



messing about in BOATS

Twice a Month!

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messaging about in BOATS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Should have those two "power-
boat" articles promised for this
one, the tugboat muster in Boston
and the steamboat meet on Lake
Winnepesaukee in New Hampshire.
They weren't ready in time for this
issue. The paper boat technology
article I'm holding up for an issue
or two to run with the Bishop seri-
al chapter involving his discussion
of getting his paper canoe in Alba-
ny. I'll have a report on the Mer-
rimack Dory Race, news of what
happened in France at the American
Challenge in August, looks at a re-
tired lightship; "Little Annie", an
18' sharpie; Mark Balogh's "Bat-
wing" small craft sails; news of the
"No Roll Club"; more of the
"Flying Proas of the Ladrones",
etc. Obviously not enough room for
all of this.

On the Cover...

A Boston harbor island at sun-
set illustrating the juxtaposition of
the remoteness of the Boston harbor
islands from the adjacent metropolis
of over one million people. A fea-
ture report is in this issue.

Commentary

**BOB
HICKS**

An island on the cover this
issue, not a boat or people with
boats. Islands are alluring places
to people with boats, they provide
a "destination" one can reach only
by boat, regardless of their loca-
tion or scale. I exclude major is-
lands with airline service, obvi-
ously, from this view. Islands ex-
ist just about wherever water col-
lects, tiny little hummocks in
marshes with a tree or two growing
on them, wooded hillocks emerging
from lakes or ponds, or in larger
rivers, rocky outcrops offshore on
our coastline, they all sit there
invitingly awaiting our approach
and exploration.

The Boston harbor islands dis-
cussed in this issue attract people
from that major city in fine weath-
er, mostly via public ferry ser-
vice. The effort to preserve some
of them in natural states for a
nearby escape from urban pressures
is praiseworthy. How one preserves
some place in a natural state and
then invites the press of nearby
humanity to come visit and absorb
nature is a conundrum unresolved
by our professional recreation
planners in park services. The
people bring with them much of
what they are trying to escape.
Success in introducing the public
to an attraction often results in the
degradation of that attraction.

This is a fear expressed by
some who enjoy the islands off the
coast of Maine. The Island Institute
is a non-profit organization formed
to encourage protection and preser-
vation of Maine's several thousand
islands. A new program they've un-
dertaken is the Maine Island Trail,
designed to provide to interested
small boat people a clearly defined
"trail" they can follow by boat from
Portland to Eastport, with stopping
places on selected islands owned by
the state and established as low in-
tensity campsites. What if too many
people find out about this and de-
cide to go for it?

This fear is not without pre-
cedent. The Allagash Wilderness,
long a really wild and remote ap-
pearing river trip for the hardy
willing to get to it and paddle it,
now attracts so many paddlers it
has heavy traffic and one can no
longer experience the relative soli-
tude of the uninhabited woodlands
along the stream.

Still the thrust goes ahead for
the Maine Island Trail and it
should, because the attractions of
the islands unfortunately result al-
so in people stopping off and camp-
ing on privately held islands, to
the dismay in many cases of the
owners. As long as this involved a

few dozen people over a summer,
people who left no sign of their
overnight presence, it was sustain-
able. But when the crowd grows,
this invasion of private property,
because it is remote and usually
uninhabited, can get to be unac-
ceptable. Detouring this horde to
approved state owned islands will
help to protect the private lands
while loading up the state proper-
ties with increased burdens to
bear.

The inaccessibility of islands
has tended to limit the sort of peo-
ple who will go there to the more
adventurous "outdoor" types, people
who would paddle or row or sail
there prepared to rough it in basic
campsites with minimal facilities.
If the outboard/inboard crowd dis-
covers these places, watch out, for
the key attribute of these boats is
that one drives them like a car, a
fast trip to one's destination with
lots of gear, and often company.

Whether this will reach as far
as Maine remains to be seen. It
certainly does so in the Boston's
harbor islands for the same reason
it does on our Great Misery Island.
Friends who used to live in Win-
throp sailed over to those islands
on summer weekends and evenings
and anchored off, with few, if any,
other boats around, and tromped
the islands without even the park
rangers to greet them (before the
park people got organized out
there). Now the ferry boats bring
on the public, and hundreds of pri-
vate boats turn up in good weath-
er.

The Maine Island Trail will go
ahead, as it should. When the traf-
fic gets to be too much for those
seeking more solitude, those in the
know will head off to those places
as yet unannounced, places nobody
has publicized so few know of.
This sort of "private stock" ap-
proach to outdoor recreation is
practiced in many activities that
require the use of open, uninhab-
ited land. Much of it goes on on pri-
vate property, almost never with
explicit permission. Hiking, cross
country skiing, snowmobiling, even
off-road vehicles, use such land
for recreation. The implied permis-
sion of a landowner, often absen-
tee, who has never objected or
posted his land, allays twinges of
conscience. I know, from people I
know, that this goes on off the
coast of Maine. Maybe, with an of-
ficial island trail, such "private
stock" will continue to be accessi-
ble to those who know about it,
while the throngs focus on the of-
ficially listed islands.

Your Commentary

NEVER BUILT A BOAT

"I recently returned from a three-week vacation messing about in boats on the Chesapeake, sailing and paddling. It was great, plenty of free ramps, beautiful rivers and friendly people. I hope to retire there in five years. My first reading from the accumulated magazines at home was the most recent issue of "Boats". I've never built a boat, my wife is a better carpenter than I am, yet I still find your magazine VERY interesting."

Richard Bridge, Avon, NJ

GOOD BALANCE OF MATERIAL

"I like your twice a month format. You have a good balance of material. I get over 150 magazines at work and 10 at home, but read only yours cover to cover. I have rebuilt several small boats over the years and every so often give it up. Presently I have a 22.5' gaff rigged schooner, a Mirror sailing dinghy, a Sailfish, two canoes and an 8' sailing dinghy. I spend most of my time on the water rowing the 8' dinghy. I'm not yet ready for the Blackburn Challenge, though. I'm thinking about building a Bolger boat (maybe the "Micro") in the not too distant future and am eyeing the 16' Compac sailboat. It's a fun hobby!"

James Lester, Rockport, MA.

IN BETWEEN FURNITURE BUILDING

"I first saw your magazine at the Mystic Small Craft meet this year, and here is belatedly my subscription order. I build furniture "props" for the Long Wharf Theater in New Haven, but in between I am finishing off a Nutshell pram. Next is a 19'4" sharpie, while a restoration of a Beetle Cat is ongoing."

Fred Thompson, New Haven, CT.

LOOKING FOR WESTY'S LETTERS

"Mary Farmer sent me a copy of your December 1, 1987, issue with my work on Weston Farmer's 26' Elco cruiser featured in it. I enjoyed reading the entire magazine, including the ads, and herewith is my subscription order."

For several years I have been collecting letters written by Westy Farmer for use in a book. I return the originals to the Farmer family after copying them. I have already done a couple of articles using these and have another now in the works. Maybe there are readers of your magazine who have received letters in the past from Westy who might loan me copies for this project about the "dean of small boat dreamers," Westy Farmer."

Tom Beard, 1002 Mt. Pleasant Rd., Port Angeles, WA 98362.

LOOKING FOR A WINTER PROJECT

"I wonder if you might know where I might find a fiberglass hull with a centerboard trunk to which I could add my own wood finish? I'd like a sailing dory about 10'-14', maybe a kit. I can obtain my own wood."

Bob Hartley, 9 Diandy Rd., Buzzards Bay, MA 02532.

ON A DIFFERENT TACK

"Three years ago I was on the verge of buying a sea kayak and taking some cruises. However, I happened to "fall into" a 58' ketch and am now on a completely different tack. We have cruised offshore and inland over 25,000 miles and enjoyed it all. However, a crew is always required and it isn't like small boating."

Your publication has given me more pleasure than any other I get in the marine field. Your emphasis on the smaller boats for rowing, paddling and sailing has always been closest to my heart and gives me dreams of projects I know I'll never get to do.

Some years ago I started to restore a 20' Johnson-built 60 year old catboat. It's now nearly finished, only the mast remains to be restored. But I'm moving from my home of over 40 years in Barnegat, NJ, to the Yeocomico River off the Potomac in Virginia about 12 miles from Chesapeake Bay. So I now feel I'll never use the cat. I have about \$8,500 invested and would like to recover this amount, but I will consider any reasonable offers."

W. Elmer Seaman, P.O. Box 203, Kinsale, VA 22488.

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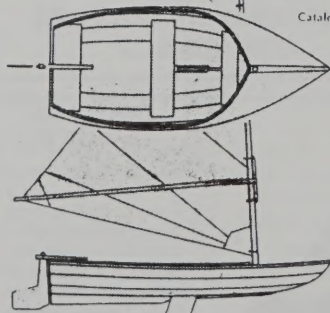
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HAPPENINGS



FITZ HUGH LANE MARITIME ART

An exhibit of the art of Fitz Hugh Lane is now in place at Boston's Museum of Fine Arts, and will run until December 31st. Reader Neil Wilson, who viewed it at the National Gallery of Art in Washington, DC, earlier this summer, points out that Lane's paintings, featuring their marvelous use of light, are of particular interest to our readers because they are also wonderfully detailed documentaries of ships and small craft of the

1850-1860 period. It's all there, right down to individual blocks, halyards, even splices. In addition to large sailing craft, there are pinkies, sloops and other small workboats. And, a great deal of northern New England's coast from Boston to Maine is faithfully reproduced. The entire coastline near Gloucester, MA, was the artist's familiar world. Call the MFA in Boston for details on visiting hours.

CAPE COD FROSTY FALL SEASON

The tiny 6' LOA Cape Cod Frosties will be racing all fall on Cape Cod at the following locations:
OCTOBER 15-16. Scallop Cup, Nantucket.

OCTOBER 23. Orleans Yacht Club, Town Cove, Orleans.

OCTOBER 30. Stage Harbor Marine, Chatham.

NOVEMBER 6. Squeteague Harbor, Cataumet.

NOVEMBER 13. Crosby Yacht, Osterville.

NOVEMBER 20. Wychmere Harbor, Harwichport.

DECEMBER 4 & 11. Dockside Restaurant, Hyannis.

JANUARY 1. Hangover Bowl, Meetinghouse Pond.

All events start at noon except the Scallop Cup weekend. Details from the Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534.

COLLECTORS' COLLOQUIUM

On the subject of marine art, the Sea Heritage Brotherhood, which caters to collectors of marine art, is hosting a "Collectors' Colloquium" on November 19th in New York City. As the publicity says, a "covey of ultimate authorities" will conduct a full day of seminars on the subject of collecting marine art. The fee is \$250, not cheap. But neither is the art involved. Call (800) 247-3262 for particulars.

CANOANDES

Ready for wildwater adventures in South America? CanoAndes Expeditions runs a whole series of kayak and rafting trips on rivers in the Andes (hiking trips too). Pretty spectacular stuff. The leaders appear to be Polish adventurers. Piotr Chmielinski was the first man to run the length of the Amazon in kayak and raft, in 1986. Jerzy Majcherczyk is a 16 year veteran of whitewater rafting, kayaking and wilderness trekking. Andrzej Pietowski is another 15 year veteran of such adventuring. If you'd like to see their very colorful 12 page brochure, request one from CanoAndes Expeditions, 310 Madison Ave., New York, NY 10017, (212) 286-9415.

THE FINAL EPISODE

Last of the flatwater canoe cruises for 1988 by the Rhode Island Canoe Association will be on the Charles River in the Boston exurbs, a remarkably undeveloped waterway over much of its length. Call Dave Wilson at (401) 456-8058.

SEA PEARL NATIONALS

Ron Johnson of Marine Concepts in Tarpon Springs, FL, reports that the Fourth Annual Sea Pearl Nationals will take place November 5th and 6th at St. Andrews State Park in Panama City, FL. An information package is available, call (813) 37-0166.

EASY TRIP TO ANTARCTICA

Ned Gillette's trip across Drake Passage from Cape Horn to Antarctica last winter was a rough one in that aluminum dory, but you can do it in comfort on the cruise ship "Illiria" on a National Maritime Historical Society Tour this coming December, and drop in on the Falkland Islands as well. Cost runs from \$6,995 to \$8,145 per person (double occupancy) on the boat, plus about \$1,200 air fare from Miami. But, how else could you see such marvels? The brochure is enticing, if you really think you'd be able to go, ask the Society for a copy to get the whole story. National Maritime Historical Society, 132 Maple St., Croton, NY 10520.



CHESAPEAKE MUSEUMS

We've had a feature in the past involving the Chesapeake Bay Maritime Museum at St. Michaels, MD, but have you heard of the Brannock Maritime Museum in Cambridge, MD? We hadn't. Ginger Martus visited it this past spring and commented as follows:

"This is like stepping into a jewel box where all the displays and exhibits sparkle for your attention. After running out of space in his home for his nautical memorabilia, Earl Brannock thought the only way to keep what he'd collected was to build a museum on his own property. So he did. He designed and planned the whole concept and there is a warmth of spirit that shows."

The Brannock Maritime Museum is located at 210 Talbot Ave., Cambridge, MD 21613, (301) 228-6933.

NEVER TOO MANY INFLATABLES

Reader Hugh Ware spotted this cruising sailboat motoring through the Cape Cod Canal in July towing four inflatables piggybacked in pairs. What do you suppose they thought might go wrong?

ON DISPLAY



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OLE BOTTS



The Launching of "Sandy Bottoms"

Report & Photos by David Bredemeier

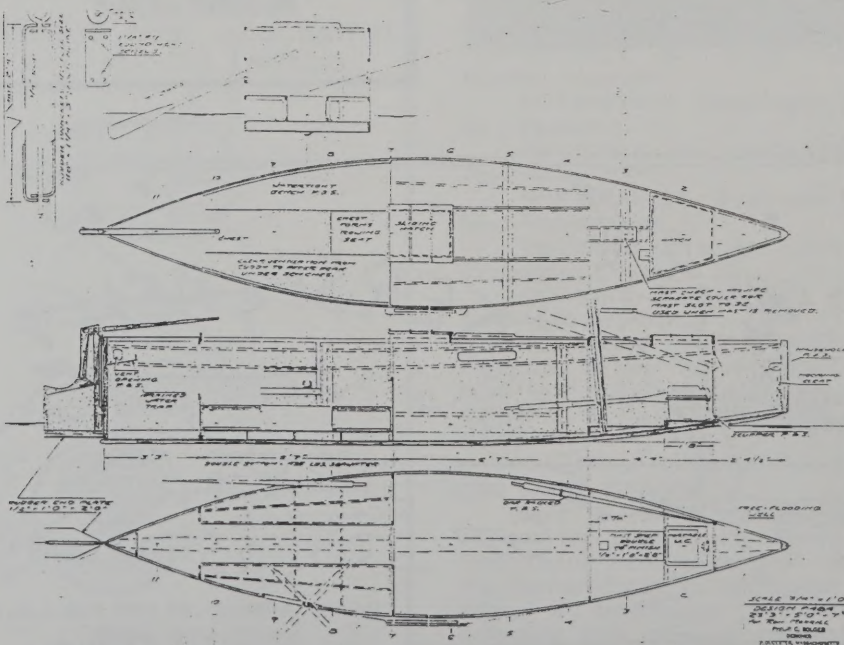
"I was a little late for the launching of my newly finished (well, almost finished) boat, "Sandy Bottoms" myself, caught in my own driveway with the mainmast stuck in the up position. The paint on the mast and tabernacle was still fresh and the retaining bolt was a little tight. Fortunately, my wife had gone on ahead to the Lake Nipinicket launch ramp to set up for our launching party.

After I arrived with the boat, we spread a drop cloth under the trailer to catch any glass and my daughter Rachel did the honors with a "christening bottle", which is fizzy but not potable, and comes with a net to contain much of the glass as well. We saved the GOOD fizzy for ourselves. Then we pushed "Sandy Bottoms" right in with the sails furled to the masts, and rowed her to the beach for rigging and boarding.

We had light breezes with a few puffs to catch our attention and took out several parties of sailers. We did sail backwards and in circles several times as I discovered I'd led too many lines to the same spot in the cockpit. Later I also discovered the boat had no distinct weather helm, even though it would self-steer on a reach. Still later I realized I had located the dagger board a couple of inches forward of the designer's intended location. Reality and humility, hand in hand again!

"Sandy Bottoms" is a type designer Phil Bolger calls "Anhinga", a 23' 3"x5'x7" water ballasted sharpie. I had to look up anhinga too, it's a water bird native to Florida. The hull remains perfectly flat at the stern for extra buoyancy where people usually congregate, like the economy cruiser and "Eek" in Phil's book, "30-Odd Boats". The water ballast tank is under the entire cockpit area. The single lee-board is a dagger board sliding through slots on the outside of the

Left from the top: Under oars following the launching, and later returning from the first sail, all smiles. The plans by Phil Bolger. Right, sailing and beaching on Lake Memphramagog, indeed "Sandy Bottoms".



hull. The cabin is a perfectly open 7'x5'x3.5'. The oar ports are also steps into the boat and are closed when sailing. The boat is pleasant to row when it's boring to sail, and nearly impossible to row when it's interesting to sail. The plans are for a very simple and economical boat; I elaborated upon it a bit for more convenience in trailering and in reefing the sail. I also designed and built a wooden trailer for it.

On the day following the launching, we trailered to Lake Memphramagog on the Vermont/Canada border for a week's vacation, which is where the photos of "Sandy Bottoms" under sail were taken. We're still not quite ready for prime time, what with re-locating the daggerboard in a stronger, correctly placed slot, painting all the removable parts, wiring up lights, etc. Next year look for us on the beaches of southern New England!"



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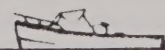
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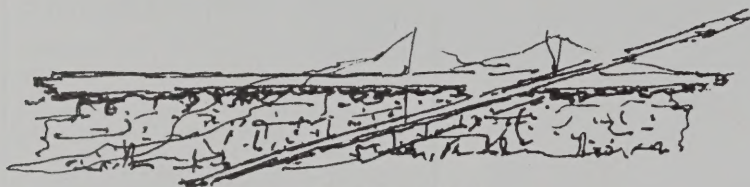
BROKERAGE FOR SAIL AND POWER

"When are you going to fix that mast?" I was continually asked.



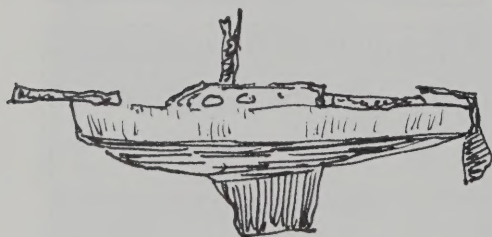
WHEN?

"Soon," I'd reply. The two pieces of the mast lay on the Dory Club's wall. It had split and broken off six feet up from its base.



CLUB WALL

It became my problem when I became the unwary owner of the Pennant Sloop, "Damn Foole" (see "Boats", May 1, 1988).

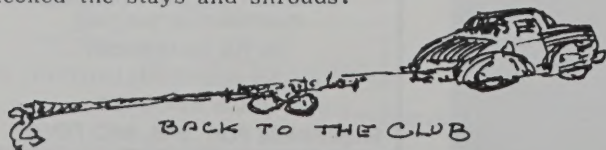


DAMN FOOLE

"Let's take the mast over to my house and put a splice in it," Don suggested. So we put the 36 foot mast on his 10 foot trailer and towed it around the winding roads of Nahant, and up a steep hill to a cluster of houses. We left the mast in the street since the houses had no yards.

We rolled out the bandsaw from his cellar and cut a scarf 30" long. Since lumber yards don't carry clear stock for masts, we found an 8 foot piece of clear western fir from a beam of an old building that was being demolished. We cut a 30" scarf in that also, then glued and clamped the whole thing together..

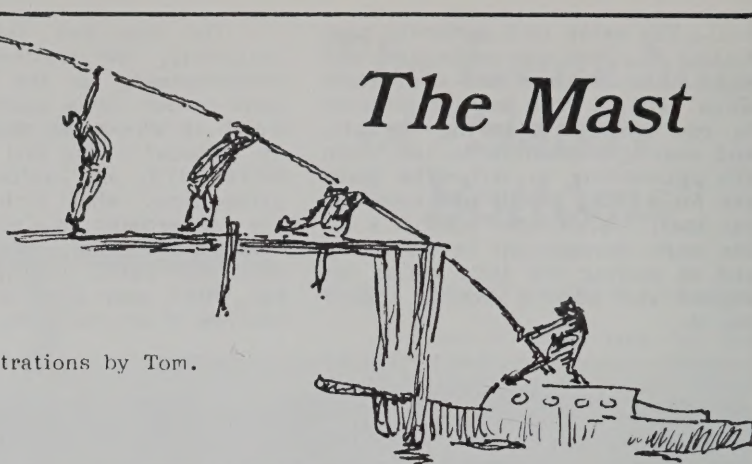
Now it was 42 feet long. We put it back on the 10 foot trailer and towed it back to the club where I screwed on the fittings and checked the stays and shrouds.



BACK TO THE CLUB

Story & Illustrations by Tom.

The Mast



I climbed into the dory and took the boat in tow. The wind piped up creating a chop. Halfway out I was forced to grab someone's mooring and hang on until Mike came out with the motor launch.

"Helpless again?" he chuckled. I threw him a line. He towed us to our mooring. I secured the boat and rowed ashore. Looking back I was awed by the height of that mast, 42 feet on a 24 foot boat. But it finally looked like a boat.



LOOKED LIKE A BOAT

When I arrived home the house was ominously deserted. A note was on the table: "Dory Club called, your mast broke."

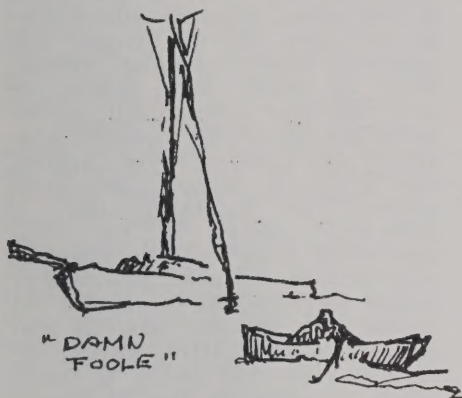


NO!

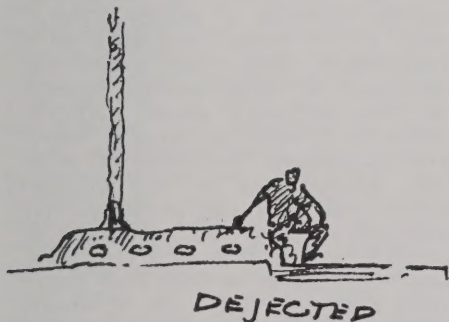
"NO!" I screamed. The dog bolted out the door. The house trembled as I ranted invective from room to room. When my tantrum

subsidied, I returned to the Club. The night was as black as my mood. Everyone I met told me my mast broke. I threw the dory into the water and rowed out into the blackness.

All the boats in the harbor were pitching and bucking, their masts spinning wildly in the air.



When I arrived at "Damn Foole" I saw that the upper starboard shroud had let go. The mast had broken at the lower spreaders about 15 feet up from the deck. The broken section hung over the port side banging a jungle rhythm against the hull. I pulled it aboard and laid it in the cockpit. I sat dejected on the bobbing deck.



"You've sprung a leak and broken your mast. That's a great beginning," I chided the boat.

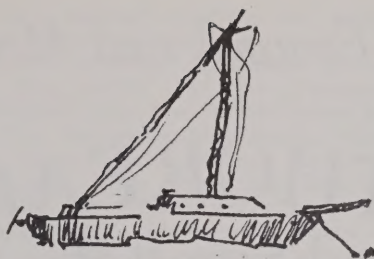
"You're going to have to do things RIGHT with me," the boat replied. I'm not a Townie."

"Can't you help me out a little?" I asked.

"I'm not a Townie."

"That's for sure, you're a high ratio New York racing machine designed for the light winds of Long Island Sound," I scolded, "and if you give me any more smart talk I'll punch a hole in your bottom and let you go down."

There was no answer from the boat. I rowed ashore and for three days the mast hung on the boat for all to see my "Damn Foole" folly.



3 DAYS

"When are you going to take that mast down?" everyone now asked.

"Soon," I replied. I couldn't apply for help until the wharfangers had enjoyed scorn, ridicule, merriment, and finally, pity. So I waited for pity. Meanwhile, Mark happened by while I waited.



WAITING
FOR PITY

"You know, I always had p-p-problems with that b-b-boat. You should get r-r-rid of it," he said.

"You sold it to me," I replied, astonished.

"I know, it was d-d-driving me c-c-crazy," he stated.

"Why did you sell it to me then?" I asked.

"You were so depressed I thought I'd give you some problems to pull you out of it."

"I'm not depressed anymore. You want it back?" I asked hopefully.

"I'll have to think about that," he smiled.



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A Week on the Concord and Merrimack Rivers

Henry Thoreau, a freespirted Yankee who built a cabin in the woods by the shore of Walden Pond to conduct an experiment there in plain living and self-reliance, is remembered as a man intimately familiar with the woodlands and byways of his native Concord. As a poet-naturalist, he cultivated wild flora and fauna more diligently than the few rows of beans he planted to earn his keep while at Walden.

But it is often forgotten that this "self-appointed inspector of snow storms and forest paths" was every bit as much a man of the inland waters of his neighborhood as of its woods. In fact, long after he had abandoned his famous hut, Henry would inform an assessor that the only thing he owned in the way of property was a rowboat. And though his life in the woods lasted only two years, two months and two days, Henry owned and enjoyed small boats throughout much of his adult life.

THOREAU and Small Boats

By Jim Lacey, Willimantic, CT.

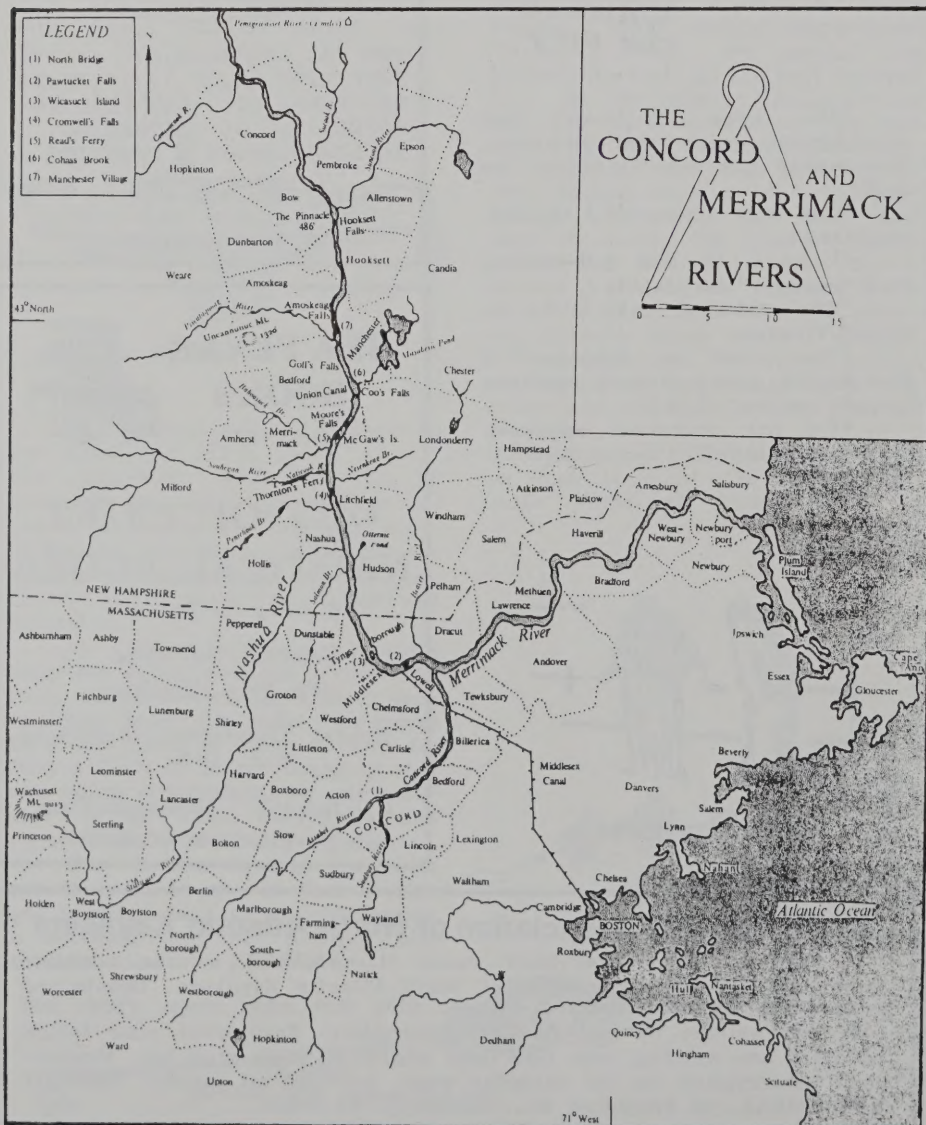
Even while at Walden, he spent a lot of time on the pond itself, surveying and mapping it, paddling about, keenly observing the pond life, fishing, playing his flute, and even engaging in an elaborate game of hide and seek with a comical loon. Henry David Thoreau, in short, spent a considerable amount of time, and thoroughly enjoyed, messing about in boats.

Henry's journal reveals him stretching his boating season in defiance of the long New England winter. Typically, he would get his boat out of the cellar of his father's house in March, as soon as the ice on the river had broken

up. After caulking it in the back yard, Henry would trundle his boat in a wheelbarrow or on improvised rollers across a meadow and down to the river bank, where it was chained to a wild apple tree. Thoreau describes frequent excursions on the water, alone or with a companion such as his friend and neighbor, Ellery Channing. Ordinarily, he would row, paddle, or with the wind astern, sail up the south branch of the Concord, also called the Sudbury River, against the sluggish, barely perceptible current, to Fairhaven Pay, a pond-like opening in the river some three miles distant. Occasionally he ventured upon considerably longer journeys. At the end of the season, Henry would take his boat out as late as possible, usually after the river had begun to freeze over, sometimes as late as December.

Thoreau's best documented excursion was the one he took at the age of twenty-two, with his older brother John, to the White Mountains of New Hampshire, a journey which provided the framework for Henry's first book, "A Week on the Concord and Merrimack Rivers". For this trip, which was to last fourteen days and take them down the Concord, through some six miles of the Middlesex Canal, and then up the Merrimack to Hookset, New Hampshire, the Thoreau brothers had spent a week early that spring building a sturdy 15'x3.5' boat which Henry describes as a fisherman's dory, but which was doubtless an unexceptional example of the relatively crude, flat-bottomed skiff built by farmers thereabouts. Dubbed "Musketaquid" after the native name of the Concord River, the boat was provided with two sets of oars, two masts, one of which also did duty as a tent pole, additional poles to help them negotiate shallows, and a set of wheels to get around falls. Her hull was painted green and her gunwales blue.

After a warm drizzly Saturday morning, the last day of August, 1839, the Thoreau brothers launched their home-made skiff with a vigorous shove and slid down the lazy river as friends waved bon voyage. "Musketaquid" had been fitted out and provisioned the previous evening with potatoes, Henry's prize melons, a buffalo skin for a bed, and a cotton cloth for a tent. The leisurely pace of the jaunt is suggested by their pausing to shoot off a duck gun by way of salute as soon as they got round the first bend of the river, and their dropping anchor to pick berries on Balls Hill just beyond the Concord town line. Despite other pauses, rowing with strong



steady sweeps they made good some seven miles that afternoon, before calling it a day and pitching their tent on a hillside in Billerica. After a Spartan supper of bread and cocoa, the two enjoyed their campfire, the stunning sunset, and a sense of remoteness despite the farmhouse directly in sight. Henry lay awake a considerable while that first night out, disturbed by a chorus of farm dogs incessantly barking, town noises including a fire alarm, and a venturesome denizen raiding their stores. No doubt he was also full of his adventure.

Sunday morning the Thoreaus awoke in a dense fog which burned off as soon as they got underway. Turning into the Middlesex Canal above Billerica Falls, Henry and John made their way as quickly as possible through the monotonous, straight and narrow passage to the three-step lock system that would drop them twenty-seven feet into the Merrimack River. With one of the brothers poling and the other pulling the boat with a rope from the tow path, they completed the six mile passage in an hour. Sam Hadley, the lock keeper at Lowell, "a serene and liberal minded man", appeared interested in the young men's excursion and not at all concerned, as other church-going townsmen had been, about their violation of the sabbath and several of the canal's regulations.

The Thoreau brothers spent that afternoon and the next three days under late summer skies leisurely working their way up the lively Merrimack and camping under the stars at Tyngsborough, Massachusetts, and at Nashua, Bedford and Hookset, New Hampshire. They beached "Musketaquid" from time to time to pick wild plums; eat melons; buy supplies; or refresh themselves at a farmhouse; explore curiosities, including an Indian site; rest in the shade; swim in the stream; and, on one occasion, shoot passenger pigeons for their supper. They also spoke with crews of the canal boats and scows working the river, once turning down a tow when it became clear that the bargemen intended to lift "Musketaquid" up on deck. The serenity of the up-river passage with its vivid sights and quiet sounds has suggested to more than one reader of Thoreau's book a much more famous literary river passage, the idyllic adventure of Huck and Jim rafting in the spring freshets of the mile-wide Mississippi.

After spending nine days hiking and exploring the White Mountains (they made their way through Franconia Notch and climbed to the summit of Mount Washington), the Thoreau brothers returned to the campsite at Hookset on Thursday, September 12. That night was a "turning point in the season". They had bedded down on

a mild summer evening and awakened with the chill of autumn in the air. A brisk wind came up out of the north as the Thoreaus launched their boat before dawn into the fogbound Merrimack. When the wind freshened and blew the fog away, they raised sail and began to boom down river at a remarkable clip, working the oars as well to keep the skiff on a steady run. It turned out to be a splendid, exhilarating sail, as "Musketaquid", with a "bone in her teeth" bounded "merrily before the smacking breeze". The crew of a working scow were astonished at the speed the skiff was making, apparently on a plane.

In the Middlesex Canal, with the wind no longer astern, they again took turns at the tow rope, and on the quiet Concord, they leisurely plied their oars. Late in the quiet evening and under the stars, "Musketaquid" grated against the bullrushes of its native port, where some semblance of its outline was still preserved "in the flattened flags." In one glorious and unforgettable day of sailing, the Thoreau brothers had retraced the fifty miles it had taken them four days to cover on the voyage out.

Though he tried salt water sailing on Cape Cod and elsewhere, Henry remained an enthusiast for boating on ponds and rivers. He enjoyed the salty talk and terminology of the Atlantic fishermen, but seems to have been less than enthusiastic about the vagaries of tide and the swell of the sea. Boats, particularly sailboats, continued to appeal to his poet-naturalist's imagination. Thoreau compares a sailboat to an amphibious animal, "related by half of its structure to some swift and shapely fish and by the other to some strong-winged and graceful bird." When he remarks that the best sailer, unlike those who tack as soon as the wind begins to veer, is the one who can sail close to the wind, Henry views sailing itself as an analogy of the venturesome and self-reliant life.

He also found, on his familiar jaunt up the Concord River to Fairhaven Bay, feelings about sailing that all sailors recognize. Of one voyage home, Henry says, "the wind came blowing blithely from the southwest fields, and stepped into the folds of our sail like a winged horse, pulling with a strong and steady impulse. The sail bends gently to the breeze, as swells some generous impulse of the heart, and anon flutters and flaps with a kind of human suspense. I could watch the motions of a sail forever, they are so rich and full of meaning. I watch the play of its pulse, as if it were my own blood beating there...So I am blown on by God's breath, so flutter and flap and fill gently out with the breeze."

Despite his further adventures with small craft, including bateaux on Maine rivers, Henry recalled fondly, and even dreamed about, his early excursion on the Concord and Merrimack with his brother John. Shortly after that memorable trip, John was to die horribly of tetanus, a shock which perhaps inspired Henry to work up his book.

When it came Henry's turn to die at home in Concord years later, he asked his sister Sophia to read to him from the book in which he had recorded his youthful adventure with John. As she was finishing the final chapter, Henry smiled and said, "Now comes good sailing."

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Disagreement and inspiration alternated with discontent and enthusiasm as the committee worked to plan the spring boat races. Several members wanted a regatta for the sailors, others opposed having a sailing race out in the bay where no one could see them. Others, as usual, wanted powerboat races in the harbor. Still others wanted to hold human powered boat races with rowers being matched against the canoe and kayak paddlers. The committee almost disbanded during a heated discussion of ways to handicap all boaters so they could race against each other in their own boats. Finally, everyone realized that there was no way to have motorboaters sail, or sailors paddle, or teach a rower to start an engine. It was probably not possible to find any boat that would be fair to all boaters in a race.

But, unusual things occur at Munchausen Moorage. A few days later, Davy, Clarence and Andy, who had all been painting the hull of Andy's schooner "Liberty", were pretty excited about having found the ideal vessel for all contestants in a fair and honest boat race. A paint float, they figured, was the lowest common denominator of boats; it must be rowed, poled or paddled. Every boater, whether fisherman, boat builder, powerboater or sailor, uses a paint float a few days each year when refinishing the hull paint. Every boater has been developing the skill to handle a paint float since he first messed around with a raft on a pond at age seven. What could be more fair or common a vessel?

Davy was more philosophical about paint floats, explaining they were a wondrous craft, at once very simple, yet very complex a craft. As a vessel, it did not evolve, it sprang full-blown into the maritime world at the peak of its development. It is standardized in design, construction materials, size and handling characteristics.

Andy explained that no one has ever heard of anyone ever building a paint float, they just appear next to the dock after the spring rains, or maybe they blow in from the islands in the ocean or someplace. Or maybe they are the result of some sort of spontaneous generation that takes place down in the muck and mud at the bottom of the harbor.

A lot of unusual, bizarre and even crazy ideas come and go around a moorage. The idea of a paint float race was discussed by Clarence and Andy and Davy and a few people became sort of interested in the idea. The Ship Supply donated a couple of good wool shirts for first prize. Cheryl, the manager at the cafe, provided two chicken fried steak deluxe special dinners for second prize, and Igor's Fish Bar offered fish and chips for third prize. The race committee was the

The True & Complete Report of the Munchausen Moorage Regatta

Tale by Frank Cameron

reluctant recipient of a pre-arranged competition that they didn't really approve of, and some prizes they hadn't asked for. And so the "Great Equalizer and Honest Boaters' Race and Regatta" was reluctantly organized by a race committee that didn't really want to organize the event for some boaters they were sure wouldn't compete. Had it not been for the prizes and the interest of the trio of Clarence, Davy and Andy, the event might have been quietly forgotten.

But posters were distributed to marinas and boathouses, the newspaper announced the race, and people got rather excited about the event.

The morning of the race, Clarence took his launch around to the boatyards and marinas and collected all the paint floats and towed them to the landing at City Park where the race was to start. When he arrived there he had about twenty floats in a line behind the launch.

The biggest surprise came when he arrived at the park. No one knew if there would be any participants, or if he'd just have to take all the floats back after we sat around for a while. But there were a couple hundred people waiting for the start of the race! There were some rowers from the University, BIG guys from the eight oared crew. There was a crowd of white pants and blue blazers from both yacht clubs; and some folks in parkas and anoraks from the True Believers' Kayak Club. Over by the launching ramp there were some young men in bib overalls from the boat building apprentice program, and some young fellows in green shirts and red bandanas from the Boys' Canoe Club. A station wagon drove up with a bunch of guys in matching wood-grain jackets from the Wonders of Wood and Ships of Mystery Maritime Museum. People kept arriving to join in the excitement. The waterfront park was full of people enjoying the cool, foggy morning. Fair weather was promised

after the morning fog lifted. Occasionally there was a bit of sunshine and a patch of blue before the fog drifted back in and obscured the anchored boats.

The spectators and contestants were getting excited. The floats had all been numbered and the captain of each team drew a number to determine which float they would use. The shop had provided a pile of scrap lumber and boards to use for paddles, oars and poles for the floats. Each team selected three or four pieces to use as oars. In spite of the noise, confusion and disorganization and the unexpectedly large number of people, soon everyone who wanted to race had a float, a partner and was ready to race. The crews boarded their crafts, the crowd waited for the starting gun.

With a bang they were off. There was a great deal of splashing, shouting and fending off from each other and at first it looked like we might have a permanent log jam in front of City Park. But soon the Boys' Canoe Club entry made it away and into the lead. Alongside was the True Believers' Kayak Club entry with two paddlers rather damply seated on the deck furiously paddling the bay to a froth. The two University rowers were gaining on them, having rigged a sort of thole pin and sweep arrangement.

The UpTown Yacht Club had withdrawn in protest of some infraction of the racing rules. The crew from BayCity Yacht Club had carried a small outboard motor down to the float and installed it on a makeshift mounting on the stern of their float. Although the rules said no oars, paddles or sails could be used, they explained that the rules said nothing about motors! Their start was delayed because someone forgot to connect the gas tank.

The Wonders of Wood and Ships of Mystery Maritime Museum entry was moored in front of them, having been withdrawn by The Director. He, The Director, had determined that their particular craft had been determined by The Director to be one of the last remaining Back Bay model paint floats. Due to its importance to our maritime heritage, The Director forbid that it be risked in a competitive event. The Director announced that instead they would "take off her lines" to record this vital data for our maritime heritage.

As The Director was finishing his announcement, the BayCity Yacht Club team got their motor started and as they lurched from the dock, they snagged a mooring line of the Wonders of Wood and Ships of Mystery entry, dragging them into a reluctant fourth place. They would have gone on to finish first and second except that the motor mounting was pulled off by the tow rope leading to the Wonders of Wood and Ships of Mystery en-

try. This left the BayCity Club drifting rapidly toward the middle of the bay, a fogbank, and without a paddle, or a motor. The motor having been entangled in the line from the Wonders of Wood float, anchored it to the bottom of the bay.

As the drama of the race reached the middle of the bay, so did the fog. When the leading floats entered the fog, the spectators started down the beach to the boat ramp to see who would be first when they came out of the fog. Although we couldn't see what was happening, from time to time there was a great deal of laughter and shouting heard from within the fog.

When the fog thinned we could see the rafts and the crews, but couldn't make out who was who or even which way they were going. It did appear that a water fight had begun between the University crew and the boat building apprentices, and it was reassuring to see that everyone was still safely on a float before the fog closed in again.

Nothing more was heard or seen for a few minutes after the fog thickened, then off towards the right of the course a float with two paddlers was seen making swift progress toward the dock. As they came closer we could see that fine form that marks a championship crew on a paint float; each standing at his end of the float, feet spread, bending slightly at the knees, crouching rhythmically as he began each stroke with his board paddle, and straightening as he completed the stroke. The float itself was staggering this way and that and dipping its bow under water at each stroke, but good progress was being made generally toward the finish line.

As they came closer everyone could see it was Johnnie and Jerry, who had immigrated here a few years ago with their father. They operated a boat repair shop like they had in the old country. As they came up to the finish line to the applause of the crowd, they were met by their father. The three of them returned the many greetings and comments with their usual cheery smiles and friendly greetings in broken English, then left for the coffee shop.

About half the crowd followed and joined them there for coffee and conversation about boats; the other half remained in the Park to watch the slow finish of the rest of the floats. And a stirring finish it was. Three floats appeared out of the fog in a dead heat for the finish. The entries from the Boy's Canoe Club, The True Believers' Kayak Club and the Boat Building Apprentices were racing side by side. Slowly the Apprentices pulled ahead, followed by the Boys' Canoe Club and the Kayak Club to finish second, third and fourth to the great cheering and applause of the crowd.

Clarence took the launch out to gather the lost, the weary, the tired and the disabled entries. The paint float race had generated a great deal of good feeling and good will. The UpTown Yacht Club had withdrawn its protest, not wanting to create hard feelings, and also because nobody had paid any attention to their protest. The BayCity Yacht Club had invited the Boys' Canoe Club to use their clubhouse for their next meeting, some of the rowers from the University were talking about working on fishboats with real fishermen. The Director of the Wonders of Wood and Ships of Mystery Maritime Museum had reconsidered his assessment of the paint float and decided it might not be the museum piece he had first thought it to be.

But mostly people had a good time and visited and talked about how much fun the race had been and that it was great that Johnnie and Jerry had won the race. Johnnie and Jerry and their father were highly regarded for their integrity, honesty and kindness. They were known as the best of the boat builders in the area, very skilled and exceptionally hard working, routinely working twelve hours per day, six days per week.

It was the apparent change in their work week that I asked Johnnie about a few days later when I met him at the Cafe. Only then did I learn that on Saturday of the race they had gone to work as usual, and, as usual, had needed a paint float. Both of theirs were missing. After searching the adjacent moorages and finding none, they had driven around the bay and borrowed a paint float from another boat yard. While paddling it back to their shop they had drifted into the race and found they had accidentally won a race they had never started, would never understand and had the courtesy to never reveal.

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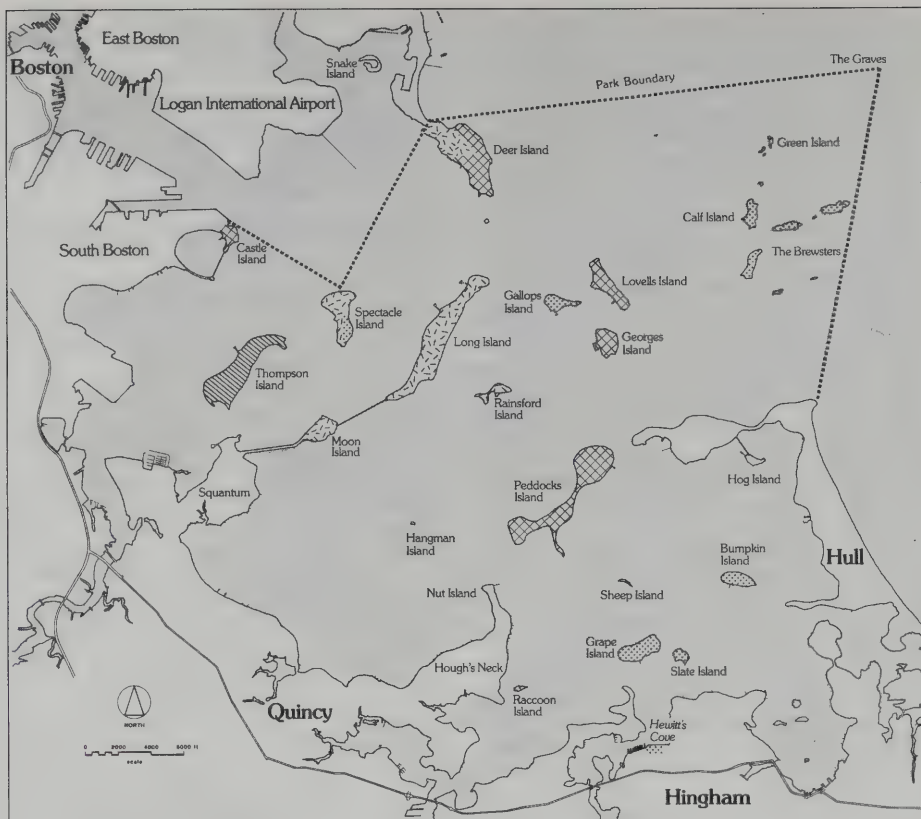
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Boston's Harbor Islands

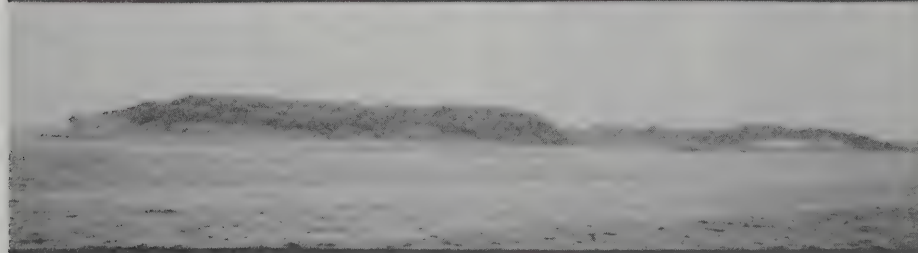
Report & Photos by Bob Hicks



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Below from the top: Early evening approaching the outer islands. Spectacle Island with an old smokestack from bygone times. Nut Island, the "dead zone".



Well, here we were on a CRUISE BOAT, heading out into Boston harbor in early evening of a hot August day. About 200 other people were also on board the Boston Harbor Cruises boat. This was "Cruise & News #3", a tour tonight of the harbor islands, organized by the Boston Harbor Associates as an educational outing, part of their ongoing programs for increasing public awareness for the need to make Boston's harbor "clean, alive and accessible". Other trips in this program had visited Boston's commercial waterfront and waterfront development and transit locations. I wanted a better look at the islands while learning more about the BHA programs

A couple of years ago I ran some information on these islands in connection with public access, and had paddled a kayak out to one of them, Lovell's Island, from Hull. The view from the top deck of the cruise boat would be far more panoramic than from 3 feet above sea level in a kayak. The infamous pollution of the harbor (nationally regarded as one of the worst) would also be much less noticeable from way up here.

The BHA had the trip very well organized, with a staff of people each with detail knowledge about each of the islands we would visit who commented on each island as we passed by. There was also food and drink available and entertainment belowdecks in the form of a player piano. For \$25, anyone interested could sign on for the trip and it was obviously well supported.

The main thrust of the interest in these islands is in saving them as a recreational resource, for the most part. A couple of them are used, or will be used, for Boston's sewage disposal system facilities, another is privately owned, and another has city facilities for the homeless and indigent in need of medical treatment. The bulk are in public ownership, relatively undeveloped, and mostly neglected until recent years when the Boston Harbor Islands State Park system was set up. This system is intended as a low intensity use facility, there'll not be a lot of highly developed recreational facilities established. Rather, it is to provide the immediately adjacent urban population of over a million people with accessible natural resources.

Thompson Island, once a farm

school, now home for the Thompson Island Outward Bound Education Center.

Spectacle Island, target for possible doubling in size with fill from excavation of the new third harbor tunnel, and site of a former trash mountain still reverting to nature. Proposed site also for processing sewage sludge into fertilizer.

Nut Island, present location of one of two outlets into the harbor for metropolitan Boston's sewage, the "dead zone" according to professional divers who have worked around its underwater pipes.

Pedlocks Island, unique dual ownership involving the MDC (Metropolitan District Commission) park for public use and the private community of Middle Hill, the only inhabited village remaining on any of the harbor islands. Cottages in Middle Hill go back several generations in individual families, a quaint holdover from the early century, unique in its preservation of a status quo rather than caving in to modern financial persuasion for intense development.

Georges Island, home of Fort Warren, main stop for regular harbor ferries bringing out day trippers, slated for restoration of the old fort and focus of the state park.

Lovell's Island, undeveloped state park offering a nice "wilderness" experience where the last organized human activity was a World War II military radio school.

The Brewsters, a cluster of several remoter islands, one of which has Boston Light, oldest light station in the U.S.A. Great Brewster, very impressive with its 80 foot high cliff, yet connected to Lovell's a mile away at low tide by a gravel bar one can walk across on.

The Calf Islands, adjacent to the Brewsters, sites of former summer mansions of the wealthy, only chimneys remaining. Long Island, home to the homeless, the indigent sick, and library books, a city facility with a major hospital plant and archives. Connected by a causeway and bridge to the mainland.

This is a quick look at our tour. What impressed me the most was how devoid of development most of the islands are, despite at one time being used heavily for military and sea related commercial activities, summer property for the wealthy, prisons, dumps and sewage disposal facilities. There's a lot to be said for nature's ability to heal itself if left alone, and current renewed interest in these islands is directed at helping nature to recover from past and present abuses. Even the major sewage disposal program underway, which will take ten years to complete, is enveloped in environmental protection requirements.



Above from the top: Pedlocks Island. Georges Island with old Fort Warren. Gallops Island. Calf Island with its old mansion chimneys. The cliff on Great Brewster Island. Centerspread overleaf: Sunset over Boston Light.

The dream is a clean harbor with some islands functioning inconspicuously for various public services, the rest as natural resources, places the nearby city dweller can escape to for some natural beauty in but a few moments time. This is where our interest in messing about in boats fits in. The state park islands are all accessible by private boats, and kayaks and rowing craft can easily reach them from places like Hull or Winthrop in good weather conditions.

A number of public interest groups supplement the state and MDC efforts on behalf of the

Boston harbor islands. The Boston Harbor Associates sponsored this tour, and invites memberships and support of persons interested in their goals for the harbor. For an information packet, Boston Harbor Associates, 51 Sleeper St., Boston, MA 02210, (617) 330-1134.

Friends of Boston Harbor is another concerned group, contact them at P.O. Box 9025, Boston, MA 02114, (617) 523-8386.

For the detailed brochure on the Boston Harbor Islands State Park, Division of Forests & Parks, 100 Cambridge St., Boston, MA 02202





Miskito and Garifuna Indians from the eastern coast of Honduras have arrived at the Wooden Boat School in Brooklin, ME, for a special six-week boatbuilding course. Traditional travel in their undeveloped territory has been by dugout canoe on rivers and lagoons. The huge mahogany trees from which dugouts as big as 55' x 6' have been made for commercial use are now nearly all gone, necessitating something being done for future boat needs.

A local trading group had learned of Jim Brown's efforts in Africa and Polynesia on designing simple useful boats for native populations to build. A grant was arranged that allowed Brown to visit Mosquitia and assess the situation. His conclusion was that flat bottom plank on frame bateau types of craft traditional to American work boats would best utilize the smaller trees still available. Funding for training local builders was available from the United States Agency for International Development, providing that the training was carried out in the U.S.A.

Enter Wooden boat School. Jim Brown, assisted by Greg Rossel and Paul Balbin, will conduct the program this fall. Two boats will be built, a 20' one-ton designed for sail and outboard and a 30' three-ton equipped with an inboard engine. Joel White designed both after consultations with Brown and other designers. All work will be done with hand tools indigenous to the students' homeland, and instruction will be in Spanish. The two training boats will subsequently be shipped to Honduras to start the "fleet".

The students will "experience America" while here with planned trips, activities and visits to cultural and commercial locations and to homes of participating residents.

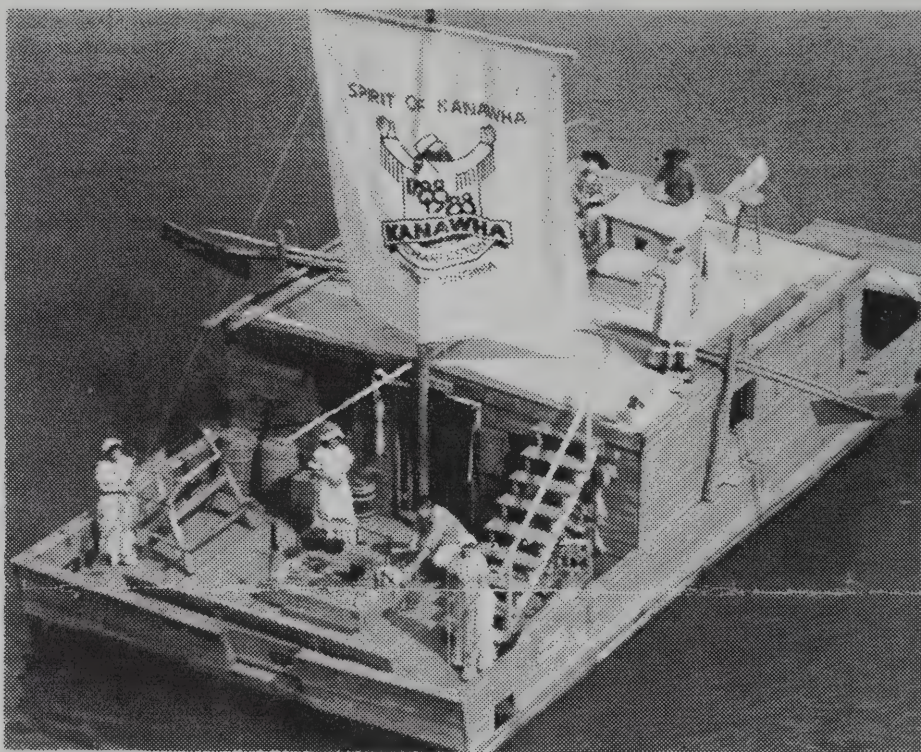
COMMON SENSE BOATS

"LaRowe Boat Plans has been transferred to me, Bernard Wolfard, and will now be known as Common Sense Boat Designs. The change has been made to continue to provide effective service to those interested in Elrow LaRowe's offerings of Bolger designs without putting undue stress on Elrow and his wife Martha Jane following his stroke.

The Newsletter now has over 250 subscribers, and I want to keep it up and ascertain which directions readers think it should take. More technical articles? More how-to articles? Personal building and sailing stories? Mini biographies of our builders? Let me know so I can make this truly "our" newsletter. 1988 subscriptions are \$5."

Bernard Wolfard, 2801 Whitney Ave., Baltimore, MD 21215.

DESIGNS



THE FLATBOAT PROJECT

It's out of our immediate geographical reach, but the news that the Ohio River flatboat "Spirit of Kanawha" has been cruising down the river on a 30 day voyage commemorating the dual bi-centennial of Kanawha County, WV, and Cincinnati, OH, aroused some interest in the uniqueness of the craft. About 4,000 of these vessels were built between 1788 and 1888 for floating settlers westward and locally famed red salt to market in

Cincinnati. The photograph appears to be of a combination of barge and home afloat. Powered by the river's current, what happened to each when it reached its furthest downstream destination is not made clear. Anyway, right now, the "Spirit of Kanawha" is claimed to be the only operating flatboat in the world. More details perhaps from The Flatboat Project, P.O. Box 2626, Charleston, WV 25329-2626.

HALFMOON

According to Ginger Marshall's newsletter on nautical topics, "On Deck", another replica of a historic ship is under construction, this one Henry Hudson's "Half Moon":

"A replica of Henry Hudson's 17th century Dutch ship, "Half Moon" is now under construction at Albany, NY. When completed early next spring, she will participate in a five state celebration of the 375th anniversary of the founding of the five states; Connecticut, Delaware, New Jersey, New York and Pennsylvania. The focus of the festival is on the contributions the Dutch people made in founding these states.

A visitors' center will host school groups during construction and the general public may also look in on the construction. Individual "planks" are being sold at \$35 each as a fund raising effort. For further information, contact the New Netherland Festival, Suite 1614, 301 N. Harrison St., Princeton, NJ 08542."

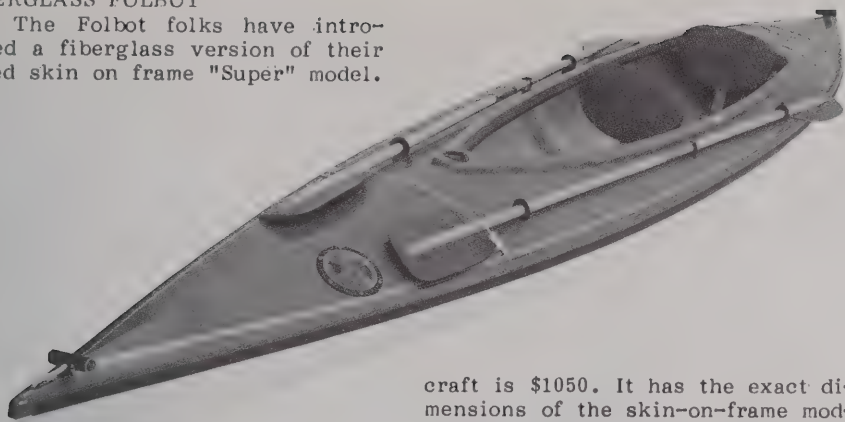
SOUTH BAY CAT

Also from Ginger Marshall we learn of the impending construction of a Great South Bay catboat at Mystic Seaport Museum:

"In memory of Sven Hansen, who was a member of the Storm Trysail Club for fifty years, 1938-1988, Mystic Seaport Museum's boatshop will build a replica of a Great South Bay catboat. A very old original, "Pauline", was loaned to Mystic by the Suffolk County Marine Museum for measuring, lofting, and drafting of building plans. "Pauline" was built by Gilbert Smith, a notable builder of racing sailboats in the late nineteenth century. When the Mystic replica is completed, it will be displayed at the Exhibit Boat Shop. Cost of construction is estimated at \$20,000, and an endowment fund has been established, the Sven Hansen Wooden Boatbuilding Fund. If you'd like to participate, contact Ben Fuller, Mystic Seaport Museum, Mystic, CT 06355."

FIBERGLASS FOLBOT

The Folbot folks have introduced a fiberglass version of their famed skin on frame "Super" model.



A nice color card arrived here announcing the fact. Introductory price for the 17'6"x37", 78 pound

craft is \$1050. It has the exact dimensions of the skin-on-frame model that's been used now in all its permutations for over 50 years. Folbot, P.O. Box 70877, Charlestown, SC 29415-0877.

THREE QUESTIONS

Reader Bob Whittier of Duxbury, MA, sent in three questions that he's been contemplating on certain aspects small craft design, asking for answers. I'm printing his questions here with my own answers and invite more knowledgeable readers to respond if they wish for future publication.

Q. A fair number of 15 to 20 foot sailboats of the "traditional" type usually flat bottom skiffs, etc., such as the one on the cover of the July 15th issue, are fitted with two sails, one fore and one aft. A single sail on any one of these boats would not be so large as to be unmanageable, so I don't think manageability is the reason for using two. And, if either one should be taken down for any reason, the remaining one would be so far removed from the boat's center of effort as to make decent sailing unobtainable. So, why two sails on such boats?

A. One intent with the split rig is to improve the effectiveness of the mainsail's drive by smoothing the air flow over it through a "slot" between the jib and main. Additionally, the boat can be better balanced using two sails and usually gains in windward performance. Reefing by dousing the foresail does not seriously upset the balance, especially if the main is also reefed down to a smaller area.

Q. Some kayak paddles have asymmetrical blade shapes, the "leading" edge entering the water first being cut away more than the trailing edge. I know this has something to do with how the paddle enters and leaves the water, but so far have found no explanation in kayak literature on how this works. How does it work?

A. I don't know either. Someone once told me the asymmetrical blade resulted from observing the blade used by a champion paddler, a blade so old that its leading edge had been worn completely away! Tongue in cheek, I would say. Can anyone elaborate?

Q. One firm advertises "offset" oarlocks, claiming they work better because the offset gives "absence of lost motion", or something like that. I cannot visualize how this is supposed to work. I would think the conventional oarlock with the shaft in line with the oar centerline would provide little lost motion. Somehow the "offset" arrangement is supposed to work better. How?

A. I don't know anything about this one. How about it, serious rowers?

LOOKING FOR ARNOLD INFO

"I am very interested in obtaining any information available about the Arnold canoes built on the Charles River in Boston back around the early years of this century. Can anyone help?"

Bill Collins, 81 Shannon Rd., Salem, NH 03079, (603) 898-6519.

ACADIA PARK BOATBUILDING

The Rockport Apprenticeship set up this summer a three month boatbuilding demonstration at the Acadia National Park in Mt. Desert, ME, to interpret local boatbuilding history to Park visitors. A traditional Maine peapod, based on a boat discovered in Washington County, ME, some years ago, was chosen. About 100 visitors a day stopped by the ongoing project, conducted in an attractive open shed constructed by volunteers from timbers salvaged from a barn razing and materials donated by local merchants.

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KINETICS & THE CAPE COD FROSTY

When it comes to the body language of Frosty racing, nobody speaks it better than Moose Cahoon, ooching, pumping, rocking, sculling, you name it. If it ends in "ing", Moose does it.

Q. It's been said, Moose, that you can get around a course faster in a dead calm than you can in a 15 knot breeze.

A. Maybe not faster, but pretty close to it. It's all a matter of technique.

Q. Perhaps you'd be willing to share a few tips with our readers?

A. Most of what I do is stuff any dinghy sailor knows. But the Frosty does offer unusual opportunities.

Q. Such as?

A. Ooching, for example. When a 190 pound sailor lunges forward in a 35 pound boat, something is bound to happen. Or when you rock a Frosty, it squirts ahead like a pumpkin seed. And surely no boat ever had a rudder better designed for sculling. I tell you, when the Cahoon family fleet jumps off the line, they look like a pack of puppies wagging their tails behind them.

Q. Does the Frosty have any disadvantages for the kinetics minded sailor?

A. Well, they do tend to come apart. Once when I was mini-hiking, the center seam opened up and I suddenly found myself sitting in two feet of water. The boat needs to be reinforced against the pressure of your own body. I use strapping tape myself.

Q. What about roll tacking?

A. Shrug your shoulders and wiggle your hips and you've done it. And with the long Frosty daggerboard, roll tacking is really effective. I figure I lever the boat a good two feet to windward with every tack. So sixteen or eighteen tacks and you've got the windward leg pretty much under control.

Q. Don't you worry about being disqualified?

A. Not with the right legal advice. I never attend a protest meeting without my cousin F. Lee Cahoon!

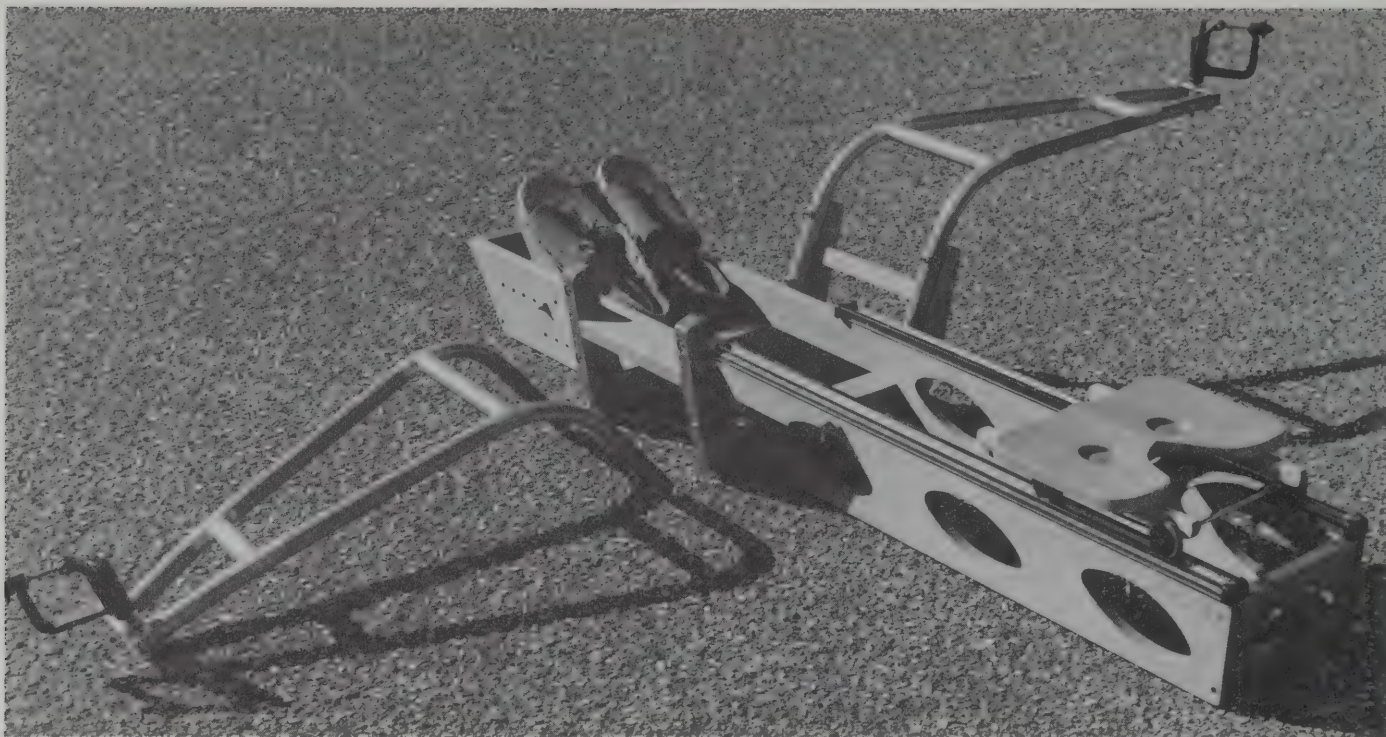
From the Cape Cod Frosty Class Association Newsletter.

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Is the high cost of getting in-to sliding seat rowing holding you back? Well, like almost any other product that is perceived as expensive to buy, the sliding seat rig has been worked up into a build-it-yourself set of plans, and Owen Cecil of Manistee, Michigan, has what you need. He's offered these plans since 1982, and is now offering his Mark IV version. For \$22 he'll send you the plans and a 28 page detailed building manual for this 19 pound drop-in rig. Here's what Owen has to say about his design:

"The new Mark IV lightweight rowing rig is a modified, fourth generation version of the sliding seat rig I have been offering in plans form since 1982 (an article in "Boats, August, 1985, described the second generation rig). My principal reason for designing the Mark IV is to offer plans for a lightweight model that will have greater appeal to owners of shells and other light rowing craft.

In comparison to the 26-28 pounds total weight of earlier models, the Mark IV weighs just 19 pounds, complete with seat, track, locks, foot stretcher and clogs. The largest weight savings comes from the use of aircraft grade structural aluminum alloy in the riggers, which in previous models were constructed of steel conduit. The Mark IV uses extruded aluminum channel-type track and a lightweight seat undercarriage, both of which are available from commercial rowing suppliers such as Latanzo Enterprises.

Design of the Mark IV is similar to earlier rigs in this series: Wooden sled base and tubular

Owen Cecil's Rowing Rig

bolt-on riggers. Construction requires no special tools or wood-working skills. A radial arm or table saw is helpful but not necessary. The riggers can be formed in a simple jig made in the home workshop from scrap lumber. The plans and manual give all details and suppliers, including a mail order outlet for the aluminum tubing. The small amount (1/2 hour) of heliarc welding required in the rigger cross members cost me \$15 at a local welding shop.

I designed and built the prototype Mark IV in the summer of 1987. My concern that the aluminum riggers might be too flexible was dispelled on the first rowing trials. For all practical purposes, the aluminum riggers (built from slightly heavier gauge tubing) are nearly as rigid as the steel riggers in the earlier models.

While performance oriented scullers will appreciate the lighter construction of the Mark IV, those intending to use the rig in canoes,

skiffs, and traditional pulling boats, may find the optional, standardweight construction to be better suited to their application. The Mark IV builder's manual gives full details for this option: Namely a hardwood track/roller skate wheeled sliding seat system and steel conduit riggers. The extra seven or eight pounds in the standardweight rig are of no consequence in rowing heavier boats and may even benefit some craft by helping to bring them down onto their design waterlines. Remarkably, the steel riggers are easier to form than the aluminum ones. Materials for the standardweight rig cost about \$25-\$30 less than those for the lightweight model.

For this standardweight version, I can supply a wheel kit of four new ballbearing skate wheels and related hardware for \$18 postpaid in the U.S. A rigger kit made up of steel conduit bent to shape and cross members is available for \$23 plus shipping. I also offer a carved pine seat blank ready for builder finishing that fits either version for \$15 plus shipping.

Having gone to this effort to build your own sliding seat rig, a design which requires standard 9'9" oars, perhaps you'd like to then build your own oars, if \$300 for a professionally built pair is hard to come by. My Deltoid Express is a high performance lightweight oar designed specifically for home construction, and is a natural partner to the sliding seat rig. Plans for the oars are \$16 postpaid in the U.S. and Canada."

Owen Cecil, P.O. Box 584, Manistee, MI 49660

Gerrish Island Race

Report by Lance Gunderson

Well the 14th Annual Great 'Round Gerrish Island Race was, as they say in South Boston, a "Real Pissa". Guinness donated 6 cases of stout, Finest Kind Fish Market donated two pecks of fresh Maine mussels, Tom Hibschan created his customary elegant poster, and 28 entrants appeared, with their various wives, children and dogs in tow. Weather was near-perfect, WNW 10-20 kts, sunny, 70 degrees, with flat seas. It was a good breeze for the 12 boats which chose to sail the 6 mile course.

Jones and Hallett won the Guinness Cup for fastest time overall in a double Seascope kayak, with a time of 1:7:34 (the course record is 58 minutes set in 1981 by Jay Gould in an Alden Ocean Shell). Jim Chute won the solo kayak class in a Nordkapp in 1:8:17. A pair of grandfathers, Danny O'Reilly and Mel Ross, won the "Wooden Boat" magazine prize for first wooden boat in Danny's Piscataqua River wherry, in 1:12:19. Huge Henry Szostek topped the sliding seat class in his elegant home-made single recreational shell in 1:23:30.

Don and Janice Jones won the John Boley Award for first to finish with a dog aboard (there were several boats with dogs aboard and the competition was fierce in that division). Chip Porter did remarkably well in his Old Town sloop-rigged leeboard sailing canoe, winning the sail class in 2:14:50. Bill Bailey was only seconds behind in his sprit-rigged Pepperell 16 peapod. Ted Perry did remarkably well on a windsurfer winning that class in 1:32:25 in the puffy WNW wind that made it a beat all the way for the 8 sailboards entered. Several kept right on sailing after finishing to take full advantage of the wind.

Jean Kerr and Tom Voss won the Elmer's Prize for the last to finish with a time of 4 hours (plus) in their elegant Jim Steele peapod rigged for sailing. No fish were caught enroute so the Piscataqua Flounder's prize went unawarded; ditto for the Dynamite Payson Award as no Gloucester Gull dories were entered.

There'll be a mid-winter retrospective party at the Press Room in Portsmouth, NH, sometime in January, to show films of bygone races, plan next year's race, and raise money for Tom Hibschan to make a super poster for the 15th Annual, which we envision as being the best ever. Don't miss it!



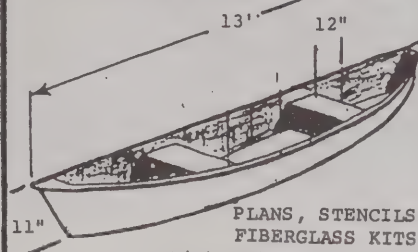
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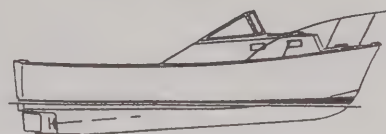
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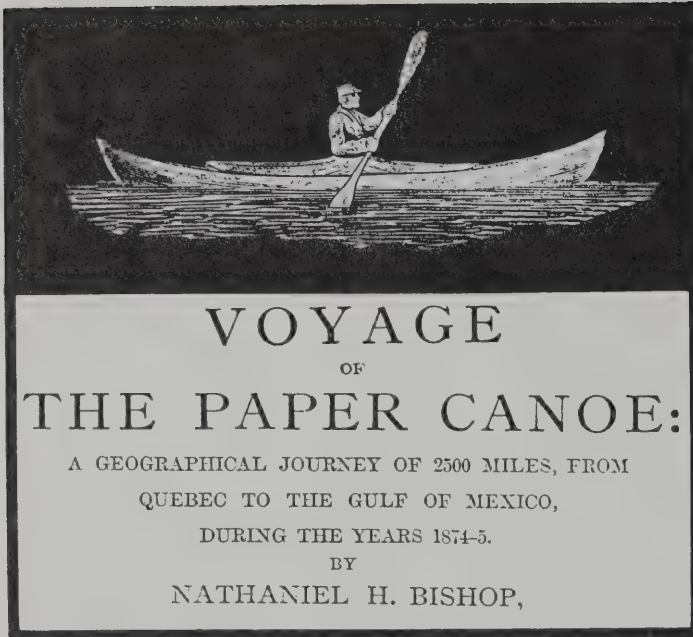
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CHAPTER IV.

FROM LAKES GEORGE AND CHAMPLAIN TO THE HUDSON RIVER.

THE DISCOVERY OF LAKE GEORGE BY FATHER JOGUES.—A PEDESTRIAN JOURNEY.—THE HERMIT OF THE NARROWS.—

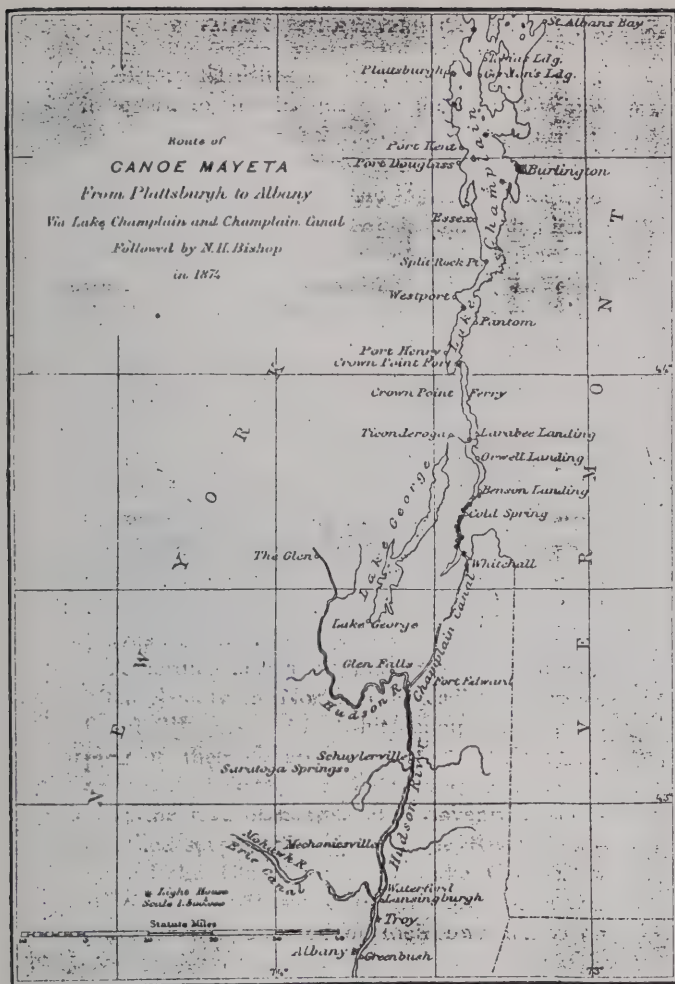
IN the last chapter I gave, from seemingly a good authority, the appellation of the narrow terminal water of the southern end of Lake Champlain, "the tail of the lake." Another authority, in describing Lake George, says: "The Indians named the lake, on account of the purity of its waters, *Horican*, or 'silvery water;' they also called it *Canderi-oit*, or 'the tail of the lake,' on account of its connecting with Lake Champlain." Cooper, in his "Last of the Mohicans," says: "It occurred to me that the French name of the lake was too complicated, the American too commonplace, and the Indian too unpronounceable for either to be used familiarly in a work of fiction." So *he* called it *Horican*.

History furnishes us with the following facts in regard to the discovery of the lake. While journeying up the St. Lawrence in a fleet of twelve canoes, on a mission to the friendly Huron aborigines, Father Isaac Jogues and his two friends, *donnés* of the mission, René Goupil and Guillaume Couture, with another Frenchman, were captured at the western end of Lake of St. Peter by a band of Iroquois, which was on a marauding expedition from the Mohawk River country, near what is now the city of Troy. In the panic caused by the sudden onslaught of the

Iroquois, the unconverted portion of the thirty-six Huron allies of the Frenchmen fled into the woods, while the christianized portion defended the white men for a while. A reinforcement of the enemy soon scattered these also, but not until the Frenchmen and a few of the Hurons were made captive. This was on the 2d of August, 1642.

According to Francis Parkman, the author of "The Jesuits in North America," the savages tortured Jogues and his white companions, stripping off their clothing, tearing out their fingernails with their teeth, and gnawing their fingers with the fury of beasts. The seventy Iroquois returned southward, following the River Richelieu, Lake Champlain, and Lake George, *en route* for the Mohawk towns. Meeting a war party of two hundred of their own nation on one of the islands of Champlain, the Indians formed two parallel lines between which the captives were forced to run for their lives, while the savages struck at them with thorny sticks and clubs. Father Jogues fell exhausted to the ground, bathed in his own blood, when fire was applied to his body. At night the young warriors tormented the poor captives by opening their wounds and tearing out their hair and beards. The day following this night of torture the Indians and their mangled captives reached the promontory of Ticonderoga, along the base of which flowed the limpid waters, the outlet of Lake George. Here the party made a portage through the primeval forests, carrying their canoes and cargoes on their backs, when suddenly there broke upon their view the dark blue waters of a beautiful lake, which Mr. Parkman thus eloquently describes:

"Like a fair naiad of the wilderness it slumbered between the guardian mountains that breathe from crag and forest the stern poetry of war. But all then was solitude; and the clang of trumpets, the roar of cannon, and the deadly crack of the rifle had never as yet awakened their angry echoes. Again the canoes were launched and the wild flotilla glided on its way, now in the shadow of the heights, now on the broad expanse, now among the devious channels of the Narrows, beset with woody islets where the hot air was redolent of the pine, the spruce, and the cedar,—till they neared that tragic shore where, in the following century,



New England rustics baffled the soldiers of Dieskau, where Montcalm planted his batteries, where the red cross waved so long amid the smoke, and where, at length, the summer night was hideous with carnage, and an honored name was stained with a memory of blood. The Indians landed at or near the future site of Fort William Henry, left their canoes, and with their prisoners began their march for the nearest Mohawk town."

Father Jogues lived among his captors until the fall of 1643, when he escaped in a vessel from the Dutch settlement of Rensselaerswyck (Albany), to which place the Iroquois had gone to trade with the inhabitants. He arrived at the Jesuit college of Rennes, France, in a most destitute condition, on the 5th of January, 1644, where he was joyfully received and kindly cared for. When he appeared before Queen Anne of Austria, the woman who wore a diadem thought it a privilege to kiss his mutilated hands. In the Roman Catholic church a deformed or mutilated priest cannot say mass; he must be a perfect man in body and mind before the Lord. Father Jogues wished to return to his old missionary

field; so, to restore to him his lost right of saying mass, the Pope granted his prayer by a special dispensation. In the spring of 1643 he returned to the St. Lawrence country to found a new mission, to be called the Mission of Martyrs. His Superior at Montreal ordered him to proceed to the country of the Mohawks, and in company with Sieur Bourdon, a government engineer, and six Indians, he followed the Richelieu and Champlain, which the savages called "the doorway of the country," until the little party stood on the northern end of Lake George, on the evening of Corpus Christi; and with the catholic spirit of the Jesuit missionary he christened it Lac St. Sacrement, and this name it bore for a whole century. On the 18th of October, 1646, the tomahawk of the savage ended the life of Father Jogues, who, after suffering many tortures and indignities from his Iroquois captors, died in their midst while working for their salvation in his field of Christian labor.

The right of a discoverer to name new lakes and rivers is old and unquestioned. A missionary of the cross penetrated an unexplored wilderness and found this noblest gem of the lower Adirondacks, unknown to civilized man. Impressed with this sublime work of his Creator, the martyred priest christened it St. Sacrement. One hundred years later came troops of soldiers with mouths filled with strange oaths, cursing their enemies. What respect had *they* for the rights of discoverers or martyred missionaries? So General Johnson, "an ambitious Irishman," discarded the Christian name of the lake and replaced it with the English one of George. He did not name it after St. George, the patron saint of England, of whom history asserts that he "was identical with a native of either Cappadocia or Cilicia, who raised himself by flattery of the great from the meanest circumstances to be purveyor of bacon for the army, and who was put to death with two of his ministers by a mob, for peculations, A. D. 361;" but he took that of a sensual king, George of England, in order to advance his own interests with that monarch.

For more than a century Lake George was the highway between Canada and the Hudson River. Its pure waters were so much esteemed as to be taken regularly to Canada to be consecrated and used in the Roman Catholic churches in baptismal and other sacred rites. The lake was fre-

quently occupied by armies, and the forts George and William Henry, at the southern end, possess most interesting historical associations. The novelist Cooper made Lake George a region of romance. To the young generation of Americans who yearly visit its shores it is an El Dorado, and the very air breathes love as they glide in their light boats over its pellucid waters, adding to the picturesqueness of the scene, and supplying that need ever felt, no matter what the natural beauty,—the presence of man. I believe even the Garden of Eden itself could not have been perfect till among its shady groves fell the shadows of our first parents. The cool retreats, the jutting promontories, the moss-covered rocks against which the waves softly break,—if these had tongues, they would, like Tennyson's Brook, "go on forever," for surely they would never have done telling the tender tales they have heard. Nor would it be possible to find a more fitting spot for the cultivation of love and sentiment than this charming lake affords; for Nature seems to have created Lake George in one of her happiest moments. This lake is about thirty-four miles long, and varies in width from one to four miles. Its greatest depth is about the same as that of Champlain. It possesses (like all the American lakes when used as fashionable watering-places) the usual three hundred and sixty-five islands.

When I left the Mayeta I followed a narrow footpath to a rough mountain road, which in turn led me through the forests towards Lake George. In an isolated dell I found the home of one Levi Smith, who piloted me through the woods to the lake, and ferried me in a skiff across to Hague, when I dined at the hotel, and

resumed my journey along the shores to Sabbath Day Point, where at four o'clock P. M. a steamer on its trip from Ticonderoga to the south end of the lake stopped and took me on board. We steamed southward to where high mountains shut in the lake, and for several miles threaded the "Narrows" with its many pretty islands, upon one of which Mr. J. Henry Hill, the hermit-artist, had erected his modest home, and where he toiled at his studies early and late, summer and winter. Three goats and a squirrel were his only companions in this lonely but romantic spot.

During one cold winter, when the lake was frozen over to a depth of two feet, and the forests were mantled in snow, Mr. Hill's brother, a civil engineer, made a visit to this icy region, and the two brothers surveyed the Narrows, making a correct map of that portion of the lake, with all its islands carefully located. Mr. Hill afterwards made an etching of this map, surrounding it with an artistic border representing objects of interest in the locality.

Late in the afternoon the steamer landed me at Crosbyside, on the east shore, about a mile from the head of the lake, resting beneath the shady groves of which I beheld one of the most charming views of Lake George. Early the following morning I took up my abode with a farmer, one William Lockhart, a genial and eccentric gentleman, and a relation of Sir Walter Scott's son-in-law. Mr. Lockhart's little cottage is half a mile north of Crosbyside, and near the high bluff which Mr. Charles O'Connor, the distinguished lawyer of New York city, presented to the Paulist Fathers, whose establishment is on Fifty-ninth Street in that metropolis. Here the members of the new Order come to pass their summer vacations, bringing with them their theological students. The Paulists are hard workers, visiting and holding "missions" in Minnesota, California, and other parts of the United States. They seem to feel forcibly the truth expressed in these lines, which are to be found in "Aspirations of Nature," a work written by the founder of their order, Father Hecker: "Existence is not a dream, but a solemn reality. Life was not given to be thrown away on miserable sophisms, but to be employed in earnest search after truth."

Chapter IV to be Continued

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★ MESSING ABOUT IN BOATS ★



Reported to Carl Erickson by his brother John....

"I gave myself a mental pat on the back. This was really the way to travel. I had rented a boat with a motor (my first outboard experience) and putted north on Baker Lake to the mouth of the Baker River in a very short time. Much better than rowing the two and one-half miles, I mused.

With my company business finished, this afternoon trip to Mount Baker National Forest in the northern Cascades in the state of Washington had been in my plans when first contemplating this trip. Now I had all afternoon to try out my new flyrod in this wonderland before catching my plane back to New York.

Motoring to the north end of the lake had positioned me in "trout country". I made my first cast in the river just before 3 p.m. with five full hours ahead before plane time. After a couple of casts, I noticed clouds to the southwest looked particularly menacing. Within minutes the wind picked up and the sky became black. We're in for a blow. I've got to get out of here. The trusty motor started without complaint and I set my course back to the boat livery, now hardly visible through the driving rain down the lake.

The boat, with the heavy motor and me seated in the stern, pitched madly as we bucked into the oncoming chop. A little more of this and I realized my feet were in water which had been coming in over the transom as the bow rose to each wave. I couldn't move forward to better distribute the weight because of the short handle on the motor. We took on a dandy and now the water in the boat was halfway to my knees.

Another, and another...the stern went under and the boat went straight down stern first following the sputtering motor. I found myself 200 yards off shore with a life cushion for company. I gathered my precious fly rod and shoulder bag with flies, wallet and plane ticket. Clinging to these possessions, I headed for the forested shore dimly visible. The boat did not reappear.

The storm abated before I reached the rocky beach. It had blown itself out in fifteen minutes. I decided to ford the river and work my way back on the west side of the lake. I wrung out my clothes, blew on my plane ticket and took off through the woods. The going was not easy. Large moss-covered stumps and downed tree trunks would have made the going tough even without having been just exposed to a heavy rain. I found a trail a little distance from the water which was a vast improvement. I could see the lake through the trees and noticed a boat apparently searching for me. My shouts were to no avail, the boat returned later and sped off.

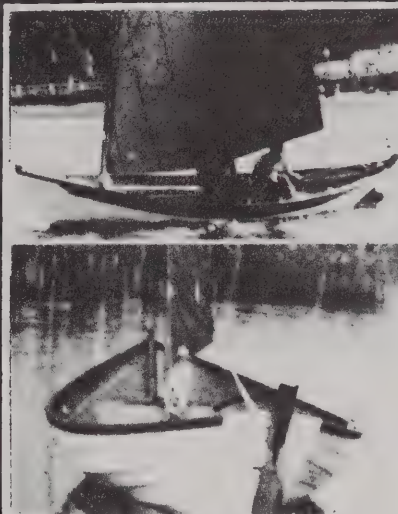
It was about 6p.m. when I arrived at the boat rental cabin. The proprietor looked in wide-eyed amazement. He, of course, thought I had met my maker. When I apologized for losing his boat, he would hear none of it, saying he would find it in a day or two. He mentioned that mid-afternoon storms in September were common in those parts and that he should have warned me.

P.S. I made my eight o'clock flight. Now I can add Baker Lake to my list of fly fishing experiences. As for messing about in boats, I'll stick to oars from now on.

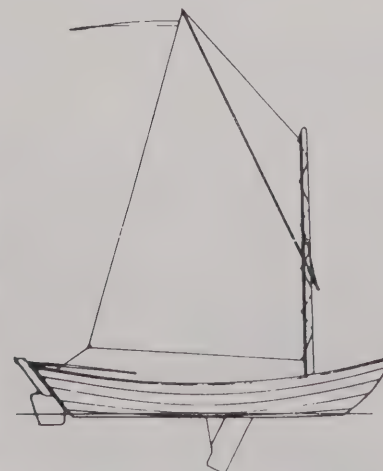


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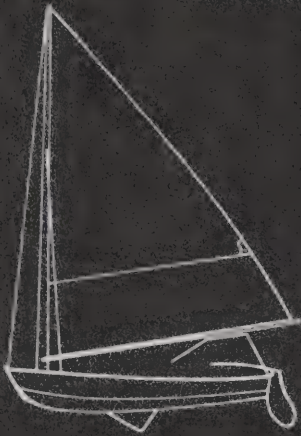
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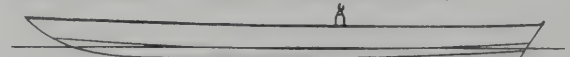


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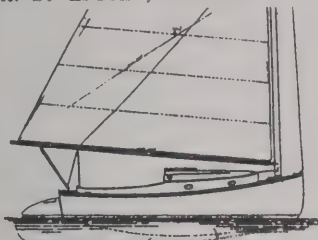
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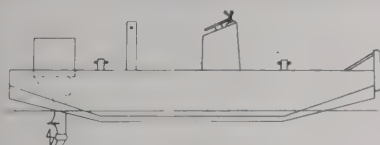
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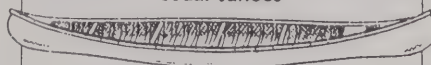
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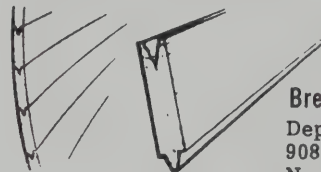
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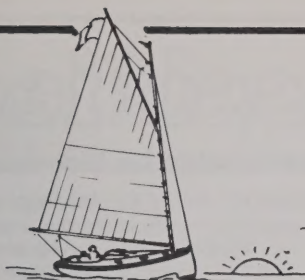
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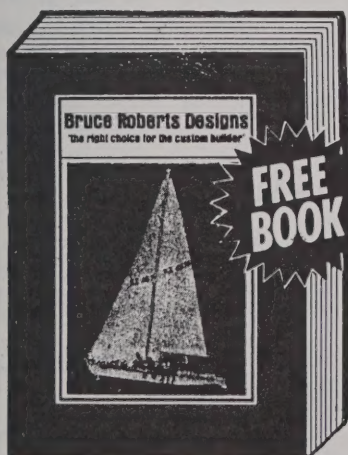
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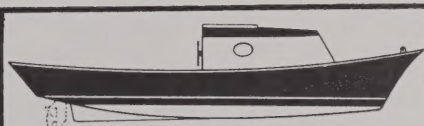
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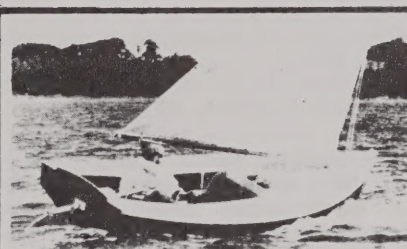
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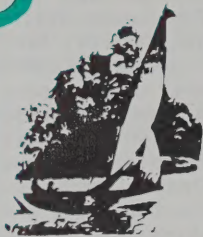
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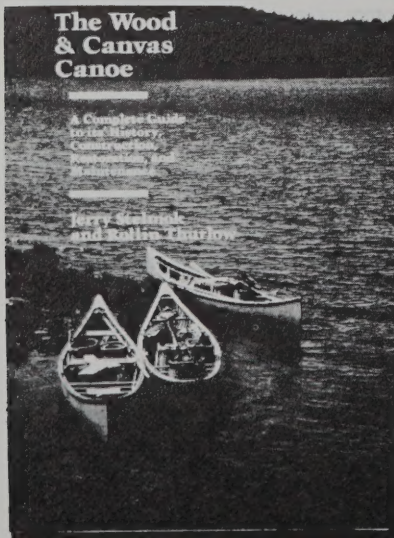
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