



messing about in BOATS

Twice a Month!

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messing about in BOATS

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OUR GUARANTEE: IF AT ANY
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TION OF YOUR SUBSCRIPTION
PAYMENT.

Our Next Issue...

Will include the story of a
February row/sail from Hull to
Newburyport, Massachusetts, in 38'
gigs; a report on a Maine tourist
bureau idea for "easy cruising" on
the Maine Coast this summer; a
couple of reports on access to boat-
ing pleasures for the handicapped;
a look at a gathering of multioared
pulling boats in Boston Harbor or-
ganizing for the national races lat-
ter in the year; some close up pho-
tos of the Gloucester schooner "Ad-
venture"; the second installment of
"Peter Duff Builds Himself a
Schooner"; a collection of letters
by Weston Farmer; details on one
man's low cost sliding seat rig for
a Whitehall; some hilarious "letters
to the editor" of a Gloucester news-
paper on local boating nomencla-
ture; further "Modest Adventures";
and as many of five pages of de-
signs and projects on hand that
will fit in.

On the Cover...

One of Gard Callinan's Adiron-
dack Guideboats awaits a spring
outing, now that it's May this
seems no longer a remote possibi-
lity.

Commentary

BOB
HICKS

The person who finds he wish-
es to build boats enough to try to
make it a livelihood is undertaking
an enterprise that has pretty well
proven to be one that is unreward-
ing financially. Looking over a list
of about 100 small boat builders
I've assembled from the New Eng-
land and nearby New York area
alone, I see few who are "making
money" in the current view of what
that means. Most are scraping
along at a survival level, feeding
and housing themselves and fami-
lies, not suffering poverty, but
hardly "making money" in the busi-
ness objective sense. They strug-
gle on this way apparently because
they love their work.

Yet, I hear the cry from
amongst them that it's about time
they did make some money, they've
put in the years of struggle and
sacrifice of creature comforts and
now they think they're due for
cashing in. People who go into
other sorts of small businesses and
persevere and build quite often do
reach that cashing in point. But,
this typically occurs when the
business engaged in is one that cat-
ters to a sufficiently large segment
of society that statistically there's
eventually enough business. The
product or service would be some-
thing for which there is a reason-
able demand.

This is where the small boat
builder has missed the boat. Small
custom built boats, however loving-
ly crafted, are not in great de-
mand. The market for them is very
small and, judging from the prices
asked, limited to people of ample
means for whom a \$5,000 small sail-
ing skiff is just a casual toy. Some
of the more successful small build-
ers have built up a list of custo-
mers of this sort. Some even have
what amounts to a "patron", a guy
with the cash who comes back al-
most every year for yet another
boat.

There are builders who are
able to indulge their love of boat-
building because they have alterna-
tive sources of money, be they
working wives or inherited wealth.
These builders are really just run-
ning hobby businesses. Those who
have no such support systems and
yet struggle on towards the impos-
sible dream can only envy such
fortunates.

I've had occasion to meet
would-be builders who lovingly
crafted a small boat, figured up

what they had to get for it, asked
the price either in advertising or
at a boat show, and found no ta-
kers. The price was too high for
us everyday sorts, and the builder
too unknown to attract the folks
with the deep pockets. Regardless
of the merits of the boat involved,
it doesn't sell. And the builder
doesn't go into the business.

Then there are the builders
who start off with the altruistic
mission of building a nice small
boat at an "affordable" price, an
"everyman's" small boat, an alter-
native for the person of limited
means to the cheap production fi-
berglass boats that the majority of
boat buyers acquire. After a
couple of years of building and
selling at budget levels, the altru-
ism fades away in the face of reali-
ty. They're working for \$2 an
hour! The nature of building small
hand-crafted boats is labor inten-
sive. There's no escape from the
implacable onrush of hours as a
boat takes shape. And, interest-
ingly enough, the fact that the boat
offered is at a quite reasonable
price doesn't always result in do-
ing a lot of business either. So,
altruism goes out the window, the
price is tripled to a level that will
reward the builder, and he goes
looking for the deep pocket guys.

Low volume boatbuilding by
one man shops is not a business,
it's a craft. It's almost like being
an artist, a sculptor, a writer, a
photographer, an illustrator. At-
tracting customers in today's mass
volume markets for almost any pro-
duct or service is just about im-
possible for the unknown hopeful.
And just like the majority of peo-
ple who would support themselves
as artists, writers, photographers,
or such craftspeople, the small
boat builder hopeful is unlikely to
succeed. He has to do something
else to survive economically.

In the light of this, I think
that anyone who is surviving in
small boat building at an income
level that does not require outside
subsidies cannot reasonably expect
to be eventually rewarded by mak-
ing some real money. It isn't out
there. Building small boats for the
pleasure of doing it, and achieving
a level of business that will pay
the bills is a pretty high level of
success in this trade. Those few
who land the big bucks custom ord-
ers are not the norm.



Your Commentary

WANTS TO PADDLE LOCAL CREEKS

I picked up your magazine at a canoe and kayak shop in Rockville, Maryland. Very impressive with very interesting material.

I'm in the market for a sea kayak to paddle around the creeks near my summer home at the mouth of the Potomac River where it enters Chesapeake Bay. I'm new to this sport and have been reading as much about it as I can get my hands on. I own a 17' sailboat, but now want to explore the many creeks around my area in the northern neck of Virginia during the summer months.

L. Archambeault, Bowie, MD.

RUSHTON CAME A BIT TOO EARLY

I'm interested to note the number of persons who are now building boats based on the plans of Rushton. Two years ago I built a 14' Rushton pulling boat out of the red cedar I am now selling (see classifieds). Before it was fiberglassed it weighed 25 pounds. Putting on the fiberglass brought it up to 60 pounds.

Rushton was certainly a trend setter, but came a bit too early.

Roy Farnsworth, Auburn, ME.

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WHEN & WHERE?

I would like to comment on the articles you publish from time to time by Weston Farmer. I enjoy seeing the detailed boat designs and Farmer's comments and opinions are always fun to read. But, I would like to suggest that if such articles are reprints, you would be doing your readers a real service by including the "when and where" of the original publication of the articles.

Phil Thiel, Seattle, WA.



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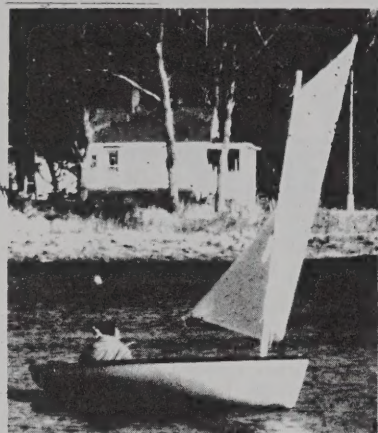
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HAPPENINGS

MISERY ISLAND ROWING RACE & CHOWDER FESTIVAL

Henry Szostek will again hold his annual rowing race around Misery Island in Salem Sound off Beverly, Massachusetts, on May 13th, starting on the island at 11 a.m. Boats may be launched from West Beach on Rt. 127 in Beverly Farms, about a half-mile from Misery Island. Classes for various rowing and paddling craft are provided, with custom made awards, plus a superb chowder luncheon on the island following the event. Call Henry Szostek at (508) 927-1834 for details and registration information.

ESSEX RIVER RACE

Rowers and paddlers can make it a weekend on the Massachusetts north shore by taking in the Misery Island Race (above) and next day, May 14th, going to nearby Essex, Massachusetts, for a tenmile race down the Essex River to Essex Bay and back, organized by the Cape Ann Rowing Club. This is a tidal river so the event begins at 7:30 a.m. with registration opening at 7 a.m. The \$5 entry fee includes a clam chowder lunch afterward, courtesy of Woodman's Restaurant. Starting location is opposite Callahan's Restaurant on the causeway (Rt. 133) by the granite statue. Call Glenn Towne at (508) 768-7933 or John Spencer at (508) 546-9022 for information or registration.

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.

IPSWICH RIVER CANOE TRIPS

The Appalachian Mountain Club is sponsoring two canoe trips on the Ipswich River in northeastern Massachusetts, on May 13th (call (508) 744-3729) and on June 11th (call (508) 644-5984). Special emphasis will be placed on bird watching opportunities.

METROPOLITAN NEW YORK KAYAKING

Sea kayakers in the metropolitan New York City area are invited to join on May 6th a launch sites paddle-in, demonstrating need and use of designated sites. Contact Eric Klein at (718) 783-2306.

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.

OCEAN DORY ROWING

The Cape Cod Viking Ocean Dory Rowing Club on Cape Cod begins its summer season of Saturday outings On June 3rd with a tour of Lewis Bay. For a complete listing of outings and locations for launching, and information on joining the group, call Mike Orbe at (508) 420-5487 or write to him at 992 Bumps Rd., Centerville, MA 02632.

SCALE MODEL SPRING REGATTA

The Minuteman Model Yacht Club of Needham, Massachusetts, has its Spring Regatta for scale model radio controlled boats scheduled for May 21st at Rocky Woods, starting at 10 a.m. Non-members are welcome to attend. For information call Joe Perez at (617) 522-4981.

CIRCUMNAVIGATION OF PETTY'S ISLAND

The Philadelphia Maritime Museum TSCA will host its 8th Annual Circumnavigation of Petty's Island on May 20th starting at noon from Pyne Point Marine. The outing is for traditional small rowing and paddling craft. Contact the TSCA, Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106 for information.

SEBAGO SEA KAYAKING WEEKEND

On May 20th and 21st the Sebago Canoe Club of Brooklyn, New York, will organize a sea kayaking weekend with a campout at Bodine Field on the Wading River in New Jersey, with a trip into Delaware Bay to watch migrating birds, and possibly into Brigantine Wildlife Refuge salt marshes. Call Zach Abrams at (718) 434-5785 or Chuck Sutherland at (215) 453-9084 for information.

CEDAR KEY BEACH CRUISING MEET

The Fifth Annual Cedar Key Small Boat & Beach Cruising Meet in Cedar Key, Florida, is scheduled for May 6th and 7th. While this late notice may be too late, you can contact Mike Leiner at (904) 543-5307 for information.

MARITIME HISTORY SYMPOSIUM

The Maine Maritime Museum's 17th Annual Maritime History Symposium is scheduled for May 5-7 in Bath, Maine, in the new building not yet formally opened to the public. A reception on the 5th will be followed by lectures, discussions and social activities on the 6th and until noon on the 7th. Topics of maritime interest include Maine shipmasters and shipbuilders and their families; colonial Australian shipbuilding; underwater archeology on a Civil War wreck; and personal recollections of a 1909 ship launching. While registration closed on April 15th, interested persons should call (207) 443-1316 to ascertain present status and possibility of late registration, and program details.

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.

SOUTH STREET SEAPORT SPRING LAUNCHINGS

This is the title of a one-day program on May 6th at which members, their families, volunteers and friends are invited to spend the day tidying up the South Street Seaport Museum in New York City for the oncoming season. It's an "all hands on deck" sort of work party day. Participants receive free caps and lunch on the deck of "Wavertree". And the thanks of the South Street Seaport Museum. While this notice is late and the date is close, contact Patricia Sands at (212) 669-9400 if you wish to participate.

NEW YORK HARBOR CRUISES

South Street Seaport's 1885 schooner "Pioneer" will sail in New York harbor from May 1st through September 17th on weekends, holidays and selected weekdays. Two and three hour cruises are offered at \$15 and \$22 (adults). The restored "DeWitt Clinton" steamboat and the sidewheeler "Andrew Fletcher" will also offer cruises several times daily at \$10 (adults) through November 5th. Reservations are suggested. Call (212) 669-9416 for reservations or for chartering information.

8TH ANNUAL SEA KAYAKING SYMPOSIUM

L.L. Bean hosts the 8th Annual Sea Kayaking Symposium August 4-6 at the Maine Maritime Academy in Castine, Maine. This event fills its quota very rapidly, mainly from those turned away last year, but if you really think you'd like to attend, call L.L. Bean at (800) 341-4341, ext. 7800 for up-to-date information on remaining openings and a registration brochure.

MARBLEHEAD RACE WEEK 100TH ANNIVERSARY

World class sailboat racing has gone on in Marblehead, Massachusetts for 100 years as of 1989, so the 1989 Race Week scheduled for July 23-30 has special significance. Twenty different one-design classes will race during the week, plus PHRF ocean racing. Opening day ceremonies will include a parade through the historic old town, a concert, etc. Hopes are high for attracting up to 300 boats for the racing. If you wish to be kept informed of events or take part in the racing, inquire for details from the Marblehead Race Week Centennial Committee, P.O. Box 382, Marblehead, MA 01945.

INTERNATIONAL WHALEBOAT MATCH RESCHEDULED

Mystic Seaport Museum has rescheduled the International Whaleboat Match Race with Australia from August 19th to September 17th. A year ago a Seaport crew went to Australia and won a match race there over Australian whaleboats. A best two out of three series over a figure eight 2,000 meter course off the Museum waterfront will determine the winner. The 28' "Beetle" whaleboats are being constructed at the Seaport by Willets Ansel. They carry a crew of five oarspersons and a boatsteerer. On the 16th, local teams representing corporate sponsors will engage in events, and that evening there'll be a whaleboat party on the Museum grounds for all involved.

BASIC CANOEING COURSE

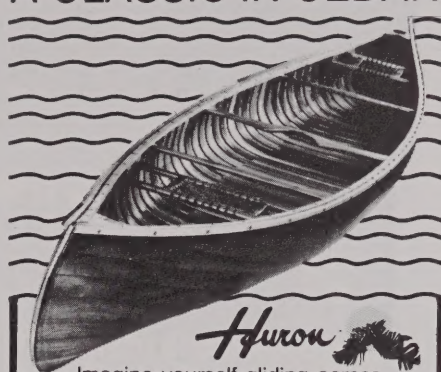
The Sebago Canoe Club of Brooklyn, New York, will run a basic canoeing course beginning May 16th, at their clubhouse in Brooklyn and at Lake Sebago in Harriman State Park. One evening session and two on-the-water weekend sessions are planned. Fee is \$55. Call Jerry Horn at (718) 332-7230 for details and registration.

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PATROLLING THE SACO

Canoeists on the Saco River in western Maine will be expected to behave themselves this summer, something apparently not taken for granted. Officers from the State of Maine Police, the Maine Warden Service, the Maine Forest Service, the Maine Liquor Enforcement Service and the Fryeburg Police Department will patrol the river to ensure good behavior and protect private property along its banks. I didn't know canoeists were so rowdy!

BOOKS BOOKS

The American Canoe Association BOOKSERVICE offers the most extensive selection of canoeing and kayaking books, river guides and maps available in the U.S. Whether you are a seasoned paddler or just getting started, books can add greatly to your "gear" and make great gifts, too. For our new catalog of over 200 items, write:

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EXPLORERS AT SEA

"Our 1989 season begins May 20th. We are very excited about the new programs we have added to our sea kayak trip schedule. Our "Family Island Camping Weekend" on July 15-16 is for ten year olds (and

up) and their families. And we'll have a nine-day adventure with the American Youth Foundation, and four Maine Island Trail Association exploring days at discount to MITA members. Last year our three-day explorer trips were our biggest

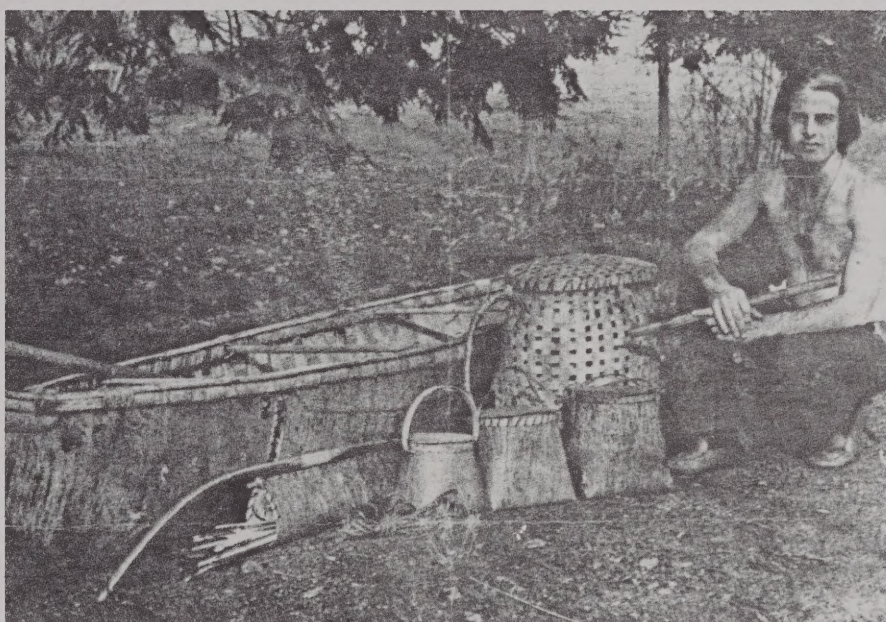
hits so we've added six to this year's calendar."

D. Gay Atkinson, Director. For the detailed brochure, write to Explorers at Sea, P.O. Box 51, Stonington, ME 04681, or call (207) 367-2356.

ODYSSEY IN A BIRCH BARK CANOE

"I stood on the banks of the broad Connecticut. It was March, time of the spring floods. The turbulent waters pressed anxiously towards the sea. I wanted to launch a canoe into them and retrace their journey all the way back to the Canadian border. But, I had no canoe, nor anything else with me for that matter. I looked about: water, sand, trees, sky. This place would be a good workshop. Nature would supply everything I required to build a canoe and other items for an extended voyage. Tools, materials and procedure would be similar to those employed by native Americans centuries ago. It was my great hope that I could begin to recapture the spirit of those lost times in the process."

Jim Dina carried out his dream, built his birch bark canoe using only stone age tools and materials, made his voyage in his craft. He offers a program of color slides of the voyage and a demonstration of the use of stone age tools to interested groups. Contact Jim Dina, 789 Main St., S. Windsor, CT 06074, (203) 289-9407 for further information.



ROWERS BOOKSHELF

Pat Smith of the Rower's Bookshelf in Essex, Massachusetts, has issued her third edition catalog of rowing books, posters and videos. She has more than doubled the number of titles available to rowing enthusiasts. Four new books published in 1988 and three published in 1989 have been added, along with a selection of posters, including past "Head of the Charles" posters. Pat is now scouting out-of-print books on rowing on request. For a copy of the new catalog, write to The Rower's Bookshelf, Box 440, Essex, MA 01929, or call (508) 468-4096, or drop into her new shop in Boston at 168 Federal St.

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412 643/5457



Alaska by Kayak

Gavin Watson, Ridgefield, CT. (as reported to Carl Erickson).

It was a year ago this March that preparations for our kayak trip in Alaska got underway. Andrea and I, with our friends Steve and Charlotte, planned to kayak and camp in the Prince William Sound area. We made reservations for our kayaks from a rental agency in Alaska and purchased tarps to be used over our tents to keep them dry. We were also bringing along a VHF radio and flare gun for emergencies. Steve, a professional photographer, had 30 pounds of photo equipment. We were taking an alcohol stove and planned all our menus, packed our own food (mostly dried fruits, nuts, beans and pasta), no hardship for us as we are vegetarians. Charlotte, a nurse, handled our medical supplies.

We arrived on Prince William Sound on June 1st. It was a late spring with plenty of snow still around. Day time temperatures reached the mid-sixties, night time temperatures dropped to the upper thirties. We planned to paddle and camp for ten days, limiting daily mileage to about ten, although we did put in a couple of longer paddles.

Our fiberglass Arluk kayaks had rudders and handled well even with their loads. We didn't use air bags for flotation as the kayaks had watertight bulkheads. None the less, we put all our gear into plastic bags in case of leaks.

Getting underway, we encountered our first sign of "glacial milk". This is pulverized stone dust from the glaciers, suspended in the water, giving it a milky appearance. We found that distances were very deceiving without trees on the glaciers to give us any perspective. We could paddle for miles without seeming to get much closer to our objective. Currents caused by the fifteen foot tides had to be considered also.

Finding suitable campsites was frequently a challenge. Due to the 1964 earthquake, one side of the sound had risen and the opposite land mass had sunk. Consequently on the side where we were there were few beaches. Often there would be room for just the two tents, with snowbanks right behind us. One campsite, the furthest point reached, was on Applegate Island. When we arrived a National Outdoor Leadership School (NOLS)



group about 15 strong was just leaving. They gave us advice on water spots, and on the resident bear. This was the only campsite where there was sign of bear, marked by bear scat, and we took precaution to hang our food supply out of bear reach.

We found the glaciers awesome on our trip up into Blackstone Bay. We were a little "gun shy" about getting too close. The thunderous calving of ice chunks caused large waves, which could be troublesome.

Midway in our paddling were to treat ourselves to a night in a state owned cabin. Upon arriving at the head of the inlet, we discovered ten feet deep snow separating us from the cabin a quarter-mile inland. And that was at sea level!

We hailed only a few other kayak gypsies during this ten day period, including three NOLS groups. The whole area is lacking in habitation; much of the land is in state preserve. The town of Whittier, considered the gateway to Prince William Sound, is a former military base and provides a contrast between a few stark concrete buildings housing the few permanent residents, and the cruise ships docked for resupply.

It was interesting to see how the cold fresh water from the glacier melt interacted with the salt water. The fresh river and glacier water retained its own level over the sea water and we could observe jelly fish below riding the salt current under the fresh water.

We all remained healthy during our expedition, aside from mild sun poisoning on our exposed faces and hands. No one experienced an emergency; the only capsized was near a campsite where we had spent a day, and the fire soon dried out wet clothing.

Steve, whose photos have appeared in nature magazines, made good use of all the photo equipment he brought along. He took some wonderful pictures of wildlife; moose, eagles, caribou and bears.

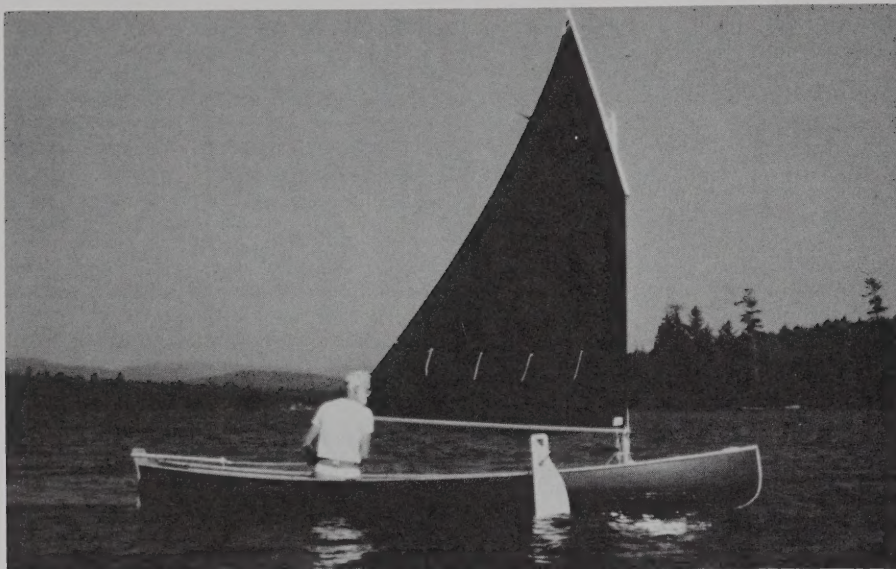
Our ten days ended much too soon. The adventure was all we had hoped for. We had paddled a little over 100 miles, covering Cochrane Bay, Culross Island and Passage, Blackstone Bay, and we had seen first hand the scenic Lawrence, Tebenkof and Blackstone glaciers.

If we do this again, we will seriously consider using two double kayaks, rather than individual craft. This would be good in the event someone gets hurt or cannot paddle for any reason. The trip was unforgettable. Try it!

Opposite page: Charlotte and Andrea at Blackstone Glacier (top). Andrea finds too much snow to reach the cabin.

This page from top: Earthquake sunken beach at low tide. "Bergy bits" surround Andrea. Campsite on Applegate Island.





Mason's Good-Boat

by Mason Smith

A NEW KIND OF BOATBUILDING BUSINESS

I had thought of the boat a long time before I could see how to build it. I'd even thought of the name: "Adirondack Goodboat"; a new kind of old kind of boat for the quiet, protected waters of the Adirondacks of New York.

Everybody knows about the Adirondack "guideboat". The name of the "Goodboat" came to me when I was taking Arno Day's course, "Theory & Practice of Boatbuilding", at Wooden Boat School. I had built a few lapstrake cedar boats of the Rushton type with my brother, Everett in the early seventies. In Arno's course, I learned that you could build a very good boat out of knotty cedar, a reasonably common wood in northern New York state. And I began to think of building boats in the Adirondacks again, boats that could be turned out a little cheaper than the Rushtons, so there'd be more of a market.

I thought there ought to be some good indigenous rowing boats in the Adirondacks again. There had been the guideboat, which was great for speed and for carrying. After the guides' heyday, there had been lots of good rowboats, like the Rushton pleasure rowboats, the Lake Champlain skiffs and the old tin rowboats of my childhood days. Now the guideboat is revered but little used, the other rowing boats are gone, and the term "rowboat" means a short aluminum planing hull about six feet wide, which, quite rightly, nobody rows.

I figured, if anybody could build a good inland water rowboat, preferably (because I love to sail) one that sails well, and make it somehow meet the expectations of modern buyers (not just antique boat freaks), and make it reasonable in price...

...one could start a revolution! That is, one could help get people out on the water in something other than the bigger and bigger outboards that are cutting

up the peace around here.

So, I asked myself, what did the public want?

Public wants a boat without ribs. Light weight. No maintenance. No leaks. No soaking up. No rot.

They've got nothing against wood, I said. They just want all that, with or without wood. And so I despaired, because, for instance, the kind of boat I had learned to make with Arno Day (dory type) had ribs and was heavy. As to maintenance, you could beat the hell out of it and do nothing for it for many years, and it would survive and survive; but you couldn't tell anybody that. Wood was part of the idea, native wood, native builder, wooden boat. But I couldn't see a way to build the "Goodboat" out of wood.

Until I heard of "Constant Camber". To a lover of traditional wooden boats, "Constant Camber" was anathema; plywood, stock curves, epoxy. Wires, fillets, fiberglass tape! But I'd already said the "Goodboat" wasn't going to be elitist, esthetist. "CC" meant no ribs, light weight, low maintenance. A "CC" hull could be made out of poplar, popple trees, a weed! Maybe it would even be cheap!

I could buy locally cut veneer from a veneer mill right there in Tupper Lake; enough 1/20" aspen for four plies of a seventeen foot boat for \$60!

These "CC" guys, Jim Brown and John Marples, had been all over the world helping third world fishermen repatriate their own boatbuilding, helping them return to paddle and sail power and self-sufficiency. The only ingredient these people needed to import was the glue.

I had to build the "Adirondack Goodboat" now, and build it "Constant Camber". The logic of Jim Brown's invention for the third world of the Adirondacks was just adamant.

So I got a \$5,000 loan from the local Industrial Development Agency. I leased some space, a former showmobile dealership. I then hired a local worker through On-the-Job-Training. This boat had to be buildable by local skill, or more exactly, by locals otherwise out of work, like me, or the scheme failed. I called John Marples, on Jim Brown's advice, and offered him \$200 to talk me through the "CC" design process over the phone. He said, send him \$100, he'd let me know when it ran out.

"Constant Camber" is a method of cold molding where the mold has a constant radius curve from end to end, and where the transverse curve is also unchanging from end to end. That's practically the whole simple secret. Such a mold can be covered with diagonal planks that are all the same shape. Dozens of planks at a time can be cut out of stacks of veneer. They can be stapled on the mold fast enough to get on four layers, with glue between, and clamp them to the mold under a vacuum before the epoxy has begun to stiffen.

It doesn't mean your BOAT has to have the same curves from end to end. You make the boat in two halves, and when you bring them together, they can be "tortured" into different shapes. I knew what I wanted; a pretty square-ender with a good bit of sheer and tumblehome sides, and it turned out that such a shape was possible in "CC".

The "Goodboat" was to be longer than many rowing and sailing boats; 17 feet. And narrower, 43" wide amidships. It would have the high initial stability of a shallow arched bottom. The length would give it both speed and stability, and the beam would be ideal for fixed seat rowing, as would be the seat height and gunwale height, 8" and 15". It would be more lightly built than a coastal boat, less slack bilged, less

beamy, easy to get into and out of alongshore, easy to pull up on docks, a cartopper.

There'd be three seats, two rowing positions. It would have a lug sail, an 11' mast well forward, and a single leeboard, probably rigged without a thwart. I wanted to keep the boat open and comfortable to sprawl around in while sailing. And you would be able to hang a 3 horse or so on the transom.

I thought it would be nice if it came out around a hundred pounds. Five or ten more wouldn't hurt. Once a boat is in the water, it's nice if it displaces some, I know. But we are talking about a public that wants lightness over all.

It wouldn't help much to be a naval architect, to design a boat like this. I won't go into it. I made a model mold, model "panels", a model boat which I liked so well I didn't quit. I made the 20', plywood formed, pine stripped mold. I bought a vacuum pump and 15 gallons of System Three. The veneer mill cut some twentieth-inch veneer for me and dried it to 10 or 12 percent. And we began to build the boat.

When the first one was together, unfinished, no seats, it was April, the ponds were still frozen. I made a deal with the community college in Saranac Lake to use their pool. Then I went down to the newspaper office and said, "We're going to throw "AGB #1" into the swimming pool. Wanta watch?" We played with the boat all afternoon, Hallie, my employee, and myself. We rowed it, dived out of it, three of us swamped it and pushed it out from under its load of water and climbed back in, without touching bottom, and rowed it around some more. We gunwaled it. We found out where the seats should go. And when the story came out in the paper, with pictures, a doctor in Glens Falls called up a friend in Tupper Lake and sent him over to buy "#1". Next day, one of the Tupper Lake priests came in and ordered "#2".

There are various ways to describe what's happened since. We've sold as many boats as one man and a helper can make with care, twenty-three of them. I quickly gave up on "Everyman's" boat. We've gone from a price of \$1,200 for the boat with oars, to a standard price of over \$4,000 for the complete rowing/sailing rig, to over \$5,500 for a special version in natural red cedar inside and out, with sailing rig and Suzuki 2-horse. We've gone from vacuum bag and wire assembly to a matched platen on the mold and a reversible template and a lot of patterns and methods and a file of "Boat-Notes" of all bevels and lengths. We've gone from a lot of sanding and scraping to methods that minimize both. But "we" are

still myself and one assistant in a very small shop, not what you'd call well-equipped.

The "Goodboat" hasn't turned out to be "easy" to build, and it turns out to take almost as long, with handmade spars and two coats of epoxy and three coats of paint and varnish, as some guideboats used to take, 240 hours. We don't stint anywhere, we put on an outer stem and skeg which we varnish for good looks. We use bronze hardware, Shaw & Tenney spoonblades, Center Harbor or Douglas Fowler sails. We need to get more for the boats and will certainly go up if we can keep on selling them this well.

It isn't easy, but it is certainly all the fun I had imagined. Designing parts, solving problems, thinking up neater methods, these things incidental to making a new boat from scratch are absorbing, of course, but building this kind of modern wooden boat requires, and rewards, the hand and eye, the nice work with plane and saw too. It's clean work, with not too much dust and sanding. The epoxy work is no more tedious than the finishing work on any wooden boat. In fact, I find it pleasurable, and the only time the shop smells of fumes is when we paint and varnish.

A lot of traditional boatbuilders I know and admire, boatbuilders who advertise regularly in all the regular places (like "Boats"), don't get to build this many boats. There's something right in the formula of the Adirondack "Goodboat". There's a market for them, I think a pretty large one. Older

couples and young families are the major categories so far, people who like the safety, comfort and versatility of the boats, the all around usefulness of it for all members of the family, people who look for pure enjoyment as much as exertion, and appreciate traditional qualities in a modern wooden boat or the modern qualities in a boat with some of the beauty of the traditional.

Somewhat contrary to expectations, the method doesn't lend itself to volume production or any other kind of slavery. It's perfect for the small shop dealing directly with the buyers, customizing a little, painting the boats in the colors they choose, selling motors and trailers and covers and roof racks to go with the boats.

So I think that the way for this particular boat business to grow is something like cell division; other people, young or old, male or female, starting to build "Goodboats" too, in small shops of their own, for buyers in their areas. They start with the "code" I've worked out and maybe with hull parts made in the one central shop. They advertise with materials we share. I don't know how it gets there, or where it goes from there. But folks, why, if two or three of us did it...

...or if eight or ten of us did it...

...why it could be a movement!. It could be a regular new anti-massacre movement!

Mason Smith, AGB, North Point Rd., Long Lake, NY 12847.

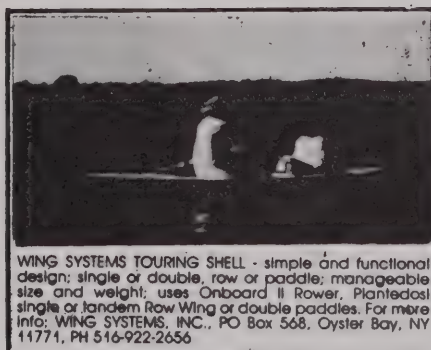


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Summer of '85 found me wandering around my first wooden boat show at Lake Union in Seattle. I greatly admired the wood strip wherry kit from Flounder Bay Lumber and recall a "strange sailboat" with a tent on it. Upon returning to Denver, determined to build a boat, I decided a sailboat was for me, having enjoyed large and small sailboats in the mid-'70's while in Los Angeles. Besides that, I already owned a canoe, kayak, sailboard and white water raft! After diligent research, I ordered a 16' Wayfarer kit from Wayland Marine in British Columbia.

Winter of '85 found me building my first boat from a very complete kit. I took a two month sabbatical from my business and built "Mon Ami" (W-8021) in record time. This was a period of few frustrations and of great joy. Many new skills were learned and old ones challenged. The Wayfarer is a "traditional" double chine plywood planked boat constructed on a jig supplied, from prebuilt major components. The build quality resulting from this kit would be difficult to achieve from plans only. In any case, the Wayfarer one-design class, with over 9,000 built, requires all boats to be professionally built or constructed from licensed constructors' kits to ensure accurate measurements.

Summer of '86 found our family of four spending a week in the San Juan Islands of Washington after a visit to Expo '86. We beach camped in several excellent marine parks, dug clams, and chased rock crabs. The 12' tidal range required the use of a "loop line anchor" to haul the Wayfarer off the beach. It was fun to exercise my coastal navigation skills, learned the previous spring, to check our progress and plan our routes, while taking advantage of the tricky currents.

Winter of '86 found me exhibiting the Wayfarer at the Denver Boat Show. I decided to gather names of people interested in forming a boatbuilders' network, which has now grown to include fifty wonderful people interested in building boats.

Boatbuilding is fun. The Dovekie sounded neat, causing me to recall the Birdwatcher, a 23' sharpie featured in a Phil Bolger cartoon. Persistence paid off, helped by pictures of "Mon Ami", and soon prototype plans showed up in the mail from Elrow LaRowe, a delightful individual who has, sadly, just passed away. I plunged in, building a delightfully laid back camp-cruising sailboat with marine mahogany plywood and epoxy. It was launched the day before the May 24 Hour Indefatigable Race, where three of us had great fun watching the sun set and rise!

Summer of '87 found us visiting Coles Point on the Potomac, just above Chesapeake Bay, enjoy-

And Now We're in the Business!



ing a week at mother's cottage. Many delightful days were spent dodging lobster buoys and sand bars. A brisk Force 4-5 breeze caused us to turn back from a Chrisfield to Smith Island crossing, so we drove to Annapolis for a delightful day. We got even a few days later with a delightful sail on Lake Erie out to Kelly Island. The Wayfarer was used as a big trailer



The Muellers enjoying "Birdwatcher's" accommodations.

while travelling, leaving the car clear of clutter.

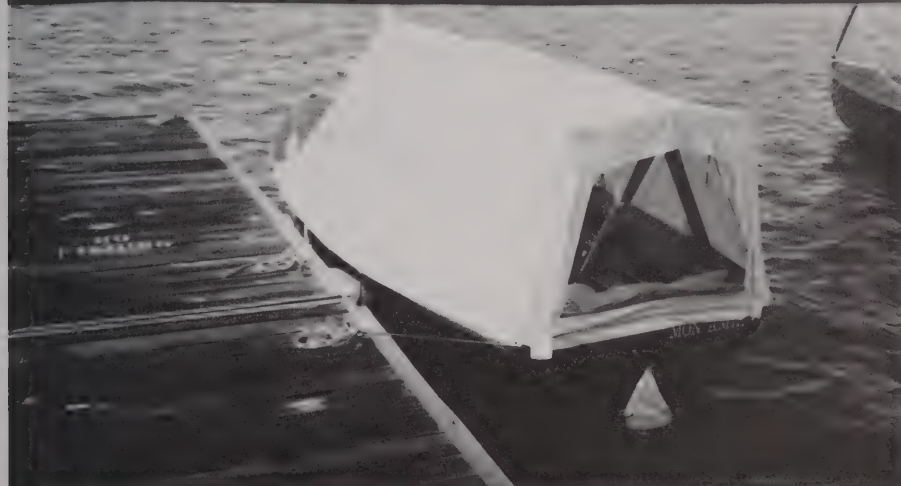
Winter of '87 featured the Birdwatcher at the Denver Boat Show, striking terror into the hearts of mid-westerners who thought all sailboats were the same! The raised decks of the Birdwatcher offered delightful shelter while enjoying sunny February sailing in Colorado! The Birdwatcher was truly the laid back, spacious camper, providing generous onboard space and a private potti for self-conscious teenagers. The Wayfarer was the spirited long distance cruiser with lots of versatility for both day sailing and camping. The delightful sailing manners of the Wayfarer won out. A ready buyer resulted in a generous profit, proving that "instant boats" carefully constructed of quality materials can be sold.

Summer of '88 featured lots of sailing at our many western lakes. The Boatbuilders' Network produced our first in-the-water show with over twenty individually crafted wooden boats. A delightful time was spent at the Port Townsend Wooden Boat Show enjoying the camaraderie in the harbor with sailing time on a friend's Wayfarer, a Devlin designed "Nancy's China" and "Sylvia, a 65 ton Swedish ketch built in 1897. Highly recommended!

Winter of '88 required new hatch gaskets for "Mon Amie". Yea, the end of the story is near. Called Tony Balding at Wayland Marine of Cobble Hill in British Columbia and found his business was for sale. A purchase decision was immediately made, with a whirlwind of activity following. After learning Tony's production techniques in a four day visit, we packed four thousand pounds of templates and inventory for shipment to Denver. A stopover was made at Friday Harbor (yes, the San Juans again) to row the Sprite, our delightful sliding seat rowing skiff.

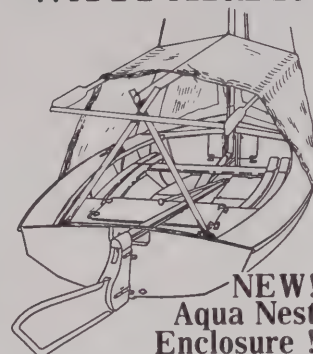
January of '89 already has sales of three Wayfarer kits made to three new friends in Chicago, Santa Fe and Los Angeles, made possible by this crazy boatbuilding mania! We just finished the Denver Boat Show again, where eleven wooden boat designs were featured, the most ever under this one roof. Others exhibiting included Whitewood Designs with "Tom Hill style" ultralights; Perry Munson with Chris Craft restorations; Dave Tilden with drift boats. And even Jim Thayer was there with his traditional designs (albeit with hulls of that other stuff). A good time was had by all.

Readers interested in learning more about the Wayfarer and Sprite kits can contact me, and I'll also talk about Birdwatcher with anyone interested in that design. Ron Mueller, Wayland Marine Ltd., 8686 W. 68th Ave. Arvada, CO 80004.



From the top: "Birdwatcher" on the beach and on the ice, February cruising in Colorado. "Wayfarer" encamped, and underway under oars in a marsh channel.

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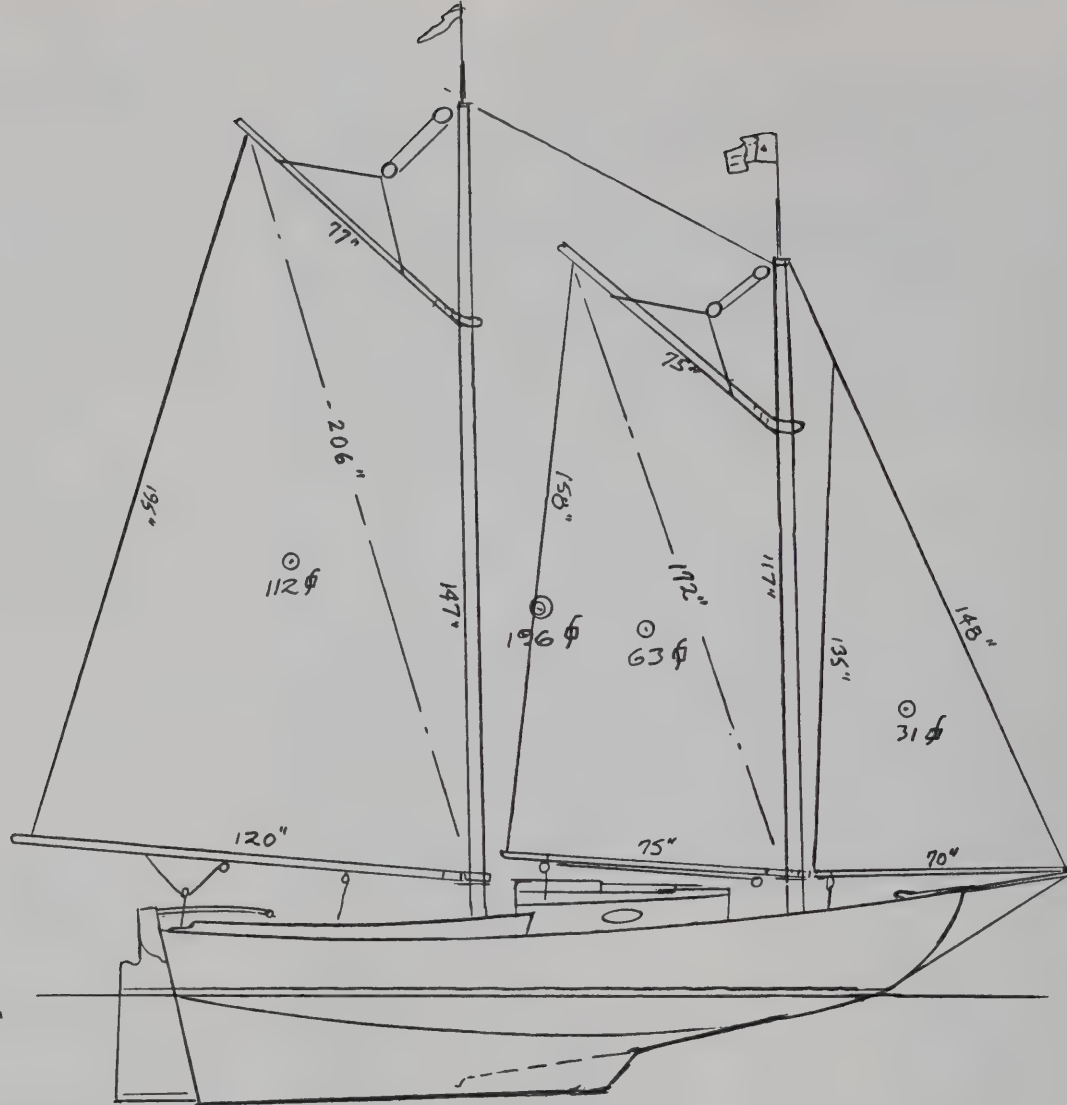
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Schooner "Jolyon"

PETER DUFF BUILDS HIMSELF A SCHOONER

When I was growing up, yawls were the rage. Some fine print in the Cruising Club of America Rule gave yawls an advantage . . . mizzen sail area was free, or some such loophole. So yawls it was. Olin Stevens gave the world "Dorada", "Stormy Weather", the giants "Bolero" & "Baruna", and the remarkable "Finisterre". Phil Rhodes countered with "Escapade" and the grand "Carina". Even John Alden, the king of schooner designers, succumbed to the fad with "Royono" and others. The siren song of the yawl was almost irresistible to an impressionable youth. But I still preferred schooners.

I've never owned a schooner. I had a couple of sloops for short periods while still in school. Next was a Bolger designed, ketch rigged, leeboard sharpie, called "Blackgauntlet", that I built and owned for 17 years. Overlapping the end of my ownership of her were the STONE HORSE sloops my company built.

Technically speaking I owned each for a day or two . . . and I sailed them a lot. Next I owned a series of DOVEKIES. I now own a SHEARWATER cat-yawl. But no schooner.

The opportunity now presents itself. I'm going to build a schooner. The opportunity is unusual enough to merit recounting. In 1969, my new company, Edey & Duff, moved into rented space at Aucot Boat Yard, in Mattapoisett. We started work there on the STONE HORSE sloops that have been Edey & Duff's stock-in-trade for 20 years. While poking about in the Yard shortly after we moved in, I quite unexpectedly found what turned out to be my father-in-law's Alden O-boat, "Jolyon". She was little more than a derelict.

My son, Ian, was turning into a pretty fair carpenter/boatbuilder. I could sense him pawing the ground, shifting from one foot

to the other, looking for a project to absorb his energies over the following, his 14th, summer. I casually suggested we may be able to negotiate his ownership of "Jolyon". If we could, what would he think of the idea of converting her from a sloop-rigged, centerboard daysailer into a keel schooner, with cruising accommodations. Ian latched onto the idea with pit bull tenacity and ferocity. Our negotiation was successful, so when summer arrived, he dove in.

His first task was to remove the old deck (it suffered from rot and nail sickness). He replaced it with a cold molded wooden deck: three plies of quarter inch plywood, tortured to comply with the crown of the deck and the spring of the sheer. He glued them together to form a sandwich. Such a structure is very strong and stiff. It will hold the shape it was molded to, without the need for deck beams. This took his available time

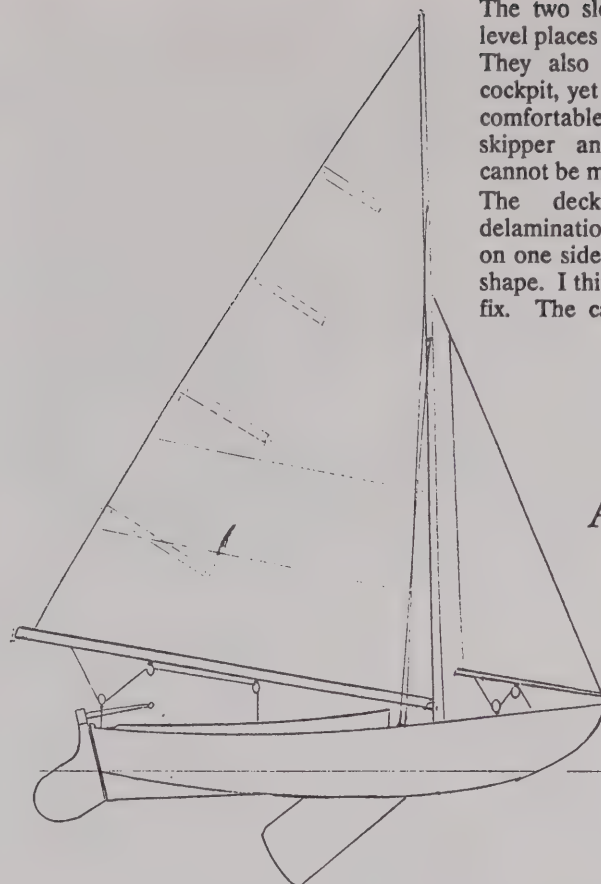
during Summer 14.

The plan for Summer 15 was to turn her upside down and see what could be done about her hull. She was a pretty discouraging sight. Her fastenings had the look of an imminently terminal case of old age. You could walk through the seams without even having to doff your top hat. A veritable basket case. After some consultation, he decided to accept his old man's advice. First he taped the seams and ran strips of tape over the rows of fastenings. Next he painted the outside of the whole hull with paraffin wax. Late one afternoon, the boatyard crew took over. We hand laid a 3/16 - 1/4" skin of fiberglass all over the hull. The next afternoon, after Ian had struggled with it alone all morning, the crew overwhelmed the job, and helped him separate the new fiberglass hull from the wooden hull. For the rest of the summer, Ian transferred the cold-molded deck to the glass hull, built a small cabin, installed floor timbers, and built an unusual cockpit. Rather than the traditional bonfire at the end of a boat's life, we gave the nail-sick hull, without deck or deck beams to a local boatbuilding apprentice program. I understand they did a first class job of restoration.

At this point Ian's interests changed. "Jolyon" languished. She sat on an oversize, hand-me-down cradle, awaiting the return of TLC. Part way through her wait, I bought her from Ian when he went off to the University of Glasgow (yes, the one in Scotland) to study naval architecture. She languished several years more in my hands. Now her wait is over. I'm going to finish her off . . . as a schooner.

She is sitting on the same oversize cradle in the yard outside my home shop. My partner, Mait Edey, and I sold Edey & Duff two years ago. Edey & Duff, Ltd. is still building STONE HORSES, DOVEKIES, SHEARWATERS, and DOUGHDISHERS, with the same crew and managers, at the same location, but without me. I have many irons in the fire. For much of the Spring, completing "Jolyon" will be my major task. I cannot possibly afford to keep her. I have too many boats already. So, after sailing her a bit, she'll be offered for sale. But for a short while, at least, I'll be the owner and master of (fanfare, please!!!!) A SCHOONER!

Why a schooner? Aside from the romance that I've been staving off for 40 years, the schooner rig is stronger, yet less stressed than the original sloop rig. It gives more strings to pull, thus keeping young kids occupied. It gives an intermediate level sailor a wider chance for learning, without overwhelming him or her. And she'll be excruciatingly cute under way and at anchor.



Alden O-boat
Design No. 169

The dimensions of my Alden O-Boat are:

Length overall	18' 3"
Waterline length	15' 6"
Beam	6' 2"

As a wooden centerboarder she had:

Draft (cbd down)	4' 6"
Ballast 300#, pigs laid in bilge	
Sail area (sloop)	192 sq. ft.

As a fiberglass keel boat she will have:

Draft	2' 0"
Ballast 300# cast lead shoe on keel	
Sail area (schooner)	196 sq. ft.

Let me tell you what I've got as my starting point. First, there is a sound fiberglass hull, partially smoothed on the outside, nearly smooth on the inside. It's a straight fiberglass laminate. There is no Airex foam core. Its thickness would have distorted the lines too much. The deadwood is bolted to it, but there is not yet any ballast. There's a bobstay tang let into the stem to take the bottom end of the bobstay. A lower gudgeon for the bottom pintle of the rudder is installed near the bottom of the deadwood. Inside, floor "timbers" have been glassed in. An oak king plank, to distribute the thrust of the two masts, is secured atop the floors. There are two bulkheads. One near the bow forms an anchor warp bin. The other forms the aft end of the cabin space and the forward end of the cockpit.

The cockpit is unusual in that its sole is shaped like the roof on a house, as shown in Fig. 1. That is, it has a "ridge pole" running fore and aft along the centerline.

The two sloping surfaces give the crew level places to sit when the boat is heeled. They also reduce the volume of the cockpit, yet let it stay deep enough to be comfortable, and to hide the out-of-scale skipper and crew. Unfortunately it cannot be made self bailing.

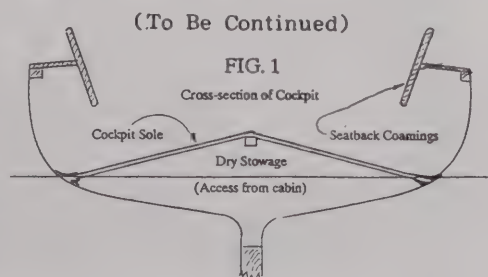
The deck has a problem with delamination in one spot near the stern on one side. Otherwise it is in first class shape. I think the problem will be easy to fix. The cabin sides and coamings Ian

made of Honduras mahogany (I think) are weathered but sound. The cabin top is fiberglass, laid up over a cold molded form. The form was made from mahogany. It looked so nice that Ian left it in place. Unfortunately the mahogany swelled beyond the glue's strength to hold it, so the whole thing has buckled, and will have to be replaced.

Several spars are done. Finishing the rest will be good rainy day projects.

Stay tuned to this station for the next report in the continuing saga of the construction of the schooner "Jolyon". Expect to hear our hero say something like, "Well, it snowed to beat the band last week. We're still shoveling out. But I had no trouble doing the following twelve jobs, all completed with utmost perfection."

Meanwhile, if you'd like to see the project in person, I welcome visitors to my backyard boatyard here in Mattapoisett. Please call 508-758-4991 for directions, and to be sure I'll be in





Roy Wallace looking at "Pauline" for the first time says, "My God, look at that!" An ultimate compliment, couldn't ask for more.

I started on the model of the sardine carrier "Pauline" in the middle of November and finished her up February 10th, spending every day (except for a few days I felt the need for chainsawing instead of model making to sort of even things out). That length of time is about my attention span and it wouldn't have taken that long except that I had only hull lines to work with. When I saw "Pauline" hauled at Northend Shipyard, she was in the process of being fitted out for her new role in life as a passenger carrying motor vessel for the summer tourist trade by her new owners, Captain Ken and Ellen Barnes of Camden.

"Pauline" was stripped to the deck, everything off, her masts, rigging and pilothouse on the

ground beside her, in preparation for her new look. Her hull lines were provided by her owners, but that was it, so I spent a good many hours driving back and forth to Rockland measuring all the stuff taken off her, then reducing it to 3/8" scale to match the scale of the hull lines.

I was lucky to get the hull lines. Talking to her designer/builder (now 89 years old) Roy Wallace of Thomaston, I learned he had no lines for her, or any of the others he built back in the forties and early fifties, the heyday of the sardine industry and its fleet. He would take lines off a half model, lay her out full size, build the boat, then paint over the lines. GONE FOREVER! Not quite.

Using the section templates to check the accuracy of the carving.



Building 'Pauline'

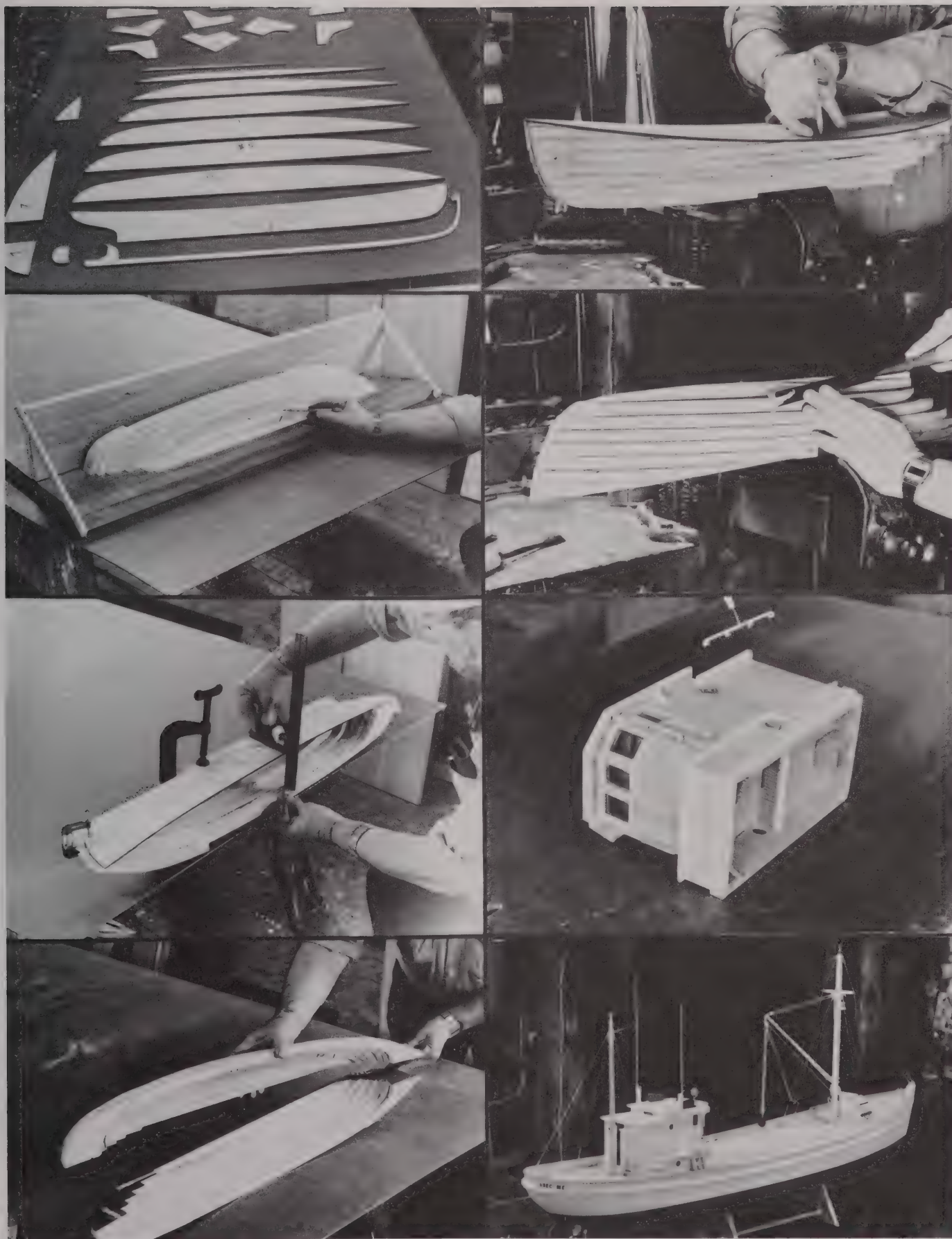
It was a stroke of luck that Ken and Ellen had needed lines of her too and got the naval architects Woodin & Marean of Wiscasset to take her lines off while she was hauled out. "Pauline", at 83', was known as the "Queen of the Fleet", both for the amount of fish she carried and for her loving upkeep by her skipper, Henry Dodge, and her mate, "Swede" Carlson, during her last 19 years as a workboat. For me it too was a labor of love, it had to be, I don't know what else would get me up at 5:30 in the morning, day after day, and headed for the shop in the middle of January! Not only did I learn a lot in the process, but without thinking about it, I've recorded a bit of past history.

Making the hull of "Pauline" was quite easy and foolproof. I ran the lines through my blueprint machine, cut the lines out with scissors and stuck them to masonite with spray glue, and used these as templates for the lifts. Same with the profile, backbone and deck plan. Trick is to pick one station, line all this stuff up using the views right off the architect's drawing board, which is as accurate as you are going to get. This way you keep your rule in your pocket and let the plans do the work.

Of course, there's a lot more to it than that, but once you see the hull spring to life done right on the money for looks, this is incentive enough to make you want to keep on going.

This is all Peter Spectre's fault. He got me started when we built the Friendship sloop model "Amy R. Payson". Now I'm hooked. Bob Steward stopped by the shop and looked at what I was doing, went home and started building and said I gave him "modelitis"!

Dynamite Payson, S. Thomaston, ME.



Left from top: "Pauline's" hull parts stuck on masonite, ready to go. Tracing lifts one from the other for cutting of the inner shape. Profile is cut out and sheerline squared off and spotted for sawing sheer before assembling the two halves. Both halves glued and going together. Right from top: Deck plan traced onto hull. Cutting corners of lifts with a gouge with an inside bevel. Pilot-house all built, grab rail going on. "Pauline" completed.

Reliance

notes of interest: L.O.A. 144' 0"
L.W.L. 90' 0"
Beam 25' 10"
Draft 19' 7"
Bowsprit to boom end 201' 6"

RELIANCE's club topsail alone was about equal to the entire sail profile of a 12 meter yacht.

The club topmast, designed to house inside the hollow main mast, extended 199' 6" above the water.

HERRESHOFF MARINE MUSEUM

Her mainsail was the largest sail ever set on a single mast

RELIANCE's measured sail area totalled 17,730 square feet

First yacht to have below-deck winches

Complement: 66 afterguard and crew

Lead keel weighed 90 tons

The season opens on May 1st for the Herreshoff Marine Museum in Bristol, Rhode Island, but it now appears that our new building will not be completed before the end of July. So we have set the date for the official dedication of the building on July 29th. The new building at 7 Burnside Street in Bristol was constructed at the site of the former Herreshoff Manufacturing Company about 30 years ago by Pearson Yachts. The Museum was able to purchase the building,

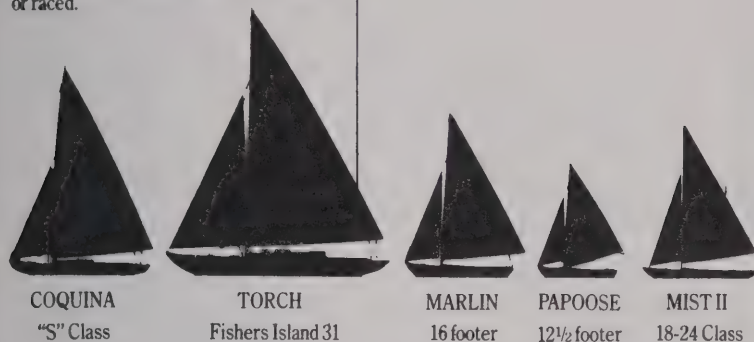
along with the other wooden structures which originally made up the Herreshoff Manufacturing Company, in 1985, largely on the strength of a very generous bequest from Isaac B. Merriman, Jr.

Mr. Merriman, and his father before him, were faithful and enthusiastic customers of the Herreshoff Manufacturing Company, owning a number of its products. Mr. Merriman, Jr. owned for a time the very beautiful "Alerion III", which was built in 1912 for N.G. Herre-

shoff's personal use in Bermuda. She was donated to Mystic Seaport Museum in the 1960's before our Museum was created in 1971. Mr. Merriman's support of the Museum was directed towards the eventual expansion of the exhibit space, and he requested that the new building bear the name of his father, Isaac B. Merriman.

Within this new building, the main exhibit hall will be named in honor of the Museum's founder, A. Sidney DeW. Herreshoff. Sidney

The Museum's collection includes a number of yachts which are still actively sailed or raced.



COQUINA
"S" Class

TORCH
Fishers Island 31

MARLIN
16 footer

PAPOOSE
12 1/2 footer

MIST II
18-24 Class

The launching of the America's Cup Defender RELIANCE, April, 1903. This Herreshoff yacht was acclaimed to be "the greatest racing machine ever built."



Herreshoff, oldest son of Nathaniel G. Herreshoff, was a very gifted engineer and yacht designer in his own right. He was chief designer at the Herreshoff Manufacturing Company for many years. He founded the Museum in his home in 1971 after receiving the donation of the 1906 power yacht "Thania". The small Museum he established was dedicated to the products of the Herreshoff Manufacturing Company, and included the incredible collection of half models that his father carved and from which all the boats were built.

The A. Sidney DeW. Herreshoff Exhibit Hall will contain the majority of the Museum's exhibits, including many of the smaller boats and dinghies, a visitor orientation theater, steam engines, fittings, fully rigged models, many photographs and other memorabilia. It is this room that we are working hard to complete by July 29th.

Future work planned for the new building includes the eventual display of most of the larger yachts

in the collection, including a New York Thirty (1905), a Bar Harbor 31 (1903), a Fisher's Island 31 (1926), "Amaryllis II" (1933 replica of an 1876 catamaran), the 1859-60 catboat "Sprite", and others.

On the second floor we plan to establish the research library and rooms for the display of our collection of N.G. Herreshoff's design and study half models. This important piece of yachting history forms the centerpiece of our collection and much thought is going into the planning of this room.

The contributions to boating of the Herreshoff family are numerous and significant and many "modern" developments only serve to enhance our appreciation for their amazing achievements. One only has to look at the recent America's Cup controversy over the catamaran (NGH pioneered racing catamarans in 1875-6) and the New Zealand boat (continuously compared to the "Reliance" which NGH designed in 1903).

It is our hope that this mag-

nificent permanent display will be discovered and appreciated by present and future generations of boating enthusiasts.

Two other special events are scheduled for this summer. On July 30th, the day following dedication of the new building, the Museum will host a Herreshoff 12-1/2 symposium for owners and lovers of this wonderful boat. We plan to assemble a fascinating group of speakers on this subject, on this 75th anniversary of its design.

On August 26th the Museum will host class racing for the S boats, which are celebrating their 70th anniversary, along with the 12-1/2's, the Newport 29's and the Buzzards Bay 25's, all celebrating their 75th anniversaries.

For a brochure fully describing the Herreshoff Marine Museum, write to Herreshoff Marine Museum, P.O. Box 450, Bristol, RI 02809 or phone (401) 253-5000.

Michael Pesare, Manager, Herreshoff Marine Museum.



The U.S.S. CUSHING, the first seagoing torpedo boat, designed and built at the Herreshoff yards in 1890.



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I hated leftovers!)

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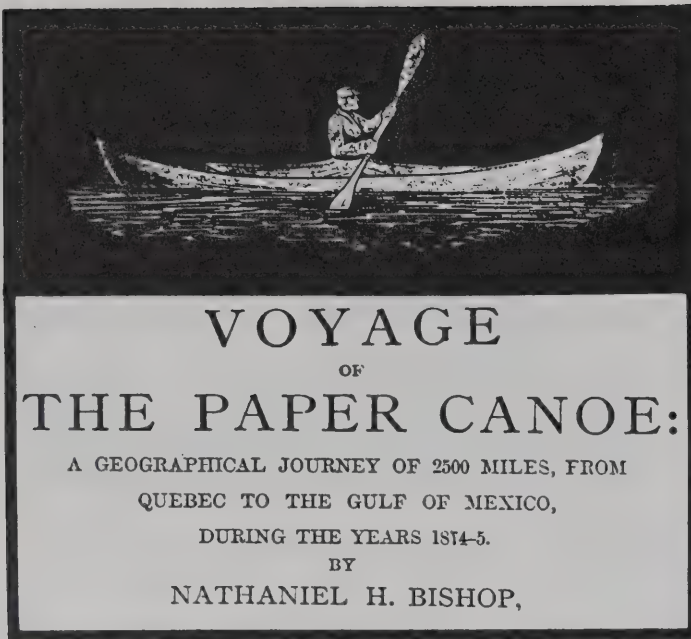


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VOYAGE OF THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM
QUEBEC TO THE GULF OF MEXICO,
DURING THE YEARS 1814-5.
BY
NATHANIEL H. BISHOP,

CHAPTER X.

FROM CAPE HATTERAS TO CAPE FEAR, NORTH
CAROLINA.

MARSH TACKIES. — OCRACOCKE INLET. — A GRAVE-YARD BE-
ING SWALLOWED UP BY THE SEA. — CORE SOUND. — THREE
WEDDINGS AT HUNTING QUARTERS.

As I pulled along the beach the tide receded so rapidly that the canoe was constantly grounding, and wading became necessary, for I could not get within several feet of the shore. When five miles from Hatteras Inlet I espied an empty grass cabin, which the fishermen used in February while catching shad; and, as a southerly wind was now blowing from the sea, and rain was falling, it offered a night's shelter for the traveller. This Robinson Crusoe looking structure was located upon the low land near the sound, while bleak, sharp-pointed, treeless and grassless sand-hills, blown into shape by the winds, arose in the background, and cut off a view of the ocean, which, judging from the low, melancholy moaning coming over the dunes, was in a sad mood.

The canoe was hauled into the bushes and tied securely for fear a deceptive tide might bear it away. The provisions, blankets, &c., were moved into the grass hut, which needed repairing. The holes in the south wall were soon thatched, and a bed easily prepared from the rushes of the marsh. It mattered not that they were wet, for a piece of painted canvas was spread over them, and the inviting couch finished.

As fresh water can usually be obtained on all these low beaches by digging two or three feet into the sand, I looked for a large clam-shell, and my search being rewarded, I was soon engaged in digging a well near the cabin.

Upon looking up from my work a curious sight met my gaze. In some mysterious way every sharp-pointed sand-hill had been covered by a black object, which swayed about and nodded up and down in a strange manner. As I watched the development of this startling phenomenon, the nodding, black objects grew in size until the head, body, and four legs of a horse were clearly cut against the sky. A little later every crest was surmounted by the comical figure of a marsh-tackey. Then a few sheep came out of the hollows among the hills and browsed on the coarse grass near the cabin, as though they felt the loneliness of their situation so far removed from mankind. With the marsh-ponies, the sheep, the wild-fowls of the sound, and the sighing sea for companions, the night passed away.

The bright moonlight roused me at five o'clock in the morning, and I pushed off again in shoal water on an ebb-tide, experiencing much difficulty in dragging the canoe over shallow places until deep water was entered, when the row to Ocracoke became an agreeable one. The landing-place at Ocracoke, not far from the lighthouse, was reached at noon, and the people gathered to see the paper boat, having been notified of my proximity by fishermen.

The women here can pull a pretty good stroke, and frequently assist their husbands in the fisheries. These old dames ridiculed the idea of having a boat so small and light as the canoe. One old lady laid aside her pipe and snuff-paddle (snuff-rubbing is a time-honored institution in the south), and roughly grasping the bow of the craft, lifted it high in the air, then, glancing at the fine model, she lowered it slowly to the ground, exclaiming, "I reckon I wouldn't risk my life acrossing a creek in her."

These people told me that the yacht Julia had stopped there to make inquiries for me, and had departed for Newbern.

It was more than a mile from the landing to Ocracoke Inlet, and a mile and three quarters across it to the beach. A straight course from the landing to the village of Portsmouth, on the

lower side of the inlet, was a distance of five miles, and not one of the hardy watermen, who thumped the sides of my boat with their hard fists to ascertain its strength, believed that I could cross the sound to the other village without rolling over. One kind-hearted oysterman offered to carry myself and boat to Portsmouth; but as the day was calm, I rowed away on the five-mile stretch amid doleful prognostications, such as: "That feller will make a coffin for himself out of that yere gimcrack of an egg-shell. It's all a man's life is worth to go in her," &c.

While approaching the low Portsmouth shore of the sound, flocks of Canada geese flew within pistol-shot of my head. A man in a dug-out canoe told me that the gunners of the village had reared from the egg a flock of wild geese which now aggregated some seven or eight hundred birds, and that these now flying about were used to decoy their wild relatives.

Near the beach a sandy hill had been the place of sepulture for the inhabitants of other generations, but for years past the tidal current had been cutting the shore away until coffin after coffin with its contents had been washed into the sound. Captain Isaac S. Jennings, of Ocean County, New Jersey, had described this spot to me as follows:

"I landed at Portsmouth and examined this curious burial-ground. Here by the water were the remains of the fathers, mothers, brothers, and sisters of the people of the village so near at hand; yet these dismal relics of their ancestors were allowed to be stolen away piecemeal by the encroaching ocean. While I gazed sadly upon the strata of coffins protruding from the banks, shining objects like jewels seemed to be sparkling from between the cracks of their fractured sides; and as I tore away the rotten wood, rows of toads were discovered sitting in solemn council, their bright eyes peering from among the debris of bones and decomposed substances."

Portsmouth Island is nearly eight miles long. Whalebone Inlet is at its lower end, but is too shallow to be of any service to commerce. Hatteras and Ocracoke inlets admit sea-going vessels. It is thirty-eight miles from Whalebone Inlet to Cape Lookout, which projects like a wedge into the sea nearly three miles from the mainland, and there is not another passage

through the narrow beach in all that distance that is of any use to the mariner. Following the trend of the coast for eleven miles from the point of Cape Lookout, there is an inlet, but, from the character of its channel and its shallowness, it is not of much value.

Leaving Portsmouth, the canoe entered Core Sound, which grew narrower as the shoals inside of Whalebone Inlet were crossed, partly by rowing and partly by wading on the sand-flats. As night came on, a barren stretch of beach on my left hand was followed until I espied the only house within a distance of sixteen miles along the sea. It was occupied by a coasting skipper, whose fine little schooner was anchored a long distance from the land on account of the shallowness of the water. Dreary sand-hills protected the cottage from the bleak winds of the ocean.

While yet a long distance from the skipper's home, a black object could be seen crawling up the sides of a mound of white sand, and after it reached the apex it remained in one position, while I rowed, and waded, and pulled my canoe towards the shore. When the goal was reached, and the boat was landed high up among the scrub growth, I shouldered my blankets and charts, and plodded through the soft soil towards the dark object, which I now recognized to be a man on a lookout post. He did not move from his position until I reached the hillock, when he suddenly slid down the bank and landed at my feet, with a cheery —

"Well, now, I thought it was you. Sez I to myself, That's him, sure, when I seed you four miles away. Fust thinks I, It's only a log, or a piece of wrak-stuff afloatin'. Pretty soon up comes your head and shoulders into sight; then sez I, It's a man, sure, but where is his boat? for you see, I couldn't see your boat, it was so low down in the water. Then I reckoned it was a man afloatin' on a log, but arter a while the boat loomed up too, and I says, I'll be dog-goned if that isn't him. I went up to Newbern, some time ago, in the schooner, and the people there said there was a man coming down the coast a-rowing a paper boat on a *bet*. The *boat* weighed only fifty-eight pounds, and the *man* had a heft of only eighty pounds. When pa and me went up to the city agin, the folks said the man was close on to us, and this time they said the man and his boat together weighed

only eighty pounds. Now I should think you weighed more than that yourself, letting alone the boat."

Having assured the young man that I was indeed myself, and that the Newbern people had played upon his credulity, we walked on to the house, where the family of Captain James Mason kindly welcomed me to a glowing wood-fire and hearty supper. Though I had never heard of their existence till I entered Core Sound, the kindness of these people was like that of old friends.

Half a mile below Captain Mason's home, a short time before my visit, a new breach had been made by the ocean through the beach. About twenty years before a similar breach had occurred in the same locality, and was known during its short life as "Pillintary Inlet." The next day I crossed the sound, which is here four miles in width, and coasted along to the oystermen's village of Hunting Quarters, on the mainland. The houses were very small, but the hearts of the poor folks were very large. They came to the water's edge and carried the canoe into the only store in the neighborhood. Its proprietor, Mr. William H. Stewart, insisted upon my sharing his bachelor's quarters in an unfinished room of the storehouse. My young host was hardly out of his teens. In his boyish way he kindly remarked:

"I am here all alone. Father told me, before he died, never to let a stranger pass my door but to make him share my lodgings, humble though they are; and now, any way, you're just in time for the fun, for we are to have three weddings to-night, and all the boys and girls of the neighborhood will be at Hunting Quarters."

I entered a mild protest against joining in the festivities, on the plea of not having received an invitation; at which the handsome youth laughed heartily.

"Invitation!" he exclaimed; "why, no one ever gives out invitations in Hunting Quarters. When there is to be a 'jollification' of any sort, everybody goes to the house without being asked. You see we are all neighbors here. Up at Newbern and at Beaufort, and other *great* cities, people have their ways, but here all are friends."

So we went to the little house in the piny forest, where two hearts were to be made one.

The only room on the first floor was crowded with people. The minister had not arrived, and the crowd was gazing at the young groom and his pretty bride-elect as they sat in two chairs in the middle of the company, with their arms around each other, never speaking a word to any one. The heavy weight of people began to settle the floor, and as two joists gave way I struggled to escape through an open window, thinking we would be precipitated into the cellar below. But the good-natured company took no notice of the snapping timbers, only ejaculating, "She'll soon touch bottom;" and to my inquiries about the inconvenience of being pitched through to the cellar, a rustic youth, with great merriment depicted upon his countenance, replied:

"Sullers, captain, why, there ain't a suller to a buildin' within thirty miles of the Quarters. We never uses sullers hereabouts."

By my side was a young fisherman, who had got home from a cruise, and was overflowing with affection towards every girl present. "O, gals," he would cry, "you don't know how nice I feels to get back to you once more!" Throwing his arms around a bright-eyed girl, who vainly tried to escape him, he said, "O, weary mariner, here is thy rest! No more shall he wander from thee."

This sentimental strain was interrupted by an old lady, who reached her arm over my shoulder to administer a rebuke. "Sam, ye're a fool!" she cried; "ye're beside yourself to-night, and afore this paper-canoe captain, too. Ef I was a gal I'd drap yere society, wid yere familiar ways right in company."

The blow and the admonition fell harmlessly upon the head and the heart of the sailor, who replied, "Aunty, I knows my advantages in Hunting Quarters — *wimen is plenty, and men is few.*"

The crowd roared with laughter at this truism, but were quieted by the shout of a boy that the preacher was a-coming; whereupon the reverend gentleman elbowed his way through the guests to the quiet couple, and requested them to stand up. A few hurried words by the clergyman, a few bashful replies from the young people, and the two were made one. The crowd rushed outside of the house, where a general scramble took place among the boys for their girls. Then a procession was formed, headed

by the clergyman, which marched along the sandy road to another house in the woods, where the second marriage was to be celebrated.

It was amusing to see the young men dash away from the procession, to run to the village store for candy at twenty-five cents per pound, containing as much *terra alba* (white clay) as sugar. With well-filled pockets they would run back to the procession and fill the girls' aprons with the sweets, soon repeating the process, and showering upon the fair ones cakes, raisins, nuts, and oranges. The only young man who seemed to find no favor in any woman's eyes invested more capital in sweetmeats than the others; and though every girl in the procession gave him a sharp word or a kick as he passed, yet none refused his candies as he tossed them at the maidens, or stuffed them into the pockets of their dresses.

The second ceremony was performed in about three minutes, and the preacher feeling faint from his long ride through the woods, declared he must have some supper. So, while he was being served, the girls chatted together, the old ladies helped each other to snuff with little wooden paddles, which were left protruding from one corner of their mouths after they had taken "a dip," as they called it. The boys, after learning that the preacher had postponed the third marriage for an hour, with a wild shout scampered off to Stewart's store for more candies. I took advantage of the interim to inquire how it was that the young ladies and gentlemen were upon such terms of pleasant intimacy.

"Well, captain," replied the person interrogated, "you sees we is all growed up together, and brotherly love and sisterly affection is our teaching. The brethren love the sisteren; and they say that love begets love, so the sisteren loves the brethren. It's perfectly nateral. That's the hull story, captain. How is it up your way?"

At last the preacher declared himself satisfied with all he had eaten, and that enough was as good as a feast; so the young people fell into line, and we trudged to the third house, where, with the same dispatch, the third couple were united. Then the fiddler scraped the strings of his instrument, and a double-shuffle dance commenced. The girls stamped and moved their feet about in the same manner as the men. Soon four or five of the young ladies left the dancing-party, and

seated themselves in a corner, pouting discontentedly. My companion explained to me that the deserters were a little stuck-up, having made two or three visits on a schooner to the city (Newbern), where they had other ways of dancing, and where the folks didn't think it pretty for a girl to strike her heels upon the floor, &c.

How long they danced I know not, for the prospect of a long row on the morrow sent me to rest in the storehouse, from which I was called by a kind old couple sending for me to take tea with them at half an hour after midnight. Unwilling to wound the sensitive feelings of these hospitable people, I answered the summons *in propria persona*, and found it was the mother of bride No. 1, to whom I was indebted for the invitation. A well-filled table took up the space in the centre of the room, where a few hours before the timbers creaked beneath the weight of the curious crowd; and there, sitting on one side in the same affectionate manner I have described, were the bride and groom, apparently unmoved by the change of scene, while the bride's mother rocked in her chair, moaning, "O John, if you'd taken the other gal, I might have stood it, but this yere one has been my comfort."

(CHAPTER X TO BE CONTINUED)

SCHORPIOEN

a sailing yarn, a novel, from one of the
world's great small boat designers

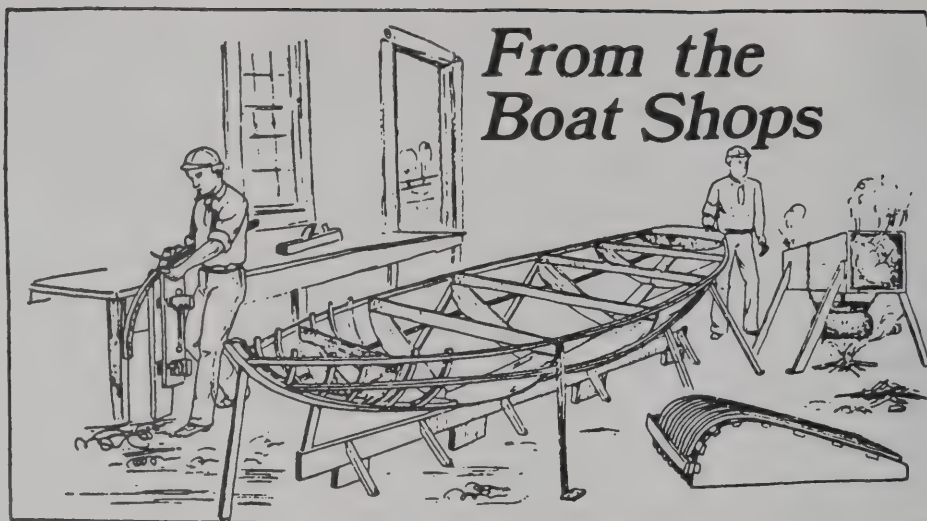
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that is nautically impeccable, clench-nails you
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"PROFESSIONAL BOATBUILDER" LAUNCHED

Wooden Boat Publications is launching a new publication for the professional boatbuilder, entitled "Professional Boatbuilder". It will be a controlled circulation bi-monthly, mailed free to about 15,000 people in the boatbuilding trade nationwide. Obviously the vast majority will NOT be wooden boat builders. It will not be aimed at dealers nor will it carry typical trade personnel news. The editorial content will be aimed at keeping the trade up to date on what's happening in the business from the technical viewpoint. The first issue will be out in September coinciding with the International Marine Trades Exhibition & Conference. More details from Carl Cramer at (207) 359-4651.



From the Boat Shops

SHAPING UP AT THE ROCKPORT APPRENTICESHIP

In addition to the 37' Friendship Sloop under construction in our shop (see "Boats", February 15th) a number of smaller traditional craft are being built. A 19' Pete Culler designed Buzzards Bay Sloop has been planked and framed and her outside ballast installed. A late May or early June launching is planned. An 18' John Gardner designed outboard powered semi-dory is being built to serve as the Shop safety boat. The fourth Gentleman's Wherry is being planked up. Frames have been bent into another Melon Seed catboat. The first of two Westport sharpie skiffs that have been commissioned has been nearly completed and rigging begun for a mid-April launch.

This summer, visitors will be able to watch Norwegian builder, Einar Borgfjord, construct a Norse "Listabat". The visitors' loft will be open mid-June to mid-August for viewing this international project. The Rockport Apprenticeship is located on Sea St. in Rockport, ME, 04856, mail to P.O. Box 539, phone (207) 2326-6071.



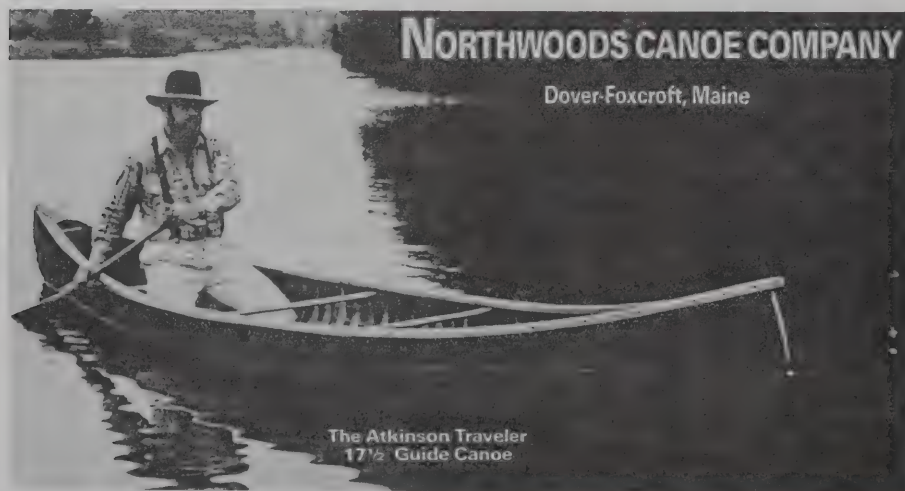
NOT QUITE BUSINESS AS USUAL

Here's a photo of a 1933 Crocker Stonehorse that I'm repairing? Restoring? Refurbishing? It's for personal use. I've completely rebuilt and recanvassed the foredeck. There's some rot to replace in the companionway. Otherwise, all that's needed is some new caulking and a paint job. I should have her in the water by early

summer.

Otherwise business here is as usual; restoring wood/canvas canoes, repairing wooden boats, building the occasional canoe or dinghy, and producing a steady supply of my waning.

Jim Hanna, Iris Boatworks, Marshfield, ME 04654, (207) 255-4216.



The Atkinson Traveler
17 1/2' Guide Canoe

NORTHWOODS CATALOG

We've now got our new 12 page catalog out and feel pretty good about it. It features our four new canoe models we build to order; the 17-1/2' Atkinson Traveler, the 15' Cheeman, the 10' IGWA'W&L, and the 17' B.N. Morris 1908 reproduction. We also detail our repair and restoration work; our custom scheduled classes on construction and repair in our shop; our plans and kits; our complete line of traditional canoe hardware and materials; even our book "The Wood & Canvas Canoe" and our T-shirt! For a free copy just write to us at Northwoods Canoe Co., RFD #3, Box 118-A2, Dover-Foxcroft, ME 04426, or call (207) 564-3667.

KEVIN'S IN THE CATALOG

They put me in the "Land's End" nautical clothing catalog this spring, a nice two-page full color spread with good color photos of my canoes. Their statement introducing the article was, "Just as we're committed to fine workmanship in our cut-and-sewn business, so we celebrate it in fields once removed from our own. This month, we feature Kevin Martin and his wooden canoes." Can't hurt the wooden boat trade.

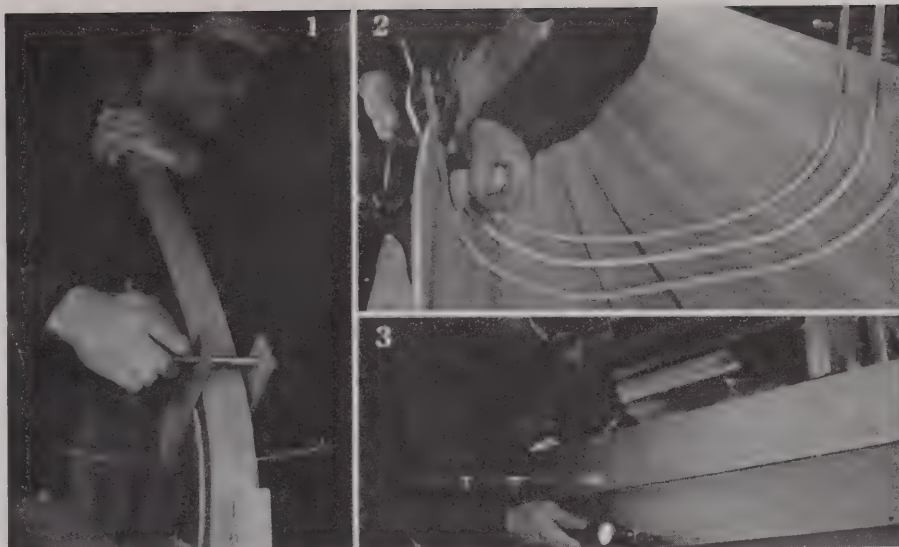
Back here in the real world I'm building a 14'x5' V-bottom hard chine daysailer designed by Pete Culler, for Gary Russell of Nottingham, who also assists on the project. She has a stout 4"x8" oak keel because of the cross-planked bottom of 3/4" cedar. The stem is a 3"x6" oak knee and the transom is 1-1/4" oak. Above the chine the planking is 1/2" pine lapstrake, "padded out" for looks. I'm also in the process of completing an 11'6" Vaux, Jr. model solo canoe and plan to start a 17' sail/paddle Rob Roy from "Wooden Boat" plans some time in June.

Restorations started last fall with a 22' Shepard runabout that my neighbor nicknamed "Jaws". I replaced the chines and frames and will repair planks and refinish in the spring. I am also repairing and recanvassing a 16' Penn Yan canoe and 13' lake boat. Still waiting are a 12' Penn Yan cartopper, and 11'6" Old Town dinghy and a sponson canoe, with others scheduled to come in soon.

With all of this work in hand, I still HOPE to take time out to recanvas a 16' Skowhegan Pathfinder lake boat to take my kids out fishing in.

Kevin Martin, RFD 1, Box 441, Epping, NH 03042, (603) 679-5153.

Right from top: Photos & captions from "Land's End" article. Pete Culler sailing skiff. "Jaws".



- 1) Quickly but carefully, Kevin bends a steamed piece of oak to make the stem of the craft.
- 2) Steam-bent ash must be nailed quickly in place or it becomes too hard for the nails.
- 3) Overlapping planks or strakes give the lapstrake canoe its name.



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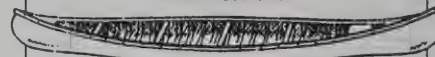
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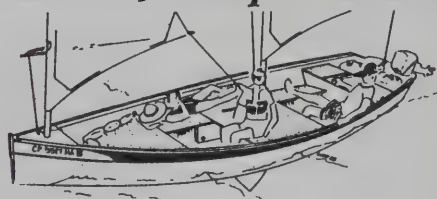
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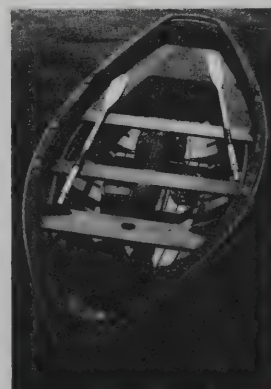
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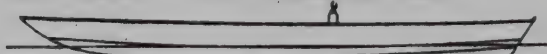


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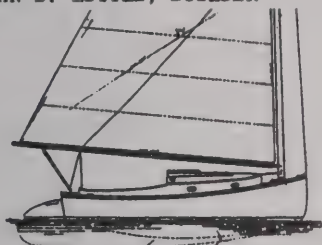
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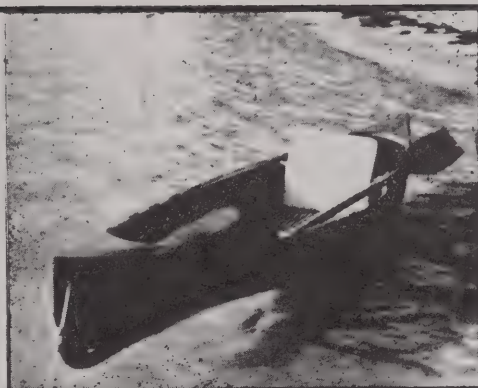
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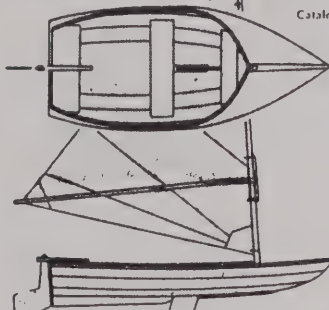
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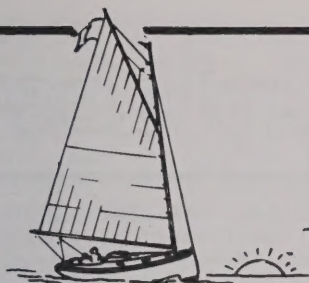
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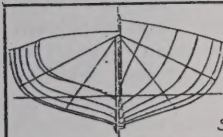
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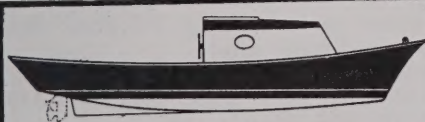
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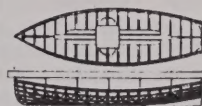


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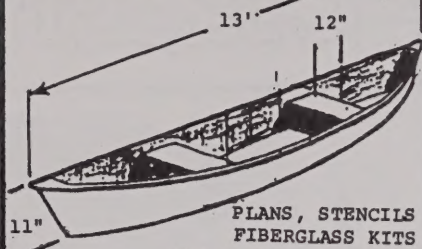
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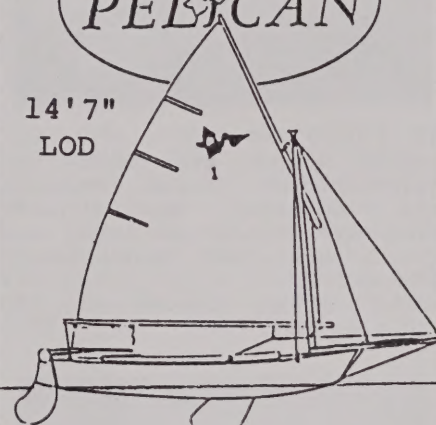


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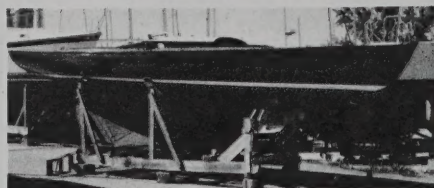
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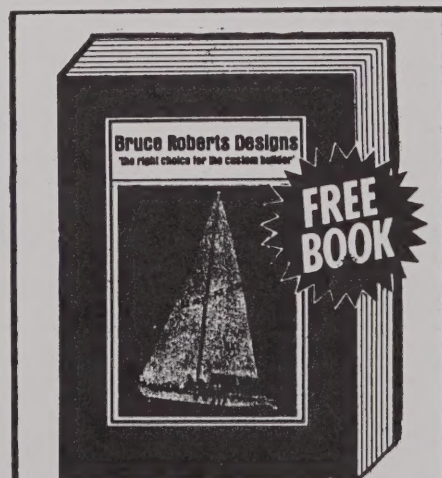
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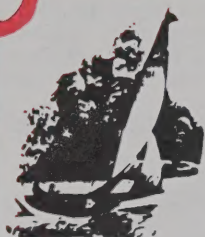
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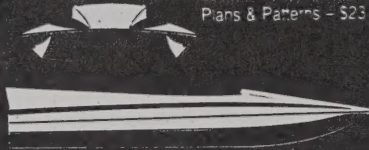
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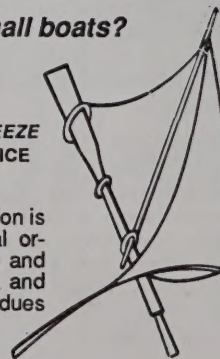
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