

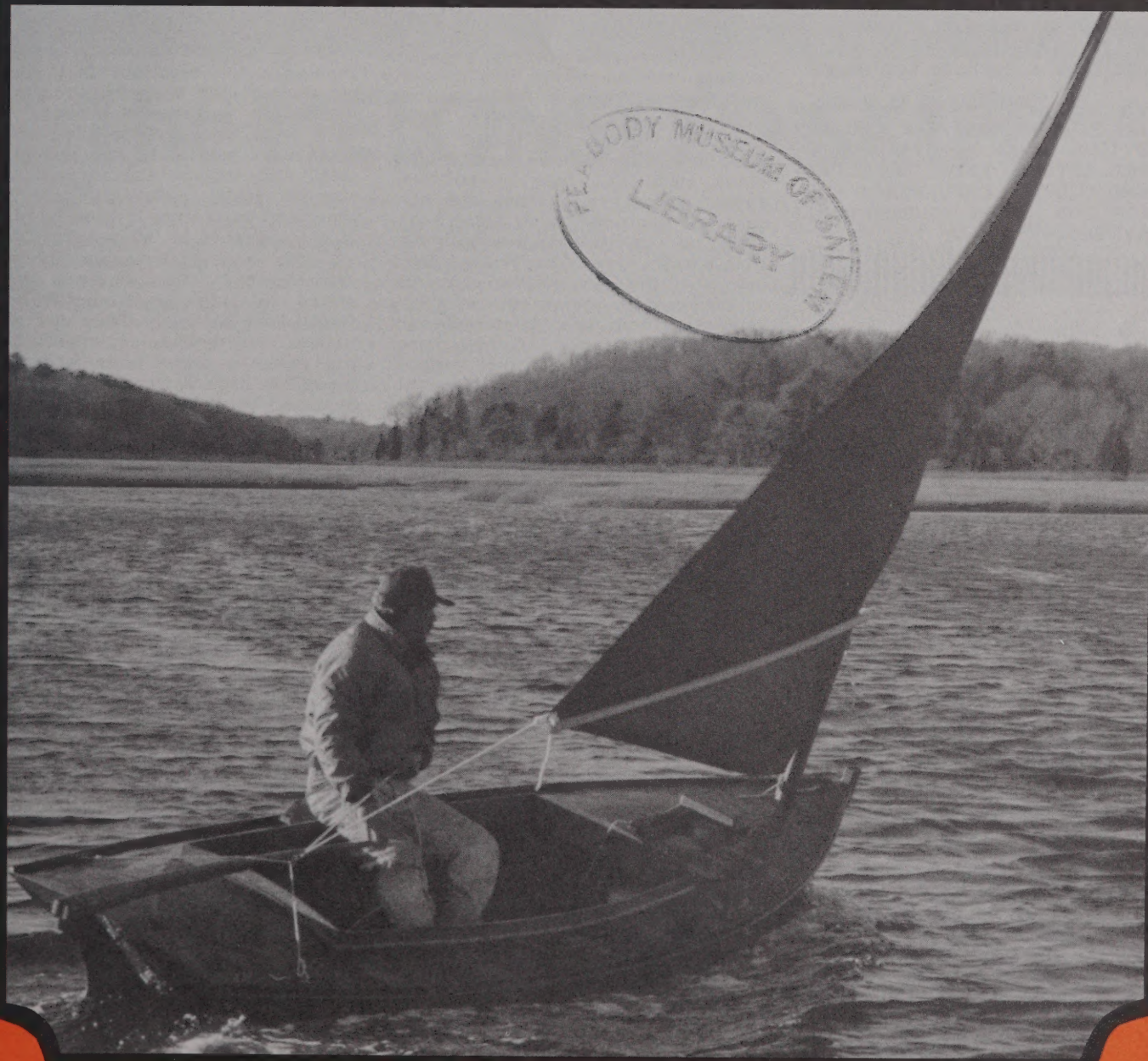


messing about in BOATS

Twice a Month!

Volume 6 - Number 17

January 15, 1989





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (508) 774-0906
PUBLISHER & EDITOR: BOB HICKS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Has a host of possible articles
lined up and I'm not sure which
ones will get in, but no matter,
those left out will be along later.
Gail Ferris talks about a proper
paddle for Newfoundland's north
shore. Chuck Wright gives us a
long list of Cape Cod paddling
places. Ed Gillett tells about pad-
dling to Hawaii. Jack Chesley
praises an aluminum canoe. We take
a look at Ed Corkren's "Cajun Pi-
rogue". Gard Callanan tells the
story of the Yellow Rowboat. Jack
Hurt finds a boat with a jib. Wes
Farmer describes an outboard cruis-
er for big waters. Ed Barlow pre-
sents his Pacific Pelican daysailer.
Charles Dowd tells us about a very
big 20' schooner. There are more
reports on projects, more news from
the boatshops, we look at several
design catalogs you can buy, etc.

On the Cover...

Sailing in December, sea tri-
als for Roger Crawford's new Melon
Seed, catches the essence of small
boat sailing in the off-season. No-
body else is around!

Commentary

**BOB
HICKS**

The holidays are over now,
the new year begun as I write this
in very early January, now I can
begin to contemplate the coming
year and what it has to offer. It's
a lot. The nature of my trade in-
volves involvement with so much
that's happening. Reporting on ev-
ents and people and their boats
that I personally visit is supple-
mented by all the input from read-
ers about what they are doing. In
the December 1st issue I talked
about my own boat project for this
winter and invited you to send in
comments on yours. In this issue
the first of these to arrive are fea-
tured. Reading these almost daily
in the mail just fuels my own moti-
vation to get to work on my own
boat.

I guess it's evident to regular
readers how much the Phil Bolger
designs for easy-to-build boats has
inspired hopefuls out there to build
their own boats. The use of ply-
wood and epoxy resin and fiber-
glass cloth and tape to put to-
gether a boat in a short time has
replaced much of the mystique sur-
rounding traditional boatbuilding
with a more clearly understood pro-
cess that the new builder can feel
is manageable. Learning tradition-
al boatbuilding is a desirable edu-
cational experience if you love
wooden boats, but it's not con-
ducive to getting on the water in the
limited time available to many busy
folk.

Dynamite Payson's instant boat
plans business, marketing Bolger
designs, rolls on unabated. And
the Elrow LaRowe plans business,
now in the hands of Bernie Wolford
of Baltimore, Maryland following
Elrow's stroke, and renamed Com-
mon Sense Boat Plans, continues to
build up a following of people who
have built "Micro" and "Brick" and
are now moving on to larger chal-
lenges. One Bolger design build-
er, Jeff Hull of Corpus Christi,
Texas, even has started a newslet-
ter for people building Bolger boats
("The Instant Boatbuilder", 5514
Wooldridge Rd., Corpus Christi, TX
78413) in which information and ad-
vice is exchanged amongst readers
nationally.

Something that really in-
trigues me about the various tales
that are told about building these
Bolger designs is the amount of
"redesigning" many of these new
builders seem quite comfortable
about doing. Many comments on
changing this or that appear in
letters these builders write. Like
making everything of much heavier
plywood, or moving this or that
part of the boat elsewhere to make

it more convenient for that particu-
lar builder. Or substituting some
other sort of arrangement altogeth-
er. Hard to imagine the builder of
a traditional Whitehall or a Herre-
shoff 12-1/2 undertaking such lib-
erties with the accepted design.
Bolger seems to inspire this sort of
back-yard redesigning with his own
self deprecating remarks about how
often his concepts don't work out.

He does have to point out,
however, that these radical changes
make the boat something other than
what he designed and that any re-
sulting disappointment in perform-
ance cannot be fairly laid on his
doorstep. With that understood, I
happen to think this cavalier way
of redoing the designer's plan has
some healthy aspects. The boats
being so jiggered with are not ex-
pensive exotic creations that would
be disasters if they fell short of
hoped for performance. Might as
well make your boatbuilding mis-
takes on a relatively low cost pro-
ject. And, should the revised no-
tion be really awful, it's not all
that hard to change it back to what
it was supposed to be.

It's nice that people are not
intimidated by Phil Bolger's guru
status in this easy-to-build boat
field. Phil certainly isn't one who
wishes to intimidate those who buy
his designs, either those marketed
by others like Payson and Wolford,
or those he does one off for indivi-
duals. It's been a real opening up
of opportunity for those who want
to build a boat but have been inti-
midated by the traditional designs
and their complexities, and the
reputations they've earned or ac-
quired from their famous and re-
vered designers. I think Phil's
easy relationship with his custom-
ers has been a great boost for ama-
teur boatbuilding. In recent years,
other designers have entered this
field, offering a variety of
easy-to-build designs utilizing ply-
wood, glue and fiberglass cloth.

Well, I'm fixing up a 17'
Townie, a design which goes back
to 1933 and is about as traditional
as you can find, based on lapstrake
dory construction. I happen to like
the boat and would rather do this
than build a new daysailer of Bol-
ger design. But I've been working
on older boats for fun for a dozen
years now and am no longer inti-
midated by their "presence". This
personal preference does not stand
in the way of my welcoming your
stories about your "instant" boats.
I want to hear them, as well as
those from people doing the tradi-
tional sort of boatbuilding. They're
all inspirational to me.



The MELONSEED SKIFF

It is with pleasure and pride that we introduce our MELONSEED SKIFF.

The original drawings of this boat appeared in Chapelle's "American Small Sailing Craft", dated 1888. The MELONSEED was an improvement over similar designs of that era and was drier and more seaworthy.

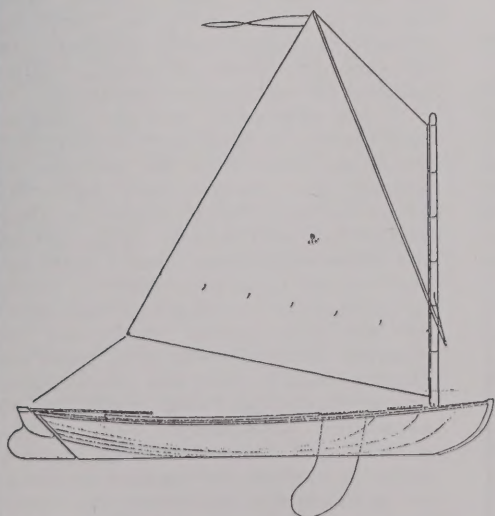
Although times have undoubtedly changed, the sea has not. Today computers can design boats that are fast and streamlined but they will never improve on the simple elegant beauty of the shapes and lines of the traditional American small working craft of the last two centuries.

It is not necessary to trade off looks for speed with the MELONSEED. Over the last several months we have been test sailing in a wide variety of conditions ranging from summer zephyrs to small craft warnings in December. Her speed is exhilarating on all points of sail and she will go very well to windward! The hull is seakindly, stable and impeccably well mannered. Put quite simply, it is fast and safe. The wonderfully simple and efficient sprit rig is ideally suited for the MELONSEED.

Her performance under oars is equally delightful as she is swift and tracks very well.

Like our SWAMPSCOTT DORIES, the MELONSEED will reflect the high level of quality construction and finish for which we are known. We've been thoughtful in our reproduction of the design, faithful to the boat's tradition and have produced a wonderful blend of performance and appearance.

We all can't afford to own a big boat but we can own a good boat! That's the point of all this. So, if you have found interest and entertainment in what you have read here, please come to the BOSTON SAILBOAT SHOW, February 9-12, at the World Trade Center and see this classic little boat at our display.



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Your Commentary

LOOKING FOR A REALLY LIGHT- WEIGHT SAILBOAT

For many years I have sailed an Alcott Sunfish with great pleasure. I used to cartop the boat. However, as age advanced, the hull weight (135 pounds) seemed like much more. Recently I have taken to storing and transporting the boat on a trailer. However, I find a trailer a great nuisance.

Last spring I bought a fiberglass 12' canoe that weighs only 34 pounds. This led me to wondering who, if anyone, might manufacture a lightweight, reasonably durable sailboat with a hull weight under 70 pounds, that is a decent sailer and can carry two people.

I am aware of only one manufacturer who builds lightweight sailboats of plastic and they are not known to be good sailers. Is there someone reading this who might have a line on such a boat?

John King, 131 Coolidge Ave.
#728, Watertown, MA 02172.

LOOKING FOR THE BOATS DAD BUILT

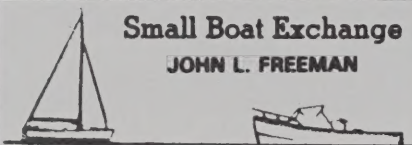
Jon Persson of Seth Persson Boatbuilders in Old Saybrook, Connecticut, is attempting to locate as many of the boats built by his late father, Seth Persson, as possible. He is planning to keep an active log on the whereabouts and travels of these vessels, both as a matter of personal interest and for the benefit of posterity.

Jon is also interested in sources of photographs, drawings and stories concerning his father, his work, and his boatyard. Of special interest are photographs taken prior to the 1964 fire which destroyed the yard and most of the photos and drawings that were in the old shop.

Anyone who can assist Jon in this can contact him at Seth Persson Boatbuilders, 18 Riverside Ave., Old Saybrook, CT 06475, (203) 388-2343.

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LOOKING FOR NAVIGATOR INFO

I'm looking for information about "Navigator", the boat designed and built by Steve Wilce and featured in the September 1, 1988 issue of "Boats". Anyone who has sailed it, or who thinks he might have a good idea how it performs would be a welcome contact. I'm thinking of buying one.

Martin Cooperman, 2613
Princeton Rd., Cleveland Hts., OH
44118, (216) 321-3711.

LOOKING FOR URETHANE SHEET

Does any reader have any info on where I might find 1/4" or 3/8" thick urethane foam sheet for use as core between fiberglass layups? We want to build a copy of our tender, "Hero" that we can then saw in half to nest in half the longitudinal space on the deck of "Victory".

Al Butler, 17 Cononchet Tr.,
E. Greenwich, RI 02818, (401)
884-8257.

BOOKS about BOATS

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REAL PEOPLE AND REAL BOATS

Last summer I took inventory of my magazine subscriptions and found that I was subscribing to twelve nautical publications that ranged from the little boats of "Canoe" to the big boats of the "U.S. Naval Institute Proceedings", and from the inexpensive craft in "Sea Kayaker" to the megabucks "checkboats" of "Yachting". This led to a determined effort to cancel at least half of them. Then I came across a dusty copy of "Messing About in Boats" and, contrary to my planned course of action, I subscribed to yet another magazine!

I'm now down to eight though, and there are still several that require no more than ten minutes to extract the content that has real value to me. Then, there is your delightful publication. It is one of the three magazines that I actually read cover to cover. Why? I think it is because it concerns real people and real boats. There are no "Donald Trumps" who use boats to display wealth, nor are there boats which have the sole function of massaging someone's ego. And, yours is a magazine that doesn't exist to exploit the market so much as to stimulate and serve the boater. Congratulations, and keep up the fine effort.

Dan Winters, Hampton, VA.

SHARPIE SAILS

I noticed a couple of issues ago a comment in the magazine that the sails on a sharpie did not give a funnel effect to increase lift and I thought I would comment on this myself.

The science of aerodynamics is only 100 years old. The sharpie design is 150 years old. So, although they might have observed cause and effect in sail arrangements, those boatmen did not know the physics behind it. Most boats were home built by fishermen owners, and practicality and economy were chief factors.

Looking at old photos it is strange to our eyes to see so many craft under 30' rigged with two masts and sprit sails, especially shallow draft centerboarders. They carried, in comparison to modern craft, a tremendous amount of sail. Several other features must be noted, however. These boats often carried several crewmen, their masts were free standing, the rig was very low and the spars short.

When there was no wind, the boats were rowed and the rigs were taken down and stored inside the boat. Try rowing your sailboat with the mast up, ducking the boom! In light winds they spread all that enormous sail area and moved along.

Three mast positions provided a lot of flexibility. The one way up in the bow carried the larger sail and one behind the centerboard trunk carried the smaller sail. A third mast step was placed just forward of the centerboard trunk. The main concern was to achieve a balanced rig that would need little or no rudder control. As the wind would increase, they first reduced sail by brailing the sails in with lines that led from 2/3rds of the way up the main sail to a grommet 3/4ths of the way up the leach and then back to the luff and to the deck. Further increase in wind velocity caused them to move the main sail mast back to the step ahead of the centerboard trunk and take down the aft sail altogether. Next step was to strike the main and replace it with the smaller mizzen sail. This was 30 to 50 square feet and could be used as long as they could carry any sail at all.

The purpose was to get out, fish, and get back in minimum time. When the yachtsmen took over these designs and further increased sail areas to win races, the type got a bad name. Unfortunately, many fishermen followed the "fashion of the day", copying the yachtsmen, and got into more trouble.

Hary Rolfs, Somerset, MA.

WHAT WOULD BE A FAIR PRICE?

I am in possession of a Lawley 15, Sail #4, and wish to have it's value appraised. Perhaps a reader of this might be able to offer me some suggestion as to a qualified appraiser. The original owner is in her nineties now and resides in Rhode Island, where she sailed the boat for over thirty years. I received the boat from an acquaintance after it had spent some time on a cradle exposed to the elements. I replaced the rotten deck and did some basic carpentry and a thorough top to bottom refinishing. I'm very attached to the boat but financial pressures are forcing me to sell it. What might be a fair price?

John Vietas, 1239 Tucker Rd., N. Dartmouth, MA 02747.

STICKING TO THE OLD WAYS

Here's my check for the "Cockleshell" patterns and instructions. I think that kayak should be just right for my kind of boating; small streams, no wind, and lots of time.

Glad you mentioned your decision to stick with your cut and paste technique instead of going upscale to the desktop publishing. I had mentally sketched out a "Yotter" letter to you and now it shall never be written. The "Yotter" is the guy who tells you that "Y'otter do this and y'otter do that" while his own operation is in a shambles.

Your sticking to the old ways make sense to me. If I returned to weather forecasting, I'd feel somewhat the same way. I'd place considerable stress on my own analysis, learned in the days when each weather station made its on maps and its own forecasts, rather than relying entirely on a centralized source of information. I would appreciate the access to modern radar and satellite data, though.

Earl Goodale, Milton, NH

YOUR COMMENTS ARE WELCOME

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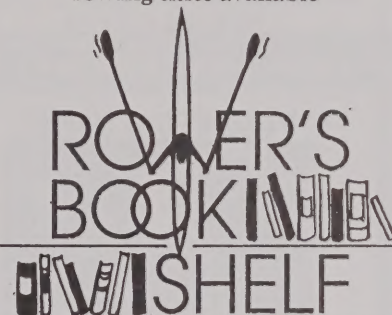
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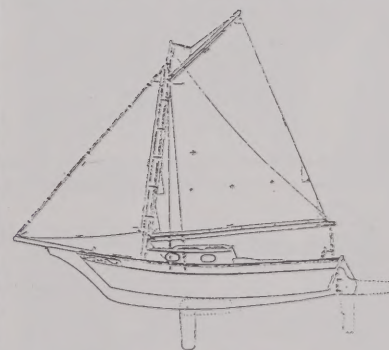
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LONG COCKPIT DOUBLE 17'1" \$940
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HAPPENINGS

BOATBUILDING COURSE

The Northern Essex Vocational Technical School in Haverhill, MA, is offering a boatbuilding course beginning January 23rd and running for ten weeks on Monday and Wednesday evenings, 7 to 10 p.m. Fee is \$80. The course will be taught by boatbuilder William Clements of North Billerica, MA. Time is short, again due to late receipt of this announcement, but if you're seriously interested, call the evening school at Northern Essex Vo-Tech, (508) 373-4101 for further information or to sign up. The school is located just off Rt. 1495 on 115 Amesbury Line Rd., Haverhill, MA 01830.

SHIP MODEL SHOW

The U.S.S. Constitution Model Shipwright Guild has scheduled its annual show for February 4th through March 5th at the Constitution Museum in the old Charlestown Navy Yard in Boston. Modelers interested in entering must do so by January 25th, there's a \$3 fee per model. Persons interested in viewing the show may do so during regular Museum hours during the show period. Information and registration forms from Eduardo Arini, 58A Gordon St., Somerville, MA 02144, (617) 776-8359.

MAINE MARITIME WINTER LECTURES

The Maine Maritime Museum of Bath, ME, has scheduled a series of winter lectures at the Morse High School in Bath, evenings from 7:30 to 9 p.m. There's a \$2 admission fee for those not Museum members.

January 25: Building an American Tall Ship with David Brink of S.A.I.L Inc.

February 8: The Wonders & Mysteries of Transatlantic Lands with Roger Howell, professor of history at Bowdoin College.

February 22: Fish, Maine and Men with Warren Reiss of the Maine Archeological & Historical Research Institute.

March 8: The "Edwin Fox", Surviving Example of English Colonial Shipbuilding with Jay Lawry, an Australian apprentice at the Museum Apprenticeship.

March 22: Aboard the Merchant Sail Training Ship "Nantucket" with Ed Donohue, Museum volunteer.

April 5: Barbara Cooney's "Island Boy", with award winning Maine author, Barbara Cooney.

April 19: Building the Trireme with Paul Lipke, maritime researcher.

Information at (207) 443-1316.

SOUTHEASTERN COASTAL KAYAKING SYMPOSIUM

Here's a deep south alternative to Castine for sea kayakers, a kayak symposium in Savannah, Georgia, in early spring, March 31 through April 2 at the Skidaway Island Marine Extension Center. The usual list of top names in the sport are scheduled to speak or demonstrate or instruct. A couple of unusual aspects are the certification of beginner paddlers who pass a basic skills course by attending a curriculum of the scheduled programs; and the now legendary Oyster Roast/Low Country Shrimp Boil (raved about by Bob Walker of Boston's Aqua*Ventures in a recent issue). Skidaway Island is a barrier island on the Intra Coastal Waterway with lots of interesting paddling nearby. For a detailed brochure, Southeastern Coastal Kayaking Symposium, 58 W. Fairmont Ave., Savannah, GA 321406, (912) 925-8925, Bob Lawhon.

CAP COD SEA KAYAK CLUB

Over 40 sea kayak enthusiasts turned out December 3rd at a meeting called to see if interest warranted trying to organize a sea kayaking club on Cape Cod. Pat Warren and Jim Wood were the organizers. Enthusiasm was high and the overall concept was for a group effort at organizing trips, obtaining winter pool use for safety and rescue practice, and providing paddling partners and information on places to paddle. The next meeting is scheduled for January 20th at 7:30 p.m. in the function room of the Burger King at the junction of Rtes. 6 and 132 in Hyannis. Anyone interested in sea kayaking the coast, bays and marshes of Cape Cod is invited to attend. Information from the Cape Kayak Club, P.O. Box 2664, Hyannis, MA 02601, (508) 778-2722 days, (508) 778-0053 eves.

DOWNRIVER '89

The Maine Canoe & Kayak Racing Organization will be hosting the 1989 Whitewater Open Canoe Downriver National Championships on a 15 mile course on Maine's Lower Dead River, from Spencer Stream to The Forks, on July 17th and 18th. In addition, the New England Downriver Championships at the same time will cater to decked canoes and kayaks. It's a way off yet, but for information contact George Walsh, P.O. Box 63, Jay, ME 04239.

AMERICAN YACHTING HISTORY SYMPOSIUM

Mystic Seaport Museum will host its Second Annual American Yachting History Symposium on February 24th, 25th and 26th. The topic this year is "Going Fast in the Twenties & Thirties". Both sail and power yachts of that era designed for speed will be featured subjects. A brochure with all the details is available on request. An additional brochure describing the "Archives of American Yachting & Boating" that are accessible at the Museum to interested persons is also available. Inquire of Mystic Seaport Museum, Mystic, CT 06355-0990, (203) 572-0711.

SMALL CRAFT PROGRAMS

Mystic Seaport Museum will be offering a series of small craft education programs during the winter months. Both evening courses and weekend courses are offered.

The Aspects of Boatbuilding Series is comprised of two separate sets of four three-day weekends, beginning February 10th and 17th. Gary Weisenburger will instruct participants in building either a 16' New Haven Sharpie or an 18' fantail Sharpie, from pattern making to caulking.

Sailmaking courses are scheduled for February 18-19, March 4-5, and April 15-16.

Other courses are as follows:

February 12: Rigging.

February 13: Basic Boatbuilding Skills.

February 13: Lines Drawing from the Half Model.

February 14: Carving the Half Model.

February 22: Lofting.

Detailed course descriptions and fee information are available from Mystic Seaport Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355-0990, (203) 572-0711, ext. 328.

MAINE BOATBUILDERS SHOW

Portland Yacht Services will hold its second Maine Boatbuilders' Show March 17-19 at 58 Fore St. near the waterfront in Portland, ME. Last year the first show, despite minimal publicity, featured an interesting array of Maine builders in the restored old brick factory building at 58 Fore St. Wooden and fiberglass boats, from kayaks to lobsterboats, will be on display along with related service trades. The show is a sort of alternative to the glossy consumer show held in downtown Portland, and is well worth a visit. Hours are 10 a.m. to 7:30 p.m. on Friday and Saturday, 11 a.m. to 5:30 p.m. Sunday, with only a \$3 ticket and kids under 12 in free. More info on exhibiting from Jan Wellehan at (207) 774-1067.

SUFFOLK MUSEUM PROGRAMS

The Suffolk Marine Museum in West Sayville, NY, on Long Island's Great South Bay has a couple of winter lectures of some interest.

January 22: Stitch & Glue Boatbuilding Technique with Myron Young.

January 29: The History and Development of Traditional American Small Craft with Ralph Notaristefano.

February 12: Elementary Rules of the Road in Navigation with George Munkenbeck, Jr.

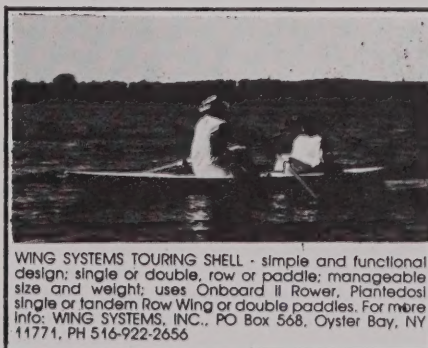
Fee for each is \$2, payable at the door. The Suffolk Marine Museum has Long Island's largest small craft collection. It is open year-round, in winter Tuesday through Saturday, 10 a.m. to 3 p.m. Access to its research library is available by appointment. It's located at the Suffolk County Park off Rt. 27A, the Montauk Highway, in West Sayville. Information at (516) 567-1733.

METROPOLITAN OPEN HOUSE

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has scheduled an open house for interested paddlers on January 17th at the Brooklyn Red Cross Building, 165 Cadman Plaza East, in downtown Brooklyn, from 7:30 to 9:30 p.m. If you are unable to attend, or read this notice too late (it was received too late for earlier inclusion), you can obtain a complete schedule of MCKC courses and events and a copy of their newsletter from MCKC, Box 021868, Brooklyn, NY 11202-0040.

SNOW ROW

The annual Snow Row at Hull, MA, is on for February 25th. Organizer Ed McCabe says there'll be match racing sprints in various categories during the morning for several special trophies to be won, and the main event, the 3.5 mile Snow Row itself, will go off early afternoon. By the time you read this, details should be finalized. Information from Ed McCabe, 24 Fairmount, Hull, MA 02045.



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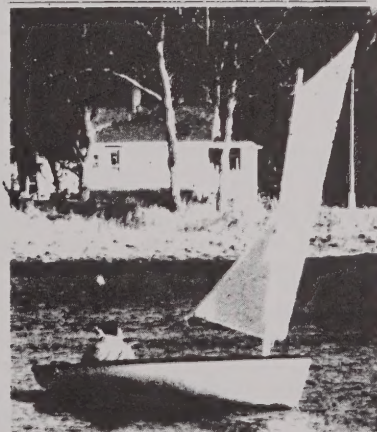
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LAST ROW OF THE SEASON

Fifteen courageous rowers showed up at the lovely launch ramp in Bridgeton, NJ, for the Philadelphia TSCA's scheduled sixteen mile trip down the Cohansey River to Hancock's Harbor in November. The weather was dark and threatening and all were clad in foul weather gear. The cars were shuttled down to Hancock's first while the rest of us awaited the return of the drivers, brought back in the P.M.M. van. Optimism overtook us as we headed off downriver, and in a few minutes the rains came, but just as quickly passed. The unseasonably warm and humid weather that followed soon persuaded all to strip off the foul weather gear.

The Cohansey is dotted with bits of history, around every turn, and there were many, chances were good of finding something of interest, and we met a few locals enroute curious about our flotilla. Many old mansions once owned by the wealthy of Philadelphia line the river, access in earlier times was often only by boat, and some served as hunting camps for railbirds.

Halfway along our route, a thick soupy fog rolled in. It slowed us some, but did not keep Mike Houston from making about a half a million casts with his spinning rod. There are no bass, or fish of ANY kind in the Cohansey, just ask Mike. The fog did not lift until we arrived at Hancock's Harbor, where we were able to check out the great boats moored there.

After loading up the boats, we dined at the restaurant, something of a museum itself, with walls crowded with a picture history of the area. Just about every way of making a living on the water was represented. Some nice half models also lined the room, and Roger Allen was called upon to identify these as we ate. He also told us a brief history of the area and graciously answered our questions.

With full bellies and sore muscles, and fatigue setting in, we decided to call it a day, a GREAT day. Next year we hope to schedule a couple of these outings for the club. Thanks to the 15 who came out, and shame on those who wimped out.

Report by Tom Fahey in the Philadelphia TSCA Newsletter

MOUNT DORA BOAT FESTIVAL

For those of you who are in Florida, or will be going there in late March, the Second Annual Mount Dora Antique Boat Festival should be of interest. It's scheduled for March 30 - April 2, organized by the Mount Dora Chamber of Commerce. If you'd like a detailed brochure, write to Mount Dora Chamber of Commerce, P.O. Box 196, Mount Dora, FL 32757.



SOMETHING YOU CAN DO WITH A TUGBOAT

Owning a tugboat would be fun, Mystic Seaport Museum has one, the "Kingston", which they use around the waterfront. Just before Christmas the "Kingston"

went down river to Mason's Island to bring back a tree for the Seaport Store, donated by Robert VanWinkle. Too late for a pre-holiday issue, but still a nice shot of something you can do with a tugboat. (Mary Anne Stets Photo)

HISTORICAL AWARDS

The National Maritime Historical Society recently presented several awards to persons who have been instrumental in ship preservation efforts, at a gathering at the New York Yacht Club. The occasion also served as an opportunity to announce the receipt of a \$25,000 grant from Laurance Rockefeller to the Society.

The James Monroe Award, named after the packet ship that inaugurated transatlantic liner service in 1818 was presented to Norman Brouwer, curator of ships at South Street Seaport. Brouwer remarked on the rapid disappearance of port facilities in New York, "the city with the richest maritime history in this hemisphere."

The American Ship Trust award was presented to Alan Hutchinson for his efforts to save the "Kaiulani", a battle that began in 1963 and resulted in the formation of the NMHS. Presently the bow of the "Kaiulani" is being erected in San Francisco as a monument, while her stern wheel is in New York.

The Sheet Anchor Award was presented to the five founders of the NMHS: Frank Braynard, curator of the U.S. Merchant Marine Museum; Norman Brouwer; Alan Hutchinson; Karl Kortum, founder of the National Maritime Museum in San Francisco; and Scott Newhall, rescuer of the U.K. paddle tug "Epleton Hall".

For more information on heroic scale messing about in historic old ships, contact the National Maritime Historical Society, 132 Maple St., Croton, NY 10520, (914) 271-2177.

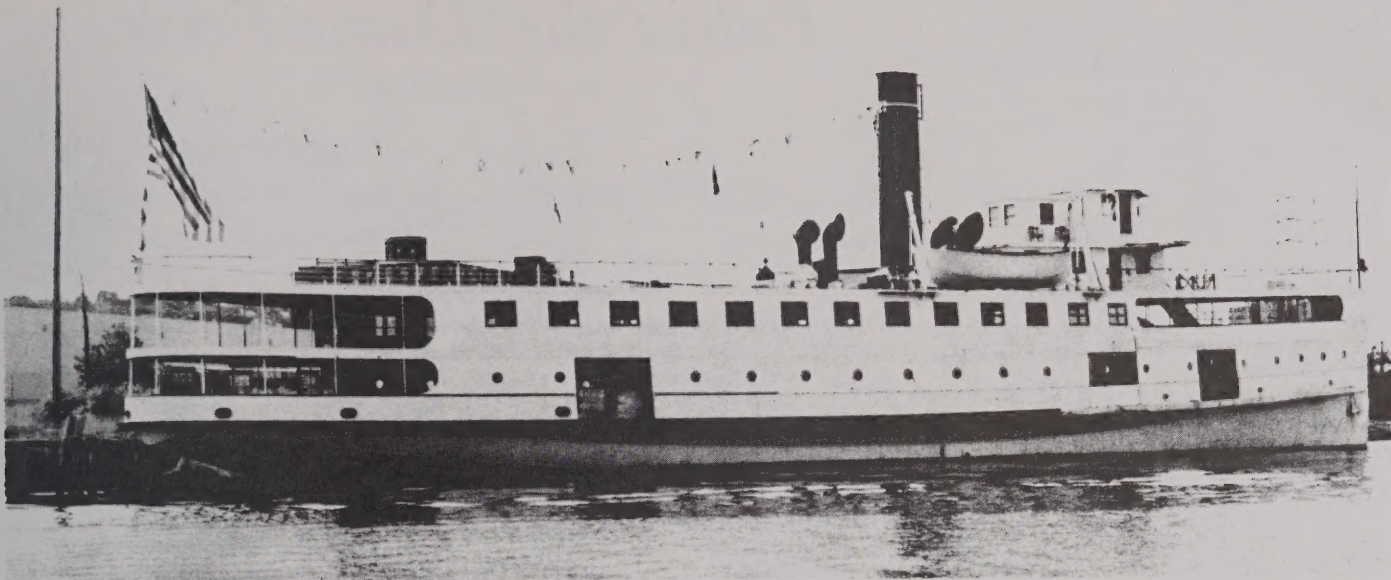
JOIN THE TSCA

If you are interested in traditional small boats you should become a member of the Traditional Small Craft Association. This is a non-profit educational/fraternal organization nationwide that seeks to preserve and encourage the construction and use of traditional small craft. The TSCA was formed in 1971 when passage of the Safe Boating Act by the government established boatbuilding design safety standards that threatened to eliminate traditionally built wooden boats from the water. TSCA worked with the U.S. Coast Guard to assure the preservation and continued opportunity to build and use such traditional craft.

Members receive the quarterly newsletter, "Ash Breeze", containing articles on the history, construction and use of traditional small working and pleasure craft, by professionals and amateurs. A discount boatbuilding book service also is a benefit of membership. Small craft meets are organized in various areas by local TSCA chapters. Annual membership is \$15. Send your check to the TSCA, P.O. Box 350, Mystic, CT 06355.

RECOGNITION AT LAST

Traditional rowing exponent and messiah, Ed McCabe of Hull, MA, tells us that the U.S. Rowing Association, a bastion of serious racing shell competition, has now sanctioned a 1989 "Open Water Fixed Seat Championship" to be held in December at the group's annual national convention. There are to be various regional championships also. More details when forthcoming.



FRIENDS OF NOBSKA

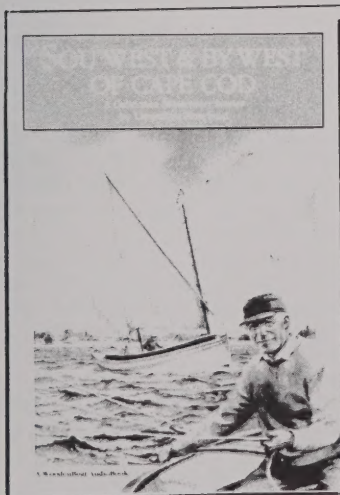
The steam powered "Nobska", now back home in Fall River, MA, and in the hands of a group of true believers known as the "Friends of Nobska", is now in the early stages of restoration, with over 1,000 man hours of labor donated by group members since her arrival last May. The effort has attracted two grants of money, \$500 from the National Trust for Historic Preservation and \$3,000 from the Seth Sprague Educational and Charitable Foundation.

During winter, inside work on restoration will continue, with the original four cylinder triple expansion steam engine being lubricated and turned over while it awaits its restoration at a later date. An inside workshop is planned and electric power will be brought to the ship to facilitate ongoing volunteer work.

If you'd like to get involved in this grass roots effort, contact the Friends of Nobska, P.O. Box J-4097, New Bedford, MA 02741, or

phone Robert Cleasby during business hours at (401) 434-6274.

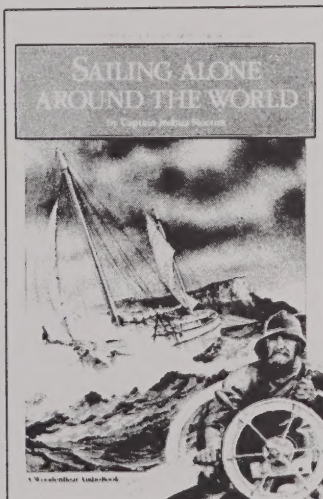
Several fund raising items are offered for sale: A "Welcome Home Nobska" tee shirt at \$10; builder's plans used in her 1950 conversion at \$30; a limited edition print, "Evening Trip, Steamer Nobska" by artist Bill Ewen for a \$75 or more contribution; and "Steamer Nobska" bumper stickers at \$1 each, or 3 for \$2.50. Order these items from Charles Rochon, Jr., 7 Windwood Rd., Cranston, RI 02920.



AND NOW AUDIO BOOKS

"Wooden Boat" magazine has introduced a new form of publication for those wishing to hear, rather than read, well known books. The "audio books" are nicely packaged sets of audio cassette tapes.

First out is "So'west & By West of Cape Cod", a wonderful collection of saltwater stories written by Llewellyn Howland, first published over 40 years ago. This provides about 8 hours of listening on

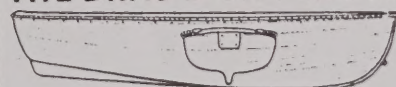


6 cassettes at a cost of \$29.95.

The second audio book is the unabridged version of Joshua Slocum's "Sailing Alone Around the World", on 8 cassettes, about 11 hours of listening at a cost of \$34.95.

The concept seems to be to sit back, relax and hear these tales at home or onboard your boat. To order, or for further information, Wooden Boat Audio Books, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

THE BRAS D'OR TENDER



The BRAS D'OR TENDER has been molded from a 12 ft. wooden lapstraked rowing boat built nearly sixty years ago at the Alexander Graham Bell boat shop located at Beinn Breagh on the Bras d'Or Lakes in Baddeck, Nova Scotia.

In producing this boat in fiberglass, careful attention has been given to the quality of workmanship. Care has been taken to duplicate the original contours of the lapstrake planks in laying up the hull. The boat can be rowed by one or two persons, powered by outboard or sailed. Ease of maintenance combined with durability and quality of design make this tender a versatile and economical boat for the discerning small boating enthusiast.

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Pullin' the "Damn Foole"

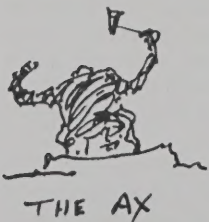
Story & Illustrations by Tom

It's blown a gale for the last two weeks and rained steady for the last three days. All the other boats left the harbor for protected waters, The "Damn Foole" and two other sailboats stayed. The surge grew tremendously and the wind gusted to 50 mph. The two other sailboats broke loose and destroyed themselves on the rocks. The "Damn Foole" survived. Beaches and harbors were littered with wrecks. The "Damn Foole" had to survive.

After the storm I towed the boat to the dock to make some adjustments on the rig and raise the sails to see how they looked. If all went well I'd go for a sail. I pulled the main sail from the bag and slid it on the track. I hauled on the halyard. It wouldn't go up. I pulled harder. The sail went up just enough to make it a problem to get back down. "This damn boat just doesn't want to go sailing," I eventually admitted to myself.



By the time I got the sail down I was raving mad. I pulled an axe from the tool kit and waved it maniacally in the air. "The time is rapidly approaching when I'm going to chop a hole in you and send you to the bottom," I screamed.



The boat ignored me disdainfully. I towed the boat to the wharf in disgust and took the anchor line and tied a clove hitch to the mast, then threw a bight of the line over the wheel of the davit on the wharf. There were no boats about to cause wakes and shake an unsupported mast, so I unfastened the turnbuckles and lashed the shrouds to the mast. Everything was ready. I waited for help.

Mike, Ben and Mark showed up together. They took a strain on the line from the davit while I guided

the base of the mast out of the step and out of the boat. It swung up



on the wharf and rested on empty lobster traps. The four of us



picked it up and carried it to the wall beside the Dory Club. (where it originally was). We piled into the back of Ben's dump truck and



drove to the dentist's yard. There sat the trailer. "I painted his house for it," I admitted before I was asked. They stared at it dumbly.



It had been built by Haste & Necessity. Necessity supplied the materials. Car tires and axles, train rails, pipe, sewer covers, chain and two auto engines for weight. Haste bolted everything together and covered it with rust. The tongue didn't steer it, just pulled it. At the time there wasn't a car in sight so we towed it backwards out onto the street and hooked up the tongue to the truck. Traffic mysteriously appeared like spectators and started to back up behind us.

Ben drove slowly for the wharf while the three of us ran alongside kicking the wheels to turn it away from parked cars. It ran over curbs, sidewalks and

lawns. We shoved and pulled to make the three turns and the hill. Barrels were crushed and barking dogs chased us to the Dory Club. We shackled a long chain to the monster and let it run down the ramp, crashing into the water and only stopping when it was completely submerged.

I returned to the boat and started the outboard on the stern. It turned over and purred on the first pull. I ran around and threw off the lines. When I got back to the motor it died. I pulled and pulled on the cord but it never made a sound. I looked around. There was nothing between us and the open sea. "Come on," I screamed in a panic, "you only have to get to the God Damned trailer!" I gave a last vicious pull on the cord. The motor



coughed and then ran hesitantly like an invalid. Now, this ancient motor had no idle or reverse so when I approached the trailer I shoved it into fast speed and then turned it off. The boat rammed up on the trailer and jammed there.



RAMMED

"How does it look?" I was asked.

"I don't know, but it's where it's going to stay."

"What do you want us to do?" they asked.

"Just pull it out," I shouted. The boat had never been put on this trailer before and there was no way of knowing how it would fit. The truck drove up the ramp and the trailer and boat shot out of the water. Mike, Mark and Ben stood and stared in amazement, never saying a word. I was in the boat and couldn't see what was going on.

"Well, how does it fit?" I asked.



PERFECT

"Perfect," they said in unison. We unshackled the chain and pushed the beastly thing beside the Dory Club (where it originally was).



ORIGINALLY WAS

"It looks contented there, like that's where it wants to be," Ben said.

"Then it can stay there and pretend it's a boat, a New York boat. But, you couldn't tell it by me. I never sailed it."

I cleaned the growth and crud from the bottom, got some paint from the Club and touched it up, painted the boot and topsides, the

deck, cabin top, cockpit, floorboards and bunks. When I was finished, somebody started a fire in the wood stove in the Club and ash sprinkled down all over the wet paint. Before I could react to this, a bait truck full of rotten fish pulled up and parked beside us. I was beaten.

"You're up for sale," I told the boat. "and, I couldn't recommend you to anyone except a dedicated Zen monk. Somebody who could enjoy all the petty obstacles you can conjure up."

The boat chuckled in its naughty way. As I left I mumbled to myself, "Where will I ever find a dedicated Zen monk?"

MAD ZEN MONK

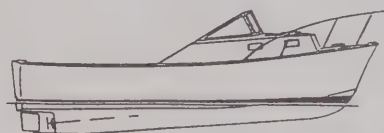


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Greg McMillan in his homebuilt kayak off the coast of Baja California.

Escape from Xmas

After spending four winter seasons cruising in the Gulf of California and further south along the coast of Mexico in an old cruising catamaran, we couldn't face a U.S. type commercial Christmas anymore. We decided, even though we no longer had the boat, that Baja California (the Mexican peninsula south of California) was the place we wanted to be during the Christmas season. So it was that Brenda and I left our little town of Ojai in southern California, December 12, 1987, with our two kayaks strapped to racks atop our old van and with the van loaded with camping gear, food and water.

Our destination was Bahia de los Angeles, about 500 miles south of San Diego on the Gulf coast of Baja, a truly wonderful spot we had visited several years ago. But when we arrived in San Quintin, about 200 miles south of San Diego, we discovered that there was no unleaded gas available there or anywhere further south.

We floundered about for a while, bemoaning our fate, before deciding to drive the four miles over to the Bay of San Quintin to see what it was like and to find a place to camp. The dirt road to the bay was bumpy but quite passable and led to a large peninsula which divided the bay into almost two equal parts.

When we arrived we were amazed to find that it was huge and almost deserted. Here was not just one wonderful campsite but over a hundred of them, and nobody around. The only signs of civilization in this arm of the bay, known, we found out later, as Bahia Falsa (False Bay) were a fish

camp with a few fishermen in it and an oyster camp down at the end of the bay where several men worked each day. We were able to camp anyplace we wanted along the shore of the bay and found wonderful kayaking every day we were there. All the time we were there, the weather was perfect with warm sunny days and cool evenings.

As inveterate bird watchers, we were delighted at the number and variety of birds. Huge flocks of ducks flew over daily to land noisily on the bay, feeding in the marshlands along parts of the shoreline. Everywhere there were cormorants, pelicans, herons and great flocks of willets, curlews and sanderlings.

Certainly this bay would have had crowds of people during that Christmas season if it had not been so shallow that much of it dried out during the extreme low tides. This made the bay a very difficult place for motorboats or sailboats, but ideal for kayaks, canoes and rowboats, perfectly at home in but a few inches of water. The bay was large enough for us to be able to kayak to a different place each day. All we had to be careful about was to get back to our campsite before low tide. On our first day we had been unaware of this and ended up pulling the kayaks through knee-deep mud.

We had brought our back packing tent and sleeping bags, intending to do some overnight trips. The bay would have been a wonderful place in which to do this, but the nights are just too long in December to make the experience a pleasure. Twelve hours on the beach in a sleeping bag isn't my idea of fun. In a few months, how-

ever, as the nights get shorter, that should be great, especially overnight trips to the sand dunes and miles of empty beaches between the bay and the Pacific. From there we could paddle down to the entrance of the bay. Fine fun!

On one of our jaunts, we paddled to what is called the Old Mill, on the other arm of the bay. This now consists of a clean looking small trailer court with a large cement structure, built in the 1800's by a group of English settlers who had come there at the invitation of the Mexican government. A succession of drought years and the change of government that followed the revolution finally forced them to leave. All that is now left of their work is the large building, a landing dock and a portion of the huge engine that had powered their flour mill. Even the channel which led to the landing dock has silted up now so that only small sail and motor boats can use it.

The town of San Quintin is hardly impressive. It consists of a random collection of dilapidated houses and stores scattered along several miles of the highway. But it does provide a shopping center. There is a good fruit and vegetable market, two taco joints, a bank, two gas stations, garages and a large military encampment. The military camp provides a landmark. Immediately after passing it coming from the north, there is a dirt road to the west and a sign, "Playa de San Quintin" (San Quintin Beach). This is the road that leads to the oyster camp, the Pacific beaches and the the peninsula where we camped and all the fine surrounding paddling.

Greg McMillan, Ojai, CA.



Cruising the Lycian Coast

"Merhaba," yelled Suat the harbormaster at Gocek as he grabbed our bow lines. He was the picture of a Turkish pirate with his bushy mustache and swarthy complexion. We had just completed a 42 mile leg from Ekincik, just about midway through our cruise off the Lycian coast of Turkey.

"Why Turkey?" all my friends asked before I left.

"It'll be different," was my reply. I was right. This was my third trip with the Yacht Cruising Association. The first had been in Greece, sailing the Ionian Islands. That was when I met Eddie, who most of the year poses as a bank manager for Lloyds Bank. We liked each other enough to arrange a subsequent cruise together in the Dalmation-Kornati Islands off of Yugoslavia, that's when I met Eddie's brother-in-law, John, an executive head hunter in London. The three of us were now back together again on "Cinnamon", a YCA thirty-footer for our cruise in Turkey.

We had started our trip in Datca early in October. The weather was ideal, in the low to mid 80's during the day, dropping into the high 50's in the evening. Datca is a good sized village with several tavernas, grocery stores where you can stock up the boat's food supply, two banks (lira are the local currency), and a hotel high on a hill with a spectacular view of the Aegean Sea. There's also a boatyard where Guillots are still built, clipper bowed boats with junk-like sterns and a marked sheer. Nearly all of the hardwoods have been depleted, so pine, which seems to be everywhere, is used, resulting in beautiful 40'-50' boats that last only up to five years.

We left Datca on a light run, the whisker pole on the genoa adding about a knot, headed toward

Port Losta, 21 miles to the east. The wind started to pick up and we almost surfed on the large swells coming from astern. We were to learn that the daily pattern was light winds in the mornings, increasing as the days went on. This time of year sunset is early, and after making a dogleg to the south, the sun seemed to drop out of the sky just as we arrived at the Port Losta quay at 5:30 p.m.

We had dinner that evening on the second floor terrace of the Losta Restaurant, overlooking the boats and harbor. "Starters", entree, wine, dessert and coffee came to three dollars apiece. This was to be our normal cost for dinner.

Next morning I walked around town and saw the children in their black and white uniforms playing before a school. Turkey adopted the French educational system in the 1920's, including their style of dress, which has not changed since.

We headed out of Port Losta and circumnavigated Kophintha, a large fortress-like rock, before heading into Penzik Bay, a long narrow fjord reputed to be a breeding ground for sharks. Despite our pleading, John refused to go for a swim.

The Lycian coast is dramatic with steep cliffs backed up by mountain ranges, a few with what appear to be glaciers. As one proceeds along the coast, signs of human habitation go from sparse to non-existent, and bays and harbors suitable for anchoring overnight are some distance apart. Many of the bays have very deep water, requiring a fair amount of anchor chain and long warps to lead ashore from the stern. The vegetation goes from scrub brush to thick pine forests. The volcanic origin of the area is evident not only

from the rugged cliffs and shore-lining rocks, but also from the large rock "islets" and underwater reefs offshore. But, rather than appearing desolate, it all looks majestic.

Adding fascination to the area is the evidence of past cultures. Many of the fjords and islands contain ruins from the Greek, Roman and Byzantine periods; forts, towns, amphitheaters, baths, etc. Some show the progression of one culture building onto or over the other.

From Penzik Bay we ran into Pedalko Bay for lunch and a swim. Then, as the daily pattern held, we reached in 17 knot winds to Kiervasili, where we anchored for the night and went ashore for showers at the local taverna. Next morning, about four miles offshore from Cape Apostei, we anchored on the edge of a reef which eventually rose to about six inches below sea level. It looked strange to see someone standing in the middle of the sea.

We pulled into the attractive town of Bozburnn with its minaret, and next day sailed down the Gulf of Symi to Port Aplotheke. We took the dinghy ashore to explore the 400 B.C. Greek fortress at Loryma. That evening, strong gusts blew down the hills overlooking the fjord, but these created a soothing motion in our sheltered anchorage.

Next morning we saw solid whitecaps on the bay, so we tied in a reef as we headed toward Cape Marmaris in 21 knot winds with gusts up to 30. We stopped at Kumlu Bay for some snorkeling. This is right around the area that C.S. Forrester wrote about Captain Hornblower evading the Turkish blockade and escaping with all the gold in "Hornblower and the Atropos". With the wind dead on, we motored



into Marmaris Harbor wearing foul weather gear as the combination of wind and whitecaps felt like a driving rain. Marmaris is a large town, mostly built up in the past eight years, condos and hotels covering two-thirds of the waterfront. Many restaurants, a disco, local market, and loads of stores carrying Turkish goods and crafts (leather coats and jackets, Turkish rugs and oynx are very inexpensive by U.S. standards). It's worth going to Marmaris just to get a steak dinner at the Zhudum Restaurant with all its purple tablecloths. That's right, three dollars! Previously, Eddie and I had gotten haircuts, which included head and neck massages, for \$1.25.

Next day we had some exciting sailing and interesting gunkholing as we stayed within the 20 square miles of Marmaris Fjord with its many islands and bays. That night we were meeting the rest of the fleet for a barbeque.

Let me briefly explain flotilla cruising for those of you unfamiliar with the concept. The Yacht Cruising Association pioneered the idea. The flotilla is composed of ten to twelve boats (we were 12) plus a lead boat with a professional skipper, an engineer (with spares to fix anything on the boats) and a hostess to provide information on sights to see, restaurants, shopping, banks, etc. Each boat has its own set of detailed charts, including blow-ups of harbors, and is given a thorough navigational briefing. The first day the flotilla starts off together. For three out of every four days after that, you're on your own, you can stay with the flotilla or sail off by yourself, depending on your skill or desire. The times when the flotilla is scheduled to gather together are special occasions, dinner for all at a taverna which turns into a party, a barbeque prepared by the lead boat for the flotilla, super party time, or a special sightseeing trip. Rather than inhibiting your freedom, the rest of the flotilla adds a social dimension when you periodically meet. The YCA provides the boats and round trip charter flights from London to your sailing destination.

We headed into Nimaro bay and rafted up with YCA boats already there as the rest of the flotilla came in. Eddie, John and I went ashore to help collect wood for the barbeque. The evening turned into a feast and fun as each boat presented its own creative cocktail to be judged as "best" or "worst". Actually, none were very good, but the presentations were hilarious.

Left from top: Kopphintho Rock. Lycian cliff tombs of 600 B.C. The coast viewed from the fortress at Laryma.

Next day we had an invigorating sail to Ekincek. Early the following morning, a guillot picked us up right off our bow to take us up the Caunus River. As we reached the sandbar guarding the river mouth the skipper told all 50 of us aboard to get to starboard.. With about two inches of freeboard, we bump-bumped over to arrive in a maze of reed islands 12-15 feet high, right out of "Riddle of the Sands" or "African Queen". We passed Lycian rock tombs halfway up the cliff, which date back to 600 B.C. We continued on to the ruins of Caunus, a large Greco-Roman town dating back to 400 B.C. which included an amphitheater seating 20,000, and Roman baths with the plumbing still intact.

We returned to the guillot and motored to an enclosed and domed natural sulphur spring. Warm, smelly and very soothing. After about 20 minutes, we climbed out of the bath, went outside and jumped into the fresh water river to get rid of the mild rotten egg smell. We had a late lunch at a taverna in Dalyan, and were dropped off at the bow of "Cinnamon" just as the sun hit bottom.

Our next destination was Goccek, 42 miles away. A perfect day, the sun shining, the breeze blowing and the tape deck going from Mozart to Pink Floyd to Beethoven. That evening we had a spontaneous "floor show" with dinner. A pre-nuptial party thrown by the father of the bride was in progress, three men on drums, two with clarinet type recorders, two women wearing babushkas on their heads and playing small drums, and two men with bazoukis (one with an amplifier!), and about 20 all male guests. Periodically one or two guests would get up and dance with arms extended, sometimes doing deep knee bends. At first the various rhythms seemed completely foreign, but soon you found yourself beating time.

We continued on next morning looking into various bays, including Tomb Bay with its Lycian rock tombs high in the cliffs, across wide Fethiye Bay and into Olu Deniz with its two mile white crescent shape beach, and around Karaca Oren Adalari with its fascinating looking ruins. But its very deep water and no apparent spot to land the dinghy prevented any further exploration.

Finally we arrived at Gemile Adalari. We snorkeled, then climbed ashore to visit the ruins, many tunnels, part of a temple (you could see the remains of a frieze of an angel which the Byzantines had tried to obliterate for religious reasons), all the time being followed around by a friendly donkey who enjoyed having her ears scratched and being fed eucalyptus leaves, my introduction to exotic romance, she promised to write. Another YCA boat anchored nearby and we spent the evening together playing liar's dice, with all the necessary kibitzing, backgammon, and drinking coffee with brandy.

Rising early (it's the only way to beat that 5:30 sunset) we spent the next day sailing to Cleopatra's Bay where there are excellent remains of what purports to be Cleopatra's baths, partly underwater. The following day was to be our flotilla race, strictly for fun but with a cup awarded to the winner. As the time for the race approached, so did rain, then thunder and lightning, then pelting rain. We heard what we thought was the ten minute horn as I carefully timed our start, it turned out to be the five minute horn as we headed in the wrong direction at the start. No matter, the race turned into a drifter causing us all to motor partway to Fethiye. That evening was the end-of-cruise flotilla dinner, replete with a belly dancer who enticed some of us to get up and make fools of ourselves, loads of laughs.

Next morning we cleaned our boats, took a scenic ride to the Dalaman Airport and congratulated one another on our lovely tans. The end of a fine cruise.

Report & Photos from Mel Ross

Note: The Yacht Cruising Association has various cruises in Greece, Turkey, Yugoslavia and Spain, running from late April through October. For more information, write to the Yacht Cruising Association, Old Stone House, Judge's Terrace, Ship Street, East Grinstead, Sussex RH19 1AQ, England.





The World's Biggest Dinghy

A dinghy is a boat, right? Dinghies are the kind of boats that "Messing About in Boats" likes to cover, right? And some dinghies are bigger than others, right? The biggest dinghy of them all visited Boston for three days in early November as one stop on a tour of east coast ports. So, we went to see it.

This "dinghy" was 132' long and her name was "New Zealand". She was the recent challenger for the America's Cup, and may be the winner of it if the New York Supreme Court so adjudges.

The fourth floor of the parking garage allowed us our first glimpse. There she was, propped up on her carrier barge, boom on her deck, bowsprit thrusting toward Logan Airport across the channel, and mast stretching the full length of the barge below. Containers and shelters filled the corners of the barge "Alice G" and the shepherding tug "Lucinda Smith" was lashed alongside. We remembered her from a previous Tugboat Muster and we thought her better looking then, before her new paint job.

A cordial Kiwi crew member, one of many still with her after the America's Cup races, greeted us as we boarded and handed us brochures about the boat and New Zealand. The tour was sponsored by the New Zealand government's tourism people. Joining a long line of people, we slowly moved aft past a display of suitable souvenirs for sale by other friendly Kiwis of both sexes, and then still another cordial Kiwi asked each of us to sign a release form. He freely answered questions and responded well to a few digs, such as, "How come 'New Zealand' was designed in America?" (Her designer, Bruce Farr, is a Kiwi but has an office in Annapolis, Maryland).

The smoothly curving white fiberglass shape shadowed the sky above us and the sides flared out like the wings of a manta ray. A slim keel, and a slimmer rudder spiked downward. We learned that they had rigged the boat in New York and sailed her there, with some trepidation, because one touch of the bottom at more than three knots and off goes the keel and much of the bottom of the boat. No wings on this keel, just a streamlined blob of lead. And she draws twenty-two feet! A small window in front of the keel, we were told, allows inspection to see that the keel is free of kelp and the like.

Finally we were at the stern and, a few at a time, we carefully climbed an industrial scaffolding stairway (with rope for rails in some places) to reach the big dinghy's deck level. There, a foot away, she spread (it is, perhaps, the only word that fits). One realized then why they called her the "aircraft carrier". There seemed to be an acre of tracks, winches, steering wheels, pits for crew members, and other nautical essentials.

Her rigger, crouched on her deck, pointed out her features in answer to our questions, some of which were rather technical. He was in no hurry, and somehow he made us feel a part of the New Zealand side of the America's Cup effort. Finally, we reluctantly left our perch thirty-five conspicuous feet above the waters of Boston Harbor and felt our way gingerly down those steps.

Next was a visit to one of the shelters where they had the Hewlett-Packard computers (three of which were on board during the races) recreating the action under sail. One used a video camera shot of the sails to measure the distances between black bands on the sails and spots on the deck and thus provide a whole bank of numbers that were meaningful to the sail trimmers. It was fascinating to watch the video and see water flow past the hull or a person move around below or, in one case, a tack with the sails flapping and coming across the deck.

Another computer provided warning of potential overloads by monitoring strains on hull and rigging several times each second as measured by dozens of gauges. The third gave navigational and sailing information, to remarkable precisions such as latitudes and longitudes in hundredths of minutes (about fifty feet). This "New Zealand" provided a much better environment for computers than the 12 meter yachts would have, where they had as much as six feet of water inside the boat during the races, and those H-P computers operated inside a water-tight, air-tight box, which, needless to say, got hot enough to fry the proverbial egg.

Last was a walk to the nearby Marriott for a display and video of the building process. The Kiwis had done a nice public relations job for their country and "New Zealand" is an impressive "dinghy". I'm just thankful I don't have to find a launching ramp for launching her!



22' draft keel will break off if it hits bottom at over 3 knots!



Spade rudder, lofty hull cradle, spectator scaffolding for viewing the deck.

Here are answers to some questions reader Fournin Powell raised about the paper boat I constructed ("A Paper", December 1st issue).

The design of the paper boat is very similar to those geodesic boats of Platt Monfort's. However, the paper canoe follows a very traditional framework using saturation paper, whereas the geodesic boats are constructed like aircraft with heat-shrink dacron. The design is not available from North River Boatworks, but is on a loft board at the shop (6 Elm St. Albany, NY 12202, 518-434-4414) and if anyone cares to visit, I would be happy to discuss it with them.

The supplier of the paper we used is Lydall, Inc., Manning Division, P.O. Box 328, Troy, NY 12181. The contact there is Craig Updike. Since they deal with large industrial size rolls, you would have to make personal contact to determine availability and price. The type of paper is High Hemp Content Saturation Paper, Manning #470-004.

After experimenting on the first two boats, we figured out what seems to be the best varnishing technique. Using Captain Z-Spar varnish, we applied two coats to the first layer, one to the second layer and four to six on the third and outer layer. The second and third layers were put on with wallpaper paste over dry varnish. Slightly tacky varnish may be all right, however, the point of using wallpaper paste is to make slippery enough of a base to slide the paper into place on and tacky varnish would make this hard to do.

The paper boats have a traditional type of framework with stembands, rubbing strips and an external keel strip for protection in landings and groundings. The stembands were made from leftover rib stock and the small one inch keel was made of ash. The gunwales were also made of ash.

Before the paper was applied, the inside framework was oiled. Only the outsides of the hulls were varnished.

Angela Cross, North River Boatworks, Albany, NY.

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PROJECTS

REBUILDING "FREYJA" CONTINUES

This winter's project for us is the continued rebuilding of "Freyja", a 22' sloop built by Abeking & Rasmussen at Bremen, Germany, in 1947. She came into the hands of Jan Drake in 1984 after spending a few years as a project for two owners who did not get past removing the topside varnish and stripping out the cabin interior. The history of ownership has been searched out fairly well and we know that her original name was "Freya", we added the "J" to balance the name on the transom. A question that remains unanswered is about her being raced as a "Delta Class" on the Chesapeake. I would like to find out what "Delta Class" rules are and if the class still exists.

Jan and I finally launched "Freyja" on July 24th, 1988, after completing a major structural rebuild, including new ribs, floor timbers, cover boards, toe rails, deck waterproofing and countless smaller but necessary tasks. The emotional high of finally putting her back into the water was quickly dampened. She was floating at least five inches too high and was very tender. The addition of 1,200 pounds of lead set her on her waterline, but made her interior look like a scrap metal yard because the cabin sole could not be put down over the floor timbers with all that metal piled in there.

This brought us to this winter's project, melting this lead and casting it into pieces that will fit into the roughly trapezoidal cavities between the floor timbers. Quick calculations revealed that the lead needed to fill these spaces almost completely. I have made patterns from foam insulation board and have been using open sand molds to cast the lead in. Fortunately, we had not replaced the cabin interior last year prior to launching, so while this makes installing the ballast much simpler, it also is another task for this winter. This will be a challenge as it had all been removed when Jan purchased this basket case.

I am always looking for ways to "rebuild", but not necessarily "restore" our vessel. For example, the deck waterproofing uses roofing paper set in tar, which permitted a teak deck that had been sanded to the end of its useful life to be retained.

John Drake, 141 Main St., Essex, MA.

SOMETHING THAT LOOKED LIKE A BOAT

Last winter I built a Dennis Davis DK-13 kayak. It was the first boat I had ever built and came about as a result of your article on "Easy to Build Kayaks" in the July 1, 1987 issue. Despite my lack of woodworking skills and no experience with fiberglass, it came out very well. I consider this a credit to Mr. Davis' design and instructions, rather than to my own abilities. It is light, a little over 30 pounds, and easy to paddle. But it is a little twitchy and that required getting used to.

I finished that project last January and was pleased that I could make something that looked like a boat. Since it was the middle of winter and so I couldn't launch the boat for at least three more months, I decided that I had the time and materials to build another boat. I saw a little item in "Boats" with a photo of another Dennis Davis design, an open canoe, the DD-10. So I ordered a set of plans and went to work.

It was finished by spring. I had hoped it would be a good tandem boat but it turned out to be a better solo. As a tandem it was fast and easy to paddle, but it was quite tippy. As a solo it was more stable and more comfortable than the kayak. The only problem was that at about 45 pounds and 15'2" it was heavier and more cumbersome than the kayak to transport and carry.

I was happy enough with both boats but still wanted a quick, stable and comfortable two-person canoe. I considered buying one but by mid-July had decided to try building one. So I began to read all I could find on canoe and kayak hull design. I ordered a set of plans from Ed Corkren for his Fibercraft Kit 14' "Cajun Pirogue". Using this and what I had learned about construction technique from the Dennis Davis designs, I sketched and then built a stitch and glue 19' canoe.

It has a fairly narrow 32" maximum beam and an asymmetrical flat bottom hull with flared sides. I used 1/4" lauan ply and polyester resin. It weighs a little under 65 pounds and looks like a long, skinny pirogue. It isn't as elegant as the Davis boats, but it is stable and comfortable and fairly light for a 19 footer. It's not as fast as I had hoped, but it does track well.

I'd be happy to talk with anyone interested in building the DK-13 kayak or the DD-10 canoe. And even though I did not build it as designed, I used some of the ideas in Ed Corkren's pirogue plans and have some opinions to offer on these of possible help.

Griff Venator, 2 Jenks Rd., Foster, RI 02825, (401) 397-5736.

SO WHAT'S A BOLGER "JINNI"?

My winter project is the building of a Bolger "Birdwatcher". She is intended to provide more cruising capability than the Bolger "Jinni" which I built six years ago. So, what is a Bolger "Jinni"? I think I've still got the only one ever built.

In 1982 I was looking around for a small sailboat for camping-cruising. I ended up with a set of drawings from Phil Bolger for his Design #426. It was a new design. My boat would be the prototype. I built the hull that summer and used it a few times in the fall as a rowboat while I finished the sail rig, and went sailing in her in the spring of 1983.

She's a yawl rigged sharpie, typical of many of Bolger's designs. The hull is 15'x4', built of 1/4" plywood in true "instant boat" style. I spent \$600 on her back then, using Sailrite materials for the sails and lumberyard materials for hull and spars. The cockpit is 6.5'x4' and sleeps two good friends. A large storage area/buoyancy chamber provides dry space for gear. The 96 square foot main and 28 square foot mizzen provide plenty of sail area for her size. A single leeboard keeps the cockpit open and uncluttered. I named her "Jinni".

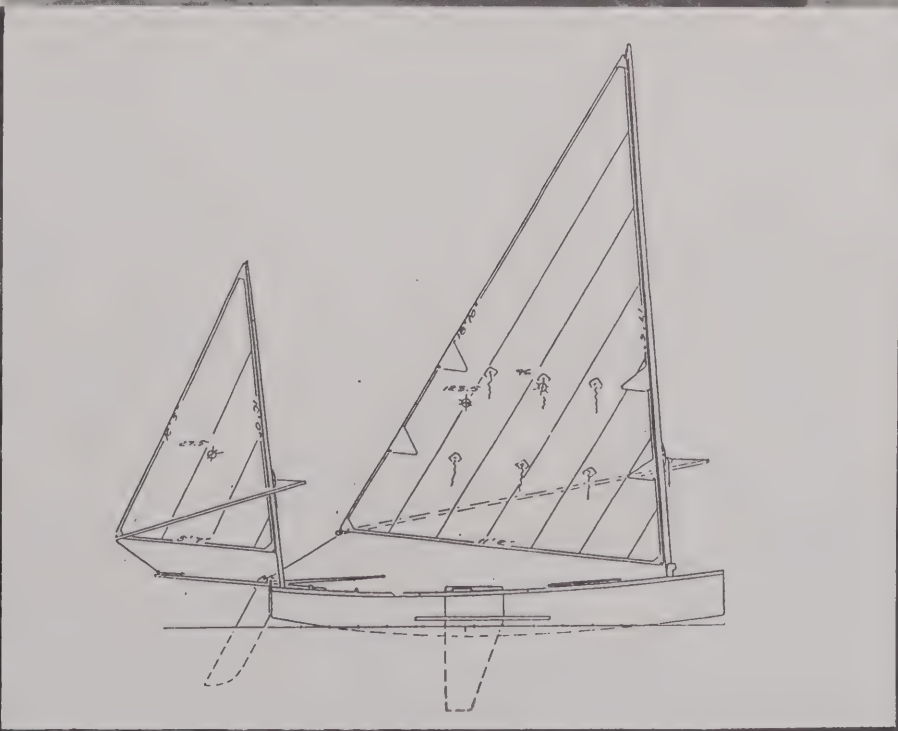
"Jinni" turned out to be a blast to sail, especially in light winds. Her big rig and light weight make her skate right along. In a 10 knot wind she'll do 4 knots. I've timed her at 6 knots in heavier winds. She handles very well when reefed but her flat bottom gets slammed around in rough water. With the second reef in, I've sailed her securely in winds of 20 knots but it's a wild ride through the whitecaps. I've experienced two knockdowns, both times she lay high on her side until I righted her by standing on the leeboard. She came up about 1/3rd full of water and needed bailing to regain sailing stability.

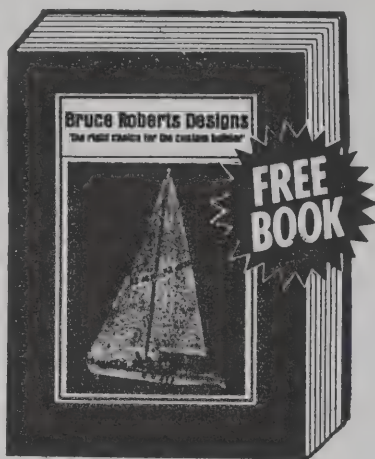
I rigged crutches to stow the rig off-center to permit rowing when no wind was blowing. She slides off the trailer ready to row at 2.5-3 knots. It's enlightening to see how much faster she'll get somewhere to windward under oar in light winds.

My wife and I have camped in "Jinni" many times, pulled up onshore. I made a boom tent for her but have seldom used it, preferring to sleep under the stars.

I believe that the plans for "Jinni" are currently available from Common Sense Boat Designs, 2801 Whitney Ave., Baltimore, MD 21215. For me, now, though, it's on to "Birdwatcher".

Jim Michalak, Lebanon, IL.





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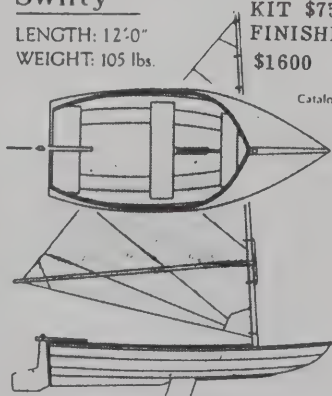
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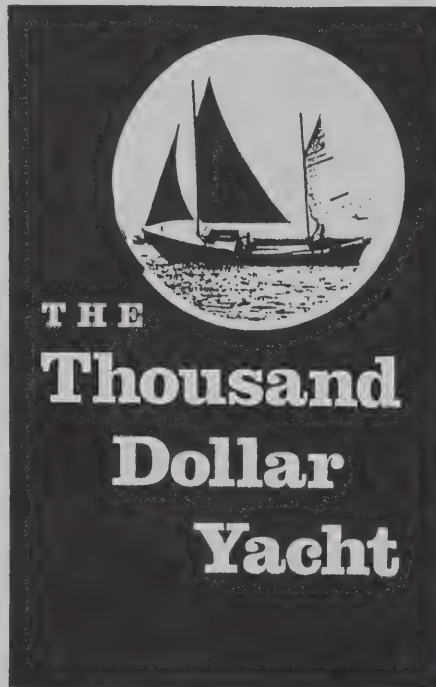
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WINTER READING



THE "BILLY RUFFIAN" REVISITED

Review by Jim Lacey, Willimantic, CT.

Anthony Bailey's "The Thousand Dollar Yacht", first published in 1968, has been re-issued by International Marine Publishing Company in a twentieth anniversary edition. Though the book, like the boat it describes, appears to have been somewhat hastily, if not haphazardly, put together and launched, it is likely to achieve what Mark Twain once described as literary immortality, i.e. it should be one of those rare books still afloat after thirty years.

Most readers of "Messing About in Boats" will discover a kindred spirit in Bailey, since his keen enjoyment of the sailing dory "Billy Ruffian" has been achieved despite a limited budget and irksome necessities, such as the need to earn a living. With a pleasant combination of humor, anecdote, familiar reference to Stonington Harbor and Dodson's Boat Yard, local

knowledge of Fisher's Island Sound, allusion to other sailors, past and present, and clear, unpretentious reporting of his adventures afloat, both happy and hapless, Bailey convincingly portrays just what it is that attracts sailors of small boats to an activity that others find tedious, discomforting, and sometimes frightful. "The Thousand Dollar Yacht" illustrates the venturesomeness of the experience, the ever presence of chance discovery and bemusement, and the measured gleaning of hard-won wisdom and competence, however limited or imperfect.

The book begins with Bailey's search for an affordable, yet ample, sailboat for weekending with his wife Margot and their two little girls. Not a plastic production job, but one that would catch the fancy of a traditional boat buff. After considerable scrutiny of hulks in marinas, and designs in boating magazines, Bailey decides to have a dory hull built to his specifications by Staples Boats of Ocean Gate, NJ. The ingenuity and resourcefulness with which the plans of a St. Pierre dory became the 28'x8' oak-on-mahogany, gaff-rigged ketch, "Billy Ruffian" will fascinate salts and sympathetic lubbers alike.

In the course of the book it becomes clear that Bailey was primarily a day sailor and occasional weekender aboard the "Billy Ruffian". We follow his adventures sailing single-handed or with one of his friends on Fisher's Island Sound, gunkholing with his family on Little Narragansett Bay, and cruising to Block Island. Later, he describes a trip to Three Mile Harbor on Long Island when, starting late and alone from Stonington, he runs into dusty weather and sensibly but ingloriously turns tail and seeks refuge in Fisher's Island's West Harbor. And there is, finally, an idyllic week of meandering about the lower Connecticut River early in the spring of the "Billy Ruffian's" third sailing season, with which the book abruptly ends.

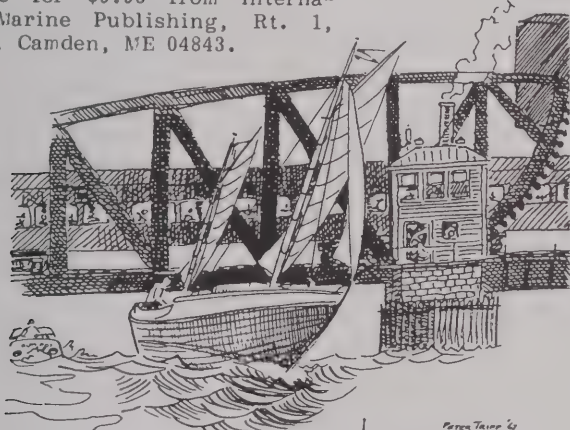
But these ingredients do not of themselves account for the charm of "The Thousand Dollar Yacht". One interesting aspect of the book is the fascinating assortment of characters involved in the designing, building, fitting out, and sailing of the "Billy Ruffian". Sketched in with a line here and a detail there, they populate the book in a lively fashion and engender trust in Bailey's perceptions about people as well as boats. Foremost among these is Peter Tripp, friend, neighbor, and jack of half a dozen crafts and professions, who helped design both the book and the boat, and who drew the witty and affectionate pen-and-ink illustrations. Then there is Arthur Staples, the boat builder, whose hand-written

correspondence with Bailey suggested a formidable enterprise with a busy production schedule that turned out to be Staples himself working with the help of a boy in part of a barn.

There are also memorable images and scenes of life aboard "Billy Ruffian", such as Bailey's little daughter pretending to fish with the main sheet in the cockpit that had been designed to do duty as a playpen; and his wife Margot's wonderful assessment of their first overnight cruise; "It was just awful, but I suppose I liked it."

Those who recall the boating scene in Fisher's Island Sound when Bailey's book was first launched will note many changes, not all of them for the better, and be thankful for the enduring qualities of that most temperamental and challenging stretch of wrecks, reefs and rocks. Younger men and women may be encouraged to build their own version of the "Billy Ruffian" and then be happy to find a thousand dollar mooring.

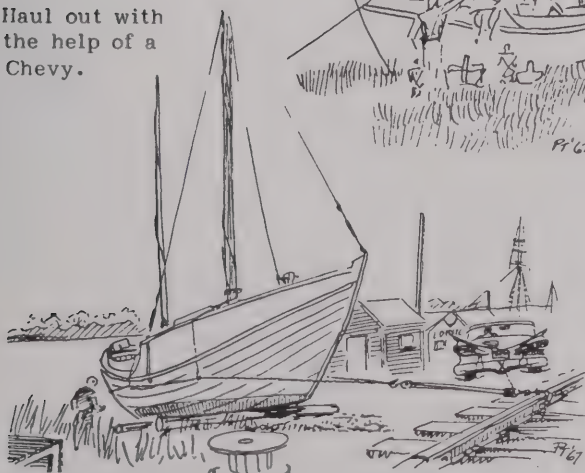
"The Thousand Dollar Yacht", by Anthony Bailey, is available for \$9.95 from International Marine Publishing, Rt. 1, Box 220, Camden, ME 04843.



Inside the Old Lyme Bridge.

Peter Tripp Illustrations

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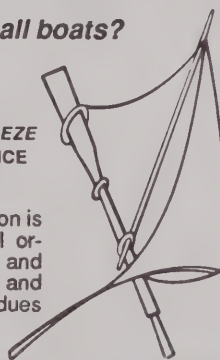
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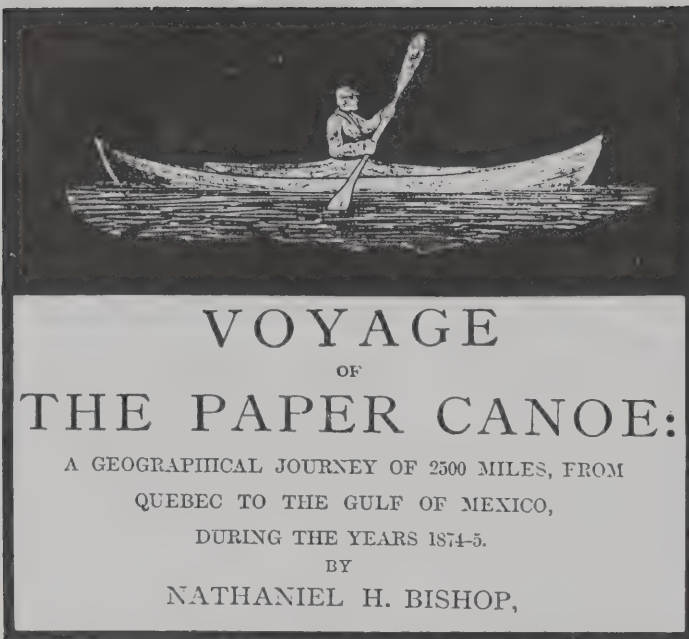
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CHAPTER VIII.

FROM CAPE HENLOPEN TO NORFOLK, VIRGINIA.

THE PORTAGE TO LOVE CREEK.—THE DELAWARE WHIPPING-POST.—REHOBOTH AND INDIAN RIVER BAYS.—A PORTAGE TO LITTLE ASSAWAMAN BAY.

MY first thought the next morning was of the lost outrigger, and how I should replace it. My host soon solved the problem for me. I was to drive to the scene of the late disaster in his light, covered wagon, load it with the canoe and cargo, and take the shortest route to Love Creek, six miles from Lewes, stopping on the way at a blacksmith's for a new outrigger. We drove over sandy roads, through forests of pine and oak, to the village of Milton, where a curious crowd gathered round us and facetiously asked if we had "brought the canoe all the way from Troy in that 'ere wagon." The village smith, without removing the paper boat from her snug quarters, made a fair outrigger in an hour's time, when we continued our monotonous ride through dreary woods to a clearing upon the banks of a cedar swamp, where in a cottage lived Mr. George Webb, to whom Bob Hazzle, my driver, presented me. Having now reached Love Creek, I deposited my canoe with Mr. Webb, and started off for Lewes to view the town and the ocean.

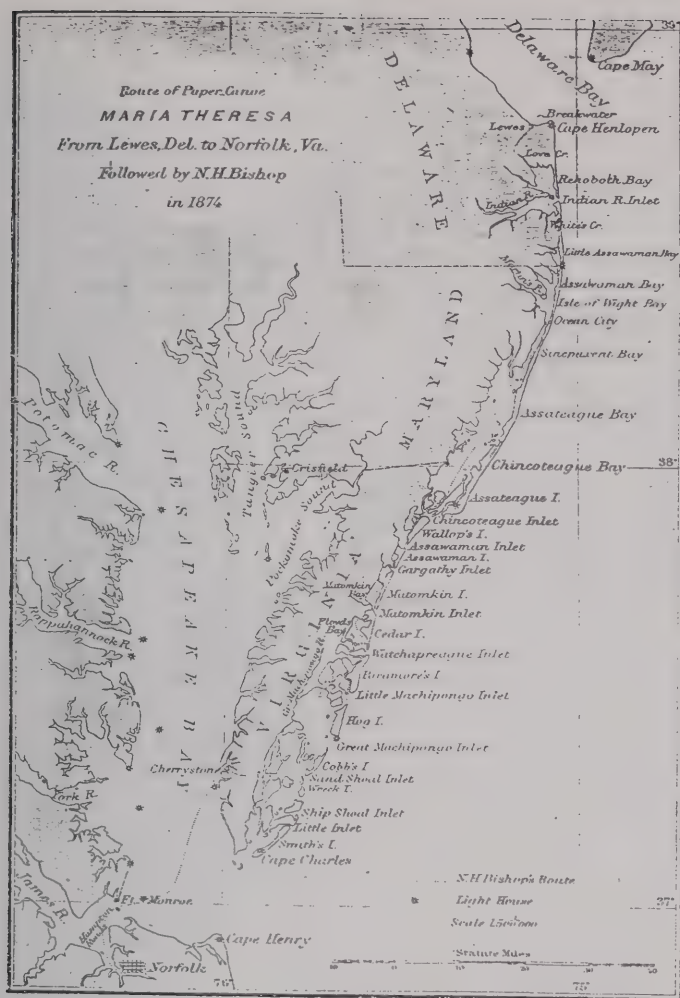
Across the entrance of Delaware Bay, from Cape Henlopen Light to Cape May Light on the southern end of New Jersey, is a distance of twelve statute miles. Saturday night and Sunday were passed in Lewes, which is situated

inside of Cape Henlopen, and behind the celebrated stone breakwater which was constructed by the government. This port of refuge is much frequented by coasters, as many as two or three hundred sails collecting here during a severe gale. The government is building a remarkable pier of *solid* iron spiles, three abreast, which, when completed, will run out seventeen hundred feet into the bay, and reach a depth of twenty-three feet of water. Captain Brown, of the Engineers, was in charge of the work. By the application of a jet of water, forced by an hydraulic pump through a tube down the outside of the spile while it is being screwed into the sand, a puddling of the same is kept up, which relieves the strain upon the screw-flanges, and saves fourteen-fifteenths of the time and labor usually expended by the old method of inserting the screw spile. This invention was a happy thought of Captain Brown.

The government has purchased a piece of land at Lewes for the site of a fort. Some time in the future there will be a railroad terminating on the pier, and coal will be brought directly from the mines to supply the fleets which will gather within the walls of the Breakwater. Here, free from all danger of an ice blockade, this port will become a safe and convenient harbor and coaling-station during the winter time for government and other vessels.

At dusk on Sunday evening the collector of the port, Captain Lyons, and his friends, took me in their carriage back to Love Creek, where Mr. Webb insisted upon making me the recipient of his hospitality for the night. A little crowd of women from the vicinity of the swamp were awaiting my arrival to see the canoe. One ancient dame, catching sight of the alcohol-stove which I took from my vest-pocket, clapped her thin hands and enthusiastically exclaimed, "What a nice thing for a sick-room—the best nuss-lamp I ever seed!" Having satisfied the curiosity of these people, and been much amused by their quaint remarks, I was quietly smuggled into Mr. Webb's "best room," where, if my spirit did not make feathery flights, it was not the fault of the downy bed in whose unfathomable depths I now lost myself.

Before leaving Delaware I feel it an imperative duty to the public to refer to one of her time-honored institutions.



Persons unacquainted with the fact will find it difficult to believe that one state of the great American Republic still holds to the practice of lashing men and women, white and black. Delaware—one of the smallest states of the Union, the citizens of which are proverbially generous and hospitable, a state which has produced a Bayard—is, to her shame we regret to say, the culprit which sins against the spirit of civilization in this nineteenth century, one hundred years after the fathers of the Republic declared equal rights for all men. In treating of so delicate a subject, I desire to do no one injustice; therefore I will let a native of Delaware speak for his community.

"DOVER, DELAWARE, August 2, 1873.

"EDITOR CAMDEN SPY: According to promise, I now write you a little about Delaware. Persons in your vicinity look upon the 'Little Diamond State' as a mere bog, or marsh, and mud and water they suppose are its chief productions; but, in my opinion, it is one of the finest little states in the Union. Although small, in proportion to the size it produces more grain and fruit than any other state in the country, and

they are unexcelled as regards quality and flavor. Crime is kept in awe by that best of institutions, the *whipping-post and pillory*! These are the bugbear of all the northern newspapers, and they can say nothing too harsh or severe against them. The whipping-post in Kent County is situated in the yard of the jail, and is about six feet in height and three feet in circumference; the prisoner is fastened to it by means of bracelets, or arms, on the wrist; and the sheriff executes the sentence of the law by baring the convict to the waist, and on the bare back lashing him twenty, forty, or sixty times, according to the sentence. But the blood does not run in streams from the prisoner's back, nor is he thrown into a barrel of brine, and salt sprinkled over the lashes. On the contrary, I have seen them laugh, and coolly remark that 'it's good exercise, and gives us an appetite.' But there are others who raise the devil's own row with their yells and horrible cries of pain. The whipping is public, and is witnessed each time by large numbers of people who come from miles around to see the culprit disgraced.

"A public whipping occurred not very long ago, and the day was very stormy, yet there were fully three hundred spectators on the ground to witness this wholesome punishment! A person who has been lashed at the whipping-post cannot vote again in this state; thus, most of the criminals who are whipped leave the state in order to regain their citizenship. The newspapers can blow until they are tired about this 'horrible, barbaric, and unchristian punishment,' but if their own states would adopt this form of punishment, they would find crime continually on the decrease. What is imprisonment for a few months or years? It is soon over with; and then they are again let out upon the community, to beg, borrow, and steal. But to be publicly whipped is an everlasting disgrace, and deters men from committing wrong. Women are whipped in the same manner, and they take it very hard; but, to my recollection, there has not been a female prisoner for some time. I did not intend to comment so long upon the whipping-posts in the state of Delaware.

"The pillory next claims our attention. This is a long piece of board that runs through the whipping-post at the top, and has holes [as per engraving] for the neck and arms to rest in a

very constrained position. The prisoner is compelled to stand on his toes for an hour with his neck and arms in the holes, and if he sinks from exhaustion, as it sometimes happens, the neck is instantly broken. Josiah Ward, the villain who escaped punishment for the murder of the man Wady in your county, came into Delaware, broke into a shoe-store, succeeded in stealing one pair of shoes, — was arrested, got sixty lashes at the post, was made to stand in the pillory one hour, is now serving out a term of two years' imprisonment, — and *he never got the shoes!* The pillory is certainly a terrible and cruel punishment, and, while I heartily favor the whipping-post, I think this savage punishment should be abolished.

"Since writing the above, I have heard that a colored woman was convicted of murder in the second degree last May, and on Saturday the 17th of that month received sixty lashes on her bare back, and stood in the pillory one hour.

"What do you think of Delaware law, after what I have written? I have written enough for the present, so I will close, ever remaining,

"Yours very truly, P. P."

For twenty years past, Delaware and Maryland farmers have given much attention to peach culture, which has gradually declined in New Jersey and states further north. There are said to be over sixty thousand acres of land on the peninsula planted with peach-trees, which are estimated to be worth fifty dollars per acre, or three million dollars. To harvest this crop requires at least twenty-five thousand men, women, and children. The planting of an acre of peach-trees, and its cultivation to maturity, costs from thirty to forty dollars. The canners take a large portion of the best peaches, which are shipped to foreign as well as to domestic markets.

The low lands and river-shores of the peninsula exhale malaria which attacks the inhabitants in a mild form of ague. During the spring, summer, and early fall months, a prudent man will not expose himself to the air until after the sun has risen and dispelled the mists of morning. The same caution should be observed all through the low regions of the south, both as to morning and evening exercise. Chills and fever are the bane of the southern and middle states, as this disease affects the health and elastic vigor of the constitution, and also pro-

duces great mental depression. Yet those who suffer, even on every alternate day, from chills, seem to accept the malaria as nothing of much importance; though it is a well-known fact that this form of intermittent fever so reduces the strength, that the system is unable to cope with other and more dangerous diseases for which it paves the way.

Upon a little creek, tributary to St. Martin's River, and near its confluence with the Isle of Wight Bay, a long day's pull from the swamp of Love Creek, was the old plantation home of a friend of my boyhood, Mr. Taylor, who about this time was looking out for the arrival of the paper canoe. It was a question whether I could descend Love Creek three miles, cross Rehoboth and Indian River sounds, ascend White's Creek, make a portage to Little Assawaman Bay, thread the thoroughfare west of Fenwick's Island Light, cross the Isle of Wight Bay, ascend and cross St. Martin's River to Turval's Creek, and reach the home of my friend, all in one day. But I determined to attempt the task. Mr. Webb roused his family at an early hour, and I rowed down Love Creek and crossed the shallow waters of Rehoboth Bay in the early part of the day.

From Cape Henlopen, following the general contour of the coast, to Cape Charles at the northern entrance of Chesapeake Bay, is a distance of one hundred and thirty-six miles; from Cape Charles across the mouth of Chesapeake Bay to Cape Henry is thirteen miles; from Henlopen south, the state of Delaware occupies about twenty miles of the coast; the eastern shore of Maryland holds between thirty and forty miles, while the eastern shore of Virginia, represented by the counties of Accomac and Northampton, covers the peninsula to Cape Charles.

Commencing at Rehoboth Bay, a small boat may follow the interior waters to the Chesapeake Bay. The watercourses of this coast are protected from the rough waves of the ocean by long, narrow, sandy islands, known as beaches, between which the tides enter. These passages from the sea to the interior waters are called inlets, and most of them are navigable for coasting vessels of light draught. These inlets are so influenced by the action of storms, and their shores and locations are so changed by them, that the cattle may graze to-day in tranquil happi-

ness where only a generation ago the old skipper navigated his craft. During June of the year 1821 a fierce gale opened Sandy Point Inlet with a foot depth of water, but it closed in 1831. Green Point Inlet was cut through the beach during a gale in 1837, and was closed up seven years later. Old Sinepuxent Inlet, which was forced open by the sea more than sixty years ago, closed in 1831. These three inlets were within a space of three miles, and were all north of Chincoteague village. Green Run Inlet, which had a depth of about six feet of water for nearly ten years, also closed after shifting half a mile to the south of its original location. The tendency of inlets on this coast is to shift to the southward, as do the inlets on the coast of New Jersey.

Oystermen, fishermen, and farmers live along the upland, and in some cases on the island beaches. From these bays, timber, firewood, grain, and oysters are shipped to northern ports. The people are everywhere kind and hospitable to strangers. A mild climate, cheap and easily worked soils, wild-fowl shooting, fine oysters and fishing privileges, offer inducements to Northerners and Europeans to settle in this country; the mild form of ague which exists in most of its localities being the only objection. While debating this point with a native, he attacked my argument by saying:

"Law sakes! don't folks die of *something*, any way? If you don't have fever 'n' ague round Massachusetts, you've got an awful lot of things we hain't got here — a tarnashun sight wuss ones, too; sich as cumsempsun, brown-critters, mental spinageetis, lung-disease, and all sorts of brown-kill disorders. Besides, you have such awful cold winters that a farmer has to stay holed four months out of the year, while we folks in the south can work most of the time out of doors. I'll be dog-goned if I hadn't ruther live here in poverty than die up north a-rolling in riches. Now, stranger, as to what you said about sickness, why we aren't no circumstance to you fellows up north. Why, your hull country is chuck-full of pizenous remedies. When I was a-coasting along Yankeedom and went ashore, I found all the rocks along the road were jist kivered with quack-medicine notices, and all the farmers hired out the outsides of their barns to advertise doctor's stuff on."

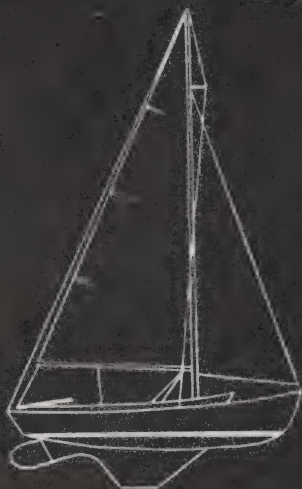
In no portion of America do the people seem to feel the burden of earning a livelihood more lightly. They get a great deal of social enjoyment out of life at very little cost, and place much less value on the "mighty dollar" than do their brother farmers of the northern section of the states. The interesting inquiry of "Who was his father?" commences at Philadelphia, and its importance intensifies as you travel southward. Old family associations have great weight among all classes.

It was six miles from the mouth of Love Creek across the little sound to Burton's marshy island at the entrance of Indian River Sound. Indian River supplies its bay with much of its fresh water, and the small inlet in the beach of the same name with the salt water of the ocean. Large flocks of geese and ducks were seen upon the quiet waters of the sound. Pursuing my southward course across Indian River Sound three miles, I entered a small creek with a wide mouth, which flows north from the cedar swamp, known as White's Creek, which I ascended until the stream became so narrow that it seemed almost lost in the wilderness, when suddenly an opening in the forest showed me a clearing with the little buildings of a farm scattered around. It was the home of a Methodist exhorter, Mr. Silas J. Betts. I told him how anxious I was to make a quick portage to the nearest southern water, Little Assawaman Bay, not much more than three miles distant by road.

After calmly examining my boat, he said: "It is now half-past eleven o'clock. Wife has dinner about ready. I'll hurry her up a little, and while she is putting it on the table we will get the cart ready." The cart was soon loaded with pine needles as a bed for the canoe. We lashed her into a firm position with cords, and went in to dinner.

In a short time after, we were rattling over a level, wooded country diversified here and there by a little farm. The shallow bay, the east side of which was separated from the ocean by sandy hills, was bounded by marshes. We drove close to the water and put the Maria Theresa once more into her true element. A friendly shake of the hand as I paid the conscientious man his charge of one dollar for his services, with many thanks for his hospitality, for which he would accept nothing.

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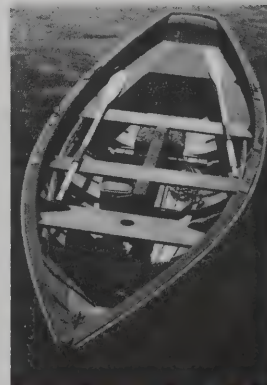
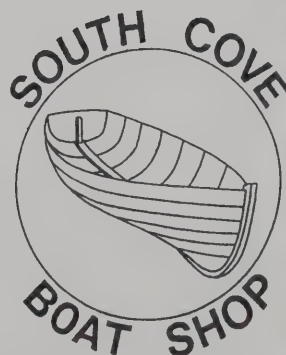
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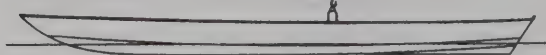


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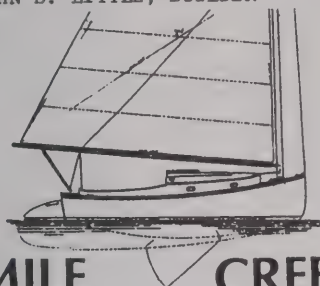
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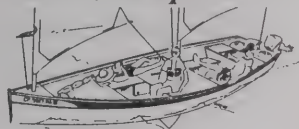
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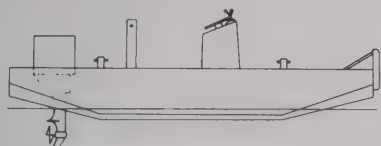
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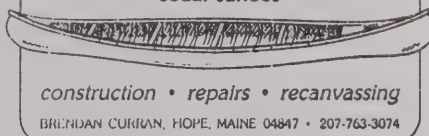
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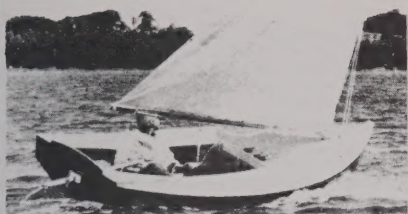
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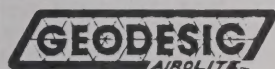
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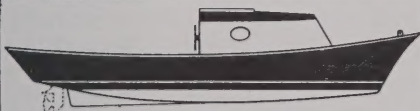
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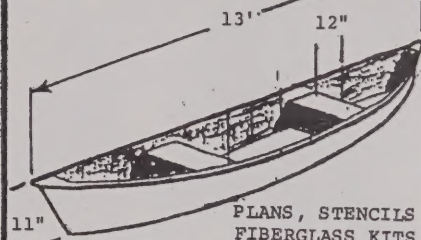
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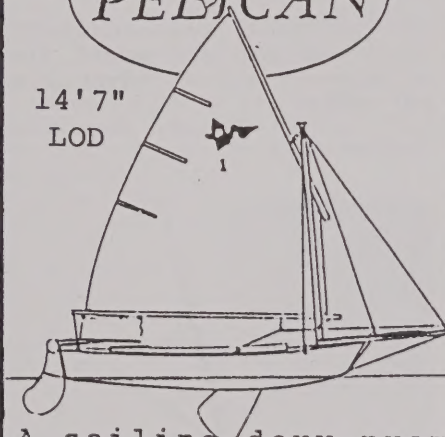
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15'6" THOMPSON, 1960's lapstrake runabout, 5'1" beam. Stripped boat, good hull with floorboards and rough deck. Throw on an outboard and go fishing. \$300.
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16' LOWELL ROWBOAT, 1972. Two rowing positions, four seats, motor mount. Good shape, needs paint. \$750.
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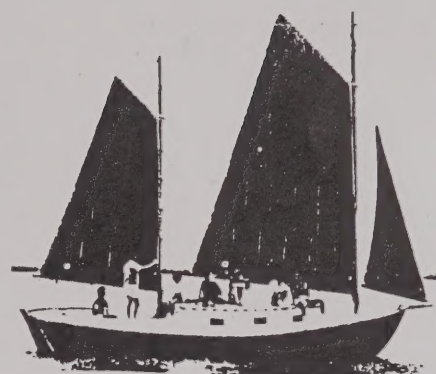
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