of the event is paddling a course on the rivers to collect chits from a number of checkpoints in the shortest possible time. Several course choices from 2 mile easy to 13 mile difficult are offered. Aims Coney, (617) 897-9477.

SEBAGO CANOE CLUB PADDLING

The Sebago Canoe Club of Brooklyn, NY, has the following outings for paddlers scheduled for June and July:

JUNE 18-19. Calf Island Trip on Long Island Sound, good beginner trip. Francine Michel, (212) 796-3226.

JUNE 22-25. Wanda Canoe Club trip to white water nationals on Savage River, MD. Jim McLoone, (201) 387-0226.

JUNE 25-26. Narragansett Bay, RI, canoe camping. Bob or Elise Celifarco, (203) 838-5907.

JUNE 26. Canoe and kayak around City Island, NY. Lester Model, (718) 252-2698.

JULY 2-4. Three day trip to Sugar Island in the St. Lawrence River off Clayton, NY. Shirl Holt, (718) 446-7581.

JULY 9-10. Wanda Canoe Club trip to Delaware River. Jim McLoone, (201) 387-0226.

JULY 10. Annual Open House, Brooklyn, NY. Nina Pinilla, (212) 996-4481.

JULY 10. George Service Trophy Sailing Race. Burt Krancer, (718) 338-0116.

JULY 16-17. Lower Delaware River trip. Shirl Holt, (718) 446-7581.

JULY 23. Hackensack River trip. Bob Pace, (201) 641-3072.

JULY 23-30. Wanda Canoe Club trip to Lake Temagami, Ontario, Canada. Jim McLoone, (201) 387-0226.

JULY 23-24. Wild Blueberry trip on a NJ Pine Barrens river. Steve Keller, (718) 788-3416.

JULY 30-31. Norwalk Islands cruise. Bob Celifarco, (203) 838-5907.

JULY 24. Hisaquogue, LI, trip. Lester Model, (718) 252-2698.

JULY 31. ACA Class National Championship Sailing Races. Burt Krancer, (718) 338-0116.

ACA SANCTIONED CANOEING EVENTS

The major canoeing events in our area of coverage sanctioned by the ACA through July are the following:

JUNE 18. Canoemania, Yarmouth, ME. Kevin McEvoy, (207) 775-2800.

JUNE 18-19. MS Marathon Divisional Championships & U.S. Marathon Canoe/Kayak Team Trials, Washington, DC. Mary Garland, (703) 243-9627.

JUNE 20-26. Pre-World Championships, Savage River, MD. Michael Fetchero, (301) 722-2500.

JUNE 25. Batten Kill River, Manchester, VT. Gary Point, (401) 246-1356.

JUNE 25-26. National Poling Championships, Wing Dam, Delaware River, New Hope, PA. Harry Rock, (201) 769-5345.

JULY 2-3. Washington Canoe Club Independence Day Regatta, Washington, DC. Mary Garland, (703) 243-9627.

JULY 4-7. WWOC National Championships, Nantahala River, Bryson City, NC. Nantahala Outdoor Ctr., (704) 488-2175.

JULY 8-10. Standard River Rescue Course, Nantahala Outdoor Ctr., Bryson City, NC, (704) 488-2175.

JULY 9. Magalloway River/Um- bagog Lake, Wilson Mills, ME. Gary Point, (401) 246-1356.

JULY 16. The Great Royall River Canoe Race, Yarmouth, ME. Kevin McEvoy, (207) 775-2800.

JULY 23. Poling Cruise, Crystal Rapids, Farmington River, Unionville, CT. Ed Migliorisi, (203) 879-4515.

WHITEWATER FOR ALL SEASONS

The Rhode Island Canoe Association has the solution to the seasonal nature of white water canoeing, it's called the Cohasset Tidal Rip. Dependent upon tides instead of rainfall, Cohasset offers year-round fun on the incoming tide, no matter the water conditions elsewhere. It is a single rapid, perfect for playing and practicing surfing, ferrying and eddy maneuvering techniques. It is safe, as the rocks are well below the surface. The principal danger comes from above, bridge jumpers about 500' upstream. Staying near shore when near the bridge will protect you from being bombed.

How to get there? Take Exit 14 off Rt. 3 (Rt. 228 Cohasset). Go left at end of exit on 228 North, then take 3A to Cohasset. Follow signs to Hugo's. Go left at blinking lights and right at end of the road. Then left at the Cohasset Hardware and past the police station, then bear right at the fork by Kimballs-by-the Sea. Next go left at Border St., go past Hugo's and over the bridge to the other side of Gaffey Yacht Sales.

MCKC PADDLING

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has the following outings for paddlers scheduled through June:

Information on joining the MCKC is available from MCKC, Box 021868, Brooklyn, NY 112022-0040.

INSTRUCTION

FUNDAMENTALS OF CANOEING

JUNE 15. Classroom Session.

JUNE 18-19. Lake Sebago Weekend.

JUNE 25. Lake Sebago Saturday.

JULY 6. Classroom Session.

JULY 9-10. Lake Sebago Weekend.

JULY 16. Lake Sebago Saturday.

BASIC WHITEWATER PADDLING

JULY 20 & 27. Classroom Sessions.

JULY 24. Lake Sebago Sunday.

JULY 30-31. River to be Announced.

FUNDAMENTALS OF KAYAKING

JULY 20. Classroom Session.

JULY 23-24. Lake Sebago Weekend.

ACTIVITIES

JUNE 18. Lehigh River, PA (II-III). Ron Augustine, (201) 869-7280.

JUNE 19. Sea Kayaking. Eric Klein, (718) 783-2306 eves. to 9 p.m.

JUNE 25. Delaware River (I-II). Norm Blumenstein, (201) 257-5069 eves.

JUNE 25. National Poling Championships, Lambertville, NJ. Harry Rock, (201) 769-5345 eves.

JULY 3. Family Day at Lake Sebago. Al Musial, (212) 313-2064 weekdays at 4:30 p.m.

JULY 16. Tariffville Gorge or best II+. Larry Stone, (516) 482-2752 eves.

JULY 17. Sea Kayaking Mystery Tour. Eric Klein, (718) 783-2306 eves to 9 p.m.

JULY 20-24. Adirondack Canoe/Camping/Hiking, Oswegatchie Wilderness Area. Eric Klein, (718) 783-2306 eves to 9 p.m.

JULY 23-24. Delaware River Canoe Camping, Class I-II. Ron Augustine, (201) 869-7280 eves.

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*FIRE AND WATER
PULPIT HARBOR
THE CUSK A STRANGE FISH*

The Professor and the two seamen, who had had their natural share of sleep while the rest of us were wandering in the cold and darkness of Owl's Head, rose at four in the morning and got the sloop under way while we yet slept. The wind at starting was moderate, but in the course of an hour it had risen to a gale, accompanied by squalls of rain and mist, which made the air so thick that the land was totally hidden from sight, and the pilot could not tell where to steer. The pitching of the vessel in the heavy sea aroused me a little after five. Leaving the Artist and the Assyrian asleep in their berths, I went on deck. The only object in sight beside the white waves and the driving clouds that enveloped us, was a schooner ahead, pursuing the same course with ourselves. We were at the entrance to Penobscott Bay, six or seven miles from the mainland.

We followed the schooner for a mile or two, and at length caught sight of land at no great distance, which proved to be Fox Island. The schooner kept close to the shore, and presently disappeared from our view within a narrow opening in the rocky coast, which we now dimly perceived. It was a harbor not on the charts, and unknown to our seamen, but they said that if the schooner had got in we could of course follow, and it was not advisable to keep the sea in such a storm with our unsound mast. The Pilot, who by this time had got his great iron furnace ablaze with coals, ready for cooking breakfast, now steered for the entrance of the harbor, which was very narrow, with a huge black rock rising right in the middle.

This narrow channel was so strikingly picturesque that I went below to wake the Artist and the Assyrian, leaving the Skipper and the Professor standing at the bow and looking out sharply for reefs and rocks, of which they occasionally gave notice to the Pilot. I had succeeded, by considerable shaking and punching, in restoring the sleepers to a glimmering of consciousness, when a tremendous uproar on deck called me to the companion-way to see what the matter was.

A terrible and yet laughable sight met my eyes. As the sloop was surging into the entrance of the harbor, the Skipper discovered a sunken reef right ahead of the vessel. He shouted to the Pilot to put his helm up, and the Professor ran aft to assist in shifting the boom. Before he could reach the stern



CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from
Provincetown to Bar Harbor in the
summer of 1858, newly abridged and
illustrated for readers of
a later generation

a squall struck the sloop, and the boom, as it swung over, hit the Professor, who, to save himself, clung to the spar and was carried half over the side of the vessel. At the same time, the boom knocked off the Pilot's hat. To this particular article of apparel the old man had a special attachment, generated probably by the years it had crowned his head. He therefore with one hand made a desperate grab at the hat, which he caught, while with the other he pushed out the boom, to which the Professor was still hanging, with his heels clinging to the rail of the vessel. The Pilot, at the same time, gave a great kick at the tiller to put it hard up, but missed it and hit his furnace, which toppled over. The glowing coals fell into a basket of shavings and kindlings under the bench, which runs around the cockpit, and these highly combustible materials immediately blazed up. Other coals set fire to the dry space beneath the bench, where the rain never penetrated; others yet, falling upon the wet deck, caused a great gushing up of steam and smoke.

This was the state of affairs when I, stuck my head out of the cabin, followed by the half-asleep Artist and Assyrian. The flame and smoke and steam

that whirled in our faces, together with the howling of the storm and the frowning look of the black rock that guards the mouth of the harbor, to which we were so close that it seemed right over our heads, were well calculated to give a slight shock to our nerves. Such sudden and unexpected dangers were really exciting, though we could not help laughing at the droll attitudes into which the boom had knocked our friends.

There being several buckets at hand, and our vessel so low in the water that we could fill them by merely leaning over the side, the fire was easily got under control. The sloop glided past the reef, whose presence in the way had caused the commotion, and which she cleared with a slight touch without damage; we sailed into the harbor and presently were in still water.

This harbor is called Pulpit Harbor, from the great, high, isolated rock at the entrance, which the church-going New Englanders have likened to a pulpit, as in the case of so many other "pulpit-rocks" on their coast. It is one of the finest havens I ever saw, if not the very finest. Except the narrow entrance it was land-locked, and as calm and sheltered as an inland pond. Its diameter seemed to be about half a mile, and it was surrounded by low hills sloping gently to the water's edge. The summits of the hills were covered with woods, but on their cleared and grassy slopes cattle and sheep were pasturing. A few fishermen's houses were in sight, and beside the schooner we had followed in, there were half a dozen small fishing vessels at anchor in front of the hamlet.

We anchored in the middle of the harbor, just opposite the entrance, through which we had a view of the turbulent sea outside. The storm, however, was abating, the rain had ceased, and by the time we had finished breakfast the sun broke from the clouds. Nowhere, I am sure, did it smile on a lovelier or more peaceful scene. Nothing could exceed the exquisite freshness of the hillsides, and the groves that bounded the landward view were a tasteful and natural frame to the picture. Seaward, we looked as through some mighty portal, over the black and jagged rocks of the entrance, and thence across ten miles of ocean to the mainland, where the picturesque Camden Mountains reared their summits in full view. These mountains are not far from the shore, and form a remarkably beautiful range, rising to the height of fifteen hundred feet above the surrounding plain. They lie directly opposite the entrance to Pulpit Harbor.

To complete the charm of the landscape, a number of large fish-hawks, whose huge nests we could

see on the branches of a grove of tall pines, were wheeling high in the air with their wings extended and apparently motionless, watching a school of mackerel near Pulpit Rock, and occasionally descending and seizing fishes, which they carried to their nests, uttering as they went fierce screams of triumph and delight.

About the middle of the forenoon the Assyrian remembered the schnapps he had purchased at Rockland. He looked around the cabin for it, but the package was nowhere visible. He examined the lockers and poked about the forepeak. It was not to be found. Proceeding to the deck, he hailed the skipper, who was just going ashore for water, and had already got a few strokes of his oars from the sloop, and asked him what he had done with the schnapps?

"Schnapps," repeated the Skipper, slowly backing water, and evidently wondering what scrape he had got into now. "I don't know anything about schnapps. There hasn't been any schnapps on board."

The Assyrian hung down his head as if lost in thought. At last he spoke: "I remember now — I left the package in that infernal cooper's shop at Owl's Head. The fates are against me. I shall drink water for the rest of the cruise." And stepping into the dory to avoid our gibes, he told the Skipper he would go with him to the nearest spring, and make trial of his new beverage.

While they were absent, we got out our lines and fished. The water was very deep and fish abundant. We caught cod, haddock, whiting, skate, and a large Greenland sculpin, a handsome monster with a dark-brown back, and sides and belly adorned with circular spots of yellow and white.

A fish resembling a hake, of which we caught several, the largest thirty inches in length and five pounds in weight, the Pilot called a cusk. The liver, he said, was full of oil of a kind good for burns. We had the cusk cooked for dinner, and found its flesh firm to toughness, but savory enough. When salted, the Pilot said, some people preferred it to cod, as the flesh swells much in boiling, and divides into thick flakes.

The Skipper and the Assyrian not having returned when dinner was nearly ready, we sounded the horn to recall them. They obeyed the summons, and during dinner the Assyrian described the beauties of North Fox Island, while he declared to be the finest he had yet seen. A winding strait about a mile broad separates it from South Fox Island. This strait is called the Thoroughfare, and coasters and fishing-vessels often pass through it. The island was well stocked with sheep, and the flowers were pecu-

Nearly brilliant in hue from the effect of sea air. The Assyrian had talked with some of the people, who lived, he said, in very good houses. He had learned that the island formed the town of North Haven; that it contained eight hundred inhabitants, four small villages, as many stores, one church, and eleven school-houses; and, lastly, that its staple product was hay. The only natural curiosity was a huge rocking-boulder, on the top of a hill adjoining Pulpit Harbor.

After dinner, the Artist and I went with the Professor in the dory to dredge near the mouth of the harbor. Before we began, the beauty of the seaweeds on a ledge nearby attracted our attention, and we landed on the rocks and gathered a great quantity of them.

The result of our dredging was a few fine specimens of sea-cucumbers, the largest we had yet seen.

About the middle of the afternoon a great school of mackerel came into the harbor. We all got into the dory, except the seamen, and anchored alongside of Pulpit Rock, to intercept them as they came out. Our bait, which we threw out by handfuls, soon attracted them, and a lively scene ensued. For about half an hour we pulled in mackerel as fast as we could throw out and haul in our lines. After catch-

ing upward of a hundred, we stopped, as we really did not know what to do with the fish, and did not care to capture them merely to throw back into the sea.

A thunderstorm confined us to the sloop for the rest of the day. Before sundown it cleared up, and as the setting sun descended directly behind the opposite mountains, we were favored with a strange and magnificent spectacle. After the storm the sky had become perfectly clear of clouds, except a dense mass that rested on the mountain peaks. As the sun went down, these clouds gathered around the summit of Magunticook, the loftiest peak of the mountains, and assumed the form of a crown, which was presently suffused and glorified with a rich rosy hue. For nearly half an hour this superb circlet remained motionless on the brow of the mountain, till it gradually melted away as the shades of evening advanced.

Before the twilight vanished we began to fish, as the Professor thought we might find the place abundant in hake. In a few minutes I hauled up a lobster, in whose tail my hook had somehow got fast. It was in fine condition, and weighed twelve pounds. As we had been for some days without lobster, the unlucky crustacean went at once into the Pilot's pot.

We were catching whiting pretty freely, when, just as it was growing dark, an exclamation of surprise from the Assyrian called us to his side. He had caught what we at first supposed to be a conger-eel. But it proved to be a fish of the sculpin family, and of an entirely new and strange species. It was so queer and savage-looking that none of us ventured to touch it or take it from the hook. We inspected and measured it while the Assyrian held it at arm's length. Its body was shaped like that of an eel, but its head was square and blunt, with an almost human face. It had a steady, stony expression in its deep-set eyes. Its length was thirty inches, and its circumference eight inches. But its most remarkable peculiarity was its color, which was a ghastly white except at the tail, where it shaded into a rosy hue.

There is no fish like this described by any writer on ichthyology, and none of us had ever seen anything of the sort before. The Pilot, who had fished in our waters for more than half a century, declared that he had never seen or heard of such a creature in all his experience. On turning in that night, we left our baited lines hanging over the vessel's side, and in the morning found we had caught a fish resembling the other in everything, except that it was of a lead color instead of white.

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Report & Illustration from Carl Erickson

Carl Erickson

AND HOW ABOUT THE TIME...

I flipped the kayak over about 15 yards from shore and had a dickens of a time getting to the beach?

I had put in at the Granite Pier in Rockport, MA. It had been a fine day and paddling out around Straitsmouth Island was a pleasure. Breaking surf on the eastern side had kept me some distance off the island, but paddling a good distance offshore like this had never overly concerned me and a mile or more out was routine. My kayak is very stable and I had never experienced a roll over other than when landing though the surf one morning at Good Harbor Beach in Gloucester.

On this occasion the tide was ebbing as I approached the ramp at Granite Pier. Rocks and pebbles were exposed so I decided to don my sneakers before touching the bottom. I placed my left foot up on the deck and put on my sneaker. Then, rather than tucking this leg back into the kayak first, I placed my right foot on the deck also and immediately rolled over. My first reaction was a deep breath from hitting that cold water unexpectedly. After rounding up my hat and right sneaker, I righted the kayak and proceeded to shinny up to the cockpit straddling the rear deck. When I reached the rear edge of the cockpit, she went over again.

No problem, I'll swim it to the shore, now 15 yards away. Progress proved to be almost negligi-

ble against the receding tide as I pushed my kayak ahead of me, while kicking, and carrying my paddle, with my sneaker stuck under my belt, and hat back on my head. But at last I touched bottom and we were ashore.

My thoughts then went out to those wide open spaces out around Straitsmouth. Had I rolled over out there I could have had serious problems. With this on my mind for the rest of my vacation on Cape Ann, I wasted no time in buying and installing flotation bags for bow and stern.

Back home in Connecticut I tried the flotation bags by rolling over deliberately in a nearby lake. They worked splendidly. I found I could crawl back in over the side without difficulty. The cockpit had only about 4 inches of water in it. My confidence was restored.

For others like me who do not intend to learn the eskimo roll, I strongly recommend flotation bags. They've given me back my confidence in venturing offshore, my kayaking horizons are greatly expanded with this experience and proper equipment now in hand.

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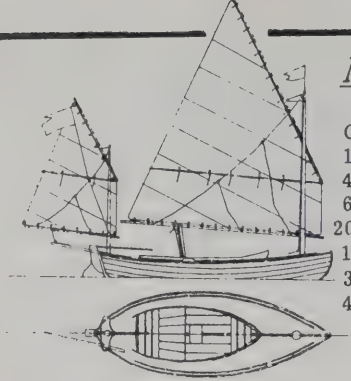
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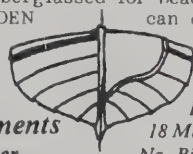
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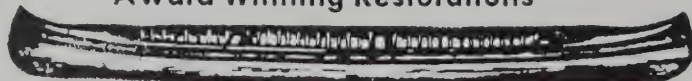
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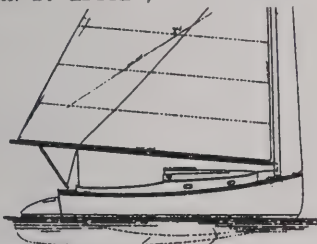
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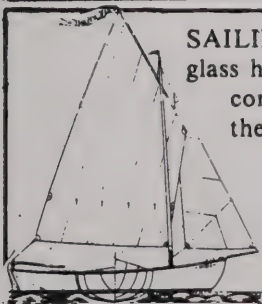
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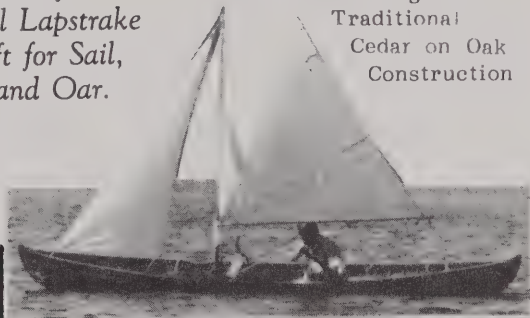
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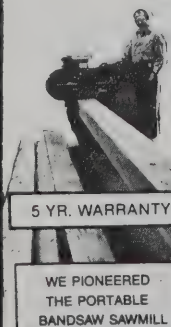
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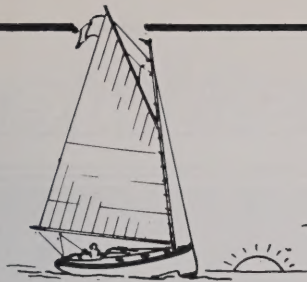
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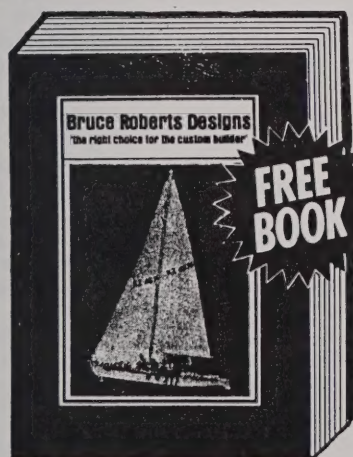
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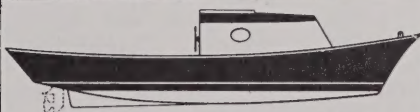


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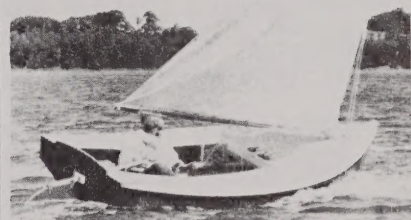
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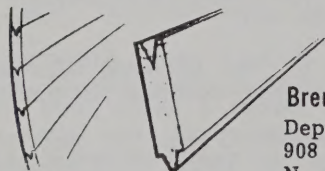
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