

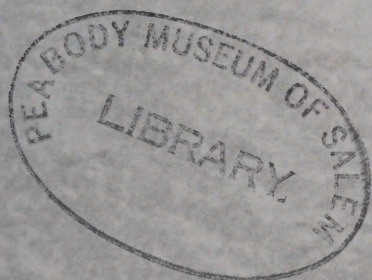


messing about in BOATS

Twice a Month!

Volume 6 ~ Number 21

March 15, 1989





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PUBLISHER & EDITOR: BOB HICKS

OUR GUARANTEE: IF AT ANY
TIME YOU DO NOT FEEL YOU ARE
GETTING YOUR MONEY'S WORTH,
JUST LET US KNOW, WE'LL RE-
FUND YOU THE UNFULFILLED POR-
TION OF YOUR SUBSCRIPTION
PAYMENT.

Our Next Issue...

Ed Barlow's comprehensive plans and builder's book for his Pacific Pelican daysailer will at last get its turn. Ralph Notaristefano shows us in pictures the restoration of a St. Lawrence Boatworks canoe. Aaron Welch tells us why it's okay to mess about in boats after 40. Ron Mueller reports on how his boatbuilding mania drew him into the business. Mason Smith talks about setting up shop to build his Adirondack "Goodboat". Since it'll be early April, we'll run Chuck Wright's detailed information on Cap Cod paddling locations, and our report on how the Maine Island Trail is developing for the summer of '89. If room permits, we've got eight different designs and projects from readers to look over too.

On the Cover...

John Thomson's laid back little minimum cruiser provides a platform for a concertina concert on a quiet outing on the lake. Very complete report on this innovative little design in this issue.

Commentary

BOB
HICKS

One of the enduring pleasures of being involved in the boating trade at the level I am has been the relationships established with many of the people who are in the trade at the same level. The "small" business level. Really small. Builders of boats, restorers, designers, traders, boatyard operators, makers of accessory items, even small merchandisers of various products, they all have been good people to know and do business with.

What I like about this level of the business is that the people who you deal with are the people who actually do the work. They are not salesmen of someone else's work for the most part, not are they advertising flacks. They are almost always the owners, regardless of their product or service. The guy who owns the place. When you talk with them you talk with the people who really count.

I've had years of past experience in small publications that involved doing business with the various employees who perform tasks for larger firms. Typically, my relationship would be with an advertising person or a publicity person. Wordsmiths, just as I am, but the stuff they were cranking out had the purpose of moving merchandise, not chronicling a human activity. So I got used to the B.S. Lots of it. Well, I haven't run into much of that in this small boat game. There's a whole lot more sincerity evident.

Over this past winter I've been encouraging the "boatshops" to let us know what they're doing, as I figured readers are interested to learn what the shops are working on. I've been really pleased with the responses that have been coming in and you've been reading them on the "From the Boatshops" pages in most recent issues. Even the more inarticulate of the owners, people who just don't trouble to write down any sort of description of their work, have sent some good, if brief, information. And those gifted with the ability to write their views have sent some really useful stuff.

I like to know why the person is doing what he is, trying to make a living messing about in boats, not just what he does. One thing that never turns up as motivation is "making a lot of money". Usually the economic circumstances are described more as "hoping to make enough money to keep on doing this". The motivation is most commonly the love of messing about in boats, grown so intense that weekends or evenings hobbying at it no longer provide sufficient sat-

isfaction. When I first began to meet these tradesmen six years ago, I was amazed at how many of them were refugees from high pressure, upscale, career conscious pursuits, who chucked all the big bucks and hassles to go do what they wanted to do most, mess about with boats.

So the story behind the person and product or service is of great interest to me. Then that person's views on what he feels he is providing and why it has merit have some framework within which to take form. This information is seldom publicity B.S. or adman buzzwords. It's usually plain talk about creative impulses that had to be heeded, with much detail usually on the technicalities that may be involved. These people like to tell you how they came up with their way of doing what they do, and how it's done. Not much secretive-ness or suspicion.

Some material I get is so good I just run it as it arrived, even to just printing right off the brochure. These are typically the brochures full of the details on a method or technique or line of reasoning. The total absence of overt sales B.S. makes them more technical essays than sales promotion pieces. I don't feel I'm acting as a sales promotion agent when I do this, I feel the information is worthwhile and of interest regardless of whether or not a sale results.

Now this does result in some tradesmen getting a lot more coverage than others. But not because of any slant on my part towards anyone in particular. My slant is toward the interesting material, I've been telling readers for several years that their stories ARE interesting to others, and that they need not be "writers". Just write me a "letter" like you would to a friend, telling me what it is you are doing in boats and why. It will turn out just fine.

I'd like to travel around and visit many, many shops, but there just isn't the time. Each year I do usually visit some that have caught my attention for some outstanding reason. I enjoy such visits a lot. But if I'm out on the road, nobody's back here producing the next issues. And coming around every two weeks as they do, that's a pretty steady claim on my time. So I offer instead to publish what you care to tell me about what you are doing. All of you in the trade who want to introduce yourselves and your work to our readers are welcome to do so in this way. It makes good reading.



Your Commentary

CAPE COD DORY ROWING CLUB

I met D.S. Dupee at the Sportsman Show recently in Worcester, MA, where he had a display building his 1/4 scale Piscataqua dory. When I mentioned that I am a dory enthusiast and have been rowing my Grand Banks dory built for me by the Lowell Boat Shop in Amesbury, MA, since 1972, and that I am starting up a dory rowing club here on Cape Cod, the "Viking Club", he suggested I tell you about my plan in the hopes you'd publish the information to help me attract area dory rowing enthusiasts. At the moment we have only three members and would very much like more. A total up to a dozen would work out really well. Any interested readers can contact me for more information.

Mike Orbe, 992 Bumps River Rd., Centerville, MA 02632, (508) 420-5487.

WHY THE SHORT BOOTS? AND THE SLIDE-DOWN PANTS?

I've seen sea kayakers suffering with short boots, boots like the Bean Maine Hunting Shoe. Why, I cannot imagine, as these boots were never designed for such use and have leather uppers that salt water will soon turn into hard shell. Why do they wear such short little things, even in cold waters? What good are waterproof boots when the water comes pouring in over the tops? If you are launching in any kind of surf or over a jumble of boulders, you should have a boot at least 14" high.

A very comfortable boot that I've found, and now use, is the Full Lace Rubber Boot from Cabela's, 812 13th Ave., Sidney, NE 69160. The 16" insulated version sells for \$46.95 and will protect your feet and keep them dry far better than any of the short little boots can.

Another item that seems popular is the pile pants from Patagonia. These are cut about the same in back as in front and if it weren't for the pockets, you wouldn't know which way to put them on. Appearance aside, everytime you stoop or bend over, they slip halfway down over your behind and then stay there when you straighten up. I added clip-on suspenders to mine, which helped quite a bit to solve this particular discomfort.

Ken McCormick, Birchrunville, PA.

FINE PEOPLE

On February 2nd I received a post card from Laurie and Bill Sweetman of Orr's Island Boat Works with this message: "All we can offer you are words of encouragement. Good luck!"

Wondering what it was that prompted this message, I wrote back to them asking which of my many projects; Rhodes 19, Zuma parts, Laser racing, woodcarving shop, etc. had led to this encouragement. A couple of days later I received my February 1st issue of "Boats" which reminded me of my wording of my classified ad, the exact words for which I had forgotten. Evidently their copy had arrived days before mine and it as my ad which caused them to send their generous message.

Then on February 10th I received another card from Laurie and Bill explaining that it was my ad in "Boats" which led to their kind words. Furthermore, on this second card, they extended their good wishes to all my other projects which keep this 73 year old sailing retiree so very busy.

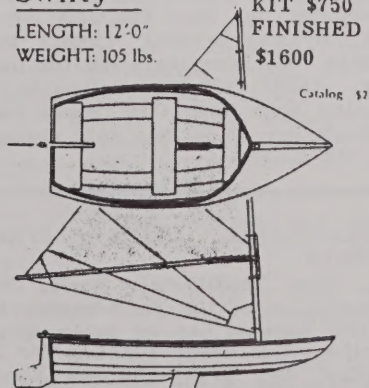
This shows what fine people enjoy your efforts in producing such an interesting and stimulating publication. I hope you realize how much we value your magazine, look forward to each issue, and sincerely appreciate your efforts.

Ward Bell, Sea Cliff, NY.

Swiftly

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L.L. BEAN PROGRAMS

L.L. Bean has released their spring schedule of canoe and kayak programs, both weekend daytime and weekday evening. This is what they offer:

A basic kayak rolling clinic will be held on Sunday mornings 9-11 a.m., March 26th, April 9th and 23rd, and May 7th, at the Durham Leisure Center in Durham, ME. The cost is \$35 per person, pre-paid. For reservations and information, call (800) 341-4341, ext. 7800.

A sea kayak rescue clinic for paddlers with some previous paddling experience is scheduled for Sunday mornings 9-11 a.m. on April 12th, 16th and 30th, also at Durham. Same fee and phone for registration.

The North American Canoe Symposium is on for June 9-12 at Camp Winona in Bridgeton, ME, at a \$60 per person pre-registration fee. A detailed brochure is available from Bean, call them for one at (800) 341-4341, ext. 7800.

Free evening clinics at Bean's Casco Street conference facility in Freeport, ME, are offered beginning in March. All begin at 7:30 p.m.

Paddlers Pre-Season Primer for open canoes gets underway on March 7th and runs through the 28th.

Coastal Kayaking Series begins April 11 and runs through the 25th.

There are also several individual programs of interest:

March 23. Whitewater Kayaking, Getting Started.

March 30. Maine Classics: Penobscot, St. John, Allagash Rivers.

April 8. Exploring Maine's Downeast Wilderness Coast.

Bean will send you the detailed brochure for the asking, request the L.L. Bean Public Clinic Program Schedule by calling L.L. Bean at (800) 341-4341, ext. 7800.

ROWING TOUR ON THE CONCORD & MERRIMACK RIVERS

The U.S. Rowing Association has scheduled its 1989 FISA Rowing Tour on the Concord and Merrimack Rivers in Massachusetts and New Hampshire, August 19th through the 27th. The route will start on the Sudbury River in Concord, Massachusetts, and goes as far as Merrimack, New Hampshire, before returning to Lowell, Massachusetts, 160 kilometers in all. The Tour is limited to double sculler pleasure boats, minimum age 18 years, and entry limit will be 54 to 60 persons. All-in cost is \$650 per person, includes accommodations, meals, land transport, sight seeing, etc. For entry information write to the FISA Rowing Tour, U.S.R.A., 201 S. Capitol Ave., Suite 400, Indianapolis, IN 46225, (317) 237-5656.

HAPPENINGS

SHIPYARD MUSEUM BOAT BUILDING SCHOOL

The Shipyard Museum in Clayton, NY, will host a boatbuilding school this coming summer, beginning May 25th. Eight courses will be scheduled running into August. Subjects will include tool maintenance, plane making, nautical refinishing, oar and paddle making, wood bending, nautical woodworking, layman's surveying, and the Simon Watts Boatbuilding School. A complete detailed listing is available on request from Laurie Rush, Shipyard Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

MYSTIC SEAPORT EVENTS CALENDAR

A nice full color folder listing all the major events scheduled at Mystic Seaport Museum in 1989 is available free for the asking. Key events for us are the Small Craft Weekend June 3-4; the Antique & Classic Boat Rendezvous July 29; the International Whaleboat Races August 19th; and the Schooner Races September 30th. Request your folder from the Public Affairs Office, Mystic Seaport, P.O. Box 6000, Mystic, CT 06355-0990, (203) 572-0711.

CAPE COD FROSTY SPRING SCHEDULE

The Cape Cod Frosty fleet of tiny 6' sailing dinghies will be racing well into spring on Cape Cod, Massachusetts. Wychmere Harbor is the locale on March 19th, April 2nd and 9th; The Dockside in Hyannis Harbor is the locale on April 16th, 23rd and 30th. The Class Championship is tentatively scheduled for May 6th and 7th at the Hyannis Yacht Club. More Frosty info from their hotline number, (508) 432-0268. Details on joining from Cape Cod Frosty Class Association, P.O. Box 652, Cataumet, MA 02534.

PHILADELPHIA TSCA SPRING EVENTS

The Traditional Small Craft Association of the Philadelphia Maritime Museum has an early spring on-the-water event planned for Saturday, May 20th, the 8th Annual Circumnavigation of Petty's Island, starting at noon at Pyne Point Marine.

The TSCA meets monthly, usually at the Museum. For details on these events or about membership, inquire of the TSCA of the Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106.

NORTH AMERICAN SMALL BOAT SHOW

The Small Boat Show is back for 1989 on May 19th-21st at the Newport Yachting Center in Newport, Rhode Island. Show manager Abby Murphy again promises a wide variety of small boats of all types, power, sail, oar, paddle, etc. There'll also be various special events, including a "blessing of the fleet" on Sunday afternoon, wooden boatbuilding advice, Cajun cooking, and Coast Guard boating safety. Qualified visitors to the show can try out their preferences amongst many of the boats exhibited on the demo docks. More information on this 6th Annual North American Small Boat Show from (401) 846-1600.

NEWPORT WOODEN BOAT SHOW IS NO MORE

The Newport Yachting Center has announced that the Wooden Boat Show will no longer take place at their facility. The announcement further states that the Center is presently negotiating with a buyer (for the Show). No other details are available at this time.

NOANK WOODEN BOAT ASSOCIATION

A series of boating seminars is being offered by the Noank Wooden Boat Association, on the second Friday evening of each month at the Noank Firehouse in Noank, Connecticut. These are free to members, \$6 each for non-members.

April 14. Ocean Passages and Cruising with Fred Holth.

May 12. Performance and Shape of Sails with Kevin Farrar.

June 9. Restoration of the Sloop "Neith" with Van Brown.

More information on the NWBA from P.O. Box 506, Noank, CT 06340.

BOAT BUILDING & REPAIR FOR BEGINNERS

Middlesex Community College's continuing education services has scheduled Zu Freeman's boatbuilding and repair courses beginning April 1st at the Burlington, MA, campus on Terrace Hall Ave. in Burlington. It's a non-credit course suitable for teens, adults and the handicapped costing \$53. A choice among several designs, including a car-top kayak, canoe, sailboat or Irish currach, is available. The course emphasizes easy to build low cost construction and repairs. For a catalog or more information, call (617) 275-8910, ext. 240 or 290. To register by phone with Visa or Mastercard, call (617) 275-2233.

HIGH TECH SAILING & OTHER AT-TRACTIONS

The Boston Harbor Associates will sponsor a program on high tech sailing on March 28th at 8 p.m. in Boston, MA. A 440' computerized four masted cruiseship, an 85' pushbutton yacht and a 20' Freedom Class day sailer will be discussed by their designers and operators using slides and videos. Information from the BHA at (617) 330-1134.

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.

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.

PEDAL POWER POTLATCH

Pedal powered boat enthusiasts will gather at the Center for Wooden Boats on Seattle's Lake Union May 13th and 14th for their annual Potlatch. There's no entry fee nor public admission charged. Sponsor is the Northwest Human-Powered Vehicle Association. Amongst the listed types expected are submarine, hydrofoil, catamaran, kayak, dory, skiff, surfboard, proa, outboard and "others to be named". An interesting potential array. Contact Phil Thiel, 4720 7th Ave. N.E., Seattle, WA 98105, (206) 633-2017.

EXPLORERS AT SEA

The 1989 folder from Explorers at Sea, outlining their program of sea kayaking tours on the Maine Coast, has arrived. Whether or not you own your own kayak, they have trips that might be of interest if you prefer to do your paddling in an organized group, and pay the fee involved. Request a copy from Explorers at Sea, P.O. Box 51, Stonington, ME 04681, (207) 367-2356.

DRAGON BOAT CREWS WANTED

Boat leaders are needed to form eight-person rowing crews to represent their organization, school or corporation in the Dragon Boat Races on the Charles River in Boston on May 13th. Beginners are encouraged to participate and those in need of basic rowing instruction can get this at pre-event sessions in March and early April at the Charlestown Navy Yard. A \$35 fee is charged each crew for entry. Call Joseph Su at (617) 396-9723 eves.

CANOE SAILING COURSES

ACA canoe sailors of the Atlantic Division will run a sailing course on Memorial Day Weekend, May 26-29 at Lake Sebago in Harriman State Park, NY. For details call Glen Schneider at (718) 331-8577. The Sebago Canoe Club of Brooklyn, NY, will run a Red Cross certified basic sailing course in June, beginning June 1st, and running over three weeks, Thursday evenings and weekends, indoor classes and on-the-water practice. This one is \$75 to non-members. Contact Bert Krancer, 1549 E. 35th St., Brooklyn, NY 11234.

CANOE CRUISING

The American Canoe Association New England Canoe Cruising schedule for 1989 starts off on April 15th with a 7 mile cruise on the Wood River in Rhode Island at the Rt. 165 access to Wyoming Pond. Contact Gary Point, 7 Hemlock Dr., Barrington, RI 02806, (401) 246-1356.

CCRA RACING

The Connecticut Canoe Racing Association has the following early season events scheduled:

MARCH 18. Willimantic River Race, Eagleville Dam, CT. Dave Landry, (203) 642-7659 eves.

MARCH 19. Salmon River Slalom (15 gates), Colchester, CT. Jackie Maciel, (508) 528-0951.

MARCH 25. Salmon River Poling Cruise, E. Hampton, CT. Wendy Dremga, (203) 873-8145.

APRIL 1. Wildwater Poling Clinic, Natchaug River, Chaplin, CT. Nelson Walker, (203) 429-8711.

APRIL 1. Beginner's Clinic. Rich, (203) 872-2780.

APRIL 2. Farmington River Forty (40 mile whitewater/flatwater relay), Riverton-Simsbury, CT. Ted Kenyon, (203) 872-0219.

APRIL 8. Upper Willimantic (12 mile mostly flatwater), Stafford-Eagleville, CT. Ron Blake, (203) 871-2586.

APRIL 8. Shepaug Poling Cruise, Washington Depot, CT. Ed Migliorisi, (203) 879-4515.

APRIL 15. Slalom Poling Clinic, Still River, Riverton, CT. Ed Hayden, (203) 442-1170.

APRIL 16. Hockanum River Race (6 miles), Vernon-East Hartford, CT. Lee Watkins, (203) 742-6296.

APRIL 22. Glasgow Pond Race (7.5 miles flatwater), Griswold, CT. Glenn Clark, (203) 445-6205.

APRIL 22. Maine Poling Clinic, Kenduskeag River, Bangor, ME. Warren Cochrane, (207) 695-3668.

APRIL 29. Atlantic Division Poling Championships, New Jersey. Harry Rock, (201) 769-5354

METROPOLITAN CANOE & KAYAK CLUB

The Metropolitan Canoe & Kayak Club of Brooklyn, New York, offers a host of ongoing weekly activities for paddlers, ranging from comprehensive instruction programs to all sorts of outings. Non-members are invited to all club events.

If you are interested in any of the instruction programs, request the MCKC Instruction Schedule for 1989. They offer whitewater, downriver and sea kayaking courses, and fundamental and advanced courses for canoeists.

Contact MCKC Instruction, P.O. Box 021868, Brooklyn, NY 11202-0040.

Their 1989 calendar of outings (paddling only) is as follows for March and April:

March 18. Beaverkill. Ron Augustine, (201) 869-7280.

March 25. Flat Brook. Al Bartl, (201) 762-6263.

April 1-2. Schoharie Creek. Chris Nielsen, (201) 584-6022 days.

April 15. Sea kayaking at Marine Park. Joe Borker, (718) 875-6212, 7-9 p.m.

April 15-16. Catawissa Creek. Al Bartl, (201) 762-6263.

April 22. Ramapo River near Harriman Park. Al Bartl, (201) 762-6263 before April 19.

April 23. Sea kayaking at Heckscher State Park. Andy Burtzell, (516) 785-1760, 12:30-4 p.m. before April 18th.

April 29-30. Pine Creek, Class I. Phil Esty, (201) 735-7971.

RIVER WATER RELEASES

If you have interest in when various river dams around southern New England will be releasing water for downriver and whitewater paddling, here's the information from the "Connecticut Canoe Racer":

Ware River, MA, March 25.

Millers River, MA, April 1.

French River, MA, May 6.

Otter Brook, NH, April 1 & 2.

Westfield River, MA, April 15, 22-23 (races).

West River, VT, April 28-30, May 6 & 7.

Shetucket River, CT, June 17 & 18.



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SMALL CRAFT STAMPS

Reader Ed Porter of Lunenburg, Nova Scotia, sent on a brochure announcing four new "small craft" stamps being issued by the Canadian postal service. Featured craft are the "Haida Dugout" carved from the giant red cedars of the Pacific coast; the "Micmac Birch Bark Canoe" from the Maritime provinces; the "Inuit Kayak" of the

eskimos going back 3,000 years; and the "Chipewyan Canoe". Graphic designer Louis-Andre Rivard and illustrator Bernard Leduc of Montreal pictured these craft as they were first seen by Europeans. If you'd like to purchase these stamps, inquire of the National Philatelic Centre, Canada Post Corp., Antigonish, Nova Scotia, Canada B2G 2R8.

MERRIMACK RIVER FORUM FORMED

The Merrimack River Watershed Council announces the formation of yet another environmental group effort, the Merrimack River Forum, an informal coming together of individuals and organizations interested in the preservation of the Merrimack River in New Hampshire and Massachusetts as a natural resource. Meetings will be held quarterly and ongoing communication will be maintained. If you have strong enough interest in the subject, inquire for complete details from the Merrimack River Watershed Council, 694 Main St., W. Newbury, MA 01985-1206, (508) 363-5777, or at 54 Portsmouth St., Concord, NH 03301-5486, (603) 224-8322.

INTERESTED IN LIGHTHOUSES?

The United States Lighthouse Society functions as a source of information for lighthouse buffs, and busies itself encouraging the preservation and restoration of remaining lighthouses. Typical of such groups, they collect historical data and artifacts, provide a communications medium, have a research library and plan a future lighthouse museum. Membership is \$20 a year, you get four issues of "The Keepers Log". Address is 964 Chenery St., San Francisco, CA 94131.

MODEL SHIP SHOP

The U.S.S. Constitution Model Shipwright Guild meets monthly at the Constitution Museum in the old Charlestown Navy Yard in Boston, with programs of interest to serious ship modelers. A goal now being pursued is the acquisition of a workshop and display area large enough to allow several modelers to work on their models at the same time, or alternatively provide enough floor space to conduct classes for up to a dozen novice modelers. It is intended to also serve the Museum's purposes as a professional appearing ship model shop for the resident model builder. At present, preliminary planning of finances for constructing and equipping the shop is underway. If you'd like to know more about the U.S.S. Constitution Model Shipwright Guild, inquire of George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152, (617) 846-3427.

J BOATS RETURN TO NEWPORT

On the calendar for Newport's Museum of Yachting late this coming summer is a series of races between the Museum's J-boat, "Shamrock V", now being restored to her original specifications, and the J-boat "Endeavour", which will be over from England for this nostalgic rerun of yachting's grand old days. There should be details available later in the year.

THE GLOUCESTER *Adventure*



The tide that brought the schooner "Adventure" home to Gloucester first flowed in our direction about four years ago with the creation by former Mayor Richard Silva of an ad hoc committee to revive the races for which this port was famous in the 1920's and '30's. Several of the big gaff rigged schooners still sailing in these parts vied in a series of very successful Labor Day races, including the Essex built "Pilot", which aroused vain hopes that she might make Gloucester her home.

It was on the tide of these races and the schoonerish dreams they invoked in this committee that Captain Jim Sharp first floated the idea that he might give "Adventure" to Gloucester if Gloucester could get itself together to receive her as she deserved. That was in June of 1987, when he approached me to take local soundings. (I had been his guest on three Maine cruises in connection with researching and writing books about Gloucester schooners, including, "Adventure, Queen of the Windjammers", published in 1985).

At the end of his 1987 windjamming season, Captain Sharp raised the matter again, and this time I took it to the committee of which I was an original member. Those of us especially mesmerized by the sight of this trial balloon spun ourselves off as the Schooner Search Committee, with the great help of Chamber of Commerce Executive Director Mike Costello, Mayor Bill Squillace, Tony Verga of the Fisheries Commission, Community Development Director Peter Phillips, Grants Administrator Jim Haskell, Representative Pat Fiero, Councillor Gus Foote, and others.

There was no question that "Adventure" needed extensive repairs to frames and deck beams in her bow section that had been subject to slow fresh-water rot over many years. She was certified by the Coast Guard to carry about 37 overnight passengers in the Penobscot area of Maine within three miles of shore under the grandfather provisions of Subchapter T of the code, as an exception to the 100 ton limit on vessels carrying passengers for hire.

The Coast Guard had ordered her hauled out last fall so that planks could be removed for an inspection of her forward frames. In March, Captain Sharp's appeal of

this order was rejected by Coast Guard headquarters in Washington, and in May, 1988, some planks were taken off at wharfside in Camden. After an inspection, the Coast Guard officer in Portland declared "Adventure" "unseaworthy" and suspended her certificate under Subchapter T until repairs had been made to satisfaction.

Captain Sharp again appealed, offering to throughbolt the bow sections and to make other concessions in order to sail on his final season windjamming. His arguments demonstrating the great reserve strength of the schooner were again rejected. Her decertification was upheld. He cancelled "Adventure's" fully booked season and arranged for her to spend the summer at the wharf of the Maine Maritime Museum at Bath on the Kennebec River.

Meanwhile, on March 7th, Captain Sharp formally offered "Adventure" to Gloucester "as a gift to our posterity if I in return am of-

fered assurance that she will continue to be cared for, prominently displayed as a monument to the history of Gloucester, and used for the education and pleasure of the public."

The Schooner Search Committee, of which I was chairman, voted unanimously to accept Captain Sharp's magnificent offer on April 20th. A week later, Mayor Squillace and I signed an agreement with the donor that our non-profit corporation then in process of formation, The Gloucester Adventure, would assume ownership of the schooner no later than October 31st.

On May 2nd in a meeting on the second floor of the Fitzhugh Lane House, the members of the Schooner Search Committee organized themselves as directors of The Gloucester Adventure and elected a slate of officers.

Much of the early organizational work during the spring and summer, including the drafting of

bylaws, was chaired by then Secretary Carolyn O'Connor, while the vessel committee, under Vice-President Calvin Morser, set about developing a program for the repair and restoration of "Adventure" and for her future operations, with adjusted cost projections as events dictated.

It was apparent almost from the first that our objective should be not merely to restore "Adventure" to her grandfathered status under Subchapter T, but to raise her to Subchapter R, governing Sailing School Vessels. This more advanced status would require the incorporation of watertight bulkheads, an auxiliary engine and other features that would enhance her seaworthiness, capacity, range, versatility, usefulness and ability to earn her keep. It would also come close to doubling the costs.

Fortunately, Captain John C. Wigglesworth of Ipswich, former skipper of the "Regina Maris" and several other seagoing vessels, with plenty of ocean experience under his belt and a broad background and interest in sea education, had been sitting in on our meetings. In fact, his check for \$100 was our first gift, notwithstanding which, we engaged him on June 14th to succeed Jim Sharp as "Adventure's" new skipper, hopefully in the spring of 1989.

With the advice of William Chapin, a professional fundraiser, sailor, and Gloucester lover, who had joined with us, an overall objective of \$1,500,000 was initially established, of which \$900,000 was reserved for restoration, \$200,000 for initial operating deficits, and \$400,000 for endowment.

Re-evaluation of these projections in November markedly reduced the total to \$765,000, comprising \$360,000 for the entire rebuild to Subchapter R, \$165,000 to cover initial operating shortfall, and \$240,000 for contingencies. It was decided that the short run goal of \$340,000 would suffice for the first stage of the rebuild to Subchapter T at the beginning of the 1989 season.

While efforts proceeded to build a volunteer fundraising organization from scratch, we launched into the process of gaining favorable public attention for our project.

John M. Clayton III gave permission to use for fundraising and documentary purposes the unique 16mm movie films his late father had taken aboard "Adventure" fishing in the late 1940's and early 1950's. Quincy Bent of Essex, head of Mystic River Productions, a TV documentary firm in Boston, transferred the films to video and created a superb 20 minute background television film on "Adventure" that was distributed for sale in December. President Robert Clark of New England Cablevision in Gloucester

pledged the full cooperation of his firm, which commenced to document the "Adventure" saga as it unfolded and continues to before the camera eye of Sinikka Nogelo.

Application was made to the Massachusetts Historical Commission, which, on August 3rd, unanimously recommended "Adventure's" nomination to the National Register of Historic Places, as a "largely intact and important surviving example of a Gloucester fishing schooner of late 19th/early 20th century design." A place in the Register will assure "Adventure" of a place in the national maritime heritage.

As the late-August arrival of "Adventure" approached, an increasing number of volunteers, many of them professionals and experts in their fields, came forward to offer their services. Helen Ann Lind devised our logo, which has proliferated to our letterhead and membership card, to buttons and decals, to our white-on-blue swallowtail nylon flags, and to our late season T-shirts and sweatshirts.

Publicist Sally Jackson mapped out a media campaign timed with the arrival and the Schooner Race on the following Labor Day weekend. I stretched my welcome on the editorial page of the "Gloucester Daily Times" and wrote several columns about "Adventure" and the happy implications she holds for the city. And there were a number of advance stories and interviews in magazines and newspapers and on radio and television.

Permission has been sought to feature "Adventure" in a documentary video series on the fishing industry under preparation, and to make her step-by-step restoration the centerpiece of an ambitious book being planned on the wooden ship.

On August 22nd, several GLAD directors travelled to Bath to help Captain Sharp and a crew from Maine sail "Adventure" to Gloucester. A day out they ran into a southeast gale. Director Ron Gilson told the "Gloucester Times":

"The storm came down on us on all fours. It rained like crazy. We travelled at about 13 knots. We had everything on her, all the sail we could pile on. Captain Jim Sharp said, 'Just let her go.' It was like a Nantucket sleigh ride. The wind was southeast blowing 25 or 30 knots and "Adventure" performed like the beautiful lady she is. I can't describe it. She was just out of sight. We came into Portsmouth Harbor around 5. It was blowing like crazy and there was only one really good anchorage spot, in the middle of all these yachts. We came screeching up, all sails up, and came within 50 feet of those yachts. We dropped all sail, dropped anchor and "Adventure" stopped on a dime. It was really a thrilling experience."

From Portsmouth, "Adventure" sailed across Ipswich Bay and came to anchor off Hodgkins cove on August 26th. On August 27th, pushed most of the way through windless seas by her faithful yawl boat, she proceeded around Cape Ann, picking up a growing escort flotilla of pleasure and commercial craft flying "Adventure" flags, and entered Gloucester Harbor to a cacophony of horns, bells, sirens and applause. "Home at Last" as posters around the city had trumpeted the event, at about 1 p.m.

Aboard with Captain Sharp was her former fishing skipper from 1934 until 1953, Captain Leo Hynes of Nashua, New Hampshire, just turned 88, and his wife Lillian. It was the first time she had ever sailed on her husband's ship.

A light breeze rose up as Jim Sharp's gift to Gloucester approached Ten Pound Island. "Adventure" sailed into the inner harbor from which she had first gone dory fishing in the fall of 1926, before dropping her canvas and proceeding to her berth at the State Fish Pier, where a large welcoming crowd, including some of her former fishing crew or their families, awaited.

Ten days later, on September 5th, in a Labor Day event delayed a day by a fast moving easterly gale, "Adventure" won the Mayor's Race over six other large gaff-rigged schooners by nearly half a mile and brought the Esperanto Cup back to Gloucester. Then, in a brief and emotional ceremony at the State Fish Pier, Captain Sharp formally turned her over to The Gloucester Adventure.

Throughout September and October, well attended public open houses were held around the hours of high tide every Sunday, with tours on deck and below, and refreshments in the forecabin, courtesy of Gloria Parsons and the old galley cookstove. Many members and volunteers were signed on, and posters, buttons, books, T-shirts and sweatshirts were sold.

One result of all this interest and activity aboard has been a steady and virtually unsolicited signing up of members until at year's end we count 220 family at \$25 and individual at \$15, and a beginning of juniors (non-voting through high school age) at \$5. We will soon have a senior citizen category.

And so, "Adventure" has come home.

Shipshape and security were our first order of business. "Adventure's" former mate, John McBride, signed on as shipkeeper until David Brown, an unusually experienced young sailor with a background in sea education, came on board more permanently in mid-October. Both have worked with Douglass Parsons, shipwright, master diver, and knowledgeable

volunteer, who we soon captured as a director. Bud Classen's security advice and assistance were invaluable.

Plans for the basic repairs required for Coast Guard recertification under Subchapter T are proceeding. About \$20,000 worth of prime lumber is on order. If we can forsee raising \$340,000 by the end of the first quarter of 1989, we'll give the Gloucester Marine Railways the go-ahead to haul "Adventure" on their Harbor Loop ways and begin the major work that should be completed in time for her to begin sailing again and earning her keep by June.

Our busy Treasurer David Marsh launched our fundraising effort before turning it over to Ron Gilson, who continued with the energetic staff help of Grace Schrafft before passing the Chair on to our newly re-elected and dynamic State Representative, Pat Fiero, at the beginning of December, all with Bill Chapin at their sides. We have had a steady inflow of largely unsolicited memberships, contributions and purchases of "Adventure" memorabilia totaling more than \$80,000 in cash and pledges.

As new vistas for programs, activities (and responsibilities!) have opened up since "Adventure's" return to Gloucester, we've experienced, sometimes suffered, and sometimes rejoiced in, the growing pains of a non-profit organization working toward a common goal at the hands and in the hearts of a diverse group of volunteers.

Currently we have eight committees: Vessel, under Calvin Morser; Administration, under Ernest Morin; Fundraising, under Patricia Fiero with William Chapin; Public Relations and Publications, under Michael Costello and Thomas Halstead; Education Program, under Karen Smith; Public Funding, under Mayor Squillace; Special Events, under Ellen Sibley; and Membership and Volunteers.

Our office operation in the Fitz Hugh Lane House has a new Apple computer and a new part-time staff member, Mrs. Candice Garrett of Rockport, experienced in organizations such as ours, with background in cetology and sea education, while Mrs. Vicki Cataldo is assisting Mrs. Fiero with the fundraising.

"The Return of Adventure: A Renewal of the Gloucester Heritage", the basic primer and program of The Gloucester Adventure, has been professionally printed with the generous help of Helen Ann Lind. Likewise our snappy fund brochure designed by Leon Poin Dexter. The first issue of the GLAD Newsletter, also designed by Leon, is out. A remarkably successful benefit dance packed the Surf in Magnolia November 26th with exciting music donated by Gordo (Gordon Baird) and his Pi-

rates and featuring former Billy Joel guitarist Dave Brown of Gloucester.

The Education Program Committee under Karen Smith has attracted a number of educators from the Gloucester school system and nearby communities who are excited about the opportunities "Adventure" presents for bringing youngsters and the ways of the sea and the meaning of their heritage together, both now and in her potential role as a sailing school vessel.

A special curriculum and program timetable has been drafted, a brochure directed to teachers has been completed, and grant applications are in process. A number of classes have been brought aboard. David Brown and others have carried the word to the classrooms. Teacher in-house sessions are scheduled aboard.

The implications of what I am convinced will be the main driving force behind The Gloucester Adventure are exciting and inspiring.

In the background there continue to be the interest of the State Department of Environmental Affairs, which administers the Heritage State Park program, in the planning and development of a Gloucester Maritime Park on the waterfront below the city's Fitz Hugh Lane and Solomon Jacobs Parks. We have been informally invited in the preliminary conceptualization along these lines, with the expectation that the "Adventure", the Blackburn sloop "Great Republic", and a future national class fishing museum will play integral roles in what develops in partnership with the city, the state, and private enterprise.

Though for the moment tied safely to the Fish Pier, "Adventure" and all aboard are off and away on her third and potentially most rewarding career. This charismatic schooner seems always to attract her own skipper and crew, to set her own course, to make her own waves and way, and to get there and back more or less intact. This, then, is the spirit of "Adventure" that infects all who tread her decks. There are risks, sacrifices, hard work, frustrations, joys and perhaps above all, new friends and the best of companionship on any soul fishing voyage worth the salt we start with. I trust we'll all join together, share and share alike, as "Adventure's" dorymen would have it, on what has begun as one of the most remarkable voyages ever undertaken into old Gloucester's future, and our own.

Joseph Garland, President, The Gloucester Adventure.

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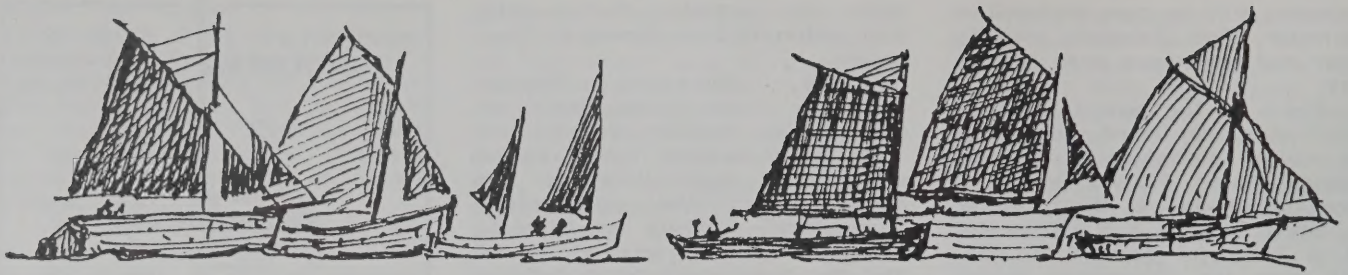
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"We sail promptly at noon," I was told. So I arrived at Nahant at 11 with my bags. No one was there, so I sat and had time to study the boat. It was said to be 100 years old. One of those ancient fishing vessels that plied the coast of Maine in bygone days.



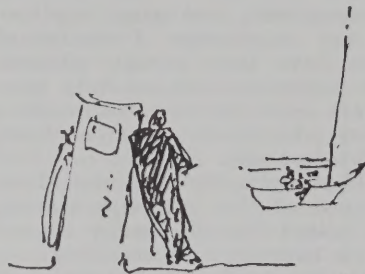
At 11:30 the boy arrived. We sat and talked about the coming voyage while the boat radiated its charm and mystery, reminding us of the glorious days when the coastal waters were teeming with life; when nature's forces were used and there seemed to be a kinship between everything. The boy and I travelled comfortably in these memories of the past until the captain arrived promptly at 12:30, explaining that he had to parade that morning to commemorate one of our ancient and honorable wars.



BOY AND I

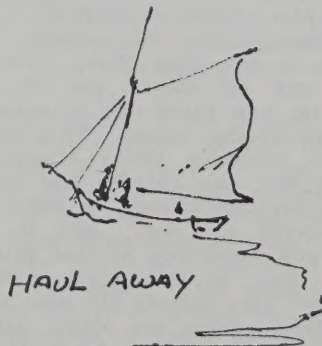
"We're going to have a lot of fun on this trip, lads. Rope work and navigation. Working sails and strange harbors." With a bosun's whistle he piped, "Getting underway", "Cast off the lines." "Boy, here's the log book. That's your job. Write time of departure 1300."

We motored out of the slip to the fuel dock at 1310. We filled the boat's tank and two jerry cans with diesel fuel. "This should last me the whole season," the captain shouted to all admirers of the past, proud sailboat owners and envious motorboaters. I could see no one but a cynical dock attendant who collected the money and cast us off.



CAST OFF

We motored to a clear area, came up into the wind, took the lashings off the sail and hauled away at the halyards. The gaff slowly rose, raising the mainsail and drawing it taut. The captain mumbled continuously with instructions and orders as the two headsails were set. None of the lines could be identified and they continually criss-crossed one another making it impossible to tell which was which. "To make it easier to make mistakes, I suppose," the boy giggled.



HAUL AWAY

"That's the way it was and that's the way it's going to be," the captain said with finality. The beastly motor was turned off. The boat fell off and the wind filled the sails. The ancient boat bit into a bow wave and jubilantly charged out of the harbor.

"Get the cannon, boy," the captain ordered. The signal gun was brought topside, set in place, loaded and fired with a sharp, deafening roar. The captain laughed hysterically. "We're away, lads!" And so began this quixotic adventure; an innocent boy, a crazy captain and myself on a hundred year old windmill.

We beat into a chop towards Winthrop, then tacked and made for Eastern Point off the southern shore of Nahant. From there we could see that the wind was dead on the nose of our course. The boat gave a groan as we turned on the beastly motor in its belly again, heading directly into the wind for Graves Light. The wind lightened but didn't change direction, reminding us that one should never head south in the summer or north in the winter. You'll fight the prevailing winds all the way.



EASTERN POINT

We motored inside of Graves Light, then headed for the solitary spire of Minot's Light which rises directly out of the sea like the slender neck of a sea serpent. We



MINOT

motored close by on the ocean side. The closer you get, the more impressive it is. Soon after this, we came upon another ancient vessel, under tow. Apparently it was too small to have a belly beast, and the wind was too light for sailing, so it accepted a graciously offered tow from a fishing boat. We followed these two boats into Scituate Harbor.



TOW -



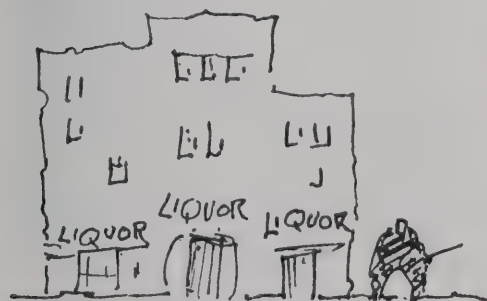
SENTINEL

At its entrance, a gangling figure with a wide brimmed hat stood atop a flat topped rock like a sentinel staring at us, welcoming or warning, I know not which. "All harbors should have such figures," I thought to myself, "to greet the weary boatmen."



GAM—

We found a mooring beside the other ancient vessel and were soon gamming with them about the benefits of antiquity, disregarding the fact that neither of us would have made it to port without the assistance of the beast. We secured the boat and rowed ashore. By then the town had closed up. The only things open were three liquor stores, and to counteract the disorder that could cause, the only one on the street was a huge, truculent cop banging his nightstick against everything within his reach. We hurried back to the boat.



TOWN

The boy climbed into his bunk. The captain smoked cigars and listened to the ballgame on the radio. I stayed on deck to appreciate the night sky. The stars sparkled joyously while the boat swung to the tide in the warm windless night. When I finally



NIGHT SKY

went below, the cabin was filled with smoke. The captain was asleep with a cigar still in his hand while the radio squawked the jargon of the game. I put the cigar out, shut the babbling radio off, and left the hatch ajar to let the smoke escape.



BELOW

I slept soundly and awoke at 0600 to climb out a half hour later to find the harbor shrouded in a dense summer fog. We ate a quick breakfast for an early start and cast off, expecting the fog to lift. We motored to the entrance of the harbor, where the fog thickened. The captain idled the motor.



FOG

"What would you do now?" the captain asked me..

"Well, since we have a favorable tide and a fair wind, I'd take a compass course to the next buoy, raise the sails and sail into the fog," I replied enthusiastically. I waited for his agreement.

Instead he looked at me disappointedly as though I had made the worst possible decision, and turned the boat around and motored back to the mooring. When we were safely settled, I took the dinghy and rowed off into the fog.

"Be back when the fog lifts," I was told.

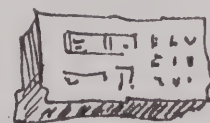
I liked the seclusion and adventure of the fog, winding my way through the many boats that appeared suddenly, to just as suddenly disappear, like shy sea ani-



ROWED OFF

mals. I read the names and the many towns on their transoms, like spices, and failed to remember any of them. I was totally lost and only found my way back when the fog began to burn off.

At 1130 we motored out of the harbor once again and continued on to Farnham Rock. The boy started playing with the Loran the captain had recently bought. He was still trying to learn it from the book. I hated the damn thing. It told you where you were every second you were out there. I considered it a spy. In a short time the boy was



THE SPY

playing video games on it, punching in way points, estimating speed and distance. I expected it to start giggling.



PLAYING
WITH THE SPY

"At 4 knots it should take us seven hours to reach the Canal," the boy said.

"Find out the tide, boy," the captain ordered.

The boy's head disappeared, then reappeared quickly. "It should be favorable when we reach the entrance to the Canal," he explained.

"Good." We continued on eventfully passing well offshore of Plymouth Harbor. The bells of the Loran rang as we passed way points, sending the boy into fits of giggling. Tow barges and freighters were waiting at the entrance to the Canal as we motored through the eddying rip at the breakwater. Then we were caught in the tidal current and swept along.



WAITING

A railroad bridge spans the Canal at one point. "Watch that bridge," the captain told me. "Tell me if it starts coming down."



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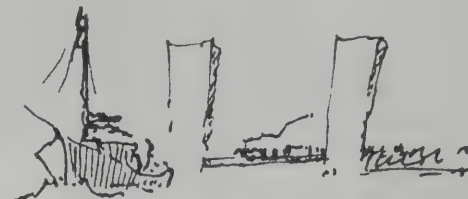
"Yes sir." So I began staring at it. The current took us rapidly toward it while the bigger ships that had waited were overtaking us.

"Damn," the captain shouted, "the bridge is coming down!"

I couldn't believe it. I was staring at it and never was aware it was coming down. Right then I had to admit that there was something terribly wrong with me, and no one else. There were no horns, lights or bells to warn that the bridge was coming down. It didn't matter, I should have seen it.

We slowly came about and hoped the motor could overcome the strength of the current. The boat swerved from side to side as we

stayed stationary and the ships backed up behind us. A train passed over the bridge, but the bridge remained down.



BRIDGE DOWN

"Damn," the captain said. After a long time another train passed over the bridge from the other direction. Then the bridge rose. All the boats turned and we continued through.

(To Be Continued)

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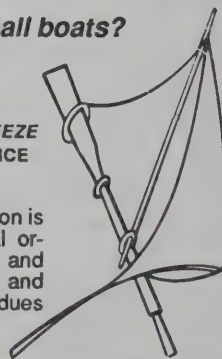
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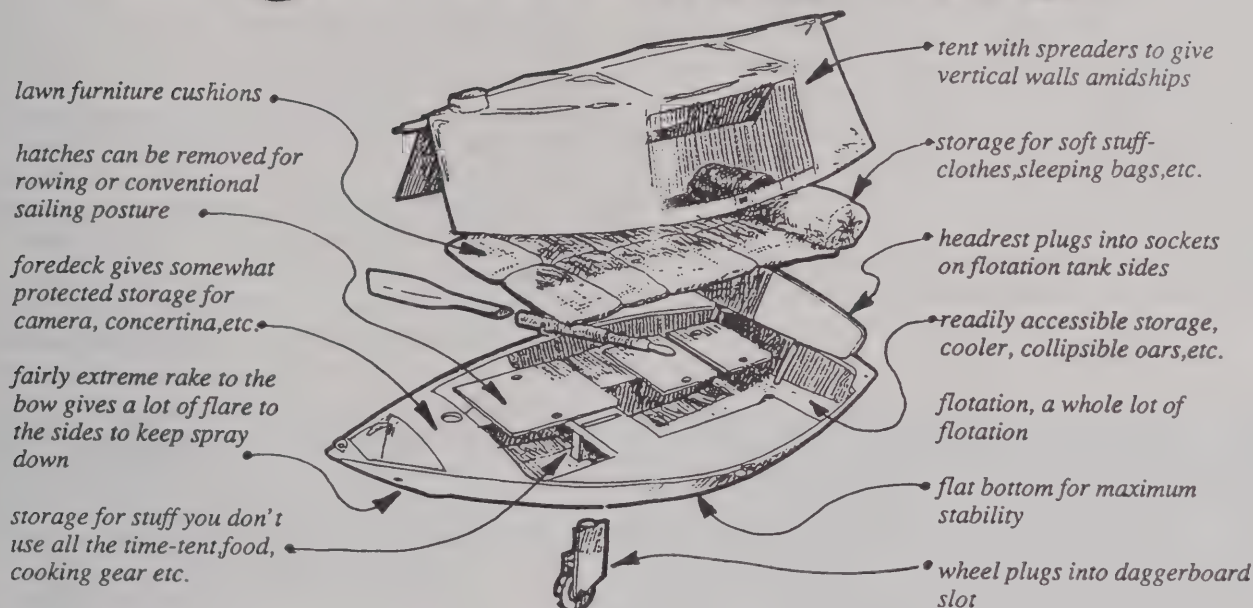
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Moondance



There was a tent moored at the dock at Mystic Seaport on that early June morning a couple of years ago at the Small Craft Meet. Closer inspection revealed that there was indeed a boat hull beneath it, low and wide and short.

Later in the day the tent was gone and the little craft was busy sailing up and down the waterfront with skipper and crew sprawled comfortably on lawn furniture pads,

leisurely sailing. Yet in the brisk breeze that had come up, the boat was moving right along.

The skipper's name was John Thomson, and the boat was his creation, still in prototype form. At the time he'd named it "2", and his long range goal was to perfect it to his satisfaction and then market building plans for it. The unique appeal? This was a "minimum cruising sailboat". At 11'6"x5'3", it was minimum for sure.

A year or so later, John called me to say he'd be in our area enroute from his home near Binghamton, New York, for a holiday sailing on the Maine Coast in "2". He suggested we enjoy a trial sail. Local weather conditions were such that we chose to do this on a nearby lake rather than on the ocean. The boat was perched on the roof of John's tired looking little Chevette sedan, about as modestly powered a boat transporter as you can get.

Watching John unload the craft and set it up was a lesson in how a professional designer (industrial in this case) works out the system. It was all easily handled by one man, with no heavy lifting or boosting. In the water, the low beamy hull with its broadly flaring sides looked like a curvaceous chaise lounge ready to go.

Well, I didn't get used to the reclining position that John espouses, it was comfortable but I felt somehow like I should be sitting upright more alertly. It didn't affect our little sail, the boat

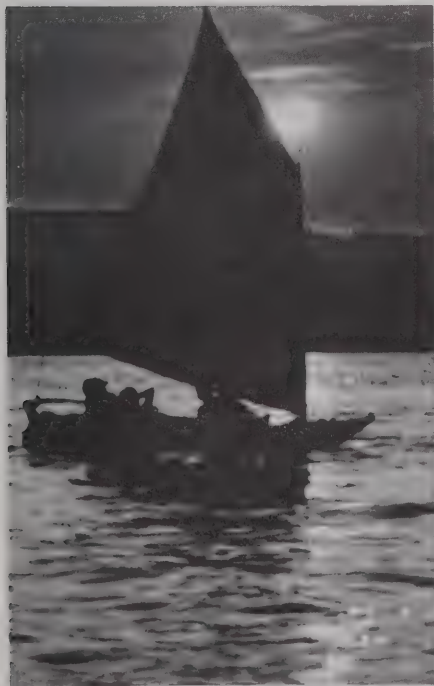
moved right along at a surprising clip, not fast of course with that short waterline of about 9', but not feeling as if it were dragging anchor. And it maneuvered lightly and responsively.

"When's it going to be ready for people to build?" I asked him.

"Well, there are a few more things I want to finalize and then I've got to write up the instructions and do the full size patterns and the construction illustrations," John explained. It would be a while.

That was in 1987. Now it's 1989 and the plans for building "Moondance" are ready. Gone is the "2", whatever it's significance to John, it wasn't a very attention getting name. "Moondance" is much better. All the time that passed in the interim wasn't devoted to finalizing the plans packet, but a lot of it must have been, for it is a superbly organized, clearly phrased and profusely illustrated set of plans and instructions. The "study plans" come on a 19"x25" sheet of glossy coated paper with six clear photos printed along with a look at the construction plan and some of the many illustrations. John will send you this for \$3, and it's good for framing to hang on your wall after you get the building packet.

John is not an inarticulate person and tells his own story best, so I'm reprinting much of it from his study plan material as the best way to bring you this unusual approach to that dream of a "pocket cruiser".



Moored at South Street Seaport was the "Shamrock", I assume one of Sir Thomas Lipton's Americas cuppers now enjoying a glorious old age as a polished cruising yacht. White topsides, lots of polished mahogany, and a Rolls-Royce type lounging on deck in the evening, drink in hand, just lounging. American royalty at ease on the East river.

A few weeks later I was reminded of the scene when I realized that I was seated in the very same posture aboard my own yacht, Moondance (white topsides, lots of polished mahogany) appreciating the evening, the water, the boat. There were a few differences. Instead of whisky, I had my concertina. I was anchored at the South end of Cayuga Lake, not on the East River. My horizons weren't South street and Brooklyn, but the sunset and Cornell. His boat was about eighty feet LOA., mine was smaller. My water was cleaner.

I had driven up from Binghamton (about forty five miles to the South) by myself that afternoon, my yacht on the car. Usually my wife comes up and we sail in the late afternoon and evening, anchor, and spend the night on the water. As usual for these "cruises", I had anchored early and was spending the evening making supper, playing music, and watching the water, hills, Cornell, ripples, reflections, birds, boats, stars, Cornell, the moon dancing on the water. Just watching.

As you may have gathered, this is an unusual boat. It's a truism in design (I'm an industrial designer) that new ideas stem from seeing a problem in a different way, and such is the case here. My different way of seeing the problem of boat design began when I was a kid and rigged a sail, of sorts, on an inner tube, and sailed down Lake Champlain. Years later, I realized that that "boat" had given a more intimate experience with wind and water (a pretty good, and maybe even original, definition of sailing) than all the more able craft I've sailed since. So, being a designer, I set about to design a boat that would come as close as possible to the inner-tube experience, but keep two people safe and dry.

It had to be so stable that capsizing wouldn't even enter your mind. As a Flying Dutchman sailor, I'm an expert on concern about capsizing. It was to be sailed lying down so your head would be as close to the water as possible, and small waves would become events. It had to be as small as possible, because in boats, as in other vehicles, the sense of motion is about inversely proportional to size.

The resulting boat, the first of four over the last ten years, turned out to be 10' LOA, 9' LWL, with a 5 1/2' beam. That's the widest boat for it's size I had ever heard of! It had a flat, clear deck about 6 1/2' long on which the crew sails lying down on lawn-furniture cushions with their heads propped up on storage bags used to store soft gear. Later versions had a hold for storage down the center, with hatches which could be removed for rowing or normal sitting posture. If that sounds comfortable, it is. Actually it's downright decadent. It seems to be some sort of requirement that everyone encountered on the water has to say 'that *sure* looks comfortable!', or some minor variation on that theme.

Of course, all this sounded like a good definition of a lousy sailer. You know, short water line, flat bottom, lots of wetted surface, and *all that beam!* It just didn't seem right. But from the first, the boats had all the characteristics I

wanted, were unbelievably stiff, and, naval architecture notwithstanding, sailed just fine! After a lot of informal comparison, they seem to have about the same performance with two aboard as a "Sunfish", and considerably better with six! But there are major differences between "Moondance" and more conventional boats in use and performance, all stemming from that extreme beam.

I'll discuss safety first because safety *is* first! Obviously the stability is a safety plus, but one of my fears before sailing the boat, even greater than my fear that such beam would make it a dog to sail, was that it would be as stable upside down as right side up. I soon found that Moondance was almost impossible to capsize, even deliberately. Like all beamy craft, it develops a lot of weather helm when heeled, and simply rounds up into the wind. It's strangely easy to right. In ten years of sailing these boats I've had only one capsize (not even any water over the gunnel!) and that was under freak conditions; *high* winds, steep chop, a first-time sailor at the helm, and the rudder came off. (a flaw since corrected!) The wooden mast and spars didn't let her turn turtle and she was easily righted. Since there's about twice as much flotation as I've ever seen, she floated high and level and was easily bailed out. The lawn furniture cushions sank.

For day sailing, about 90% of it's use, that beam gives lots of room for four, a dog or two, and storage for all the essential gear, cooler, banjo, etc.. I've actually had six aboard. She was perhaps a tad sluggish, but still had plenty of stability and freeboard.

Swimming off the boat is standard activity, and towels and blankets, stored in those soft storage bags, are standard boat gear. Freeboard is low and a big adult can come in over the side, even with no one aboard, without shipping water. Then there's plenty of room to laze out and dry off in the sun. Decadence rides again!

Moondance's stability makes her particularly appropriate for several groups of people not usually involved with sailing, and, being a shameless prostletizer, this excites me. These include kids, and families with kids, rental sailors (often with minimal experience), learning sailors, and anyone with reservations concerning tippy sailboats, or perhaps more significant, anyone whose wife or girl friend has such reservations. My apologies for such a sexist remark, but the precise nautical term for anyone, female or otherwise, who isn't afraid of tippy boats is "*fool*".

But Moondance's most intriguing feature is that all that beam gives the room and stability for sleeping two, making it a cruiser. Not a camper in which you sleep ashore, but a real cruiser! For some reason the idea of sleeping two people on a 9' waterline hadn't occurred to me, but when I found out how stable she was, the idea was obvious. After all she was already a floating bed! My cruises are usually two or three days and nights anyplace a reasonable drive from home. Penobscott Bay, Lake George, Marblehead, Florida Bay (a less reasonable drive, but nice in January!) or my favorite, any of up-state New York's finger lakes. The light weight, 95 pounds for the hull, with the cartopping system in which you only lift half the weight at a time, frees you from the tyranny of launching ramps, and lets you camp on about any water you can launch a canoe on. I think of Moondance as a clean, critter-free floating camp site.

Two standard cruising accessories are an electric motor and a self-steering rig. There seem to be endless applications of the electric that really change your outlook on travel under sail. You no longer worry about being becalmed somewhere you don't want to be; you can sail confidently downwind through narrows and areas of fluky wind without worrying about beating back; you can get out of the way of something big, etc. etc. The electrics are faster and easier than rowing, absolutely dependable, and almost silent. Being a real belt-and-suspenders type, I also carry oars.

The simple self-steering rig consists of a block of wood with a notch for the tiller. It slides along the top of the headboard held on by shock chord. Moondance will steer herself for long periods, with a little trim by shifting weight, on most points of sailing, freeing the captain for fixing food, bird watching, changing clothes, etc. I once actually fell asleep off Marblehead and woke up about a mile along the coast, still on course.

Due to it's size, basic simplicity, and stitch and glue construction, Moondance is about as inexpensive and easy to build as a boat can be. Full sized patterns let you transfer each part to the plywood, and the instructions are clear and very detailed, and illustrated with about 85 drawings and photos.

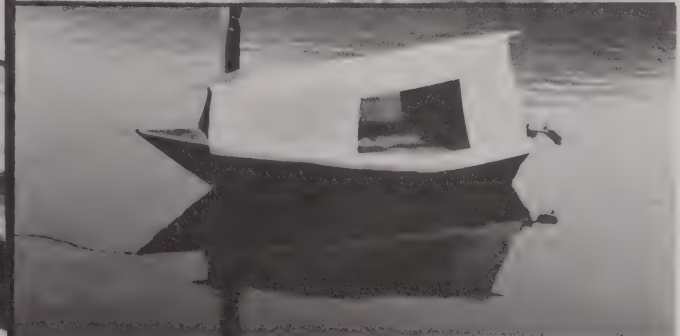
Over the years, our ideas of what qualifies as a "proper" cruising yacht have been repeatedly scaled down, with the result that this experience with wind and water has become accessible to more and more people. Amen. And there has certainly been no decrease in the intensity of the experience; quite the opposite. My intention is that Moondance will continue this trend and hopefully define the minimal craft for two-person, sleep-aboard cruising.

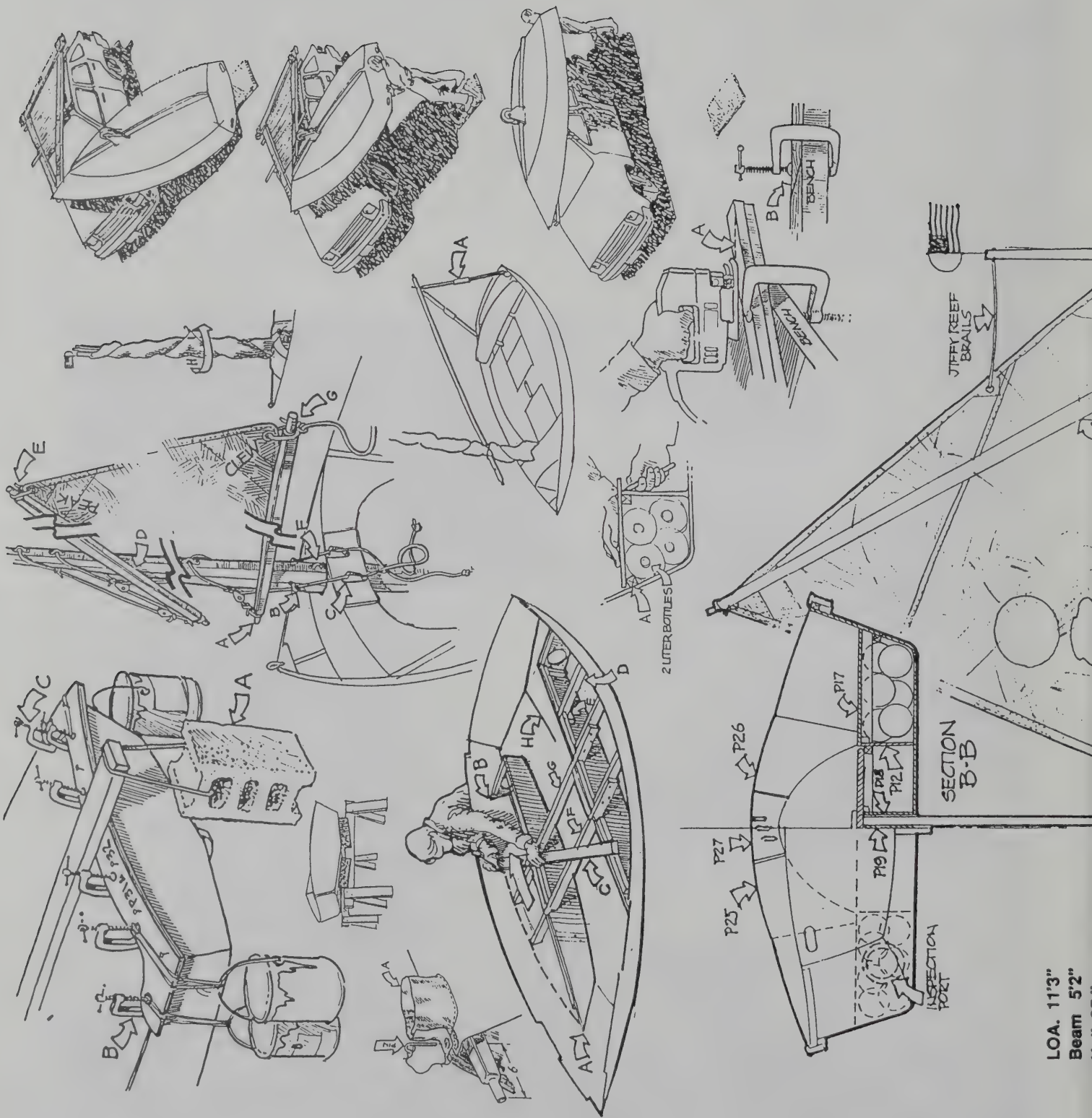
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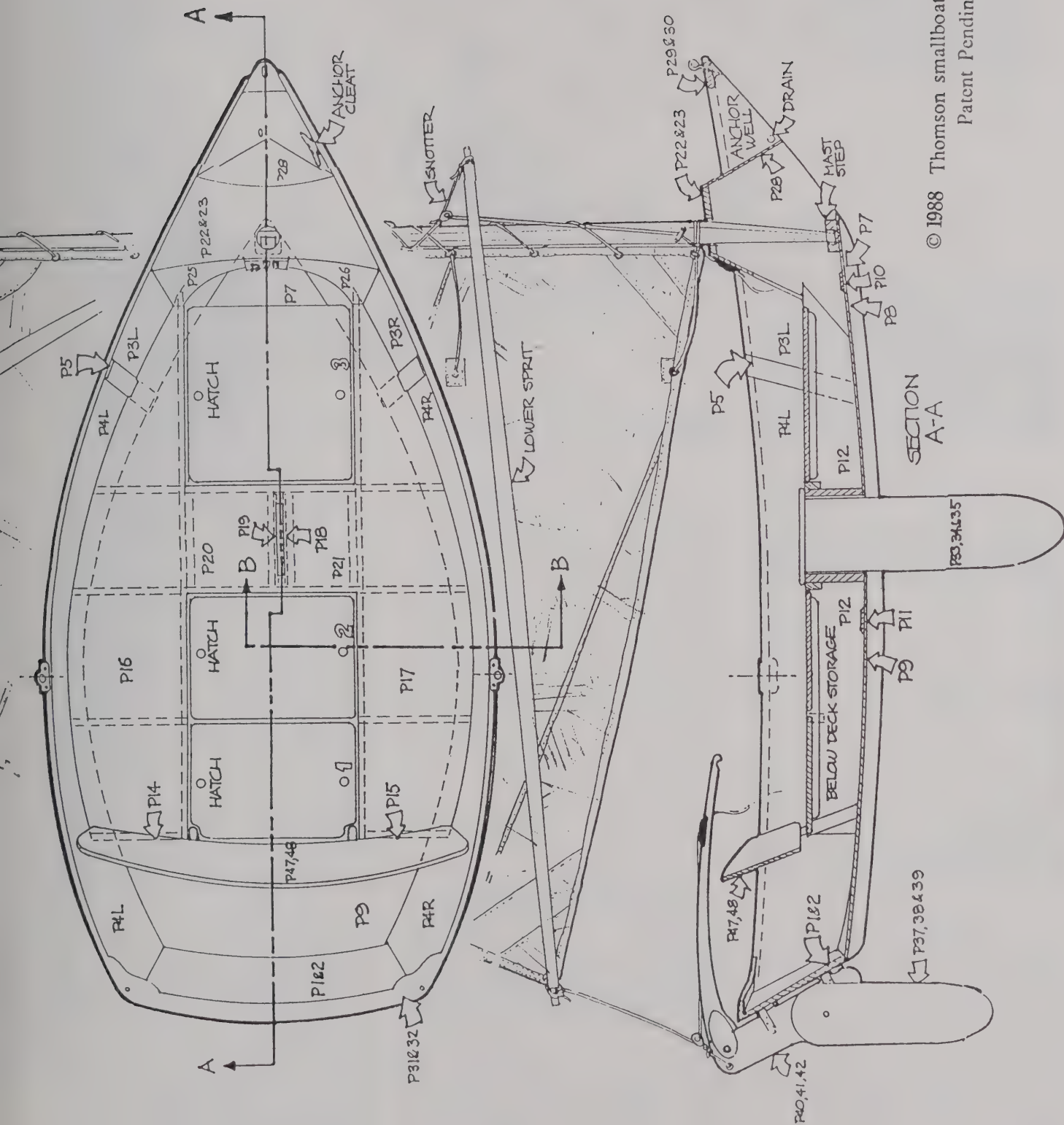
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LOA. 11'3"
Beam 5'2"



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Recognition!

In December of 1988, the United States Rowing Association recognized its ancestors. They were the surfmen who launched off the beaches to go to the aid of wrecked mariners, the whalers chasing leviathans through the smoke of Arctic waters, the ships' pilots racing toward the horizon to meet an incoming vessel, the islanders in fragile curraghs leaping from wave crest to crest tending their nets, and the intrepid dorymen pulling for miles with their boats loaded to the thwarts with cod. With the advent of the U.S.R.A.'s Fixed Seat/Open Water Committee, the special needs and unique requirements of one of the fastest growing wings of the organization will now be addressed as never before.

The efficacy and integrity of FS/OW rowing has often been an issue, and not without reason. The very nature of this group, ad-hoc and parochial, works against the sort of parity and competitive integrity that is the standard of the U.S.R.A. I've seen many more post-race arguments in a decade of FS/OW rowing than in the prior decade of U.S.R.A. and N.A.A.O. competition. As often as not, this is the result of new rowers entering an arena hundreds of years old, with customs long ingrained. Often it is a result of dealing with crusty rowers who operate in unforgiving environments where their word is final. Nevertheless, by opening the door of the U.S.R.A. to all of the oarsmen and oarswomen, much of that friction will disappear to be replaced with a fresh breeze from the sea.

The first official meeting of the FS/OW Committee took place in the midst of the turmoil that was Albany last year, and offered an island of enthusiasm and agreement quite unique during that weekend. There were three regions represented with the Bay Area Whaleboat Association's Jim Housner being elected chair; and the Colgan brothers, long lone torch bearers for the cause representing the mid-Atlantic; and the Hull Lifesaving Museum's crews standing in for the Northeast. At that time we gave ourselves three mandates. First, to reach out and draw into the fold all of the disparate club groups and racing circuits, and by so doing, create a "Rules of Racing" that the various organizations felt were appropriate to their needs and traditions. Second, to create a safety criteria for open water rowing that would serve the two different types of rowers. The criteria must serve as the basis for a "Coxswains' Certification" process, yet must be applicable for the skipper of a sculling craft.

Inherent in these above mandates are a number of facts about open water rowers. First, there are quite a number of existing boat types that have corresponding infrastructures of races and racers. They are similar in makeup to standard U.S.R.A. rowers. There are sweep rowers such as the whaleboat or lifeboat rowers of the west coast and the maritime academies of the east coast with eight rowers, the "church boat" crews of Norway with ten, the "pilot boat" rowers of Cornwall and Brittany

with six, and the "gig" rowers of eastern Eire and the far northwest with four. The common bond between all of these crews is their coxswain. Unlike a racing shell on a 2,000 meter course where all but the best coxes are but an extension of the stroke oar, the cox or helmsman in an open water boat is the absolute skipper. To that person falls the responsibility of not only moving the crew efficiently through the water, but of doing so in the face of ocean swells that can reach massive heights, of shipping that can throw jarring wakes, and of wind and tidal conditions that can strip a crew of any forward motion. Thus, the cox in these situations must not only be a top notch mariner with an intrinsic sense of the sea, but must also be a rower who inspires total confidence in the crew. No small order.

The other type of rowers are the scullers. These boats also have a wide constituency. They are the four, three, two and one person Irish curraghs, the double and single dories, and double and single "livery" boats such as the wherry, the whitehall, the skiff and the peapod. All of these are tied quite closely to national and ethnic traditions, most from somewhere on the north Atlantic basin. All currently have "one design" racing circuits and clubs, and meet for international competitions at least once a year.

Where all of these groups diverge from the U.S.R.A. is in the area of the race course. By their very nature, these boats and these rowers are looking for imperfec-

tions in their race courses. Wind and tide and natural obstacles, wakes and waves, add zest to their races that would be sadly missed by the spectators as well as the competitors. A boat travelling four knots into a five knot current must use wit and will, and most important, seamanship, to progress, and the knowledgeable person recognizes that and celebrates a wily crew who can use foul conditions to its advantage. Don't forget, this sort of racing is not an academic pursuit of perfection over a 2,000 meter course. It is a natural extension of the everyday conditions encountered in either the pursuit of a living from the sea or simply in pursuit of our sport. Seldom is a race called off because of bad weather, rather is a whopping big swell seen as an opportunity for a "surfing" leg of the race. This combination of crew speed, boat speed and seamanship, demands a race course more analogous to Olympic yachting than Olympic rowing. The timing and judging is no less demanding but rather requires a heightened consciousness on the part of officials.

The other area we mandated ourselves was in the whole realm of age and gender. Sad to say that the "old world" attitudes vis a vis women in boats often still appears. Further, the idea of an active outreach among young people is also often lacking. This is not to say that all of the sport is not age and gender blind, but there is a marked lack of uniformity in that area. With that in mind, we discussed, but reached no final understanding, on the following. We would work on the assumption that for adults there are two classes in all craft, "Men" and "Women", with the possibility of an open class. In the area of youth rowing, which is a full and equal partner to adult rowing, that there would be a mandated gender mix in all boats of between 60/40 and 50/50 with the coxswain being of indeterminant gender. Suffice it to say that only by drawing in young people to the sport while they can learn the many skills on a visceral level can we prosper and grow.

The third mandate we gave ourselves was the creation of a U.S.R.A. sanctioned national championship and to explore a sanctioned world championship in conjunction with the Goodwill Games of 1990. As regards the nationals, we picked the four most viable boat types; the "whaleboat", the "pilot gig", the four-person "curragh" and the double "dory" as the best with which to build the event. All have existing boats, circuits and constituencies, and only need to organize.

The only weak link in this country is the "pilot gig", which has only one prototype right now, the six oared "Siren Song" built by

the Gloucester Sirens Rowing Club. With that in mind, the various clubs in the greater Boston area have taken on the job of building four gigs by the nationals and two more in the event that we can create a worlds. They are 30' long, six oared, cold molded versions of the famous "pilot gigs" of the Scilly Isles off the southwest coast of England. In these boats, the cooperative groups of deep water pilots would set off in search of incoming trans-Atlantic vessels. When they sighted the topsails peeking over the horizon, all of the gigs would take off in the hope of landing one of their crew on board. They would then row short handed waiting for another. This would go on until they had only enough rowers on board to make it home. Suffice it to say, this is a craft worthy of duplication. The famous Breton rower, Gerard D'Aboville, who rowed across the Atlantic single handed, copied the Scilly gig and created a one design class along the coast of Brittany. Named after Gerard, the class now boasts about a dozen boats in as many communities with a vibrant summer-long racing circuit. This form of community based boat is definitely the model that we in greater Boston and along the coast of Massachusetts are copying.

The first Fixed Seat/Open Water nationals will take place in conjunction with the national convention of the U.S.R.A. in San Francisco in December, 1989. Any person or club interested in competing should contact either their regional U.S.R.A. technical advisor or James Housner in Vallejo, California, or Ed McCabe in Hull, Massachusetts. In addition, anyone interested in plans and offsets for the 30' "pilot gig" should contact us as well.

Ed McCabe, Hull Lifesaving Museum, P.O. Box 221, Hull, MA 02945.

James Housner, Harbormaster, City of Vallejo, 7 Harbor Way, Vallejo, CA 94540.



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VOYAGE OF THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM
QUEBEC TO THE GULF OF MEXICO,
DURING THE YEARS 1874-5.
BY
NATHANIEL H. BISHOP,

CHAPTER IX.

FROM NORFOLK TO CAPE HATTERAS.

ROANOKE ISLAND.—VISIT TO BODY ISLAND LIGHT-HOUSE.
A ROMANCE OF HISTORY.

Thursday, the 10th of December, was cold, and proved as tempestuous as the previous day; but the wind had changed to the north, and I embarked amid a swashy beam-sea, with the hope of reaching Van Slyck's Landing at Currituck Narrows. The norther, however, proved too much for my safety. My course would be easterly until I had passed the mouth of Coan-jock Bay and Goose Castle Point, then following the trend of the west shore southerly down the sound; but the wind raised such a rough sea that I was obliged to turn southward into Coan-jock Bay, ascend it five miles, and seek for a crossing-place overland to the sound again, which I found near the entrance of the lockless canal that is used by steamers to pass from North Landing River to North River and Albemarle Sound.

A fire was soon built, upon which I placed long, light poles taken from the drift-wood, and burning them in pieces of the required lengths, (no axe being at hand,) I was prepared to make the portage. Laying these pieces of wood on the ground, I drew my canoe over them to the shore of Currituck Sound; then, by making up back-loads of the cargo, transported everything to the point of embarkation, which was just inside the mouth of a little creek.

The row to Currituck Narrows was not difficult, as the north wind was a fair one. Along the west shore of the sound there were many little houses upon the high banks, and a wind-mill supplied the place of a water-power for grinding corn. The improvements made by Mr. Van Slyck, of New York, were in cheering contrast to what had been seen since leaving Norfolk. Here a comfortable hotel welcomes the northern sportsmen, few of whom, for lack of accommodations and travelling conveniences, go much south of this locality, in this state, to shoot wild-fowl. Currituck Sound has an average width of four miles. Its length is about thirty-five miles. At the Narrows, a group of marshy islands divides it into two sections, the northern one being the longest.

The keen, cold air of the next day made rowing a pleasant exercise. After passing through the tortuous channel, I should have crossed to the beach and followed it; but this part of the bay is very shallow, and deeper water was found on the west side. It was an enjoyable morning, for gunners were passed, secreted behind their "blinds," or pens, of pine brush, which looked like little groves of conifera growing out of the shoal water. Geese were honking and ducks were quacking, while the deep booming of guns was heard every few minutes. Decoy-birds were anchored in many places near the marshes. Every sportsman gave me a cheering word as the canoe glided over the smooth water, while here and there the violet-backed swallow darted about over the marshes as though it were summer.

When opposite Dew's Quarter Island, several men hailed me from a newly constructed shanty. When the oldest man in the company, who had never seen a shell like the paper canoe, had examined it, he shook his head ominously; and when I told him Nag's Head must be reached that day, he grew excited, exclaiming, "Then be off now! now! Git across the bay under Bald Beach as soon as ye can, and hug the shore, hug it well clean down to Collington's, and git across the sound afore the wind rises. Sich a boat as that aren't fit for these here waters."

Taking this kindly meant advice, I pulled to the east side, where there was now a good depth of water for the canoe. On this high beach the hills were well covered with yellow pines, many

of which were noble old trees. On a narrow point of the shore was the comfortable house of Hodges Gallup, the Baptist minister, a generous old gentleman, who seemed to be loved by all the watermen along the sound. He was described as being "full of fun and hospitality." His domain extended for several miles along the beach, and, with deer quietly browsing in his grand old woods, formed a pretty picture.

The beach shore now became more thickly settled, while out in the water, a few rods from each little house, arose the duck-blind, with the gunner and his boat inside, anxiously watching for birds, while their decoys floated quietly on the surface of the water. A few miles below Mr. Gallup's estate the canoe entered upon the broad waters of Albemarle Sound, and at dusk I approached Roanoke Island. The large buildings of the hotels of Nag's Head on the beach rose up as boldly to the eye as a fortification. The little sound between Roanoke Island and the beach was traversed at dusk as far as the first long pier of Nag's Head, upon which with great difficulty I landed, and was soon joined by the keeper of the now deserted summer watering-place, Mr. C. D. Rutter, who helped me to carry my property into a room of the old hotel.

Nag's Head Beach is a most desolate locality, with its high sand-hills, composed of fine sand, the forms of which are constantly changing with the action of the dry, hard, varying winds. A new and very large hotel was located south of the first one, and was inhabited by the family of Captain Jasper Toler, who furnished me with lodgings. A few fishermen have their homes on this dreary beach, but the village, with its one store, is a forlorn place.

The bright flashes of Body Island Light, ten miles distant, on the north side of Oregon Inlet, showed me my next abiding-place.

The beach from Nag's Head to Oregon Inlet is destitute of trees, and the wind sweeps across it, from the ocean to the sound, with great violence, forcing the shallow waters to retire, and leaving the bottom dry as far out as three miles.

The next day was very windy, and the long, finger-like, sandy shoals, which extended one or two miles out into the sound, were covered with only from three to eight inches of water. I could not hug the beach for protection, but was forced to keep far out in the sound. Frequently it be-

came necessary to get overboard and wade, pushing my boat before me. Then a deep channel between the shoals would be crossed; so, by *walking and rowing* in Roanoke Sound, with the wind blowing the water over the canoe and drenching its captain, the roundabout twelve miles' passage to Oregon Inlet was at last accomplished, and a most trying one it was.

Body Island Light House was erected in 1872, on the north side of Oregon Inlet, to take the place of the old tower on the south shore. It is in latitude $35^{\circ} 48'$, and longitude $75^{\circ} 33'$. Captain William F. Hatzel, a loyal North Carolinian, is the principal keeper, and a most efficient one he is.

The temperature was falling rapidly when I crawled into the high rushes of the wet marsh near the light-house to seek shelter from the strong wind that was blowing. As this treeless beach was destitute of fire-wood, or natural shelter of any kind, necessity compelled me to have recourse to other means for procuring them. I carried in my pocket a talisman which must open any light-keeper's door; from Maine to the Rio Grande, from Southern California to Alaska, even to the vicinity of the Arctic Circle, wherever the Light-house Establishment of the United States has planted a tower or erected a light. While shivering in wet clothes on this desolate beach, most thankfully did I remember that kind and thoughtful friend, who through his potent influence had supplied me with this open sesame to light-keepers.

There resides in Washington, when not engaged elsewhere in the important duties of the Commission of Fisheries, a genial gentleman, an ardent naturalist, a great scientist. To him the young naturalists of America turn for information and advice, and to the humblest applicant Professor Spencer F. Baird never turns a deaf ear.

How this distinguished author can attend to so many and such varied duties with his laborious investigations, and can so successfully keep up a large correspondence with perhaps one thousand scientific associations of nearly every nation of the universe, is a difficult thing to imagine; but the popular and much beloved Assistant Secretary of the Smithsonian Institution, seemingly ubiquitous in his busy life, does all this and much more. America may well feel proud of this man of noble nature, shedding light and truth where-

soever he moves, encouraging alike old and young with his kindly sympathy;—now taking his precious moments to answer with his own busy hand the question in the letter of some boy naturalist about beasts, birds, reptiles, or fishes, with which epistles his desk is always covered; now stimulating to further effort the old man of science as he struggles with the cares of this world, striving, sometimes vainly, save for this ever ready aid, to work out patiently theories which are soon to blaze forth as substantial facts. The young generation of naturalists, which is soon to fill the place of their predecessors, have in this man the type of all they need ever strive to attain. How many, alas, will fall far short of it!

Since boyhood the counsels of this friend had guided me on many a journey of exploration. He had not deserted me even in this experiment, which my friends called “your wildest and most foolish undertaking.” He had obtained from the Light House Board a general letter to the light-keepers of the United States, signed by the naval secretary, Mr. Walker, in which the keepers were authorized to grant me shelter, &c., when necessary. I did not have occasion to use this letter more than twice during my journey. Having secreted my canoe in the coarse grass of the lowland, I trudged, with my letter in hand, over the sands to the house of the light-keeper, Captain Hatzel, who received me cordially; and after recording in his log-book the circumstances and date of my arrival, conducted me into a comfortable room, which was warmed by a cheerful fire, and lighted up by the smiles of his most orderly wife. Everything showed discipline and neatness, both in the house and the light-tower. The whitest of cloths was spread upon the table, and covered with a well-cooked meal; then the father, mother, and two sons, with the stranger within their gates, thanked the Giver of good gifts for his mercies.

Joining the night-watch of the chief light-keeper, I also joined in the good man’s enthusiasm for his wonderful “fixed white light,” the bright beams of which poured out upon the surrounding waters a flood of brilliancy, gladdening hearts far out at sea, even though twenty miles away, and plainly saying, “This is Body Island Beach: keep off!” How grand it was to walk out on this gallery in the sky! Looking east-

ward, a limitless expanse of ocean; gazing westward, the waters of the great sound, the shores of which were low marshes miles away.

Perched thus upon a single shaft, on a narrow strip of sand far out in the great water, the many thoughts born of solitude crowded my mind, when my reverie was abruptly broken by an exclamation from Captain Hatzel, who threw open the door, and exclaimed, with beaming eyes peering into the darkness as he spoke, “I see it! Yes, it *is*! Hatteras Light, thirty-five miles away. This night, December 13th, is the first time I have caught its flash. Tell it to the Hatteras keeper when you visit the cape.”

From Captain Hatzel I gleaned some facts of deep interest in regard to the inhabitants of the sound. Some of them, he told me, had Indian blood in their veins; and to prove the truth of his assertion he handed me a well-worn copy of the “History of North Carolina,” by Dr. Francis L. Hawks, D. D. From this I obtained facts which might serve for the intricate mazes of a romance.

It had been a pet scheme with Sir Walter Raleigh to colonize the coast of North Carolina, then known as Virginia, and though several expeditions had been sent out for that object, each had failed of successful issue. One of these expeditions sent by Sir Walter to Roanoke Island consisted of one hundred and twenty-one persons, of whom seventeen were women and six children. Of all these souls only two men returned to the old country, the fate of the remainder being unknown, and shrouded in the gloom which always attends mystery. England did not, however, leave her children to perish on a barren shore in the new land without at least an effort to succor them.

On March 20, in the year 1590, there sailed from Plymouth three ships, the Hopewell, John Evangelist, and Little John, taking in tow two shallops which were afterwards lost at sea. In those days the largest vessels of a fleet did not exceed one hundred to one hundred and forty tons burden. This expedition was under the charge of Admiral John White, governor of the colony of Sir Walter Raleigh on Roanoke Island, and who had left the feeble band on the island in 1587. In thirty-six days and eight hours these small vessels arrived off “Hatorask”—Hatteras Beach. The fleet dropped anchor three leagues off the beach, and sent a well-manned boat

through an inlet to Pamplico Sound.

There existed in those days passages from the ocean through the beaches into the sounds, which have since been filled up by the action of the sea. Old Roanoke Inlet, now closed, which was about four miles north of the modern Oregon Inlet, is supposed to be the one used by Sir Walter Raleigh's expeditions. It is only four miles from the site of this closed inlet to Shallowbag Bay, on Roanoke Island. At the southern entrance of the bay, near Ballast Point, some vessel evidently grounded and threw overboard her stone ballast; hence the name of the point. Captain Hatzel has examined this stone, and gives his opinion, as an old pilot, that it is foreign in character. He never met with similar stones, and believes that this ballast was deposited at Shallowbag Bay by some of the vessels of Sir Walter's expeditions.

As the boat's crew above mentioned rowed northward to Roanoke Island—made famous two hundred and seventy-two years later by the National and Confederate struggles—they sounded their trumpets and sang familiar songs, which they hoped might be borne to their countrymen on the shore; but the marshes and upland wilderness returned no answering voice.

At daybreak the explorers landed upon Roanoke Island, which is twelve miles long by two and a half wide, and found the spot where Admiral White had left the colony in 1587. Eagerly searching for any tokens of the lost ones, they soon traced in the light soil of the island the imprint of the moccasin of the savage, but looked in vain for any footprint of civilized man. What had become of their countrymen?

At last some one spied a conspicuous tree, far up on a sandy bank, blazed and carved. There were but three letters cut upon it, C. R. O., but these simple symbols possessed a world of meaning. Three years before, when the sad farewells were being spoken, and the ships were ready to set sail for England, this feeble band, left to struggle in the wilds of the new land with sad forebodings of their possible fate, had agreed upon a signal, and had promised Admiral White that if driven to starvation upon the island, they would plant their colony fifty miles inland, near a tribe of friendly Indians. Indeed, before the ships sailed for England, they were making preparations for this move. Admiral White requested

them to carve upon a tree the name of the locality to which they should remove, and if distress had overtaken them they were to add a cross over the lettering. Anxiously gathering round this interesting relic of the lost Englishmen, the rude chirography was eagerly scanned, but no vestige of a cross was found.

Much relieved in mind, the little company continued their investigations, when, farther on, almost in their very pathway, there rose a noble tree, pointing its top heavenward, as though to remind them in whose care their lost ones had been. Approaching this giant, who had stood a silent sentinel through winter storms and summer skies, they found he bore upon his body a message for them. Stripped of its bark, five feet upward from the ground there appeared upon the bare surface in bold lettering the word so full of hope—*Croatan*; and now also, as in the last case, without the graven cross. Cheered by these signs, and believing that the lost colonists had carried out their early intentions, and were now located among the friendly tribe of Croatans, wheresoever their country might be, the boat's company decided to go at once to the ships, and return the next day in search of the lost colony.

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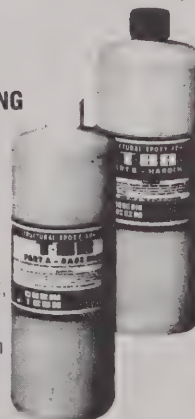
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A B.N. MORRIS CANOE FROM NORTHWOODS

I recently finished designing plans for a 17' B. N. Morris canoe which can be built as a wood/canvas model, or an all wood strip model, or as a modern (sigh) wood strip/fiberglass model. The plans include lines drawings, table of offsets, construction drawings, construction details and full size patterns to build the forms. These plans are to be offered by "Wooden Boat" and should be in their next catalogue. As far as I know, these will be the only canoe plans available that offer three different building methods for the same design.

The design is a reproduction of the 1908 17' model A-34, Type #3 that is represented in the 1908 Morris catalog that the Wooden Canoe Heritage Association has reprinted. A real classic canoe. As the original was the wood/canvas version, I had to take some designer's liberties to adapt it to Peterborough style all-wood strip construction, and to the modern wood strip/fiberglass construction.

I offer this canoe all built at \$1,800 for the wood/canvas model and \$2,600 for the wood strip model. I don't touch the wood strip/fiberglass model. I didn't want to do the wood strip/fiberglass plans at all, but "Wooden Boat" felt that they would broaden the appeal of the plans so the lure of the bigger buck won me over (sigh). I believe they will be offering the plans at \$60.

Rollin Thurlow, Northwoods Canoe Shop, RFD #3, Box 118-2A, Dover Foxcroft, ME 04426.

"Wooden Boat" Plans are available from them at P.O. Box 78, Brooklin, ME 046216.

LOOK DENNIS UP IN LONDON

We are expecting to exhibit my DK line plans for stitch and glue kayaks and canoes in June of this year at the English Wooden Boat Show at Greenwich in the National Maritime Museum and will be very pleased to meet any readers who may be over here at the time. At the moment we are thinking of exhibiting the original "Imp" dinghy and a new DK round bilge sea kayak, and if I can complete it in time, a new DK recreational rowing shell.

I received the February 1st issue on the 8th and was fascinated by the Ed Gillette story, he must be mad...and lucky! And how does Gail Ferris keep two feet of hair salt free. My thinning crop is bad enough!

Dennis Davis, The Flat, Himbleton Manor, Droitwich, Worcs WR9 7LE, England.

From the Boat Shops



A NECESSARY PART OF THE BOATING BUSINESS

We sometimes wonder that perhaps we really don't fit into this wooden boat business as we are not builders. We really are antique dealers here in western Massachusetts but we have such a passion for wooden boats that they are starting to dominate our shop and our lives. We appreciate workmanship and beauty and have built up a revolving inventory now of about 20 boats, some of which are sold "as is".

We work hard to find nice restorable boats to sell in our shop. It's great getting them back into the hands of people to use and enjoy once again. When we've done the ground work in our shop the buyer is getting a good sound boat at a fair price. The wooden boats you usually don't want are the ones down the street in your neighbor's back yard. But the ones you didn't know about that are under cover somewhere else can be very desirable. We find these and after we're done undoing someone's neglect or lack of maintenance, we often hear from shop visitors, "Oh, it's too pretty to put into the water!" Nonsense, being in a pretty boat is part of what makes being on the water so enjoyable.

A couple of our recent projects are a 1957 Aristo-Craft Torpedo and a 1953 Penn Yan 14' Runabout. Both are in very nice restored condition, with copies of original catalog pages and advertising to properly describe them in detail. We've also done a number of traditional wood/canvas canoes, as well as unusual craft like antique sneakboxes, duck boats, etc.

We prefer to feel we are a necessary part of the wooden boat trade as with the continued growth of the business, this secondary market is an integral part. Boatbuilders' success in continuing to build new boats rests in part on the fact that a strong resale value can be anticipated for their products in the secondary market.

We are just a couple of guys who love wooden boats. We think they represent a year-round hobby wherein in off season you maintain what you have so you'll not be afraid to use it and enjoy it on the water. If you maintain your own boat you'll better understand and respect it. Every day you leave your boat outside or unprotected is a day you'll not get to use it in the future.

Robert Ross, Ross Brothers, 28 N. Maple St., Florence, MA 01060.





MILE CREEK'S OWN CATBOAT

Our present project is a 16'x7'3" lapstrake catboat to be delivered in the summer of 1989. The photo is of one we delivered in 1986. This boat is of my own design and is the seventh to be built. I have sandwiched these between others I have built, the first one I built in 1962. I also have under construction an 18'x8' carvel planked catboat designed by George

Follett of Waterford, Connecticut. This is planked with white cedar on white oak, silicon bronze fastened.

I still have available on order my Black Hall River skiff, lapstrake white cedar planked, in 11'x4'6" and 12'6"x4'6" sizes, with sprit sail rigs.

John Little, Mile Creek Boat Shop, RFD Box 257, Bill Luce Rd., Washington, ME 04574.

LANDING BUILDING A MALABAR JR.

The first group of dories we built this year, two Swampscotts and two Chamberlain dory skiffs, left the shop just before Christmas and were the focus of a Christmas launching party. The students who built these dories starting last September, have now formed into new teams for construction of two Buzzards Bay 19's and restoration of a 20' Century power boat. These projects will be completed in August when another launching party will be celebrated.

Our cruising boat students are building both power and sail. The power cruiser is a 1964, 26' Eldridge-McInnis bass boat that is mahogany planked with cold molded, vacuum layered bottom and carvel topsides. Exposure to both planking methods is educationally beneficial because of the blending of old techniques with the new.

And the best I have left for last. We are building the most exciting cruising boat yet, a Malabar Jr.! This particular version was designed in 1926-27 by John Alden and represents the beautiful balance between form and function that all designers strive to achieve. Her 4,000 pound lead keel was poured at the school in late fall and at present she is being planked. Both the bass boat and the Malabar Jr. are being built for local residents and we are happy that they will remain in our area after launching.

We encourage readers to stop by the school, and now that George

Bush is President, Kennebunkport is easier to find than ever before!

John Burgess, The Landing School of Boat Building & Design, P.O. Box 1490, Kennebunkport, ME 04046.

IN BETWEEN TOWNIES

We've started on another wooden Townie that we intend to have on display at the alternative boat-builder show in Portland, Maine, in mid-March. Several prospects plan on being there to look her over.

After completing the last Townie for 1988 we undertook to custom build a 15' "Little Darling" plywood sloop for a customer from the plans offered by "Small Boat Journal" (published in SBJ #27, November, 1982). While it is a plywood boat, it turned out to not necessarily be any simpler to build than our traditional lapstrake Townie hull. It's all finished out very nicely now in dark green and buff and awaits a springtime launching.

We are considering adding a traditional lapstrake tender to our line based on a Chaisson model that offers classic traditional construction and appearance but at substantially less cost than a Lawley tender. If there is any interest in such a tender amongst readers, we'd be happy to hear from them.

Ralph Johnson, Pert Lowell Co. Inc. Lanes End, Newbury, MA 01950.



A LONG WAY FROM COMMODORE MUNROE

This is a long way from Commodore Munroe's proa but I thought readers might get a laugh out of it. A local gentleman asked me if I could build an outrigger canoe. So we took an old canoe hull and a float I just happened to have handy and put them together. The canoe is only 14' long, but with the 6' outrigger you can walk around on it. I haven't had a chance to sail it in any real wind but in just a little wind it was fun.

I continue to grow busier, several Wee Lassies, several rowing shells, a lot of miscellaneous work. It's nice to be busy and have work out ahead for a change.

My "Wee Lassie" newsletter has been a great idea. I've got #3 almost ready to go to the printer. More pictures, fewer words. One page is instructions on how to build the Wee Lassie. Others include pictures of canoes built by readers. A trip to the mailbox is an adventure now, I really have gotten some neat letters. Anyone interested can request a copy, no charge.

Mac McCarthy, Feather Canoes, 3080 N. Washington Blvd., Sarasota, FL 33580.



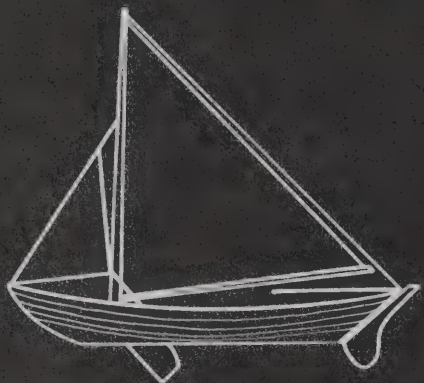
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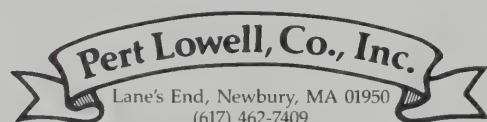
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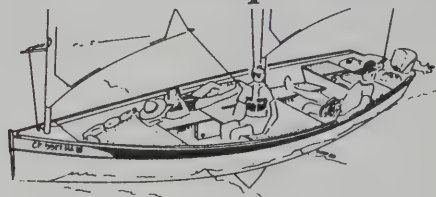
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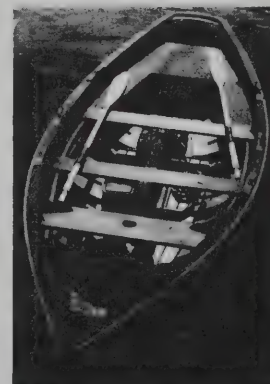
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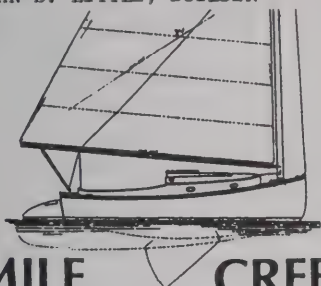
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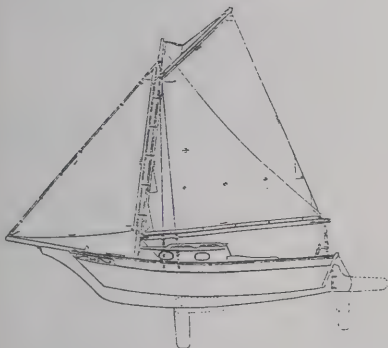
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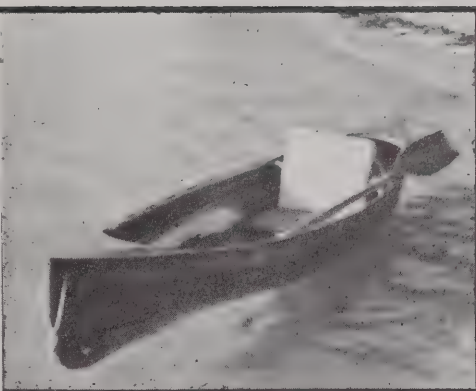
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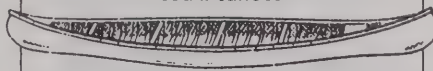
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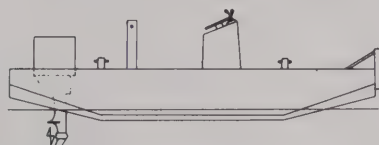
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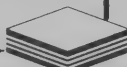
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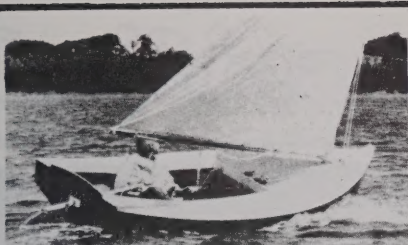
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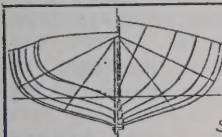
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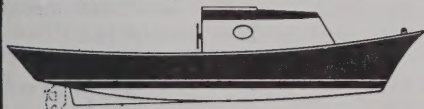
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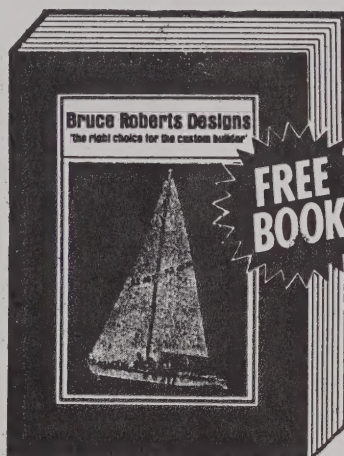
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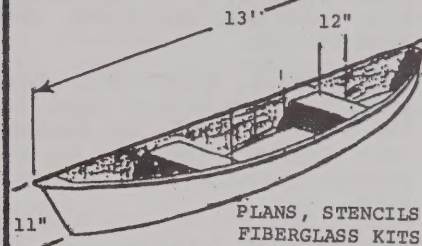
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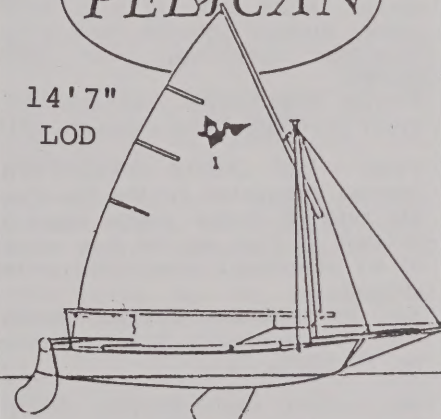
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10' SKIMMER SPEEDBOAT, fiberglass hull and forward deck. With 6hp Evinrude engine and controls, cable steering. Seats two or three persons. Lots of fun. \$750 complete.

FRANK POSLUSZNY, Cos Cob, CT, (203) 622-0149, leave message. (22)

WANTED. A copy of "The Folding Schooner" by Philip C. Bolger. This is the only Bolger I do not have.

DAVID GULLEY, 505 Turney Dr., Houston, TX 77037. (22)

18' NO MAN'S LAND SAILBOAT, double-ended two-masted, with steel drop centerboard. Looks like a small whaleboat, easy sailing, wood carvel construction, inside coaming strips, seats four to six, white sides, stained interior dark gray. Excellent condition, built 1969. \$3,000.

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FREE - WEE LASSIE NEWSLETTER. Anyone interested in the Wee Lassie type of double paddle canoe is invited to sign up for free copies of my occasional newsletter on the subject.

MAC MC CARTHY, Feather Canoes, 3080 N. Washington Blvd., Sarasota, FL 33580. (TF)

46' CLASSIC GAFF RIGGED KETCH, English built in 1926, extensively rebuilt 1985, seaworthy, equipped to sail away. Roomy liveaboard with saloon, three cabins, head, galley, forecabin. Powerful GM 471 with low hours. Best offer.

JERRY LYNCH, Rumson, NJ, (201) 747-7279 or (201) 229-1336. (22)

SAN FRANCISCO GREAT PELICAN, hull and spars only, \$2,000 or B.R.O.

STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (21)

16' LOWELL ROWBOAT, two rowing positions, seats four, motor mount, good shape. Needs paint. \$650. FRANK POSLUSZNY, Cos Cob, CT, (203) 622-0149, leave message. (21)

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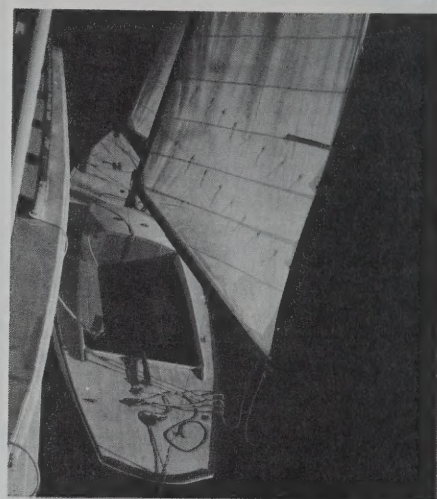
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CANOE/KAYAK GEAR. Whitewater paddling helmet by Powell, foam-lined, minor scratches, otherwise as new, fits men's large (7-1/4) head size, \$20. Norse whitewater canoe paddle, 8"x21" blade, T-grip, heavy duty shaft, 62" total length, used but strong as new, \$25. GI black rubber gas mask bag, \$10. Also 7.5"x7.5"x12" black rubber GI dry bag, as new, \$20. Another black rubber roll-up type GI dry bag, 18"x24", \$15. Add \$3 per order for UPS shipment to New England.

OWEN CECIL, P.O. Box 584, Manistee, MI 49660. (21)

WANTED. Manual for Cape Dory 25, photocopy is okay.

LARRY JONES, 317 Meredith St., Raleigh, NC 27606, (919) 851-4586. (22)



21' RHODES ARROWHEAD SLOOP, cedar on oak, copper fastened, lead keel, good tight boat, fast and pretty. Looks like a small Triangle. Winter storage paid. \$2,000.

T.C. MORSE, P.O. Box 1304, Gloucester, MA 01930, (508) 283-0869. (23)

15'6" THOMPSON RUNABOUT, good hull with floorboards, that's all it is. Slap on a motor, drop in a seat and go fishing. \$250.

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KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

17' FINASTKIND, 80 hp Mercury, trailer, center console steering, see-through spray hood. Located Cape Cod, Falmouth area. \$4,500.

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STEVE HANSON, Rockland, ME, (207) 594-2097. (21)

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23' OSPREY SLOOP, cabin, porta-potty, two bunks, VHF, mahogany on oak, dinghy, centerboard. Main and self-tending jib, genoa and spinnaker. All in good condition. Inboard four-cylinder Palmer needs work. Good pocket cruiser. Relocated, must sell, no reasonable offer refused.

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PHILIPPE DRAPEAU, Tiverton, RI, (401) 624-4080. (21)

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