

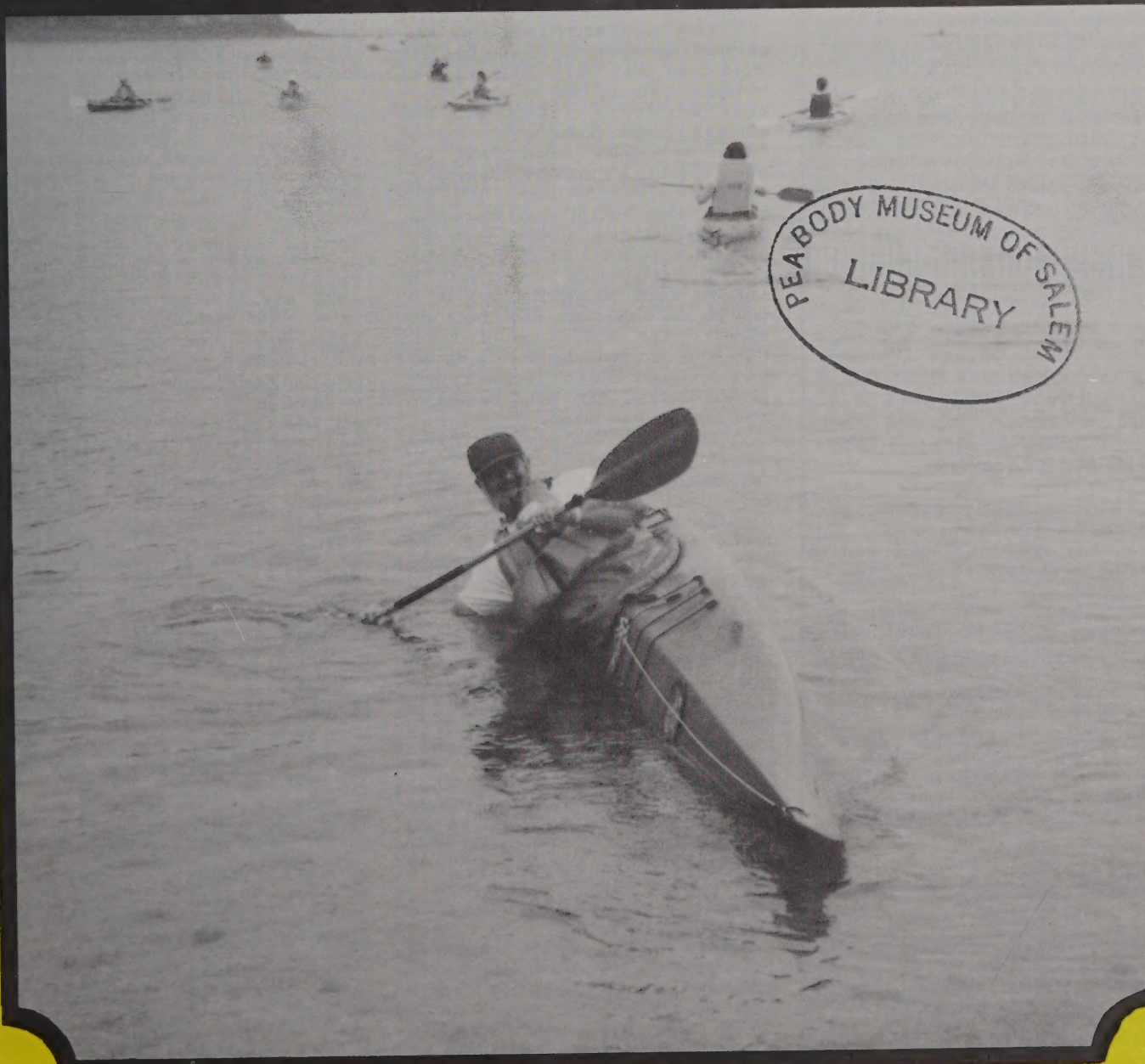


messing about in BOATS

Twice a Month!

Volume 6 - Number 9

September 15, 1988



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messing about in BOATS

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OUR GUARANTEE: IF AT ANY
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TION OF YOUR SUBSCRIPTION
PAYMENT.

Our Next Issue...

Will be mostly about what
and who we saw at the Wooden Boat
Show. Any remaining space will be
devoted to another story by Tom on
his "New York boat"; a technical
background report on paper boat
technology of the nineteenth centu-
ry, supplementary to our serializa-
tion of Bishop's "Voyage of the Pa-
per Canoe"; a pictorial tour of Bos-
ton's harbor islands, a bit of qua-
si-wilderness next to a million peo-
ple; a report on the Boston Tug-
boat Muster; and a look at "Cockle-
shell", our approach to an inexpen-
sive home-built personal kayak.

On the Cover...

A lighthearted moment at the
Atlantic Coast Sea Kayak Symposi-
um, where, amidst serious discus-
sions of equipment, expeditions,
and safety, Don Jones demonstrates
stability in three inches of water.
Full report on this event in this
issue.

Commentary

BOB
HICKS

Seven years ago there was a
small gathering of sea kayakers
near South Walpole, Maine, bring-
ing together exponents of this
"new" sport just being "discov-
ered". This summer, 400 of today's
paddlers, would-be paddlers, and
the hierarchy of established ex-
perts, gathered at the Maine Mari-
time Academy under the auspices of
Maine's famous mercantile outdoor
outfitters, L.L. Bean, to continue
the exchange of information, ad-
vice, and analysis. And about 500
more disappointed turnaways were
resigned to waiting until next
year. Paddling the sea kayak has
certainly come of age as
on-the-water recreation.

Like most activities, this way
of messing about in boats has al-
ways been with us. I mean in con-
temporary times, not in the histo-
rical perspective of the arctic use
of skin boats. Today's concept of
"canoeing" came down from the
American Indian culture adapted by
early European settlers. And it's
been a long established recreation
that has actually already seen one
peak back at the turn of the centu-
ry. Sea kayaking has yet to
achieve such popularity but it is
fast on its way now. And those in-
volved, like Bob Dunn of Eden,
NY, who can look back on a father
who designed and built sea kayaks
in the 1920's, can only marvel at
how long it has taken.

The term "sea kayaking" is a
bit of a misnomer in our present
day adoption of these craft. Their
basic design, a long, narrow,
highly seaworthy, if demanding
boat, differs markedly from the
more commonplace river kayak,
which has permuted into slalom,
downriver, wildwater, etc. ver-
sions. The sea kayak is really a
touring boat intended for use on
much more unprotected waters than
the river craft can handle. And
this ability to be useable on the
sea sets the sea kayak apart from
the canoe also, which is basically
an inland waters boat.

The sea kayak is so "person-
al" a boat that it intimidates those
used to already accepted other sorts
of small craft. In no other boat
does one "fasten himself in" to a
tiny cockpit with a covering wa-
ter-repelling cover. Many who view
this think one has indeed been
"fastened in" and is thus trapped if
the tippy little boat tips over.
They do not understand how easily
one can drop out of the boat when
upside down. The real difficulty in
a sea kayak tipover is the getting
back into the boat, not the getting

out of it.

Safety has become a major is-
sue in sea kayaking because new
people are coming into the sport so
rapidly and often not getting good
advice and training on how to take
care of themselves. The major dan-
ger is in the environment in which
one uses the kayak. River kayakers
can dump and still be near to dry
land and safety if unable to recov-
er in the water. The sea kayaker
can be out there on the sea, even
not far offshore, and if conditions
develop bad enough to tip him over,
might have a lot of trouble
getting back into his boat, and re-
maining therein.

When novices die through
judgement errors in any new sport
with some inherent danger, the me-
dia seizes upon it and the social
bureaucracy then notices this hap-
pening and attempts to impose "reg-
ulation". Much of the effort by es-
tablished sea kayak enthusiasts on
safety is enlightened self-interest,
they do not want to be regulated
because of the foolishness of novic-
es.

So, as sea kayaking grows in
scale and people flock to it as a
great way to experience the water
in a quiet fashion, and often go
where larger craft cannot, it faces
the challenge of proving itself as
being a "safe" sport for the public
to indulge in. Gatherings such as
sea kayak symposiums create oppor-
tunity to present the experience of
the knowledgeable to the new peo-
ple in a concentrated dose, to
somehow emphasize the importance
of safe paddling habits without
scaring them off. And the gather-
ing of like-minded enthusiasts also
provides a strong dose of "togeth-
erness", look at all these people,
admirable types, who also enjoy
what we have discovered. Sea kay-
aking tends to be a social sport,
small groups go out together for
mutual enjoyment and protection
from danger.

A sea kayak is about as small
as a serious small boat can be,
barely wider than one's hips, no
deeper than an armchair, light
enough to carry on one's shoulder.
The typical 16' length may not be
so small a dimension in comparison
to say an 8' dinghy, but the entire
package is almost a boat that one
"puts on" instead of "gets into".
This way of turning a man into a
fish, melding body and boat, has a
strong appeal, and would appear to
be well on its way to becoming a
major way of messing about in
boats.

YOUR COMMENTARY

HANDICAPPED PADDLERS

Jan Zeller of Dunbarton, NH, a canoeist for many years, has found her life circumscribed by a physical handicap that now confines her to a wheelchair much of the time. She has the following plan to do something on this subject:

"During the past few years my physical handicap has increased and I am now using a wheelchair most of the time. After 20 years of white water paddling and my more recent introduction to, and love for, sea kayaking, I feel still the need to continue messing about in boats. A search of available literature has failed to turn up any information designed to help the handicapped paddler.

I have learned that creativeness is indeed the child of necessity and I feel there are others out there who have found creative means for pursuing their paddling. I would like to gather their creativeness and share it with others in such need.

I am looking for paddlers (canoe, kayak, sea kayak) who are pursuing their sport despite physical handicaps. I would like to interview you for an article, series of articles, or a book on the subject. We need to share creative techniques we've developed so that other "physically challenged" folks can also share in the sport. Please send me your name, address, telephone number and sport.

Janet Zeller, RFD 2 Box 246, Dunbarton, NH 03301.

READER FEEDBACK

John Callahan of Lowell, MA, took the opportunity on his subscription renewal to comment on "Boats" as follows:

"My satisfaction with your publication is very high, I look forward to reading each issue as soon as it arrives. I wish you could do it weekly.

I've bought two boats this year from your classified section, both good buys from my point of view, both kayaks. I'm too busy working here in Lowell to get off on those luxurious, exotic and expensive excursions often featured in other boating magazines, fortunately also not feeling any need to do so. My adventures along the coast from Kittery to Rockport have been exciting enough and filled with extraordinary beauty. And this is just the niche that "Boats" fills so well.

I think you are right on target mixing in all types of small boats. My own preference is for sea kayaks and canoes, but I suspect that may change over time. Keeping "Boats" open and non-judgemental adds much to its attraction.

And now my personal views on

MORE ON SOLO SAILORS

Neil Wilson of Annapolis, MD, has something to add to Jim Lacey's August 1st review of Joshua Slocum's "Sailing Alone Around the World":

"That was a nice review of Slocum's "Sailing Alone Around the World" and MacGregor's "The Voyage Alone in the Yawl Rob Roy". I hope you can tap Jim Lacey again for more reviews (in the works, ed.).

Jim reviewed a 1987 Sheridan House edition of Slocum. An earlier 1985 Sheridan House edition includes not only the "Spray" voyage but Slocum's other works as well. Of those, his "Voyage in the Liberdade" is particularly worth reading. After being shipwrecked on the South American coast, he built the "Liberdade", a 35 foot sailing canoe, in which he brought his wife and children back to the States. If readers can find this complete edition of Slocum's works, it is worth the hunt.

On the subject of sailing yarns and where to find them, I have been wanting to put in a plug for Bob Glick's Columbia Trading Company, the used book source that advertises in "Boats". Through him I have found good used copies of Robinson's "10,000 Leagues Over the Sea", Maury's "Saga of Cimba", plus Voss, Pidgeon and other world cruisers of note. Columbia is a great resource for nautical bookworms like myself." (Columbia Trading Company is at 2 Rocklyn Dr., Suffern, NY 10901).

what I do and do not like. I like reports on the boat shows, I never get to these myself and so the reports are informative and interesting. I love to read of the small trips up those small rivers we glance at as we shoot overhead on the interstate but seldom, if ever, get back to for a paddle. I enjoy the project reports even though I have no plans for building anything out of anything, bamboo to ferro-cement.

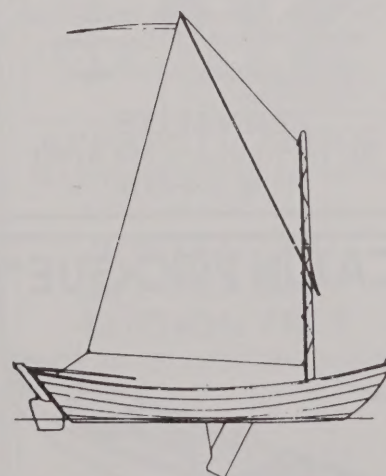
I'd like to see more on public access, especially around Massachusetts, but I realize this is not easy to do. Sort of like the "Guidebook to Favorite Fishing Holes" that never gets published. Access is a problem to all of us who cartop our boats.

What I do not like is the serialization of the out-of-print books. I'd rather see chatty, low key book reviews, old and new, but especially the old. There are old treasures available in many libraries, where I found the "Carters Coast of New England" several years before you published it.

So, most of all, keep "Boats" loose, personalized and inclusive."



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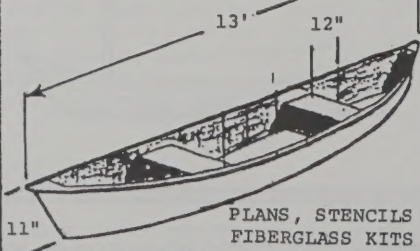
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HAPPENINGS

WELLFLEET DORY RACE

The Second Annual Wellfleet Dory Race is on for September 18th at Wellfleet on outer Cape Cod. Walter Baron reports that there'll be classes for sliding and fixed seat boats, singles and doubles, and sea kayaks. Start is at 4 p.m. due to tides, course is about three miles in Wellfleet harbor. The \$10 entry covers commemorative T-shirt, refreshments and prizes. Information at (508) 349-2383.

HEAD OF THE HARBOR RACE

The Harbor Rowing Club of Boston will hold its annual Head of the Harbor rowing race on September 24th. This year the course will run around Spectacle Island out in Boston harbor so the event has been renamed the Spectacle Island Challenge. All types of rowing craft are welcome, from racing shell to traditional dory. The 7.5 mile course starts and finishes at the Club floats in Fort Point Channel. Starting time is 9 a.m. with sign-up from 7 to 8:30 a.m. Call Richard Gonci at (617) 482-0102 for further details.

MIGHTY MERRIMACK ROWING RACE

Newburyport's Custom House Museum (Newburyport, MA) again will host the Mighty Merrimack River Rowing Race over a 3.5 mile downstream course on that river, on September 25th, starting at 1 p.m. near the Amesbury town ramp and finishing at the Custom House Museum. Classes for sliding seat, fixed seat and dories are provided. Prizes, food and drink are included in the \$10 entry fee. Sign up will be at the Amesbury ramp where the race begins, from 11 a.m. The 1987 event attracted 50 boats. Further information from the Custom House Museum at (508) 462-8681.

THE RACE OF TRUTH

Jim Chute's annual open water race for kayaks and pulling boats at South Bristol, ME, is scheduled for October 8th, starting at 11 a.m. The 8 mile course is over open seas from Christmas Cove, looping around Rutherford, Inner Heron and Thrumcap Islands. This is for EXPERIENCED OFFSHORE paddlers or rowers only; big seas, strong currents, tricky ledges, etc. as well as possible strong fall winds are encountered. Sliding and fixed seat rowing craft and racing and touring sea kayaks are accommodated. Registration at the start is at 9-10:30 a.m. For pre-registration, or further information, contact James Chute, RFD 3, Box 20B, Freeport, ME 04032. Sponsor is Poseidon Kayaks of S. Walpole, ME.

JERSEY SHORE KAYAKING & CANOEING SHOW SEPTEMBER 17

The Ocean County Parks & Recreation Dept. and the Jersey Paddler will host a one-day show for sea kayaking and bay canoeing at Berkeley Island County Park, 10 a.m. to 4 p.m. Further details from the Parks Dept. at (201) 370-7380 or the Jersey Paddler at (201) 458-5777.

CHESAPEAKE SEA KAYAK SYMPOSIUM

The success of the Maine Sea Kayak Symposium has encouraged the Chesapeake Bay area kayakers to organize their own gathering, it will take place on October 14-16 at the Chamberlin Hotel in Hampton Roads, VA. On the water sessions and tryouts will be part of the program, along with many workshops on all aspects of sea kayaking. Registration fee is \$60 per person. Organizers include Wild River Outfitters, Seven League Sea Kayaks and the Chesapeake Association of Sea Kayakers. The usual list of leading sea kayak experts will provide instruction and information. Write to Sympo 88, 34 East Queen's Way, Hampton, VA 23669 or call (804) 722-5711 for registration and information.

MAINE MARITIME MUSEUM SEA FAIR

The Third Annual Sea Fair will be held at the Maine Maritime Museum's Percy & Small Shipyard in Bath, ME, on October 2nd, a family day with activities and exhibits of interest for all ages. There'll be visiting vessels, hands-on exhibits, demonstrations, maritime history presentations, music and entertainment. For further details call Patsy DuBois at (207) 443-1316.

The Percy & Small Shipyard season closes on October 16th. Winter Museum hours are at Sewall House in town only, 10 a.m. to 3 p.m. weekdays, Sundays 1 p.m. to 4 p.m.

COASTAL CULTURAL HERITAGE SYMPOSIUM

The North Carolina Maritime Museum is hosting a symposium on Coastal Cultural Heritage, October 23-25 in Beaufort, NC. Major topics focus on the unique cultural and geographical aspects of the coast with one feature on the indigenous boats of the area. A comprehensive brochure is available from Symposium, Div. of Continuing Education, East Carolina University, Greenville, NC 27858-4353.



SIMMONS SEA SKIFF DAY

The second annual Simmons Sea Skiff Day will take place on October 1st at the New Hanover County Museum in Wilmington, NC. The Simmons Sea Skiff is a vee-bottom lapstrake plywood semi-dory developed in 1950 by T.N. Simmons and built near Wilmington by him and his son until 1972. It is legendary for its sea-

worthiness for ocean sportfishing, running breaking inlets and traveling up to 50 miles offshore to the Gulf Stream. Sizes range from 16' to 20', the latter "high sided" boats actively used for sport fishing. Full details on the event may be had by writing to the Museum at 814 Market St., Wilmington, NC 28401.

CHESAPEAKE BAY MARITIME MUSEUM EVENTS

September is a busy month at St. Michaels, MD. On the 17th the annual Benefit Auction of nautical related gear, boats, furniture, books, etc. is scheduled starting at 10 a.m. It's a highlight of Members' Weekend with many supplementary activities planned at the Museum. Morning and afternoon sailing races for classic workboats will also be held off the Museum waterfront. On the 18th the famed Chesapeake log canoes will race.

September 30-October 1 & 2 weekend will featur the Mid Atlantic Small Craft Festival, a MUST event for anyone within a day's drive who enjoys traditional small craft and the company of like minded persons. Friday evening will feature an on-the-water scavenger hunt for youngsters and a family oyster roast and cookout. On Saturday morning, those boats entering the show will be judged. A model boat building project for youngsters will be held with a kid's only rowing race concluding the morning. Saturday afternoon will have workshops on nameboard carving and wood splitting (for construction use, not burning), with ongoing small boat tryouts on the water. A free-for-all race on the water will conclude the afternoon activities. Saturday evening is the crab feast and a talk on important elements in boatbuilding, with live music concluding the evening. Sunday morning the rowing and sailing races take place. There's camping on the grounds and free child care is available. This is a family small boat festival. It does require pre-registration.

All the details from the Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (301) 745-2916.

MYSTIC SEAPORT EVENTS

This fall Mystic Seaport will schedule two entry level boat design courses and a new series on "Aspects of Boatbuilding". The usual basic boatbuilding course will again be scheduled also. "Understanding Boat Design" will use the Museum collection to explore historical development of boat designs. It will meet weekly, 7-9 p.m. from October 17th to December 15th. Another eight week program is "Carving the Half-Hull Model", one evening a week from October 8th to December 14th. Aspiring boatbuilders will work on an 18' shapie on three-day weekend sessions beginning October 15th. The basic boatbuilding skills class will meet monthly. For details on fees and registration, contact Helen Packer, Mystic Seaport Curatorial Office, (203) 572-0711 ext. 328, or talk with Gary Weisenburger at ext. 272.

The Eighth Annual Symposium on Southern New England Maritime History will take place on Saturday, November 5th. Speakers include Prof. Benjamin Labaree of Williams on the pursuit of maritime history; Prof. Martin Butler of S.E. Mass. University on New Bedford seaport activities; Dolly Newcomb of Nova Scotia on summers at sea on her father's four-masted schooner; Warren Reiss of Bristol, ME, on recovery of the 18th century "Ronson Ship" in New York City; and Capt. Daniel Moreland of New Bedford on his command of the schooner "Ernestina". Details and registration are available from the Mystic Seaport Curatorial Office at (203) 572-0711 ext. 328.

The annual article competition for "The Log of Mystic Seaport" again will offer a \$500 prize for the chosen manuscript on an aspect

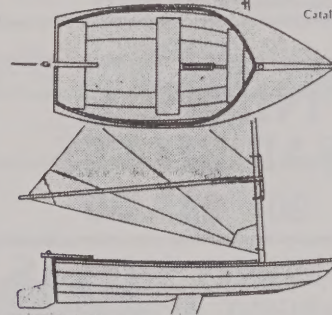
of American marine tradition. A broad range of historical subjects related to maritime interests is acceptable, but fiction or purely naval topics are excluded. Details from the Editor, "Log of Mystic Seaport", Mystic Seaport Museum, Mystic, CT 06355-0990.

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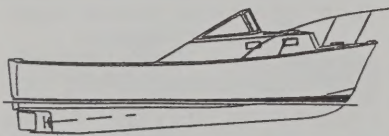
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METROPOLITAN CANOE & KAYAK EVENTS

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has three open house gatherings this fall for persons interested in these sports. They are on September 27th, October 18th and November 15th, 7:30-9:30 p.m. at the Brooklyn Red Cross Building, 165 Cadman Plaza East in downtown Brooklyn, near the Brooklyn Bridge. Call Eric at (718) 871-2440, 9 a.m. to 5 p.m. for directions and information.

Remaining on-the-water events organized by the club this fall are as follows:

SEPTEMBER 24th. Best Class II whitewater at Tarriffville Gorge, CT. Larry Stone, (516) 482-2752 eves.

SEPTEMBER 24: Brownwater on Wading River, NJ. Jerry Horn, (718) 332-7230 eves.

OCTOBER 1-2: Class II-III-IV whitewater on West River, VT. Larry Stone, (516) 482-2752.

OCTOBER 8. Sea Kayaking. Eric Klein, (718) 871-2440 days.

OCTOBER 9. Flatwater on lower Hudson River. Jerry Horn, (718) 332-7230 eves.

OCTOBER 15-16. Class II-III whitewater on Lehigh River, PA. Larry Stone, (516) 482-2752 eves.

OCTOBER 16. Sea kayaking. Eric Klein, (718) 871-2440 days.

OCTOBER 22. Brownwater in NJ Pine Barrens. Kirk Van Tassel, (212) 749-6784 eves.

CONNECTICUT CANOE RACING

CCRA events scheduled for this fall are the following:

SEPTEMBER 17. Wood River Race, 8 miles flatwater, Bradford, RI. Jim Halpin, (401) 392-0421.

SEPTEMBER 24. Mansfield Sprints, 500 meters flatwater. Sue Audette, (203) 456-0558.

SEPTEMBER 25. Mansfield Hol-low Marathon, 7+ miles flatwater. Also War Canoe Challenge. Sue Audette, (203) 456-0558.

OCTOBER 9. Salmon River Spawner, 7.5 mile flatwater, East Haddam, CT. Bill Gardner, (203) 567-3757.

NOVEMBER 6. Pogie Marathon, 8 mile flatwater on Connecticut River, Hadley, MA. Ed Hamel, (413) 527-6843.

MAINE CANOE RACING

The remaining events on the 1986 schedule of Main canoe competition are these:

SEPTEMBER 24. Ebb Tide Marathon, 10 mile tidal river. Earl Baldwin, (207) 825-4439.

OCTOBER 2. South Solon Optimists Club Canoe Race, 10 mile flatwater on the Kennebec River, Bangor to Orrington. South Solon Optimists, (207) 474-8048.

OCTOBER 23. Tour Di Verona, flatwater on Penobscot River, Verona. Earl Baldwin, (207) 825-4439.

ACA SANCTIONED CANOEING EVENTS

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

SEPTEMBER 16-18. Basic River Rescue Course, Nantahala Outdoor Center, Bryson City, NC. (704) 488-2175.

SEPTEMBER 17. Lehigh River Poling Cruise, White Haven, PA. Dave Williams, (302) 764-7424.

SEPTEMBER 17. Trans VA Beach Canoe Race, Virginia Beach, VA. Nancy Shelhorse, (804) 497-4890.

SEPTEMBER 17-18. Riversport Slalom, Confluence, PA. Robert Ruppel, (814) 395-3818.

SEPTEMBER 17-18. Novice & Intermediate Slalom Clinic, Tarriffville, CT. Ken Stone, 995 Hopmeadow St., Simsbury, CT 06070.

SEPTEMBER 23-25. Trip Leader Course, Nantahala Outdoor Center, Bryson City, NC. (704) 488-2175.

SEPTEMBER 25. Codorus Slalom, York, PA. Charles Golumbowski, (717) 854-9055.

OCTOBER 1. Cruise, Concord River, Concord, MA. Gary Point, (401) 246-1356.

OCTOBER 1-2. Gauley wildwater race, Summersville, WV. Andy Bridge, (301) 948-7099.

OCTOBER 2. Fiddlers Elbow Slalom, Hummelstown, PA. John Gephardt, (717) 545-4580.

OCTOBER 5-6. N.E. Division Whitewater Open Canoe Clinic, Tarriffville, CT. Ken Stone, (203) 658-2100.

OCTOBER 7-9. Standard River Rescue Course, Bryson City, NC. Nantahala Outdoor Center, (704) 488-2175.

OCTOBER 8. 7th Annual CT Polers Day, Barkhamstead, CT. Peter Talaraski, (203) 673-5441.

OCTOBER 8-9. RWI Fall Jr. Team Training Camp & Citizens Race, Richmond, VA. Chris Leonard, (804) 282-2634.

OCTOBER 9. RWI Paddle Power for Kids, Richmond, VA. Chris Leonard, (804) 282-2634.

OCTOBER 9. Bellefonte Slalom, Bellefonte, PA. PSOC Slalom Chairman, 4 Intramural Bldg., University Park, PA 16802

OCTOBER 14-16. Trip Leader Course, Bryson City, NC. Nantahala Outdoor Center, (704) 488-2175.

OCTOBER 15-16. Easton Slalom, Easton, PA. Eugene Gallagher, (215) 867-7971.

CONCORD RIVER CANOE CRUISE

The final New England area 1988 ACA canoe cruise will be on the Concord River in Massachusetts on October 1st, running from Lowell Rd. in Billerica to the Rt. 3A bridge. Contact Gary Point to pre-register (required) at 7 Hemlock Dr., Barrington, RI 02806, (401) 246-1356.

SMALL BOAT EXHIBITION IN NORWALK

The Brookfield Craft Center of Brookfield, CT, is hosting a small boat exhibition at the new Maritime Center in S. Norwalk, CT, running from October 1st to November 27th, open daily, 11 a.m. to 6 p.m. The work of ten of the nation's leading small wooden boat builders will be on display with interpretive panels explaining the craft. A live boat-building demonstration will be on-going also. Admission is included in the normal gate admission to the Maritime Center. Information from the Brookfield Craft Center at (203) 775-4526 or the Maritime Center at (203) 838-1488.

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Bill Gerber will lead a three day sailing canoe cruise on Maine lakes the weekend of October 8-10. Call Bill at (508) 251-4971 for details.

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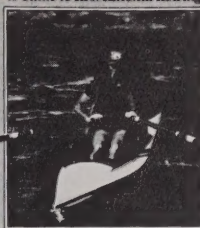
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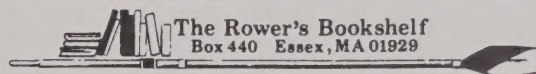
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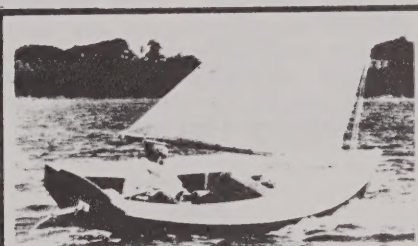
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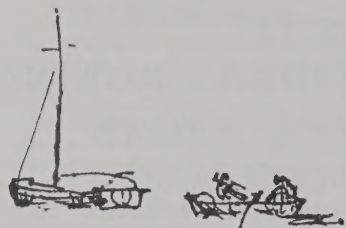
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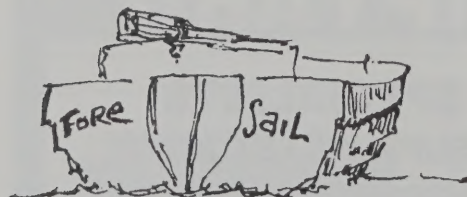
CREWING

Admitting to myself that there was no one in the Townie fleet I could beat with my boat, I crewed for other skippers for two weekends. On the Saturday of the third weekend the winds were strong and the weather threatening, so I decided to crew again and left my forlorn Townie sitting on its mooring. The next day, being Sunday, I arrived early, dragged the dory down the slip and rowed out to the boat with several bags of ancient sails. I sat in the boat trying to decide which ones to use.



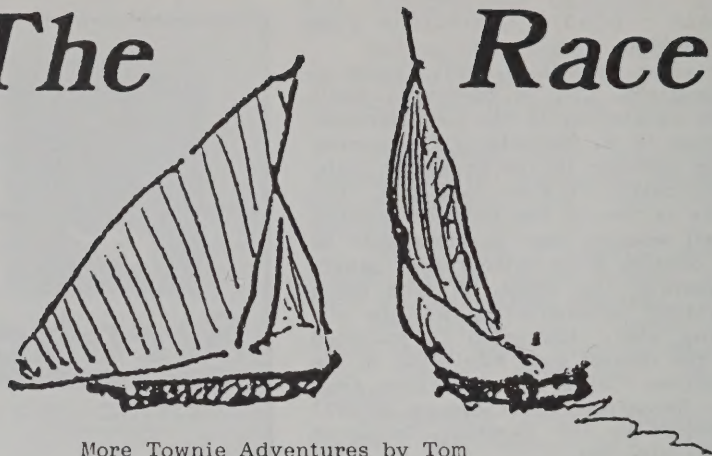
SAILS

"Didn't much matter," I told myself, "none of them are very effective against the new mylar sails of my competitors." Then I realized what a sad condition this boat was in for the beginning of the season. I didn't repaint it or do much repairing. Just changed the name to "Fore Sail" and threw it into the



water. The port splash rail was torn off along with the mooring chock. A shroud was broken and jury rigged with line and shackles. The mooring line was lashed to the forestay. The sheets were frayed badly. The rest of the lines were pieced together. One spreader was shorter than the other and thoroughly rusted. The centerboard was badly pitted. The seats were broken and the insides were scraped but never repainted. It was still a comfortable old boat to be in, although I was always embarrassed to bring a crew aboard.

"A crew. I need a crew." I rowed ashore.



More Townie Adventures by Tom

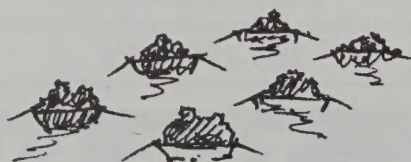
"Looking for a crew?" I was asked. Lydia appeared with green hat, shirt, shorts and shoes to match the boat.



LYDIA

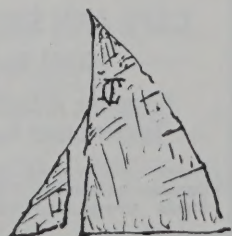
"Can you get the course?" I asked her. "I can never remember it."

"I know, I've crewed for you before. I've got it written down."



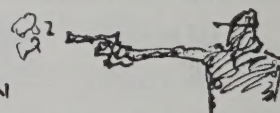
TO THE BOATS

"Good." We joined the other skippers and crews rowing out to the fleet of Townies. We climbed aboard and decided to use the old sails that Lydia's father had raffled off years ago. They had been passed around the fleet and it was generally decided that they were hopeless. They were too full, but with this light wind they could be useable.

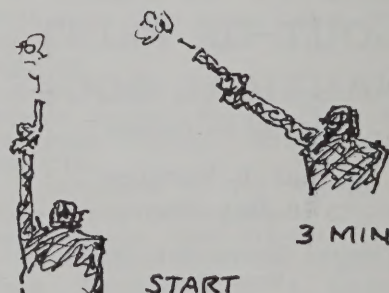


RAFFLED SAILS

We slid them on the mast and boom, lowered the centerboard and set the rudder and tiller in place. Casting off, we sailed for the starting line. Seven boats would race. A lot of boats hadn't been put in the water yet. The six minute gun was fired. Lydia took the time. I sailed down the starting line and timed it at 35 seconds. The three minute gun was fired. We sailed to the starboard and luffed up, to wait.



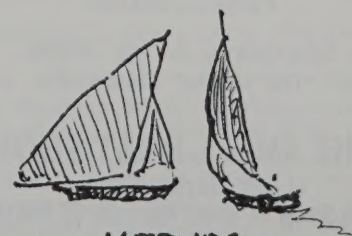
6 MIN



3 MIN

START

One minute to go, I started for the line hoping to hit the middle of it at the gun. A boat was crowding me to leeward. I could luff him over the line. Instead I continued down the line. Two boats were at that end trying a port tack start. I was on starboard and had right of way. But, the situation took nerves of iron from all involved. A collision is a terrible thing to experience. The first boat, a black one, squeaked across our bow. The second boat tacked to avoid me, much to my relief.



NERVES



TO LEeward



SAT TO LEeward

The wind lightened in response. We were barely moving. We sat to leeward to keep the sails full and the boom on that side. We ghosted to a stop. All the boats were stationary now. Dark storm clouds passed to the north. Which direction would the wind come from? Usually it moves clockwise with the sun. If so, the black boat will have the advantage. A piece of yarn hung on our port shroud as a wind indicator. I watched it lift ever so slightly. The wind was behind us, it had backed counter-clockwise with that passing storm.



GAINED

We continued on a starboard heading eastward, getting to windward of the fleet. I was thinking that if the wind increased we would get it first. When the black boat tacked, we tacked to see who gained when we crossed. We gained immensely. The starboard tack was the one to be on. We continued on until we got between the black boat and the mark, then tacked to starboard on a course parallel to that of the black boat. Now we were between the entire fleet and the mark. It was just a matter of staying in that position.

We rounded the mark first with the tide with us, widening our lead. Lydia bailed as we close reached for the second mark. I couldn't believe that this boat out-sailed the fleet to the windward mark. We jibed around the second mark, a bell buoy, let the mainsail fly to starboard and whisker poled the jib to port. Wing on wing we raced for the third mark. Rounding



WING ON WING

it, we sheeted in tight, remaining on the same tack. I vaguely remembered an old rule. Tack before the second boat rounds the mark, then whatever it does, you stay between it and the mark. So we tacked as the black boat rounded.

The others rounded and followed. There was wind to the east. We tacked for it, keeping everyone down the rhumb line. "This is actually boring," I said to Lydia.

"Don't say that until the race is finished," she replied.

"I'm beginning to think that boat doesn't want to sail."

"You can bet on that," the Townie replied.

"Are you going to win any more races?"

"I'll win 'til you get bored with it, then we'll do some serious gunkholing."

"Great," I replied.

We sailed to the mooring, secured the boat, bagged the sails and rowed ashore. I sat on the dock and stared at the two boats. I spent all my time on that New York boat and it refuses to be repaired. I neglected the Townie and it sails like a demon.



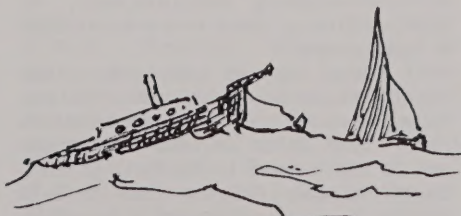
TWO BOATS



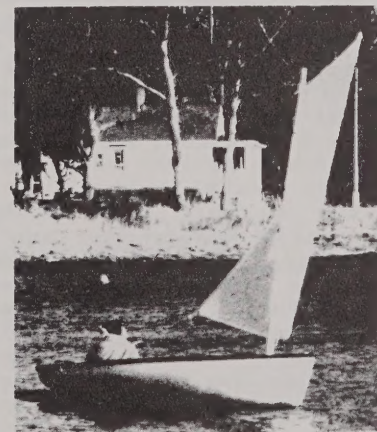
STOPPED

I let the main out. Lydia whisker poled the jib again as we ran before a strengthening breeze while the other boats were still stationary.

"Did YOU conjure up this wind?" I asked the boat. The boat chuckled. Soon we took the pole down and were reaching for the mark. We rounded smartly and made for the finish. Lydia reminded me where the finish line was. I couldn't believe that this broken down relic, 100 pounds overweight, was winning the race. We crossed the finish line with an angry fleet bearing down on us. We sailed by my mastless New York boat and left it bobbing in our wake.



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Bill Chewing of Richmond, VA, recently visited the Netherlands and observed first-hand some of the unique Dutch "botters" that W. Van de Stadt wrote about in our August 15th issue. Bill comments as follows:

"The quite fascinating article by Mr. Van de Stadt in the August 15th issue was of particular interest to me as I recently had occasion to be in the Netherlands and looked into the local boating scene while there. In the island port of Marken on the IJsselmeer (Zuiderzee) were several "botters" of great vintage, all in current use as either live-aboard homes or private weekend sailing "yachts".

The picture shows one of these vessels constructed in 1910, according to the skipper, who spoke excellent English and enjoyed talking about the boat. A one-lung diesel had been installed in the former fish well box, hand start, and "works so good the boy can wind it."

I noted the absence of most standing rigging. The lines at the right running from the masthead to the bow are all running rigging except for a single headstay which is removeable when the mast is lowered. The port spar (behind the boy) is the jib boom which is set by the boy alone. The jib halyard is attached to the center of this spar. The after end is raised and walked forward, supported by the halyard until the spar lies against the stay, at which point the after end is raised further until the forward part of the boom rests in a "U" shaped recess in the bulwark. The halyard is then slackened somewhat and the boom is sent all the way forward until the butt can be set into a retainer on the forward deck ahead of the mast.

The starboard spar in the foreground is the "whisker pole". Some whisker! The tiller could do duty as a junior telephone pole. Quite a rugged vessel. She was said to never have been "restored", but constantly well maintained from year to year. She is manned by her usual working crew; the sixteen year old "boy" pictured and the skipper, his forty year old mother. Dutch sailors are a rugged and resourceful lot.

On another botter, moored in company with two modern fiberglass racers and thus not clearly seen in a photograph, I saw the first true "gooseneck" in my sixty years of messing about in boats. Boats I have sailed have had a boom/mast connection made with snotters, yokes and parrels or various kinds of universal joints which the catalogs have identified as "goosenecks". Until I made this trip into olden days, I had no clear mental picture of a "gooseneck". The "gooseneck" on this botter appeared to have been fashioned from about one inch diameter iron rod designed



Botters and Polders

so that the weight of the boom swings about three inches below the eye bolt fitted to the mast. This rod is let into a hole drilled into the end of the boom, which is protected from splitting by an iron ferrule. The rod bends upwards from the boom end in a radiused right-angle, then bends 180 degrees back down in an inverted "U", extending about six inches below the end of the boom. The eye bolt in the mast is equally massive.

The boom is fitted with a loose-footed sail attached only at the clew so there is no lifting force to raise the gooseneck out of its ring. When fishing, the boom is easily removed by lifting the gooseneck out of the eye bolt and placing the boom on the floorboards in the working cockpit well. At last, a fitting that truly looks like a "gooseneck".

I also learned some interesting things about the "polders", the embayed waters on which the botters sail. The chart of the IJsselmeer shows the bottom to be flat, period. Depth ranges from a low of 3.75 meters to a maximum of 4.5 meters

with no bottom features whatever. All soundings are noted at extremely wide intervals and the chart looks like a blank sheet compared to ours at home.

The water is now about 99.5% fresh. When the tide outside the dike is low, gates are opened and water flows out. Then the gates are closed on the rising tide and the water drained out is replaced with fresh water flowing in from the IJssel River. Thus the water has been gradually changed over from salt to nearly fresh.

Some of this area will be drained eventually and put to work as living and farming land. Earlier "polders" were quite a disappointment because the salt water had been replaced in this manner, and then the area drained and put to immediate use. The land proved far too salt. Today's plan is to leave the area covered for several years with the fresh river water to leach the salt out of the bottom land so it will be more suitable for farming. This squeeze on available water for boating is a controversial and bitter issue in this area."



Epic Voyage is Over

Lance Gunderson of Kittery Point, ME, sailed (and motored a lot) his 18' Marshall "Sanderling" catboat from Kittery to Florida and return, down the ICW. We've had several short communications from him during the trip which we've published. Now Lance is back home and here's his commentary on the whole adventure:

"Well, my little epic catboat voyage is over. I do believe it is the longest cruise ever done in a catboat; Kittery Point to Key West via Chesapeake Bay, up Florida's west coast and back across via Okeechobee. Plus or minus 5,000 miles, ten months, five days, 71 different anchorages, all but four nights spent onboard. I sailed about 50% of the distance, spent more money on gasoline than on food, was 200% over budget and yet lived as simply and parsimoniously as possible most of the time. I spent \$1,600 on equipment failures, a dismasting and outboard motor failure. I used 79 NOAA nautical charts bought used, and sold at the end of the voyage for what they cost.

I towed my 14' Lincoln Rangeley rowboat all the way. It broached twice on the same day while running before 20-30 knot NE winds on Indian River near Melbourne, Florida. Just the wrong wave harmonics, I guess. It kissed the transom once, splitting the teak rubrail, while surfing down the face of following seas entering Manaquean Inlet in New Jersey in a s'easter. Otherwise, towing the rather large pulling boat (named "Tugger") was no problem, although I was often anxious about it. And rowing up back creeks and byways was one of the better as-

pects of the trip. And, I could anchor away from the "madding crowds" and still row into a dock easily and quickly. If the catboat had sunk, I could have quickly transferred to the Rangeley, which always floats upright even if swamped. I often jumped into it quickly to run out anchors when a falling tide or sloppy navigation or uncharted shoals left "Rum-Tum" aground. With shoal draft, one seems to run aground frequently on the ICW as there is great temptation to explore off the magenta line on the charts, and the water is opaque.

Dolphins appeared at Neuse River and were constant companions all the way to Florida and back. Also I saw numerous sea turtles, rays, sharks in Key West, and about every bird in Peterson!

I met many extraordinary characters. There were Britishers Frank and Margaret Dye in their Wayfarer. And Peter Tangvald, world sailor/author/boatbuilder. Pierre and Marie from Quebec aboard "Ninja", their home-built 23' cold molded folkboat, home for three years, were now headed home after grounding on a Bahamas reef and loosening their keel so much they had a "Spanish Windlass" wrapped around the hull, a rope sling holding the keel in place all the way. And no engine. Amazing!

Captain Sam Jones and Tina Alley were aboard a beautiful C.F.H. Diddiaki ketch, out of South Bristol, Maine. I met them going and coming. And David and Meminit Crane from Alabama aboard an Allied Seawind ketch were bound from Galveston, Texas, to Maine. We sailed in company frequently all the way from Key Largo to Pada-

narum. Their goal was the Wooden Boat School at Brooklin, Maine.

Captain Walpole "Tipper" Davis of Solomons, Maryland, was great company, a patient teacher, hilarious raconteur, master mariner, and perhaps I'll yet sail across the Atlantic with him when he gets a decent engine into his 60' staysail schooner, "Saracen".

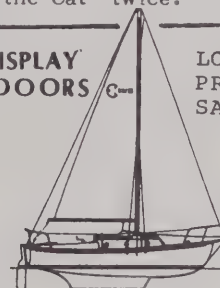
Of all the places, it was the unique old timey Gregg Neck Boatyard in Galena, Maryland, where I did repairs after dismasting in October, that stays in the forefront. Graham Ero, Wickes, Dorsey, Scott, John Griffith and others who generously lent me their time, tools, advice, labor, cars and good spirits. I couldn't possibly have been dismasted near a better haven than Gregg Neck Boatyard on the Sassafrass River.

Every day brought adventure, and now it's tough to settle down on land again. But full standing headroom and dry sheets and blankets are nice. The bills must now be paid, so my cruising is over for a while. I am sure glad I did it and I would love to do it again, but in a larger shoal draft boat and with the company of several good friends. Going alone was nice ONCE, but I doubt I'll do another long distance single-handed cruise. There's too much to share, so many beautiful and still wild places!

Some of what Henry Plummer saw is still there. Since I got home on July 14th I've read, "The Boy, Me and the Cat" twice."

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During the 1850s and 60s, the Adirondack were "discovered" by hunters and people of means, looking for a unique vacation spot. Because mass transportation was only developing, guides filled the need for personal travel as well as the expertise of a hunting trip. Guide boats, used for lake-to-lake travel, needed lightness for the portage, durability for the unfavorable conditions, and a large load capacity for the guide, his "sport", and all the necessary gear for a week's hunting trip. Speed and stability were important, as open lake travel was frequent and distances of thirty to forty miles a day were not uncommon.

At first the guide boats were square transomed, lap straked and slightly wider at the bow than the stern. Through evolution, they changed to the true double ended, smooth skinned, lighter craft that has become the epitome of construction and workmanship. The guides are later manufacturers, by utilizing native materials - cedar, cherry, spruce, and pine - fashioned masterpieces without benefit of power tools, or mass production techniques. The boats were labor intensive, needing two or three hundred hours to build, after the back breaking work of digging spruce stumps for the rib stock.

Today's six man racing shell can exceed thirteen miles an hour, this with the aid of computer design, sliding seats and modern materials. It is built for speed, having only enough capacity for its occupants, and is at risk in any kind of wave. Built in a shed with native materials, a 100-year-old guideboat, with one rower and one paddler, (hardly an efficient combination), has reached speeds of ten miles per hour! This is remarkable when you consider that these boats were not designed for racing, but as a utilitarian tool.

Those who admire guide boats are given several choices of ownership. The first and most difficult, is finding an original in perfect condition; the price will reflect its rarity. The second is finding the builder of a new, traditional boat, who can offer improvements in adhesives, finishes, and rib laminations. His boats will be even more expensive

The Indian Point Guide Boat

Gardner Callanen of Midland, PA, is another who fell under the spell of the traditional Adirondack Guideboat for all of its virtues. So he undertook to build his own with modern materials and techniques and told his story in the spring issue of "The Barkeater", a quarterly magazine of Adirondack lore. Herewith Gardner's tale:

than the originals, because they are also labor intensive at today's wages. The last is owning a fiberglass boat. The exteriors are generally more elegant than the interiors. They just don't look like guide boats from the top, with the interior finish ranging from poor to fair, and most are excessively heavy. A compromise had to be possible — one that could reduce the cost factor from a traditionally built boat, but not look like an empty hull, in short, a replication, using truly modern materials.

Without the adequate funds to obtain a perfect example of my Adirondack heritage, the construction of my own boat became necessary. I found that rebuilding canoes and general wood working left me poorly equipped to fabricate a cedar hull, 1/4 to 3/16 of an inch thick, fitted with perfect scarf joints and fastened with thousands of screws and brass tacks. With perseverance, it might have been completed in this lifetime, but there is no way to enjoy your labors, when the slightest bump or scratch overwhelms your senses.

Fiberglass composites became the material of choice, with looks as well as function being equal goals; I wanted to exactly duplicate the original design. Research with fiberglass representatives and canoe companies revealed that there were many ways to "layup" a hull. Generally, heavy is cheap, light is expensive, and very light can empty your checkbook. Experimentation and many phone calls resulted in a formula that would provide a thin, strong hull, smooth on both sides. It is rigid enough to use without bracing, but ribs are important to the interior looks.

Using the new generation of hybrid cloths and laminated ribs, I

was able to produce a durable boat, with strong structural integrity and a savings of 30% in weight. By duplicating the decks, seats, seat and yoke cleats, and hardware, my goal of a modern replica was created. This guide boat can be used often and hard, without fear of damage to an irreplaceable antique or work of art that belongs in a museum.

During my last vacation at Raquette Lake, two dealers became interested in what had been accomplished and suddenly my avocation became my vocation. Going from a one off to a production posed many problems. Increased quality and uniformity were needed, and to make a profit, construction times had to be lowered. Back I went to the experts, and in time most of the problems were solved. The creation of this unique craft is now in the process of being patented.

Picking up a guide boat with one hand, having an easy launch, and accelerating quickly with eight foot oars, is a thrill any lover of small craft should enjoy. A half mile bay is a few minutes, and a trip across any Adirondack lake is light exercise.

Our three craft enjoy these traits: the 14' "Brie" has continuous rocker, draws only an inch or two with a single rower, and by spinning in its own length or tracking like an arrow, it reveals a worthy heritage. Our 12' "Raider" shows an older family line, has slightly more fullness in the bow, and a higher bow stem. Easily portaged, it is capable in open lakes and maneuverable in streams or ponds. Our third design, a "Solo", is based on the 14' with one seat, fixed or sliding, made for the fitness buff or racer. Very light, has minimal equipment, only what is necessary for tripping or speed. The success of these designs has spurred plans for more projects, the development of a 16' guide boat, reproductions of some older work boats, and some new variations of classic canoes.

Many years have passed since my childhood in the Adirondacks. What were the play-things of neighbors are now collector's items, and I have to use modern materials to fabricate my best memories. It's been a large circle, but a pleasure to come home again.

Seventh Annual

ATLANTIC COAST SEA KAYAKING SYMPOSIUM



How light can they get? Chip Chandler exhibits his strip-built kayak's weight. Actually its windage up there was more of a problem!

Four hundred sea kayaking enthusiasts gathered in Castine, Maine in early August for the 7th Annual Atlantic Coast Sea Kayaking Symposium organized by L.L. Bean. Five hundred more hopefuls had been turned away and presumably will pretty well fill up the 1989 registration list if they're still interested? This way of messing about in boats is gaining popularity rapidly and the nature of the kayak requires a more intimate and immediate relationship between the boat and its occupant than do larger craft for rowing or sailing. The chance to acquire a lot of knowledge in one weekend from leading exponents of the sport amidst ideal Maine coast paddling surroundings is irresistible.

Once again, a major aspect of this event was the opportunity to try out a variety of kayaks prior to making a purchase of one's first kayak, or of an upgrading to a more sophisticated boat from an entry level craft. The beach was lined with over 100 brightly colored kayaks from a dozen or more manufacturers. Additionally, some participants brought their own boats along. And a flotilla of hand-built plywood kayaks from the Chewonki summer camp in Wiscasset arrived on their three week cruise from Wiscasset to Bar Harbor. Aside from these youth-built craft, the only other wooden kayaks were those built by Chip Chandler of Loon Kayaks in Small Point, ME.

Well, I tried one of Chip's boats, a new prototype of a shorter 14 footer. The strip built hull had nearly vertical stems on both ends right down to a virtually flat keel, with a broad flattened hull shape beneath the cockpit. The result I found was very stable despite its smallish and narrow appearance. It also tracked VERY well, so well that it was difficult to turn. Really difficult. Chip conceded that it was perhaps too much so, he tends to favor good tracking over maneuverability. It was a prototype and adjustments will be made in the final boat offered for sale. Chip says he's busy building his boats to order, so there is a market for nicely made wood strip sea kayaks. Not a volume market, but a specialty one.

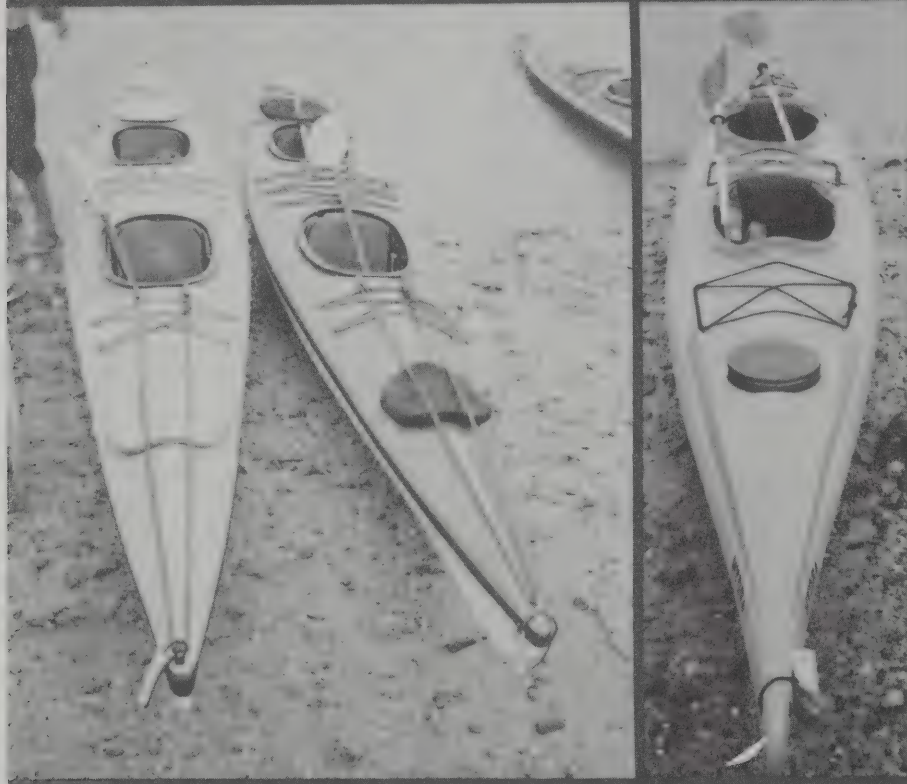
Well, Jane and I have a Folbot double, nice big, stable, comfortable and slow. We own it because it was a folding kayak bought complete in little used condition for \$375. We had considered what we viewed as an upgrade to a Klepper, undeniably a better boat, and had looked at a couple of used ones. Trying the new one here at Castine turned out to be edifying. We were not as comfortable in it. Up forward, Jane found the higher cockpit coaming interfering more with her accustomed paddle stroke, she would need a cushion to raise her a couple of inches. In back I wasn't too happy with the rudder pedal arrangement. The pedals are set either side of the front seat and the

position my feet had to assume was not so "easy" as in the Folbot. So, we decided a Klepper would not be for us. We contemplate no oceangoing adventures so the Folbot will suffice.

We had never tried any of the hardshell doubles though, so undertook to try two available at Castine. Ed Friedman of Dragonworks had the Hydra Sea Twin on hand. Similar to the Sea Runner rotomolded polyethylene single, the Sea Twin is set up with separate cockpits, unlike Aquaterra's Gemini, which has the open cockpit like the Folbot or Klepper. The Sea Twin felt very stable and moved much more easily than our Folbot does, of course. The individual cockpits were roomy enough for easy entry and exit but did, of course, restrict more our access to the stuff we take along. The nature of the open double is like a van, bigger and slower and less maneuverable than the solos but oh, so handy for lugging the comforts of life along.

Then we decided to try the Seascope. What a revelation! Longer and sleeker than the Sea Twin, this boat impressed us both with its easy speed and maneuverability. It was the first double I've paddled that felt like I was in a single. It seemed a lot like the Easy Rider Eskimo I had owned. And Jane, who has never paddled a single, was really impressed with our smooth and effortless progress. What a luxury liner! The comparison with the Sea Twin has to be made in perspective, \$1,800 versus \$1,200; BMW versus Ford. Both do the job but the costlier craft offers those subtle qualities of comfort and performance that come with a greater investment in the product. Were we to go for a hard double, this one would be a leading choice, although there are others we'd have to try out first.

The new owners of Dirigo Kayaks were there, this Maine designed and built quality kayak now is made in Wichita, Kansas. Needless to say, this locale for a "sea kayak" builder perplexed this ocean oriented writer. Elliott and Peter up in Blue Hill had finally wearied of the marketing battle, trying to develop a dealer network and shipping kayaks from the remote Maine coast. This business of shipping is a big problem for small builders, and in Blue Hill, Maine, nationwide trucking isn't easy to arrange. The new owners are Wichita folks, Dirigo dealers originally, and the local aircraft industry has created a very efficient nationwide shipping network. And, it seems there are large man-made lakes out there in corn country that sea kayaks are very appropriate for. Two men still build the boats, it's still a small shop making a quality hand-crafted kayak. A fleet of Dirigos was on hand from a Bar Harbor kayak outfit, Coastal Kayaking Tours.



They made an impressive ensemble. One rather battle worn Dirigo was on the beach offered for sale by Don Jones. After five years of year-round campaigning, Don's boat was battle scarred but still quite functional. I was tempted, being presently without a solo kayak. Don was asking around \$500 for the boat, he intimated he'd take less if someone would take it home so he didn't have to, and pointed out that I had room on my van roof rack for it. Well, I thought about it, but left for home before coming across him again. So I made him an offer by mail, an offer he apparently could easily refuse. Perhaps someone else did take it home. At about 25% of new price, it was a good value.

Meanwhile up in the town on the Maine Maritime Academy campus, workshops went on covering construction, maintenance, paddling skills and techniques, safety, expedition planning, and equipment. Saturday evening featured two choices of adventuring. Derek Hutchinson, Great Britain's exponent of taking on the tough challenges and a leading kayak designer, talked about his adventure in making the first crossing of the North Sea by kayak. Audrey Sutherland talked about her Alaskan coast travels in her inflatable kayak. What a contrast. We opted for the Hutchinson talk and were not disappointed. Derek is a raconteur, a great story teller. No slides, no film, just talk. His adventure (done twice before it succeeded) was a classic tale of British "stiff upper lip" masochism. Over 30 hours afloat in a kayak with two others for company. No support boat. Unknown strong tidal currents far out on the sea. Major shipping traffic lanes. Negotiating these at night was much like crossing a busy interstate in a wheelchair in the dark. Hutchinson's greatest moments were those telling of overcoming serious challenges. Like answering the call of nature in a narrow tippy sea kayak in ten foot seas at night. I do love the Brits, they are so matter of fact about pain and suffering, they appear even to relish them. I recalled that saying from Kipling, I believe, on the British presence in India, "mad dogs and Englishmen stay out in the noonday sun".

This is not to denigrate Audrey's adventures. She paddles alone in her very well equipped inflat-

Left from top: Getting into a sea kayak doesn't always require such a team effort. A choice of hard doubles, left the "Seascope", right the "Sea Twin".

A "triple" in action, the middle cockpit for kid, dog, or gear. Britisher Derek Hutchinson wasn't much enthused about the PFD requirement.

able kayak in remote places. Her home paddling around Hawaii is pretty hairy stuff, she's crossed major channels between the main islands, circumnavigated the entire archipelago. A champion swimmer, now at an age when most people cruise in easy chairs, she soldiers on. But, how to take in two fascinating talks at the same time?

Hutchinson, who resembles a blond walrus with his luxurious moustache, tried out the North Greenland kayaks built by the Chewonki kids (14 to 18 year olds) and pronounced them most satisfactory craft. His on-the-water performances again bring the walrus to mind, he's completely of a piece with his boat, paddling strenuously with a short paddle, turning, rolling, getting about like a creature of the sea. And all the while full of jovial British good humor. Nice to have a guru for the sport who is so much fun to be around.

Amongst all the workshops it was nice to see Don Betts (see our feature in the August 15th issue) demonstrating the building of modern day skin boats. Sea kayaking tends towards the modern hi-tech approach to outdooring, ultra light, miniaturized gear, materials impervious to the elements, nearly indestructible plastic boats. Gear and boat choices are numerous and thus confusing for new enthusiasts. Don's simple craft offered a refreshing, more natural approach.

Even instruction has gotten more technological. H2 Outfitters of Orr's Island, Maine, offers you a full day of instruction complete with videotaping and subsequent critique for \$100. This is on a 3 to 1 student/instructor ratio, so is close to being individual instruction. They announce that "learning should be fun, not a burden". A nice attitude. Good instruction for a beginner can save a lot of "cut & try" experience and grief, and get anyone in a hurry into the sport satisfactorily much sooner.

It appears that L.L. Bean won't need to do much advertising for their 1989 Atlantic Coast Sea Kayaking Symposium, what with the enormous backlog of turnaways. But if the event sounds attractive to you, you should get on the list anyway, perhaps there'll be openings if plans change for some already on the list. Write to Mike Perry, Public Clinics, L.L. Bean, Freeport, ME 04033.

Right from top: Hutchinson was much more enthused about the North Greenland design kayaks built by the Chewonki youth. Barrett Faneuf built her boat at Chewonki, and now was two weeks into a three week group cruise of the Maine coast. Bob Porter tries a Don Betts modern day "skin" boat. The editor gets the word from Chip Chandler prior to test paddling one of Chip's creations.









Safety is a Beach

Lee Moyer of Pacific Water Sports, maker of Sea Otter sea kayaks, had a safety handout at the Symposium that I thought was pretty good stuff and readable too. There's so much on kayak safety it's a wonder anyone buys these "dangerous" boats, but they do, and they do get into trouble. So here again, but in a different view, more on sea kayak safety.

"The new kayaker (and experienced kayaker for that matter) is inundated with myriad rescue devices and techniques. All have something to offer, most are pretty good and none is bombproof when everything is going to hell. It's often difficult and usually controversial to try to set priorities and context of safety and rescue. Since the emergencies are either speculative or history, preparing for one is very subjective and solutions are frequently conjecture. Possibly the resulting discussions contribute most to safety by increasing the paddlers' lung capacities!

If we define a safe trip as one from which we return with no significant loss of, or risk to, health, equipment or life, then safety can be broken down into three parts. The dominant factor is judgement (50%). Judgement means understanding the environment and one's own abilities so that a realistic comparison can be made. The other major factor is skill (40%). Skill means the ability to handle the kayak and, to a much lesser extent, the type and quality of equipment. The third factor in safety is rescue (10%). Rescue is the ability to recover from a serious mistake. It is given a 10% share of safety, not because it is unimportant, since it is vital if one is in the water, but because of its total contribution to a safe trip. The paddler who relies exclusively on rescues, including the eskimo roll, has forfeited 90% of his safety options.

JUDGEMENT. Safe kayaking requires good balance, not so much in keeping the kayak upright, but in keeping a comfortable margin in balancing the conditions at hand

against one's own abilities with the equipment he is using. The paddler's safety is thus improved by improvement of his understanding of the situation and improvement of his own paddling skills. The role of a rescue is to recover from an error in this balance but if the condition was more than the paddler could handle paddling, there is a legitimate question as to whether he could perform a rescue either.

The hardest part of judgement is understanding the environment. Although the kayak has some major important advantages over other craft, the seamanship skills essential to all craft are often overlooked by paddlers. Understanding the wind, waves and current, and more importantly, the interaction of the wind, waves and current, is critical to the safety of the paddler. Ignorance of seamanship can not be compensated for by a high brace and an eskimo roll. To a river paddler, a tipover is mostly an embarrassment that results in a roll or a swim. It is not usually very dangerous. In fact, pushing one's limits to hone one's skills is a major part of river paddling (and, in the right conditions, the best way for any paddler to improve his skills). If he dumps, the river paddler usually washes out of the problem area and either rolls up or swims in relatively easy conditions. If a sea touring paddler dumps because of poor sea conditions, he usually stays in the same conditions until a rescue is performed, or he dies. Unexpected tipovers at sea are usually serious emergencies.

The safe sea paddler must constantly assess the "what if?" situation. What if the weather deteriorates during the crossing? What if someone dumps while rounding the point? What if we get separated, where do we regroup? What if the nervous paddler becomes panicky? If the balance of ability versus circumstance is close, one "what if?" that comes true will upset the balance of safety.

SKILLS. The potential arsenal of skills and equipment available to

the sea kayaker may allow him to do battle with nature in incredible situations that no other craft could handle. However, these resources are very transient and vanish with a pulled muscle, a broken piece of equipment, sea sickness, or fatigue. Nature will not recognize a time out. These skills are most appropriately used in temporary situations such as negotiating tide rips and eddies or making a surf landing, and may be overwhelmed by the endurance of even a two-hour squall of much less intensity.

The first significant skill is simply having a feel for the kayak and how it handles in rougher conditions. The paddler learns balance by experience and learns to ride the waves rather than fight them. Practice does not make perfect, but for some, practice may make adequate. Self-taught paddlers and users of very stable kayaks, such as most folding kayaks and most doubles, develop this skill to a very serviceable level and may be safe as long as they know their limits. Unfortunately, after years of experience, some get overconfident, are still somewhat ignorant of real kayaking skills and do not understand the hazards of open water paddling. Their boat balance will not compensate for their lack of judgement balance when things get challenging!

The most important skill is kayak handling. The paddler must be able to go where he wants to go and maintain control. If that means the wind is from the side, he needs to know how to lean into the waves and how to make his kayak perform properly. If he wants to land on an exposed beach, he needs to know how to brace into the waves as the kayak broaches in the surf. If the paddler is in a tide rip or eddy, he needs to know the techniques of riding waves and crossing eddylines. The best way to learn these skills is through training (which could come from a competent friend or a class) and practice in controlled conditions. Kayaking skills are well covered in several sea kayaking books also."

Discovering Flotation

PART III



Carl Erickson told about how he found out about the need for flotation in his kayak in the June 15th issue. In the August 1st issue, several experienced sea kayakers expressed concern over how Carl could have been so unaware of the need until his mis-adventure, fortunately close to shore. Now, Carl responds to ANORAK'S editor, Carl White, who wondered how ANORAK could have failed to get the word on kayak safety to people like Carl.

"My paddle craft experience began about twenty-five years ago with the purchase of a used Old Town canoe on Shelter Island, NY. With a canoe, and my prior Coast Guard experience, I was made a canoe merit badge counsellor and the scouts had to do all the things necessary to get their badges, including the canoe rescue, shaking out the water, crawling back in and getting underway. One thing the boys liked was turning the canoe upside down and having 17 feet of breathing space under the craft.

I soon began to row the canoe, and use a double paddle, and sail it, on Lake Erie, the Atlantic near Barnegat, Hopatcong and on Long Island Sound. I did more of the same later with an Old Town double ended rowboat. This one was used later mainly in the Cape Ann, MA, area. It was here that I purchased a used sea kayak about eight years ago. Its hard chines gave good stability and I probably assumed the techniques of self-preservation with the natural life preserver a canoe is, somehow applied to kayaks.

One time on Ipswich Bay, I rigged a 45 square foot sail on the kayak, rolled it over, and was promptly towed in by my son. This was a lark. Kyaking continued with nary a mishap, paddling much of the way around Cape Ann, out to Thacher Island, and down on Long Island Sound out to the Norwalk Islands, on the Hudson River and along the Jersey shore. My paddling included winter months when I encountered floating ice. I have

been over two miles out offshore in variable conditions. I still use a sail, but much smaller than 45 square feet, without problems.

I don't subscribe to any canoe or kayak publications and I don't kayak with others. I have never seen an advertisement for flotation bags and it was only after the experience that I related in that June 15th article in "Boats" that I learned of the angular plastic bags fitted into the bow and stern. The reason I wrote that article was because an earlier issue of "Boats" included a long list of safety equipment for kayaks that did not mention air bags. I thought someone else might benefit from my experience.

Until recently, I had never heard of a paddle float either. I can see where that would be a good thing to have. I now have read about all the equipment I should carry, but what little storage space I once had in my kayak is now filled with those air bags. I carry only a whistle. My sailing gear is stashed forward between the cockpit and the bow. I have tried a container on the rear deck but found it unhandy.

What should ANORAK be doing better? For those who do not belong to clubs or read magazines on the subject, I think the kayak dealers should present the information on safety practices and equipment with every sale. Also dedicated paddlers selling used kayaks should similarly present this information. No doubt ANORAK is beneficial for kayakers, but those of us in our 60's don't always find joining a club comes easy."

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DESIGNS & PROJECTS



LAST WINTER'S PROJECT

Daniel Muir of Virginia Beach, VA, spent last winter building one of Tom Hill's ultralight glued lap-stroke boats and has this to report:

"I've finished off a couple of Jim Thayer's neat boats but have felt a real hankering to build one myself from scratch, so when I bought Tom Hill's book on lightweight canoe building, I decided to go for it. I bought the book in December on a business trip to San Francisco and ordered the plans in late January. The boat was in the water in early May in time for the celebrated Urbanna Creek Rum & Rowing Appreciation Society's annual festival (Thayer's "Tholepin" usually contains somewhat flowery descriptions of this gathering

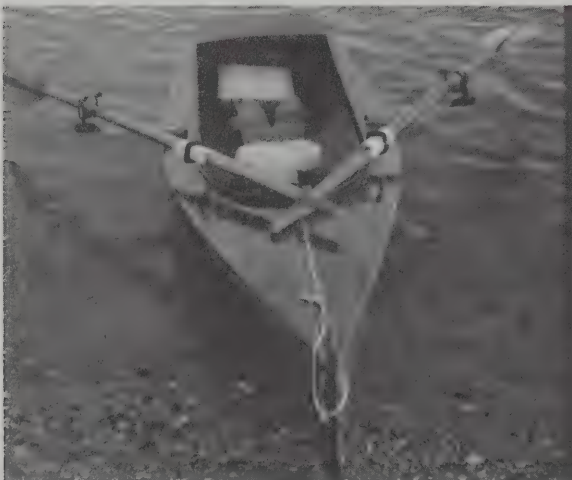
which is really a very pleasant family outing).

The design I built is Tom's 13'10" "Daisy May". Although I am essentially a first-time boatbuilder, I encountered no real problems during construction. The book and the plans together constitute an excellent package and I recommend them highly to anyone with basic woodworking skills ("Ultralight Boatbuilding", \$17.95, Thomas J. Hill, RR 594-16, Huntington, VT 05462).

Some comment I will make on a problem area in the building, though. The recommended method of extending the plank shape past the ribbands on the jig is to use a batten laid along the traced line of the plank, extending it out to the

stems. I had some trouble here and I recommend that a builder run a batten along the sheer ribband and establish the height of the sheer on both stems before planking any further than the garboard. Then the distance between the garboard and this sheer line can be divided into the number of laps in the same manner that the ribband spacing was done on the molds. Tom's plans give garboard and sheer ribband locations on the full size mold drawings, so this is easy."

Anyone contemplating building one of Tom Hill's designs wishing to talk or correspond on the subject with Dan can contact him at 5232 Gale Drive, Virginia Beach, VA 23464.



MAC'S LITTLE ROWING SHELL

It's only twelve feet long and so not as fast as a full size recreational shell, but Mac McCarthy's approach to sliding seat rowing offers more stability and ease of handling for those intimidated by the relative tippiness of the full size boats. Here's how Mac describes his latest creation:

"I felt there was a need for a small, light, fairly stable, sliding seat rowboat. Older people, out-of-shape people, awkward people, all seem to find the regular

recreational shell too tippy and temperamental, but these are the very people who need rowing most as an all-round good exercise.

This boat is my own design. Twelve feet long, three feet wide, it weighs about fifty pounds. The removeable outriggers make eight foot oars handle well. The tracks and stretchers are fixed in place, with a wide range of adjustments for the stretchers easily made. There are sealed flotation compartments bow and stern with plenty of room to carry gear. The boat is not

tippy, tracks well, and yet turns easily. It handles wakes and any normal chop well. The boat is light enough to easily cartop, and like all my boats, very handsome in appearance. It has a style all its own, and while not as fast as a shell, it is fast enough to be a lot of fun to row, and is forgiving of novice technique."

For more information and prices, contact Mac McCarthy at Feather Canoes, 1705 Andrea Pl., Sarasota, FL 34235.



ELVER REVISITED

"Several years ago on these pages, my version of Steve Redmond's "Elver", a classic looking beach cruiser described as a canoe yawl, was discussed while I was in the process of trying to get it to work. The review was an honest appraisal of the early evolution of a new design and reflected, mostly, the builder's state of knowledge and inexperience.

The article was taken in some quarters as criticism of the design, although that was not the intent. The evolutionary nature of the tuning process is inherent with all boats, particularly those that are home built by amateurs.

This is my fifth summer on the water and I wish to report that "Ammophila" has matured into a fine, upstanding sailboat whose characteristics can be compared with any such craft. Somehow, this year, everything has come together and a new suit of sails from Loomis/Pingree, including a newly de-

signed jib and mizzen, has given this boat the life I expected it to have. A large measure of the success was my acceptance of the architect's redesign of the mizzenmast wherein it is offset to starboard, allowing a straight shot for the tiller. The result is a craft that now points better and is well balanced. It is quite speedy, easy to singlehand, and no longer poorly mannered around the mooring.

There is a growing "Elver" fleet around, although I have not found any local (Marblehead, MA) examples. We have a widely separated owner group that corresponds with newsletters, and reports indicate that most builders and sailors are positive about their boat's capabilities. Perhaps the best, and most curious, testimony of "Elver's" coming of age was a "for sale" ad in "Wooden Boat" magazine last year asking \$12,000 for an "Elver".

Jay Moore, Marblehead, MA

KIDS' KAYAKS

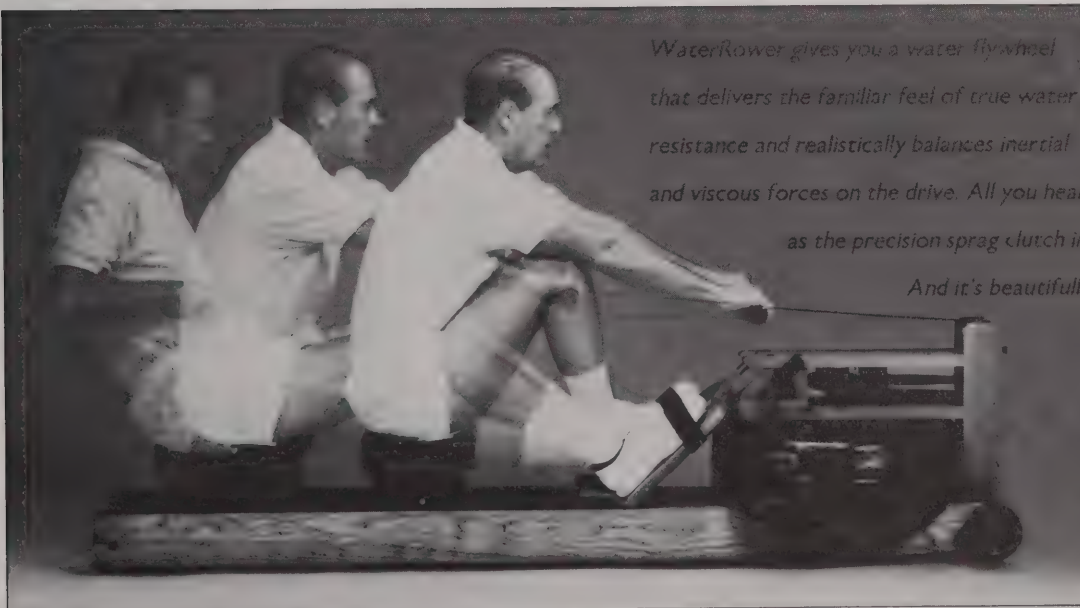
Martin Cooperman of Cleveland, OH, is looking for a small kayak suitable for his two children:

"I've been looking for a small kayak for my kids, ages five and six, who are becoming proficient swimmers. My interest is in providing them their first self-propelled craft for short excursions on protected waters. Recalling publication in "Boats" of an item on mini kayaks by Joel Thomas of Cape Ann Small Craft, I stopped in at his shop on a recent visit to the Boston area. I then found these mini kayaks, such as the "Minnow", were for bigger kids, closer to ten than to six. The wide beam providing stability prevented my daughter from being able to get the paddle fully into the water on each side for reasonable stroking.

In the July 15th issue of "Boats" on page 16 I saw a photo of a man in a rowboat talking to a young girl in a kayak at the Mystic Small Craft Weekend. I wonder if you know the girl's age and the make of the kayak? It looked as if it might have been home-built of wood."

Well, the latter mentioned kayak is the "Cockleshell" that the editor designed and built for easy carry-in to less accessible protected waters. A full report on the boat is coming up in our next issue. Like the "Minnow", however, the broad beam and deep cockpit would make it difficult for a six year old to paddle. Two "kid's kayaks" that did come to mind, though, are those offered by Bart Hauthaway, 640 Boston Post Rd., Weston, MA 02193; and West Side Boatshop, 7661 Tonawanda Creek Rd., Lockport, NY 14094.

Does anyone know of any other "kid's kayaks" that might be available? Martin Cooperman is at 2613 Princeton Rd., Cleveland Heights, OH 44118.



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VOYAGE OF THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM
QUEBEC TO THE GULF OF MEXICO,

DURING THE YEARS 1874-5.

BY

NATHANIEL H. BISHOP,

CHAPTER III.

FROM THE ST. LAWRENCE RIVER TO TICONDEROGA, LAKE CHAMPLAIN.

THE RICHELIEU RIVER. — ACADIAN SCENES. — ST. OURS. — ST. ANTOINE. — ST. MARKS. — BELŒIL. — CHAMBLY CANAL. — ST. JOHNS. — LAKE CHAMPLAIN. — THE GREAT SHIP-CANAL. — DAVID BODFISH'S CAMP.

QUEBEC was founded by Champlain, July 3, 1680. During his first warlike expedition into the land of the Iroquois the following year, escorted by Algonquin and Montagnais Indian allies, he ascended a river to which was afterwards given the name of Cardinal Richelieu, prime minister of Louis XIII. of France. This stream, which is about eighty miles long, connects the lake (which Champlain discovered and named after himself) with the St. Lawrence River at a point one hundred and forty miles above Quebec, and forty miles below Montreal. The waters of lakes George and Champlain flow northward, through the Richelieu River into the St. Lawrence. The former stream flows through a cultivated country, and upon its banks, after leaving Sorel, are situated the little towns of St. Ours, St. Rock, St. Denis, St. Antoine, St. Marks, Belœil, Chambly, and St. Johns. Small steamers, tug-boats, and rafts pass from the St. Lawrence to Lake Champlain (which lies almost wholly within the United States), following the Richelieu to Chambly, where it is necessary, to avoid rapids and shoals, to take the canal that follows the river's bank twelve miles to St. Johns, where the Canadian custom-house is located. Sorel is called William Henry by the Anglo-

Saxon Canadians. The paper published in this town of seven thousand inhabitants is *La Gazette de Sorel*. The river which flows past the town is called, without authority, by some geographers; Sorel River, and by others St. Johns, because the town nearest its source is St. Johns, and another town at its mouth is Sorel. There are about one hundred English-speaking families in Sorel. The American Waterhouse Machinery supplies the town with water pumped from the river at a cost of one ton of coal per day. At ten o'clock on Monday morning we resumed our journey up the Richelieu, the current of which was nothing compared with that of the great river we had left. The average width of the stream was about a quarter of a mile, and the grassy shores were made picturesque by groves of trees and quaintly constructed farm-houses.

It was a rich, pastoral land, abounding in fine herds of cattle. The country reminded me of the Acadian region of Grand Pré, which I had visited during the earlier part of the season. Here, as there, were delightful pastoral scenes and rich verdure; but here we still had the Acadian peasants, while in the land of beautiful Evangeline no longer were they to be found. The New Englander now holds the titles to those deserted old farms of the scattered colonists. Our rowing was frequently interrupted by heavy showers, which drove us under our hatch-cloth for protection. The same large, two-steepled stone churches, with their unpainted tin roofs glistening like silver in the sunlight, marked out here, as on the high banks of the St. Lawrence River, the site of a village.

Twelve miles of rowing brought us to St. Ours, where we rested for the night, after wandering through its shaded and quaint streets. The village boys and girls came down to see us off the next morning, waving their kerchiefs, and shouting "*Bon voyage!*" Two miles above the town we encountered a dam three feet high, which deepened the water on a shoal above it. We passed through a single lock in company with rafts of pine logs which were on the way to New York, to be used for spars. A lockage fee of twenty-five cents for our boat the lock-master told us would be collected at Chambly Basin. It was a pull of nearly six miles to St. Denis, where the same scene of comfort and plenty prevailed. Women were washing clothes in large

iron pots at the river's edge, and the hum of the spinning-wheels issued from the doorways of the farm-houses. Beehives in the well-stocked gardens were filled with honey, and the straw-thatched barns had their doors thrown wide open, as though waiting to receive the harvest. At intervals along the highway, over the grassy hills, tall, white wooden crosses were erected; for this people, like the Acadians of old, are very religious. Down the current floated "pin-flats," a curious scow-like boat, which carries a square sail, and makes good time only when running before the wind. St. Antoine and St. Marks were passed, and the isolated peak of St. Hilaire loomed up grandly twelve hundred feet on the right bank of the Richelieu, opposite the town of Belœil. One mile above Belœil the Grand Trunk Railroad crosses the stream, and here we passed the night. Strong winds and rain squalls interrupted our progress. At Chambly Basin we tarried until the evening of July 16, before entering the canal. Chambly is a watering-place for Montreal people, who come here to enjoy the fishing, which is said to be fair.

We had ascended one water-step at St. Ours. Here we had eight steps to ascend within the distance of one mile. By means of eight locks, each one hundred and ten feet long by twenty-two wide, the Mayeta was lifted seventy-five feet and one inch in height to the upper level of the canal. The lock-masters were courteous, and wished us the usual "*bon voyage!*" This canal was built thirty-four years prior to my visit. By ten o'clock P. M. we had passed the last lock, and went into camp in a depression in the bank of the canal. The journey was resumed at half past three o'clock the following morning, and the row of twelve miles to St. Johns was a delightful one. The last lock (the only one at St. Johns) was passed, and we had a full clearance at the Dominion custom-house before noon.

We were again on the Richelieu, with about twenty-three miles between us and the boundary line of the United States and Canada, and with very little current to impede us. As dusk approached we passed a dismantled old fort, situated upon an island called Ile aux Noix, and entered a region inhabited by the large bull-frog, where we camped for the night, amid the dolorous voices of these choristers. On Saturday, the 18th, at an early hour, we were pulling for

the United States, which was about six miles from our camping-ground. The Richelieu widened, and we entered Lake Champlain, passing Fort Montgomery, which is about one thousand feet south of the boundary line. Champlain has a width of three fourths of a mile at Fort Montgomery, and at Rouse's Point expands to two miles and three quarters. The erection of the fort was commenced soon after 1812, but in 1818 the work was suspended, as some one discovered that the site was in Canada, and the cognomen of Fort Blunder was applied. In the Webster treaty of 1842, England ceded the ground to the United States, and Fort Montgomery was finished at a cost of over half a million of dollars.

At Rouse's Point, which lies on the west shore of Lake Champlain about one and one-half miles south of its confluence with the Richelieu, the Mayeta was inspected by the United States custom-house officer, and nothing contraband being discovered, the little craft was permitted to continue her voyage.

At the northern end of the harbor of Rouse's Point is the terminus of the Ogdensburg and the Champlain and St. Lawrence railroads. The Vermont Central Railroad connects with the above by means of a bridge twenty-two hundred feet in length, which crosses the lake. Before proceeding further it may interest the reader of practical mind to know that a very important movement is on foot to facilitate the navigation of vessels between the great Lakes, St. Lawrence River, and Champlain, by the construction of a ship-canal. The Caughnawaga Ship Canal Company, "incorporated by special act of the Dominion of Parliament of Canada, 12th May, 1870," (capital, three million dollars; shares, one hundred dollars each,) with a board of directors composed of citizens of the United States and Canada, has issued its prospectus, from which I extract the following:

"The commissioners of public works, in their report of 1859, approved by government, finally settled the question of route, by declaring that, 'after a patient and mature consideration of all the surveys and reports, we are of opinion that the line following the Chambly Canal and then crossing to Lake St. Louis near Caughnawaga, is that which combines and affords in the greatest degree all the advantages contemplated

by this improvement, and which has been approved by Messrs. Mills, Swift, and Gamble.'

"The company's Act of Incorporation is in every respect complete and comprehensive in its details. It empowers the company to survey, to take, appropriate, have and hold, to and for the use of them and their successors, the line and boundaries of a canal between the St. Lawrence and Lake Champlain, to build and erect the same, to select such sites as may be necessary for basins and docks, as may be considered expedient by the directors, and to purchase and dispose of same, with any water-power, as may be deemed best by the directors for the use and profit of the company.

"It also empowers the company to cause their canal to enter into the Chambly Canal, and to widen, deepen, and enlarge the same, not less in size than the present St. Lawrence canals; also the company may take, hold, and use any portion of the Chambly Canal, and the works therewith connected, and all the tolls, receipts, and revenues thereof, upon terms to be settled and agreed upon between the company and the governor in council.

"The cost of the canal, with locks of three hundred feet by forty-five, and with ten feet six inches the mitre-sill, is now estimated at two million five hundred thousand dollars, and the time for its construction may not exceed two years after breaking ground.

"Probably no question is of more vital importance to Canada and the western and eastern United States than the subject of transportation. The increasing commerce of the Great West, the rapidity with which the population has of late flowed into that vast tract of country to the west and northwest of lakes Erie, Michigan, Huron, and Superior, have served to convince all well-informed commercial men that the means of transit between that country and the seaboard are far too limited even for the present necessities of trade; hence it becomes a question of universal interest how the products of the field, the mine, and the forest can be most cheaply forwarded to the consumer. Near the geographical centre of North America is a vast plateau two thousand feet above the level of the sea, drained by the Mississippi to the south, by the St. Lawrence to the east, and by the Saskatchewan and McKenzie to the north. This vast territory

would have been valueless but for the water lines which afford cheap transport between it and the great markets of the world.

"Canada has improved the St. Lawrence by canals round the rapids of the St. Lawrence, and by the Welland Canal, connecting lakes Erie and Ontario, twenty-eight miles in length with a fall of two hundred and sixty feet, capable of passing vessels of four hundred tons. The St. Lawrence, from the east end of Lake Ontario, has a fall of two hundred and twenty feet, overcome by seven short canals of an aggregate length of forty-seven miles, capable of passing vessels of six hundred and fifty tons. The Richelieu River is connected with Lake Champlain by a canal of twelve miles from Chambly. A canal of one mile in length, at the outlet of Lake Superior, connects that lake with Lake Huron, and has two locks, which will pass vessels of two thousand tons. New York has built a canal from Buffalo, on Lake Erie, and from Oswego, on Lake Ontario, to Albany, on the Hudson River, of three hundred and sixty and of two hundred and nine miles, capable of passing boats of two hundred and ten tons; and she has also constructed a canal from the Hudson River into Lake Champlain of sixty-five miles, which can pass boats of eighty tons.

"Such is the nature of the navigation between tide-water on the Hudson and St. Lawrence and the upper lakes. The magnitude of the commerce of the Northwest has compelled the enlargement of the Erie and Oswego canals from boats of seventy-eight to two hundred and ten tons, while the St. Lawrence and Welland canals have also been enlarged since their first construction. A further enlargement of the Erie and Champlain canals is now strongly urged in consequence of the want of the necessary facilities of transport for the ever increasing western trade. The object of the Caughnawaga Ship-canal is to connect Lake Champlain with the St. Lawrence by the least possible distance, and with the smallest amount of lockage. When built, it will enable the vessel or propeller to sail from the head of lakes Superior or Michigan without breaking bulk, and will enable such vessels to land and receive cargo at Burlington and Whitehall, from whence western freights can be carried to and from Boston, and throughout New England, by railway cheaper than by any other

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"It will possess the advantage, when the Welland Canal is enlarged and the locks of the St. Lawrence Canal lengthened, of passing vessels of eight hundred and fifty tons' burden, and with that size of vessel (impossible on any other route) of improved model, with facilities for loading and discharging cargoes at both ends of the route, in the length of the voyage without transshipment, in having the least distance between any of the lake ports and a seaport, and in having the shortest length of taxed canal navigation. The construction of the Caughnawaga Canal, when carried out, will remedy the difficulties which now exist and stand in the way of an uninterrupted water communication between the western states and the Atlantic seaboard."

From Rouse's Point we proceeded to a picturesque point which jutted into the lake below Chazy Landing, and was sheltered by a grove of trees into which we hauled the Mayeta. Bodfish's woodcraft enabled him to construct a wigwam out of rails and rubber blankets, where we quietly resided until Monday morning. The owner of the point, Mr. Trombly, invited us to dinner on Sunday, and exhibited samples of a ton of maple sugar which he had made from the sap of one thousand trees.

Chapter III to be Continued

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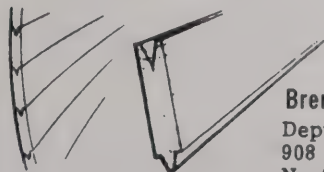
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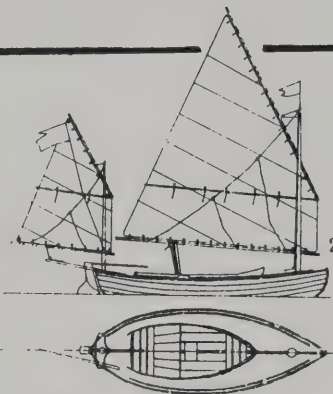
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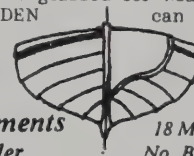
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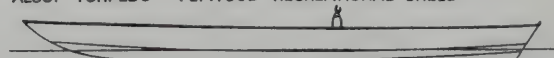


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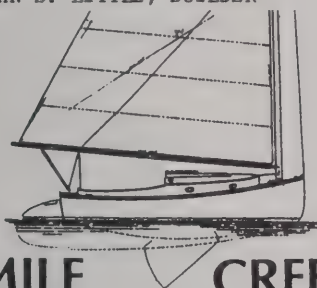
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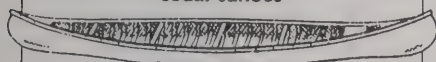


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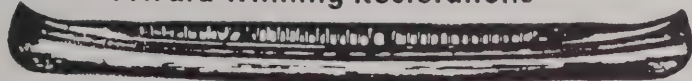
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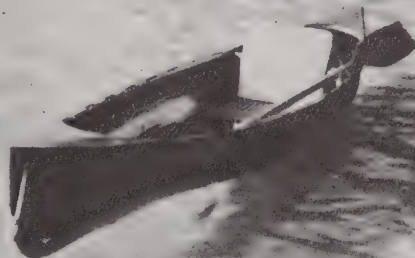
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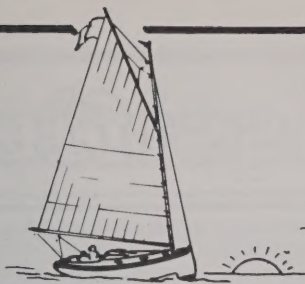
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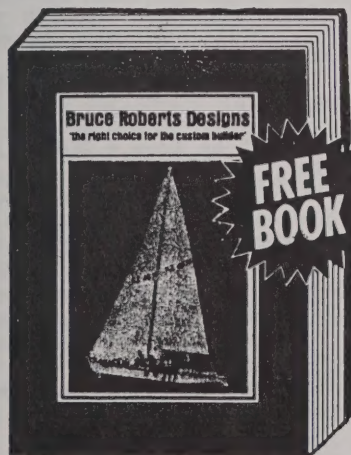
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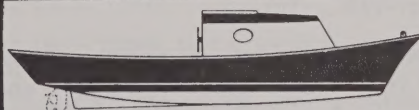


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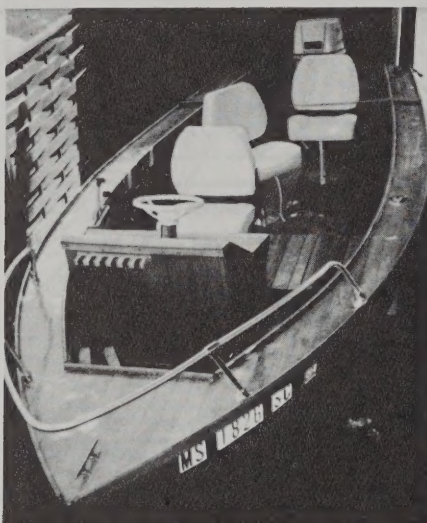
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30

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21' DOVEKIE by Edey & Duff in April 1987. Hull #138. Dark green with tanbark sail. Very little used and always covered between trips. Tilt trailer with spare hub, wheel and tire. Cockpit "back porch", porta-potti, Sylva compass, Bruce anchor, sail cover, cockpit grating, fenders, oars, etc. New value \$14,000. Asking \$10,500.

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12' BEETLE CAT, fiberglass over cedar. Good sailer. Best offer. Trailer available. Owner buying a bigger boat.

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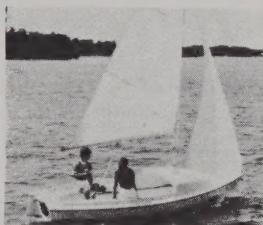
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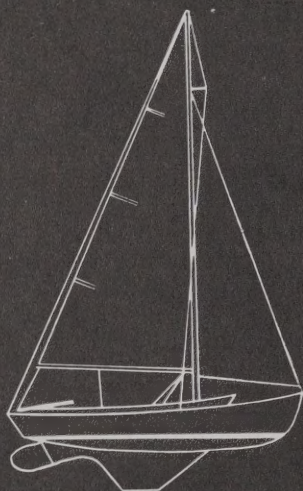
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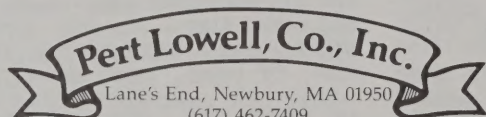
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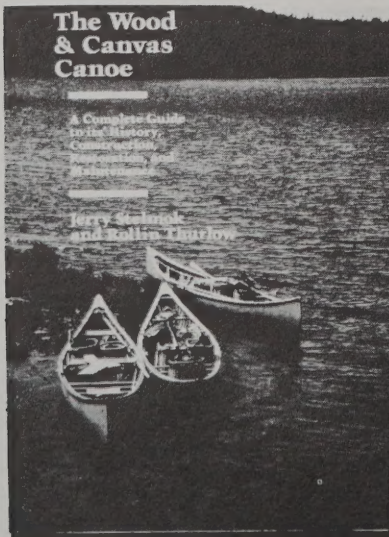
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