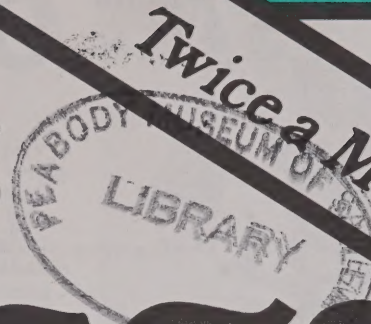




messing about in BOATS

Twice a Month!



Volume 6 ~ Number 23

April 15, 1989





messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS

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Our Next Issue...

Will have more yet on the building aspect of messing about in boats. Mason Smith reports on his different sort of boatbuilding business. Ron Mueller tells us how his boatbuilding enthusiasm drew him into the business. Dynamite Payson shows us the building of "Pauline", a model sardine carrier. Peter Duff begins a short series on building an 18' schooner. And several more reader projects will be reviewed. I'll have something on the possibilities of modern plastic greenhouses as boatshop buildings. On the water stuff? There'll be more "Small Adventures", a report on handicapped access to the water in small boats, and a report on a program of citizen involvement in protecting and preserving our streams. No, it won't all fit, probably, but two weeks later there's another chance.

On the Cover...

This seemed about right for mid-April. The caption that came with the photo from Ocean Kayak read, "Why did the Scupper cross the road? To get to the other tide!" Oh, well. They have had more rain/snow this winter in Washington state than we have, obviously.

Commentary

**BOB
HICKS**

In this issue I report on my visit to the little Maine Boatbuilders' Show put on in mid-March in Portland by Portland Yacht Services. It is "little", all in one room in an old mill building, about 30 exhibitors, total paid attendance around 2,300. So why is it worth it if, in this day and age, bigger is better, and ever increasing numbers seem to be society's objective, usually numbers with dollar signs in front of them? I like to think a small show like this is worth it for the merits of the people, and the boats they build, who are taking part.

The "crowd" is never noticeable, the traffic of people is thin, but steady. The builders I talked to about this aspect of the show seem to like it. They feel the people who do come by are really interested in Maine built small boats, and they have the time to devote to those who stop to investigate their boats, without feeling pressed to move on quickly to the next guy, pushing out literature and fast talking up possible business. It is an easy going, laid back show.

The "numbers" ballyhoo'd by promoters of the big consumer boat shows are the boat buying public, certainly. There's where the deals are made, where production boats ad infinitum, rank upon rank, glittering with chrome and flash, a model for every need, are assembled in one place. Here you can go with your checkbook and whipsaw the dealer-exhibitors of the two or three boats you will choose from to bargain your best deal. And then, when the deal is done, you lay out your first \$375 monthly payment on the "no money down, 12 years to pay" never-never plan.

The small builder is totally out of place in this environment and all those numbers of people are meaningless, for he's not going to sell them on his work. To begin with, nobody's ever heard of him. And even if his boat is in "no maintenance" fiberglass, it's still suspect because there's no dealer to stand behind it for future service (?) or trade-in. And he has to get

the whole nine yards of cash up front too, he has no "never-never" financing to offer.

The Maine Show is very inexpensive to exhibit in, and inexpensive, at \$3, to attend as one of the "crowd". This all comes from the fact that Portland Yacht Services owns the building, it's part of their facility, and serves other purposes at other times during the year. The show personnel are firm employees and family and friends. And it's way out at one end of town on the relatively lower cost waterfront property. Low overhead. And these people are not greedy.

Just like the show itself, most of the builders have to operate on that low overhead principle. So it all fits together nicely. Low overhead need not mean "shabby", but can result in rather nice work, with the available money going into the product and service and not into "flash". Perhaps this is a good indicator of a way to go in marketing for the small boatbuilders. Several small, inexpensive seasonal shows around New England (and in other areas of small boat concentration too).

Newport's Wooden Boat Show tried to be national and in a place where the overhead was just too high. Now it's gone. Their Small Boat Show is successful, but because it has a majority of production consumer boats, exhibited en masse by dealers, to pay "the freight for the small builders who ride along on that.

I don't think the small builder will ever attract the large volume consumer public. But he can reach that fraction of that public that prefers to deal with a builder and buy a boat that's more of a "custom" boat, even if it is a builder's "stock" model. The small builder cannot afford costly print advertising nor costly consumer boat shows. If he can reach out to those who have a real interest in his sort of work via low cost advertising and low cost boat shows, he might do enough business to make his first love boatbuilding, a viable economic reality.





Your Commentary

PROMOTING THE TOWNIES

The National Town Class Association is interested in reaching anyone who might have at one time or another sailed or crewed on a Townie. Over a 54 year period there have been a lot of people who have done so. We feel they are still a part of the Townie tradition and so we've created a membership category that does not require ownership today of a Townie, but just an interest in the boat, past or present, and its continued enjoyment.

The Town Class fleet is one of the longest continually raced one-design fleets in existence, racing has survived, interrupted only by World War II, since 1936. But more importantly, the tradition of this wonderful boat being built of wood survives. We are very fortunate to have these boats built today much as they were in the past by Pert Lowell and his son-in-law, Ralph Johnson, using original patterns and building forms, with Pert's continuing involvement since #1 was built.

Anyone interested in learning more about our new membership category and plans for increasing interest in the Townie fleet, can contact me for details.

Robert Wilson, 43 Louis St., Chelsea, MA 02150.

FOR PEOPLE WHO LIKE ALL KINDS OF BOATS

Your magazine is for people who like all kinds of boats. I'm just getting started in building boats, small ones. I've built a 14' dory and a 17' kayak and a couple of pirogues. I correspond with Rags Ragsdale and look forward to another of his articles (see "First Stroke, the Paddle Broke" in the February 15th issue). The 1950's article on the 12' kayak sounds like the one I have in a 1959 Fawcett "20 Boats", book #433. It was hell for strong and just about right for a teenager. I used some of the ideas from it in my plans for my next boat, a 17' frame and fabric kayak.

Jim Gay, Pasadena, TX.

STOPPING THAT CENTERBOARD LEAK

I have a Rhodes Bantam 14' sailing dinghy which I bought in 1958 from a man who built this wooden boat from plans. I fiberglassed it and it worked out fine, except that there was always some leaking around the centerboard trunk. Since I had no way to get the fiberglassing inside of the trunk, I just did the outside over. This would last for a while and then ultimately break away. Now the centerboard trunk and keel must be replaced.

The centerboard trunk is 3/4" mahogany set on a 7/8" mahogany keel. I note now that the original plans call for "waterproof glue at all joints". Maybe this will solve my problem when I reconstruct the trunk and keel with new lumber. But, perhaps new practices have now been developed to better cope with this problem. I would appreciate any advice I might receive on this subject from readers.

Joe Duncan, 138 Pleasant Dr., Cheshire, CT 06410, (203) 272-7073.

APPLYING THE PRESSURE

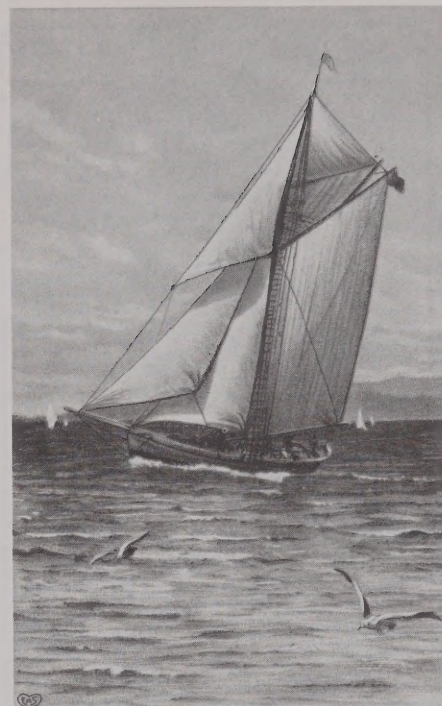
You'll be interested to know that the pressure to sell my 23' Mystic Sloop (see classified ads in this issue) can be traced to your publication. I read your report on the Small Boat Show last year and as a result have arranged for a Bridges Point 24 to be built for delivery this spring.

Dick Cole, Marblehead, MA.

STEAM LAUNCHES NUMBER ONE

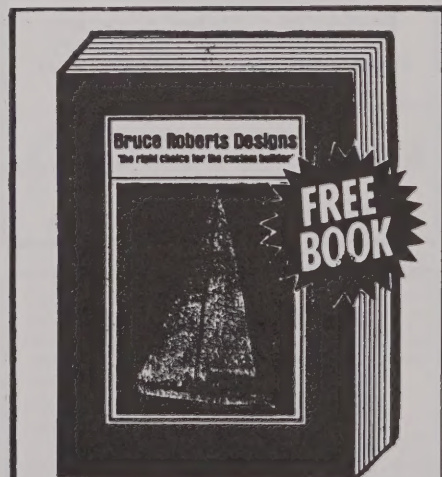
My number one interest is steam launches. But, I enjoy your magazine for its low key approach to the boating scene and the reporting on doings around New England. I also enjoy the serialization of the old time cruising yarns.

Sam Clogston, Olcott, NY.



CLASSIC POSTCARDS

Kirk Wilkinson of Concord, NH, sent us two "antique" embossed postcards from long ago that featured these really nice old sailing vessels. The embossing gives a three dimensional feel to the scenes and the color tinting renders a pretty good representation of the original paintings. While not dated exactly, the cards carry the postage requirement of "1 cent", so they go back a way. The pencilled messages are unrelated to nautical subjects.



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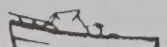
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HAPPENINGS

TRADITIONAL WOODEN BOAT SHOW

The North Carolina Maritime Museum will hold its annual Traditional Wooden Boat Show on the waterfront in Beaufort, North Carolina, on May 6th and 7th. For further details, contact the museum at 315 Front St., Beaufort, NC 28516, (919) 728-7317.

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.

BOATBUILDERS' DAY AT STRAWBERRY BANKE

On July 23rd, Strawberry Banke Museum in Portsmouth, New Hampshire, will hold its first "Boatbuilders' Day", a gathering of professional and amateur builders of traditional type small boats (of wood or modern composite construction) to display their work to the public. Any builder with a boat he has built small enough to be trailered onto the green at Strawberry Banke is invited to participate. There is no fee charged to those who take part, but prior registration is necessary for proper planning. The Seavey Island Rowing Club will also be holding their annual rowing race for traditional pulling boats on the adjacent Piscataqua River during the day. For further information write to Bob Hicks, 29 Burley St., Wenham, MA 01984, or call (508) 774-0906.

BOATSHOP FOR LEASE

The boatshop at the Strawberry Banke Museum in Portsmouth, New Hampshire, is available for lease for the 1989 season, May through October. This is a small traditional shop suitable for one or two builders. An applicant would be expected to build and market his own boats; answer visitors' questions regarding boatbuilding; and be open five days a week, including weekends. Contact Jane Nylander at (603) 433-1100 for further details.

MYSTIC SEAPORT BOATHOUSE OPENS

The second season for Mystic Seaport's "Boathouse" opens on May 6th from its floating dock on Lighthouse Point, weekends only until June 4th, then seven days a week through Labor Day weekend. In 1988, over 1,000 visitors rented traditional rowing and sailing craft, and 3,000 enjoyed sails in the 20' catboat, "Breck Marshall" as passengers. For a small rental fee, you can take out, to row or sail, Whitehalls, dory skiffs, Beetle cats and sharpies. Boathandling courses are also available for those in need to qualify for renting boats. Details from Mystic Seaport Museum, (203) 572-0711, ext. 233 or 272.

20TH SMALL CRAFT WORKSHOP

The 20th Annual Small Craft Workshop at Mystic Seaport Museum, is scheduled for June 3rd and 4th. Theme this year is "Wood(in) Boats". Speakers will cover all aspects of the wood used in boatbuilding. The usual small craft tryouts, Sunday morning cruise downriver, etc are planned. If you'd like to take part, request an application from the Small Craft Workshop, Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355-0990, (203) 572-0711, ext. 328.

SHIP MODEL CONTEST

The Custom House Museum of Newburyport, Massachusetts, will conduct a ship model contest to attract models for a summer show that is part of the celebration of the U.S. Coast Guard's 200th Anniversary. Models to be submitted must be of vessels used at one time or another by the Coast Guard, its Auxiliary, the old Lifesaving Service, the Lighthouse Service, or the Revenue Cutter Service. Entry deadline is May 1st and models will be accepted for display from June 1st until the show opens July 15th. For registration packet, contact Ship Model Competition, Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950, (508) 462-8681.

SHIPPYARD MUSEUM COURSES

The Shipyards Museum in Clayton, New York, begins its summer program of boatbuilding related courses with two workshops on tool maintenance and sharpening on May 25, 7-9 p.m. or May 27, 10-12 a.m. Registration and information from the Shipyards Museum, 750 Mary St., Clayton, NY 13624.

SACO RIVER SUMMER JOBS

The Saco River Recreational Council has four summer job openings on that river. Positions offered are Chief River Runner, two Assistant River Runners, and Maine Conservation Corp. Supervisor. For details on necessary credentials, contact the Saco River Recreational Council, Box 363, Fryeburg, ME 04037, (603) 447-3801.

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.

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.

PHILADELPHIA TSCA SPRING EVENT

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.

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. 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.

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.

BOSTON SEA KAYAK CLUB

A day trip for interested sea kayakers is scheduled on May 6th in Boston Harbor, starting from Carson Beach in South Boston, rain or shine. Geared for beginners and intermediate paddlers. Contact Steve McMorrow at (617) 269-8381. Membership in the BSKC is only \$3, send to John Callahan, 14 Phebe Ave., Lowell, MA 01845, (508) 454-6119.

METROPOLITAN NEW YORK KAYAKING

Sea kayakers in the metropolitan New York City area are invited to participate in two local events in late April and early May.

April 28-29. Sea kayak rally as part of Fleet Week. Contact Steve Keller, (718) 788-3416.

May 6. Launch sites paddle-in, demonstrating need and use of designated sites. Contact Eric Klein at (718) 783-2306.

CANOE CRUISING

The New England Division of the American Canoe Association has river cruising trips scheduled for the interested public during the coming season, at no cost. Upcoming dates are these:

April 15. Wood River in Rhode Island, 7 miles from Rt. 165 access to Wyoming Pond.

May 20. Quinebaug River in Connecticut, 10 miles from Wauregan to Butts Bridge.

Contact Gary Point, 7 Hemlock Dr., Barrington, RI 02806, (401) 246-1356.

PADDLING THE COHASSET TIDAL RAPID

Canoeists wishing to test their whitewater skills on a salt water tidal rapid at Cohasset, Massachusetts, can get a copy of the "Cohasset Play Time Schedule" for this location through June from Baer's River Workshop, Rt. 138, Wyoming, RI, (401) 539-7895. This is a reversing river flow situation that provides some strenuous whitewater conditions at appropriate tide times.



Moondance

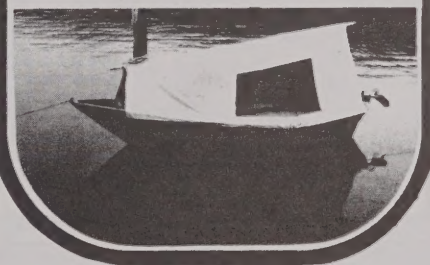
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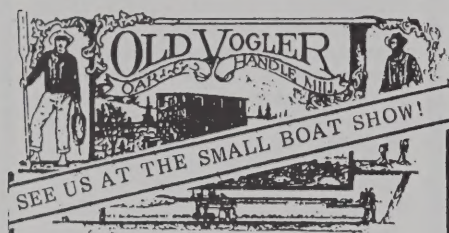
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CCRA RACING

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

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

MAY 3. Rainbow Canoe Race, Rainbow Reservoir, Windsor, CT. Geoff Latsha, (203) 653-4312.

MAY 6. West Swanze, NH, Poling Clinic, W. Swanze, NH. Steve Stepenuck, (603) 352-7540.

MAY 13. Farmington Flatwater Frolic, Farmington River, Farmington, CT. David Sinish, (203) 693-0073.

MAY 13. Middle States Divisional Poling Championships, Schuylkill River, Philadelphia, PA. Harry Rock, (201) 769-5345.

MAY 20. Housatonic Whitewater Weekend, State Whitewater Championship, Housatonic River, Falls Village, CT. W.R. Tingley, (203) 364-5321.

MAY 21. Housatonic Whitewater Slalom, Housatonic River, W. Cornwall, CT. Mark Clarke, (203) 435-0350.

MAY 21. Quinipiac Downriver Classic, Quinipiac River, Meriden, CT. Steve Theriault, (203) 628-9473.

MAY 21. Wood River Poling Clinic, RI. Manny Point, (401) 539-7248.

MAY 27. New England Divisional Poling Championships, Farmington River, Unionville, CT. Ed Migliorisi, (203) 879-4515.

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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.

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 18. General membership meeting. Eric Klein, (718) 871-2440.

April 22. Advanced open canoe training. Bob Connolly, (718) 634-9431.

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

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

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

April 29-30. NCSP river patrol training. Eric Klein, (718) 871-2440.

May 7. Schuylkill River. Phil Esty, (201) 735-7971.

May 13. Paulinskill River. Jim Howie, (201) 832-2570.

May 13-14. Sea kayaking, camping, Fire Island. Ralph Diaz, (212) 724-5069.

May 16. General membership meeting. Eric Klein, (718) 871-2440.

May 17. Moonlight cruise. Eric Klein, (718) 871-2440.

May 20. Housatonic River, Class II. Andy Laiosa, (212) 798-5442.

May 20. Lehigh River, Class II-III. Ron Augustine, (201) 869-7280.

May 20-21. Connecticut River, MA. Bob Huszar, (212) 228-7793.

May 24. Moonlight cruise. Eric Klein, (718) 871-2440.

May 26-28. Camping, canoeing, kayaking. Judie Stark, (201) 377-9124.

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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 Harri-man 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, Thurs-day 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.

NISSEQUOGUE RIVER CANOE CLUB

The Nissequogue River Canoe Club is located in the Northport, NY, area on Long Island and con-ducts a number of outings through-out the year. Events scheduled for April and May are as follows:

April 15-16. Catawissa Creek, PA, Class I & II, camping on an island. Rich Bousquet, (516) 673-0558 eves before April 12th.

April 22. Cedar Creek, NJ. Joe Spahalski, (516) 587-5468.

May 6-7. Battenkill, VT, Class I. Four reservations left. Rich Bousquet, (516) 673-0558 eves.

May 11. Club meeting, North-port, NY. Joe Spahalski, (516) 587-5468.

May 21. Peconic River, ex-plore Long Island. Marion Marche-si, (516) 997-3448.

May 20-21. River training workshop. Joe Spahalski, (516) 587-5468.

May 27-28. Toms River, NJ, Pine Barrens, Class I. Camping. George & Mary Ellen Jones, (516) 265-1773.

May 27-29. Harpers Ferry, WV. Many clubs gather for various levels of whitewater. Rich Bous-quet, (516) 673-0558.

May 29-June 2. Pokemoke Riv-er, MD, Class I. Camping. George & Mary Ellen Jones, (516) 265-1773.

PADDLE WITH GEORGE & MARY ELLEN

George and Mary Ellen Jones are leading two canoe trips late in May. On Memorial Day Weekend (May 27-28) they will paddle the Toms River in the Jersey Pine Bar-rens, camping at Lebanon State Forest. Day trippers are also wel-come. The following week (May 29 through June 2) they will paddle the Pokemoke River in Maryland on the Delmarva peninsula, camping at Shad Landing State Park in Snow Hill, MD. Contact George and Mary Ellen at (516) 265-1773.

A FEBRUARY 21 CAROL

T'was the night before pad-dling and all through the house,
the words of canoeing came
flowing from our mouths.

Our wool garments were hung
in our closets with care,
in hopes that the morning sun
soon would be there.

Our canoes were tied down
safely for the night,
anxiously awaiting the Car-men's in the morning light.

When all of a sudden I awoke to
a ringing clatter,

I jumped from my bed to see
what was the matter.

And what to my little ears did
I hear,

a voice from Huntington say-
ing, "Do you have all your gear?"

We arrived at the gate and
much to our surprise,

there were nine paddlers in
seven canoes of various size.

Into the Carmen's we placed
our canoes,

to start down the river to en-
joy the views.

So that no-one would be in
danger of losing their places,

we decided to count the faces.
There was Joe and Jean and

their son, Brian;

there was Lou and Tony, and
Larry and his son David.

Last but not least was Annette
and Rich Bousquet,

leading this group that looked
like a winter bouquet.

Down the river and quick as
we can,

we paddled around sand bars
and over the dam.

No dumpings this time, we
were as dry as a cocoon,

didn't see any wildlife, not
even a loon.

After a while we stopped for
our lunch,

and we all gathered around
like bananas in a bunch.

There was lots of food and
some relaxation,

but most of all there was good
conversation.

For the rest of the trip we
entered the open wotter,

and we thought paddling would
become much hotter.

But we sailed on fast with the
wind at our backs,

and we scared all the ducks as
they complained with loud quacks.

So me and my "Pathfinder" and
Joe in his "Tripper",

were among the first to take
out of the ri(pp)er.

So it really doesn't matter how
cold the weather,

as long as you're paddling
with friends, what could be better?

Joe Spahalski, Call of the
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A Nice Little Boat Show

"It's a nice little show," is the comment heard from those who exhibit in it. Portland (ME) Yacht Services' Second Annual Maine Boatbuilders' Show in mid-March attracted a dozen more exhibitors than the original last year, thirty-two in all. Not that this makes it a presence of consumer note on the same weekend that the big plastic show is on at the Civic Center a few blocks away in greater downtown Portland. But, 2,300 people paid \$3 each to look in, so the promoters are very encouraged.

I didn't go to the consumer show, and my visit to the boat-builder show was again a pleasure. Here are the smaller shops who can no way afford to be in the major consumer show, nor would want to, probably. And here are the people who want to see the boats built by the small builders, to talk with the builders themselves. The price to exhibit is reasonable, the atmosphere in the restored old brick mill building on the waterfront is funky and comfortable. One first-time exhibitor commented that it was also a nice opportunity to see what other builders were doing and to spend some time getting to know one another. With the exception of a brokerage, an insurance firm and a publication, all the exhibitors had something directly to do with boatbuilding. Kinda nice.

Like Whitehalls? There were two choices to contemplate. Dick Shew and Cecil Burnham had their traditional wooden Whitehalls on display. While they also have been building various one-off larger boats to order, their Whitehalls are still the mainstay of their shop in South Bristol, Maine. They've com-

pleted a new shop but not yet moved into it, and Dick told us how they've put up a "greenhouse" plastic shed for the painting and varnishing in winter. Wet down the floor beforehand to lay the dust, wait for the sun to warm it to 70 degrees or higher by 10 a.m. and presto, clear smooth finish work in the depths of winter. Shew & Burnham, S. Bristol, ME 04568, (207) 644-8120.

Harry Sylvester had his fiberglass Whitehall fleet on hand, from 10' to 22'. While the latter is some BIG Whitehall, suitable more for a camp or club or large family with a crew to carry, the 10' model at just under \$1,200 is a great buy in a traditional style pulling boat today. The Sylvesters have been building these boats for ten years now so they're doing something right. B&S Corp., Bessey Ridge Rd., Albion, ME 04910, (207) 437-9245.

How about traditional type power boats? Dick Pulsifer had another of his Casco Bay Hamptons on display, about the biggest boat to fit into the room. And we understand he sold it during the show, in fact the new owner monopolized Dick's attention pretty much on Sunday. Maybe he'd have sold another? The strip built wooden hull and modern Yanmar diesel power make Dick's boat a very attractive craft to anyone contemplating comfortable day tripping along the coast. Richard Pulsifer, RFD #3045, Brunswick, ME 04011, (207) 725-5457.

Then there was Rob Stevens' 20' power dory, with its big one-lunger engine, the whole package a turn of the century craft.

All finished out workboat with white, green and buff paint, Rob's boat gladdens the heart of any old dory lover. Or one-lunger power buff. Hadden & Stevens, 65 Main St., Topsham, ME 04086, (207) 729-7402.

Michael Porter's power boats were too big to bring in to the show, so he had a display of photos, plans and model hulls. Michael's a long way from his Swampscott dory beginnings now, with a 36' steamboat under construction for Dodge Morgan, and his "Chebeague 26" now supplemented with an even bigger "Chebeague 38". Both are derivative of working lobsterboats, the "38" is for extended cruising, living aboard, the "26" more of a day tripper or overnighter. Michael's steamboat project has led him into the mechanics of steam power now. Michael Porter, Chebeague Marine, Inc. Chebeague Island, ME 04017, (207) 846-3145.

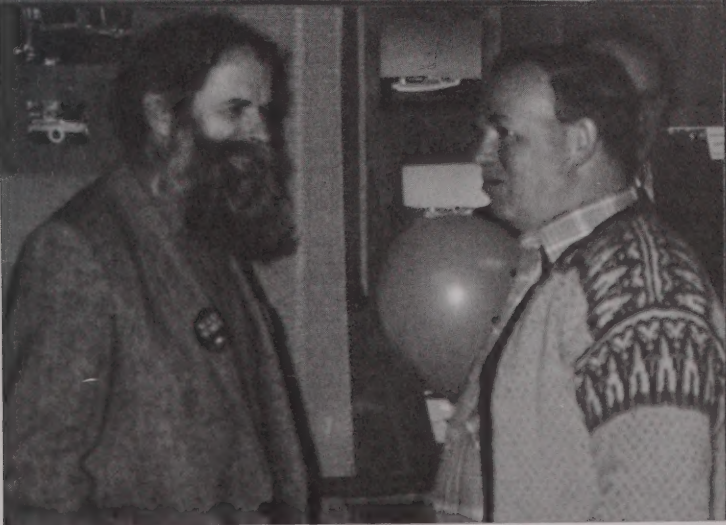
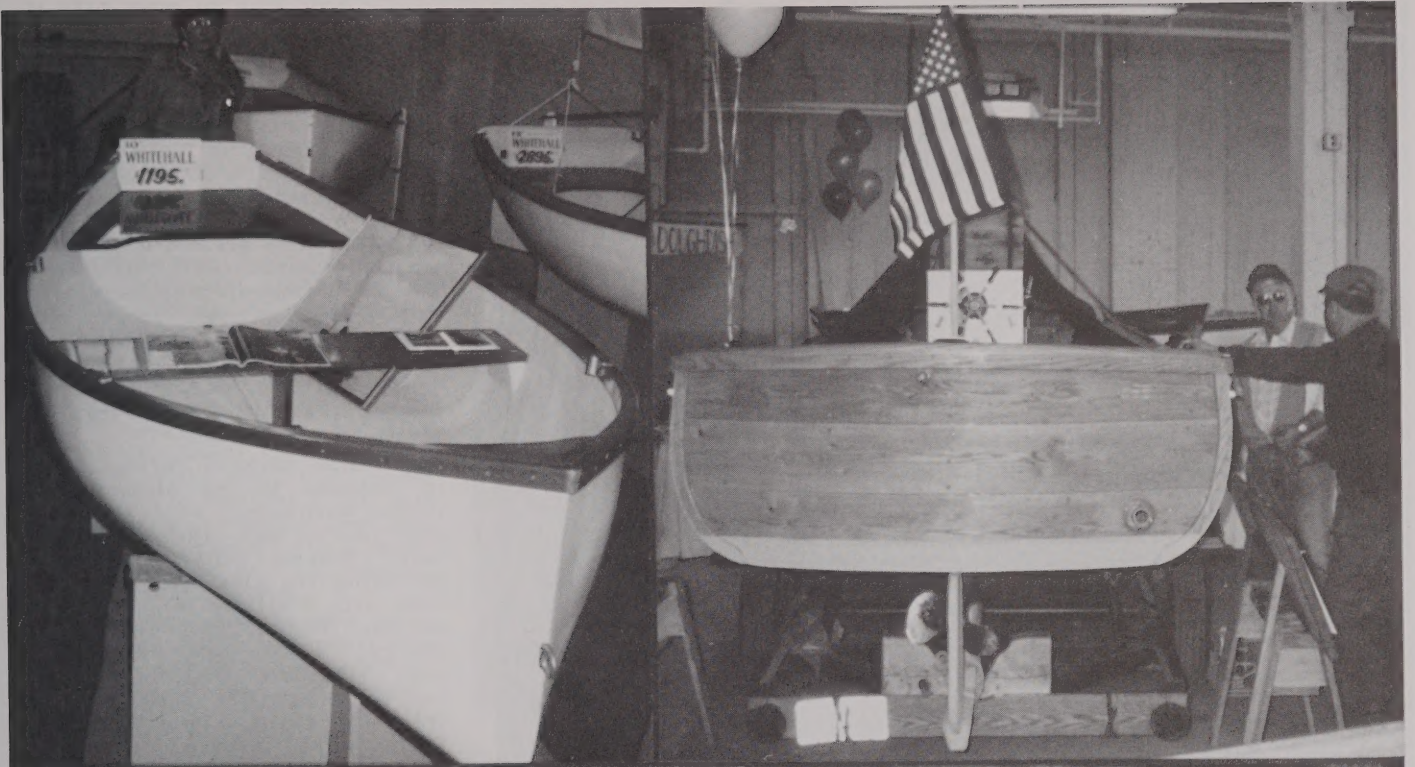
Maybe you'd like to see some bigger sailboats? Well, photos and models had to do for a couple of such craft. Rob Stevens' partner, Alex Hadden, has built a "Sea Bird" yawl, the boat designed by C.D. Mower and made famous by Thomas F. Day back in the twenties. He's also restored an original "Sea Bird", and has been hearing from other "Sea Bird" owners around the country who have learned about his brand new boat. With no way to get this 25' keel/centerboard yawl into the show physically, Alex had a display of photos and a video running. It's for sale still. Hadden & Stevens, 65 Main St., Topsham, ME 04086, (207) 729-7402.

The space constraints also affected the Bridges Point Boatyard's "Bridges Point 24" fiberglass hulled traditionally designed sloop. So a nice scale model of the attractive boat was displayed on the table with the literature. This boat is a small shop's answer to production fiberglass boredom, for they will supply the boat in any of several permutations, from open daysailer to an overnighter. A short cabin or a long cabin can be fitted to the open daysailer cockpit, depending on your choice. The way they put it is, "The Bridges Point 24 is a semi-custom built boat, so you have a say on what you would like for your boat." Bridges Point Boatyard, Brooklin, ME 04616, (207) 359-2713.

Opposite page: Janet Sylvester with the B&S 10' Whitehall at only \$1195. Rob Stevens and a "Piccolo" he built for a satisfied Casco Bay paddler/sailor. Michael Porter talks shop with Cecil Burnham. Dick Pulsifer sold this Hampton at the show. Forrest Dow with the model of the Bridges Point 24.

Dick Shew talks Whitehalls with a prospect.







The Townie displayed by Pert Lowell Co. got a lot of attention. Chris Stickney displayed these very nice workboat finished flat bottom skiffs. Walter Webber's little 10' double ender looked like fiberglass but was cold molded wood, superb job.

A size down in scale made the Pert Lowell 17' "Townie" a boat that could make it into the available space, and builder Ralph Johnson had a pleasant time with many interested people attracted by the nicely finished traditional lapstrake craft. The roomy cockpit of the "Townie" and its traditional white, green and brightwork finish, seemed to present a broad appeal to potential small boat sailors. Ralph's brother-in-law, Mark, even had posted a sign about "Your Townie Connection in Maine", his Bittersweet Landing Boatyard in South Bristol. Pert Lowell Co. Inc., Lanes End, Newbury, MA 01950, (508) 462-7409.

Pulling boats of various types, in addition to the already mentioned Whitehalls, were the dominant type of boat exhibited in numbers. Several different ways of providing the pleasures of rowing, some with auxiliary sail, were presented. Chris Stickney of St. George, Maine, was perhaps the most hard-core traditionalist, he had two of his flat bottom workboat finished rowing skiffs displayed. Chris talks earnestly about the merits of true traditionally built wooden boats, and admits to still struggling to make the business viable after a dozen years in the boatbuilding trade working for others. Like, you wait a while after you build the boat until it sells and you can start another. The classic undercapitalized small boat builder. His boats were very well done 8' and 12' flat bottom skiffs, fitted with oars he also makes. Chris Stickney, Box 146, St. George, ME 04857, (207) 372-8543.

Walter Webber's little 10' cold molded double-ender looked so much like a fiberglass hull that he had to explain otherwise to just about everyone who stopped to look. Walter's business, "The Oar Shop" is named after his father's little workshop back home that he had so named in bygone times. Walter is not yet making oars, but plans to do so. In the meantime, his little tender is the main product, supplemented by custom boatbuilding to order, and he's working to get the weight down under 50 pounds for really easy cartopping. Walter Webber, The Oar Shop, P.O. Box 36, Walpole, ME 04573.

Next to Walter was another little smooth hulled 10' tender, the Longfield Dinghy. This one was fiberglass, heavier at 135 pounds (rowing model). Built by the Longfield Dory Company in East Blue Hill, Maine, this one has a wide array of options offered, including sail and electric power. The latter arrangement has an electric trolling motor built right into the skeg with battery and controls under the center thwart. All pretty much out of sight on the water. The mystery of "ghosting along at 3 knots in a 1 knot breeze explained! The Longfield Dory people

still do build dories, but the dinghy reaches out to a broader potential market. Longfield Dory Co., East Blue Hill, ME 04629, (207) 374-5656.

Rob Lincoln of RKL Boatworks, Mt. Desert, Maine, had his pulling boats also, both a wood-strip Rangeley and a fiberglass hulled "Little Rangeley". Rob's a long way further down the way to being a "business" than many of the small builders, so it was pleasing to hear him say he feels this show is a nice one in which to exhibit. Rob had the smallest boat in the show, a wood-strip mini-tender child's rocker. He's not competing with the Gloucester Rocker people, this little cradle boat took almost as much time to build as a full size boat. It was a eye catcher for some proud gramp, though. RKL Boatworks, P.O. Box 68, Mt. Desert, ME 04660, (207) 244-5997.

Two other small boats were displayed by Small Boat Workshop of Portland, really two separate guys, Henri Gignoux, boatwright; and Ken Leigh, boat restoration. Henri had a lapstrake sailing dory he'd built and Ken had an Old Town skiff he'd restored. Their main pitch, though, was the Small Boat Workshop, a budding program of wooden boat building and restoration courses that's growing out of some up-to-now informal helping out sessions after hours at their shops. They plan a wooden boat repair and restoration course this spring, and a small boat building course next fall. The classes are weekday evenings, so participation is somewhat limited to those who are in the greater Portland area. Small Boat Workshop, P.O. Box 10396, Portland, ME 04104, (207) 775-4338.



Report & Photos
by Bob Hicks



Longfield Dory's "hidden power" in their 10' Longfield Dinghy, a neat job of installing quiet electric propulsion. Rob Lincoln built this elegant cradle boat, he said he'd gladly accept \$3,500 for it (a price I suggested, not he). Ken Leigh (left) and Henri Gignoux (right) and a sample of their restoration work.



Mention of restoration focusses attention on the gorgeous Herreshoff 12-1/2 that had been restored by H&H Boatworks of Brunswick, Maine. It looked like a new boat, but was a painstakingly thorough restoration of a boat long owned by one family. Howard Hagar and Cymbrid Hughes operate a full service yard doing building and restoration on wood or fiberglass. They said they're right now in the process of moving onto waterfront property in

Sebasco Estates, not far from Brunswick. At last, a boatyard on the water. Not an easy thing to achieve in these days of expensive waterfront land. Asked how much of the original 12-1/2 remained, Hughes stated that most of the frames and planking were original. Their work on the trademark Herreshoff bright finished sheer strake with its convex surface was of particular note, all hand formed. H&H Boatworks, Maquoit Rd., Brunswick, ME 04011, (207) 725-5644.

The Landing Boatshop School and the Maine Maritime Museum Apprenticeship each presented their respective approaches to teaching wooden boat building. The Landing had its standard Swampscott dory and Buzzards Bay 18 daysailer built by students, while the Bath folks had an old Rangeley Lake boat in restored condition, fitted out with

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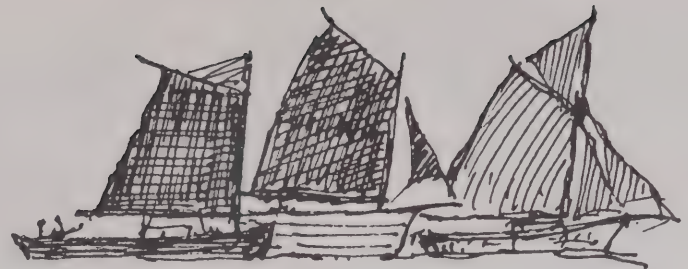
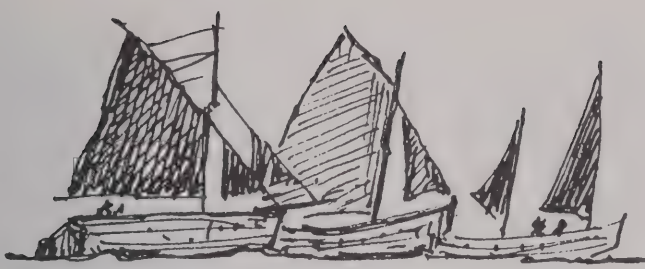
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an early Johnson outboard. That was a surprise, but nice to see. It was appropriate, the Rangeley guides adopted outboards as soon as they could, and the double-ender grew a transom stern to accommodate this. The Landing School, P.O. Box 1490, Kennebunkport, ME 04046, (207) 985-7976. The Maine Maritime Museum Apprenticeship, Percy & Small Shipyard, Bath, ME 04530.

As with our other boat show reports, this does not represent coverage of everything, but rather those boats and people that caught our attention during our visit. I tend towards the builders, obviously, and this show had a really interesting variety to visit. Portland Yacht Services expect to carry on again with the show in 1990. It's worth a visit if you like boats built by the small shops.

Cymbrid Hughes discusses the work that H&H Boatworks does, like the superb Herreshoff 12-1/2 restoration they displayed. The Maine Maritime Museum's Apprenticeship slipped this contemporary outboard onto a restored Rangeley Lake Guideboat.

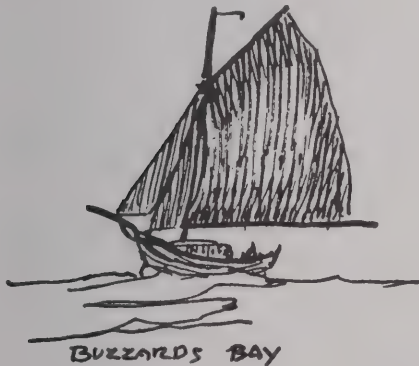


PART II

A Gathering of the Ancient and Honorable Mariners

Story & Illustrations by Tom

We left the Cape Cod Canal on the tide and entered Buzzards Bay. I was at the wheel. The Captain was below being instructed by the boy on the uses of the "Spy" Loran. The boat was moving through a series of standing waves caused by the opposition of the wind and tide. The boat began to hobby-horse. Each wave was perfectly positioned to intensify the motion.



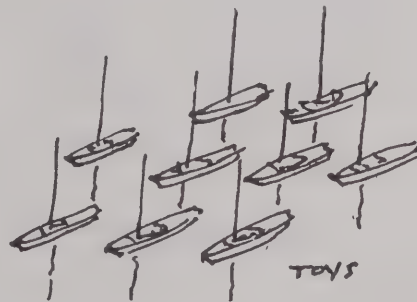
"Quarter the waves!" the Captain yelled from below as he and the boy were being pitched about. Before I could bring the bow over, it buried itself in the trough of a wave. The quarterboards were torn off as the Captain dashed for the wheel, swearing, "It took me weeks to carve those boards!" By then it was too late; they had disappeared.



I felt responsible and incompetent. "I've got no feel for this wheel," I alibied. "I'm more comfortable with a tiller in a Townie." Small consolation to the Captain. we continued along the thin breakwater to port until it ended. Then we turned into Marion harbor.



Disappointingly, there was no statue to greet us at the entrance. Inside, the boats sat in rows like brand-new toys. We rowed ashore to



a grandiose yacht club. There was no one about. The dock, pool and tennis courts looked like they were never used. There wasn't an animal or a bird to be seen. We walked to the center of town where we found a post office, a bookstore, and a Historical Society. Still no one about. In the museum we discovered that the town was connected to the ship "Mary Celeste". It had arti-



facts and a description of its mysterious abandonment in mid-ocean. Outside, the only thing that moved was an empty taxi shuttling back

and forth on the main street. We returned to the club and rowed back out to the boat. We ate a meal as the sun went down, watching the shore for any sign of life. There was none. The town was as much a mystery as the "Mary Celeste".



The boats swung on their moorings as a light fog settled over them. We turned in, to awake the next day as the fog lifted. The silence was shattered by the roar of the beast as it shook the boat and got us underway. We motored out into Buzzards Bay again. Visibility was perfect, but the Captain, having become familiar with the "Spy", became possessed by it. He wanted all the information it could give him. Continuously! The boy had to sit in front of it and punch in questions.



"Give me a bearing, boy," the Captain commanded. "What's my distance to the next mark? Am I on course? Give me a time check.

What's my dead-reckoning position?" Etc. It gave me the uncomfortable feeling that I was' being watched, followed, and badgered.



SAKONNET

Relief came when we anchored in Sakonnet. The boy and the Captain went ashore to have a meal. To break the monotony of ship's fare, I excused myself by explaining that I had very little appetite and no great appreciation for food. So I went off to walk the beach and explore the abandoned light at the harbor entrance. When I found the path that lead to the beach it was blocked by a large sign. "These beaches are to be used only by the natural inhabitants of the township of Little Compton." I was puzzled by what a "natural inhabitant" was.



SIGN

The sign continued, "Sand is to be taken only at low tide." This was equally puzzling, since it was not a sandy beach but completely covered with round, sea-tossed rocks. I didn't bother reading on.

An old man sat on a wall nearby. I asked him if he could explain the sign. He replied, "I just arrived here myself. The whole place doesn't make sense to me. Originally I was taken to Newport and told that's where the money-people lived in the past. Then I was taken here and told this is where the money-people live now."



JUST ARRIVED

We sat and looked in wonder at the shingle-roofed fishing shacks overhanging the shore, surrounded by high hedges and mani-



cured lawns. Expensive cars were parked at the ends of long driveways. All the streets were dead-ends with signs prohibiting everything. I walked the beach, then returned to the waterfront, expecting the Captain and the boy to have finished their meal.

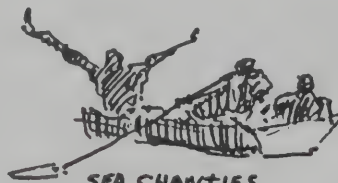
I found the boy cringing with embarrassment while the Captain hopped from table to table, telling Down-East stories. "How much did he have to drink?" I asked the boy.



ENTERTAINING

"Enough," he giggled, pointing to the rum bottle. Only after the Captain was satisfied that he had properly entertained and questioned all the customers, and complemented all the waitresses, did we get him out of there and into the pram.

"Having fun, lads?" he kept asking us. Before we reached the boat he was bellowing sea-chanties.



SEA CHANTIES

"Let's fire the cannon," he suggested as we climbed aboard. "Let them know we're here."

"I think they know we're here," the boy giggled.

"You got to have fun, lads," he encouraged us as he went below.

"You think he's going to bring up the cannon?" the boy asked, fearfully.

"If he does, let's hope he loads it with a blank charge." The boy's eyes widened. The Captain didn't reappear. When we went below, he was asleep.

"Well, he won't be in any condition to sail tomorrow," I told the boy. We crawled into our bunks confident that we could look forward to a leisurely day.



RISE AND SHINE

At sunrise I awoke to the smell of bacon and eggs. "Rise and shine, lads," the Captain shouted cheerfully. "We'll get an early start for Block Island." After breakfast, he fired up the beast and we motored to the dock to fuel up. "This should do me the rest of the season," he told the dock attendant. We cast off and motored out into another windless day.

I noticed that the compass started spinning crazily. "It'll settle down in a minute," the Captain assured us. "Just the motor affecting it." The boy had just finished writing it up in the logbook and put it down to look about.

"That book belongs below, boy! There's a place for everything, and everything in its place!" the Captain chided.

"Where does the book go?" the boy soon asked from below.

"Find a place for it," the Captain said. The boat began rolling as we got further offshore while everything below was desperately trying to find its proper place.



FINDING ITS PROPER PLACE

The noise subsided when everything breakable had broken. The Captain puffed on his cigar and grumbled, "Having fun lads?"

The wind came up on our nose so we continued motoring on over the long ocean swells. It was a splendid day except for the noise and vibration from the beast. Soon Block Island appeared on the horizon. We rounded the island to the right and came upon the first channel marker. A two-masted topsail schooner came up on our stern and followed us into the crowded harbor. We motored through the boats and found a mooring with a conspicuous "\$20" lettered on it.



FOLLOWED IN

"Exorbitant!" the Captain screamed. We grabbed it and tied up, while the Captain grumbled about the harbor pirates.

We lounged in the cockpit. The Captain smoked his cigar and poured himself a generous rum. I lit my pipe and poured myself one too. The boy looked longingly at the land. "For some reason, it reminds me of Fort Sumter," he said innocently, not realizing that he had just started the Civil War again.



LIKE FORT SUMTER

"Lincoln was a great man," the Captain stated flatly. "He made great speeches in cemeteries!"

"Why do we glorify people who cause the greatest disasters?" I asked.

"He preserved the country," the Captain countered..

"By shattering the laws and shambling everyone's life," I replied, pouring myself another rum.

"Can't have the country split up," the Captain said, filling his glass.

"What was more important, the country or the millions of people who were slaughtered? The country can be put back together again, but not the people," I said angrily.

"Slaves had to be freed," the Captain said, biting down on his cigar.



"And the only way it could be settled was for everybody to patriotically butcher one another."

"Great men came out of that war."

"They were all pygmies, inept, stupid and corrupt, still empire building!"

"Damn you, you can't belittle that great war!"

"That war was disgusting. It was like hordes of insects trying to correct the blunders of the politicians."

The boy looked at us wide-eyed, wondering when the fighting would begin. The rum flowed more freely and the argument got more bellicose. We were trapped in the dead past. In a moment of sanity, I declared pompously that if I were on my boat, it would not tolerate this subject.

"What would it do?" the boy asked.

"The Townie would start sinking," I said, smugly. The boy giggled with relief and the Captain chuckled. The Civil War had ended.

We let our minds return to this delightful little harbor as the wind fell away and the sun set. We angelically said good night and tumbled into our bunks while the boat pacifyingly rocked us to sleep.

(To Be Continued).



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Restoring Mrs. Bourne's Canoe

Report & Photos by Ralph Notaristefano

One of the more interesting tasks I undertook in my volunteer role as curator of small craft at the Suffolk Marine Museum in Sayville, NY, was the restoration of a St. Lawrence Boat Company canoe to be part of the small craft exhibit I put together about three years ago. The canoe had particular significance to the Museum as it was purchased in 1925 from Abercrombie &

Fitch by Florence Bourne, who once lived on the estate that is now the Museum grounds. She used to paddle the canoe to do fly fishing and to explore nearby streams. The process of restoring such a canoe lends itself to photographic presentation, so I've constructed this article around the photos in the form of captions.

Arrival of the canoe from the Museum, ready for restoration. Canvas, stems, keel strip and gunwales had been removed.

One gunwale had a slight crack, otherwise the canoe was structurally sound. Her hull was fair in every way.

The worst part of such a restoration is stripping the old varnish and grime from the interior. I used a semi-paste paint and varnish remover, an old toothbrush, bronze wool, scrapers, old socks, anything that would extract the old finish and dirt from all the crannies.

After two separate strippings, the hull looked like this. Final job was hosing it out with water and then lightly bleaching the wood with oxalic acid.

After this stripping was completed, the residue remained in many of the seams between planks. An old grapefruit knife and a vacuum cleaner got much of this, necessary so as not to have new varnish loosening from its adhesion to already loose particles.

The same cleaning of seams was done on the exterior of the hull.

To fair the cracked inwale until the epoxy glue applied to the crack was cured, a fir strip was screwed along the outside.

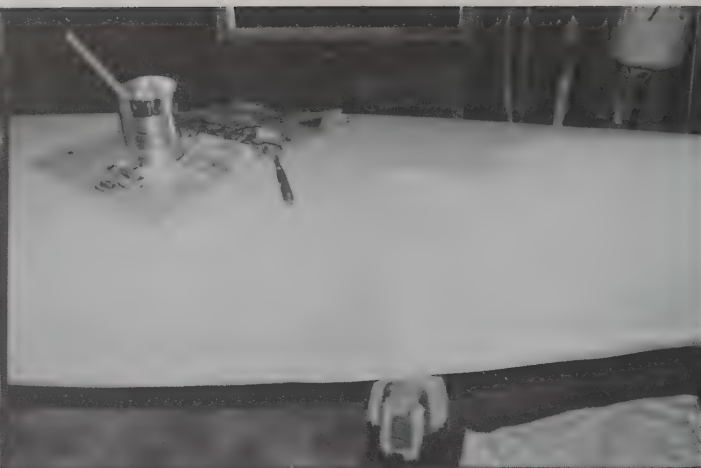
Note the gored strakes and the unusually wide sheer strake. The copper tacks holding the sheer strake in place had unusual star shaped emblems on their heads.

Original mistakes seemed to have occurred. Two short butt pieces are fitted between adjacent ribs with the original carpenter's pencil marks still clearly visible. The canoe had never been damaged nor recanvased, according to family members.

About 14' of canvas was used on the 11' canoe, the excess needed to fully enclose the hull.









Canvas was tacked from the middle of each side with a special canvas stretching tool gripping the edge. I did one entire side before moving around to the other.

With both sides tacked down, the canoe's lovely shape is again apparent.

A special canvas filler, three coats, was applied to fill the weave. I chose to use plastic surgical gloves for smoothing the filler instead of the traditional canvas mitt.

A light sanding of the filler coat was done prior to putting on the base coat of paint.

The primer coats was applied and the difference between the white paint and the light slate color of the filler became apparent.

Ready for the first finish coat. Prior to applying the primer, I had applied the first coat of interior varnish. Then prior to each additional coat of exterior finish paint, I did another interior varnish coat. This allowed the varnish to dry with the canoe inverted, thus in a relatively dust-free environment.

Putting on the exterior paint, a traditional dark green.

Some dust got onto the second coat of exterior paint, so I had to sand this coat smooth and apply a third coat. To avoid another round of dusting, I brought the canoe up

into the house attic where the final coat was applied on a warm summer morning with the windows closed. A nearly dust-free environment.

The seat and thwarts were installed, along with outside stems and keel strip, and the floor boards were repositioned.

My son Alexander would have liked to keep the canoe but it belonged to the Museum.

A pleasant moment enjoying the rewards of one's efforts.

I obtained the canvas, brass and copper canoe tacks and canvas filler from Old Town Canoe Company. Northwoods Canoe Shop provided bronze carriage bolts and brass stem bands and other bronze fasteners. I also relied on Northwoods' owner Rollin Thurlow's book, "The Wood & Canvas Canoe" for direction on the restoration. This book is invaluable to anyone interested in traditional wood/canvas canoes and Rollin can supply it along with other necessities for restoration. Call him at (207) 564-3667, or send him \$17.95 (postage included) for your copy, Northwoods Canoe Shop, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426. All the rest of the materials were obtained at local hardware stores with marine Interlux paint from the local marine supply store.

Ralph Noaristefano, Northport, NY.

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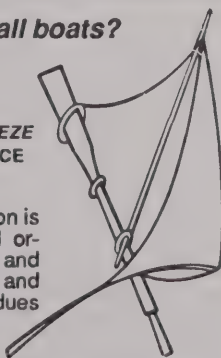
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AN OKEFENOKEE DIARY

October 29, 1988. As we ten canoeists met in Waycross, Georgia, the temperature stood at 84 degrees under sunny skies, a good sign for our next five days' paddle through the Okefenokee Swamp.

October 30, 1988. Overnight a cold front blew in, leaving an overcast morning, hinting that the foul weather gear should be packed. We all met for breakfast and then a 25 minute drive to the put-in at Kingfisher Landing. Within a half-hour the boats were loaded and we were on our way on a five day "cruise to nowhere". It appeared that nobody was carrying any unneeded gear.

The first wildlife of the trip were the abundance of wildflowers still in bloom, 23 varieties, an occasional bird, but no gators! We arrived at our first platform shortly before dark, twelve long Georgia miles today. Upon nightfall, the surroundings were full of wild life, the red eyes of gators, raccoons and what sounded like a wild boar, but turned out to be a wild snore!

October 31, 1988. Upon awakening, we cooked and packed up in the dark for an 8 a.m. put-in. The paddling was tough, moving loaded boats through high swamp grass and lily pads. We noticed a spiderweb and skeleton hanging from the Bousquet canoe in honor of Halloween. The massive cypress dressed out with Spanish moss looked spooky above the reflected swamp below. Tonight the wind blowing through the trees howled from a dark and moonless sky.

November 1, 1988. This morning we sprint a short 4 miles to land, Floyd's Island and the "haunted house". After carrying gear and boats, we set up our tents in and out of the house. We set out to explore under a gorgeous sunny blue sky and cut up firewood with Kevin's smuggled 12 lb splitting maul. The island was teeming with life; pileated woodpeckers, a rattle snake, an owl, deer and garbage devouring raccoons. The campfire was hot, the stories spooky, and Richie's and Ron's costumes scary.

November 2, 1988. This morning's paddle holds much suspense, will we hit the infamous congested paddling through the twisty-turny

Modest Adventures



narrows leading to Bluff Lake? Will it take 20 minutes? Or two hours of push and pull? Luck was with us as we breezed through the spider webs to our platform. As we set up for our last night, George and Mary Ellen sipped wine from their long-stemmed glasses. We sat counting shooting stars and waited for the arrival of the infamous Bluff Lake coons, the silence was deafening.

November 3, 1988. I can't believe today we have to leave "the swamp". We paddle through the deepest water so far, as Georgia identifies the "pileated stump". Our muscles ache as we recall the sandhill cranes, white ibis, American egrets, assorted hawks, great blue heron, canoe jumping pickerel, and the only two alligators we have seen. As we approach the take-out, Barbara and I are making plans for our return, with Maureen and Kelly, to "the swamp".

At the take-out, we packed our gear, imbibed a few cold ones, and took our group portraits of the "Survivors of the Swamp, '88".

By Kevin Stock, from "Blazing Paddles", newsletter of the Nissequogue River Canoe Club, P.O. Box 124, Kings Park, NY 11754.

"LIBERTE" GOES TO HULL

It was an interesting sight on a February day on the south side of Pier 2 in the old Navy Yard in Charlestown, Massachusetts, now under jurisdiction of the National Park Service. Several small boats, including the French Gig "Liberte" lay tied to a float between the retired lightship "Nantucket" and the caisson of Drydock #1. People on the dock were engaged in donning February type seagoing attire.

When Ed McCabe arrived from Hull on the commuter boat, the group readied for action. Oars, masts, sails and other gear were all stored aboard the 38' craft and another small boat that was to be towed to Hull was tied on astern. Ed began assigning rowing stations to the crew and instructing them on their duties. Those assigned to man the halyards were shown how to tie them off with quick release knots and to drop sails FAST if trouble developed. Two young wo-

men were assigned to thwarts well astern to row "Liberte" clear of the piers, and then they would handle the sheets of the lugsails. My only active part in all this was to throw off the bowline as "Liberte" turned around to head out.

At this moment, a passer-by stopped to watch and inquired, "How come with all those guys on board they have two women rowing?"

I answered that they were just lucky, I guessed. The real reason I knew was that they were the most experienced at that job. My last view of them was from the end of Pier #1 as they headed down harbor, both lugsails reefed and set, and moving very well.

This intrepid group setting off on the February sea for a nine mile sail/row from Boston's inner harbor down through the harbor islands to Hull, included the following people: Ed McCabe from the Hull Lifesaving Museum; Anne Grimes and Robert Kihne from the U.S.S. Constitution Museum; Phil Hunt and Joe Brue from the National Park Service; two women both named Lisa from Hull; Helen from the Thompson Island Outward Bound, and a middle school student whose name I failed to obtain.

I learned a week later that they did get to Hull safely, but not without problems. A wind shift to the east enroute caused them to change course and resulted in more rowing in the lee of the islands. The passage through Hull Gut was difficult with an outgoing tide opposing the onshore wind creating the usual lumpy seas.

I understand that despite the weather on the 25th (northeast winds at 25 knots, snow, temperature in the low twenties), the Snow Row did take place. Action was enlivened in one race, I heard, when two boats headed for a narrow bridge opening, both feeling they had the right-of-way. The resulting locked oar episode did cause some rule changes to be made to clarify the issue.

Well, I kind of wished I could have been on that passage down to Hull on a winter's day in February.

Dick Berg, Rochester, NH.

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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 X.

FROM CAPE HATTERAS TO CAPE FEAR, NORTH
CAROLINA.

CAPE HATTERAS LIGHT. — HABITS OF BIRDS. — STORM AT HATTERAS INLET. — MILES OF WRECKS. — THE YACHT JULIA SEARCHING FOR THE PAPER CANOE. — CHASED BY PORPOISES.

CAPE HATTERAS is the apex of a triangle. It is the easternmost part of the state of North Carolina, and it extends farther into the ocean than any Atlantic cape of the United States. It presents a low, broad, sandy point to the sea, and for several miles beyond it, in the ocean, are the dangerous Diamond Shoals, the dread of the mariner.

The Gulf Stream, with its river-like current of water flowing northward from the Gulf of Mexico, in its oscillations from east to west frequently approaches to within eighteen or twenty miles of the cape, filling a large area of atmosphere with its warmth, and causing frequent local disturbances. The weather never remains long in a settled state. As most vessels try to make Hatteras Light, to ascertain their true position, &c., and because it juts out so far into the Atlantic, the locality has become the scene of many wrecks, and the beach, from the cape down to Hatteras Inlet, fourteen miles, is strewn with the fragments of vessels.

The coast runs north and south above, and east and west south of the cape. The old light-house had been replaced by the finest light-tower I had ever examined, which was completed in 1870. It is one hundred and ninety feet in

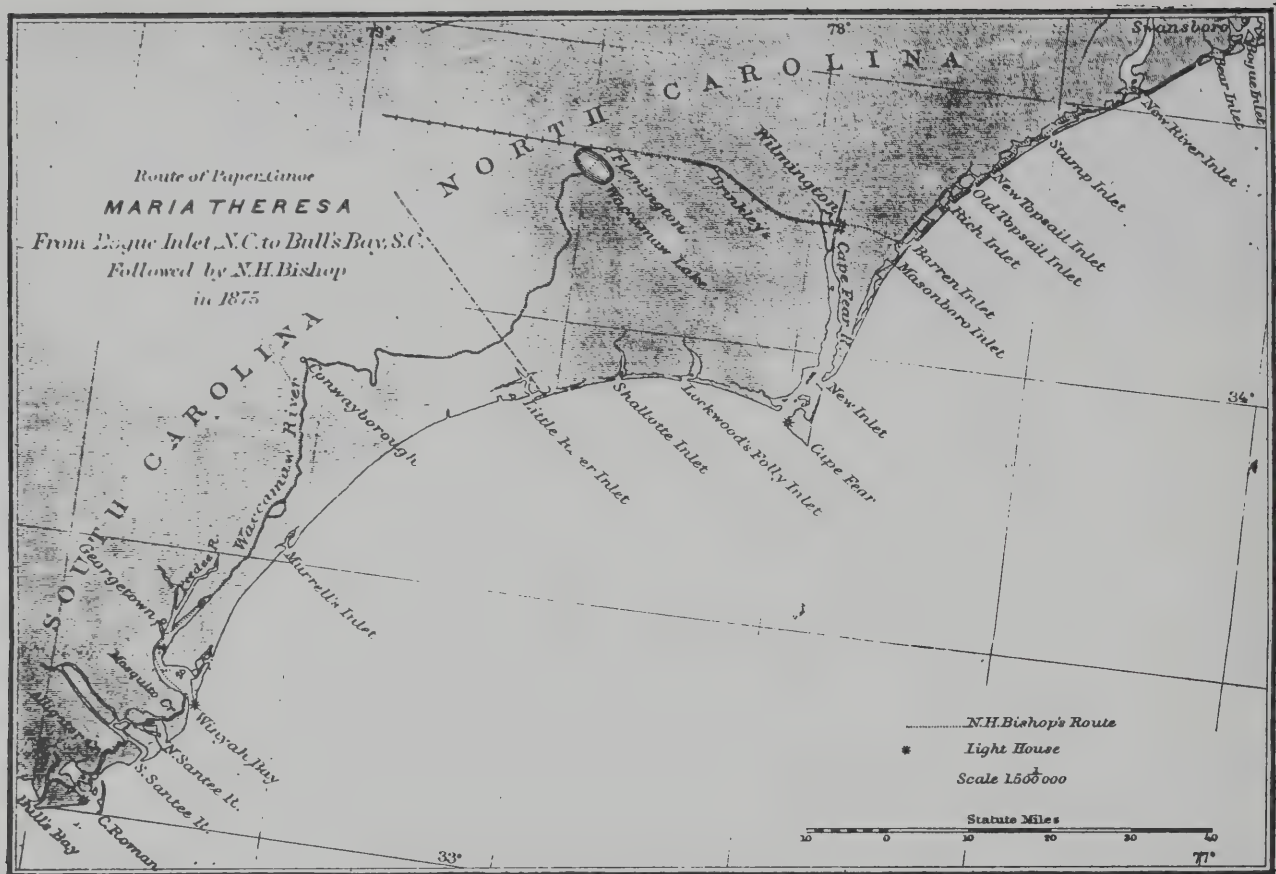
height, and shows a white, revolving light.

Body Island Light, though forty feet less in elevation, is frequently seen by the Hatteras light-keeper, while the splendid Hatteras Light had been seen but once by Captain Hatzel, of Body Island. One nautical mile south of Hatteras Light is a small beacon light-tower, which is of great service to the coasting-vessels that pass it in following the eighteen-foot curve of the cape two miles from the land inside of Diamond Shoals.

While speaking of light-houses, it may be interesting to naturalists who live far inland to know that while (as they are well aware) thousands of birds are killed annually during their flights by striking against telegraphic wires, many wild-fowls are also destroyed by dashing against the lanterns of the light-towers during the night. While at Body Island Beach, Captain Hatzel remarked to me that, during the first winter after the new light-tower was completed, the snow-geese, which winter on the island, would frequently at night strike the thick glass panes of the chamber, and fall senseless upon the floor of the gallery. The second season they did not in a single instance repeat the mistake, but had seemingly become educated to the character of the danger.

* I have seen one lantern damaged to the amount of five hundred dollars, by a goose breaking a pane of glass and striking heavily upon the costly lens which surrounds the lamp. Light-keepers sometimes sit upon the gallery, and, looking along the pathway of light which shoots into the outer darkness over their heads, will see a few dark specks approaching them in this beam of radiance. These specks are birds, confused by the bright rays, and ready to fall an easy prey to the eager keeper, who, quickly levelling his double-barrelled gun, brings it to bear upon the opaque, moving cloud, and with the discharge of the weapon there goes whirling through space to the earth below his next morning's breakfast of wild-fowl.

I found Mr. W. R. Jennett and his first assistant light-keeper, Mr. A. W. Simpson, intelligent gentlemen. The assistant has devoted his time, when off duty, to the study of the habits of food-fishes of the sound, and has furnished the United States Commission of Fisheries with several papers on that interesting subject.



Here also was Mr. George Onslow, of the United States Signal Service, who had completed his work of constructing a telegraph line from Norfolk along the beach southward to this point, its present terminus. With a fine telescope he could frequently identify vessels a few miles from the cape, and telegraph their position to New York. He had lately saved a vessel by telegraphing to Norfolk its dangerous location on Hatteras beach, where it had grounded. By this timely notice a wrecking-steamer had arrived and hauled the schooner off in good condition.

A low range of hills commences at Cape Hatteras, in the rear of the light-house, and extends nearly to Hatteras Inlet. This range is heavily wooded with live-oaks, yellow pines, yaupons, cedars, and bayonet-plants. The fishermen and wreckers live in rudely constructed houses, sheltered by this thicket, which is dense enough to protect them from the strong winds that blow from the ocean and the sound.

I walked twelve miles through this pretty, green retreat, and spent Sunday with Mr. Homer W. Styron, who keeps a small store about two miles from the inlet. He is a self-taught astronomer, and used an ingeniously constructed

telescope of his own manufacture for studying the heavens.

I found at the post-office in his store a letter from a yachting party which had left Newbern, North Carolina, to capture the paper canoe and to force upon its captain the hospitality of the people of that city, on the Neuse River, one hundred miles from the cape. Judge I. E. West, the owner of the yacht "Julia," and his friends, had been cruising since the eleventh day of the month from Ocracoke Inlet to Roanoke Island in search of me. Judge West, in his letter, expressed a strong desire to have me take my Christmas dinner with his family. This generous treatment from a stranger was fully appreciated, and I determined to push on to Morehead City, from which place it would be convenient to reach Newbern by rail without changing my established route southward, as I would be compelled to do if the regular water route of the Neuse River from Pamlico Sound were followed.

On this Saturday night, spent at Hatteras Inlet, there broke upon us one of the fiercest tempests I ever witnessed, even in the tropics. My pedestrian tramp down the shore had scarcely ended when it commenced in reality. For miles along

the beach thousands of acres of land were soon submerged by the sea and by the torrents of water which fell from the clouds. While for a moment the night was dark as Erebus, again the vivid flash of lightning exposed to view the swaying forests and the gloomy sound. The sea pounded on the beach as if asking for admission to old Pamplico. It seemed to say, I demand a new inlet; and, as though trying to carry out its desire, sent great waves rolling up the shingle and over into the hollows among the hills, washing down the low sand dunes as if they also were in collusion with it to remove this frail barrier, this narrow strip of low land which separated the Atlantic from the wide interior sheet of water.

The phosphorescent sea, covered with its tens of millions of animalcula, each one a miniature light-house, changed in color from inky blackness to silver sheen. Will the ocean take to itself this frail foothold?—we queried. Will it engulf us in its insatiable maw, as the whale did Jonah? There was no subsidence, no pause in the storm. It howled, bellowed, and screeched like a legion of demons, so that the crashing of falling trees, and the twisting of the sturdy live-oak's toughest limbs, could hardly be heard in the din. Yet during this wild night my storm-hardened companion sat with his pretty wife by the open fireplace, as unmoved as though we were in the shelter of a mountain side, while he calmly discoursed of storms, shipwrecks, and terrible struggles for life that this lonely coast had witnessed, which sent thrills of horror to my heart.

While traversing the beach during the afternoon, as wreck after wreck, the gravestones of departed ships, projected their timbers from the sands, I had made a calculation of the number of vessels which had left their hulls to rot on Hatteras beach since the ships of Sir Walter Raleigh had anchored above the cape, and it resulted in making *one continuous* line of vessels, wreck touching wreck, along the coast for many, many miles. Hundreds of miles of the Atlantic coast beaches would have been walled in by the wrecks could they have come on to the strand at one time, and all the dwellers along the coast, outside of the towns, would have been placed in independent circumstances by wrecking their cargoes.

During this wild night, while the paper canoe was safely stowed in the rushes of the marsh at the cape, and its owner was enjoying the warmth of the young astronomer's fire at the inlet, less than twenty miles from us, on the dangerous edge of Ocracoke shoals, the searching party of the yacht Julia were in momentary expectation of going to the bottom of the sound. For hours the gallant craft hung to her anchors, which were heavily backed by all the iron ballast that could be attached to the cables. Wave after wave swept over her, and not a man could put his head above the hatches. Then, as she rolled in the sea, her cabin-windows went under, and streams of water were forced through the ports into the confined space which was occupied by the little party. For a time they were in imminent danger, for the vessel dragged anchor to the edge of the shoal, and with a heavy thud the yacht struck on the bottom. All hopes of ever returning to Newbern were lost, when the changing tide swung the boat off into deeper water, where she rode out the storm in safety.

Before morning the wind shifted, and by nine o'clock I retraced my steps to the cape, and on Tuesday rowed down to Hatteras Inlet, which was reached a little past noon. Before attempting to cross this dangerous tidal gate-way of the ocean I hugged the shore close to its edge, and paused to make myself familiar with the sand-hills of the opposite side, a mile away, which were to serve as the guiding-beacons in the passage. How often had I, lying awake at night, thought of and dreaded the crossing of this ill-omened inlet! It had given me much mental suffering. Now it was before me. Here on my right was the great sound, on my left the narrow beach island, and out through the portal of the open inlet surged and moaned under a leaden sky that old ocean which now seemed to frown at me, and to say: "Wait, my boy, until the inlet's waves deliver you to me, and I will put you among my other victims for your temerity."

As I gazed across the current I remarked that it did not seem very rough, though a strong ebb was running out to the sea, and if crossed immediately, before the wind arose, there could be no unreasonable risk. My canvas deck-cover was carefully pulled close about my waist, and a rigid inspection of oars and row-locks was made;

then, with a desire to reserve my strength for any great demand that might be made upon it a little later, I rowed with a steady stroke out into Hatteras Inlet. There was no help nearer than Styron's, two miles away on the upper shore, while the beach I was approaching on the other side was uninhabited for nearly sixteen miles, to the village at its southern end, near Ocracoke Inlet.

The canoe crossed the upper ebb, and entered an area where the ebb from the opposite side of the inlet struck the first one. While crossing the union of the two currents, a wind came in at the opening through the beach, and though not a strong one, it created a great agitation of the water. The dangerous experience at Watchepreague Inlet had taught me that when in such a sea one must pull with all his strength, and that the increased momentum would give greater buoyancy to the shell; for while under this treatment she bounced from one irregular wave to another with a climbing action which greatly relieved my anxiety. The danger seemed to be decreasing, and I stole a furtive glance over my shoulder at the low dunes of the beach shore which I was approaching, to see how far into the inlet the tide had dragged me. The white water

to leeward warned me of a shoal, and forced me to pull hard for the sound to escape being drawn into the breakers. This danger was hardly passed, when suddenly the waters around me seethed and foamed, and the short waves parted and closed, as great creatures rose from the deep into the air several feet, and then fell heavily into the sea. My tiny shell rocked and pitched about wildly as these animals appeared and disappeared, leaping from the waves all around me, diving under the boat and reappearing on the opposite side. They lashed the current with their strong tails, and snorted or blowed most dismally. For an instant surprise and alarm took such possession of me that not a muscle of my arms obeyed my will, and the canoe commenced to drift in the driving stream towards the open sea. This confusion was only momentary, for as soon as I discovered that my companions were porpoises and only old acquaintances, I determined to avoid them as soon as possible.

With a quick glance at my stern range, a sandhill on the shore of the inlet, and another look over my shoulder for the sand dunes of the other side, I exerted every muscle to reach the beach; but my frisky friends were in no mood to leave me, but continued their fun with increased energy as reinforcements came up from all directions. The faster I rowed the more they multiplied, ploughing the sea in erratic courses. They were from five to seven feet in length, and must have weighed from two hundred to four hundred pounds each. Though their attentions were kindly meant, their brusqueness on such an unsteady footing was unpardonable. I most feared the strong, shooting movements of their tails in the sudden dives under my canoe, for one sportive touch of such a *caudality* would have rolled me over, and furnished material for a tale the very anticipation of which was unpleasant.

The aquatic gambols of the porpoises lasted but a few minutes after they had called in all their neighbors, and had chased me into three feet depth of water. They then spouted a nasal farewell, which sounded more catarrhal than guitaral, and left me for the more profitable occupation of fishing in the tide-way of the inlet, while I rowed into a shallow cove, out of the ebb, to rest, and to recover from the effects of my fright.

(CHAPTER X TO BE CONTINUED)

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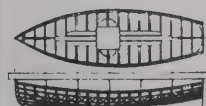
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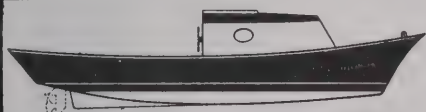
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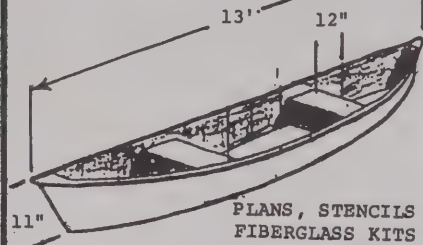
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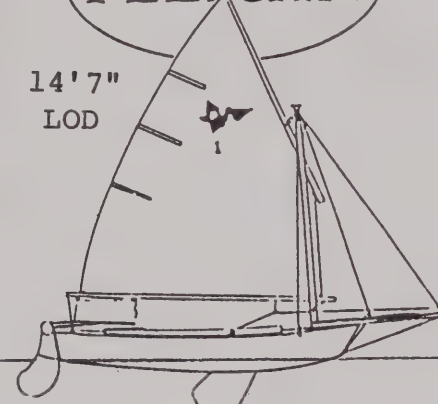


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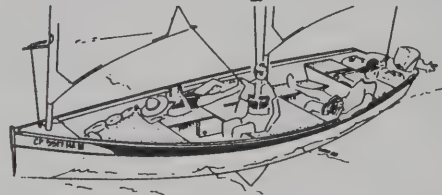
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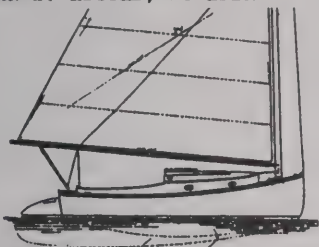


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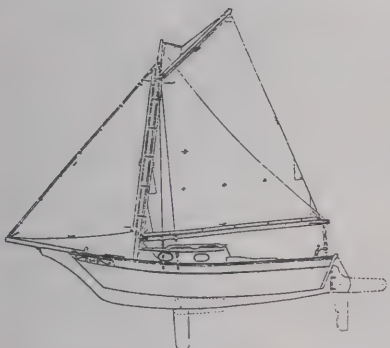
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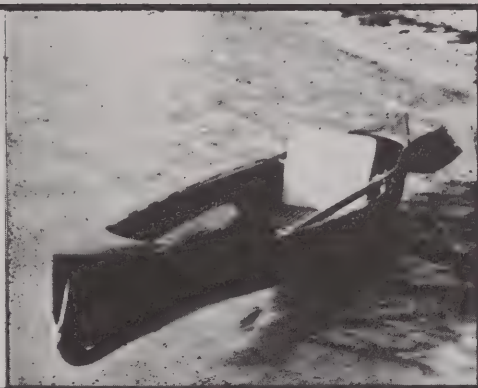
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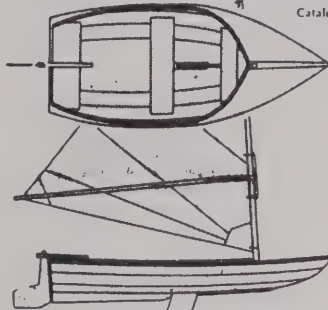
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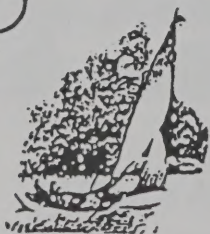
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