



messing about in BOATS

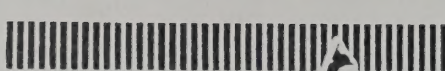
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Our Next Issue...

We'll feature coverage of the L.L.Bean Canoe Symposium held in Bridgeton, Maine in early June. There'll be a look at Don Bett's unique kayaks, and a review of two newly re-issued books by long ago solo sailors John MacGregor and Joshua Slocum. New designs for a chunky dory, and a multipurpose rowing/paddling shell will supplement a detailed look at Owen Cecil's latest drop-in build-it-yourself sliding seat rowing rig. The report on building a Bobcat will continue and we start on a new serialization of another classic of small boating from bygone years, Nathaniel Bishops "Voyage of the Paper Canoe", chronicling a cruise from Montreal to the Florida Keys in a paddle and sail powered paper canoe.

On the Cover...

The pleasures of small craft were once again indulged in at the annual Mystic Seaport Small Craft Workshop in early June, on the cover a miniature sharpie heads out onto the river where a sailing canoe and several other small craft can be seen underway. Lots more photos in this issue.

Commentary

**BOB
HICKS**

The annual Small Craft Workshop at Mystic Seaport the first week of June is one event I've faithfully attended year after year, 1988 was my tenth year. While my personal focus in boating has evolved from its early absorption with traditional types (I thought back then I'd like to build a Swampscott dory), this event still has its magic. No other gathering of boats I attend offers so much diversity in small craft, and the people who love them. Last October's similar gathering in St. Michaels, Maryland, was similar, and enjoyable, but not so effective in illustrating the endless variety of small boats people enjoy.

At the kayak symposium they're all kayaks. At the canoe symposium they're all canoes. At the antique and classic shows they're all motorboats. At the steamboat meet they're all steamboats. Variety within each type, to be sure, but still of quite narrow focus. Several sailing events I've attended are all sail. Rowing races are all oar. The Mystic meet has them all, paddle craft, rowing craft, sailing craft. Even the occasional old motor launch or steamboat. In one place, on one weekend, the small boat lover can see, and sample, a broad range of boats.

The Mystic meet is no longer dogmatically purist in an insistence on traditionally built wooden boats. Wooden boats have priority in acceptance as participants if the meet were to become oversubscribed again, but to date this hasn't happened. So there are plastic kayaks and canoes and rowing craft on hand. These are of traditional design if not material.

The matter of "traditional" was really put into perspective this year, with the overall focus on canoes. There were, as a result, more canoes than usual. But it was Jim Dina, one of the workshop speakers, who really set a new standard for "traditional". Jim had his birchbark canoe on hand, built entirely from natural materials from New England woodlands with stone age tools, flint knives and axes. He demonstrated the use of these tools during Saturday, and it made Rollin Thurlow, doing a traditional wood/canvas canoe recanvassing job nearby, appear hi-tech indeed. Manufactured cloth, manufactured copper tacks, manufactured canvas filler, manufactured steel hammer and knife.

Dina's display of building a very useable watercraft from bark, sticks and roots emphasized, for me, the true charm of the small

boat. While the often elegantly made traditional wooden boats many bring to Mystic are beautiful and a pleasure to use, Jim's canoe was probably at least 75% of any boat there in terms of utility. The notion of building inexpensive boats today from cheap lumberyard materials is but a modern day version of the pre-colonial Indian culture's boatbuilding. A small boat does not have to be either a costly, elaborately constructed work of art or a cheap plastic tub popped out of a mold. Much of the pleasure such craft can provide is available at very small cost.

I brought my little 10' "Cockleshell" plywood kayak along to see how others reacted to it. Built from 1/8" lauan ply, glass tape and epoxy glue, for under \$50 in about three working days, it has similar functional ability to Drina's birchbark canoe. The paddle, of hardware store wooden dowels, aluminum tubing and plywood blades glued up, cost me under \$10. It too works quite well. Hardly the classic, it nevertheless was my own interpretation of what one can do at little cost to get onto the water for recreation. It got a lot of use over the weekend, and I had favorable reports from those who tried it out.

The rest of the boats at Mystic were a delight to see and often to try. The best part of this meet is the opportunity to try so many boats with the ready willingness of their owners to permit you to do so. A mutual trust seems to exist between the builders or restorers of some very classic boats and those on hand wishing to try them out. People do indeed take care, and ask permission if it is so noted on any boat at the floats. The congeniality and sociability of the assembled multitude (over 200, with 75 boats) is an added plus.

Like the boats, the people who bring them are a broad range of personalities. Eager youngsters discovering the pleasures of these boats, to senior citizens often renewing nostalgic memories of childhood pleasures afloat. An absence of competitive rivalries and artificially contrived efforts to "achieve" (well, a little canoe race of 5 boats perhaps an exception) results in a genial and relaxed atmosphere.

Grasping for some philosophical thread that holds this all together, I concluded that small boats are much like people, they're all the same in concept but each one is different. From this springs their unending charm.



A group of environmentally oriented paddlers organized a "Salmon Revival Run" up the Connecticut River in June to dramatize river quality and promote their vision of a return to a more natural state for the river. The log of the first few days reads as follows:

"At dawn on May 31st under a blue moon, four kayakers and two canoeists (sporting the most outrageous salmon headgear) launched the Salmon Revival Run up the Connecticut River at Old Saybrook, Connecticut. The tide was low and the river serene. We rode the tide and travelled eight miles upstream in three hours. We enjoyed the quiet and wild beauty of the lower reaches of the river. The eastern shore is largely undeveloped. The western shore north of Essex is suffering some inappropriate development, but the tranquillity of the river perseveres.

June 1st brought a beautiful morning. We continued upstream to Haddam, Connecticut. As we approached the outlet of the Connecticut Yankee Nuclear Power Plant's cooling canal, we realized that the water temperature had risen dramatically, at least twenty to thirty degrees. The kayakers got hot seats and we could see the heat rising from the river surface.

We arrived at the Nuclear Plant garbed in full salmon regalia. We toured the visitors' center. The exhibit explained how the plant takes up 365,000 gallons of water each minute. The director of public relations arrived to take our questions regarding the heated water in the river. He explained that the plant's legal limit was a twenty-six degree differential between the discharged water from the plant and the ambient temperature of the river. The ensuing discussion and "hands-on" environmental investigation (testing the water temperature) raised some serious questions for us salmon about environmental policies that affect long term conditions, and about the nuclear plant's internal system regulating the temperature of the discharged water.

The morning of June 3rd we resumed our trip with a seven mile paddle upstream replete with sightings of turkey and cormorants. We arrived in Middletown, Connecticut,

at noon. In the evening as we headed for Gildersleeve Island, the heavens opened, drenching us as we sought a campsite. Luck was with us and a phone call secured us a campsite nearby (with a hot shower too).

June 4th was windy and rainy but still we enjoyed a pleasant paddle. We camped on a point near Rocky Hill Ferry, sleeping under the stars.

On June 5th the sun burned through the river mists by ten o'clock and the "salmon" began to look like lobsters. We meandered on to South Hartford and met friends at Wethersfield Cove who resupplied us for the upcoming week on the river."

(Further logs should be forthcoming).

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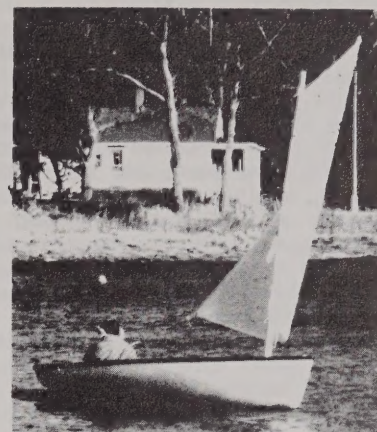
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DOUGLAS ALVORD

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It was a hard decision to make...put our small savings as a down payment on a tiny lake cottage on a small lake 130 miles away, or pay the steep initiation fee and heavy dues for membership in the local sailing club just outside of town. We had enjoyed the lakes in times past, but we decided for the sailing club. It was close to home and we really wanted to learn to sail. We believed racing would be the quickest way to learn to sail correctly. At age 35 I was getting old fast...and I wanted to enjoy sailing during my remaining years.

The sailing club invited us to use its facilities pending approval of our membership application. They assured us there would be no problem.

All the boats at the sailing club were one-design sailboats, twenty feet long and under. No power boats allowed, except the Race Committee pontoon boat and two outboard boats for the Safety Committee. No swimming or fishing from sailboats either. However, on a very hot day after a slow race, it was amazing how many people fell overboard, accidentally of course. Sure was refreshing!

The club limited racing to six fleets...about all that could start and finish in a Sunday afternoon. As I recall, the C-Scows started first, then Thistles, Handicap, Y-Flyers, Snipes and finally, Lightnings. Most boats raced with husband as skipper with wife, son or daughter as crew. Sometimes a wife skippered, but usually dad got most of the tiller time. These sailing club people were died-in-the-wool racing sailors. They studied it and they worked at it. Cookouts and fleet parties made for a full but very enjoyable season.

In a few weeks the club would host the American Y-Flyer Yacht Racing Association Regatta..."The Nationals!" Some 60 boats would register. Families with kids and hot shot racing teams arrived late Friday, coming from various sections of the country. Many needed help with food and lodging. Everyone in the Y-Flyer fleet volunteered for duty. Since we were anxious to learn, my wife Peggy and I volunteered to help. I crawled around on the clubhouse porch for a day and a half measuring sails to specifications, all I saw was white, yards and yards and yards of it!

After "The Nationals" were over, the local Y-Flyer Fleet took us under its wing. These friendly people were anxious for us to learn to sail, Y-Flyers, naturally. In order to gain some experience, we tried to pick up crew jobs during the rest of July and August, but with little success.

By September it was obvious that crewing was NOT the way to go. If we were going to learn to



First Boat ~ First Race

sail, we must have our own boat. So, we watched the bulletin board and checked the Y-Flyer Association newsletters. Every boat we found was too expensive for us. It seemed that the top racing skippers sold their boats every two or three years to get brand new ones. Coming from "hot" skippers these "gold platers" were in demand. So the price was high!

Gil, our Y-Flyer Fleet Captain, volunteered to help us find a good boat. He had built two, and his last one was a real "gold plater". Trophies on his fireplace mantel proved it...so many that the family used the bowls and mugs for cereal and soft drinks. Honest!

The 18' Y-Flyer is a fun boat. The "Y" was designed originally for the home builder to construct from plywood. It was slab sided, hard chined, sloop rigged, but carried no spinnaker. It was crewed by two persons.

One day a new 3x5 card appeared on the bulletin board.

"Y-Flyer for sale, \$600." Possible? Possible! The boat looked ratty and needed paint. Crawling under the deck of an "airplane wing" type of hull construction must be something akin to wiggling under barbed wire in no-man's land. Tight fit.

After the usual poking around and knuckle knocking, it seemed sound enough. Yet, there was that soft spot in the after deck next to the transom. Dry rot! It was just a small triangle, easily replaced, or so we thought. A bad gouge near the bow was the only other **VISIBLE** damage. Numerous repairs were necessary and would begin in the fall, after the racing season.

We bought the boat with its home-made trailer. To cinch the deal, the owner gave us his dolly and track plus his half-interest in the pier. Our first boat! We were so excited! Members of the Y Fleet gave us much needed on-the-water instructions

After getting the "feel of

things", we sailed around by ourselves. Gil tried her out a couple of times to get her well tuned. The boat was slow, too heavy, built using 3/4" solid mahogany sides. Gil suggested we replace these heavy sides while we were making repairs and painting. He had extra pieces of 3/8" plywood already roughed out to shape, we could have them for free. Price was right... Also, we should fiberglass the seams. Besides that, he would help us put them on. I NEEDED help. Fall, winter and spring found us very busy.

With rebuilding completed, we began concentrating on handling; never mind racing tactics. We did read Arthur Knapp's book, "Race Your Boat Right". It wasn't long until I thought I had the "seat-of-the-pants" feel for steering by the stern. Peggy did okay with jib handling, the centerboard, whisker pole, painter, etc., busy, busy.

Gil announced after a good sailing session that it was time for us to get our feet wet. We should sail in the next race. Race! "Gulp!"

Gill told us to just follow the fleet, watch what they do and try to do the same thing. He said, "Just remember, all you want to do is just get around the course. You'll do all right." We felt like shaky colts learning to walk. Our heads were stuffed with a new language, full of instructions and a lot of Arthur Knapp. "...Just take it easy and think our way around the course." Whew!

We arrived early that eventful Sunday so we would not be rushed. Races started at one o'clock. Skies were blue...winds were light...beautiful day. Not many people were around yet. The waterfront was quiet.

Like all true racing sailors, we ambled over to "check the instruments". The club anemometer needle bounced gently from zero to two knots, sometimes up to three. Safe enough for us. Wind gauge showed shifty, up to ninety degrees, occasionally all the way around. Crazy! Wonder what caused that? We ate a small snack from the grill and hurried out toward the point where our "new" boat waited patiently for us. Well, new to us.

After removing the cockpit cover, we bent on our sails. Peggy temporarily stuffed the jib under the shock cord on the forward deck. I lashed the mainsail to the boom, the head ready to hoist in the luff groove on the mast. Next we cranked the dolly down until the boat floated free. Peggy tied the painter to a pipe supporting the end of the pier. She looked at me and smiled, "So far, so good."

"You're right, but this is the easy part," I replied. I was nervous. None of our competitors had arrived yet, not even Calvin,

the Connecticut Yankee. We shared the same pier and soon became good friends. His wife Kay was one of those who shared the skippering chores. Cal and Kay had two girls too, only older than ours. They would skipper or crew at times. Never knew who was doing what 'til race time.

It wasn't long until people started arriving. The din of conversation grew louder. So did the yelling. Boat noises increased as they were prepared for the afternoon race. The tempo started to build. Someone shouted from the clubhouse hill, "Winds still light and flukey. Gonna be a hot drifter today. Who knows? Might fall overboard this afternoon!" Soon after, the warning cannon was fired and boats started moving out onto the lake.

The Race Committee boat motored out the bay, two gals started putting the race course buoy numbers in their racks along both side rails. Flag hoists were prepared and the miniature cannon was loaded while the skipper established a starting line. Fascinating.

"That's only for the leaders," I remarked to Peggy. "We'll be followers today. Besides, I don't even have a stopwatch to time our start...won't need one for a while." Boats sailed out to the starting area. Blocks continually rattled as sails were adjusted to fit the ever changing air. Sailing was slow. We joined the stragglers but stayed out of the way. Safe for us...maybe safer for them too!

Peggy exclaimed, "Do they have to sail so close to each other?" The skippers were jockeying for position for the start. Each fleet started five minutes apart. We should be able to handle that, or so we thought.

Before we knew it, the gun went off for the Y-Flyer start. Starting flag was chock-a-blocked. Boats that had been running the line hardened up their sails and headed for the first mark. Pretty sight. We hung behind the pack a little, then headed for the line, follow the leader style, right behind the last boat. After all, all we wanted to do was get around the course in good order. Right?

We bobbled along and almost arrived at the starting line when it happened. The wind died. We stopped moving. Immediately everything disintegrated into embarrassment of the highest order. Nobody, but nobody, could have done worse. It was a disaster of the first water.

We went into "irons", head to wind, right in front of everybody, we were all alone, center stage, front! Then the Snipes began testing the line, sailing all around us, glaring at us. I shoved the tiller hard over, nothing. Several times, nothing. Sails just flopped back and forth no matter what I did. The wind shifted every time

we did, just to keep us there! A Laurel & Hardy act couldn't outdo this one. I flipped the boom over, jammed the tiller the other way, trying to move the stern around. Forgot to backwind the jib to push the bow around. For a few seconds wind gently filled our sails, "we're moving!". Then it died again. Immediately it came back...from a different direction. We reached down the line to pick up momentum, then hardened up to tack...in irons again!

Two people on the Race Committee boat started yelling advice. Couldn't understand them. I tried to scull with the rudder, paddling meant disqualification. Time was running out, two minutes before the Snipe start. I still didn't backwind the jib. The sails filled again, and we were off. Sweet relief! Only the wind kept shifting around further and further, we adjusted sail as we'd been taught and before we knew it, we were heading in the opposite direction!

We jibed...and continued turning...doing a complete circle. More Race Committee people shouted at us. One minute until the Snipes start. Agony! I shoved the tiller over again trying to put the wind into my sails. Panic Palace! Anything to get a move on. "What are we doing here?" I yelled through gritted teeth.

Then the angry Snipe skippers began yelling...all at the same time. Someone skimmed close by yelling, "Get outta the way you *&!#!."

I yelled back, "What do you think I'm trying to do?" I mumbled under my breath, "Dumb idiot." The Race Committee people were yelling, the Snipe people were yelling. Everybody wanted us to move, so we did.

No matter what we tried, and we were very busy trying, the boat just slopped along, like it had a mind of its own, doing whatever it wanted. Finally, finally, we moved across the starting line. We had started! The rest of the Y fleet? Well, most of them had rounded the first mark and were heading for the second one. Only a few tail enders huddled around the first buoy.

More yelling, only louder, 24 Snipes bearing down on us. Ten seconds to go, then Boom! And they were off. "Here come the Snipes," I yelled, "and we're in their way." Horrors of all horrors, we were an obstacle in the path of the glorified Snipe fleet. Some were cursing us. "Starboooooard", rang out as someone was trying to sneak in on port tack and flip over on starboard when he found a hole between two boats.

"We gotta get outta here...how come they have wind and we don't?" We were flustered, red-faced, sweating and angry...and I started yelling at Peggy and she started yelling back at me.

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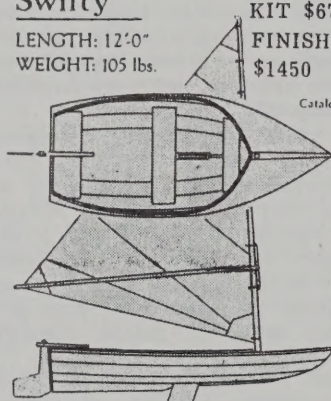
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Race Committee people were yelling, the Snipes were yelling. Boy, were they yelling. "Wish I could crawl into a hole in the ground and pull the dirt in after me," Peggy said. "Me too!"

It was ten seconds AFTER their starting gun. At last, a breeze. I could see it coming, a dark patch, ripples on the water, and we were moving. The air felt good on our faces. Peggy relaxed with a sigh. One minute passed. We were on our way but the Snipes were moving faster. Angry sailors had to maneuver around us and that didn't improve their dispositions. Boy, were they mad. "How stupid could a man be?" someone said, loud enough for us to hear.

"What a mess," I muttered.

At least we were able to keep our boat moving in the right direction. Half under my breath, but also to Peggy, "Wind's not so flukey now." I relaxed a little. The Snipes shouldn't have passed us with their smaller sails, but we were inexperienced, to put it mildly.

By the time we rounded the first mark, the leading Lightnings caught up with us. At the second mark all the Lightnings had passed us. Some waved...we were dead last. Finally we were all alone...two hours had passed. When we rounded the last buoy and were "aimed" at the finish line, there was no finish line! The last Lightning had crossed it sometime ago.

The Race Committee and the Safety boats had gone in. We were the only sailboat on the lake. Only a couple of fishing boats were our companions. We slowly sailed to where the finish line used to be.

We were going to finish this race, no matter what. "Fine kettle of fish! Disgraced!"

The wind was steadier now, but very light. The sun was lowering behind the trees. Golden streaks shimmered through their branches. We glided silently up to our little pier out on the point, three and a half hours after we had started.

Done...finished...End! At long last. It had been a long day. Boy, were we tired. Our tongues were dry, dirt streaked our sun-burned faces. We were physically and emotionally drained. Peggy tied the painter to the pier. We sat there in silence staring...the water looked glassy green, lots of seaweed I guess.

"Well, I suppose we'd better put her to bed," I muttered and slowly got to my feet. Not a soul could be seen anywhere along the waterfront. Just as well. Everything was still, except the gentle slapping of the water against the shore, and the birds calling to each other. Almost time to roost...for us too.

We didn't want to see or talk to anybody...not even to each other. We just wanted to go home. It took a long time to get the boat cranked up out of the water. The last thing to do was to put on the cockpit cover. I had to stand on a side deck next to the water to get the cover in place and tie it off. Then, to end all ends...my foot rolled on one of the tie downs and, splash! I fell backwards into the water. It wasn't deep but I really got wet. Sand got into my shoes, my clothes, everywhere. Peggy burst out laughing. She couldn't help it. I must have looked ridiculous.

It was a long walk back up the hill to the clubhouse with our heavy-as-lead sailbags and my wet clothes. Our feet shuffled our bodies down the path that meandered among the trees ending at the gravel steps leading up the hill.

The clubhouse was empty, almost. Two old timers sat staring out the corner window overlooking the bay. Their elbows rested on the red and white checkered tablecloth, their hands held up their jaws. Neither spoke. Neither did we. We gathered up our two little girls who were silently coloring at two separate tables. They had missed their naps this day. We drove home in silence. The girls slept.

After a shower, clean clothes, and several tall glasses of iced tea, we felt a little better. Not good enough to talk, but a little better. Next Sunday? Yeah, we'd go back. Maybe they'd forget. We never would.

Twenty-seven years ago...it seems like yesterday, and I'm embarrassed all over again...

Hugh Harrison, Indianapolis, IN.

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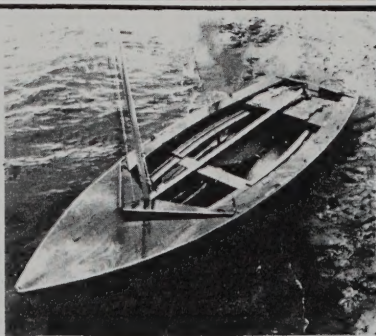
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Jiffy Sail



Platt Monfort carries on. With his inexpensive ultralight small boat designs built of tiny stringers of wood, kevlar stranding and heat shrink dacron hull skin, he's been bothered by having to buy professionally made sails. The cost is all out of proportion to that of the boats. So, he's adopted the building trade's plastic house wrap, Tyvek (tm) by duPont. Here's his rationale for his latest creative flight:

"Tyvek (tm) is that tough plastic paper stuff used to make the envelopes that you can't tear. Mainly it is used for house wrap on building projects. I've seen it stapled to studded walls out in the wind and weather, exposed for months. It is a breathable material to stop the wind but let the moisture out.

All of the above, plus its stretch resistance, should make it ideal for a cheap and dirty "Jiffy Sail"...will it work? The answer is a big YES! Do It Yourself (D.I.Y.) sails are natural companions to D.I.Y boats, especially when they are so easy to make.

The fact that Tyvek (tm) comes in a 9' wide roll means that a small sail can be made of a single piece without seams. The price is right, less than \$1/ft. for that 9' wide stuff. There is one hitch. Most lumberyards are reluctant to sell less than a full roll at about \$150. You can go to a friendly builder and buy a few feet from him. Another option is to form a small co-op with some of the guys from the club who would like to experiment with sail making.

The actual construction is almost too simple to need explaining. No sewing or gluing is required. It is simply a matter of using some double stick carpet tape to secure a fold along the foot and the leach. A pocket is formed on the luff to slip over the mast, this also secured with the tape. I used some duct tape to re-inforce high stress

areas where grommets were inserted at the clew to attach the sheet, and the same for the downhaul.

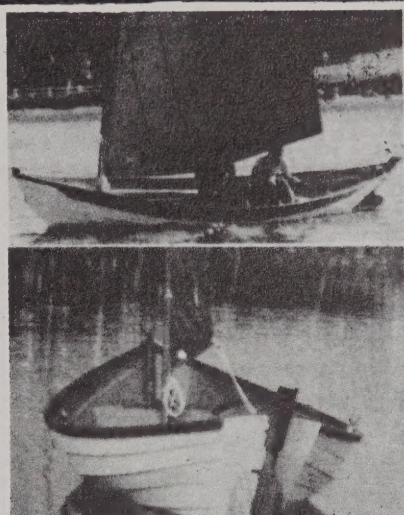
Why mess around with cheap sails? Well, my reason was that I wanted to try a larger sail area for light air conditions on my Classic 12. Being reluctant to spring for another store-bought job, combined with my tendency towards innovation, was reason enough for me to try something different.

How did the experiment turn out? I may be prejudiced but I would say the results were terrific! The larger sail really livened up the performance of the boat. Most important, nothing let go. The tape joints held just fine and no rips or tears developed in the Tyvek (tm).

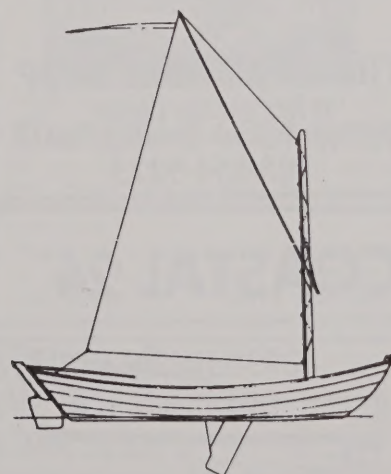
One disadvantage is that the stuff is rather stiff. It seemed as if it would be best rolled up on the mast rather than folded and stuffed into a bag. Another characteristic that is perhaps a disadvantage is that it is noisy as the devil. In one way this can be an advantage, when the sail is drawing right it is perfectly quiet. As soon as it luffs, it starts to rustle and rattle, a great tell tale. Let it lie free in the wind and the noise will really wake you up.

I'm convinced it will be serviceable for a long time. Perhaps the best testimonial to its endurance was my 500 mile round trip to the Mystic Small Craft Meet in early May, at 60mph on top of my Blazer. It was wrapped around the mast and tied down but at one point I became aware of an awful lot of flapping, so I stopped to tie more line around the loose stuff. No damage was apparently done but the flapping didn't seem as if it would be too healthy."

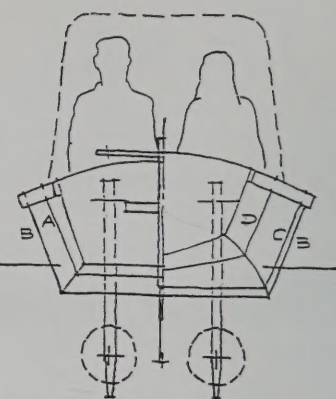
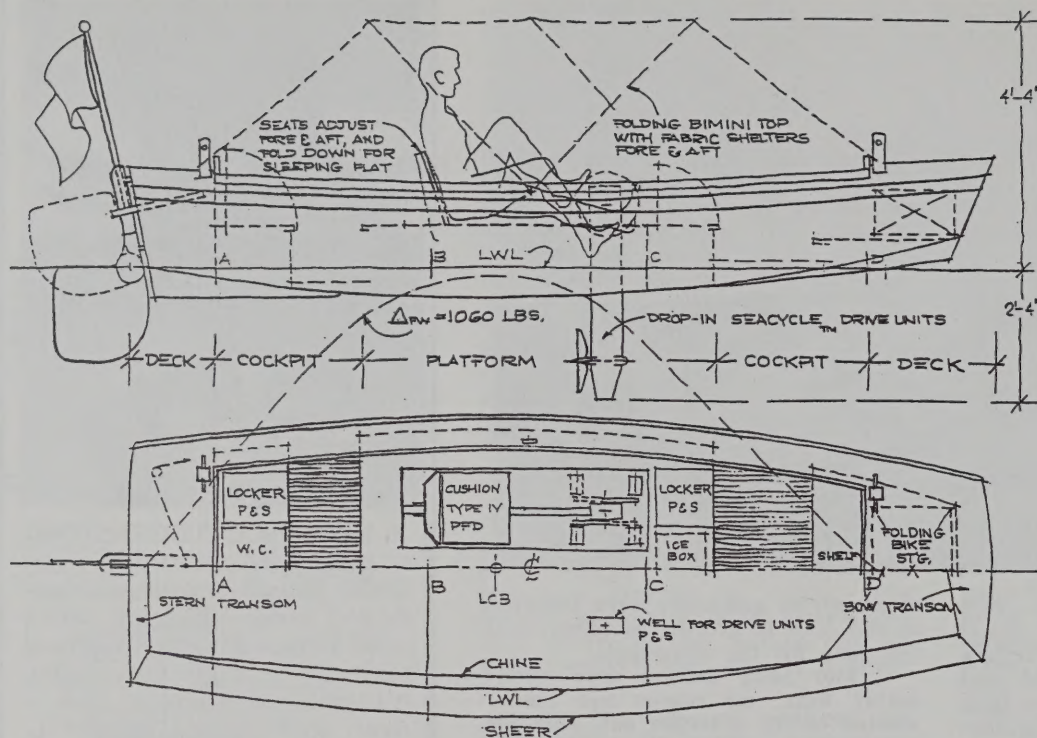
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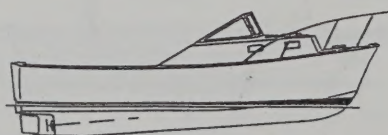
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Naval architect Phil Thiel of Seattle, WA, is an advocate of pedal powered boats, and has developed and built a "Dorycycle" and a "Sharpcycle". Now, contemplating his retirement dream, he's come up with the "Sampancycle". Read on.

"As a professional, my ideal boat is always the NEXT one I design. At the present point in my life, I am looking forward toward retirement and an adventure in exploring the back country canals of Europe, where the ruling draft is less than two meters (6 feet) and the speed limit is 6 km/hr (3.6 mph), camping aboard a pedal-powered, screw propelled two person canal cruiser.

Having designed and built two such powered boats, the "Dorycycle" and the "Sharpcycle", I am enchanted by the pleasure of cycling on water, with its independent sure control and freedom from noise, vibration and odor. Thus my ideal boat is intended for easy construction at low cost by reasonably com-

petent lay persons, perhaps even at some canal-side site on the continent, maybe by a group of like-minded people who would enjoy sharing a spring of boat construction and a summer of cruising the European canals as part of a small flotilla.

Here are my preliminary specifications: A shapely but essentially flat bottomed, square ended, hull with dimensions about sixteen feet by five feet, to be built of exterior grade plywood with softwood framing. A six foot, six inch navigating platform amidships, sheltered by a Bimini top, would serve as a place for spreading sleeping bags at night. Aft would be a cockpit and storage for a W.C. and for dressing, and forward a similar space for cooking, with an icebox and spirit stove. Both areas would be encloseable with removeable fabric shelters. Also forward would be space for a folding bicycle, essential for procuring fresh bread, wine, fruit and cheese from the nearest village. An outboard swing-up rudder would be controlled by a tiller and lines to the amidships operating position, and propulsion would be provided by two side by side retractable drop-in Seacycle drive units in wells built into the hull.

So, anyone for camping in such a pedal powered, screw propelled canal cruiser?"

Phil Thiel can be reached at 4720 7th Ave. N., Seattle, WA 98105.

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Pedals for a Dovekie

Bill Chewning of Richmond, VA, has a Dovekie. He's been experimenting with ideas for auxiliary power as alternatives to the sweeps recommended by builder Ed-ey & Duff and designer Phil Bolger. Bill's gotten onto pedal power as a result of reading about Phil Thiel's pedal powered dory in the October 1, 1986, issue of "Boats". Here's Bill's comments:

"I sail a Dovekie built in 1983. On the rudder is a stub mounting on which I have been using a Mercury electric outboard of 28 pounds thrust. With a 105 ampere-hour battery she will run for about three hours at full speed, about four knots. At the slowest setting, about 1.5 knots, she'll run for 8 to 9 hours. Together, battery and motor weigh about 65 pounds and are quite cumbersome. I had still felt it to be the best solution for the way in which I use the Dovekie at those times I need auxiliary power.

I have looked into the alternative of pedal power. After much R&D (trial and error) I came across an ad for a "Manumotor" made to be clamped onto the transom of a rowboat. A handle is moved in a vertical plane (like an old fashioned well pump handle) through about 30 to 45 degrees, and this angular motion is transformed into rotary motion through step-up gears to spin the prop at about 100 r.p.m. Not wishing to "pump" my way along, I had the handle and its attendant upper gearbox removed at a machine shop and am now trying to work out a flexible shaft drive to the lower gearbox from an as-yet-to-be-designed pedal assembly intended to go on the Dovekie bottom between the "U" shaped seats. The propeller on the Manumotor is a beautiful three-bladed design of aluminum about 13"x16". My R&D suggested a trial range of 40-60 pedal r.p.m. through the lower Manumotor 1:3 step-up gears, giving a prop r.p.m. of 120-180. With about 75% efficiency I calculate a boat speed of 2.5 to 4 knots.

This would be entirely satisfactory to me as I believe that happiness in a boat is a straight line function of time afloat.

An addition I have in mind, that nobody has seemed to have suggested yet, is the addition to the pedal crankshaft of a 16 pound flywheel from an old Briggs & Stratton air-cooled generator motor. The flywheel will be driven via a ratchet so that it will keep on spinning if pedalling ceases.

I am indebted to an old waterman of Urbanna Creek, VA, for this idea, back in 1934. He had an old log canoe with a one cylinder, two-cycle Palmer engine that was beyond repair. He described his engine as "not worth a used oyster shell; it wouldn't run even with a direct pipeline from the Esso refinery and a spark from Hell!" He removed the head, piston and connecting rod and rigged a one-foot-pedal ratchet drive to the flywheel. It was perfect for "working" a trot line in slick calm, his usual situation. He called his rig a "momentum engine". I wondered if this flywheel action would smooth out propeller feedback to the legs through the pedals from wave action.

When, and if, this concept is working, I'll send on a follow-up report."



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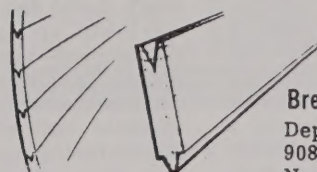


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Bill Rutherford of Tallahassee, Florida, built one of Dynamite Payson's instant "Gypsy" designs and reported on these pages in the summer of 1986 in comprehensive detail on how it all went. Now Bill is back, having built the Payson/Bolger "Bobcat" catboat, with an even more comprehensive and detailed discussion of what he encountered. We'll serialize Bill's report over the next several issues.

"I started building my "Bobcat" in a garage in Tallahassee, Florida, over a summer while Karen and the girls were up north at the lake. Over the following winter they all pitched in to get her ready for the upcoming season. Karen sewed the sail and the girls (ages 5 & 7) painted. Friends and neighbors stood around kibitzing. The resulting boat sailed beautifully, the girls learned to dock it without crash landing like their dad, and even Karen took a liking to lazy summer sails across the lake. A great design by a sensitive designer and easy enough for an amateur to build.

This little twelve footer is perfect for two small girls to learn to sail in at a small lake 60 miles south of Syracuse, New York. It was from Syracuse that the original letter came requesting Mr. Bolger to sketch in *SMALL BOAT JOURNAL* a "small, trailerable sailboat, capable of sailing inland lakes and seaside bays." Ours does just that, hailing out of Plymouth Reservoir (a half-mile in diameter) near Plymouth, New York, at one set of grandparent's, and out of Stonington, Connecticut, at the seashore near another set. She handles both the gusty little lake and Little Narragansett Bay with equal aplomb. It is great fun to sail out past the anchored fishing fleet in Stonington harbor on around to Sandy Point for a swim and picnic.

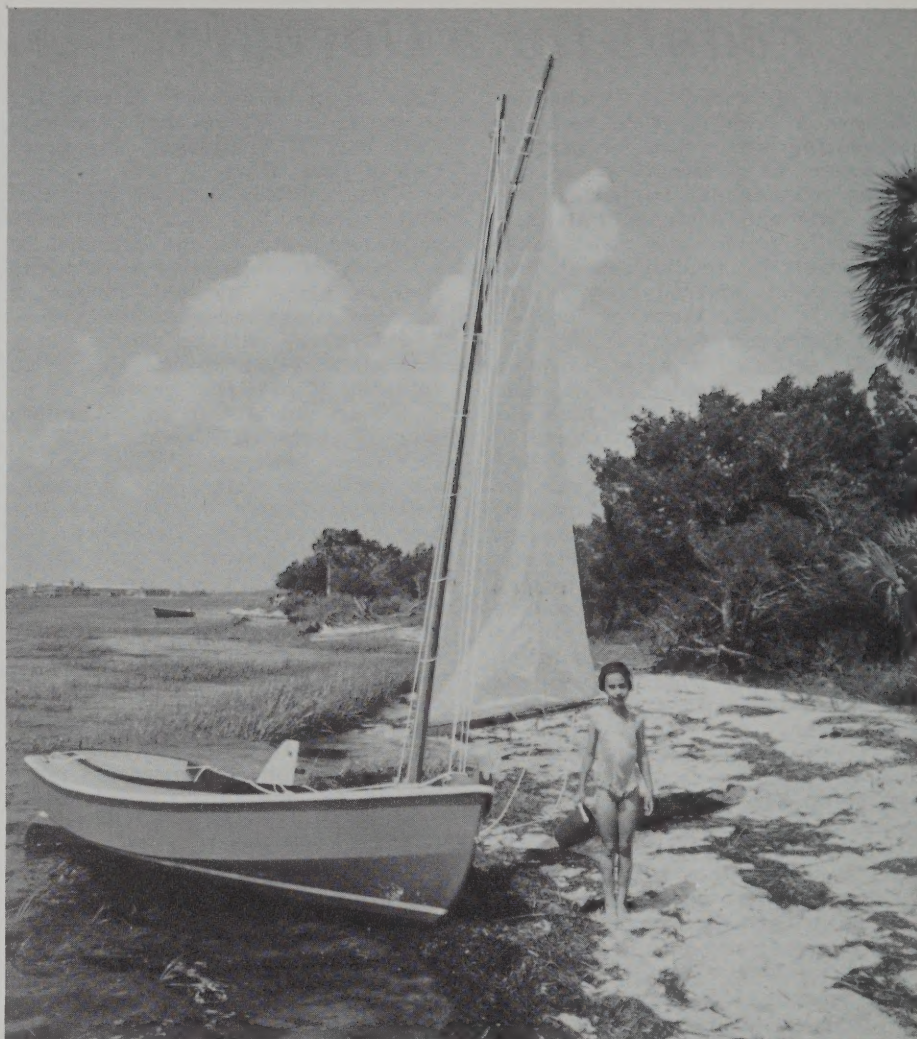
The girls named her "Starlight" after cartoon character Rainbow Brite's horse that carries her off among the clouds on a rainbow. Rainbow and Starlight have some high adventures; we hope our girls do too.

STARTING

I recommend highly, before starting, that you put up interior louvered doors, book shelves, etc. for your mate, so when the latest boat building project is announced, it's "What will you do with the other boat?" instead of, "Oh, there's too much fixing up of the house to do first!"

LOFTING (DRAFTING)

To ease the back when leaning against the coaming, the inside frame tops were cut at 7.5 degrees to the vertical. I snapped a line along the top of the frames to cut a straight line for the backup stringer for the coaming. It was then beveled to 7.5 degrees too.



An Amateur Builds a "Bobcat"

One-half inch (1/2") frames used vs. one-quarter inch (1/4") the better to catch nails and provide stiffness.

Lots of frame measurements must be scaled, especially the cut-out shapes.

At 1-1/2 inch equals 1 foot scale, 1/8th inch equals 1 inch on a real life carpenter's rule.

The curves on the inside of the frames are fun to match with real life objects. The rear seat curves fit a regulation frisbee. The alternative is to use a compass, experimenting until the arc from the deck meets the arc from the floor. Of course, one could just use a straight line, but even plywood boats must be given a touch of class.

Bolger's free hand curves for the inside frames are difficult to draft onto the plywood so I drew my own on tracing paper, then transferred them to the wood with pin pricks from a map tack. I flipped the pattern and used it for the opposite half of the frame, thereby guaranteeing symmetry.

As a check and as mental exercise, subtract interim dimensions

from the overall when laying out. You will also find that Bolger sometimes measures from the bottom and dimensions from the top of a frame; the dimensions come out more even that way. For example, on the smallest frame the substituted dimensions come out 1-1/4", 4-1/4", 7-1/4", 10-1/4" and 12" even. I can just hear him saying, "I think I'll put the chine up about a foot on the first frame and see if that works." His genius is that it does.

One person can hold a batten against a row of nails and scribe a line at the same time, as I found out when Karen was too busy watching TV to come hold one end. Just lean with one thigh on one end of the batten, reach across and hold the other end with one hand, twisting it slightly with the other to keep the alignment vertical, and draw. The phone usually rings during this exercise.

Mr. Bolger did not dimension the cutouts at the corners of the frames that the chine tape goes through. I found a 3/4" radius circle from the end of the tape (2" from the corner for a four inch

tape) worked just fine, with a line connecting the circumferences.

1-1/2" of deck camber measured at the center of frame E works out just right; the tops of frames B & C then just touch if laid out opposite each other on a 4'x8' sheet of plywood.

In the section view, the top of the coaming is beautifully drawn in a curve which appears to slightly diverge from the curve of the sheer. Examining the table of offsets confirms this; it varies from 1-7/8" above the deck at station 16 to 2-1/2" at station 8. Scaling the drawing at section C, however, gives 2-1/4" (approximately) and the typical section in the lower left of the drawing measures 1-3/4".

I know that these subtle curves are the secret to Bolger's look of "rightness" in his designs, so I carefully put them in when installing the coaming; 1-7/8" at the transom up to 2-1/2" at the frame C, the forward side of the cockpit.

This meant departing from the top curves shown on the transom detail by adding a "coaming" 1-3/4" high above the deck crown curve. I later added a 1/8" strip of mahogany across the top of the transom's raw plywood edge to get the overall 1-7/8" coaming height.

By the way, the weird dotted line and notch business at the ends of the "coaming" on the transom are

for the coaming itself and its support beam which passes through the transom for connection purposes. I mention this only because it took me a half hour to figure out this simple little detail.

I found when planning my plank layout on 4'x14' sheets of plywood, a side and bilge plank fit best on each sheet, leaving the bottom for the third sheet. I also found the 1', 4', 7' and 12'3" dimensions from one end of the sheet were common to both bilge and side plank layouts, so they could be marked straight across the sheet for both pieces. This allowed one more check on the trueness of the layout's accuracy before cutting.

A bit of planning ahead also saved some lower back pain when I ordered a half dozen 16' 1x4's to support the 4'x14' sheets at saw horse height for drafting and cut-out chores. For cutting, I set my saw at 3/8" blade depth, just nicking the inexpensive 1x4's. This arrangement sure beat the back bending effort of scarfing two 4'x8' sheets on the floor of the garage as I did for the last boat (a Bolger "Gypsy"). Splicing with butt blocks just looks too amateurish to me and scarfing is too much work, so I went ahead and purchased factory scarfed 4'x14' sheets, paying probably \$20 more per sheet, but saving about a week's work, my pace being rather slow.

By the way, the bilge panel dimension one foot from the right end should be 0, 1, 2 instead of 1, 2, 0.

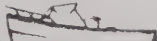
When drawing the outline of the planks, just one note; the bow end of the bilge panel is drawn right in past the bow point on the straight line side and in 7/8" on the curved side.

Although you can't lay out the planks on plywood sheets very "efficiently", as Dynamite Payson puts it, it is nice to have enough left for one more bottom, side or bilge plank, if necessary. Like the time I cut the daggerboard slot twice as long as it was supposed to be on my "Gypsy". But we won't talk more about that now.

(To be continued next issue.)



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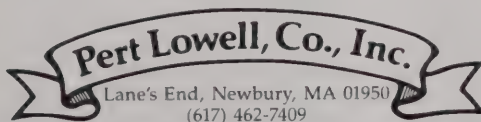
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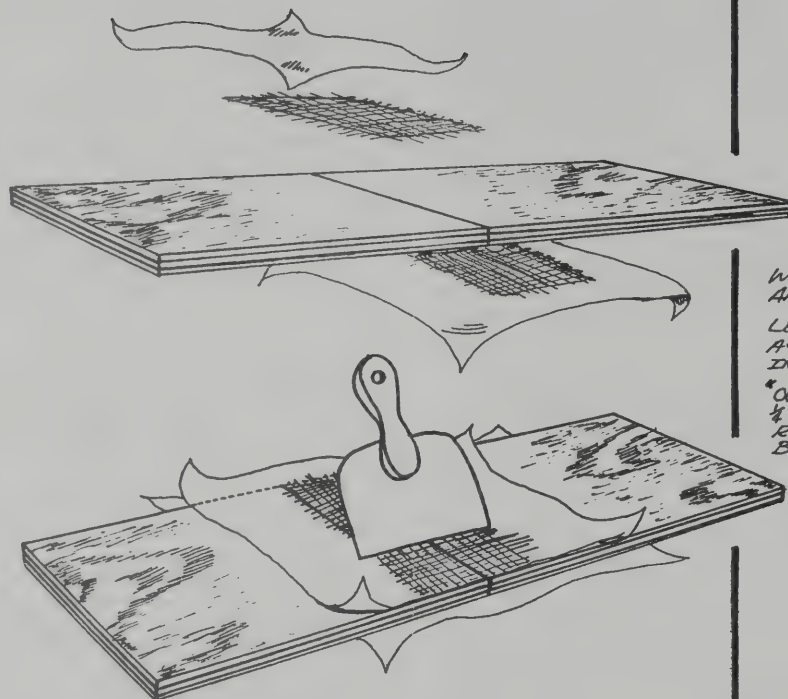
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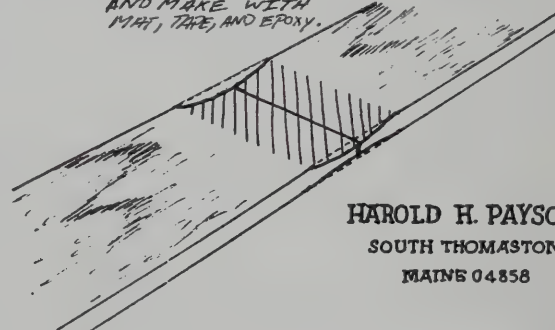
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A long, narrow, flat cardboard packet turned up here recently, inside it a piece of 1/4" plywood made up of two pieces butted end-to-end and glued together with resin and a fiberglass cloth overlay on each flat side. A note enclosed simply said, "Break it!" This was Dynamite Payson's latest inspiration applicable to his Bolger designs for "Instant Boat" building. So, I broke it. It didn't break at the joint, though, but alongside it. The joint was indeed stronger than the original plywood. Here's Dynamite's discussion of this newest advance in speeding up and simplifying "Instant Boat" building.

"All the "Instant Boats" Phil Bolger designed for me over the years that were longer than 8' called for end joining the panels with plywood buttstraps. They are easy enough to make and worked OK for the first generation of "Instant Boats" that had little or no twist to the planks, and had easy bends.

The second generation of the shapely "Tack & Tape" (stitch & glue) variety changed all that. Here were boats planked with plenty of both. The weakness of buttstraps is that they are put inside of the bend and the plank is bent to the outside, so the joint wants

to open instead of closing itself together. And there's no choice, it's sort of like hooping a barrel from the inside...not the most sensible way in the world to hold a barrel together, or a boat either.

With these "Tack & Tape" boats I had to hold back the buttstraps 1.5" from both edges of the planks to allow room for the fore and aft strips of 3" tape to run. This makes using buttstraps even worse because that meant nothing but thin air supported the edges of the planks. I would wait until the next day for the glued joint to cure, so I could get it into the boat without the glue popping, causing the plank to go out of shape. When it popped, the result would be a quick place or yank in what would have otherwise been a fair curve. Sometimes I won, and sometimes I lost. My luck was about 50-50.

So, why didn't I just scarf the joints and have done with it? Well, there are two reasons; first, I'm too lazy; second, I sell plans all over the world telling people that they can build these boats from 4'x8' sheets of plywood.

Phil lays them out that way to use as much as the plywood has to offer, with as little waste as possi-

ble. This often means using the whole length of two sheets butted together, so you scarf a panel all nice and neat, wrap it around your boat, and lo and behold, it comes up short of length by the width of that nice neat scarf joint you just made.

So a simple way was needed of end bonding plywood together and strapped on both sides to equally share the strain of bending. But the simple ways are the hardest to come by and I don't hang around fiberglass boatyards to learn their techniques, and like most masters of their trade, what they know they aren't saying. So on my own it made sense to me to start with the easiest and weakest joint first, test its strength, and go on from there, if the prototype joint showed promise. What's the weakest? Two pieces of 1/4" plywood, 6"x2", end butted with nothing in between but polyester resin and a layer of 3" tape stuck on both sides. Even this weakest concoction defeated the best destructive talents of my friend Dave Dillion (draftsman) who finally, after bending it and twisting it all he could, gave up and put it in my shop vise and hammered the glass joint itself to death.

Even then the resin only popped out of the joint, still leaving the cloth hanging like a pit bull to both panels. Right after that, a strapping young fellow, fortyish (that's young to me now) tried his luck with a similar joint I had here in my shop. He grabbed one end and me the other and we both twisted, still without breaking the joint. All of a sudden, he looked at me (weak old man, no wonder), and grabbed onto both ends by himself, twisting it until he turned lobster red, but to no avail, the joint still held. That's strong, but still no cigar.

I was just feeling pretty smug about the whole deal when my friend Wes Hoch (one of the owners, and president of one of the world's largest fiberglass toolers) stopped in my shop to pay a visit. Nothing like getting zapped by one of the best to keep you humble. I said, "Hey, Wes, look at this."

Wes replied, "We do it all the time." Then, to make matters worse, he spies a loose corner of the tape, and peels it off like a bandaid. "Stick a piece of matting under it and it will be OK." Picking up a piece of matting he spied laying on the shop floor, he separated it into two layers as easy as peeling a banana, and says, "if you don't want to use it that thick, separate it and make it thinner."

I've never had a plywood/glass sheathing job fail on all the boats that I've built, but I've never tried pulling the cloth off either to see if it would separate, since I've been perfectly satisfied with the results when used as intended. People that would tear the glass off their boat after putting it on sort of remind me of what the late Pete Culler said about anxious users of dry powder glue fearing their boats would fall apart, because the manufacturer doesn't make claims of it being waterproof at high temperatures. Pete said, "If you're going to boil your boat, don't use it."

So, I say, "If you're going to peel your boat, don't bother to glass it."

For whatever all this is worth, the bottom line is that this is a good sensible joint system you can make with a variety of approaches. Add matting under the tape and this cures the bandaid effect; substitute epoxy for polyester resin; recess it all in a slightly dished out cavity made with a disc sander; and you've made one tough joint, tough enough to make plywood buttstraps obsolete."

Right from the top: Lay wax paper on flat surface and cut fiberglass cloth. Brush resin into cloth and onto plywood surfaces. Flip plywood pieces over onto resin soaked cloth and apply second piece of cloth to top side. Brush in resin and squeegee flat with putty knife.



Small Craft Weekend at Mystic

This was my tenth year of travelling to Mystic Seaport the first weekend in June to attend the annual Small Craft Workshop. Despite the Saturday afternoon series of thundershowers, this year's event was very much upbeat again after what I had perceived (as did others) as several years of declining interest. Several people remarked, "lotta new faces here this year!" I agreed. One reason for the improved level of enthusiasm. Another was the return to the attractive North Green and its lawn and docks on the seawall, after two years on the oystershells of Lighthouse Point, while the North Green seawall was rebuilt. That New York Yacht Club clubhouse and adjacent lawn are so much nicer a locale for this gathering.

The theme this year was "canoes", and more than the normal number of canoes put in an appearance. Yet, the majority of the 75 or so boats people brought with them were not canoes, but the usual mix of rowing, sailing and paddling craft. Perhaps the largest was the VERNON LANGAILLE pinky schooner, while smallest would be a tossup amongst several 7' or 8' prams.

The canoe theme was focussed in the scheduled clinic and workshops. Down from Maine came the Conovers to demonstrate paddle making and northwoods paddling technique; and Rollin Thurlow to demonstrate re-canvassing a traditional wood/canvas canoe. From suburban Boston came Larry Zuk, the ACA's sailing canoe man, who

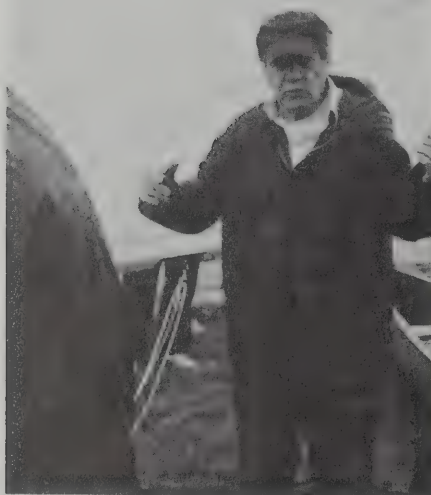
talked about various sail rigs for canoes. From Connecticut came Jim Dina with the most fascinating show, his birch bark canoe built entirely of woodland materials, using only stone-age tools. Jim demonstrated how he uses flints and stone axes to fashion the saplings, spruce roots, and birchbark into canoe and paddle. Odd man out was Willits Ansel, who was building oars using modern power tools.

The Conovers showed one of their slide presentations to a packed house Saturday evening, a canoeing trip taken in the summer of 1987 on Labrador wild rivers. A canoe race attracted five participants just as one of the Saturday showers got going. The usual Sunday morning cruise down the Mystic River to Mason's Island for breakfast was again a great success; the TSCA held its annual meeting mid-day Sunday for a smallish group of the faithful, and those interested enjoyed a guided tour of the Rossie Mill boat storage where about 400 boats not on public view are kept.

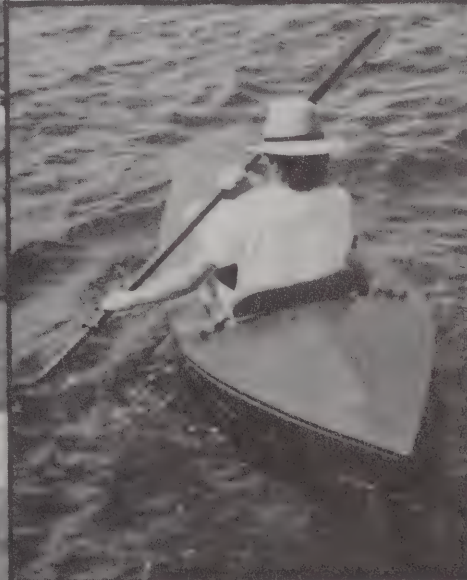
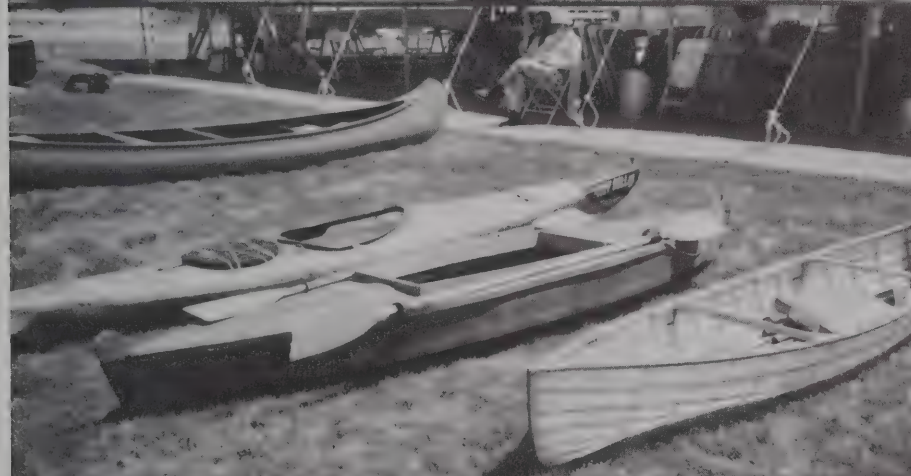
With all this, it was still the opportunity to try ever so many different boats out on the water that carried on and on and on, even mid-afternoon on Sunday after many had departed for home, the little boats were out there on the river enjoying (those under sail) a stiff southwest sea breeze under sunny spring skies. This is an enduring event, one I'll probably never tire of travelling too each spring.

Report & Photos by Bob Hicks

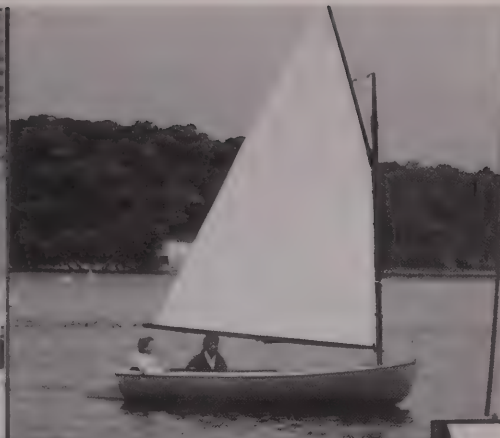
Jim Dina showed us all that his stone age birch bark canoe was more than a museum piece, it paddled nicely and displayed a lot of potential for carrying gear along too (note high freeboard).



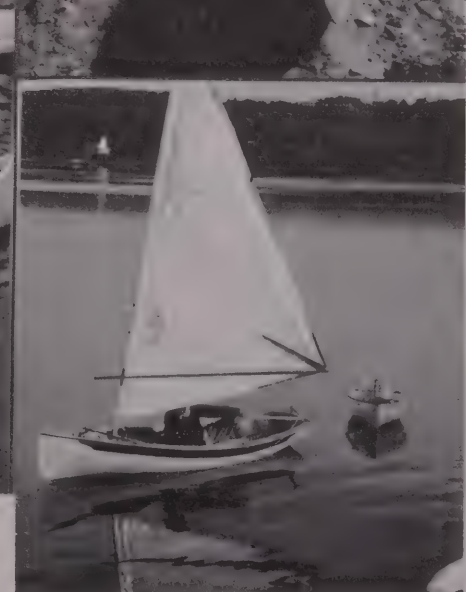
Above from the top: Rollin Thurlow demonstrates re-canvassing a canoe. Larry Zuk talks sailing a canoe. Jim Dina demonstrates using stone age tools to build a birchbark canoe.



Left from the top: Maine built traditional canoes, E.M. Whites by Jerry Stelmok and an Arkansas Traveler by Rollin Thurlow. Variety in the foreground, a kevlar/plastic sea kayak, a wood/canvas basic kayak, a "geodesic" dacron skinned double paddle canoe. The Bart Hawthaway fan club fleet. Enjoying a traditional lapstrake double paddle canoe. Right from top: Bonnie likes her paddling. Getting onto the dock proved tricky. Jonathan spent a lot of time in "Cockleshell". Fully rigged, ready to go, a bit of hand paddling away from the dock.



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Across the top: Rob Pittaway tries out Bob Elliott's Portuguese pram. Sailing a Beetle Cat. Part of the fleet at Mason's Island for Sunday breakfast. The Landing Boatshop School sailing Swampscott "yacht". Across the middle: Steve Poe's sailing canoe didn't get sold. The Seaport's Crosby Cat, BRECK MARSHALL. Two ways to double paddle in wood. Across the bottom: Family consultation afloat. Jeanne Pieretti sailing and paddling along. Two former nautical magazine editors, Dan Segal and Peter Spectre, about to try out a cold molded Delaware Ducker. RIVER MINK, a gorgeous E.M. White built by Jerry Stelmok. The Monfort fleet, "yacht & tender", nearly becalmed Sunday morning.

SHORT SHIPS RACE

Bill Gribbel's annual "Short Ships" rowing race is scheduled for August 28th at the public marina in Rockport, Maine. A long race will run from Rockport to Camden and back, a shorter event will be held within the harbor at Rockport. Details from Bill Gribbel, Box 45, Rockport, ME 04656.

FRIENDSHIPS VISIT MMN

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.)

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.

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.

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HAPPENINGS

TUGBOAT MUSTER

The Fourth Annual Boston Tugboat Muster is scheduled for August 27th at Pier 4 in the old Charlestown Navy Yard in Boston, starting at 10 a.m. About 30 tugs are expected at the gathering, from small harbor workboats to 130' oceangoing craft. In addition to a parade down the harbor to Fort Independence and return, there will be a number of contests off Pier 4 easily viewed from the Pier. Public admission is free. Further details from World Ship Society, P.O. Box 402, Winchester, MA 01890.

LONG ISLAND O'DAY RENDEZVOUS

Owners of O'Day sailboats will gather August 26-28 at Great River on Long Island, NY, for a weekend get together. Over 50 boats have indicated plans to attend. Contact Thomas Whitby for further details at (516) 286-8368.

WOODEN BOAT SHOW AT NEWPORT

August 25-28 are the dates for the Wooden Boat Show this summer at Newport. The show will be open daily 10 a.m. to 6 p.m. and preliminary information indicates that there'll be some interesting boats on display. We should have more details for our August 1st issue. Potential exhibitors who have not yet made arrangements to participate should contact Abbie Murphy at (401) 846-1600.

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.

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.

MYSTIC SEAPORT ATTRACTIONS

"New Collections, New Directions" is the title for the current exhibit at the Schaefer Building Gallery. It ranges over some 200 recent acquisitions, mostly from complete collections donated by individuals. Focus is on more recent maritime history. Artifacts on display include two canoes, a hydroplane and a launch, and a 22' model boat. The canoe focus includes an 1880 sailing canoe and memorabilia of turn-of-the-century canoe outings. The giant model is a tow-tank scale model of the 1983 America's Cup contender originally built as the SPIRIT OF AMERICA. This exhibit is open through November 6th at regular Museum gate admission.

The Boat Livery program run during May "Small Craft Month" will continue in operation now throughout the rest of the on-the-water season. From 10 a.m. to 5 p.m. daily, interested persons who can demonstrate proficiency, can rent rowing and small sailing craft for use on the Mystic River adjacent to the Museum. Instruction is available for those so needing. Half-hour rides in the Crosby catboat BRECK MARSHALL are also offered.

Information on these and other activities and programs at Mystic Seaport Museum is available at (203) 572-0711.

SOUTH STREET SEAPORT

If you're in New York city during the summer months you might want to take in a few attractions offered by the South Street Seaport.

The 65' schooner PIONEER makes several daily two hour trips around New York harbor under sail, adult ticket is \$14.

You can overnight on the iron bark PEKING August 12-13 at \$40.

The boatbuilding shop is open most afternoons, English shipwright Mike Bull is currently building a 17' replica of a New York pilot gig.

Exhibits of ship models, bells and buoys, and photos of harbor racing of the past, are current, as is the photo gallery of PEKING's past onboard the ship.

In addition to the four masted PEKING, the three masted WAVER-TREE, currently undergoing extensive restoration has a daily tour, and the 1908 lightship AMBROSE is also open for visiting.

Full details from South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 669-9430.

WOODEN BOAT SCHOOL

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

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 liveboard cruise).

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

JULY 31-AUGUST 6. Fundamentals of Boatbuilding with Warren Barker. Tuition \$360.

JULY 31-AUGUST 6. Basic Woodworking for Aspiring Boatbuilders with John Lufty-Balzer. Tuition \$360.

JULY 31-AUGUST 6. Elements of Seamanship with John Blatchford. Tuition \$390.

JULY 31-AUGUST 6. Advanced Cruising Boat Seamanship with Candace Martin. Tuition \$435 (Berth & Board \$270 extra).

CONNECTICUT CANOE RACING

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

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.

AUGUST 3. Twilight Teaser, Connecticut River, Easthampton, MA. 5 mile flatwater. Ed Hamel, (413) 527-6843.

AUGUST 10. Sunset Canoe Race, Bolton Lake, Bolton, CT. Flatwater. Ted Kenyon, (203) 872-0219.

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

JULY 31-AUGUST 13. Building the Friendship Sloop with Gordon Swift. Tuition \$690.

AUGUST 7-13. Oar, Paddle & Spar Making with Lou McIntosh. Tuition \$360.

AUGUST 7-13. Building Your Own DK 14 Kayak with Rich Hilsinger. Tuition \$360.

AUGUST 7-13. Elements of Seamanship with John Blatchford. Tuition \$390.

AUGUST 14-20. Marine Mechanics with Bill Allard and Bob Chester. Tuition \$360.

AUGUST 14-20. Celestial Navigation I with John Blatchford. Tuition \$360.

AUGUST 14-27. Constant Camber Boatbuilding with Jim Brown and John Marples. Tuition \$735.

AUGUST 21-27. Elements of Seamanship with John Blatchford. Tuition \$390.

AUGUST 21-27. Celestial Navigation II with Jeff Bolster. Tuition \$420.

AUGUST 21-SEPTEMBER 3. Fundamentals of Boatbuilding with Eric Dow. Tuition \$690.

AUGUST 28-SEPTEMBER 3. Instant Boats with Dynamite Payson. Tuition \$360.

AUGUST 28-SEPTEMBER 3. Building the Nutshell Pram Kit with Rich Hilsinger. Tuition \$330.

AUGUST 28-SEPTEMBER 3. Marine Surveying with Sam Slaymaker. Tuition \$390.

AUGUST 28-SEPTEMBER 3. Cruising Boat Seamanship with Candace Martin. Tuition \$390 (Berth & Board \$270 extra).

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

MAINE CANOE & KAYAK RACING

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.

AUGUST 6. East Branch Penobscot Race, 14 miles whitewater, Medway. Ed Leighton, (207) 746-5008.

AUGUST 6. 13th Annual Megunticook Lake Race, 5.5 miles flatwater, Camden. Camden Parks & Recreation, (207) 236-3438.

AUGUST 7. 3rd Annual Race the Lakes, 10 miles flatwater, Belgrade Lakes Village. Pete McAllister, (207) 495-7720.

AUGUST 7. New Brunswick Slalom Championship, St. Croix River, Little Falls. David Whittingham, (506) 466-1240.

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".

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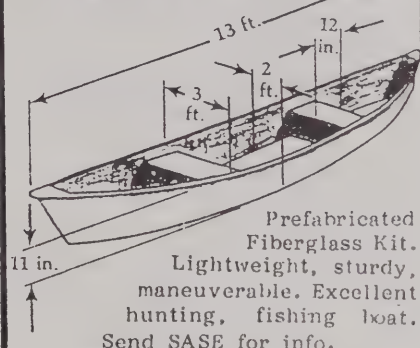
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ROCKPORT APPRENTICESHIP SUMMER WORKSHOPS

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 Leo, \$80.

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

ACA SANCTIONED CANOEING EVENTS

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

JULY 18. 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.

AUGUST 6. Saco River Cruise, Fryeburg, ME. Gary Point, (401) 246-1356.

AUGUST 7. Three Rivers Regatta Canoe Race, Pittsburgh, PA. Becky Sheeler, (412) 924-9314.

AUGUST 11-14. National Championship Whitewater Race, Raleigh, NC. Mary Garland, (703) 243-9627.

AUGUST 18-19. Marathon Flatwater National Championship, Hanover, NH. Frank Muller, (802) 295-3795.

AUGUST 28. Lafayette Canoe Regatta, Virginia Beach, VA. Nancy Shelhorse, (804) 497-4890.

AUGUST 29. Wildwater Nationals, Ocoee River, NC. Sherry Spurlin, (704) 488-2175.



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MAINE MARITIME SUMMER SEMINARS

Maine Maritime Museum will wrap up its summer series of seminars on nautical subjects in August with two canoe building courses.

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.

SEBAGO CANOE CLUB PADDLING

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

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 Temagmie, 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 CANOE SAILING

Sailing canoe enthusiasts have a calendar of summer events as follows:

JULY 16. John Komp Trophy, Cruising Class, Lake Sebago, Sloatsburg, NY. Kay Ryan, (201) 444-6478.

JULY 16-17. New England Division Championships, Class C, Merrymeeting Lake, NH. Jim Rowman, (603) 772-2306.

JULY 31. Atlantic Division Championships, ACA Class, Sebago C.C., Brooklyn, NY. Burt Krancer, (718) 338-0116.

JULY 31-AUGUST 6. Sugar Island Encampment, Gananoque, Ontario. Ben Fuller, (203) 536-7954.

AUGUST 7. George Service Series #3, Class C, Sebago C.C., Brooklyn, NY. Burt Krancer, (718) 338-0116.

AUGUST 10. Wednesday Sailing Night, Sebago C.C., Brooklyn, NY. Burt Krancer, (718) 338-0116.

AUGUST 20. ADK Trophy (two in a canoe), Lake Sebago, Sloatsburg, NY. Kay Ryan, (201) 444-6478.

MCKC PADDLING

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

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

INSTRUCTION

BASIC WHITEWATER PADDLING

JULY 20 & 27. Classroom Sessions.

JULY 24. Lake Sebago Sunday.

JULY 30-31. River to be Announced.

AUGUST 17 & 24. Classroom Sessions.

AUGUST 21. Lake Sebago Sunday.

AUGUST 27-28. River to be Announced.

FUNDAMENTALS OF CANOEING

AUGUST 10. Classroom Session.

AUGUST 13-14. Lake Sebago Weekend.

AUGUST 20. Lake Sebago Saturday.

FUNDAMENTALS OF KAYAKING

JULY 20. Classroom Session.

JULY 23-24. Lake Sebago Weekend.

AUGUST 24. Classroom Session.

AUGUST 27-28. Lake Sebago Weekend.

ACTIVITIES

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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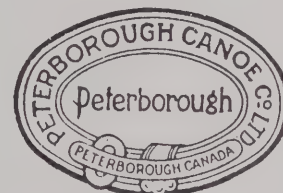
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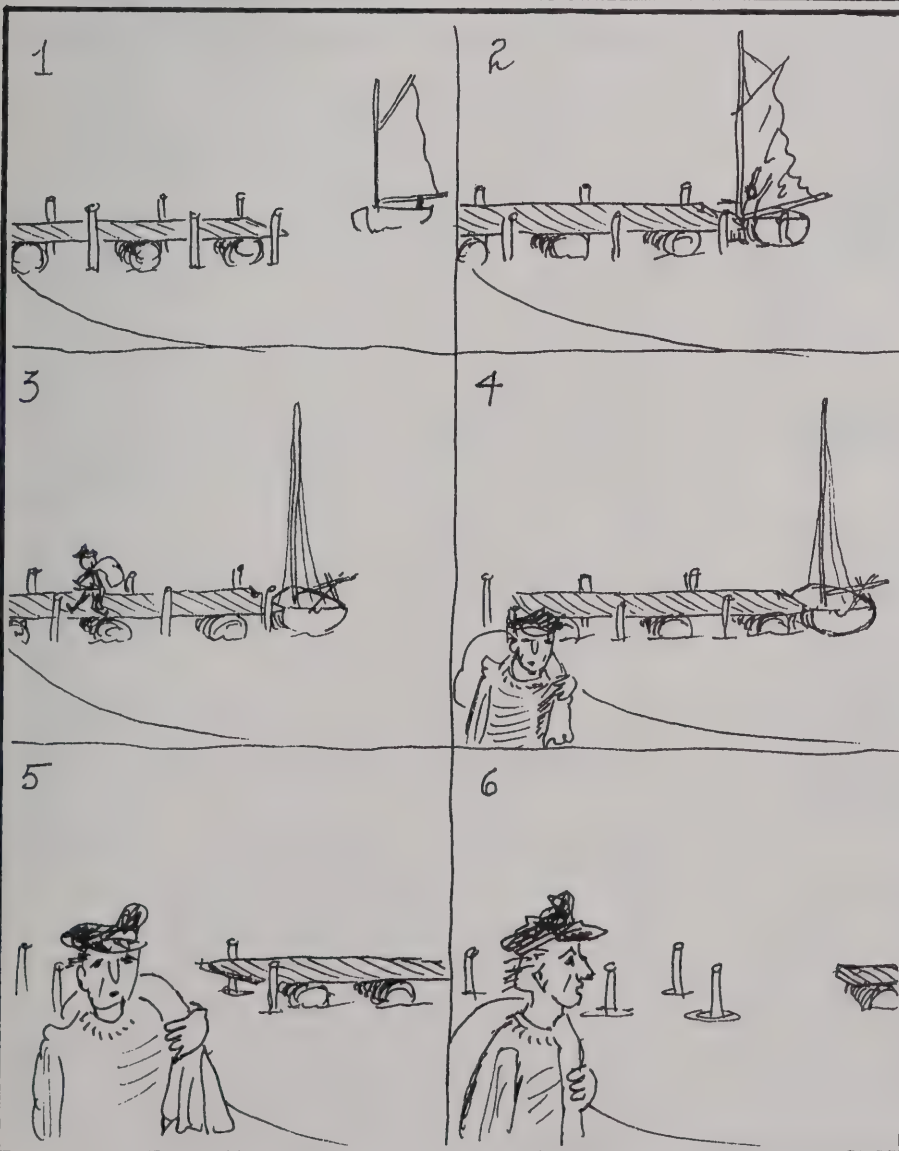
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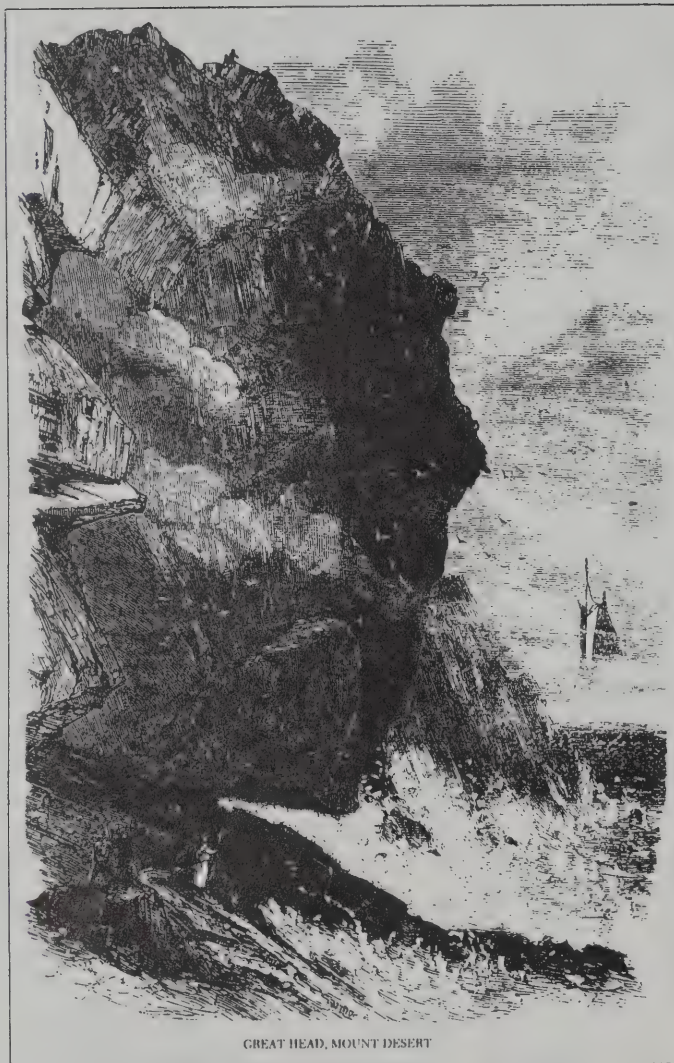
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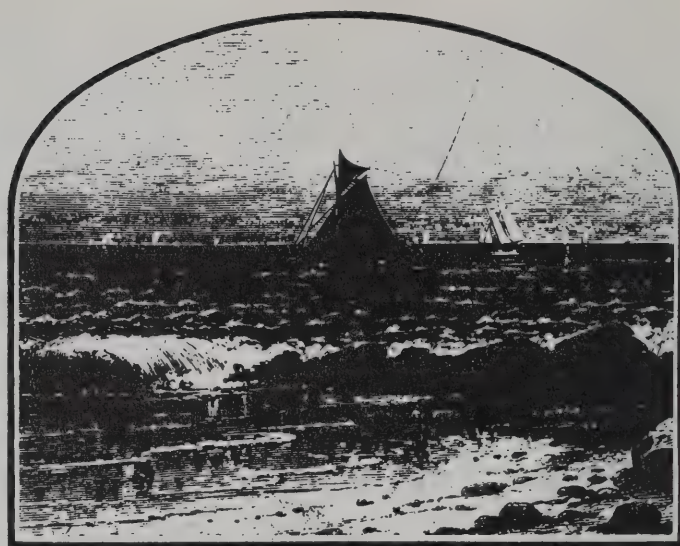




GREAT HEAD, MOUNT DESERT

The approach to Mount Desert by sea is magnificent. The island is a mass of mountains crowded together, and seemingly rising from the water. As you draw near, they resolve themselves into thirteen distinct peaks, the highest of which is about two thousand feet above the neighboring ocean. It is difficult to conceive of any finer combination of land and water than this view. Certainly only in the tropics can it be excelled — only in the gorgeous islands of the Indian and Pacific Oceans. On the coast of America it has no rival, except, perhaps, at the Bay of Rio de Janeiro.

None of us knew anything of Mount Desert, and we therefore put into the first harbor that we saw on the coast, which proved to be Bass Harbor. We landed about sunset, and, not finding the village very attractive, the Assyrian, the Artist, and I started



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

for Southwest Harbor, which was described to us as the place of most resort on the island. The Professor, wishing to dredge in these waters, preferred to remain on board with the seamen, promising to bring the sloop around to Southwest Harbor next day.

We could not obtain at Bass Harbor any conveyance, all the horses of the place being absent on some rustic excursion. So we walked through the forest for several miles, after dark, and for the last hour of the way had a fine night-view of the mountains, serene and solemn in the starlight. About 11 p.m. we reached our destination — a public house, had been recommended to us at Bass Harbor. We were cold, hungry, and exceedingly tired, and our hearts sank as we saw that no light was visible, and that apparently everybody had gone to bed.

"If they sleep here as soundly as they do at Owl's Head," said the Assyrian, as he pounded the front door with his fist, "our prospects of going to bed supperless may be pronounced first-rate. At all events, I give you fair notice I shall attempt no more schoolhouses."

Our fears were groundless. The landlord speedily appeared, having fortunately just got into bed as we began to knock. He took us into the kitchen, which was tolerably warm, and produced some cold meat and applepie. The Assyrian, considering the cruise at an end as soon as we landed on Mount Desert, had already taken back his pledge of abstinence made at Pulpit Harbor, and was desirous of warming himself with something more heating than water. He therefore meekly asked the landlord if he couldn't give us something to drink.

The landlord smiled, and suggested milk.

"I have a weak stomach," said the Assyrian, "and never drink anything so strong as milk."

The landlord smiled still more blandly, and his smile expanded into a slight laugh as he proposed cold tea.

"Bah!" said the disgusted Assyrian. "Why don't you offer us dishwater at once? Can't you give us some whiskey?"

"No."

"Brandy?"

"No."

"Ale? — cider?"

"No, nothing of the kind."

The landlord was inflexible, and we went to bed in a state of the most perfect sobriety.

Next morning after breakfast, we hired of the landlord a one-horse wagon and a quiet-looking beast of a mare, to convey us to Bar Harbor on the northeast side of the island, which we had learned was the best place to stop at, if we desired to be near the finest scenery. A drive of several miles over a rough mountain road brought us to Somesville, a village at the head of a broad sound which runs up from the ocean several miles. Here we dined at the house of a publican, who was also a sinner. Being a Democrat, he held the Maine Law at defiance, and openly violated it, though he had been repeatedly threatened with prosecutions.

After dinner, we drove for several miles through a forest where nothing living was visible but squirrels, rabbits, partridges, and an occasional eagle soaring overhead. We passed no house nor sign of human handiwork, except a ruined mill, near which, as we descended a steep hill, the harness of our wagon broke. The mare, which up to this moment had been the most amiable of animals, now displayed a frightful perversity. After a vigorous attempt to run away, which was baffled by turning her head into the bushes that lined the road, she suddenly stood stock still, and began kicking with her hind legs, with a force, precision, and rapidity that

resembled more the working of a powerful machine than anything of the animal nature. It was admirable to witness, but extremely inconvenient to be near. In a minute the front part of the wagon was dashed to splinters, and the Artist and I were both badly bruised. We jumped out, and succeeded in quieting the mare, though not till the harness was broken in a dozen places.

As we were yet three or four miles from Bar Harbor, and we had not a bit of cord or string with which to mend the harness, we found ourselves in something of a dilemma. Just at this moment a wagon approached from the direction of Bar Harbor. There were two men in it, who stopped as they came to the scene of our disaster. The Assyrian uttered a shout, and sprang forward with outstretched hands. They were classmates of his, whom he had not seen since he left college years before, and whom he least of all expected to meet on a lonely road in the heart of the hills of Mount Desert.

The meeting was exceedingly fortunate. They were guests at Bar Harbor, whither we were bound, and they were now on their way to a lake high up among the mountains, to fish for trout. With the aid of their lines we repaired the harness, and parting from our friends, who promised to bring us a mess of trout for supper, made our way without further delay to Bar Harbor. There we found excellent



CASTLE HEAD, MOUNT DESERT

quarters in the house of Mr. Roberts, the postmaster and principal trader of the village. At this place we spent two days exploring the recesses of Otter Creek, whose wild mountain-passes equal in grandeur the Notch of the White Hills,* and rambling about the gigantic cliffs of Great Head, Schooner Head, and the other bold rocky promontories rising for hun-

dreds of feet directly from the sea, which make the island so fascinating to the landscape and marine painter.

Mount Desert has an area of about a hundred square miles, and is divided into three towns — Tremont, Eden, and Mount Desert. The population is not far from seven thousand, and a large part of the island is under cultivation. The northern part especially is remarkable for rural beauty; but the center and southeast portions remain in native wildness, and are yet the haunt of the deer and the bear, though the latter animal is now rarely met with.

The sublime appearance of the island from the sea, on which its mountains are visible to a great distance, naturally attracted the attention of the earliest European navigators on our coast. According to some accounts, a French colony and mission was established there as early as 1608, on the western side of the Sound, and flourished for five years or more, till it was destroyed by the English. The first permanent settlement was made by Abraham Somes in 1761. The Sound, at the head of which he built his house, is to this day locally known as Somes's Sound.

Of late years, Mount Desert has become a favorite resort for artists and summer loungers. But it needs the hand of cultivated taste for the full development of its matchless natural beauties, which at present are to a great degree hidden by secondary growth. The "forest primeval" has been cut down, and the woods that have succeeded it have neither grandeur nor variety. Half a century of judicious clearing, and still more judicious sparing of the trees where they ought to be spared, would make this island, with its mighty cliffs and somber ravines and multitudinous ocean beaches, a place of pilgrimage from the ends of the earth.



SOMES'S SOUND

On the third day we rode back to the head of the

Sound, where we found the *Helen* at anchor. We left the mare and the wagon in charge of the postmaster, and embarking, floated with the tide through scenery strikingly resembling the Hudson as it passes through the Highlands, to Southwest Harbor. Here the Assyrian and I went ashore to settle with the landlord for the use of his mare — not without some misgivings, since we had not brought the animal back. The landlord, however, readily received our statement of the case, and said he could send for the animal when he wanted her. We all sat down upon a log near his premises, and, Yankee-like, whittled diligently while we discussed the terms of payment, which, after a lengthy session, were arranged liberally and satisfactorily.

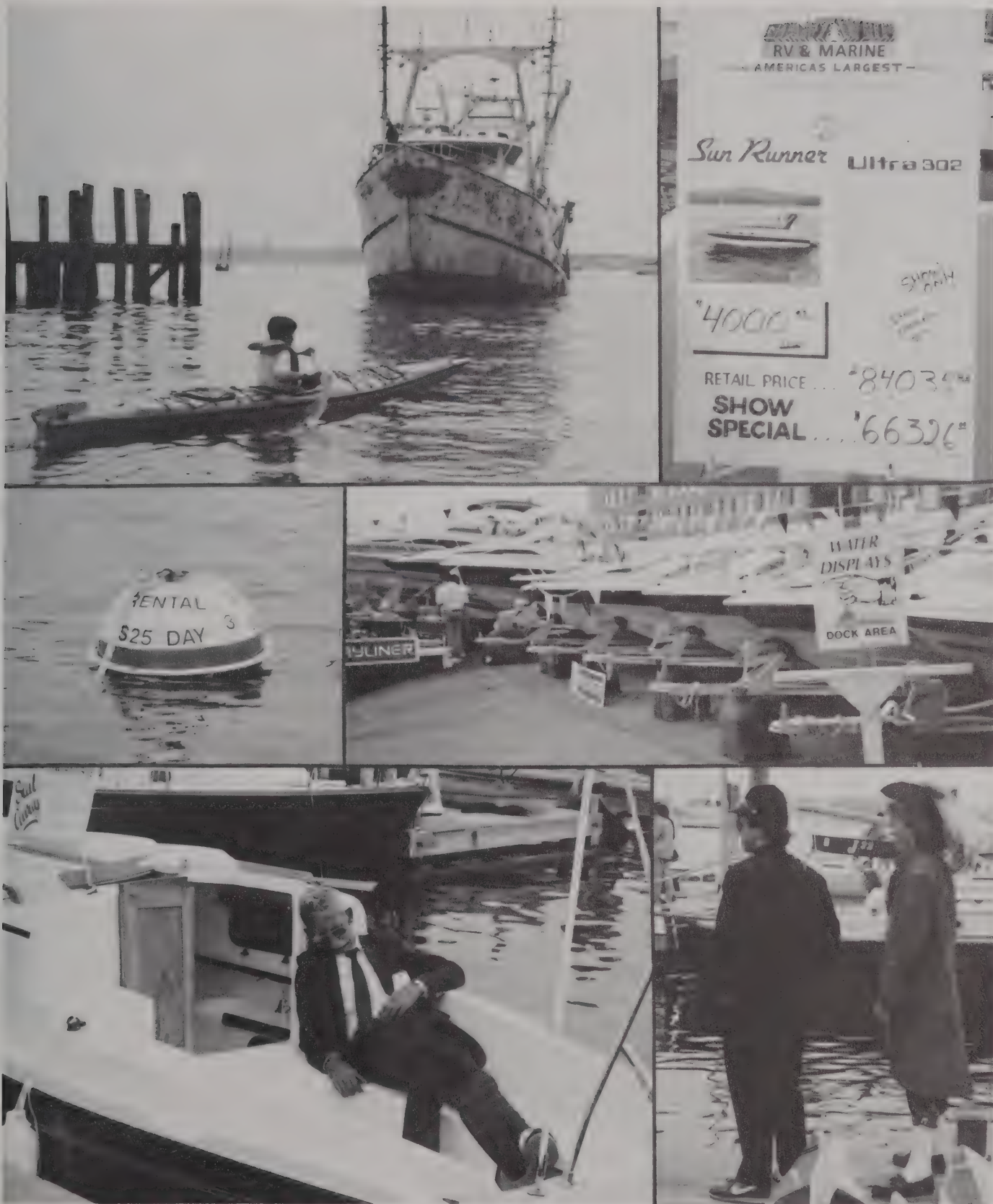
We then made sail for Bar Harbor. The wind proving light and the currents adverse, we made little progress, and were twelve or fourteen hours in going as many miles. About sunset, as we slowly rounded Schooner Head, I picked up a baited cod-line and dropped it overboard, merely to occupy myself with pulling it in again. It had run out about two hundred feet, when, feeling a smart bite, I drew it up with a fine, lively haddock, weighing four pounds. This was the last of our sea-fishing. We reached the harbor at midnight, and our cruise was ended.

The next day I embarked on the steamer for Rockland and Boston, while the Artist and the Assyrian left the island by way of a bridge which connects Mount Desert with the mainland. The Professor and the seamen, after we bade them farewell, hoisted sail with a fair wind for Edgemoggin Reach, and thence back to Portland and Swampscott, where they arrived in due time.

It is related of the Caliph Abdalrahman, the mightiest and most magnificent of the Moorish monarchs of Spain, that he wrote toward the close of his life the following declaration: "I have now reigned above fifty years in victory or peace; beloved by my subjects, dreaded by my enemies, and respected by my allies. Riches and honors, power and pleasure, have waited on my call, nor does any earthly blessing appear to have been wanting to my felicity. In this situation, I have diligently numbered the days of pure and genuine happiness which have fallen to my lot; they amount to fourteen. O man! place not thy confidence in this present world!"

The Caliph Abdalrahman must have been hard to please. For my part, I can confidently say that during our cruise I enjoyed at least twice as many happy days as fell to the lot of his Majesty during his whole reign; and such, I am sure, would be the avowal of my friends the Professor, the Artist, and the Assyrian.

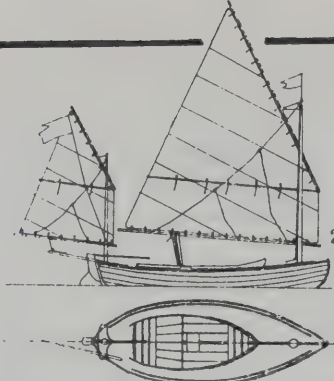
Newport Candida



A few good shots from the Small Boat Show that didn't make it into the July 1st issue: Across the top: Confrontation, recreation vs. work, not unknown in Newport. Small boats need not be inexpensive. Across the middle: Overnight stops in Newport harbor need not be inexpensive either. Once past these barricades, one could find small boats. Across the bottom: It wasn't always busy. Two lads in search of tradition.

Builders & Restorers

NORDVINDEN

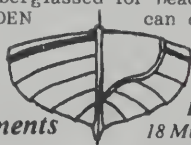


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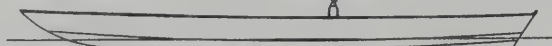
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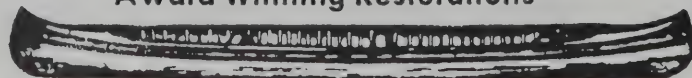
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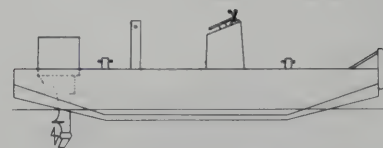
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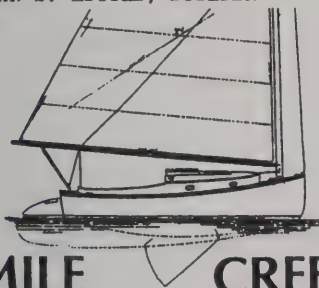


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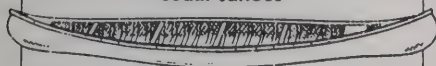


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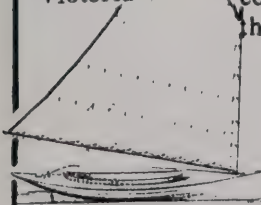
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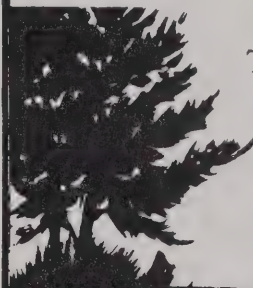
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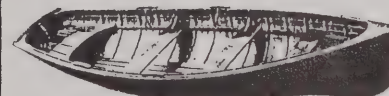
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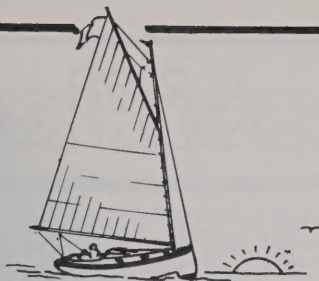
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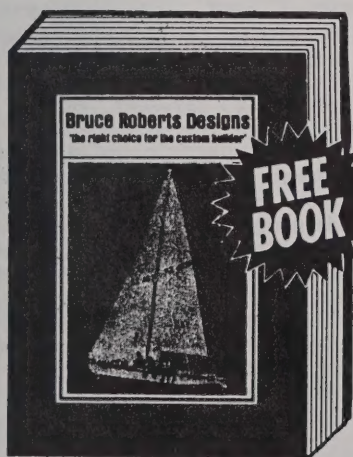
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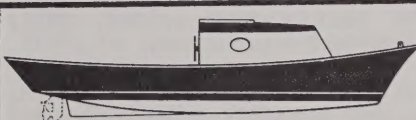


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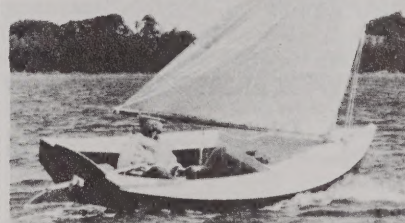
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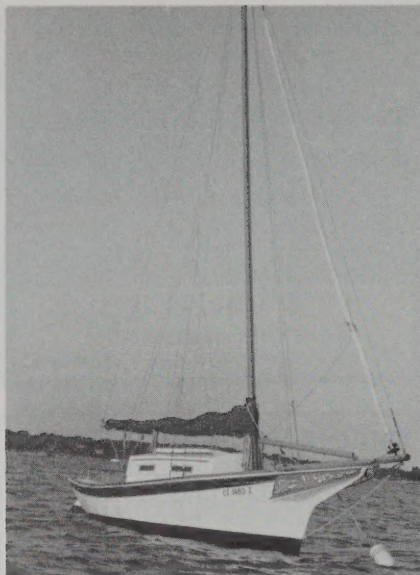
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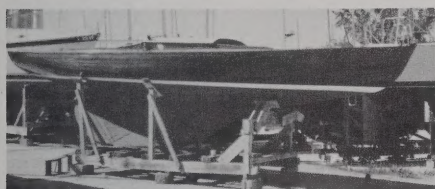


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