



messing about in BOATS

Twice a Month!

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

Our Next Issue...

Will begin the seasonal trend
towards more on-the-water articles,
with our coverage of the launching
of Fred Littleton's 18' schooner,
"Ernestina Jr." and Henry Szostek's
Great Misery Island Rowing Race.
There'll still be more project re-
ports; John Krenn's homebuilt slid-
ing seat rowing rig, Andy Le-
Blanc's Ghana paddles, Richard
Damon's 24' overnighter. Looking
ahead, you can learn about plans
for "easy cruising" on the Maine
coast, and how you can get in-
volved with "adopting a stream".
Looking back, Ed McCabe recalls
how it felt to be in Brittany last
summer at the Atlantic Challenge,
and John Krenn entertains us with
bygone letters on local nautical
subjects to the "G.D. Times". And
we'll have a look at the Essex (MA)
Shipbuilding Museum, a nice place
to visit this summer.

On the Cover...

Ready for a summer afloat,
this is Hugh Horton's experimental
sailing/paddling kayak on the
beach. More information on "Sugar
Pine Needle" may be available from
Hugh Horton Small Boat Co., 15175
Hamilton, Detroit, MI 48203, (313)
868-7900.

Commentary

BOB
HICKS

I've been on something of a
course on this page talking about
boatbuilding over the past several
issues, excepting the last one, our
"anniversary" issue. Much of my
comment has focussed on the cir-
cumstances which surround efforts
at trying to make boatbuilding a
livelihood. In the meantime, articles
have been arriving frequently from
all the readers who are building
boats for the fun of it. Quite a
number of project reports collected
here, and in this issue I finally
get most of the current supply into
print. With the on-the-water season
at hand now, I wanted to catch up
on these "in the shop" articles.

It's truly fascinating to see
the ways different people go about
building their boats. So many un-
dertake their projects without much
of any training in the craft, and
often without even a formal "de-
sign" to build to. It seems that
building one's own boat offers to
some the opportunity to exercise
creativity in design as well as
in construction. This is made pos-
sible by the willingness to adopt
plywood and glue as building mate-
rials, and not be restrained by tra-
ditional boatbuilding conventions.

Something that I've come to
realize over the dozen or so years
since I became enamoured of classic
traditional wooden boats, is that
it's not hard to design and build a
small boat that will function in the
water. Whatever shortcomings in
hydrodynamics and aerodynamics
that lack of formal understanding
of these subjects brings to the new
boat, they don't normally prevent
it from floating, being rowed or
paddled, or sailed. It's only when
one begins to long for "perform-
ance" or "perfection" that serious
design parameters begin to take ef-
fect.

Most of the small boats am-
ateurs build get used in waters
that are protected enough so as not
to place severe demands on the
boat's behaviour. So it's safe
enough to go ahead and build that
"idea". People who build profes-
sionally have a whole different set
of constraints at work on their
choices, they have to build boats
that will function correctly for
those who buy them. Serious design
and construction techniques have to
be incorporated in such craft.

Today I still admire classic
small boats, it's nice to see the
amateurs building them correctly
and traditionally, using all the
right woods, building techniques
and tools. They turn out some
lovely boats. I also am happy to

settle for myself for something far
less demanding on my time and
abilities. The "Cockleshell" kayak
that I "designed" and built is
hardly a traditional craft, it's just
a melding of various parameters I
felt I wanted in a small easy to
carry personal boat for poking
about in protected and less acces-
sible backwaters. It turned out just
fine, it's a neat little boat for its
niche, and it's been pleasing to
hear from others who have built it
that they are finding it a pleasure
to build and use. But, this doesn't
make me a designer.

As I look over the articles
about boats they built that turn up
here from readers, I'm happy to be
in a position to publish their
tales, photos and drawings. I don't
have to require such material to
fit into serious boatbuilding con-
straints in order to maintain some
sort of "image" I wish this maga-
zine to present. This isn't a publi-
cation about "wooden" boats or
"small" boats (though most amateur
projects are necessarily small
craft), or "sail" boats or "pulling"
boats or "human-powered" boats.
Certainly it's not about "power"
boats. It's really about "amateur"
boats, with occasional examples of
professional work included for in-
spiration and guidance.

It's so nice to be an "amateur"
at this, I think. No need to make
it pay. No need to prove anything
about oneself. No competition with
others for fame or fortune. No re-
quired procedures to be followed in
order to "qualify" for what one
proposes to do. Whatever an ama-
teur undertakes to do, it's between
him and his idea. If it turns out
fine, good feelings. If it's a flop,
not so good feelings, but that's the
extent of it. Let's try something
else.

Well, I'm helping to promote
the "Boatbuilders Day" in July at
Strawbery Banke Museum in Ports-
mouth, New Hampshire. While the
emphasis is on having the small
professional boatbuilders of the
region show their craft, we do
want amateur builders who have
boats they feel they'd like to show
to the public to join in. I really
feel the inclusion of amateur built
boats will greatly expand the va-
riety of craft we can enjoy looking
over. If you are interested and
aren't sure about whether or not
you should bring your boat, give
me a call, we can talk about it. My
number is (508) 774-0906, and the
best hours to catch me near the
phone are after 5 p.m.



Your Commentary

PADDLING IN LAPPLAND

Linda and I will go on our favorite canoe trip again this summer in July, starting in Tromsø, a city on the north coast of Norway about 200 miles above the Arctic Circle. We travel by car across the Finnish border to Kilpisjärvi from where a bush plane will fly us and our Pakboats to our put-in at a lake well north of the tree line.

The next three days we'll spend paddling the Latasen, a beautiful whitewater river with many Class II rapids and a few easy Class III drops. On the fourth day we take a half-mile portage on an easy trail to a lake that drains north into the Kautokeino River in Norway. Then comes what is for me the high point of our trip. We travel through an alpine wetlands area teeming with birdlife. A string of small lakes is connected by a tiny but canoeable stream. It is in this area that we cross the border back into Norway, marked only by a reindeer fence.

We then arrive at Goatteluobbal, a small settlement where a few nomadic Lapp families spend their winters. From here mile after mile of easy Class I/II water leads to flatwater and the end of this first leg of our trip in Kautokeino late on our sixth day. Kautokeino is the center of Lapp culture in Norway, so we stop over to explore here. We visit local Lapp crafts and local people in their unique dwellings. This is also our first opportunity on the trip to enjoy showers and meals seated at a table.

The next day we take a car to Lake Reisavann at the head of the Reisa River. This is still on the alpine Lappland plateau, but in a few miles the river drops into a gorge that gradually deepens and widens into the beautiful forested Reisa Valley, the center of the new Reisa National Park. The river is small in the first few miles and requires careful maneuvering. Only one significant portage of 1-1/2 miles past the canyon at Imo Falls is required. The remaining 50 miles is mostly quickwater with some Class I here and there. The scenery is beautiful with cliffs and waterfalls tumbling down the mountainsides, including the imposing 850' Mollis Falls.

We reach my family's farm on the tenth day at Sappen and spend our last two nights in the 100 year old farmhouse. We do some sight-seeing along the rugged coastal mountains and fjords and acquire some sense of living conditions in an Arctic area.

We can take along up to eight persons, at a cost each of \$1065 covering all but personal gear. Anyone thinking of joining us must be in good health and comfortable paddling in Class III water and in wilderness camping. We may have openings remaining at the time you read this if you care to inquire, call Linda or me at (603) 632-7654.

Alf Elvestad, Pakboats, P.O. Box 700, Enfield, NH 03748.

LAUAN WORKS WELL

Relative to Bob Whittier's inquiry in the April 1st issue about using lauan plywood in boatbuilding, we've been using lauan, or Phillipine, mahogany ply for about a year, both on boats and on outdoor art. Much of our work is modern "dummy boards" which are life-sized, realistic paintings of people and animals on sawn wood, usually plywood, often mounted outdoors year-round. For six years we were plagued by delamination, popping of surface veneer plugs, and huge interior voids in the typical EXT-DFPA panels.

We tried lauan last year, but did our own testing of scraps before releasing any finished work. We tried several hours of boiling, weeks of submersion, and continuous outdoor exposure of unfinished pieces. No warping, no delamination, of course no elliptical plugs to pop out months later. Inner plies are as sound as the surface, with no voids.

Note that what we tested, and now use exclusively, is 1/2" five-ply (all plies lauan) branded on edge, "Made in Indonesia". Cost is about \$26-\$27 here. Unfortunately, we'd already bought some 1/4" marine grade fir for our latest boat (a later subject) so haven't tested anything yet but the 1/2" thickness.

Some experts contend that it's not only the glue, which appears to be the purple urea resin stuff, but also the way the sandwich is made.

Some domestic products apparently don't get the heat (or time) necessary for full cure, hence subsequent delamination.

It's a shame that we can import such bulky, inexpensive material from halfway around the world for less cost than that which the inferior domestic product can be marketed for. It looks like Indonesia is yet another domicile of that old "Protestant Work Ethic" that once made U.S. products the world's best.

Charlie Schmitt, Glen Cove, NY.

TRYING TO BUY THAT SMALL BOAT

Your editorial in the April 15th issue on boat show marketing reminded me of my experience 15 years ago looking for my ideal small 20' or so sailboat. I had made up a listing of features I definitely wanted, others that would be desirable but not necessary, and those I definitely did not want. Using various advertisements and catalogs, I made up a list of those boats which came closest to my ideal. Now it was time for a look at them.

I naively figured that between the New York Boat Show (then at the Coliseum) and the in-the-water show at Stamford, I'd see them all. I was WRONG! Not one of my short list of six were to be seen.

The manufacturers were there but the smallest models they had were 28-30 footers. This made no sense to me as surely, I felt, the market was bigger for 20 footers than for those "monsters" (this was in 1972). The exhibitors told me I was correct but that their costs of being in the shows were so high they felt it was more cost effective to show the bigger, more costly models. The profit from sale of one 40 footer equals that from sale of three or four 20 footers, with less effort.

So I never did get to see some of my short list of boats. And those I did see I had to travel all over the place to find, and to places too far from water for a demonstration sail. I thought it a sort of stupid way to do business.

Mel Ross, Croton, NY.

NOW I HAVE MORE TIME

I recently sold my 50 year old 31' Casey cutter. This lightening of my work load has created an enjoyable benefit. I now have time to read "Boats" more thoroughly and double the pleasure. I missed reading some chapters of Bishop's "Paper Canoe" and plan to go back now and catch up on them. It's a great tale!

Your "Small Boat Builders' Get-Together" at Strawberry Banke sounds interesting and I hope to make it up there.

W.R. Hurder, Narragansett, RI

HAPPENINGS

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MASSACHUSETTS BOATING FATALITIES

The Massachusetts Division of Law Enforcement, Boating & Recreational Vehicles, has published this chart identifying the nature of the 14 fatal accidents reported in the state in 1988.

1988 FATAL BOATING ACCIDENT ANALYSIS

Boats Registered:
 224,065

Categories	Number of Fatalities
 Type of Boat	
Class A (less than 16') (Includes 2 canoes)	3
Class 1 (16' to less than 26')	9
Class 2 (26' to less than 40')	2
Class 3 (40' or over)	0
Boats with engines	11
Boats without engines	2
Electric Motors	1
 Time of day	
12 A.M. - 6 A.M.	1
6 A.M. - 12 P.M.	4
12 P.M. - 6 P.M.	6
6 P.M. - 12 A.M.	3
 Alcohol related	3
 Age	
Under 20 yrs.	4
20's	2
30's	3
40's	8
50's	1
 Where	
Saltwater	14
Freshwater	4
Breakdown	
Lakes & Ponds	36 Accidents
Conn River	12 Accidents
Coastal	117 Accidents
Total Fatal and Non Fatal Accidents Reported	165.
Source: Division of Law Enforcement, Boating & Recreation Vehicles.	

WESTPORT KAYAK RACE

The Westport (MA) River Watershed Alliance is sponsoring a kayak race on June 10th on the beautiful Westport River (tidal), starting at 10 a.m. at the marsh by the main entrance to Horseneck Beach State Park. Beginner level will do the East branch, a five mile route. Advanced level will do both East and West branches, about ten miles. Horseneck Beach State Park is at the end of Rt. 88, south off Interstate 195 in Westport, MA. Call (508) 636-3016 or (508) 636-8609.

TRADITIONAL SMALL BOAT FESTIVAL

A traditional small boat festival is scheduled for June 10th and 11th at Berkeley Island County Park in Forked River, New Jersey. Sponsors are the Ocean County Department of Parks & Recreation and the Philadelphia Maritime Museum. There's no charge to take part, bring your own traditional small boat or come without. No directions to the site were provided in the card we received, so you'll have to call (201) 370-7380 for details.

HUDSON RIVER RALLY & FESTIVAL

A huge public awareness rally for a cleaner and greener New York City is scheduled on June 10th on Manhattan's west side, with both land and water related activities. The focus is on opening up waterfront to public access. Interested boating people are urged to support this event, expected to attract over 100,000 visitors. Contact Fiodhna O'Grady at the River Project, (212) 431-5787.

GRAND OPENING AT MAINE MARITIME

Maine Maritime Museum will hold its grand opening celebration for the new multi-million dollar Maritime History Building at their Percy & Small Shipyard in Bath, Maine, on June 15th through 18th. A variety of programs will be presented. Open house for the public is on the 17th and 18th, previews for members and donors on the 15th and 16th. Call (207) 443-1316

GREAT PECONIC WOODEN BOAT FESTIVAL

Full Sea, Inc. and Brewer Yacht Yard, both of Greenport, NY, on the outer tip of Long Island, are hosting the Great Peconic Wooden Boat Festival in Dering Harbor, Shelter Island, NY, on June 24th and 25th. Races, parades, a party and barbeque are planned. Sail and classic power boats of WOOD are invited to take part. Contact David Kiremidjian at (516) 765-1883 or (516) 765-4772.



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WESTON FARMER - *Naval Architect - Marine Eng'r.*

Notes from Coffee Pot Landing

You ask about the rewards and prospects of naval architecture as respects yacht designing. I think I know something about it as it has been my main theme for about 60 years.

There is more money to be made in hand bill distributing than in mere yacht design. I have run the gamut of all types of service in the trade, and here are my observations as I have seen them myself, and as they have borne on the lives of fellows like J. Murray Watts, Bill Hand, Bill Deed, John Alden and others, nearly all of whom I knew, and those mentioned specifically, together with many others. All died stony broke.

Early on I learned that the idea of opening an office and maybe taking on a few men and then "designing" was a fairy book idea. Almost all the chaps who have their professional cards in the boat mags are holding down a payroll job someplace. God help the gent who tries to dig up a payroll in such a specialized business!

After a try at this, which included an office at 85 Chambers St. in New York, I came to the conclusion that if I wanted to eat regularly, I'd better "go tramp", which I did for about ten years all up and down the west and east coasts. This pitch was as a consultant to any yard I could find that had a new boat under contract, knowing that most yards need fast service on the drafting board for a brief spell until the job gets to the loft. I would very much sooner eat regularly and be the deep man on payroll in a good yard than have all banners flying.

All wealth is based on sales. I have made more money in 90 days with a toy company I formed than I'd ever made up to that date in ship, motorboat or yacht design, and I was given the gift of understanding in the trade; the sweet line, the sea knowledge, knowledge of handling materials, and all, just

as some men are gifted with a good voice.

But I, nor anyone else, have not consistently been able to make money in yachts. I found after long experience that the large luxury yacht paid a decent fee. I have made as high as \$32,000 for a set of plans for an 85 footer, and have done a cruiser for a ton of coal. For the past ten years I have done a number of these large luxury outfits, but every buyer had some reason for not wanting publicity, so there has been no exposure to the general public on them.

If I had to do it over again, I'd get into the sales engineering if my bent was mechanical, or into advertising if artistic, and a good man with copy (as you are) and to hell with the alleged glory in the yacht design business.

If you've got to "go boats", polish up your correspondence schooling and then build your product and sell it. There isn't the price of a turkey sandwich in designing, a fact once laid on me by Johnnie Alden, who had to build his Malabars and sell the product.

The publicity, the romance of yacht designing, may make an amateur drool in fantasy, the correspondence schools play up the romance, but the record of naval architecture as a livelihood is very poor. Phil Rhodes died last fall, deeply in debt. S&S play the millionaire game, but couldn't subsist on design alone; brokerage is required to pay the rent, and a hot body shop out in the drafting room, working on government overflow is the other end.

I am now 72. I can design

anything that floats and make her look a drool piece, and go forward well when power is applied. Only in the millionaire trade have I found worthwhile fees, and these wouldn't have come to me had I not been hooked up with a yard that could produce my product. My own case, I might add, has been far happier than most.

So there you are, a lesson in fact from one who has been more fortunate than most. The money is in the selling.

Weston Farmer

ED. NOTE: We've published a number of design articles by Weston Farmer over the past half-dozen years, enchanted by his grasp of what messing about in boats meant as well as by the designs he created. Today many of his plans are still available from his widow, Mary (Weston Farmer Associates, 18970 Azure Rd., Wayzata, MN 55391).

A close friend of the Farmers, Tom Beard of Port Angeles, Washington, has been helping with the preservation of Westy's work. And, Tom is now embarked on a project of collecting and publishing the many letters Westy wrote over some 60 years.

Tom would very much like to hear from anyone who has had correspondence with Westy. The Farmer family has provided him with all their files of his writings, but there are many, many more of his letters out there. Contact Tom Beard, 1002 Mt. Pleasant Rd., Port Angeles, WA 98362, (206) 452-9940 if you can help.

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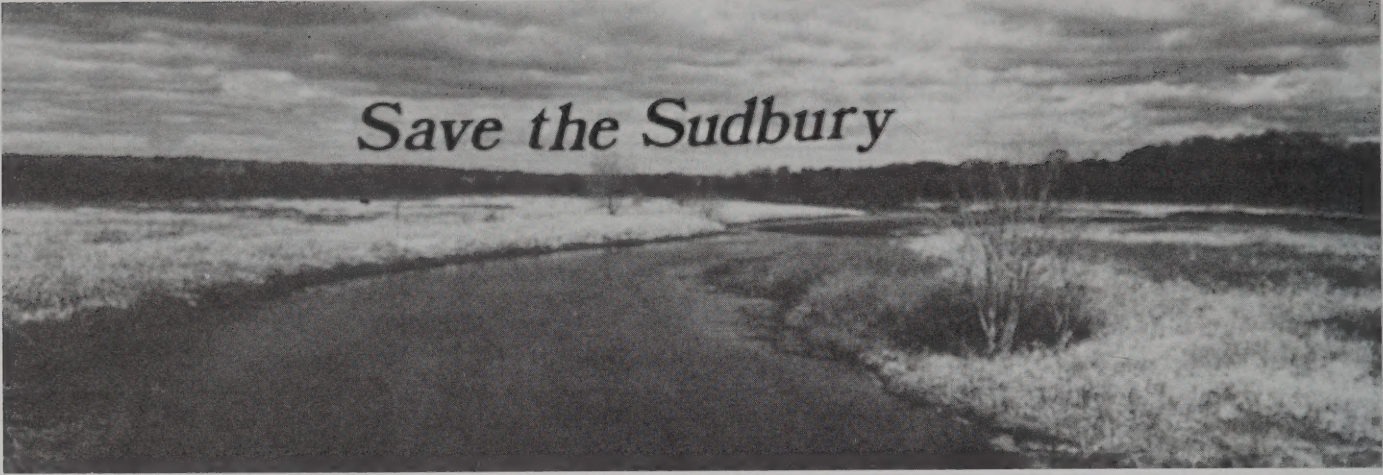
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Save the Sudbury

The Indians travelled the waters of this river system and set weirs to catch its fish. They called it "Musketaquid", the "Grass-ground River". The early European settlers were attracted by those same grasses, and portioned out shares of river meadow which became the basis for a man's taxes, his wealth, and his position in the community. In 1775, the "shot heard round the world" rang out over the Concord River, as descendants of those settlers began their war for independence. Henry David Thoreau rowed there and wrote an account of a week-long trip on the Concord and Merrimack Rivers. Nathaniel Hawthorne bought the boat Thoreau used for that trip and did some exploring of his own, declaring of the Assabet that "a more lovely stream than this, for a mile above its junction with the Concord, has never flowed on earth."

Today we can still watch these rivers go through their annual cycle and see the marshes do the job they were created to do. We can drift with the lazy current on a fall or summer day and feel far from the busy-ness of our daily lives. Thanks to the Great Meadows Wildlife Refuge, we can not only observe the wildlife that shares this territory with us, but also learn more about it. Those of us who live in the valleys of the Sudbury, Assabet and Concord Rivers have a natural resource of scenic, cultural, historical and recreational value right in our backyards, often literally.

We cannot assume that these assets will always be there to enjoy, however. In recent years the Massachusetts Water Resources Authority (MWRA) has threatened to divert water from the Sudbury River to help meet Boston's needs. Lowered flow would affect wells along the river and destroy the marshes so crucial to the wildlife that benefits from Great Meadows National Wildlife Refuge. The broad vistas we now enjoy would disappear as the flood plain grew up in trees. We are currently two years

into a three-year trial period during which the MWRA has set aside diversion plans in favor of water conservation measures. The MWRA is also funding an Environmental Impact Report on the effects of diversion.

Encroaching development presents another threat to the rivers' environment. Construction along the banks can be detrimental to both scenic values and the functioning of the rivers' ecosystem if the banks are altered or silt and pollutants enter the water.

In recognition of the importance and the fragility of the rivers' natural resource values, the Sudbury Valley Trustees, in April, 1988, asked Congressman Chester Atkins to work with citizens of the valleys toward inclusion of parts of the rivers in the federal Wild and Scenic Rivers System. This program protects a river from federally aided projects that would change it by damming, diverting, or polluting the water, and requires a land management plan for the river's banks.

An informal study group was formed to consider the feasibility and advantages and disadvantages of wild and scenic designation. The group includes representatives of conservation organizations and town boards, as well as interested individuals. Such local concern and participation is vital to the process outlined by federal legislation.

Designation of a scenic river is a three-stage process. The first step is listing in the Nationwide Rivers Inventory (NRI). The inventory, which is an assessment of the nation's free-flowing, relatively undeveloped rivers, includes those river segments which may qualify for further study and/or inclusion in the Wild and Scenic Rivers System.

To qualify for the inventory, a river segment must:

Be free flowing, uninterrupted by dams or other major modifications.

Have resources such as scenic qualities, cultural and historical sites, recreational opportunities, or

fisheries and wildlife habitat of national significance.

Be generally undeveloped.

Be more than five miles in length.

When the NRI was first published by the National Park Service in 1982, two segments of the Concord and Sudbury Rivers were included. In the last year, the informal study group has worked with the National Park Service to identify other stretches of those rivers, and the Assabet, that might qualify. Four additional segments of the three rivers appear to meet the criteria and are being recommended to the National Park Service Office in Washington for inclusion in the inventory.

As a result, the study group has decided to concentrate its efforts on a Y-shaped segment beginning downstream in Billerica at the Route 3 bridge, continuing to the confluence of the Assabet and Sudbury at Egg Rock, and then stretching up the Assabet to the confluence of the power canal at Damon Mill in West Concord, and up the Sudbury to the area of the Danforth Street Bridge in the Saxonville section of Framingham.

The next two stages require congressional bills. The first bill would authorize funding for a more detailed study of the rivers, which usually extends over three or four years. The National Park Service's North Atlantic Regional Office would co-ordinate this study and provide technical assistance throughout the process, but a successful study depends on active and continuing involvement and leadership from the local communities, private landowners, and other interested parties along the rivers. During this study period, the river segments under consideration are protected as if they were already included in the Wild and Scenic Rivers System, but designation as part of that system is not a foregone conclusion, and requires a second bill once the study is complete.

Local interest gets this process underway and continuing local

support is required for success. A river will not be included in the Wild and Scenic Rivers System unless it is both eligible, according to the criteria mentioned, and "suitable". In order for a river to be considered "suitable", those with a direct interest in it must support the conservation of its resources. There must be demonstrated commitment to the goals of wild and scenic designation and the protection it offers. Congress will not designate river segments for inclusion in the system unless there is support from the local communities. At town meetings this spring in the affected communities, citizens will be asked to vote on a resolution supporting authorization of the next step, and only that step, funding for a study of the eligible segments of the Sudbury, Assabet and Concord Rivers.

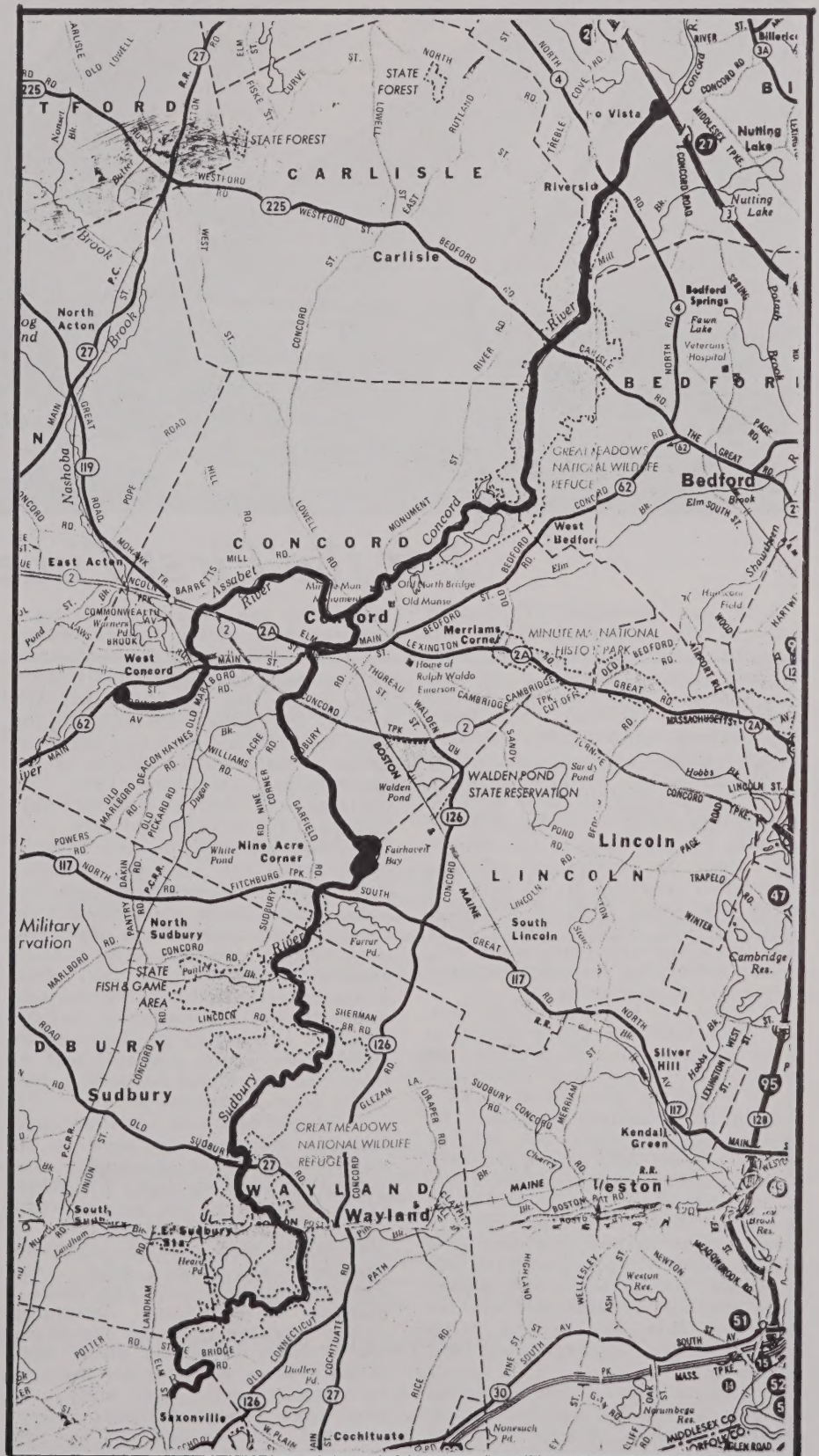
The congressional sponsors of the required bills act only at the request of local communities and rely on their participation as the legislation is drafted. The flexibility of the program provides many opportunities to incorporate local needs and concerns. The crux of the formal study is preparation of a plan for conservation of the rivers and adjoining land. Federal land acquisition and management are NOT required by study status or by wild and scenic designation; in fact, the study legislation can specify that federal acquisition and management not even be considered

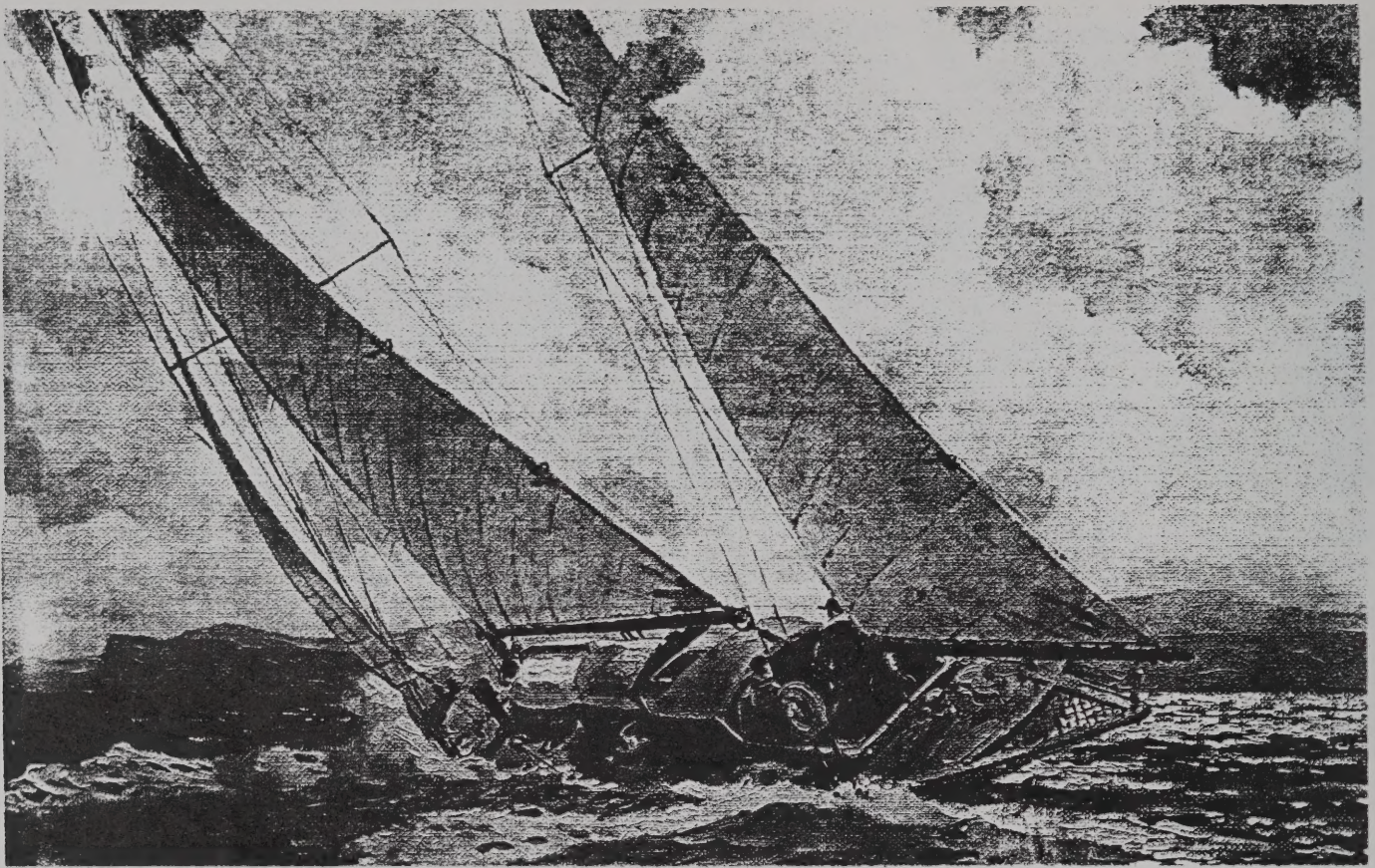
in the development of the river conservation plan. Legislation can also specify groups that should be involved in the study, and ensure that emphasis is given to those protection alternatives that are most acceptable to local residents. The study process provides the opportunity for towns along the rivers to discuss issues of common

concern and work together toward preservation of a shared resource.

LET'S TAKE ADVANTAGE OF THIS OPPORTUNITY TO PROTECT OUR RIVERS!

If you'd like to get involved or demonstrate support, contact the Sudbury Valley Trustees, P.O. Box 7, Wayland, MA 01778, (508) 443-7325.





For the First Time...

It was November 4th, about 2:45 in the afternoon; cold but thankfully not cold enough to turn the salt spray to ice as it wet us. The sun was still shining. It had been glorious all day, but there had been a wind shift and now clouds were approaching. Each plunge of the bow produced a heavy wash that would rise three or four feet in the air to be whipped horizontally by the wind at face-numbing speeds. We stood, arms straight down when possible, heads bent towards the spray to gain the most from our foul weather gear. Only our necks and shoulders were wet, a very satisfying feeling after several hours of drenching.

About an hour spent on deck was just tolerable, then below to stand a while jammed between the centerboard trunk and the nice warm Shipmate, perhaps to have a spot of hot chocolate or coffee. We kept a pot of water hot all the time. The coal fire had to be tended, as did the water pot. Sails had to be trimmed, the engine kept running, and there was always something to be put back to rights below. When not occupied with any of these tasks, we could always steer the boat or keep one another company. This was sailing at its finest plenty of excitement and lots to do!

Sturgis and I were sailing "Jingo", a fine old wooden sailboat about 35' long. Sturge was my

boss; also the builder of the boat, and the best sailor I ever crewed for. We were taking "Jingo" home to Crocker's Boat Yard, where she'd been built, and was maintained and stored. Her owner had not had the time to fetch her and had asked us to do it for him. We jumped at the opportunity, because time for cruising was hard to find and getting paid for it is indeed rare.

That morning on the Sasanoa River there had been ice on deck. The weather forecast called for gale force winds developing and deteriorating conditions for the next two or three days. We considered calling our ride back from Massachusetts and delaying the trip until the weather improved, but the sun was shining at its best and we figured we could get the boat at least one day closer to home before really poor conditions set in.

Stugis had just finished lashing the mizzen boom back to its mast, the bronze gooseneck had broken on our last tack. Thankfully he had noticed the failure before the sail had a chance to tear. We planned to seek quieter conditions inshore as the wind was west-northwesterly off the land. I guessed at its speed, imagining myself sticking my head out of the car window. It seemed about forty to fifty miles-per-hour all the time with gusts well over sixty. We were close enough inshore, however, that the sea had not had the

room to build higher than the four to six feet of chop we were experiencing. Our present tack was just west of north, heading us towards the Saco-Biddeford coast of Maine. We were motorsailing as close as possible to the wind, the small club-footed jib and the mizzen taut, causing lots of drag but steadying the boat's motion. The Westerbeke diesel provided only two or three knots against the sea and wind but the going would be easier as we approached shore.

We were both anxious for a quiet anchorage, as we'd been listening the the tattered remnants of the staysail cracking in the wind for several hours. Crossing Casco Bay its tack had let loose and ridden up the stay so as to be irretrievable. The sound was incessant, unnerving. In better conditions we'd have attempted removing the annoyance. But it was too risky now, involving one of us working alone to lower the stay on a pitching deck that was sometimes awash. A man overboard exercise under these conditions was to be avoided at any cost.

We had no sooner trimmed sails and settled onto our new tack when the engine died. Without power we had to fall off in order to maintain steerage way. In this attitude, we would be blown sideways up the coast, with the prospect of making a landfall about where we'd started from seven hours earlier.

Making harbor in these conditions without power was unlikely. This was not a high-performance boat. Beating upwind through a narrow channel in a gale with "Jingo" would be very difficult, if not risky.

It seemed we had two options. We could continue sliding up the coast until the weather improved, or we could jibe and sail all night across open water for Cape Ann. Sliding back up the coast seemed a horrible waste of time, but we knew conditions further out would be worse and we already had our hands full. We were low on coal too and painfully aware of our dependence on it. In the flurry of repairs and assessment of our situation, we had neglected the fire. It had burned out and we were cold. The thought of investigating the engine trouble and restoring power repulsed me. I knew I'd be seasick the minute I went below to that engine.

The stove's fire having gone out had already done a number on my spirits. Now there appeared to be diesel fuel all over the cabin sole! The smell was nauseating and it was slippery as hell, just like wet ice. I was cold, my nerves were shot from listening to that flapping staysail, I wondered what the NEXT failure would be. I wanted to be home in bed. I was scared and I wanted desperately to just dump my troubles into someone else's lap, someone better able than I.

For the first time in my life I felt I was in a dangerous situation. A feeling of panic was rising, and, in some ways, I had no one to fall back on. Sturge was a good man, the best. He was calm too, but I knew more about diesels than he did, while he was by far the better sailor. I knew who'd have to fix the engine if it was to be fixed. We were both cold and tired; the prospect of sailing all night was disheartening. So, I made a deal with Sturge. If he fixed that stove fire, then I'd fix the engine, and by God, we'd sleep comfortably in port that night!

He readily accepted and soon had the fire going, without, I might add, getting sick. Then I went below, got out my tools, made my way to the head and was ill, desperately ill. I expected it, I accepted it, and heaved-ho until there was nothing left to heave. Felt much better after that. Leaning over the engine, I could be as sick as I felt and not make any mess.

Things were on the upswing after this. I felt better because I knew I couldn't be any sicker than I already had been. There was a fire behind me to take away the chill. All that remained was to diagnose the engine's problem and rectify it. This was easy enough, I soon realized as I calmed down and

thought about it. Asmooth-running diesel doesn't generally just up and quit unless it runs out of fuel. I found both a rather empty sounding port fuel tank and a fuel line leak which explained the fuel all about the cabin. Switching over to the starboard tank immediately took care of all that, and bleeding the air from the system should have been simple. It WAS simple, until I dropped the bleeder screw into the bilge. It took me an hour and a half to find that screw, about the size of a pencil eraser. It had lodged halfway through a limber passage under the engine. By the time I was through, there were tools, engine cover pieces, lead ballast, bilgewater, diesel fuel and I, muttering, swearing and heaving, all of "us" shlogging from one side of the cabin to the other. What a mess! Finally I accomplished what, back at the yard, would probably have taken fifteen minutes. I reached into the cockpit, pushed the starter button, and she started. Ahh, you should have seen Sturge smile. Yessir, THAT was the smile of a cold man about to get warm!

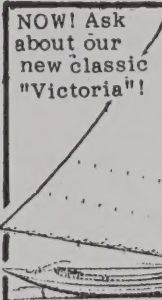
We decided to make for Cape Porpoise that night. Biddeford was closer but had a much trickier harbor approach and it was getting dark. Our spirits were flying high at this point, so it hardly fazed us

when we found our chart was 1958 vintage. We cursed the boat's owner a couple of times, and ourselves for not having checked them, but that was all. We just had to do a little more dead reckoning than usual and hope to find sufficient navigational aids that agreed with the old chart. We found lights where we figured they should be but their flash sequences didn't correspond to those described on the chart. We did find a can buoy which, though its number didn't agree, had letters hand painted on it which seemed to be the name of the reef we thought it marked. Relying on that and assuming an awful lot about those lights, we felt our way into what did prove to be Cape Porpoise.

We fetched one of the few open moorings, made fast, and cooked up something hot to eat. I don't remember what it was but it sure tasted good! After eating, we did a lot of scrubbing with detergent to get rid of the diesel fuel, rowed ashore to call home and stretch our legs a bit. Pretty soon, though, we were back aboard and fast asleep, dreaming about what the next day might bring.

I think I'll leave that tale for another time.

Chris Finch, Lowell, MA.



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Stevie's First Cruise

The last weekend of March was unseasonably temperate with an unabashed sun shining forth, and the feeling of spring was in the air. It is easy to curse New England's weather 80% of the time, but when a day like this one rolls around, all is forgiven and forgotten, and like the resolution of some silly lovers' quarrel, one emerges, so to speak, arm in arm and stooping to pick the flowers. It is a custom on such weekends for me to hail my boating partners, the Muellers, and invite them on some sort of boating activity. Between the three of us, we have a veritable marina full of an odd assortment of sail and muscle powered craft.

Today craft selection would be important, for Paula had spent all of the winter nursing a new addition to the Mueller family and had decided that today she would introduce little six month old Stevie to the wonderful world of boating. So we chose the huge imitation birch-

bark workhorse canoe, "Goliath" as the Mueller's craft, for it had proven itself slow, tractable, stable and utterly reliable. I would scout out ahead in the more nimble kayak, "Cockleshell", and advise my companions as to conditions ahead.

We had canoed portions of the Nemasket River previously, but today, in high spirits, we decided to travel its entire ten mile length from Assawompsett to the Taunton River in one fell swoop. Little Stevie looked a bit cramped in his life jacket but seemed to share in our good spirits as we headed down the swift moving river. Barely a half-mile from the start, however, he began his hunger wails, so we beached next to an abandoned railroad bridge so that he could be fed. Of course, it would not have been polite for just one member of our expedition to eat alone, so we broke out some beer, soda and sandwiches and, soaking in the warmth and smells of a first spring day, enjoyed a bit of a snack.

When all hunger was satiated, we again pushed off and were swept along the marshland and old abandoned fields that border the Nemasket. With such isolated beauty about, it was easy to forget how close to our wilds the expressways and commuter suburbs were. The rapids that followed were difficult only in that the stream was unusually shallow for this time of year and so we all scraped bottom on a number of occasions.

Following a short portage across a street, we came on a young boy fishing in a pool below the road, with his dog closely in tow. When Paula came down to the pool carrying Stevie, the dog

leaped aggressively up the bank at her, dragging the boy up the banking by its leash. Paula normally would have fled in panic, but as in a Disney movie, she faced down this intruder with steel in her eyes, clutching little Stevie to her breast, and the dog turned and skulked away. Later we considered what would have become of that poor Rottweiler had it taken another step forward. We all agreed that Paula was willing to use her teeth.

The next set of rapids was a bit trickier, with the water flowing rapidly between boulders, offering little room in which to maneuver. I pinned the "Cockleshell" against one rock and the stream washed over me until the cockpit was full to the gunwales. Only then did the river release me and I then bobbed slowly to the end of this section to where I could pull the kayak up onto a sunny banking and drain the cockpit. A few minutes later, "Goliath" appeared, knocking from boulder to boulder, but remaining quite dry. Paula and Steve pulled out next to me to stretch their legs. Stevie, however, dozed on comfortably in the canoe, having slept through his first "whitewater" experience.

Soon afterwards, we portaged around a herring run with park-like grounds and about fifty picnickers enjoying the day. "Cockleshell" attracted quite a bit of attention from some young boys, since it was something different, being a kayak, and obviously simple enough that they could dream of building one. Our launching in front of this crowd was poorly executed, as we chose a poor spot and had to walk out in the mire to get the boats underway.



One of the motherly picnickers said loud enough for all of us to hear, "Imagine that, taking a little baby out in a canoe! I can't believe how irresponsible that is!" We all felt a little bad after hearing this. Steve and Paula had decided that Stevie would be included in their outdoor trips right from the start, but of course there can be a little pang of guilt when someone criticizes your judgement. Who knows, maybe it was risky for that mother to drive her kids to the picnic spot via the expressway.

The river became its most beautiful now, very deep and swift with no signs of civilization anywhere. The banks emerged steeply and there were numerous campsites alongshore. At one point we saw a woman frolicking on the far shore with her dog. Further downstream, a young couple were fishing, admittedly with no success, but enjoying themselves anyway. We decided there to have lunch, all agreeing that the stop at the railroad bridge had been merely a snack. Instead of beaching my craft, I set up my meal on "Cockleshell's" deck, and Steve and Paula ate in their canoe. In this enjoyable manner, we drifted over a mile without any effort being exerted below the neck!

After several more miles we asked a father/son crew in a motorized canoe how far it was to the Taunton River. When he answered,

"ten minutes," I thought it strange to be answering a question about distance with a time, but I didn't persist with the conversation. It was getting late and everyone but Stevie was getting tired. As if to try our strength, the Nemasket began to weave back and forth in a serpentine motion, making us paddle a quarter of a mile for every hundred yard gain.

The "Cockleshell", supposedly the scout of this expedition, fell further behind, and Steve and Paula had to wait frequently for me to catch up. It was getting well into the afternoon and the daylight was beginning to wane. To save us time, Paula breast fed Stevie in the canoe while Steve and I continued paddling downstream. Had such a scene often occurred hundreds of years ago, I wondered?

About an hour after having learned about it being "ten minutes" to the Taunton, we entered that river. It was moving with force, and being exhausted, we let it carry us downstream a couple of miles to where we'd parked our takeout vehicle. Stevie was a bit sunburned, although we had kept a cap on him the whole trip, but otherwise he had fared beautifully. Although he couldn't tell us so, we felt he'd had an interesting time and we hoped he'd care to accompany us again in the near future.

Dave Jonas, Assonet, MA.

A CLASSIC IN CEDAR



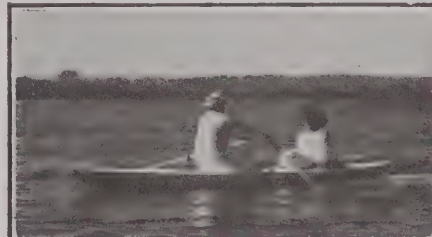
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DESIGNS & PROJECTS

THE INSTANT TARP BOAT & PVC PIPE BOAT

I am the "brother" mentioned in David Desrosier's letter about the "Almost Instant Boat" in your January 1st issue. This "Tarp

Boat" was a great success and a lot of fun. It supported my brother and I (400 pounds plus) with no problems. I was quite proud of it since more thought had gone into it than David's letter would lead you to

think.

I have had an interest in well-engineered but fun and cheap boats ever since reading Bolger and Payson. I have had many ideas on the subject that I tried to incorporate into several of my boats. I do think boating can be fun and cheap, an idea not shared by commercial ventures. Safe boats can be built for almost nothing if one is willing to be a little "unconventional".

Here are sketched plans for two of these boats, the "Tarp Boat" and a PVC pipe framed canoe. Two of the latter have been built and worked well, although they were a little heavy for their size.

I hope your approach with "Messing About in Boats" will always include the "little guys" such as myself.

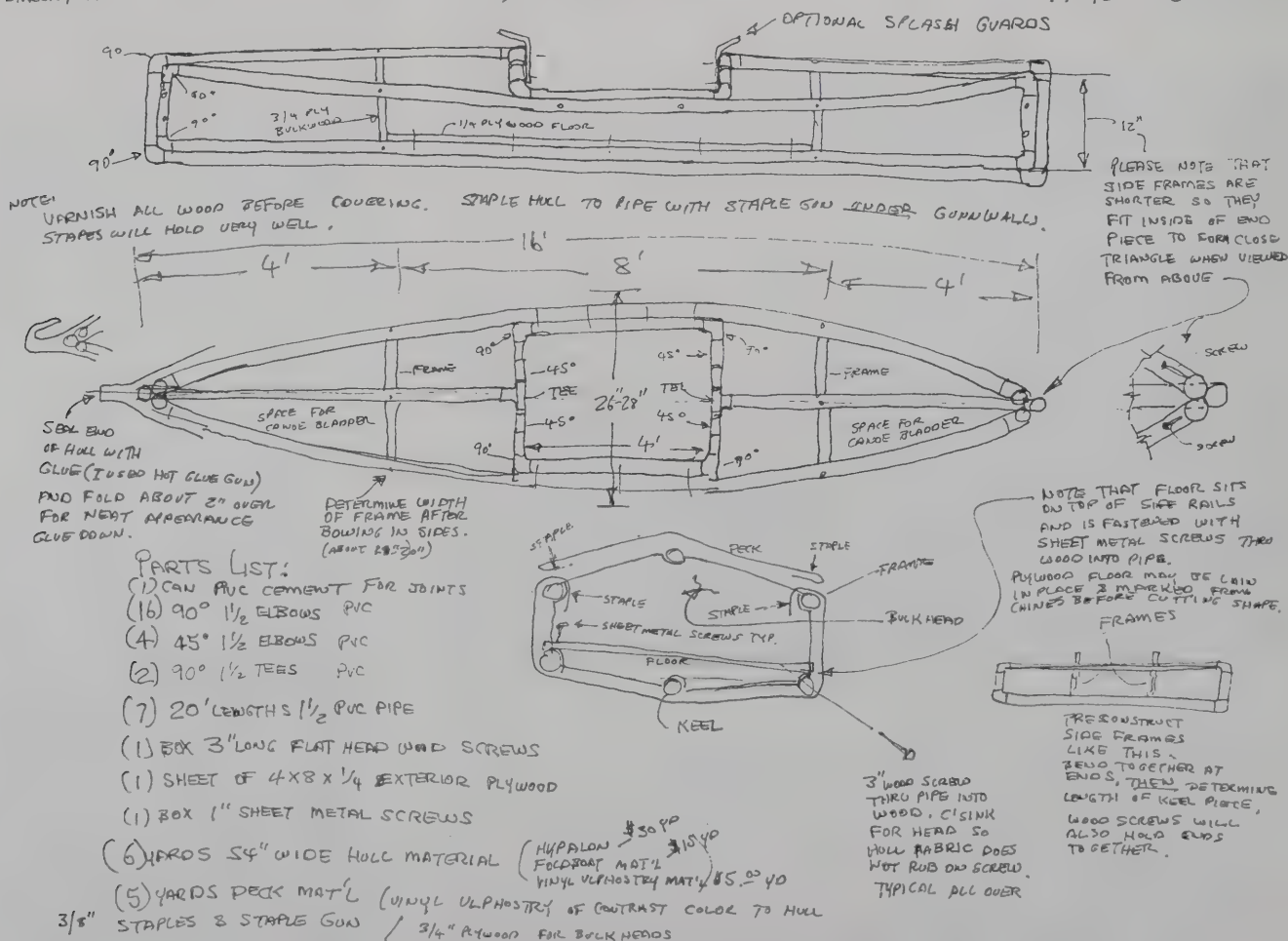
Bruce Desrosiers, Oxford, NC.



NOTE THAT UPPER RAILS SHOULD BE SLIGHTLY LONGER THAN CHINES. LENGTHS CAN BE TAKEN DIRECTLY FROM BOAT, AS YOU GO.

QUICK, DIRTY & CHEAP KAYAK OR CANOE, OR WHAT EVER.

TOTAL COST \$100 OR LESS
TIME TO BUILD - 1 AFTERNOON

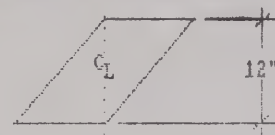
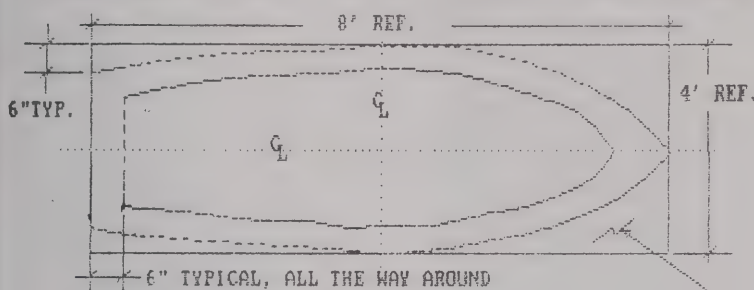


INSTANT ' TARP ' BOAT

1. FIRST, LAYOUT A SHEET OF 1/4 OR 3/8 EXTERIOR PLYWOOD AS SHOWN.

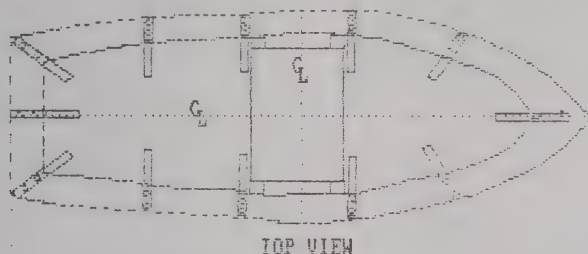
2. CUT OUT THE PIECES, BEING CAREFUL TO LEAVE THE OUTER RIM IN ONE PIECE.

3. CUT 10 OR 12 PIECES FROM 1 X 6 STOCK AS SHOWN. NOTE RELATIONSHIP OF TOP AND BOTTOM CORNERS.



4. ASSEMBLE WITH SCREWS THRU PLYWOOD INTO CUT PIECES AS SHOWN. DRYWALL SCREWS WORK NICE, ABOUT 1 5/8\".

OAR BLADES MAY BE CUT FROM THIS AREA ON EACH SIDE



5. ADD 2 X 2 SEAT SUPPORTS AS SHOWN.

6. ADD A 18\"

7. ADD A 2 X 2 KEEL STIFFENER AS SHOWN.



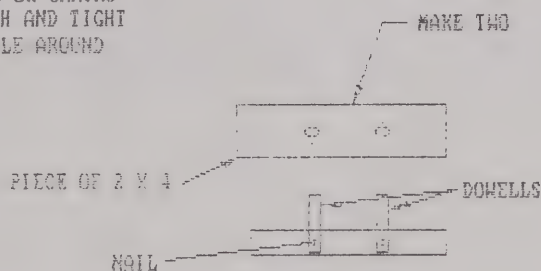
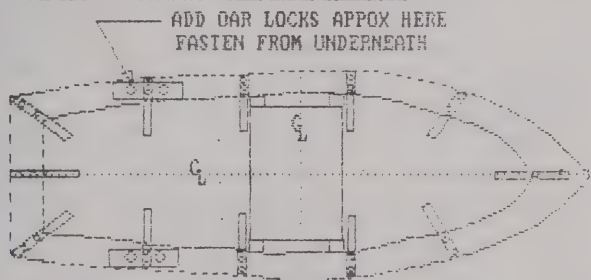
SIDE VIEW



FRONT VIEW

APPEARANCE MAY BE ENHANCED BY CURVING ENDS UP SOME, REQUIRES CUSTOM CUTTING OF SUPPORT BOARDS (1X6'S).

COVER WITH PLASTIC OR CANVAS TARP, GET AS SMOOTH AND TIGHT AS POSSIBLE. STAPLE AROUND TOP SIDE.



OAR LOCK DETAIL

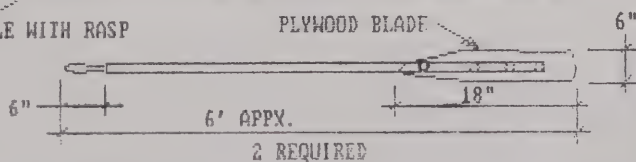
OAR DETAIL

2 X 2

NOTE CURVED BLADE

SHAPE HANDLE WITH RASP

PLYWOOD BLADE



2 REQUIRED

MATERIAL:

1-SHEET 1/4 EXTERIOR PLYWOOD

1-9' X 12' PLASTIC TARP

2-8' 2X4'S (RIP FOR 2X2 PIECES)

1-12' 1X6

1 18X24 1/2 PLYWOOD SCRAP (SEAT)

By: N. B. Desrosiers 1988

BUILDING A "RAVEN"

I am currently building Glen L's design, "Raven", a 23' outboard cabin cruiser. I duplicated one frame aft to increase the overall length to 26'. Has anyone built one of these? Contact me if you have.

or if you think you'd like to.

I also build a nifty 16' lauan mahogany canoe out of just 2-1/2 sheets of 1/4" ply.

Peter Van Vorst, 7 Palmer Rd., RD 2, E. Sandwich, MA 02537.



SHOEBOX

Common Sense Boat Designs has a new boat to offer, a small tender called "Shoebox", for reasons apparent from its appearance. "Shoebox" measures 5'6" by 3'3" and is easily built from two sheets of 1/4 inch ply and should weigh in under 50 pounds. This is a carry-aboard tender for those owning larger boats not large enough to carry a tender on deck. "Shoebox" will easily hold two people and perhaps a bag of groceries, or one person and a week's worth of supplies. It is unlikely that it will win any races or beauty contests, but it will be much handier than an inflatable, and when left at a dock will lessen your anxiety about it being stolen.

Prototype builder Jeff King told designer Bolger, "Do you realize that you have now proved that a boat doesn't need any shape at all!" "Shoebox" plans are \$15 from Common Sense Boat Designs, 2801 Whitney Ave., Baltimore, MD 21215.

GIGS GALORE

Well, not quite yet. But the 6 oared Cornish gig built for the Gloucester Sirens by Larry Dahlmer of Gloucester, Massachusetts, will have some competition this year. Dan O'Reilly and friends of Kittery Point, Maine, have a gig nearly completed, and the Hull Lifesaving Museum rowing folks of Hull, Massachusetts, have a cold molded gig in process. Now word comes that the Connecticut River Oar & Paddle Club is contemplating construction of a gig at the Seth Persson Boatyard in Old Saybrook, Connecticut. This latter boat would be designed by Jon Persson and called the "Saybrook Point Gig" and would be a cold molded, round bottom design. Anyone interested in becoming involved with the CROPC project can learn more from Cathy Flanagan, 17 Soundview Ave., Old Saybrook, CT 06475.



THE BLIVET 13

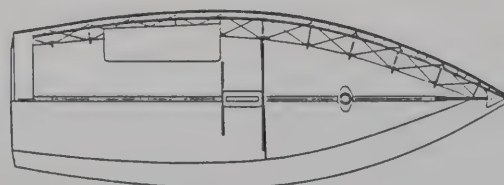
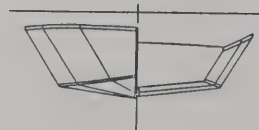
Imagine yourself experimenting with this rig! Try a high performance wind surfer sail or build a cheapy Tyvek "Jiffy Sail". This 60 pound planing hull will take off like a scalded cat.

The main idea of this rig is versatility and simplicity. The mast is stepped in a loose socket, like a universal joint, to facilitate adjustability. The shrouds and headstay are dacron line, easy to set up and eliminating all fittings and hardware.

The hard chined plywood bottom is fairly simple to build, with the exception of the forefoot which takes a mighty twist for the superfine entry. The frames and gunwales consist of a lot of bits and pieces, all straightforward and easy to build.

The highly flared topsides with the reverse sheer make it a very dry boat with a lot of reserve stability. A roomy cockpit will handle four medium size people comfortably.

For up to date details and my eight page illustrated catalog of 12 designs for ultra-light "Geodesic Airolite" construction, send \$1 to Monfort Associates, RFD 2 Box 416, Wiscasset, ME 04578.



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FANCY 17' WHITEHALL

I've always wanted to learn how to sail but never could afford to buy a sailboat. Now, after a year and a half and many, many hours of work, the day has come (April 2nd) to launch "Colisa", a fancy 17' Whitehall. The lines were taken from Gardner's "Building Classic Small Craft".

"Colisa" has been rigged with a sprit sail, and many of her fittings were made at a friend's machine shop. I was aiming for an accurate replica of the original boats, and found many pieces of original type hardware were simply not available, particularly in bronze. "Colisa" is carvel planked cedar on white oak ribs and transom, bronze fastened. The thwarts and stern sheets are mahogany and the spars are clear spruce.

When I started this project I was not what you would call a boat builder, but I've been bitten badly now and am already drawing and planning for the next boat, and the next...It looks as if I've got my work cut out for me for the next



few years. I'm very proud to be a member of the wooden boat building community. Now, I can learn to

sail!

Marc Barto, 3823 Forrest School Rd., Smithsburg, MD 21783.

WHAT'S A GREENHOUSE DOING HERE?

This is a 28'x48' greenhouse we put up this winter for Jane's growing part-time greenhouse business, and I never gave it much thought as a boat shop, despite my earlier 10'x20' plastic covered homebuilt winter building built to fit around a 17' Townie. But, when Gloucester boatbuilder Larry Dahlmer and his friend, T.C. Morse dropped by to look at a boat here, Larry was entranced at the possibilities. It was a 20 degree day with a stiff northwest wind blowing, yet in the still unheated greenhouse it was over 80 degrees!

Well, why not? Imagine a shop that would need no heat on any sunny day, a place where you could glue, paint and varnish in mid-winter at ideal temperatures over 70 degrees. For boatbuilding use, you'd need to frame in one end for larger doors, but the 12' height of the ridgepole and the 6' height out where the steel hoops start their downward bend provide plenty of overhead room for anything under the 48' length that could squeeze inside.

The best part is the cost. The whole setup came as a kit, steel tubing bows, 6 mil greenhouse plastic (more UV resistant than the hardware store stuff) enough for a double layer over the bows and a single layer on each end, a continuous duty small squirrel-cage blower to inflate the space between the plastic layers for insulation value, four louvered shutters, two giant 36" ventilating fans, a 100,000 btu LP gas heater that hangs from the roof bows, and temperature controls, all for about \$3,500 FOB the manufacturer in



South Carolina. That's about \$2.50 a square foot ready to go.

Dick Shew of Shew & Burnham in South Bristol, Maine, told us they'd built a smaller plastic shed for varnishing and painting. They'd wet down the dirt floor in the morning and as soon as the sun had the temperature up to 60 they'd do the varnish job. It'd be dry by

the time darkness came and the temperature fell, and there'd be NO DUST in the varnish.

Well, if this is an attractive notion to any of you, you can get the specs and details from E.C. Carson & Associates, Inc., P.O. Box 3095, Greenwood, SC 29648, (803) 223-3228.

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FISH DON'T SWIM BACKWARDS

Why are boats pointed in front and broad in the stern? Experts, and popular opinion, will say of course that the bows are pointed to reduce resistance to surface waves. If broad bows are so bad, why are 90 year old E Scows still among the fastest sailboats ever designed?

Underwater bulbous noses are proven benefits to submarines, freighters and fish alike. On the surface, wedging water, which is incompressible, apart means throwing heavy water and spray into the air, which uses up power. A scow bow, however, shears off the wave tops into the next trough, smoothing the ride, and perhaps expending less power (energy). The added forward buoyancy and shape of the scow bow will also ride up and over waves and not plow deeply into

them as with a sharp bow.

Downwind, the extra buoyancy prevents hazardous submarining, pitchpoling or broaching as is so dangerous a possibility in a spinnaker run in heavy air. And the broad bow also allows for a forward cockpit from which to handle foresails and spinnaker.

Upwind, this hull type reduces heeling, weather helm, rudder drag and the need for size, and the need for placing the crew far aft to balance forces acting on the boat.

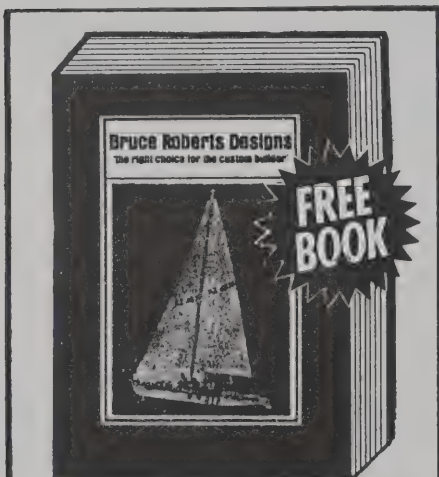
My experimental boat, dubbed "Quandary/Dilemma", was built and tested in 1986 to try out these theories. The results of the first sail were reported on in the November 1, 1986, issue of "Messing About in Boats". Improved since then, "Q.E.D." is now sturdy, stable,

comfortable and dry to sail, and nicely balanced without weather helm or danger of broaching!

What I now need is someone interested in further testing of its advantages against comparable boats, to prove its worth to a doubting world! I'll be busy this season again racing my Rhodes 19 and have just acquired a Bristol 26 for mini-cruising, and at 77 years just cannot also attend to "Q.E.D."

Any person, or group of people, interested in sailing and testing "Q.E.D." can arrange for free use of the boat or acquire it if desired, and then go out and help turn boats around. Just give me a call.

Nick Nichols, Marblehead, MA, (617) 631-8069.



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FROSTY FLOTATION

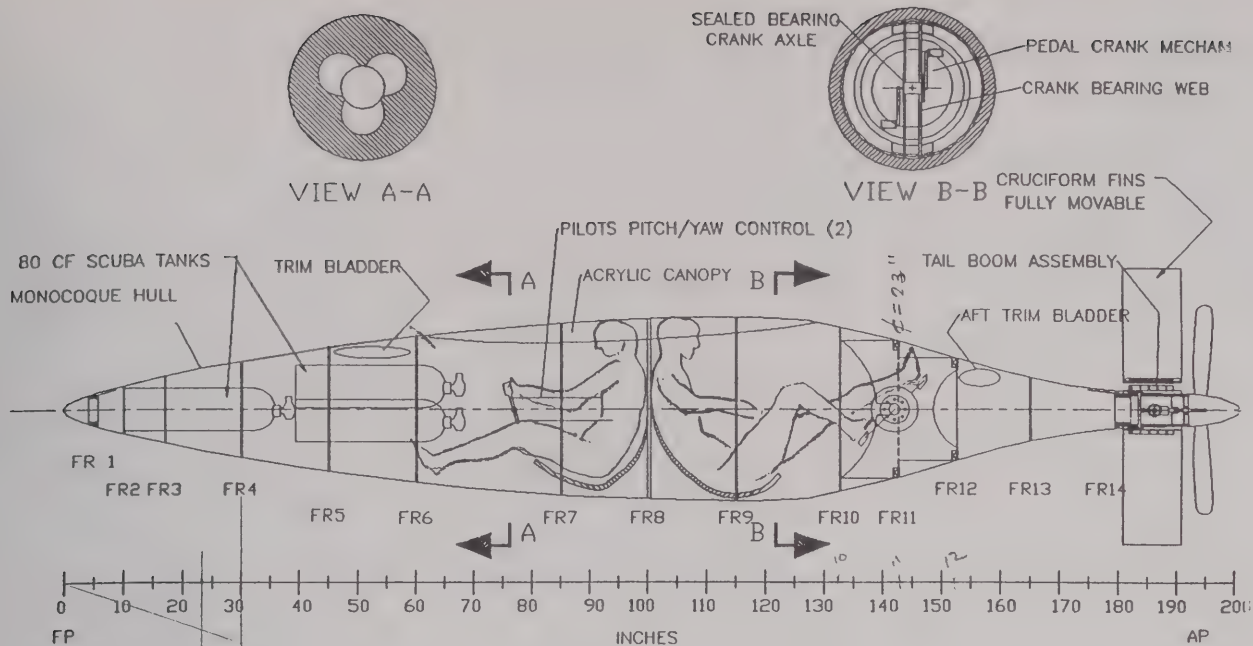
Perhaps the most important safety rule in our Cape Cod Frosty Class rules is that concerning flotation, because a capsized in frigid winter waters is a potentially life threatening situation, and carrying adequate flotation in the boat could mean the difference between life and death. Without added buoyancy, the Frosty will not keep its crew up out of the water, and I've seen many capsize victims floating neck deep in water awaiting rescue. With the flotation required now in the class rules, a crewman can cling to the capsized boat and be only waist deep in the water. This greatly increases survival time as well as comfort level.

The first day I ever sailed a Frosty, I capsized. The water temperature was 48 degrees. I had the required one cubic foot of flotation in the bow and I discovered that clinging to the boat kept the core of my body completely out of the water while I waited for the chase boat. Thanks to that flotation, the experience wasn't nearly as bad as I had envisioned it might be, but it was still bad enough to make me add an additional cubic foot of flotation under the fantail.

My most recent capsized happened in March. Air temperature was in the 20's, the water temperature was 38, it was snowing sideways and four other Frosties had already gone over. After being thrown into the water, it took me less than ten seconds to right the boat, swarm back into it and stand up. Yes, I can stand up in my boat when it's full of water, which gets me completely out of the water from my shins up. I can even bail the boat out then and sail to shore if necessary, all because of an added two pounds of foam packing peanuts sealed in plastic trash bags, providing 126 pounds of buoyancy.

My flotation didn't keep me dry, only a dry suit will do that. But, I wasn't as wet as you might think. I was pretty much dry from the waist up and I had a couple of dry patches on my thighs too. Apparently I wasn't submerged long enough for enough water to seep into my foul weather gear and soak me completely.

Jen Kano, from the "Cape Cod Frosty News". More information on Cape Cod Frosty Class activities from the Cape Cod Frosty Class Association, P.O. Box 652, Cataumet, MA 02534.



HUMAN POWERED SUBMERSIBLE APL/UofW

HUMAN POWERED WATERCRAFT PRIZES

The Dupont Company is putting up a \$25,000 grand prize for the first water craft powered by a single human being to achieve a speed of 20 knots. This prize will be offered over the next four years, as will some supplementary prizes of \$2,000 to \$5,000 at the

next three years' International Human Powered Speed Championships. A detailed sheet of requirements for participation can be had from the Prize Committee, IHPVA, P.O. Box 51255, Indianapolis, IN 46251-0255.

Working on a different aspect

of this, a team from the University of Washington is currently at work on a two-man human powered submersible aimed at reaching a speed of 5 knots underwater with an estimated human power input of 0.22 hp. The illustration details this design.

\$250,000 FOR THE "LETTIE G. HOWARD"

The "Lettie G. Howard", built in 1893 at the A.D. Story Yard in Essex, Massachusetts, is the last surviving inshore fishing schooner of the "Fredonia" model, named after the prototype designed in 1889. For a number of years she fished out of Gloucester, bringing her catch in to many historic fishing ports, including the Fulton Fish Market in New York City, now part of the South Street Seaport Historic District. Today the schooner is part of the collection at the Seaport and has just become the recipient of a \$250,000 grant from the New York State Department of Parks Recreation and Historic Preservation program. The funds will permit the haulout of the "Howard" for restoration to original design, including removal of later alterations.

The "Lettie G. Howard" operated out of Gloucester for nine years handling cod. In 1902 she was sold south to Pensacola, Florida, where she fished for red snapper on the Campeche Bank off Mexico's Yucatan Peninsula. In 1923 she was completely rebuilt and renamed the "Mystic C". In 1966, after 73 years of continuous employment in the fishing trade she was retired and sold to a group in Gloucester for exhibition. Her new owners named her "Caviare" in the

belief that she was the schooner of that name built for Gloucester owners in 1891. The Gloucester group sold her to South Street Seaport in 1968, where subsequent research identified her as the "Lettie G. Howard". For twenty years the Seaport has kept her afloat awaiting sufficient funds for an authentic historical preservation.

WINTER HARBOR CLASS HONORED

The Yachting Committee of Mystic Seaport Museum has presented the William Baker Avery Award to the owners of the Winter Harbor 21 Class for their extraordinary efforts to re-assemble and restore their venerable one-design class of sloops.

Named for the late naval architect and historian, the Baker Award was presented for the first time this year. Its purpose is to recognize significant restoration or preservation of a recreational boat or class which best typifies American craftsmanship and love of small boats.

Built by the Lawleys of Newport, Massachusetts, in 1907, the entire original fleet of nine Winter Harbor 21's was re-assembled by their current owners and raced again at Winter Harbor, Maine.

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PETER DUFF BUILDS HIMSELF A SCHOONER

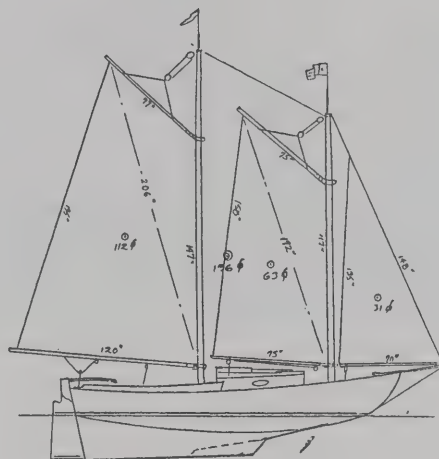
Part Three

Well, the weather has been almost totally uncooperative. We've had rain, cold, snow, a little bit of sun, but mostly rain. Maggie has just pointed out that the daffodils are three weeks later to bloom this year than last. I admit it's been a typical New England boatyard spring. I should have known, after running a boatyard here in Mattapoisett, for 17 years, that spring on Buzzards Bay is never more than one day long. The rest of the time it's rotten. But I'm an eternal optimist.

Still, I've been able to make some headway on my little schooner, "Jolyon". The cabin top is finished, ready to install and paint. Below deck, I've gotten a coat of white gelcoat on the inside of the hull, and a coat of varnish on the inside of the cabin sides. I used Tungseal, instead of varnish, just as we did on the pine ceiling on the STONE HORSES. By wiping the excess off shortly after applying it, before it gets tacky, you wind up with a very nice, durable, satin finish. The floorboards for the cabin are in place. They're made of Rochester mahogany (locally sawn native knotty pine). They're quite light, both in color and weight. I left them just as they came from the sawmill thickness planer (rough enough for good traction, yet not so rough as to be unsightly), and put a coat of clear Cuprinol on them. I think they look great. The cabin is surprisingly spacious for an 18' boat. It should be quite comfortable and pleasant to live in.

It's decision making time on several counts: What shape should the ballast take, and how should it be attached? What should I do about the coamings? And I must start thinking about paint...colors? sequence? how glossy?

First on the agenda must be the ballast. A down-the-street neighbor, who casts lead keels as one of many ventures, will play "mother" for "Jolyon". . . pour, that is, for you non-anglophiles. His lead-time (pun intended) is highly variable, so the longer I give him, the better. I have not settled on the exact configuration. The two shapes that have reached my short list are shown as Figures 2 & 3. Their centers of gravity are the same, fore and aft. Fig. 2 has the advantage of shallow draft, and would be the more robust of the two. It suffers from higher polar moment of inertia and low lift coefficient, both of which will compromise windward performance. The long, unobstructed leading edge of Fig 2, if shaped properly, hopefully will mitigate this. Fig. 3 compromises shoal draft in favor of better lift coefficient and moment of inertia. It is a bit more vulnerable to grounding



Schooner "Jolyon"

damage. Tune in next issue and hear Clarisa tell Rodney something like, "I'm so glad he chose the shallow keel. Now I can wear my little blue miniskirt outfit. I can walk ashore, and not have to ride in that damn dinghy." Or whatever.

Lead melts at a low enough temperature so setting fire to a wooden mold is not a problem. A much more substantial problem is the extreme weight of lead. I've seen the results of several thousand pounds of lead being poured on the ground when the mold, or the plumbing from the melt pot sprung a leak. Retrieving and remelting is a horrendous job. The mold must be STRONG! Even this pipsqueek little job (about 400 pounds) will justify robust carpentry.

The deadwood, now in place, is 1-1/2" thick, rift-sawn douglas fir. The ballast should be the same thickness. I'll build a nearly solid platform of 2X lumber. A piece of scrap plywood on top of the 2Xs will make a leak tight base. On top of the plywood I'll build a frame of 2X lumber that will define the outline of the keel. And I'll spike that sucker together for a fairetheewell. She's a not-a-gonna leak! Just to be absolutely sure, I'll seal all the seams with stove flue cement. My neighbor will level the mold, and pour until the miniscus of the molten lead is just proud of the 2Xs. Then when the lead cools it'll shrink to just 1-1/2" thick. I'll have to shape the leading edge, and may have to do a little smoothing, but they'll be easy enough with woodworking tools.

Now, how will I hold the thing in place against the deadwood? No, I can't do it with hot glue. There are several options: I can cast in several long bolts or lengths

of threaded rod, or can set the keel in place and drill through keel, deadwood, and ballast to put in through bolts, or I can drill through keel, deadwood, and 6" or so into the ballast. Then I can screw lag screws I've made from threaded rod into the holes. This is a technique Francis Herreshoff advocated. The drill size must be carefully chosen so the lead will just fill the threads. If the hole is too big, it'll only give partial strength. Too small, I won't be able to screw your lag screw into the lead. In fact, it'll be distressingly easy to break the screw off flush with the top of the keel. Wouldn't that leave me in a pretty predicament!

The trouble with any scheme that goes down from the top means that I'll have to take up the cabin sole king plank. It is seated very nicely. I'd prefer not to disturb it. So I guess I'll cast lengths of threaded rod in the ballast when it is poured. This will be a bit tricky to get the rods parallel, at the proper angle so they'll go into holes predrilled through the deadwood and hull, and of the right length. The nice shiny new drill press my kids gave me for Christmas should make easy work of it. I'll bend the threaded rods so they'll not loosen in the lead.

What's next? The deck will be next. There's a problem at the starboard aft corner that I'll have to fix. Water has gotten in there. There's delamination, but no rot is apparent. The deck is basically sound. But sitting out unprotected in the sun for fifteen years has destroyed the surface of polyester resin, exposing the glass fibres. It needs to be resealed..I think I'll epoxy one ply of 10 oz. cloth over the entire deck and down to the bottom of the wale strake.

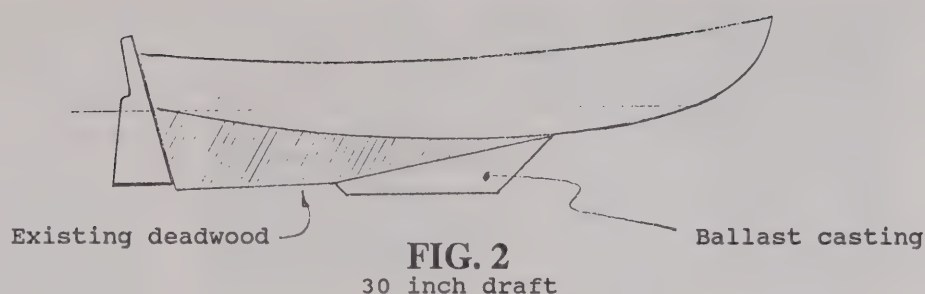
Before doing this, there's a cosmetic problem with the aft end of the wales I'd like to correct. The wooden boat had oak wales (The wale is what the sheer strake is called when it is different from the rest of the planking. Normally the wale is of extra strong or decorative wood.) about 1/4" or 3/8" thicker than the cedar planking. Twenty years ago, or more, she was ravaged by a hurricane, so that the after portion of both wales had to be replaced. Whoever did the job was either slap-dash, or had no eye for planking lines, or both. The aft 5 - 6' are constant width instead of being tapered as the rest of the planks are. They make the stern look a bit droopy-drawers. I'll hot glue a batten on the bottom of the port wale (where I can stand back and really see it), and eyeball it until it looks right. Then I'll take offsets to make the starboard side (which I can't stand back from) the same.

Fixing them will require some grinding (about my favorite activity) and reconstruction. I'll do this before putting the new skin over the deck and wales.

Another job, of major proportions has cropped up. Both honduras mahogany cockpit coamings will have to be replaced. Fifteen years of weather has rendered them useless. I thought I was going to be able to save them, but they're too far gone to save. I'll replace them with foam-cored glass. They'll be lighter, more weather resistant, easier to maintain, and will look more traditional painted rather than varnished.

The next job will be smoothing the hull. Hallelujah, more grinding! I'll just pick a windy day, and stand to windward of the plume . . . I hope. The hull is reasonably fair. I can test for fairness by laying a batten along it. If the batten is perfectly straight when at rest, uniform in cross-section, and made from straight grain wood, it will take a fair, continuous curve. In the past I have attempted to use such a batten to squeegee on filler putty. It doesn't work. At least I couldn't make it work. With a long batten, it takes several pairs of hands spreading out the load. But it's almost impossible for the team to maintain fairness. The only technique I've found to work is to have two people walk the long batten down one side of the hull. I follow along with two colors of pencils marking the highs and lows. Then the three of us go along with hand-powered, sandpaper body files (commercially available. They take 17" X 2 3/8" sandpaper. We'd use 60 - 80 grit to start) to knock off the highs. Next, before putting in the low areas, we'd remove all the dust with a vacuum cleaner and dry wiping, followed by high pressure air blast. This is the most effective technique I've found. Washing or damp wiping is not as effective. It leaves a residue. Also, it's hard to be sure the surface is perfectly dry before you add filler

This is the hardest part. It's tough to put on just a little more than you need, and to

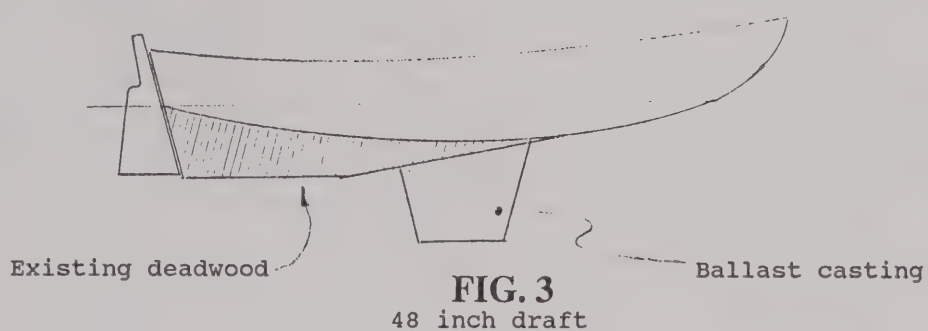


Existing deadwood

FIG. 2

30 inch draft

Ballast casting



Existing deadwood

FIG. 3

48 inch draft

Ballast casting

completely cover each depression completely. Then you start scrubbing. To date, the filler I've found most satisfactory has been microballoons in polyester resin, with enough Cabosil to keep the putty from flowing, sagging, or slumping. If mixed to just optimum proportions, such a putty can be troweled on easily and controllably. It sticks well, even in thin sections, cures quickly, and sands easily. But achieving this optimum mixture is very hard. If you haven't added enough Cabosil, the mixture will sag and run. If you've added too much Cabosil, even just a little too much, the stuff will stay where you want it, but it'll be as hard as flint. Sanding will be very hard, if not impossible. If you catalyze it excessively to insure that you get a cure, it will gel

before you've gotten it properly applied, so you wind up wasting a lot. If you undercatalyze it, well..... Life's a bitch. This one of the prime proofs.

As a change, this time I'm going to use an epoxy/cabosil/microballoon putty. It'll stick better than polyester. A have the barest minimum experience with it, but what I've seen I liked. And finally, I have a supply on hand. Cross your fingers for me, please.

The little packet is turning out quite nicely. I'm having a lot of fun messing about on her. My invitation to come and share the fun is still decidedly open. Come, look, talk, criticize, laugh, get your hands dirty. Please call first, 508-758-4991, to insure I'll be there and for directions.

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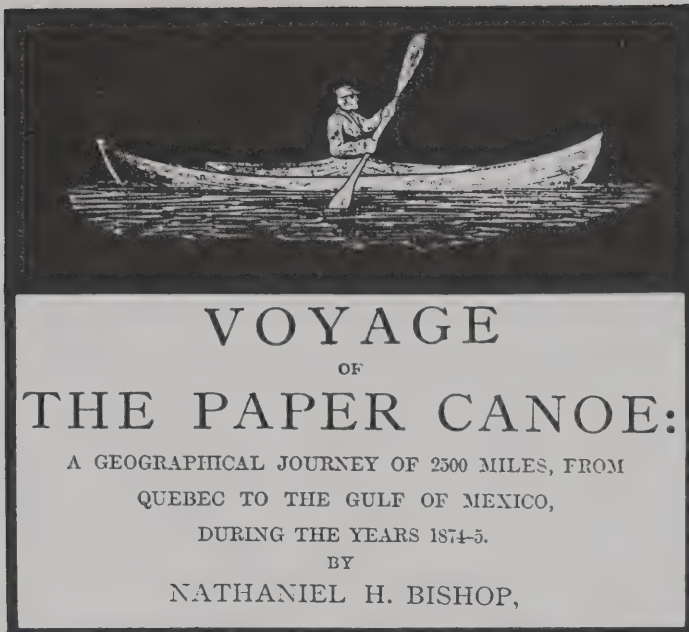
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VOYAGE

OF

THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM

QUEBEC TO THE GULF OF MEXICO,

DURING THE YEARS 1874-5.

BY

NATHANIEL H. BISHOP,

CHAPTER XI.

FROM CAPE FEAR TO CHARLESTON, SOUTH
CAROLINA.

A PORTAGE TO LAKE WACCAMAW.—THE SUBMERGED SWAMPS.—
NIGHT AT A TURPENTINE DISTILLERY.—A DISMAL WILDER-
NESS.—OWLS AND MISTLETOE.

TO reach my next point of embarkation a portage was necessary. Wilmington was twelve miles distant, and I reached the railroad station of that city with my canoe packed in a bed of corn-husks, on a one-horse dray, in time to take the evening train to Flemington, on Lake Waccamaw. The polite general freight-agent, Mr. A. Pope, allowed my canoe to be transported in the passenger baggage-car, where, as it had no covering, I was obliged to steady it during the ride of thirty-two miles, to protect it from the friction caused by the motion of the train.

Mr. Pope quietly telegraphed to the few families at the lake, "Take care of the paper canoe;" so when my destination was reached, kind voices greeted me through the darkness and offered me the hospitalities of Mrs. Brothers' home-like inn at the Flemington Station. After Mr. Carroll had conveyed the boat to his storehouse, we all sat down to tea as sociably as though we were old friends.

On the morrow we carried the Maria Theresa on our shoulders to the little lake, out of which the long and crooked river with its dark cypress waters flowed to the sea. A son of Mr. Short, a landed proprietor who holds some sixty thou-

sand acres of the swamp lands of the Waccamaw, escorted me in his yacht, with a party of ladies and gentlemen, five miles across the lake to my point of departure. It was now noon, and our little party picnicked under the lofty trees which rise from the low shores of Lake Waccamaw.

A little later we said our adieu, and the paper canoe shot into the whirling current which rushes out of the lake through a narrow aperture into a great and dismal swamp. Before leaving the party, Mr. Carroll had handed me a letter addressed to Mr. Hall, who was in charge of a turpentine distillery on my route. "It is *twenty* miles by the river to my friend Hall's," he said, "but in a straight line the place is just *four* miles from here." Such is the character of the Waccamaw, this most crooked of rivers.

I had never been on so rapid and continuous a current. As it whirled me along the narrow watercourse I was compelled to abandon my oars and use the paddle in order to have my face to the bow, as the abrupt turns of the stream seemed to wall me in on every side. Down the tortuous, black, rolling current went the paper canoe, with a giant forest covering the great swamp and screening me from the light of day. The swamps were submerged, and as the water poured out of the thickets into the river it would shoot across the land from one bend to another, presenting in places the mystifying spectacle of water running up stream, but not up an inclined plain. Festoons of gray Spanish moss hung from the weird limbs of monster trees, giving a funeral aspect to the gloomy forest, while the owls hooted as though it were night. The creamy, wax-like berries of the mistletoe gave a Druidical aspect to the woods, for this parasite grew upon the branches of many trees.

One spot only of firm land rose from the water in sixteen miles of paddling from the lake, and passing it, I went flying on with the turbulent stream four miles further, to where rafts of logs blocked the river, and the sandy banks, covered with the upland forest of pines, encroached upon the lowlands. This was Old Dock, with its turpentine distillery smoking and sending out resinous vapors.

Young Mr. Hall read my letter and invited me to his temporary home, which, though roughly built of unplanned boards, possessed two

comfortable rooms, and a large fireplace, in which light-wood, the terebinthine heart of the pine-tree, was cheerfully blazing.

I had made the twenty miles in three hours, but the credit of this quick time must be given to the rapid current. My host did not seem well pleased with the solitude imposed upon him. His employers had sent him from Wilmington, to hold and protect "their turpentine farm," which was a wilderness of trees covering four thousand acres, and was valued, with its distillery, at five thousand dollars. An old negro, who attended the still and cooked the meals, was his only companion.

We had finished our frugal repast, when a man, shouting in the darkness, approached the house on horseback. This individual, though very tipsy, represented Law and Order in that district, as I was informed when "Jim Gore," a justice of the peace, saluted me in a boisterous manner. Seating himself by the fire, he earnestly inquired for the bottle. His stomach, he said, was as dry as a lime-kiln, and, though water answers to slake lime, he demanded something stronger to slake the fire that burned within him. He was very suspicious of me when Hall told him of my canoe journey. After eying me from head to toe in as steady a manner

as he was capable of, he broke forth with: "Now, stranger, this won't do. What are ye a-travelling in this sort of way for, in a paper dug-out?"

I pleaded a strong desire to study geography, but the wise fellow replied:

"Geography! geography! Why, the fellers who rite geography never travel; they stay at home and spin their yarns 'bout things they never sees." Then, glancing at his poor butter-nut coat and pantaloons, he felt my blue woollen suit, and continued, in a slow, husky voice: "Stranger, them clothes cost *something*; they be *store*-clothes. That paper dug-out *cost money*, I tell ye; and it *costs* something to travel the hull length of the land. No, stranger; if ye be not on a bet, then somebody's a-paying ye *well* for it."

For an hour I entertained this roughest of law dignitaries with an account of my long row, its trials and its pleasures. He became interested in the story, and finally related to me his own aspirations, and the difficulties attending his efforts to make the piny-woods people respect the laws and good government. He then described

the river route through the swamps to the sea, and, putting his arm around me in the most affectionate manner, he mournfully said:

"O stranger, my heart is with ye; but O, how ye will have to take it when ye go past those awful wretches to-morrow; how they will give it to ye! They most knocked me off my raft, last time I went to Georgetown. Beware of them; I warn ye in time. Dern the hussies."

Squire Jim so emphasized the danger that I became somewhat alarmed, for, more than anything else, I dreaded an outbreak with rough women. And then, too, my new acquaintance informed me that there were four or five of these wretches, of the worst kind, located several miles down the stream. As I was about to inquire into the habits of these ugly old crones, Mr. Hall, wishing to give Squire James a hint, remarked that Mr. B—— might at any time retire to the next room, where half the bed was at his disposal.

"*Half the bed!*" roared the squire; "here are *three* of us, and where's *my half?*"

"Why, squire," hesitatingly responded my host, "Mr. B—— is *my guest*, and having but *one* bed, he must have *half* of it—no less."

"Then what's to become of me?" thundered his Majesty of the law.

Having been informed that a shake-down would have been ready had he given notice of his visit, and that at some future time, when not so crowded, he could be entertained like a gentleman, he drew himself up, wrapped in the mantle of dignity, and replied:

"None of that soft talk, my friend. This man is a traveller; let him take travellers' luck—three in a bed to-night. I'm bound to sleep with him to-night. Hall, where's the bottle?"

I now retired to the back room, and, without undressing, planted myself on the side of the bed next the wall. Sleep was, however, an unattainable luxury, with the squire's voice in the next room, as he told how the country was going to the dogs, because "niggers and white folks wouldn't respect the laws. It took half a man's time to *larn* it to 'em, and much thanks he ever got by setting everybody to rights." He wound up by lecturing Hall for being so temperate, his diligent search in all directions for bottles or jugs being rewarded by finding them filled with

unsatisfactory emptiness.

He then tumbled into the centre of the bed, crowding me close against the wall. Poor Hall, having the outside left to him, spent the night in exercising his brain and muscles in vain attempts to keep in his bed; for when his Majesty of the law put his arms akimbo, the traveller went to the wall, and the host to the floor. Thus passed my first night in the great swamps of the Wac-camaw River.

The negro cook gave us an early breakfast of bacon, sweet potatoes, and corn bread. The squire again looked round for the bottle, and again found nothing but emptiness. He helped me to carry my canoe along the unsteady footing of the dark swamp to the lower side of the raft of logs, and warmly pressed my hand as he whispered: "My dear B——, I shall think of you until you get past those dreadful 'wretches.' Keep an eye on your little boat, or they'll devil you."

Propelled by my double paddle, the canoe seemed to fly through the great forest that rose with its tall trunks and weird, moss-draped arms, out of the water. The owls were still hooting. Indeed, the dolorous voice of this bird of darkness sounded through the heavy woods at intervals throughout the day. I seemed to have left the real world behind me, and to have entered upon a landless region of sky, trees, and water.

"Beware of the cut-offs," said Hall, before I left. "Only the Crackers and shingle-makers know them. If followed, they would save you many a mile, but every opening through the swamp is not a cut-off. Keep to the main stream, though it be more crooked and longer. If you take to the cut-offs, you may get into passages that will lead you off into the swamps and into interior bayous, from which you will never emerge. Men have starved to death in such places."

So I followed the winding stream, which turned back upon itself, running north and south, and east and west, as if trying to box the compass by following the sun in its revolution. After paddling down one bend, I could toss a stick through the trees into the stream where the canoe had cleaved its waters a quarter of a mile behind me.

The thought of what I should do in this land-

less region if my frail shell, in its rapid flight to the sea, happened to be pierced by a snag, was, to say the least, not a comforting one. On what could I stand to repair it? To climb a tree seemed, in such a case, the only resource; and then what anxious waiting there would be for some cypress-shingle maker, in his dug-out canoe, to come to the rescue, and take the traveller from his dangerous lodgings between heaven and earth; or it might be that no one would pass that way, and the weary waiting would be even unto death.

But sounds now reached my ears that made me feel that I was not quite alone in this desolate swamp. The gray squirrels scolded among the tree-tops; robins, the brown thrush, and a large black woodpecker with his bright red head, each reminded me of Him without whose notice not a sparrow falleth to the ground.

Ten miles of this black current were passed over, when the first signs of civilization appeared, in the shape of a sombre-looking, two-storied house, located upon a point of the mainland which entered the swamp on the left shore of the river. At this point the river widened to five or six rods, and at intervals land appeared a few inches above the water. Wherever the pine land touched the river a pig-pen of rails offered shelter and a gathering-place for the hogs, which are turned loose by the white Cracker to feed upon the roots and mast of the wilderness.

Reeve's Ferry, on the right bank, with a little store and turpentine-still, twenty miles from Old Dock, was the next sign of the presence of man in this swamp. The river now became broad as I approached Piraway Ferry, which is two miles below Piraway Farm. Remembering the warnings of the squire as to the "awful wretches in the big pine woods," I kept a sharp lookout for the old women who were to give me so much trouble, but the raftsmen on the river explained that though Jim Gore had told me the truth, I had misunderstood his pronunciation of the word *reaches*, or river bends, which are called in this vicinity *wretches*. The reaches referred to by Mr. Gore were so long and straight as to afford open passages for wind to blow up them, and these fierce gusts of head winds give the raftsmen much trouble while poling their rafts against them.

My fears of ill treatment were now at rest, for my tiny craft, with her sharp-pointed bow, was well adapted for such work. Landing at the ferry where a small scow or flat-boat was resting upon the firm land, the ferryman, Mr. Daniel Dunkin, would not permit me to camp out of doors while his log-cabin was only one mile away on the pine-covered uplands. He told me that the boundary-line between North and South Carolina crossed this swamp three and a half miles below Piraway Ferry, and that the first town on the river Waccamaw, in South Carolina, Conwayborough, was a distance of ninety miles by river and only thirty miles by land. There was but one bridge over the river, from its head to Conwayborough, and it was built by³ Mr. James Wortham, twenty years before, for his plantation. This bridge was twenty miles below Piraway, and from it by land to a settlement on Little River, which empties into the Atlantic, was a distance of only five miles. A short canal would connect this river and its lumber regions with Little River and the sea.

For the first time in my experience as a traveller I had entered a country where the miles were *short*. When fifteen years old I made my first journey alone and on foot from the vicinity of Boston to the White Mountains of New Hampshire. This boyish pedestrian trip occupied about twenty-one days, and covered some three hundred miles of hard tramping. New England gives honest measure on the finger-posts along her highways. The traveller learns by well-earned experience the length of *her*

miles; but in the wilderness of the south there is no standard of five thousand two hundred and eighty feet to a statute mile, and the watermen along the sea-coast are ignorant of the fact that one-sixtieth of a degree of latitude (about six thousand and eighty feet) is the geographical and nautical mile of the cartographer, as well as the "knot" of the sailor.

At Piraway Ferry no two of the raftsmen and lumbermen, ignorant or educated, would give the same distance, either upon the lengths of surveyed roads or unmeasured rivers. "It is one hundred and sixty-five miles by river from Piraway Ferry to Conwayborough," said one who had travelled the route for years. The most moderate estimate made was that of ninety miles by river. The reader, therefore, must not accuse me of overstating distances while absent from the seaboard, as my friends of the Coast Survey Bureau have not yet penetrated into these interior regions with their theodolites, plane-tables, and telametre-rods. To the canoeist, who is ambitious to score up *miles* instead of collecting geographical notes, these wild rivers afford an excellent opportunity to satisfy his aims.

From sixty to eighty miles can be rowed in ten hours as easily as forty miles can be gone over upon a river of slow current in the northern states. There is, I am sorry to say, a class of American travellers who "*do*" all the capitals of Europe in the same business-like way, and if they have anything to say in regard to every-day life in the countries through which they pass, they forget to thank the compiler of the guide-book for the information they possess.

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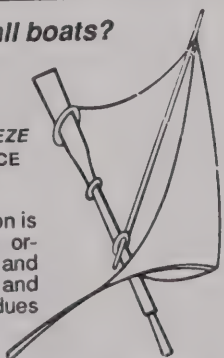
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BOAT BUILDERS DAY

Early registrants for Strawberry Banke's "Boat Builders' Day" on July 23rd are as follows:

William Bailey, Kittery Point, ME; "Light Fisherman" skiff, "Rob Roy" canoe.

Ed Corkren, Fibercraft Boat Kits, E. Weymouth, MA; "Cajun Pirogue".

Kevin Martin, Epping., NH, lapstrake double-paddle canoes, daysailer.

John Burgess, Landing School of Boatbuilding, Kennebunkport, ME; choice of boat yet to be made.

George O'Dell, Lowell's Boat Shop, Amesbury, MA; choice of boat yet to be made.

John Little, Mile Creek Boatshop, Washington, ME; "Black Hall River Skiff", lapstrake rowing/sailing skiff.

Platt Monfort, Monfort Associates, Wiscasset, ME; "Blivet" geodesic sailing skiff.

Howard Mittleman/Danny Sutherland, North River Boat Works, Albany, NY; Rushton pulling boat, "Sutherland Trout Skiff".

Jeff Hanna, Oat Canoe Co., Mt. Vernon, ME; eskimo kayak (wood/fabric), traditional wood/canvas canoe.

Ralph Johnson, Pert Lowell Co., W. Newbury, MA; "Townie" sloop, Portugese pram.

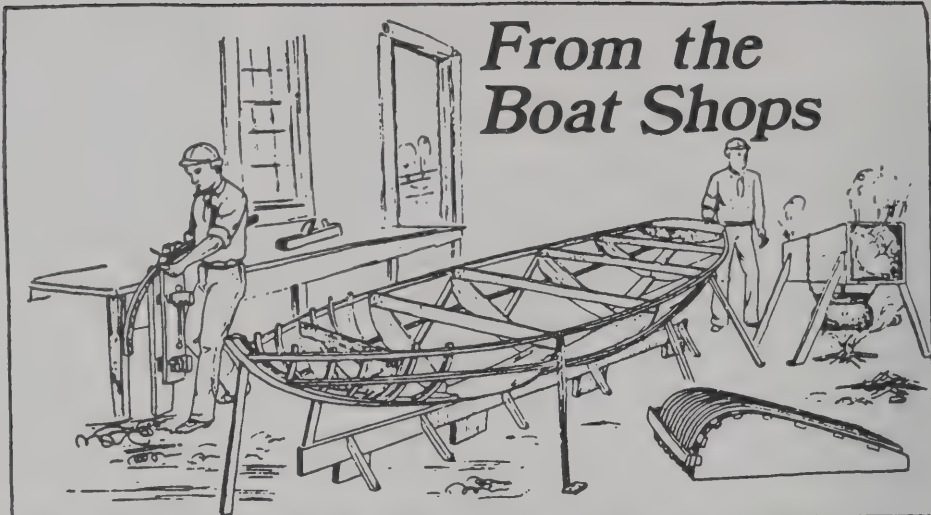
David Lake, Raven's Wing Boats, Wiscasset, ME; Greenland sea kayaks, plywood.

Robert Stephens, Lisbon Falls, ME; Rushton "Wee Lassie" double-paddle canoe.

Roger Crawford, Humarock, MA; "Melon Seed" sailing skiff, "Swampscott" sailing/rowing dory.

John Thomson, Thomson Smallboats, Vestal, NY; "Moondance" minimum sailing cruiser.

Interested boatbuilders, professional or amateur, wishing to exhibit their craft at this event are welcome, there is no fee for participation. Advance registration is necessary for planning. For registration form and information, Karen Murphy, Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03801, (603) 433-1100.



UP TO MY EARS IN WORK

Things were very slow here at South Cove Boat Shop in the wilds of central Massachusetts over the winter, but now I am up to my ears in work. It's either feast or famine. Besides two boats, an Atkin sailing skiff and a Bolger Thomaston Calley, that are in for refurbishing, I am building a stitch-and-glue rowing shell for the "Small Boat Journal" rowing shell trials at the Small Boat Show;

an 11' sailing Whitehall; and a 9' dinghy skiff. These small boats are fun to build. They go relatively fast and don't take up too much shop space. I also have some very nice clear cedar drying up in my loft which will someday become planking for a small inboard runabout. I'll get to that one of these days.

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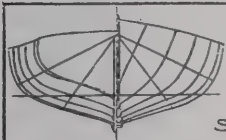
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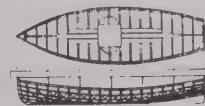
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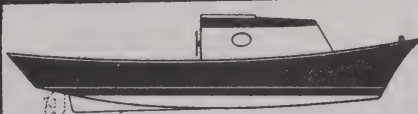
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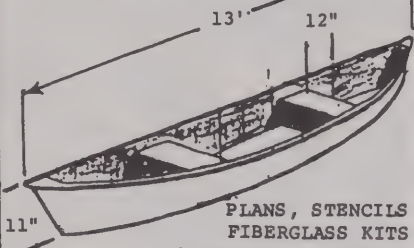
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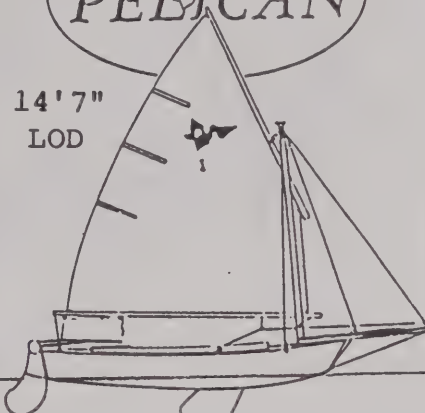
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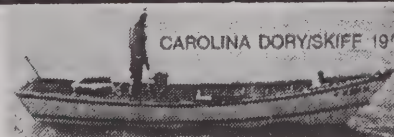
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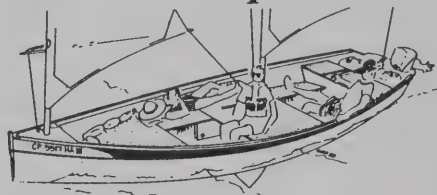
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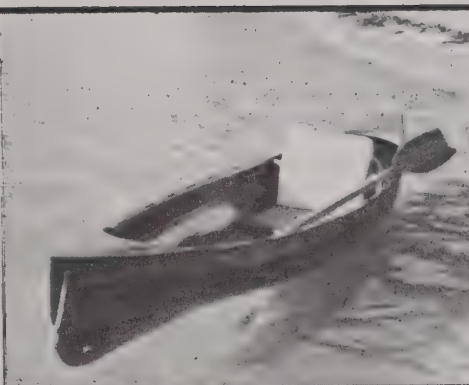
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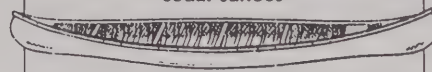
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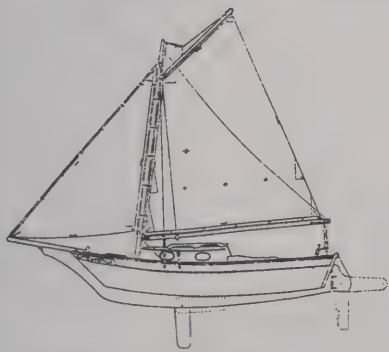
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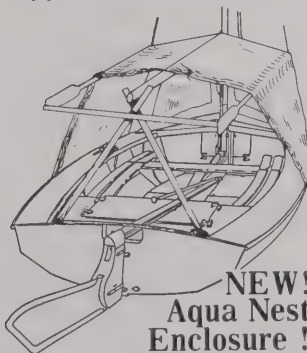
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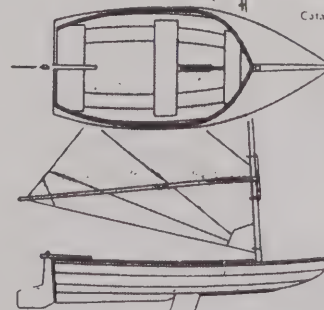
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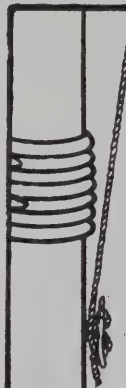
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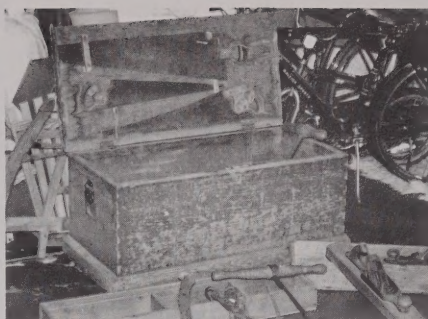
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