

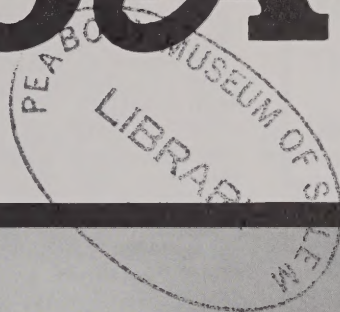


messing about in BOATS

Twice a Month!

Volume 6 - Number 12

November 1, 1988





messing about in BOATS

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Our Next Issue...

Will feature a chronicle of a
new voyage by Tom in his Townie;
a look at "Annie" an 18' inexpen-
sive plywood minimum cruising
sailboat; a couple of dory designs,
"Alpha" and "Chunky"; a discus-
sion of the technology of 19th cen-
tury paper boats; several kayak
concepts; more on kayak safety; a
belated report on the American
Challenge in France; an autumn
outing on the Parker River. Maybe
more.

On the Cover...

The Providence tug "Reliance"
arriving in Boston Harbor at sun-
set on August 26th to participate in
the annual Tugboat Muster. Full
report in this issue.

Commentary

**BOB
HICKS**

At a recent meeting of our local small craft club, our guest speaker commented on this little magazine, remarking with good humor on the sometime typos, erratic lines, rough edges in my layout, sometime late arrival, while still stating that he was devoted to what I'm doing for small boating. That was nice. I responded that this magazine is a lot like the small boats many of you have built, or will undertake to build, pretty satisfying in spite of those less than perfect details.

A while ago I went to an Apple Computer trade show in Boston to look into "desktop publishing", the current buzzwords for everyone who has to put together any kind of printed product. The uninitiated tend to think this is a computer setup that'll just go ahead and put the magazine or brochure or pamphlet or club newsletter together for one, hardly any work at all. It ain't so. It's a tool and if you don't know what you're doing, you'll get pretty poor results.

I'm asked often what "desktop publishing" setup I use. I don't. Just like the guy building a boat with hand tools and an electric tool or two, I do it the hard way. The type is set on a computer, a ten year old design, the Radio Shack TRS80 with a program supplied by a reader, who is in the business of software, that gives me these fairly neat columns of type. I still type it all up, but into this stone age computer instead of my former old electro-mechanical typesetter, vintage 1965. Then the computer figures it all out to give me the even right hand margin and prints it out very fast indeed on a daisy wheel printer. This I then reduce on a copy machine. The daisy wheel type sometimes gets chipped and so you see those broken letters. If it gets bad enough I go buy another. Why this obsolete approach? Cheap!

Well, the MacIntosh II setup with laser printer and software to do desktop publishing for me was pretty impressive, not only in its versatility but in its cost, up there around \$10,000! And what would it do for me? Well, I'd get better looking type and I could use it to arrange each page on my computer screen and then print it out in one fell swoop, camera ready. Instead of moving around bits of

paper with type on them and pasting them down where I wanted them, I'd do the same thing on the screen instead. Since it doesn't take me much time to do the cut and paste after 28 years, I'd not save much time.

I learned an interesting thing about the mind set of the people who promote desktop publishing for those of us who have to do publications of any sort. They're all into the "package" end of things, concerned about the graphics, the box rules, the type face choices, the wrapping of type around the photos. How it looks. I want my work to look good, don't I? If I've got only 2-1/2 pages to get a story, photos, and certain ads onto, I gotta get sophisticated about making it look good. No mention of content. Like those magazines in the seat pockets in a jet. They look good from a distance, but when you try to read the stuff...

I never had thought of my publications from this viewpoint. I wanted to get the information down on the pages, the story, the pictures, the ads too. Whatever space it took for the story, I'd use, then fill up any leftover room on an incomplete page with ads, or something else. I hadn't thought about "designing" my publication. Oh, I chose a certain front cover "design", I suppose you could call it. And I tend to have a certain way of putting pages together, but it's not a "designed" publication. So I came away happy enough that I couldn't afford the whole nine yards anyway.

This is all not unlike someone building small boats for a "living". About the same low level of income, the same high degree of personal hands-on effort, the same satisfaction with results along with reservations about those rough edges that'll need tidying up next time. My purpose is to deliver a product you'll find of value and enjoy. And enjoy doing it myself. Those who sometimes ask me if I'm making much money miss the point altogether. No I'm not, and that's why I don't have a "desktop publisher". I'm happy enough doing what I want to do, and as long as there are enough of you out there who enjoy what I do, I guess I'll just keep right on the same old way.

Your Commentary

TELL ME MORE

"I feel your picture captions could be much improved by identifying the boat pictured, its type, size, and builder-designer's name. I've seen many boats pictured that caught my fancy and wanted more information, but they were not identified and there wasn't a clue as to where to obtain this information.

An example was the February 1, 1988 cover of "one of John Thompson's little minimum cruisers". Who is John Thompson? What is his minimum cruiser? The cover note held out a promise of more information before winter's end. I waited and looked but nothing further was mentioned.

A later cover pictured a mini-sharpie over which I drooled, but no detailed information was provided. I think it would be helpful to readers if the boats pictured can be identified in detail as I suggested. I'll settle for any scrap of information that will lead me to more details. I recognize that this might not always be available but when it is, it sure would add to your great little publication, making it even better.

I was quite taken with Doug Alvord's Maine Sharpie and judging by the crowds surrounding his scaled down 9' "model" at the Wooden Boat Show, it must have been one of the hits of the Show. How about an article on him? How about a "how to", perhaps you can get Dynamite Payson to serialize construction of Doug's 12 footer and that could in turn lead to a "how to" book of the "How to Build the Instant Catboat" genre."

Ferris Anthony, North Royalton, OH.

ED. COMMENT: Subsequent to the John Thompson cover, John asked me to not publish my story and photos as his plans were not "finalized". I await his go ahead.

OLD FASHIONED RIGS

"My own special interest is the rigging of small boats and canoes, especially the latter, for sailing. I use all the old fashioned rigs like standing lug sails, balanced lug sails and sprit sails. I have a good deal of material in my files about these types of rigs and how to fit them to small boats and canoes.

I would be pleased to correspond with anyone who wishes to learn about these rigs and could provide material for you to publish on the subject if it seemed of interest."

Harry Wilmshurst, 104 Liddell Cresc., Kingston, Ont. Canada K7M 2T6

DON'T LIMIT TO JUST THE UPPER BAY

"A while ago I got home from a canoe trip on Pleasant Bay out on the Cape and found in "Boats" the article, "An Invitation to Canoeists from the Friends of Pleasant Bay". I wrote to them inquiring about campsites on the Bay and they replied that there aren't any. This was too bad as I had to return home on my second night because I could find no place to camp.

I did enjoy a beautiful and interesting twelve hours or so sailing and paddling about 13 miles there. I had in mind getting a look at the breach in Nauset Beach, landing somewhere and walk across to see the outside beach. I also thought I'd go down close enough to the southern entrance to the Bay to get a look at the near end of Monomoy Island. The day was so mild that I kept right on going across to Monomoy, and did the other things also. It's very nice down at the mouth of the Bay.

It's seemed too bad to me that the "Friends" seem to discourage canoeing in other than the upper bay because it can at times become rough. My own experience has been limited to two short trips but I think they are perhaps being excessively cautious.

An old (April 1985) issue of the sea kayaker's "ANorAK" newsletter included the information that there are two detailed street maps covering much of the Cape which can make you a fount of wisdom about access to the water there. They're called "Miller's Maps" and are sold in local stores for \$1.95 each. They show at least 19 public landings in Chatham alone and another 9 in Orleans!"

Jim Casey, Newport, RI.

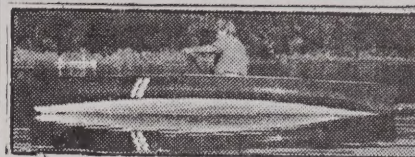
ENCOURAGEMENT

"In a world of frantic activity with questionable purpose, I have greatly enjoyed the results of the energy you have put into producing the most simple and earthy boating magazine on the market.

When I took advantage of your column on boats a-building I received a very helpful letter from a neighbor who had built the very same boat. Now we have launched her after two years in the barn and she is a delight to sail and behold. The Glen L 15 centerboard sloop went into the water on a mid-summer's day, June 21st, and I think this might not have happened without the encouragement from your magazine's bringing together the aspirations of individuals building small boats on their own with shoe-string funding and long, lonely hours."

David Wilde, Barnet, VT.

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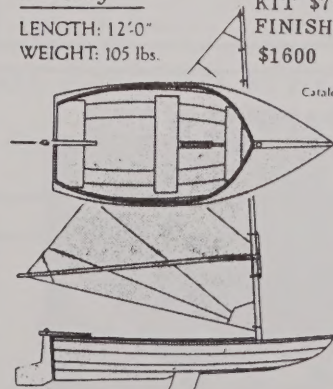
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HAPPENINGS

SCHOONERS RACE AT MYSTIC

The 21st Annual Schooner Race sponsored by Mystic Seaport Museum on September 21st attracted a fleet of 16 boats, and the 59 year old "Voyager" out of New York took top honors, winning both the Brilliant Trophy for best corrected time and the Soundings Trophy for the gaff rigger with best corrected time. Fifteen knot southwest winds died out mid-day slowing the fleet on a triangular course running from Seaflower Reef to the western end of Fisher's Island, but later revived to eight to ten knots for the downwind, and longest, leg. First boat to finish was "Fortune", last year's winner, which received the Billy Atkin Trophy, and the Director's Trophy for oldest schooner entered went to the 1924 "Talisman".

COLONIAL MARITIME ASSOCIATION CONFERENCE

People with serious interest in colonial ships will be gathering at Plimoth Plantation in Plymouth, Massachusetts, November 11-13 for their first major get together, a conference devoted to this subject. Registration is \$75 for anyone not a member (\$65 for them) so you've got to be serious. But it is a fascinating subject, many of the people involved are actively working on actual replicas of that era's ships (such as "H.M.S. Rose" which appeared at the Wooden Boat Show). When you see classified ads in their newsletter (a very interesting one too) for used 60' masts, or advertising space on a railcar for delivery of such spars from the Pacific northwest, you know something is happening. For details, the Colonial Maritime Association, 1134 Wapping Rd., Middletown, RI 02840, (401) 846-0102.

TRI STATE TSCA

At a smaller boat level, the Traditional Small Craft Association of the Philadelphia Maritime Museum has the beginnings of its winter program schedule lined up as follows:

NOVEMBER 20. Rowing trip on the Cohanse River, 16 miles from Bridgeton, NJ, to Hancock's Harbor.

DECEMBER 6. Sea kayaker Chuck Sutherland of ANorAK will speak at the monthly meeting.

DECEMBER 16. Christmas Party at the Red Dragon Canoe Club.

JANUARY 3. Ed Leaf of the Philadelphia Ship Model Society will speak at the monthly meeting.

Further information from Tony Tereszuk, (215) 722-3245.

WANNA BUY A SHED?

The Rockport Apprenticeshop concluded a three month boatbuilding program on Mt. Desert Island, Maine, just outside the entrance to Acadia National Park with a little ceremony on September 15th, at which they presented a scholarship fund to the Mt. Desert High School. The scholarship will be awarded to a graduating student next spring who plans to attend a maritime related educational program in Maine. But what about the shed? Development Director Marty King stated at the conclusion of the ceremony that, "Although the project was successful in introducing a large number of people from all over the country to the craft of wooden boatbuilding, we did not break even financially. We could make up much of that loss if we could find a generous buyer for the shed." The shed was constructed on the site from beautiful hand-hewn barn timbers by area volunteers. Interested? Call Marty King at the Rockport Apprenticeshop, (207) 236-6071.

MARKETING THE MUSEUM

The Maine Maritime Museum in Bath is a very nice place for those who love old boats, since Director John Carter's led the expansion of the Percy & Small Shipyard and now the big new building, it's a treat to visit for the boat nut. I guess they have a problem about attracting more visitors, and they recently commissioned a marketing survey to find out how they could. The resulting advice appearing in the "Long Reach Log" is illuminating:

"While Maine residents see the primary function of the Museum as a repository of their history, non-residents are more desirous of an experience which is of an entertainment nature. Because the great majority of mid-coast Maine's visitor population resides in the Boston/New York area, they are cosmopolitan and consequently do not come north for cultural purposes."

So what does MMM need? "A Museum store. A full service restaurant. A 149 passenger tour boat. Exhibition of a period home. Packaging with other tourist-related businesses. Better traffic signs. Increased special exhibits and events. More community involvement. Increased spending on advertising and public relations."

Could it be a "theme park" is in the making? I hope not!

MAINE ISLANDS TRAIL ASSOCIATION

The first general meeting of a group known as the Maine Islands Trail Association was a major success in late September, with 130 interested persons travelling to Warren Island State Park, a lovely island in Penobscot Bay. The weather was mild, bright and sunny with light winds, and many came over from Lincolnville in their own small craft. While a variety of sail, power and pulling boats did the trip, sea kayaks comprised about 80% of the total. Obviously these craft have made a major impact on coastal small craft cruising.

Dave Getchell is the instigator of the concept of an official small boat "trail" running from Portland to Eastport, and he has been organizing and coordinating the effort to get the concept into motion. At the Saturday evening gathering, Dave reported on this progress. Groups are to be organized to monitor and care for each of the several sections of trail envisioned. Islands that should be acquired by the state to close gaps in the trail will need to be identified and nominated for acquisition. Development of an "island ethic" designed to promote careful use of the islands along the trail to preserve their ambiance is a key proposal, vital for maintaining the cooperation of private island owners involved.

A whole panoply of cooperating groups is involved: Private island owners; researchers; state agencies such as the Bureau of Public Lands, Parks & Recreation, Inland Fish & Game; the Island Institute. The principal movers and shakers are Maine residents thus putting the control of the concept where it belongs, in Maine.

The nine years during which the Appalachian Mountain Club's program on tidewater canoeing has operated safely along a 65 mile section of the proposed Islands Trail adds credibility to the safety of such a plan.

Dave and Dorrie Getchell have done an incredible amount of work getting this concept into motion and deserve a resounding ovation from all who may ultimately take advantage of the opportunity to cruise the coast of Maine safely in small craft with overnight camping on undeveloped islands. The best way to show your support for the program is to become an individual or family member at \$15 and \$25 annually. Those who join receive presently a looseleaf bound guide to the Trail with future updates as long as they remain members, and will be notified of meetings of the group and of projects which require volunteer help. Send your membership request to The Maine Islands Trail Association, 60 Ocean St., Rockland, ME 04841.

Report by Bill Gerber

NEW RELEASES FROM SEAPORT PUBLICATIONS

Mystic Seaport Museum has a busy publications department devoted to publishing books of maritime merit. In 1988 five new titles were added to the booklist.

Twelfth in the Seaport's American Maritime Library Series is Kendrick P. Daggett's "Fifty Years of Fortitude: The Maritime Career of Captain Jotham Blaisdell of Kennebunk, Maine, 1810-1860". This is a tale of a half-century in the North Atlantic carrying trades, the lot of the master of an American merchant ship of the era and the economic forces that shaped their lives.

Benjamin Labaree's supplement to Robert Albion's "Naval & Maritime History: A Bibliography", adds 2,000 new titles in this field covering the years 1971-1986. This bibliography has been published by the Seaport since 1956 and is still the only comprehensive such book on the subject in the English language.

Waldo Howland's "A Life in Boats: The Concordia Years" is the second volume of his sailing biography carrying the story forward from 1939 to 1970. It contains the most detailed commentary in print on the famed Concordia Yawls and Beetle Cats.

After twenty years, William Ewen's "Days of the Steamboats" has been updated and reissued. Ewen covers the entire history of steamboating throughout the United States.

A book published by the Maine Maritime Museum has been acquired for distribution by the Seaport Publications Department. Ralph Snow's "Bath Iron Works: The First Hundred Years" covers that shipyard's history from 1865 to 1987, reviewing an amazing variety of ships built there from the ram "Katahdin" to the J-boat "Ranger" to today's modern missile cruisers.

Winter's coming and if you're looking for new reading opportunities, request the current book list from Booklist, Publications Department, Mystic Seaport, Mystic, CT 06355-0990.

A BOOK ON APHRODITE

"Aphrodite" is a 74' commuter originally built by the Purdy Shipyard for millionaire John Hay Whitney in 1937. Today she is making the rounds of the antique and classic boat shows in restored elegance. Ginger Marshall Martus has published a book all about "Aphrodite" for the antique and classic boat enthusiast, detailing her entire history from original conception through subsequent decline and then remarkable restoration. For your copy, send \$10 (includes postage and handling) to "On Deck", P.O. Box 2065, Vincentown, NJ 08088.



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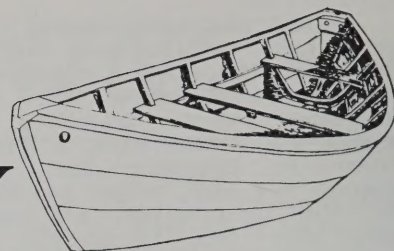
The sixth annual running of the Mighty Merrimack Rowing Race enjoyed a golden Sunday afternoon in Newburyport, Massachusetts on September 25th, and about fifty participants turned out in 28 boats, ranging from a square sterned plastic canoe under oars to a Coast Guard surfboat crewed by four of the local Guardsmen.

But sliding seat single shells were most numerous, and predictably enough, one of these rowed by local oarsman Scott Thornburn, set fastest time of the day for the 3.5 mile downriver course in 30:40. Jim Forrest's performance placing second in 32:44 was of some interest as he was rowing his forward facing oars rigged shell. It's still unsettling to watch an oarsman at work in this rig, like trying to figure out something seen in a mirror. Only two sliding seat doubles turned out, Bob Latina/Theresa Patterson beat the Mussers, John and John, in 31:55.

The closest contest was between the Piscataqua River Wherries of Dan O'Reilly/Mel Ross and John Aborn/Cliff Punchard. The latter led most of the way, but at the turn into the main channel and mooring area for the last quarter mile, the O'Reilly/ Ross boat took over the lead to win by 5 seconds.

Report & Photos by Rob Hicks

6th annual **MIGHTY MERRIMACK ROWING RACE**

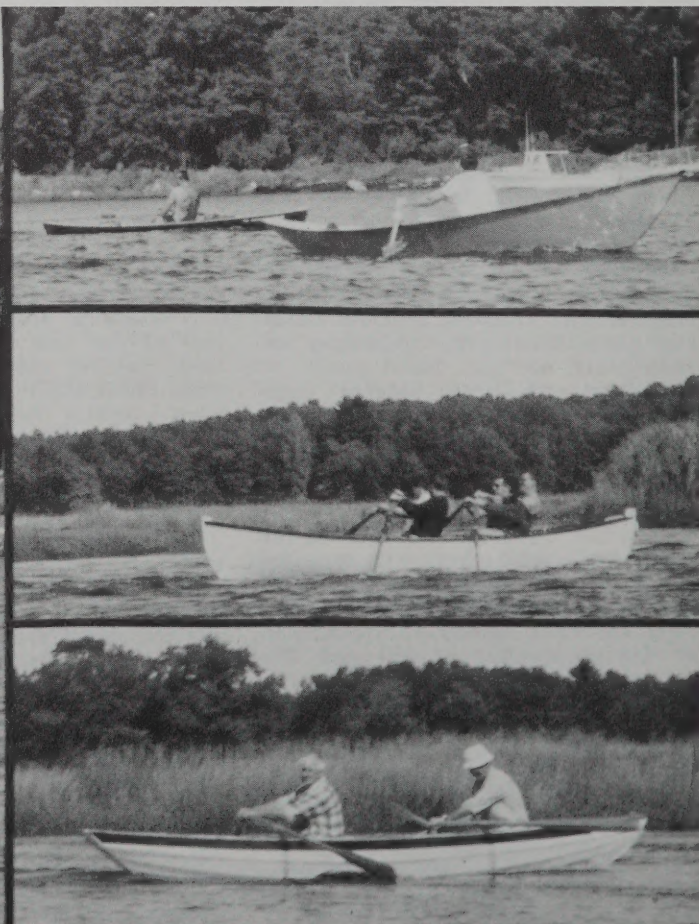
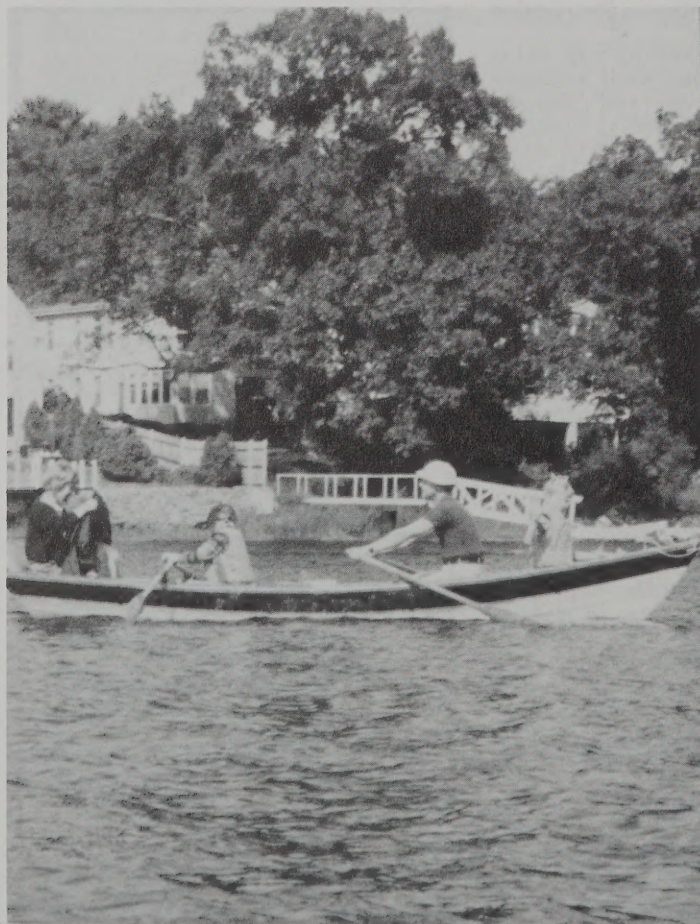


Stanley Longstaff of Portsmouth, New Hampshire, topped the fixed seat singles in his Gloucester Gull dory in 40:37, the four Coastguardsmen, Wilco, Cossette, Kimball and Charron did the multi-oar traditional class in in 48:40, ahead of three Triton High school boats. Last to finish was the Galvin family of Exeter, New Hampshire, Donald, Colleen and Dan, enjoying more of a nice Sunday afternoon "cruising down the river" than a race.

"Prizes, Food, Drink", were advertised and following the event they were presented. One of the

organizers had asked me if I'd donate a few subscriptions again this year as prizes, and I agreed. I was surprised to find that these were the only prizes, going to the five class winners. So were the winners, apparently. Runners-up got an extra hot sausage, which was the food part of the affair. It was a benefit for the Custom House Museum, a good cause, so I guess this low budget way of handing out prizes (for them) could be overlooked despite the \$10 entry fee charged. Maybe some local donations for prizes could be solicited next year?

Left, an easy day "cruising down the river for this family. Right from the top: Stanley Longstaff in his Gloucester Gull and Henry Szostek in his "Unforgiving Minute" recreational shell. The Merrimack River U.S. Coast Guard Station crew in action. Russ Tobey and Gerald Gray in a real Swampscott enjoying the river.





From the top: John Aborn and Cliff Punchard led Dan O'Reilly and Mel Ross early in the race in matched Piscataqua River wherries. Jim Forrest's forward facing shell worked well enough for 2nd in class. Bob Latina and Theresa Patterson in their Alden double were class winners. Two of the Triton High School dories most closely resembled the race publicity logo.



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The steamboaters gathered again up in Lee's Mills on New Hampshire's Lake Winnepesaukee in early September, so we drove up to have our more or less annual look at this way of messing about in boats. It was a delightful Saturday, sunny, mild, with a breeze on the lake. And twenty-seven steamboats had gathered, quite a turnout.

I continue to be intrigued with the approach to boating that steam engine people take. Really classic launches all fitted out with varnished oak cabins, fancy awnings, burgees, contrast with tiny aluminum rowboats carrying equally tiny little steam power plants. And this year, a new permutation, a lapstrake hulled inboard/outboard drive former motorboat, now featuring a steam power plant hooked up to that outdrive. Funny to watch a steamboat hydraulically lower its prop! Those in the know nodded sagely about the inefficiency of that tiny high rpm prop turning over at the slow shaft speed of a steam engine. But, it did get on the water and move along, inefficiency or not. "St. Stella Maris" was her name, hailing from S. Portland, ME. The steeply upswept sheer forward, similar to a St. Pierre Dory, promised a dry boat in a seaway.

Chris and Sue Greaves' "Loon" was an opposite extreme, classic long narrow launch hull, elaborate cabin house with full windows all around that could drop down to let in fine summer weather, or slide up to keep out the elements. Here was steamboating in the classic old luxury manner.

"Tinkertoy" the aluminum rowboat with a bustle, displayed "minimum steamboating", Ray Hasbrouck has done what he had to do to fit his steam power plant into so

Steamboatin'

Report & Photos by Bob Hicks

unlikely a' hull. The bustle on back covers the prop and steering. It's a two people boat.

The most substantial craft underway was Magnor Vatne's large steamer with pilothouse, full inside cabin, engine room, spacious canopied rear deck, and private boat-house and slip immediately adjacent to the meet next to the public ramp at Lee's Mills. Periodically this craft would toot, back out of its private slip, and 'chuff off down the lake with a load of folks aboard. A setup any sort of small boat owner would relish,

"Sawdust Sally" (I love the names these people think up) sported a bright cheery sky-blue paint job, little or no brightwork, nice workboat finish. The pilothouse with rounded front looking much like a tugboat tugged at my attention. A nice full bodied double ended carvel planked wooden hull, a steamboat with a lot of emphasis on the "boat" part.

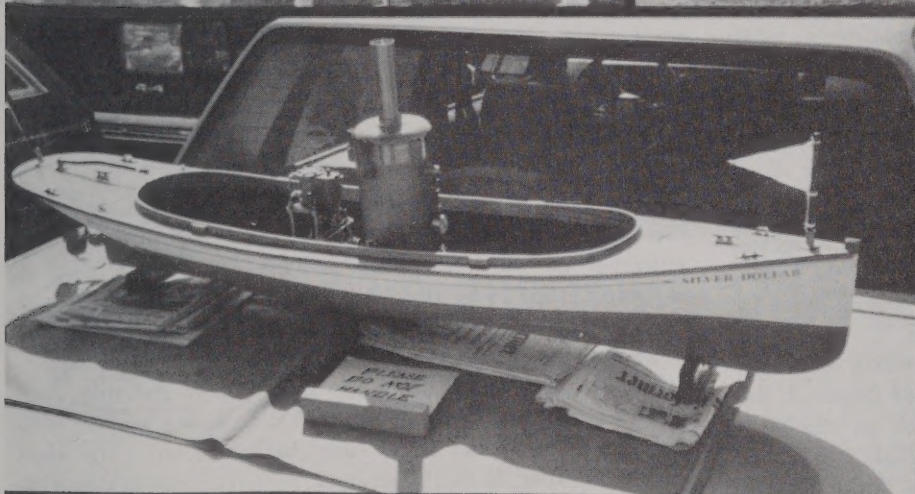
Carl Kriegeskotte's "Capt. Mc-Avery" sported some of the nicest wood joinery on a Jim Thayer fiberglass hull, including a superb rear deck complete with samson post.

We had a ride with friend Rolie Evans in "Lisa Ann". Rolie's big aluminum boat, mentioned on these pages this past winter, is awaiting its high pressure boiler unit. Rolie builds the boat and the engine, but for the high pressure steam he's chosen for this new

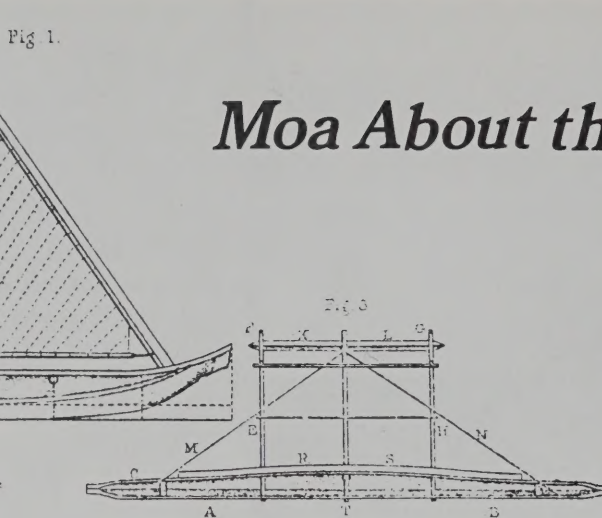
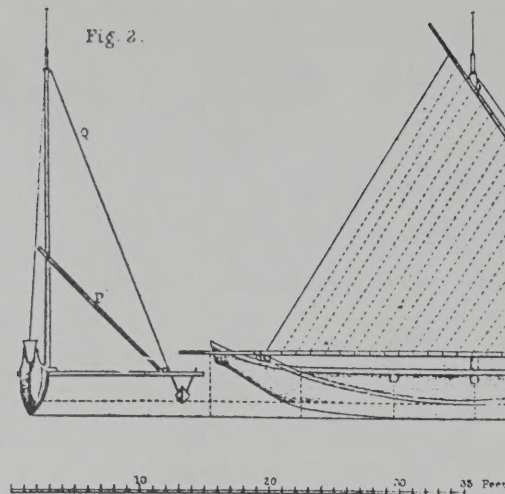
craft, he's gone to specialists. So the slip he'd rented at a marina down on Buzzards Bay for the new boat was unoccupied. He took "Lisa Ann" down to remedy this and burned 25 pickup truck loads of firewood this summer. A lot of steaming. Nice thing about steaming on a lake, Rolie found water low in his tank, so he dipped in several kitchen pot-fulls from the inexhaustible supply just over the side.

Dick Mitchell, the guru of the steamboat fraternity, brought a boat this year, about four feet long, set on pedestals across the trunk of his car. "Silver Dollar" is a full working steamboat model, something to ogle if not enjoy a ride in.

This is a really great get together, no structure, no judging, no races, no formalities. Lots and lots of shop talk with winter coming on, the hearts of many of these steamboaters are really in the shop anyway, so winter is not regarded as an "off-season". Plenty of rides for all who desire it, informal comparisons of how it's done from boat to boat. A lovely undeveloped protected bay at the very northeasternmost corner of Lake Winnepesaukee, with access to as much bigger water as anyone cared to go for. And the whistles echoing off the surrounding mountainsides, you just gotta toot your whistle whenever you pass another steamboater, or arrive at the beach, or depart on your next trip. A nostalgic sound from another time. It's especially nice to note that amongst the gathering of older guys you might expect to be steam nuts are many younger folks carrying on this love affair. Steamboating seems to have an assured future.



Left from the top: Steam power takes up much of the space in a small launch. Ray Hasbrouck's "Tin kertoy". Dick Mitchell's model "Silver Dollar". A dream for a youth, Carl Kriegeskotte's "Capt. McAvery". Right from top: Yes, it's a steamboat, Hadley Hoyt's inboard/outdrive adaptation. Chris Greaves' classic "Loon". Rollic Evans ladles on more water. The "compleat steamboat equipe" of Magnor Vatne.



Moa About the Proa

An article we published this year about how a proa is sailed continues to elicit reader responses. Apparently the exotic craft, which goes back several hundred years as a south Pacific craft, predating the first European explorers in the region, captures the imagination of those who enjoy bizarre approaches to small boats.

Reader A. Bennet Wilson, Jr.,

of Charlottesville, VA, has had more than a fleeting interest, back in 1965 he applied for and received U.S. Patent #3,223,065 for his design revisions on the classic proa simplifying the complexity of controlling a sailing craft which can go either way and which tacks to windward by swapping ends.

Reader Wilson also supplied us a copy of a discussion of the proa

design from an 1870 edition of "The Sailing Boat" by one Henry Coleman, published in London. This is a very interesting discussion of the proa, regarded then as one of the world's fastest sailing craft despite its primitive nature. Herewith the article in its original type (a bit small but still legible, and just too much to reset on my word processor).

FLYING PROAS OF THE LADRONE ISLANDS.

The flying proas of the Ladrone Islands are among the swiftest and most extraordinary sailing-boats in the world. Through ages past they have been the only vessels used by the natives.

The invention of the flying proa is one which would do honour to the most educated and ingenious of mankind, and yet it appears to have originated entirely with an unlettered people, the inhabitants of a few small, outlandish, and remote islands; and the natives are no less dexterous in the management of the proa than in the building of it.

The flying proa is admirably adapted to the peculiar navigation of the Ladrone, lying as they do, all of them, nearly under the same meridian, and within the limits of the trade-winds; and therefore vessels employed in the navigation of these islands, and in passing from one to the other, require to be especially and peculiarly well fitted for sailing with a side wind; and when we examine the uncommon simplicity and ingenuity of the construction and contrivance of the flying proa, and consider the extraordinary speed at which it sails, we shall in each of these particulars 'find it worthy of our admiration, and meriting a place amongst the mechanical productions of civilised nations where arts and sciences have most eminently flourished.' (1)

Explanation of the Plate.

Fig. 1 represents the proa with her sail set, as she appears when viewed from the leeward.

Fig. 2 is a view of the proa from the head (or stem on), with the outrigger to windward.

Fig. 3 is a plan of the whole, where A B is the lee side of the proa; C D the windward side; E F G H the outrigger, or frame, laid out to windward; K L the boat at the end of it; M N two braces from the head and stern, to steady the frame; R S a thin plank placed to windward, to prevent the proa from shipping

water, and for a seat for the man who bales out the water; and sometimes goods are placed on it. T is the part of the middle outrigger on which the mast is fixed. The mast itself is supported (fig. 2) by the shore P, and by the shroud Q, and by two stays, one of which may be seen in figs. 1 and 2; the other is hid by the sail.

The flying proa, besides being an object of curiosity, may well furnish both the shipwright and sailing-master with wrinkles of no mean or contemptible character. The Rev. Richard Walter, M.A., (2) observes, with reference to the swiftness with which these proas sail: 'From some rude estimations made by our people of the velocity with which they crossed the horizon at a distance, when we lay at Tinian, I cannot help believing that, with a brisk trade-wind, they will run near twenty miles an hour.'

The form and construction of the flying proa is in direct opposition to the principles of boat-building as adopted in England, and, indeed, in almost every other country in the world. For, as the rest of the world make the two sides of the vessel as exactly alike as possible, those of the flying proa are totally different, one side being round, or bilge-shaped, whilst the other is flat and perpendicular as a wall; but the head and stern of the proa are as exactly alike as possible, and the vessel may be sailed with either end foremost, but always with the rounded side to windward, and the flat one to leeward; therefore, on the return voyage, the boat is not turned round, but the sail. Indeed, the boat never need be turned round but twice a year, and that only when the trade-winds shift, which they do once a year only, blowing six months in one direction, and six in the opposite.

Being, therefore, always enabled to know for a certainty the quarter from whence the wind will blow, and that wind being always a side one throughout the whole range of the Ladrone, the islanders are enabled to turn such knowledge to useful advantage; and so they find it unnecessary that their boats should

possess the power of tacking and working to windward, or of sailing before the wind, but exclusively that of reaching, or sailing with a side wind. Therefore the Ladrone inventor places a very large sail on a very narrow form of hull—indeed, such a sail as would inevitably upset the proa in a breeze, unless it were counterpoised against the force of the wind by some artificial contrivance.

It has been already stated that the lee side of the proa is flat, or, in other words, the shape of the hull is something like one-half of a boat severed longitudinally, and then the whole open side boarded up from stem to stern with straight planking; all which materially contributes to render it the more ticklish, and easy to capsize. But in order to prevent such a catastrophe, the proa is fitted with an outrigger, which forms a most important feature in the boat, and one of its greatest peculiarities.

The outrigger consists of a frame made of bamboo poles, affixed to the proa, and standing out to windward. At the extreme end of the frame is fastened a log of wood, slightly hollowed, and fashioned into the shape of a small boat. The weight of the frame and log is intended to counterpoise the proa against the force of the wind acting upon the sail, and to prevent the proa from being capsized.

The hull of the proa is very neatly made and put together. The bottom is of one piece, made like the bottom of a little canoe, very neatly dug, and left of a good substance. This bottom part is instead of a keel, twenty-six or twenty-eight feet long. The under part of the bottom is made round, but inclining to a wedge, and smooth, and the upper part is almost flat, having a very gentle hollow, and is about a foot broad. From this bottom, or keel, both sides of the boat are carried up to about five feet high, with narrow planking, not above four or five inches broad, and each end of the proa turns up very prettily.

The breadth of the proa depends in a measure upon the length; but it seldom exceeds four or five feet amidships, and is much less at the ends.

The mast, it should be observed, although placed amidships longitudinally, is not so latitudinally, but stands in the bilge of the proa, close to the weather-gunwale, and is fixed to the middle beam or bamboo of the outrigger.

The sail is triangular, or latine-shaped, but much wider at the foot, and less lofty than the latines of other nations; and although it looks not a large sail in the proa, still, when it is considered how long and narrow the hull of the proa is, it will be found to be an enormous sail, in proportion to the stability of the boat, when viewed independently of the outrigger.

The fore end of the yard is secured in a socket made purposely to receive it at each end of the proa. The sail is also fitted with a boom, so that it stands nearly as flat as a board; and the boom is also used for furling the sail, and rolling up a portion of it when the wind is heavy, and such is the mode of reefing the sail of the proa.

The sail is made of matting stuff, and the mast, yard, boom, and outrigger are all of bamboo.

When the proa alters her tack for the return voyage, her crew bear her away a little to bring her stern up to the wind; then, by easing the halyard, raising the yard, and carrying the heel of it along the lee side of the proa, they transfix it in the opposite socket, whilst the boom, at the same time, by easing off one part of the sheet, and hauling on the other, shifts into the contrary or required position, when that which was the stern then becomes the head, and the proa is trimmed on

the other tack.

The proa generally carries a crew of six or seven, two of whom are stationed, one at the head and another at the stern. These steer the vessel alternately, with a paddle, according to the tack on which she goes. The duties of the others are to bale out the water when she leaks or accidentally ships any, and to trim, adjust, and attend to the sails.

From the description given of these extraordinary vessels, it will be seen how admirably they are adapted for ranging the Ladrone Islands; and from the great power they possess in the very large sail, the flatness of their lee-side, and their narrow form of hull, assisted by the outrigger, they are enabled to fore-reach with immense power, and without any apparent lee-way. (1)

Vessels bearing some resemblance to the flying proa are often met with in various parts of the East Indies, but none of them appear to have any pretensions equal to those of the Ladrone Islanders, either in the ingenuity of form and construction, or in the speed at which they sail. Voyagers have, therefore, asserted their belief that the flying proa was the original invention of some genius of the Ladrone, and was afterwards imperfectly copied by neighbouring nations.

It is mentioned by Pliny, eighteen hundred years ago, that vessels navigating the seas to the west of Taprobane (Ceylon) had prows at either end, to avoid the necessity of

tacking. (1) And the same fact is also mentioned by Strabo, who says they were built with prows at each end, but without holds or keels. (2) Still, this mention by Pliny and Strabo does not appear to clash with the general impression of the early voyagers, that the original notion was derived from the Ladrone Islanders.

The peculiar mode of counterpoising the canoe, when the pressure of the wind acts forcibly on the sail, is also a very primitive notion.

Even at the present day, with all our boasted improvements in marine architecture, it may be fairly questioned whether the flying proa is not incomparable as a vessel for swift sailing, close to the wind. And what other vessel makes so little lee-way? Besides, too, the flatness of the sail, combined with the flat lee-side of the vessel, would seem to be the most scientific combination of weatherly qualities ever invented. (3)

A modern attempt at the art of constructing a flying proa, to sail in English waters, was made in the year 1860, by a member of the Royal Mersey Yacht Club, who, assisted by the ingenuity of an able mechanic and boat-builder on the Mersey, appears to have been highly successful in turning out a veritable flying proa; which was, of course, one of the greatest attractions and most extraordinary novelties ever seen on that river. This Anglo-Ladrone proa was described as being

highly scientific, and solving many problems in the science of marine architecture. She is diametrically the opposite, in every particular, to all European vessels. She has much greater length, in proportion to her beam, than any other vessel whatever. Her two ends are exactly alike, turning up prettily in the prow-like manner of the ancient galley, ending in a handsomely carved scroll. The most surprising feature is, that one of her sides is flat, acting as a lee-board, and it is on this side that she always sails when by the wind. The other side, which is the windward one, is moulded, rounding in the manner of other vessels. Her bottom, or midship section, is of a rounded, wedge-like form, and has great length of floor. On this side there is a strong framework, or outrigger, firmly built to the vessel; and at the end, parallel with the keel, a log of wood, shaped into the

form of a small boat, is strongly attached, made hollow and decked over. By this arrangement she is kept from over-setting, it acting also as her ballast, and giving the required stability. This quality can be increased *ad libitum*. It also acts antagonistically to the pressure of the wind on her sail when by the wind: as the pressure increases, so does she gain stability, by gradually feeling the whole weight of the log boat, as it is lifted out of the water. She only draws about fifteen inches of water; yet the flatness of her lee side, and its clear run, prevents deflection from her course when on the wind. Her mast is placed exactly in the middle of her length, perpendicularly, but stepped on one side, and can be lowered on deck at pleasure. She has one sail, which, in its principle and working, is as surprising and as novel as the boat herself. It will turn round to any point of the compass, and, working on a centre, it can be so adjusted as to act as a steering sail, as well as a most powerful means of propulsion. She can be run upon any rhomb-line of the compass, in a direct course, merely by varying the angle of the sail. It can be reefed to any degree required to meet the power of the wind, and yet retain its original shape; this is effected by the simple and perfect process of rolling it up at the foot on the lower yard. The general simplicity of the construction of the proa, and ingenuity of contrivance in her sail and tackle, is beyond that of any other vessel; one mast, one sail, one shroud, three blocks, one halyard, two sheets and braces, comprise all her tackle. The seamanship, or manner of sailing her, too, is not the least part of the novelty. Two hands, in moderate weather—one sitting at each end—have perfect command over the vessel; and she is steered by them alternately, with a broad paddle, according to the tack she is upon. She sails either end foremost, that which was her bow becoming her stern, and *vice versa*. She

is never 'put about; but when required to go on the opposite tack, the steersman merely 'keeps her away,' until her sail fills at the opposite end; that which was the fore-leeche becomes the aft-leeche, and the end of the yard is passed under a notch to keep down the tack of the sail. Thus all the confusion of tacking is done away with. In case of a sudden squall, a single halyard let go brings down the sail on deck immediately, and the danger of the gaff-sail and its complexity is avoided; nor is there any jybng, and its hazardous consequences, to encounter. Combined with all these desirable properties, from the fact of the vessel requiring no ballast whatever beyond her stores, she is as buoyant as a cork; and being constructed throughout of wood, she can never founder, and is a life-boat in principle. Her prow at each end rising boldly up, with curved lines, enables her to rise to the sea, and her length of floor and general buoyancy prevents any of those sudden and heavy plunges which take place with vessels loaded with lead or iron ballast and heavy spars. She will rise with the utmost promptitude on the top of the wave, or, in scudding before the sea, go over it, from her superior lightness. Swimming on an even keel, and drawing so little water, she can run over banks and get into shallows, or make harbour, when other vessels are compelled to keep at sea or wait a tide. We have said nothing of her velocity, or capability of passing through the water; yet this is her most surprising quality. From the general curvature of her bottom, and bold flanging stems, she can be propelled through the water with a speed which would send any other sailing-vessel bows under. From this description, it will be very evident to the scientific reader that her capability of speed is something very considerable. We shall conclude with the statement that she carries *three times* more canvas, according to the resistance of the vertical midship section immersed, than the fleetest of our yachts.'⁽¹⁾

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1988 BOSTON TUG MUSTER & PARADE



Report & Photos by Hugh Ware

Before starting on my report of this year's Tugboat Muster, held on August 27th, I reviewed my last year's report. I noted then that I had helped to bring Dick Learned's tug "Harbor Hobo" up from Wickford, RI, the day before and how the Providence tug "Reliance" had steamed alongside us into the setting sun as we entered Boston harbor. We had learned upon docking that there was a goodly number of pre-registrations. The weather for last year's muster was the result of several days of smoky sou'westers, and some tugs were repeaters, while others had come from far and near to join the festivities for the first time. There had seemed to be more fresh paint jobs than had shown in earlier musters. And all seemed to have had a good time.

Deja vu! Once again I sailed on "Harbor Hobo", her new radar made a big difference to our Right-guard level as we steamed through the Rhode Island fog we always seem to meet. A radar is a great watchman in even the best of conditions. For instance, big, like 125', motoryachts would come up astern of us and pass within a hundred feet at 20 knots, leaving us to combat their tremendous wakes. The radar allowed our helmsman to spot them coming in time to call out a warning, slow down and steer into their deckwashers.

On our way to Boston we passed other tugs and tows. In Buzzards Bay we passed a stumpy tug from Norfolk towing a peculiar

flat-top barge. It had a couple of strange kingposts amidships with slack lines running fore and aft and a line of large concrete blocks lining one edge. And they were towing this thing backwards. We were pleasantly surprised when the "Angela M" appeared next morning at the muster after dropping her tow in East Boston in the wee hours of the morning.

We also passed last year's cover tug (Sept. 15, 1987), the Corps of Engineers' "Manamet" on alert in the Cape Cod Canal, along with her sister. Tied up nearby were three of the Crosby tugs, including "Waukegan", last year's pushing winner in the big tug category. We hailed to ask whether they would be coming to Boston, but they had a tanker scheduled to dock. "Next year," was the promise. We noted later that "Waukegan" had been pre-registered to appear. Then, once again, the handsome dark green "Providence" overtook us as we neared Boston, and we admired the golden eagle and gilded wrap-around nameboard that adorns her pilothouse.

Next day the weather was, guess what, the product of smoky sou'westerly winds for several days. The number of pre-registrants was healthy at 29, up from last year's 18, and about 40 tugs actually showed up. Once again there was new paint, in fact, last year's "Gaby Lynn Gisclair" was this year's "Sea Horse", freshly painted most attractively in white and soft green and renamed the

night before. Reportedly, all the paint hadn't dried. And again, everyone had a good time.

Why do they have a ball? Why does the muster work and gain appeal year after year? Billy Lee of the "Ocean Reporter" gave one answer. He explained, "You hear these guys on the radio all the time but you don't get to meet them very often. Here we meet and can see what the other guys look like." He might have added that the chance to test one's tug against another in the same horsepower class must be another powerful incentive.

The formal part of the muster began with a mutual "blasting of the fleet", carefully arranged by radio. An author whom I'm not supposed to quote from directly by name without permission from his publisher, has described a ship's horn as "that anthology of dissonances, that convention hall of deafening grunts, that lady frog's dream of what a bull frog's mating call should be, that groan of groan, that bleat of bleats, and that blast of blasts." The origin of one set of blasts in that opening ritual was the FIVE horns of Ken Gallup's "Hawk" from Rhode Island. I found out later that one shouldn't be standing on top of the pilothouse in front of these horns when an enthusiastic crew member pulls the cord to applaud an especially good push. That blast HURTS! Much nicer, easier to hear, is the chime of her three air whistles. They were originally from a steam locomotive.



From the top: The pilothouse on "Reliance". The horns on "Hawk". The squirts from this tug hardly matched the fireboats' display.

Next came the formal blessing of the fleet and then spectators were invited on board some of the tugs for the parade down the inner harbor to Castle Island and back. The rival fireboats (but matched sisters) of Massport and the City of Boston, led, putting most of their several engines onto the pumps and producing mighty streams upward and outward.

They were followed by the tugs. The big boys led off, with size tapering down to the rear of the parade. However, the smallest tug, all 18' and thirty horsepower of the "Captain Fred IV" didn't come last. That position was assumed by the research vessel "Bay Explorer", which swung into line very neatly from an adjacent pier. But, she was not just an opportunistic interloper. She belonged in the parade for she used to be a towboat. Her formal title and name, once upon a time, was the "USCGC Yeaton" and she had spent hundreds of hours towing distressed ships and fishing vessels into the safety of the harbor.

The fireboats, sometimes veiled by the spray of their streams, weren't to be outdone. One tug also was pumping water, granted they were smaller streams but it was at least squirting. Such is the spirit of the muster.

Eastern Towboat's "Jupiter" was the oldest metal tug on hand. "Lido" (the cover tug of the August 15, 1985 issue) was the oldest wooden tug present. "Jupiter" is 80 years old, built of riveted wrought iron, and is still working hard and alternating appearances at succeeding musters with "Saturn" from the same fleet. "Jupiter" had a nice complement of guests, including one who might have been the parish priest.

Crisp paint and plenty of flags were the order of the day. "Manamet", in her very spiffy 52nd year, lay alongside another Cape Cod tug, the "Wauwinet" up from Nantucket for the day. But something new was added this year. Uniforms. The crew members of the Boston Fuel tugs, three of these tugs were on hand, wore bright red coveralls that brought Red Adair's firefighters to mind. And the families and crew of "Success" and "Fort Andrews" wore bright T-shirts with their corporate names on the backs.

Mass Sea Tow appeared with a new tug, a very competent workboat that replaced their previous fiberglass boats with twin outboards. "Sea Tow II" would seem to demonstrate that commercial towing of broken down yachts in non-emergency situations is profitable. An impressive craft.

The coastwise tug "Texaco Houma II" joined the muster without bothering to check in with the local office (would there have been objections to participation?) and did her share of pushing. She was

able to beat "Manamet". And our friend from Buzzard's Bay, "Angela M" of Norfolk, VA, started the pushing contests with two tries at "Miss Nicole" of Hampton, NH.

There were a lot of contests this year. My scribbled list shows some forty pushing matches, and I cannot claim accuracy. I spotted three going on at one time. The two fireboats were reported about to try, but didn't. Next year, perhaps? Everybody seemed to have a go at it with anyone else remotely in the same weight/power class. The pushboat "Emily Anne" took on the small tugs "Guido" and "Grampus", one to a knee, and they went back and forth until finally size won. "Grampus" used to be the Gloucester pilot boat "Can Do", so tragically and unnecessarily lost with five aboard in a rescue attempt on a grounded oil tanker in Salem harbor five years ago in a winter storm.

Throughout all of this, Capt. Francis Collins, a tug master and deep sea skipper, provided the crowd with knowledgeable commentary over the PA system, ranging from the human side of towboating to technical insights into what was happening on the water. In the contest between the "Vincent D. Tibbetts, Jr." and the "Reliance", the marine engineering debate over the respective virtues of inward-turning screws vs. outward-turning screws was illustrated. Outward turning are held to be superior except when the tug is at a standstill, and "Vincent" proceeded to prove that this exception has some validity.

The pushing contests finally concluded, and somehow the smaller tugs, which had been asked to defer to the big boys, never got to their turns at pumping iron (just like childhood days, the big kids and the little kids). There was some complaint on this subject afterwards. The tugs crowded nose-to-along Pier 4 and it was time for hawser tossing contests.

It was also tug visiting time and I made a beeline to the "Angela M" to find answers to my questions about her tow of the previous day. It turned out to have been a rock barge that had sunk and broken its back. The kingposts helped to pull things back together into position for salvage and repair and it was towed backwards because the broken back as forward and they didn't trust the repair. While onboard, I noted two decals on the front of the pilothouse that made my day complete. "We Slow for Manatees" was posted right over a Harley-Davidson motorcycle logo. I wished then that "Boats" editor, a motorcycle racer in past years, had been present to see these and enjoy the best yet Boston Harbor Tugboat Muster. (I was at the Wooden Boat Show. ED).



From the top: "Annette M" and "Miss Nicole" start off the pushing contests. "Manamet" and "Wauwinet" at the dock. The new "Sea Tow II" rescue tug. Centerspread overleaf, tugs come in all sizes!



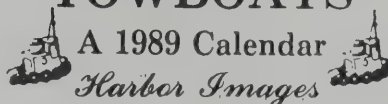


It's autumn and therefore time to review the latest Tugboat Calendar produced by Matt Lyon out there in Richland, Washington. And here they are again, a wonderful variety of these workboats at play and labor on the rivers and coasts of the United States. Although there are only twelve months to a year, Matt's calendar manages to include twenty tugs and pushboats. These range from small tugs like the "Grace Foss" to one tug so large that it takes the useful information notes at the back of the calendar to point out its presence (it is the "Moku Pahu", the tug part of an integrated barge/tug rig that brings Hawaii sugar to the States. The "America" helping dock this rig is a good sized harbor tug but she is dwarfed by the 14,000 hp monster on her bow).

Last year I commented on the variety of tugboat colors and color schemes and criticized the choice of colors and their multiplicity on the cover tug. I later learned that she was Matt's favorite tug. Sorry about that, Matt. There are plenty of colors again, but none that rub me thwartwise.

The cover tug this year is interesting for several reasons. She appears to be painted in a simple black and white scheme, that is until one studies the picture more closely. Then one discovers unexpected subtlety, the colors involved are black and white, plus a pale green and light blue or gray, and this list does not include the International Orange of a life preserver nor a door with natural wood finish!

TUGBOATS & TOWBOATS



Review by Hugh Ware

This tug, the "Cleo J. Brusco", is a superb illustration of the purpose-built nature of workboats and the visual eccentricities that may result. She has the normal tug hull but the bow brandishes two gigantic pushing knees. Her double decked superstructure is blind forward and her pilothouse sits far above the top deck atop an angular tapering column, abaft of which are two flights of metal "fire escape" stairs. The ensemble looks remarkably like a sea-going forest fire lookout station. But she is unmistakably a tug and a very striking one at that. Perhaps she could even be judged handsome in her own way.

Completely different is the classic steam tug "Master". Smoke streams from her stack and one wonders whether they are stoking it up to make good photography. A "pennant" of steam streaming from the front of her tall stack indicates that they are too successful and the pressure valve has lifted to ease things until the tug picks up speed. She too has a multi-color paint job (green, red-lead red, white, black, yellow). She too is undoubtedly a tug, but of the old school.

The calendar shows tugs in

rain (the capable "Paumanok" pushing her way under a raised draw-bridge and breasting a swell whose source can only be guessed at), in ice (the cool-blue-and-white push boat "Seminole" entering a lock on the ice-filled Ohio River), and in bright sun (a wonderful stern shot of the powerful looking "Katherine Clewis" pushing a big barge while passing close aboard a tanker going the other way, all in warm reds, yellows and browns). This may be the picture I enjoy the most next year, although March's picture is an equally wonderful study in blue. The "Anna Mae" has a blue hull and her superstructure is divided by a sweeping yellow stripe into blue and white asymmetrical halves. She is towing a blue tank barge on a very blue Connecticut River.

Each calendar has been better than the last, and this year Matt held the price while using heavier paper. My sole regret with his calendars is that he hasn't yet used pictures of the big stuff, the deep sea salvage tugs and the larger oilfield towboats; or of foreign tugs. But I feel he will.

I know he is always looking for good tug pictures and would welcome submissions (I hope to offer him some candidate photos from New Zealand after my planned visit there next year, there is a certain old steam tug in Auckland harbor that I want to shoot). Nobody will become rich from a calendar such as this one, but many will be emotionally rewarded by creating and using them. If tugboats tug at your heartstrings, don't miss out on the rewards you will receive spending 1989 looking at the tugs in Matt's calendar.

"Tugboats & Towboats" is available for \$8.95 postpaid by first class mail (Washington residents add \$.70 sales tax) from Harbor Images, P.O. Box 1176, Richland, WA 99352.

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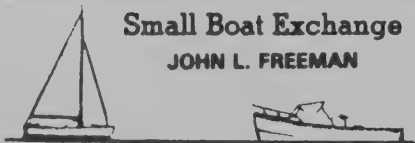
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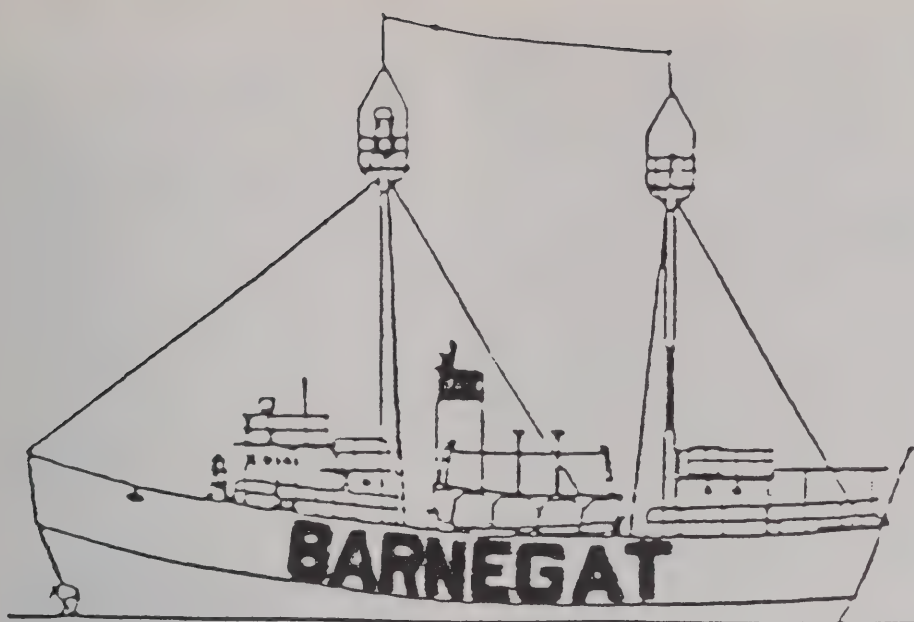
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The Barnegat Lightship, another castoff of the continuing automation of navigational aids by the U.S. Coast Guard, has recently been rescued from a proposed fate as yet another floating restaurant by a concerned group of Philadelphia boat nuts. The Philadelphia Yacht Club, Pyne Point Marine Services, and Roger Allen of the Philadelphia Maritime Museum joined forces with the Philadelphia Ship Preservation Guild, which then voted to NOT sell "Ol' Barney" to the restaurateur. Substantial volunteer effort is now ongoing to tidy up the scruffy, neglected vessel, which has been moved to Penn's Landing, and restore her as a waterfront exhibit and ultimately as a river cruising ship. The August newsletter of the Philadelphia Traditional Small Craft Association carried the following article on "Ol' Barney".

"Lightship #79, known to the men who served aboard her as "Ol' Barney", marked the coastal shipping lane off Barnegat Inlet in New Jersey for 40 years.

She was built in Camden, New Jersey, in 1904 by the New York Shipbuilding Company for the United States Lighthouse Establishment.

Dimensions: 129 feet long, a 30 foot beam, and a draft of 12 feet. She was powered originally by steam but was converted to diesel power in 1931.

Lightship #79 was first assigned to Five Fathoms Bank off Cape May, New Jersey, where she served until 1924. After another two years as a relief lightship, moving into place allowing others to return to port for overhaul, she was assigned to station seven miles off Barnegat Inlet, the name "Barnegat" emblazoned on her hull. Except for a stint during World War II as a guard ship off Cape Henlopen, Delaware, she remained off the Jersey shore until she retired in 1967. She was then assigned to the Chesapeake Bay Maritime Museum where she remained on exhibit until 1975.

Life aboard a lightship was not by any stretch of the imagination a pleasure cruise, according to a booklet written by Commander E.M. Jameson (MC) USNR (Ret.) Under the command of a Coast Guard Warrant Officer, her normal crew complement included a Chief Petty Officer in charge of each department, and lesser ratings as radio men, electronics technicians,

machinist mates, cooks, seamen, a crew of 14 to 17 total.

Routine aboard ship was described as both exacting and monotonous. In addition to the primary duty of marking a known charted station as an aid to navigation, a lightship collected information on tides, waves, coastal currents and sea temperatures. A record was kept of the approach direction, the closest point of approach, and the type of every vessel sighted.

During fog and foul weather, her 13,000 candlepower light was augmented by "five-second, nerve-shattering blasts of her fog-horn, ear-splitting blasts erupting only a few feet above the crew's quarters," making conversation and sleep aboard all but impossible. At regular intervals a Coast Guard tender would arrive to provide mail, fresh meat and vegetables and other supplies. Those crewmen who had served two week's duty on board were replaced by others, earning in rotation a week's liberty ashore.

Lightship #79 was among the last of those to serve off the coast of the United States to guide incoming ships to harbor or to mark hazards of navigation. Their replacements are large electronic buoys in some cases, in others, giant offshore structures on pilings driven deep into the ocean floor. In any event, the new equipment is automated or remote-controlled, and does not require continuous on-site supervision. Some of those who served aboard lightships such as the "Barnegat" may agree it's just as well. Although massive and solid in appearance and held on station by mushroom anchors weighing 3,500 pounds each, lightships were vulnerable to storms, collisions, and the perils of war.

The return of Lightship #79, "Ol' Barney" to the port of Philadelphia will enable her to mark one more station, an appropriate one due to the current surge of interest in the Philadelphia waterfront. Lightship #79 has finally come home.

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Repairing "Big Bird Too"

Messing about in boats can be done in a multitude of ways, and naval architect Eric Sponberg of Newport, RI, came up with yet another unusual way this past summer. This is his story.

"A defect in the joint between the fiberglass hull and an aluminum bottom plate under the engine room of the 50' ferry "Big Bird Too" had allowed water to soak into the foam-filled hull, waterlogging the craft adversely affecting its continued daily use. "Big Bird Too" was located in the Caribbean at St. Maarten, N.A. My firm, Sponberg Yacht Design, contracted to do the repair job on site in July, and it took a dozen 12 hour days in 90 degree heat and 80% humidity to make the repairs.

Essentially, the task involved tipping the boat on its side, cutting off the fiberglass bottom, removing the waterlogged foam and then putting it all back together again with new materials. My team included fiberglass expert Patrick Lyons of Atlantic Marine Engineering of Tiverton, RI; master boat-builder Hugh Maxwell of Newport, RI; and foam expert Lou Chiocchio of Eastern Foam Systems of Bridgeport, CT.

All the repair materials were shipped to the work site from Rhode Island. Included were two densities of polyurethane foam, nitrogen, vinylester resin, polyester resin, fiberglass fabrics, polyester fairing compound and acetone. Additionally, all the necessary tools for the fiberglassing, foaming, cutting, grinding and drilling had to be shipped.

The boat was hauled in a travelift, weighed in at 28,000 pounds, and set onto its side. When we made our first cut, water gushed out of the hull. We had to go as deep as 18" into the hull to get out all the waterlogged foam. That accomplished, we refilled the space with a stronger foam, faired it to shape and refiberglassed the hull with a much stronger laminate. A final fairing made the bottom absolutely smooth.

Weather was a critical factor, as the vinylester resin is very sensitive to hot and humid conditions. The daytime heat was so intense, though, that it drove over the resin cure before the humidity had time to affect it.

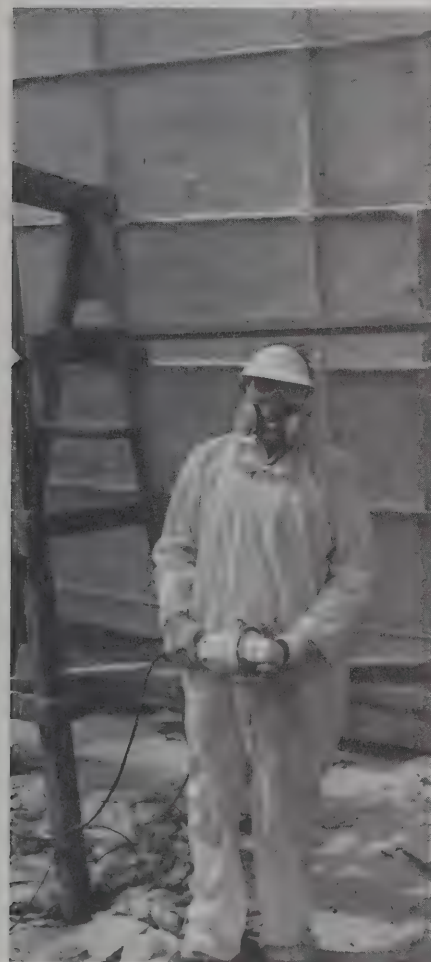
Left from the top: Weighing in. Tearing out the waterlogged foam. Installing all-new foam. Ready to go back to work again.



In the end we removed 5,000 pounds of water and gave back the owners a better boat than they had started with new just two years ago. We redesigned the defective aluminum/fiberglass joint to make it watertight and increased the hull laminate strength by about 60%. "Big Bird Too" cost about \$250,000 new, our repair job came to about \$50,000. Final weight was down to 23,000 pounds.

What's a yacht design firm doing in the repair business? Well we specialize in difficult boat repair projects as part of our design and marine engineering service."

Sponberg Yacht Design Inc. is at P.O. Box 661, Newport, RI 02840, (401) 849-5661.



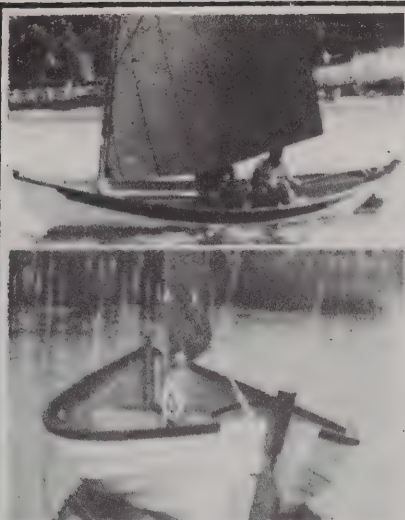
Happiness is messing about in boats!

Traditional Canoe Enthusiasts...

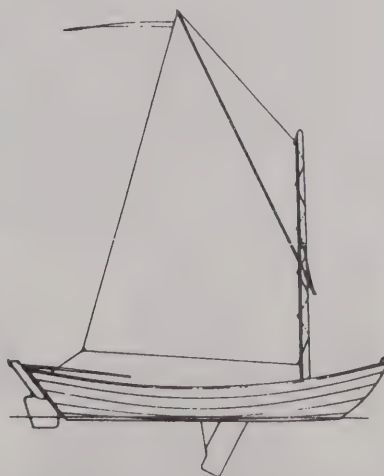
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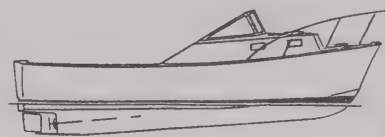
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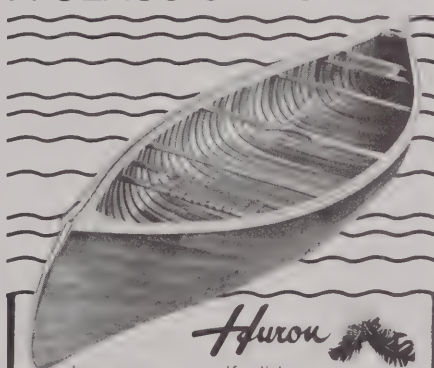
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A most unique, colorful and functional line of small craft sails available for small craft owners, canoeists and kayakers is the BSD line offered by Mark Balogh of Cedar Island, North Carolina. His "Batwing" fully battened sails fitted to sea kayaks first caught my attention because the only sails I'd seen fitted to kayaks had been much larger, cumbersome rigs on Kleppers and Folbots.



Batwings, Tri Stars and Twins

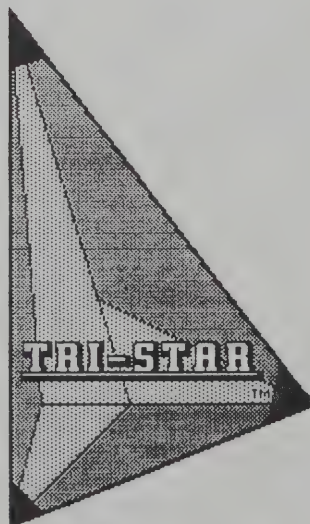


Mark's "Batwing" is designed to be fitted to a compact deck mounted mast partner and leeboard assembly. Everything except a permanently mounted deck bracket or two dismantles and stores entirely within the kayak. It's even easier to pack along in a canoe or a small rowing boat. The "Batwing" is a development from hanggliders, an aerodynamic airfoil. Mark states it has "low parasitic and induced drag components" which make it particularly appropriate for use on limited stability narrow-hulled kayaks and other narrow beam small craft. The battens make it effective on all points of sail and prevent flogging.

The "Batwing" has a two-ply leech, luff and foot, "Trilam Diagonal" window material, quick release "Wichard" tack downhaul hook, webbed-on stainless D ring on clew, tapered laminated fiberglass battens, and "Trentec" adjustable batten end caps. An option is "Zippy Reef", a zipper reef line that's virtually instantaneous in use. It all comes in a nylon packcloth bag for on-board storage when not sailing.

In 1988 Mark developed his "Tri-Star, an unbattened triangular sail for use with a sprit boom on larger small craft. The pattern of panels is not just colorful, but is

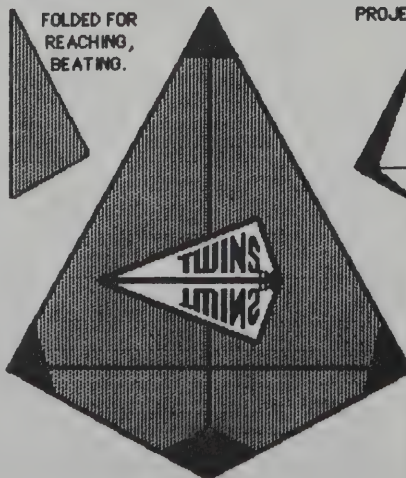
computer designed to bring seams into place for the best airfoil shape on the wind. The sailcloth is 3.9 ounce dacron, sewn and glued up. Three versions are offered, mainly differing in color options on panels, from solid one-color to three-color.



Mark's "Twins" resulted from studying up on downwind sails for kayaks. The panel shape provides a low center of effort for relaxed running home downwind after paddling or rowing upwind outward bound. A single line allows adjustment from "full power" to "off" or anywhere in between. For pointing above a broad reach, the two sides fold over into a single triangular shaped windward configuration, and for pointing higher, a leeboard is needed. The "Twins" is not intended as a primary sail rig for a sailboat, but rather as an auxiliary rig for human powered craft. It's made from ripstop nylon and has tubular fiberglass booms.

Fitting Mark's sails to your kayak or other small boat is best accomplished with the rig kits built for Mark by Hugh Horton Small Boat Company of Detroit. Hugh has designed a system of mast partners and leeboards that is very compact and easily dismantled for onboard storage. His masts are foam

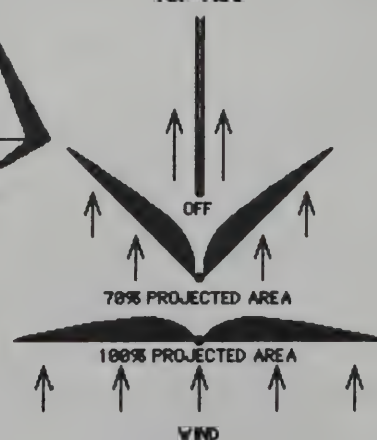
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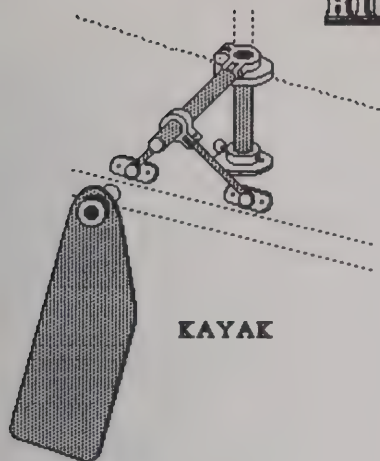
PROJECTED AREA



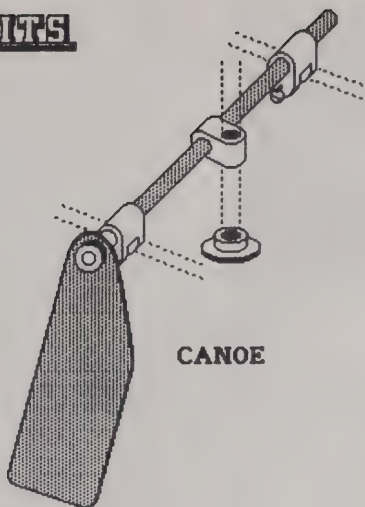
TOP VIEW



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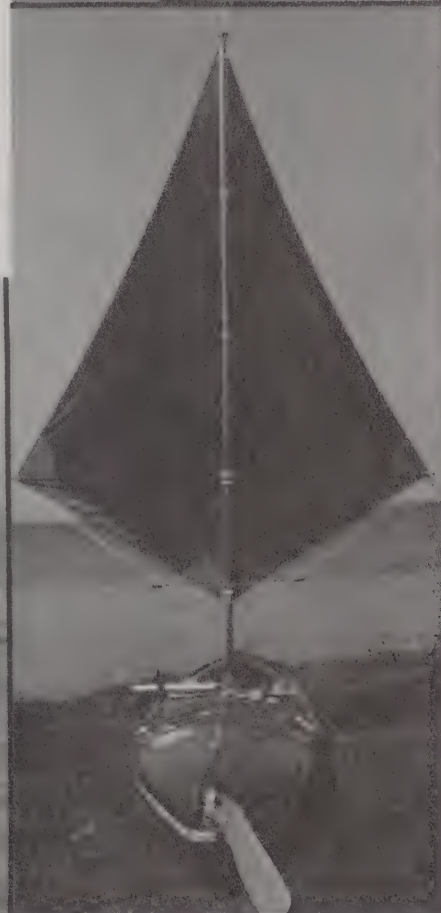


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filled aluminum tubing in short sections that assemble for use, dismantle for onboard storage, and operate unstayed.

Mark's products are not cheap, his approach is that long life and reliability are more cost effective than a low first cost. His "Batwings" come in six sizes, 12 to 50 square feet, from \$195 to \$365. The "Tri-Stars" come in four sizes, 21 to 59 square feet, from \$89 to \$199.

The "Twins" range from 20 to 50 square feet in four sizes at \$99 to \$209. Masts come in seven sizes ranging from \$90 to \$165 and the leeboard/mast partner kits range from \$160 to \$220 in a variety of choices to suit the boat and sail sizes. He'll send you a really detailed brochure and order form for \$1. Balogh Sail Designs is at Star Rt. Box 79, Cedar Island, NC 28520, (919) 225-6631.



An amateur built strip canoe with a 28 sq. ft. Batwing fitted. Top, a 59 sq. ft. Tri Star on a Bolger "June Bug" skiff. Below, a 20 sq. ft. Twin on an Eddyline Orca sea kayak.

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BY
NATHANIEL H. BISHOP,

CHAPTER IV.

FROM LAKES GEORGE AND CHAMPLAIN TO THE
HUDSON RIVER.

CONVENT OF ST. MARY'S OF THE LAKE.—THE PAULIST
FATHERS.—CANAL-ROUTE FROM LAKE CHAMPLAIN TO AL-
BANY.—BODFISH RETURNS TO NEW JERSEY.—THE LITTLE
FLEET IN ITS HAVEN OF REST.

Mr. Lockhart kindly offered to escort me to the convent of St. Mary's of the Lake; and after following the mountain road for a quarter of a mile to the north of the cottage of my companion, we entered the shady grounds of the convent and were kindly received on the long piazza by the Father Superior, Rev. A. F. Hewit, who introduced me to several of his co-laborers, a party of them having just returned from an excursion to the Harbor Islands at the northern end of the Narrows, which property is owned by the Order. I was told that the members of this new religious establishment numbered about thirty, and that all but four were converts from our Protestant faith. Their property in New York city is probably worth half a million of dollars, and the Sunday schools under their charge contain about fifteen hundred scholars. Here, among others, I saw Father D——, who gave up his distinguished position as instructor of the art of war at the Military Academy of West Point, to become a soldier of the Cross, preferring to serve his Master by preaching the gospel of peace to mankind. Under an overhanging rock at a little distance were conversing, most happily, two young priests, who a few years before had

fought on opposite sides during the civil strife which resulted in the preservation of the Great Republic.

A mathematician and astronomer from the Cambridge and also from a government observatory, who had donned the cassock, gave me much valuable information in regard to the mountain peaks of Lake George, which he had carefully studied and accurately measured. Through his courtesy and generosity I am enabled to give on the preceding page the results of his labors.

The interesting conversation was here interrupted by the tolling of the convent bell. A deep silence prevailed, as, with uncovered heads and upon bended knees, the whole company most devoutly crossed themselves while repeating a prayer. I felt much drawn towards a young priest with delicate and refined features, who now engaged me in conversation. He was an adept in all that related to boats. He loved the beautiful lake, and was never happier than when upon its mirrored surface, except when laboring at his duties among the poor of the ninth district of New York. The son of a distinguished general, he inherited rare talents, which were placed at his Saviour's service. His Christianity was so liberal, his aspirations so noble, his sympathies so strong, that I became much interested in him; and when I left the lake, shortly after, he quietly said, "When you return next summer to build your cottage, let me help you plan the boat-house." But when I returned to the shores of Lake George, after the completion of my voyage to the Gulf of Mexico, no helping hand was there, and I built my boat-house unassisted; for the gentle spirit of the missionary Paulist had gone to God who gave it, and Father Rosencranz was receiving his reward.

When I joined my travelling companion, David Bodfish, he grievously inveighed against the community of Whitehall because some dishonest boatmen from the canal had appropriated the stock of pipes and tobacco he had laid in for his three or four days' voyage to Albany. "Sixty cents' worth of new pipes and tobacco," said David, in injured tones, "is a great loss, and a Bodfish never was worth anything at work without his tobacco. I used to pour *speerits* down to keep my *speerits* up, but of late years I have depended on tobacco, as the *speerits* one gets nowadays isn't the same kind we got when I was a boy and

worked in old Hawkin Swamp."

Canal voyaging, after one has experienced the sweet influences of lakes George and Champlain, is indeed monotonous. But to follow connecting watercourses it was necessary for the Mayeta to traverse the Champlain Canal (sixty-four) and the Erie Canal (six miles) from Whitehall to Albany on the Hudson River, a total distance of seventy miles.

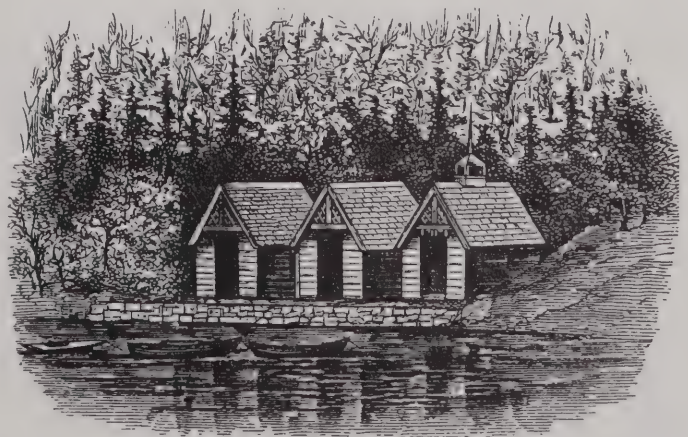
There was nothing of sufficient interest in the passage of the canal to be worthy of record save the giving way of a lock-gate, near Troy, and the precipitating of a canal-boat into the vortex of waters that followed. By this accident my boat was detained one day on the banks of the canal. On the fourth day the Mayeta ended her services by arriving at Albany, where, after a journey of four hundred miles, experience had taught me that I could travel more quickly in a lighter boat, and more conveniently and economically without a companion. It was now about the first week in August, and the delay which would attend the building of a new boat especially adapted for the journey of two thousand miles yet to be travelled would not be lost, as by waiting a few weeks, time would be given for the malaria on the rivers of New Jersey, Delaware, and Maryland, and even farther south, to be eradicated by the fall frosts. David returned to his New Jersey home a happy man, invested with the importance which attaches itself to a great traveller. I had unfortunately contributed to Mr. Bodfish's thirst for the marvellous by reading to him at night, in our lonely camp, Jules Verne's imaginative "Journey to the Centre of the Earth." David was in ecstasies over this wonderful contribution to fiction. He preferred fiction to truth at any time. Once, while reading to him a chapter of the above work, his credulity was so challenged that he became excited, and broke forth with, "Say, boss, how do these big book-men larn to lie so well? does it come nat'ral to them, or is it got by edication?" I have since heard that when Mr. Bodfish arrived in the pine-wood regions of New Jersey he related to his friends his adventures "in furrin parts," as he styled the Dominion of Canada, and so interlaced the *facts* of the cruise of the Mayeta with the *fancies* of the "Journey to the Centre of the Earth," that to his neighbors the region of the St. Lawrence has become a coun-

try of awful and mysterious associations, while the more knowing members of the community which David honors with his presence are firmly convinced that there never existed such a boat as the Mayeta save in the wild imagination of David Bodfish.

Mr. Bodfish's fictitious adventures, as related by him, covered many thousand miles of canoe voyaging. He had penetrated the region of ice beyond Labrador, and had viewed with complacency the north pole, which he found to be a pitch-pine spar that had been erected by the Coast Survey "to measure pints from." He roundly censured the crews of whale-ships which had mutilated this noble government work by splitting much of it into kindling-wood. Fortunately about two-thirds of Mr. Bodfish's audience had no very clear conceptions of the character of the north pole, some of them having ignored its very existence. So they accepted this portion of his narrative, while they rejected the most reasonable part of his story.

The Mayeta was sent to Lake George, and afterwards became a permanent resident. Two years later her successor, the Paper Canoe, one of the most happy efforts of the Messrs. Waters, of Troy, was quietly moored beside her; and soon after there was added to the little fleet a cedar duck-boat, which had carried me on a second voyage to the great southern sea. Here, anchored safely under the high cliffs, rocked gently by the loving waters of Lake George, rest these faithful friends. They carried me over five thousand miles, through peaceful rivers and surging seas. They have shared my dangers; they now share my peace.

(To Be Continued)



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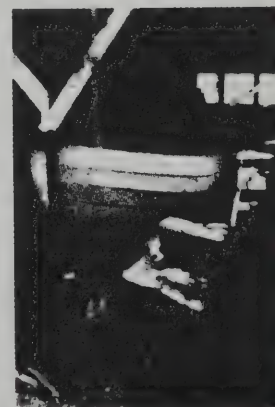
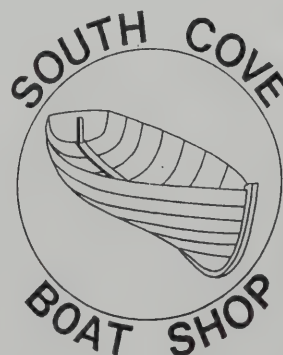
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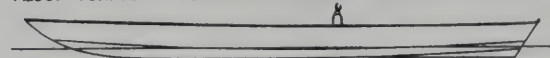


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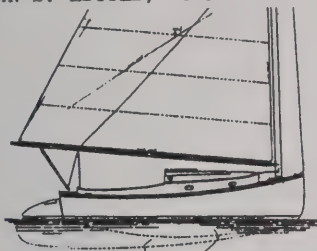
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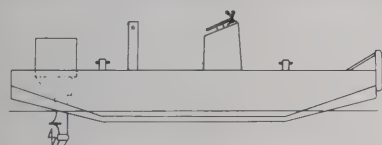
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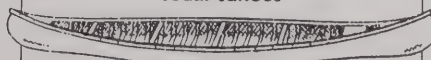
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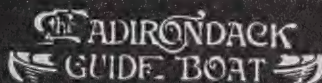
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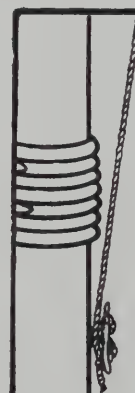
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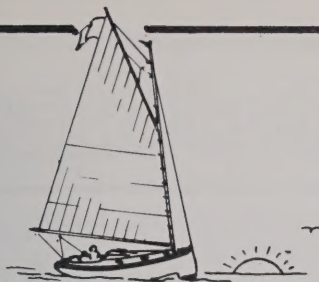
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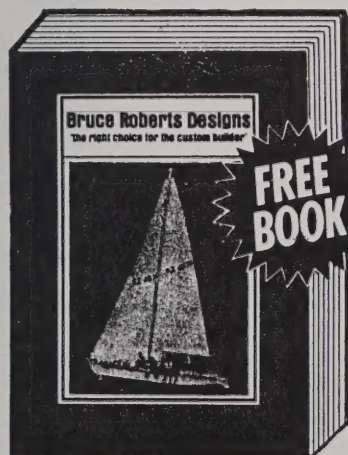
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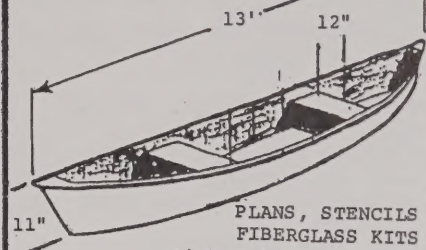
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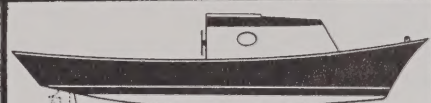
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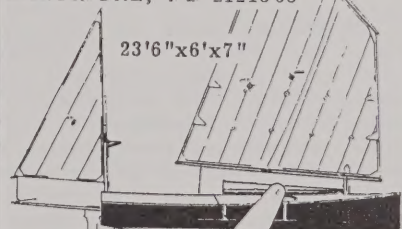
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DENNIS REIGER, New Tripoli, PA, (215) 298-2139. (12)

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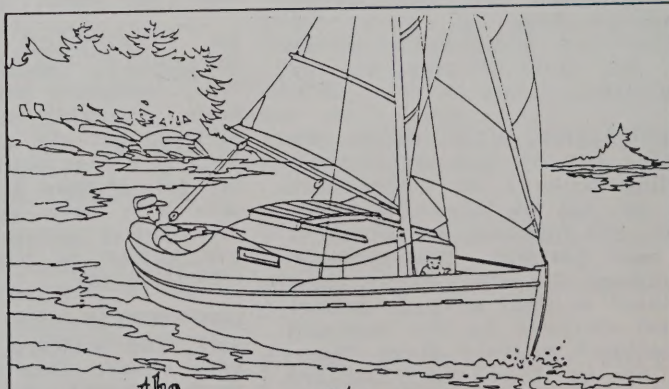
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