



messing about in BOATS

Twice a Month!

Volume 7 ~ Number 3

June 15, 1989





messing about in BOATS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will pick up a couple of fea-
tures bypassed this time due to the
onslaught of current events; Peter
Duff's schooner project will re-
sume; we'll get to John Krenn's
homebuilt sliding seat and Andy
LeBlanc's Ghana paddles. But more
current events intrude; a trip down
the Kennebec gorge in a whitewater
raft and a look at what was inter-
esting at Newport's Small Boat
Show. Tom returns to answer in-
quiries about the Townie as a
cruising boat, and we'll have a
piece on "Easy Cruise" for summer
yachtsmen on the Maine coast.
There are more project reports in
hand, and the report on Mystic's
Small Craft Weekend awaits. Later,
later...

On the Cover...

Fred Littleton settles comfort-
ably (?) into the cockpit of his 18'
scale model of the Grand Banks
schooner "Effie M. Morrissey" (now
"Ernestina") after a successful
launch in May. Full story in this
issue.

Commentary

BOB
HICKS

With this issue we're launched
into another season of messing
about in boats on the water, rather
than back in the shop. After the
long winter of hardly anything
happening out of doors, the flood
of activities builds rapidly, and
soon enough I'm forced into making
decisions about what activity I will
take in THIS weekend. The choice
is varied; in addition to certain
"fixtures" in my annual boating, a
multitude of new opportunities pre-
sent themselves. Since my choice is
not just made on my personal pre-
ferences, but also with subsequent
publication of a report in this mag-
azine, it's not quite so straightfor-
ward as if I were just another boat
nut doing my thing.

Journalism opens doors, not
only do I get to attend any of a
number of events presented for
public participation, but I also get
invitations from individuals to join
them in some sort of boating
they're undertaking. In this issue,
the story on the launching of Fred
Littleton's mini-schooner, "Effie M.
Morrissey, Jr.", is an example.

But, the date Fred chose was
also the day that a new row-
ing/paddling race took place about
ten miles from my place, the Essex
River Race. I'd have very much
enjoyed taking part in that one and
bringing you the story. Given my
prior commitment to Fred's launch-
ing, I could not. But I did go to
Henry Szostek's Great Misery Island
Rowing Race the previous day and
coverage of that one is in this is-
sue.

Henry's race attracted but a
few boats in comparison to what the
Essex River Race drew, and so one
could conclude that it was not so
important an affair. In terms of
participation this was quite so. If
importance can be measured in
terms of how many people were able
to enjoy participation, then the Es-
sex River Race was obviously more
significant. Since I couldn't go to
it, though, I found significance in
the Misery Island event. An aspect
of any race I go to that I feel is of
interest is the array of boats and
people who turn up.

This large array of activities
from amongst which I decide on
what to attend is like a buffet of
attractive food; I'd like to have
some of everything, but it's just
not possible. So my choices are
made in part according to my per-
sonal intuitive whims, in part ac-
cording to the uniqueness of the
event, and in part according to
how many different people and
boats I might be going to see. So,

in this issue, the launching of the
"Morrissey Jr." had the unique
content and was an enjoyable time;
and the Misery Island Race had the
variety of boats. From that one ev-
ent I was able to bring some good
photos of the event, a sidebar on
cartopping a 26' boat, and a short
item on the "press boat" itself, a
unique workboat/playboat. Plus I
had a very enjoyable time.

In the next couple of issues
this sort of thing continues. For
uniqueness there'll be my report on
a whitewater rafting experience
(very unique). On the boats and
people topic, there'll be my visit to
the Small Boat Show, and the Mys-
tic Seaport Small Craft Weekend.
Soon after I'll join some paddlers
on the Merrimack River on the fi-
nal day of their environmental
awareness trip the full length of
that river, "from source to sea."
After that, I'm not yet sure.

I'll not be going to the Maine
Canoe Symposium this year, I've
done it twice and instead I hope to
take in the Wooden Canoe Heritage
Association gathering in July in
the Adirondacks. Ditto the Sea
Kayak Symposium in August at Cas-
tine, instead, I probably will look
in on the new "advanced" Sea Kay-
ak Symposium in Biddeford, Maine
in July. I'm not "advanced" but I'd
like to see how those who are play
the game. I will go back to Clay-
ton, New York, this August for
their 25th Annual Antique Boat
Show, and will, of course, bring
full coverage of the Boatbuilders'
Day at Strawberry Banke in July.

While I'm on the go with all
this, many of you continue to send
me good material about what you
are doing or attending, and I make
room for it, as I do want the maga-
zine to have a broader perspective
than that my own personal view af-
fords. So you'll find your stories
appearing in due course. In the
case of articles not of time-sensi-
tive nature, it may be a while as
they keep getting bumped to make
way for more topical items. But
they'll all get their turn.

After a few early issues back
in 1983, I was asked by some early
subscribers what I'd do for news
after a year or so when I'd "used
up" all there was to report upon. I
hadn't thought that would be a
problem, and now after 145 issues
have proven it not to be a problem,
that's not a concern at all. There's
so much happening out there mes-
sing about in boats, so much. I'll
never run out of material, it's the
available pages that constrain me.
Choices, choices...



Your Commentary

RIGHT ON THE MARK

You were right on the mark with your commentary in the May 15th issue. In the Getchell/Brown era, SBJ did indeed focus on the "messaging about" aspect of boating. However, those days are past, and you're doing a great job for the many, many folks who are not about to climb aboard and sail off for Tahiti or the next series of SORC races.

A couple of years ago I thought about retiring and getting into the boatbuilding business. Well, I did it, at the end of October, 1987, and have been building and repairing since in my Bayberry Creek Boatshop here in Guilford, Connecticut. I can build up to 16' as my shop is only 20' square. A canoe was my first attempt at strip planking, and based upon the hours that it took, I would certainly starve if my livelihood depended solely on revenue from boatbuilding. You were also right on the mark in your comment about the usefulness of supplemental income for the small boat builder.

Thanks for your efforts in producing "Boats". It's a real pleasure to read and I look forward to every issue.

Elliot Wilcox, Bayberry Creek Boatshop, Chaffinch Island Rd., Guilford, CT 06437

RIGHT ON THE MARK - II

You sure hit the nail on the head with your commentary in the May 1st issue on the finances of small boatbuilding. The trouble with someone like me is I'm addicted to boatbuilding. Crazy. I'm not dumb, I know, and continually prove to myself, that I can make twice as much as a carpenter hanging doors. I hung 18 early this week in a nursing home addition. And yet, I can't wait to get back to my shop and do what I want to do, build boats. Not just some of the toys I like to play with either, but the regular canoes I've made over and over again. Yet, each one is as important to me as the first one was.

I know I've given up a lot of financial security to follow my own road, just like the compulsive gambler. Maybe us addicts are on the right road and all the straight people are crazy. I'm really the richest person I know in every way except financially.

Mac McCarthy, Feather Canoes, Sarasota, FL.

BUILT A SMALL NAVY

My wife says she'd like to see a car in the garage again instead of a boat, so I'm running a few classified ads with you to see if I can sell off part of the small navy that has grown out of my boatbuilding hobby.

I started it all ten years ago by building Bolger's "Surf", which turned out to be the best boat for the money we ever built. Being a fan of the Bolger/Payson team inspired me to then go on to build "Elegant Punt", Otter II", "Bob Cat" and "Gypsy". I also built Redmond's "Tetra" and two of his "Whisp". Then with the help of a friend and neighbor four years ago, we built Devlin's "Winter Wren".

As you can see, I'm an advocate of the stitch-and-glue method due to the ease of construction it offers and its strength. These boats really go together quickly and look as good as most traditional round-bottom boats. The only drawback is all the sanding that must be done between epoxy coats. This instant boat method is the key to many hours of building and sailing pleasures for klutzy amateurs like me. I've made a lot of mistakes but none that couldn't be fixed. Bless Bolger, Payson and Devlin for daring to be different.

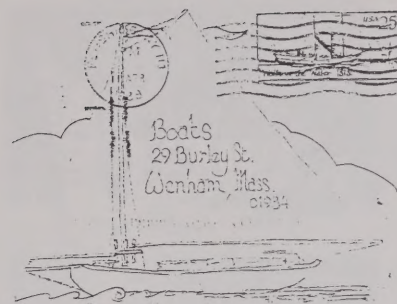
I enjoy your magazine immensely, especially the articles about amateur builders and the cruising stories, past and present. Keep doing what you're doing, it's great!

Charley Thrasher, Shoreham, NY.

STILL LOOKING FOR THAT BOAT

I'm looking for a 14' or so wooden outboard runabout with a 10-25hp outboard that I can use this summer around Essex and Ipswich Bays, maybe \$750 to \$1,000, ready to go. I'm not young enough anymore to want to tackle any repair or restoration work. I built Snipe #7 back in 1931 and we had seven of the first ten Snipes built in our racing fleet back then when I lived in Texas. Now I want to just go out for easy local cruises for an hour or two at a time. Fiberglass would be okay if no wood was available.

J.M. Totten, Walker Rd., Manchester, MA 01944, (508) 526-7757.



CUSTOM ENVELOPE

The message was a renewal form, but we appreciated the envelope in which it came also, from Robert McCoy of Douglaston, NY. A nice gaff sloop in pastel watercolor, and the U.S. Postal Service handled it with care.

IN BOAT NUT'S HEAVEN

Keep your "Boats" steady as she goes, just what we "boat nuts" like. We've moved from "Taxachusetts" 295 miles to way up here in "Boat Nuts' Heaven", right in the heart of Narragausus Bay where the Narragausus River flows into the bay. Great for any kind of craft for river, quiet protected bay or open sea about four miles out past a couple of islands.

I'm planning to build as large a boatbuilding barn as I can on my one acre lot, at least 40'x30' with a loft.

I presently own an ancient Townie that Pert Lowell told me was one of his early ones in the late '30's or early '40's. It needs a lot of work as earlier owners did some crude "patchwork" on it. I thought it wise for me to find another one in good enough shape to launch and use this season while I fix up the one I now have. I have quite an extended family of brothers and sisters with families so I thought cruising in two Townies would be preferable to maybe overloading one. I'd like to hear about any Townie that's for sale at a reasonable figure, wood preferred, but fiberglass would be okay.

Ted Kenney, P.O. Box 215, Milbridge, ME 04658.

THIS YEAR'S PLANS

What I have in mind for this year is rigging a shelter on my Old Town rowboat for sleeping aboard, powering it with oars, a small spritsail for downwind travel, and a small electric motor, and going voyaging amongst the Elizabeth Islands a few days at a time. We did just buy a new car and I'm concerned about using it to cartop my boat because of the affect of the salt water on it, body rot, rust, etc. My last car developed a lot of rust. Does anyone have any suggestions on dealing with this?

Jim Casey, 185 Coggeshall Ave., Newport, RI 02840.



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HAPPENINGS

BRIEFER SUMMARIES

The flood of news about messing about in boats activities this season threatens to overwhelm the space available once a month to bring these announcements to you. To cope with this, we've reduced the descriptions of listed activities to a minimum necessary to accurately identify them and have included contacts for anyone desiring complete details. We'd love to tell you more about them all, but there's just not enough room in a small magazine.

CROCKER MEMORIAL RACE

The 23rd Annual Samuel Sturgis Crocker Memorial Race takes place July 15 at Manchester-by-the-Sea, MA, sponsored by the Manchester Harbor Boat Club and the Manchester Yacht Club. An easy-going fun event for any properly equipped (USCG) sailing yacht, held in memory of renowned designer Sam Crocker, whose family still operates the Crocker Yard today in Manchester. Jerry Jodice, (508) 526-4075 eves after 7 p.m.

MARBLEHEAD RACE WEEK'S 100TH ANNIVERSARY

A town parade will open the 100th anniversary of Marblehead, Massachusetts' annual race week on July 23rd. A full calendar of all events scheduled through July 30th is available from Marblehead Race Week Centennial Committee, P.O. Box 382, Marblehead, MA 01945.

U.S. ROWING SENIOR NATIONAL CHAMPIONSHIP

The U.S.R.A.'s national championship for senior rowers is scheduled in Camden County, NJ, on July 20-23. Contact American Rowing Championship, Philadelphia, PA, (215) 520-0309.

THE BLACKBURN CHALLENGE

The Cape Ann Rowing Club's Blackburn Challenge rowing race around Cape Ann takes place on July 29th in Gloucester, MA. Entry is limited to 75 boats, and many are already entered. Entry form from Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 546-9022.

NATIONAL WHITEWATER CHAMPIONSHIP

The ACA National Whitewater Open Canoe Championship and the New England Closed Boat Championship will be held July 17-18 on the Lower Dead River at The Forks, ME. George Walsh, (207) 897-4923 work, (207) 897-5037 home.

HEAD OF SOMES SOUND

The Fifth Annual Head of Somes Sound Rowing Classic takes place July 8th at Southwest Harbor, ME, with classes for sliding and fixed seat singles and doubles, and single and double kayaks. Reg Hudson, (207) 244-3854.

CONNECTICUT CANOE RACING

Three events for canoe racers are scheduled in July by the CCRA.

JULY 9. Kent-Housatonic River Race, 8 miles, Kent, CT. Ted Kenyon, (203) 872-0219.

JULY 16. Mansfield Sprints, 500 meters to 10,000 meters, Mansfield Hollow State Park, CT. Sue Audette, (203) 456-0558.

July 26. Red Bridge Regatta, 5 mile flatwater, Chicopee River, Ludlow, MA. Bill Terbush, (413) 596-6096.

BOSTON ANTIQUE & CLASSIC BOAT SHOW

The Seventh Annual Boston Antique & Classic Boat Show is scheduled for July 15-16 at Shipyard Quarters Marina at the Charlestown Navy Yard on Boston harbor. Two days of boat displays, sail bys, judging and a parade down the harbor. Pat Wells, Boston Harbor Association, (617) 330-1134.

ANTIQUÉ & CLASSIC BOAT SHOW

16th Annual Antique & Classic Boat Show, sponsored by the N.E. Chapter, ACBS, will be at Weirs Beach on Lake Winnepesaukee in Laconia, NH, on July 29th, 9 a.m. to 4 p.m. About 80 to 100 boats on display. Free public admission. Bill Taylor, Foxboro, MA, (508) 543-7637.

WOODEN CANOE ANNUAL MEET

The Wooden Canoe Heritage Association's annual gathering returns to Paul Smiths College in Paul Smiths, NY, in the Adirondacks on July 27-31. Outings, workshops, paddling, touring, all in traditional canoes. Tom & Karen MacKenzie, Madison, WI, (608) 231-2192.

SHIPYARD MUSEUM SUMMER BOAT MEETS

Three major boat gatherings take place at the Shipyard Museum in Clayton, NY this summer.

July 22-23. Small Craft Celebration.

August 5-6. 25th Anniversary Antique Boat Show and Auction.

August 26-27. Annual Model Show.

Contact Shipyard Museum, 750 Mary St., Clayton, NY 13624.

FRIENDSHIP SLOOP DAY AT MMM

July 22nd is Friendship Sloop Day at Maine Maritime Museum in Bath, ME. with the boats arriving 4-5 p.m. enroute to their race in nearby Boothbay Harbor on July 25-27. Maine Maritime Museum, (207) 443-1316.

SCALE MODEL BOATING

The Minuteman Model Boat Club will host a fun day for all sail and scale model boaters at Rosemary Pond in Natick, MA on July 9th. Joe Perez, (617) 522-4981.

SEA KAYAK PATROL

Experienced sea kayakers in the greater New York City area are invited to assist in patrolling the course for the "Liberty to Liberty Triathlon" on July 4th to protect and assist the swimmers as needed. Contact Steve Keller at (718) 788-3416.

COAST GUARD BI-CENTENNIAL CELEBRATION

The Custom House Maritime Museum of Newburyport, MA, will open a special World War II & Vietnam U.S. Coast Guard exhibit July 1st, running through September, featuring artifacts on loan from the Coast Guard archives.

On July 15th an exhibit of Coast Guard related ship and boat models will open, running through September 15th.

On August 4th there will be a reception opening the nationwide Coast Guard Bi-centennial celebration.

The Museum is open Monday-Saturday 10 a.m. to 4 p.m. Sunday 1 p.m. to 4 p.m. at 25 Water St. in Newburyport, MA. Further details at (508) 462-8681.

CHEWONKI SUMMER EXPEDITIONS

Three summer coastal expeditions along the Maine coast are offered by the Chewonki Foundation of Wiscasset, ME.

June 27-August 15. For 14-17 year olds, building a Greenland kayak and paddling it from Wiscasset to Mt. Desert Island.

July 22-August 15. For 14-17 year olds, sailing/rowing/sea kayaking expedition.

August 19-26. All capable ages, one week sea kayak trip.

Detailed brochure from the Chewonki Foundation, Wiscasset, ME, (207) 882-7323.

KATAHDIN CRUISES

The Moosehead Marine Museum's lake steamer "Katahdin" will be running regularly scheduled 2-1/2 hour and all-day cruises on Moosehead Lake this summer, seven days a week, July through September. Detailed brochure from the Moosehead Marine Museum, Greenville, ME 04441.

BOSTON HARBOR CRUISES

The Boston Harbor Associates offer a series of three "Cruise & News" outings on the harbor this season.

July 17. Energy Port Boston views commercial harbor fuel facilities.

August 15. Lighthouses, lightships & lifesaving views Graves Light, Boston Light, Hull Museum, etc..

October 1. Harbor clean up, a look at pollution problem areas and cleanup plans.

Detailed brochure from Boston Harbor Associates, 51 Sleeper St., Boston, MA 02210, (617) 330-1134.

SOUTH STREET SEAPORT VISITING SHIPS

Two interesting full rigged ships will visit South Street Seaport Museum in New York city in July.

July 24-27. Three masted fully rigged Danish training ship "Georg Stage".

July 30-August 3. Full size replica of Henry Hudson's "Half Moon".

Kathy Madden, South Street Seaport, (212) 669-9430.

AND TUGBOAT CRUISES

The South Street Seaport's tug, "W.O.Decker" is available for private two-hour charters for six persons, cruising into little known backwaters on the city's waterfront. It can also be rented for a filming platform offering a sailor's-eye view of Manhattan. Kathy Madden, South Street Seaport, (212) 669-9430.

INTERNATIONAL ROWING TOUR

The U.S. Rowing Association is hosting a weeklong leisurely rowing tour of the Sudbury, Assabet, Concord and Merrimack Rivers August 20-25, commemorating the 150th anniversary of Thoreau's trip reported on in his book, "A Week on the Concord & Merrimack Rivers". Single or double recreational shells only are accepted. Meals and housing provided for approximately \$300. Twenty-seven European oarspersons have signed up, the first thirty Americans to sign up will be accepted. Minimum age is 18. Charles Colgan, (215) 649-8176.

OCEAN DORY ROWING

The Cape Cod Vikings will be rowing at the following locations in July:

July 1. Monument Beach area.

July 15. Wellfleet/Great Island.

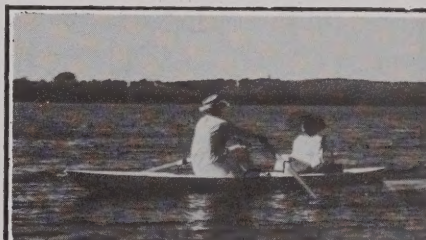
July 22. Sandy Neck.

Interested oarsmen in traditional oar-on-gunwale boats are welcome to participate. Mike Orbe, Centerville, MA, (508) 420-5487.

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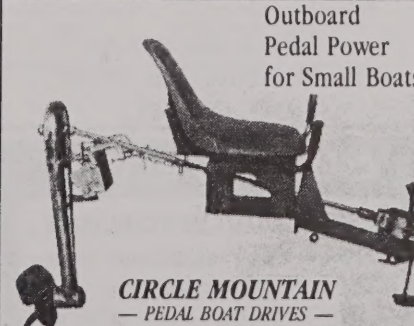
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SUMMER SCULLING SCHOOL

The Northeast Sculling & Rowing Center of Duxbury, MA, will hold two summer sculling and rowing week-long sessions for serious aspirants to rowing excellence at Echo Lake in Kents Hill, ME on August 20-26 and August 27-September 2. The very best instructors, equipment and facilities are provided. A special "Coaching Apprenticeship" program for qualified rowers will also be offered. Opportunity to purchase a new Vespoli single shell at substantial discount is included. Detailed brochure from Northeast Sculling & Rowing Center, P.O. Box 2060, Duxbury, MA 02331, (617) 934-6192.

SAFETY WORKSHOP & YOUTH ROWING

The Cape Ann Rowing Club will hold a safety and capsizing workshop on July 8th at 10 a.m. in Gloucester, MA, limited to 25 participants. Call John Spencer at (508) 546-9022. On July 10th a five week program for boys and girls 12-16 will begin in fixed and sliding seat rowing instruction. Gloucester Recreation Department at (508) 283-0115.

ROCKPORT SUMMER WORKSHOPS

Several workshops on marine related subjects are offered this summer at the Rockport Apprenticeship in Rockport, ME, running from July 31 to August 11, including marine carving, boatbuilding and seamanship.

Detailed brochure from Rockport Apprenticeship, Box 539P, Rockport, ME 04856, (207) 236-6071.

WOODEN BOAT SCHOOL FOR JULY

The following courses are offered at the Wooden Boat School in Brooklin, ME, in July.

July 2-8. Building the Nutshell Pram kit with Rich Hilsinger. Teaching the Nutshell Pram with Eric Dow. Marine carving with Andy Wilner. Marine surveying with Sam Slaymaker. Cruising boat seamanship II with Len Hornick.

July 9-15. Lofting with Greg Rossel. Patternmaking with Andy Wilner. Elements of seamanship with John Blatchford. Cruising boat seamanship II with Len Hornick.

July 9-22. Wooden boat repair methods with Taylor Allen.

July 16-22. Joinerwork with Tim Allen. Sailmaking with Robin Lincoln. Craft of sail with Roger Taylor.

July 16-29. Fundamentals of boatbuilding with Greg Rossel.

July 23-29. Marine painting & varnishing with George Fatula. Basic woodworking with John Lufty-Balzer. Sailmaking II with Robin Lincoln. Craft of sail with Roger Taylor.

For a detailed brochure, Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

ADVANCED COASTAL KAYAKING WEEKEND

Britain's kayaking guru Derek Hutchinson is lead instructor at L.L. Bean's symposium for advanced sea kayakers to be held July 14-16 at the University of New England in Biddeford, ME. Detailed brochure from L.L. Bean, ACKW, Freeport, ME 04033, (800) 341-4341, ext. 7800.

BROOKFIELD BOATBUILDING COURSE

Four boatbuilding courses are offered at the Brookfield Craft Center, Brookfield, CT. Limited enrollment by advance registration.

July 17-21. Cedar/canvas canoe making with Horace Strong.

August 7-11. Ultralight canoe building with Tom Hill.

August 14-19. Traditional Norwegian pram building with David Foster.

August 21-26. Adirondack Guideboat building with Steve Kaulback.

Contact Registrar, Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

SHIPYARD MUSEUM BOATBUILDING COURSES

Three boatbuilding related courses remain of the 1989 schedule at the Shipyard Museum in Clayton, NY.

July 8. What shape is she in, basic surveying tour of museum craft.

July 19-23. Nautical wood-working, making spars, oars, paddles, seats.

August 12-20. Simon Watts boat building course.

Contact Shipyard Museum, 750 Mary St., Clayton, NY 13624.

ACA CANOE CRUISE

The July ACA Cruise will be on the 8th on Maine's Saco River from Saco Bound to Canal Bridge Landing. Gary Point, (401) 246-1356.

NEW ENGLAND ACA SAILING CANOE CHAMPIONSHIPS

Class C sailing canoes contest their New England Championship on July 15-16 on Merrymeeting Lake in New Hampshire. Jim Bowman, (603) 772-2306.

NISSEQUOGUE RIVER CANOE CLUB ACTIVITIES

July events organized by the Nissequogue River Canoe Club are the following:

July 7,9,14,16. Instructor certification workshops. Joe Spahalski, (516) 587-5468.

July 9. Flanders Bay Canoe Marathon, 12 mile race. Jim Dreeben, (516) 727-9895.

July 20. Summer Get Together, Sunken Meadow Park. Anita Crosby, (516) 269-6902.

July 22 or 23. Whitewater river rescue course, Lambertville Rapid, Delaware River. Charlie Walbridge, (215) 646-0157.

CANOE ORIENTEERING

The Connecticut Chapter of the Appalachian Mountain Club, the Connecticut River Oar & Paddle Club and the New England Orienteering Club will sponsor a canoe orienteering event July 16th at Great Island in the Connecticut River at Old Lyme. Only open recreational canoes are eligible. This is a contest in locating control points from a provided map, completing the course in the shortest possible time. Don Tall, (203) 272-7354.

On July 23rd the New England Canoe-O-Champ will be held at Concord, MA, sponsored by the New England Orienteering Club. Aims Coney, (508) 897-9477.

METROPOLITAN CANOE & KAYAK CLUB ACTIVITIES

The MCKC of Brooklyn, NY has scheduled the following events for July, all are open to non-members:

July 5, 8-9. Fundamentals of kayaking course. Eric Klein, (718) 871-2440.

July 8. Around Manhattan. Jane Ahlquist, (718) 871-5387.

July 9. All aluminum canoe cruise. Chris Nielsen, (201) 584-6022.

July 12. Moonlight cruise. Jane Ahlquist, (718) 871-5387.

July 15-16. Sea kayaking & camping. Eric Klein, (718) 871-2440.

July 19. Moonlight cruise. Jane Ahlquist, (718) 871-5387.

July 19, 22, 29-30. Fundamentals of canoeing course. Eric Klein, (718) 871-2440.

July 22. Open house at Lake Sebago. Al Musial, (212) 313-2064.

RHODE ISLAND CANOEING

Four outings are planned by the Rhode Island Canoe Association in July.

July 8. Point Judith Pond. Bob Sand, (401) 461-2757.

July 15. Dutch Island Camp-out. Paul Paradis, (401) 334-0287.

July 22. Lower Wood/Pawcatuck Rivers. George Westerlund, (401) 245-3964.

July 29. Upper Pawtuxet River. Kevin Allsworth, (401) 647-2293.

CAPE COD FROSTY NORTH AMERICAN CHAMPIONSHIPS

Twenty-six Frosty sailors turned out for the 5th Annual Cape Cod Frosty Class Championship on May 6th and 7th on Lewis Bay in Hyannis, Massachusetts. For the first time in the event's history, over half the fleet, fourteen, were from outside Massachusetts, nine of them down from Canada.

Unfavorable weather predictions for the weekend threatened to keep the event from happening, and true to predictions, it was rainy with wind speeds of 30 to 35 knots on Saturday morning. At the skippers' meeting the race committee announced that the start of racing would be postponed until 1 p.m. in the hope the weather would improve. All present knew there was little chance that it would, but by 1 the wind was down to 15 knots so at 1:30 the race committee gave the go-ahead.

Conditions were still very tough for the tiny 6' Frosties and only fourteen of the twenty-six entrants managed to finish the first race. After four races, the committee called everyone in for the day. Nineteen boats had managed to complete at least one race. The leading skipper was North American Fireball Champion and fleet captain of the Far North Frosty Association, Tof Nicoll-Griffith of Pointe Claire, Quebec, who won all four races. In second was the Class secretary/treasurer and current Bee-

tle Cat Women's Champion, Jen Kano of Cataumet, Massachusetts.

Sunday's weather came up clear with about 15 knots of wind from the south which diminished slowly and went more southwest as the day wore on. Once again, capsizeings and breakdowns kept the crash boats very busy. Tof Nicoll-Griffith ran away with the 11 race series and Kano held onto her second spot. Into third came the father of the Frosty, Tom Leach of Harwich, Massachusetts. The entire Canadian contingent commented, "It was everything we hoped it would be, we'll definitely be back next year."

Reported by the Cape Cod Frosty Class Association.

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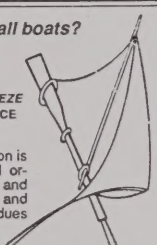
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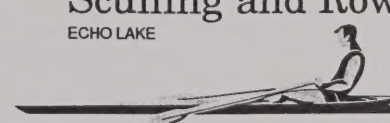
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CAPE ANN SMALL CRAFT

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The Launching of the "Effie M. Morrissey, Jr."

There was a boat launching on May 14th at the tiny harbor of Menemsha in the town of Chilmark on the western end of Martha's Vineyard. A rather unusual boat was launched, which is why we journeyed down to the island to take it in. Fred Littleton had spent parts of the last couple of winters building this one and it was pretty special to him, for it was an 18' scaled down miniature of the famous arctic exploration schooner used by Capt. Bob Bartlett, the "Effie M. Morrissey". In 1940, Fred, then 15, had journeyed with Capt. Bartlett on the "Morrissey" on her last arctic exploration trip under sail, as one of the "Morrissey" kids. Bartlett padded out his crews with volunteer youth, sort of like sail training ships today.

Now a half-century later, Fred is a retired Philadelphia lawyer (really, he is) who occupies himself in Chilmark as the town harbor master and shellfish warden. Two full time jobs in summer. With summer just about to begin, Fred was keen to get the "Morrissey Jr." into the water while he still had time available. Even as he squirmed belowdecks through the opening where the front deckhouse was removed so he could install 300 pounds of lead ballast, a "yachtsman" and his wife came by and started asking all about moorings and so on for the summer. Today, Fred was not to be diverted by

business, so he told the yachstman he was too busy right now to discuss the subject.

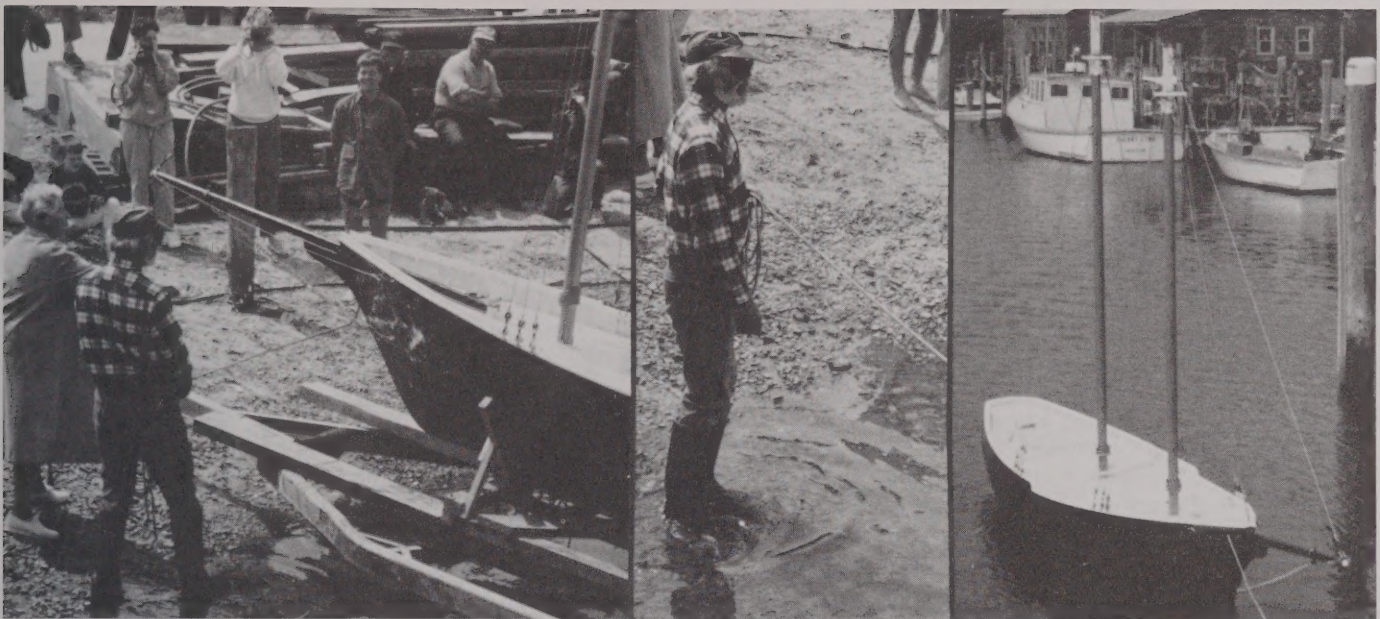
The "Morrissey Jr." is a a big ship model, big enough at 18' for Fred to get aboard and sail her, once she's fully rigged. The "cockpit" is formed by removing the rear deckhouse. With nobody on board, the "Morrissey Jr." looks like the real thing seen from a distance. This is because Fred built her from the original lines used by the Tarr Yard in Essex, Massachusetts back in 1894 when the original was built. For construction details and rig, Fred relied on photos and his own memories, plus on-board checking on the "Morrissey" herself, today owned by the Commonwealth and berthed in New Bedford and known as the "Ernestina".

The launching was quite a family occasion, with four of Fred's five grown children, their spouses, and several grandchildren, traveling to the Vineyard from as far away as Virginia for the weekend. Doing the christening honors was Fred's mother, now in her 80's and seemingly pleased at Fred's notion. When I asked her how she had felt about little Fred going off to Greenland at 15, she told me she hadn't been too concerned, it was something he'd set his mind on and that was that. Now here he was 50 years later still messing about with this schooner and here she was still going along with his whims.

They're on the Vineyard because the family had summered there for years and she had purchased the home Fred now lives in year round as a summer place after years of renting.

The launching attracted a crowd of over 100 friends and neighbors, and was accomplished by floating the "Morrissey Jr." off its cradle on a trailer after Fred's mother had splashed the bows with champagne. The "Morrissey Jr." floated high on her lines, Fred had figured she'd need 600 pounds of lead and he'd only gathered up half that by launching time, melted into small pigs in aluminum pie plates and cupcake cups. When he gingerly stepped aboard at the dockside, she was tender indeed, and when he settled into the "cockpit", she was well down by the stern. The extra lead would be heavily weighted forward. The two masts were in, but Fred had not been able to finish the gaffs and booms, so no sailing trials would be possible. Just as well without sufficient ballast.

She didn't leak. No reason why she should, but Fred was wondering if he'd overlooked something and he'd find out what when water fountained into the hull. Once it was determined that all was well, the crowd gathered around the party buffet set up on an adjacent spot, and another familiar launching ceremony aftermath was enjoyed



by all.

Fred will sail the "Morrissey Jr." on Menemsha Pond, a protected tidal pond roughly a mile square, inland from the gut where the harbor opens onto Buzzards Bay. He's no stranger on that body of water, for he's sailed his 16' square rigger built a few years ago there, once sailing out of an early morning fog and spooking some hungover yachties who'd partied the night away at anchor in the pond.

Fred was somewhat disappointed that the hoped for appearance of the "Ernestina" herself off the har-

bor failed to happen. He's been very active in volunteer work on the schooner and has raised over \$10,000 himself for her welfare. But, even though she was scarcely a dozen miles away in New Bedford, she didn't turn up for the launching of her miniature replica.

Fred has applied for a position on the governing board that decides what the "Ernestina" will be used for under state ownership. "I figure they ought to have at least one of the "Morrissey Kids" on that board, and I'm one still active in boating right here in Massachu-

setts." The board members are appointed by the Governor, and since "Ernestina" was given to the Commonwealth by her last owners, Cape Verde Islanders, the board has been entirely made up of Cape Verdeans living in New Bedford.

So now Fred has his own "Morrissey Jr." to enjoy, he's captain, crew, chairman of the board, it's all his own. To relive a highlight of one's youth on the water in this fashion is a truly rewarding trip down nostalgia lane.

Report & Photos by Bob Hicks

Fred contemplates going below to put the ballast in; "and another pig please"; rigging the masts with family help; just the right size for these lads.



Saturday morning, May 6th dawned fair for the North Carolina Maritime Museum's Traditional Wooden Boat Show on the Beaufort (Bow-fert), North Carolina, waterfront. Billed as a "Spring Gathering of Small Wooden Boats", it was just that. Twenty North Carolina owners and builders of small craft displayed their projects on the lawn of the Grayden Paul Park on Beaufort's waterfront.

At the short end of the scale, Allen Parr of Statesville showed his 8' Optimist pram and at the long end, a 20' deadrise spritsail skiff was displayed by Rick Moreland of Davis. In between was a wide and varied range of fine workmanship.

Hallam Walker of Davidson had his 17' Whitehall pulling boat "Amy Kate".

The Cape Fear Community College brought their nearly complete 12'9" Herreshoff Columbia dinghy and another Herreshoff, a 7'10" Merreia pram.

Doug Little of Rose Hill showed up with three electric drive canoes done with his usual fine detail.

Erik Lie-Nielsen of Bridgeton, a displaced down-Mainer, brought three new creations. "Fever", a 22' double-ended modified sharpie

BEAUFORT TRADITIONAL WOODEN BOAT SHOW

owned and sailed by Robert Harra-den of New Bern won the "Show Favorite" prize and the sailing race (beating two spritsail skiffs and two Crown Point eighteen-footers), and placed second in the rowing race. "Water Mouse", an interesting modified bateau owned and rowed by Lisa Burke of New Bern, sported a dolly wheel at the stern for launching and beaching. Lisa finished third in the rowing/paddling race.

Ed Griffin of New London had his 19'4" Friendship Sloop kit boat, "See-Thru" on display.

An unusual two-piece nesting dinghy built to row or sail was shown by builder Charles Garrett of Oriental. It comes apart for car topping or even stowing inside if you like.

Darle Shouse of King showed the superb craftsmanship applied to his 1956 Old Town Guide 16' canoe.

Over at the Museum, Davy Arch of Cherokee was wielding an axe on a 12' dugout canoe that started as a 3' diameter poplar. Davy is a visiting artist from Cartaret Community College.

On the water a spectacular sight for the three-hundred spectators attending the show was the maneuvering and sailhandling by the spritsail skiffs with topsails full. The sailing race was won as mentioned by "Fever" and the rowing/paddling race by "Happy Wanderer", a 14' solo cruising kayak owned by Norman Horne.

A seafood buffet and awards presentation closed out the day, an excellent event furthering the interest in wooden boats and "messing about" in them. Thanks go to Geoffrey Scofield and Michael Alford for organizing the affair for the North Carolina Maritime Museum.

Report & Photos from Fred Browning.

"Fever" winning the sailing race. Two Crown Point 18's in action. One of Doug Little's electric powered strip canoes.





Left from the top: Unfinished Herreshoff "Columbia" dinghy from Cape Fear Community College; two-piece 9' nesting dinghy by Charles Garrett; 12' electric canoe (on stand) and 14' bateau, both by Doug Little; 17' Whitehall by Hallam Walker. Right from the top: Ed Griffin's incomplete "see-thru" Friendship sloop kit boat from Southeastern Boat Kits; 12' dugout canoe being hand-hewn by Davy Arch; a fleet of 14' cruising kayaks of John Michel's; "Watermouse's" unique transom and beaching dolly wheel.

It was the final one hour session of the eight installment after school dory model building project at a local grammar school. All six of the kids had dories at least planked up and painted. Those furthest ahead had the thwarts and gunwales and other details all in place. Instructor Mark Beauregard, thirty year old carpenter and boat nut, had succeeded in shepherding the five boys and a girl through a sort of unusual "creative" workshop for our non-nautical community.

How come a dory model building course for grammar school kids in this suburban town? The after-school program operated by "friends" of the school is intended to offer creative activities for youngsters to get involved with. Someone suggested model boat building, and Mark was suggested as an instructor, as he'd been involved in bygone years in the high school's "Project Adventure" program building full-size plywood dories. The courses are all self-funded by the fees the parents pay for those chosen, and those who instruct, such as Mark, are paid for their work. For Mark, who once put in countless hours of free instruction in the local "Project Adventure" program after graduating from high school, the check at the completion of the course was welcome. He'd once a week left his carpenter job early to conduct the class, as well as spent evenings cutting out planks and ribs, and getting the materials organized each week.

This was Mark's second year at this, and it was a far more successful effort. A year ago, he faced a dozen busy ten year olds spread around six tables in the school art room for 90 minute sessions, and chaos resulted. Mark has no children of his own, and no prior experience in managing such a group of kids. He got pretty discouraged but soldiered on and surprisingly found the kids had enjoyed it anyway. This year, six kids, one hour at a time, all seated around one table, with advance preparation each week by Mark to smooth out the inconsistencies in progress amongst the diverse per-



sonalities under his tutelage. Much better

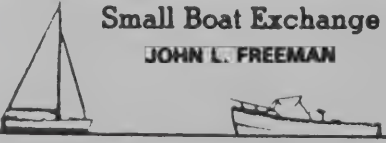
And so, six dory hulls done. And such variety. Dedicated Alan, his dory nicely joinered and neatly painted, all thwarts in place, working on the gunwale trim strips. Solemn Lise, consulting with Alan, getting her thwarts cut to fit, pretty much caught up from an earlier setback when Mark hadn't caught the installation of the ribs in reverse order. Ben C. trying to get a neat bootstripe on his hull despite some distractions from Michael, who was painting yet another coat on his hull, and then moving on to paint the building jig even. Ben B. gluing thwarts into his hull when not waving the boat about in the air and engaging in horseplay with Peter, who was also installing thwarts.

Mark had built his own model before undertaking the course to serve as a guide. It's not his only boatbuilding venture. In his garage sits a small flat bottomed dinghy in frame, awaiting further time (Mark's also renovating parts of his older home). Plans for one of Walt Simmons' lapstrake traditional

pulling boats are in Mark's desk and he speaks with enthusiasm about getting to that project. Overhead in the garage, a canoe rests, Mark and his wife have enjoyed it a lot already since she gave it to him for his 30th birthday, paddling local streams and ponds.

Whatever happened to those dories built at "Project Adventure"? They'd been used and used until they just wore out, according to Mark. They had been moved to Gloucester, 15 miles away, where more got built and where Mark had put in much of that volunteer time after leaving high school. But, that was a dozen years ago now.

Mark plans to run another model boat course next winter and the after school program is delighted with his results. But he's ready to try something else, maybe a small open daysailer, where the kids can try their hands at making up a sailing rig. Judging from what we saw of this year's effort, Mark Beauregard should be able to make that happen. And some more suburban youngsters will get a better awareness of the charms of building small boats.



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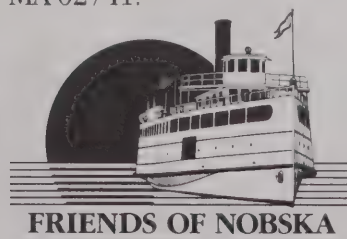
Michael puts on yet another coat of paint while Ben C. checks the painted sheer; Lise consults with Alan, checking Mark's sample model; Ben C. gets the glue out while Ben B. and Peter fit in a thwart and breast-hook.

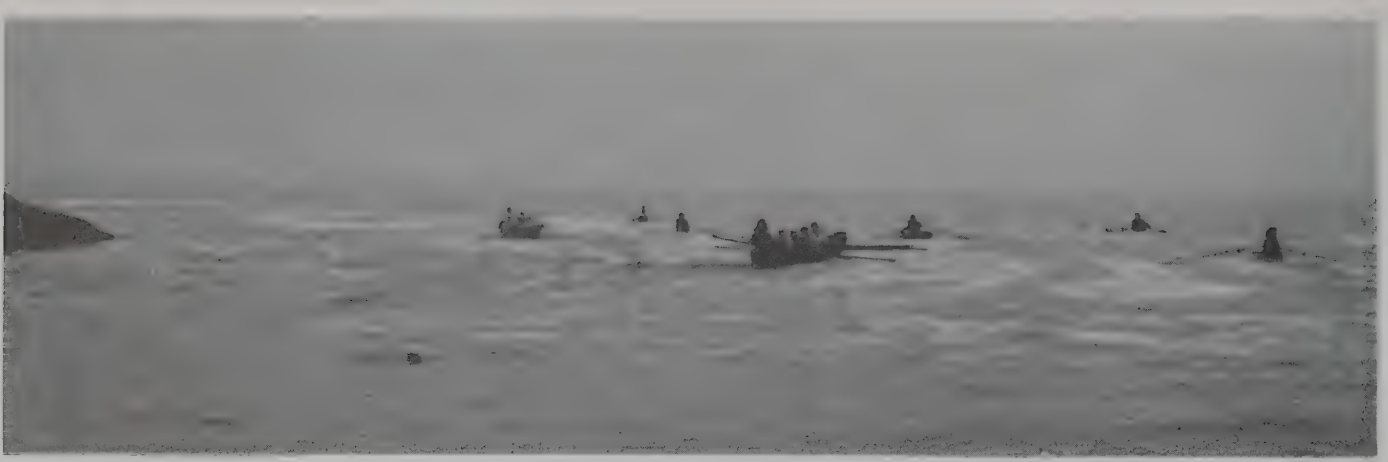
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The Great Misery Island Rowing Race & Chowder Festival



By 10 a.m. the fog was lifting and we could just make out the outlines of Misery Island, about a half-mile off West Beach in Beverly, MA, on Salem Sound. Now we began wondering if anyone would be showing up for Henry Szostek's annual Misery Island Rowing Race. The previous day had been stormy and wet and today was not predicted to be much better. Henry holds the race prior to Memorial Day weekend as West Beach becomes private for the season as of that weekend. And launching sites within reach of Misery Island aren't handy in summer. Then the faithful began to trickle in, those who always do show up, and when the 26' Irish currach arrived from Rockport, we knew there'd be a race of some sort. A couple of Aldens, a double sliding seat wherry, a couple of Piscataqua wherries, a kayak, the currach, and organizer Henry's home built sliding seat cruising shell. That was about it, seven boats, a dozen participants.

Henry loaded the pot of chowder, the awards, the ice chest full of cold drinks, and the bowls and spoons into the boats and all set out for the Island. I headed over to nearby Crocker's Boatyard in Manchester where the picket boat, Bob Reed's 36' converted navy liberty launch, was picking me up for photo opportunities. The fog had lifted further, and the sea was flat and the wind light. It was perfect, the low overcast keeping it cool. Too bad the others, whoever they might be, stayed home.

Henry often wonders at the small turnouts for his event, maybe it's too early to race on open ocean water, maybe holding it on an island a half-mile offshore is too inaccessible, who knows. But Henry carries on as he enjoys doing it. He makes superb chowder, by the way.

Choose your weapon: Sea kayak, Piscataqua wherry, Alden shell, sliding seat double wherry.

Centerspread over: Mel Ross and Dan O'Reilly cut close into the surf on the circumnavigation of the island in Dan's Piscataqua wherry.

Reports & Photos by Bob Hicks

After the fire was lit on the beach on the island and the chowder kettle put on to heat, a brief meeting took place to announce rules and course. Essentially, Henry had three courses planned, for fixed seat pulling solos, for multi oared fixed seat and for sliding seat boats and kayaks. All started together around Misery Island, and then headed out into the Sound to round either a can buoy or a granite monument, thence back to the beach. About 2-1/2 to 3 miles. The handicapping wasn't bad, Bob Latina's Alden came first but not by far ahead of Jim Tennerman's kayak and the sliding seat double wherry rowed by Chuck Mainville and his daughter Joan.

By early afternoon, all were gathered on the beach to enjoy the chowder and collect the custom-made miniature oars Henry presents each year. With so few entrants, almost everyone took home an oar. The sun broke through the low overcast and it was almost a summer Saturday on May 13th. Too bad you missed it.

Report & Photos by Bob Hicks

Organizer Henry Szostek and his own designed/built cruising ocean shell, "The Unforgiving Minute".



CAR TOPPING A CURRACH

When the 26' Irish currach belonging to Ellen Higgins and Pat de la Chapelle arrived at West Beach on the roof of a compact station wagon, we were intrigued. The weight was no problem, the boat weighs less than 200 pounds. But the length required a special forward "bumper rack" to support the long overhang. And, the plastic bumper of the modern mini wag-

on wasn't all the best for supporting the rack. But, it worked.

It was off the roof and down to the water's edge on the shoulders of the four-person crew and a few bystanders. An attempt to recruit this reporter as coxswain failed as I planned to take photos, but a friend of another participant was pressed into service and off went the canvas covered craft to the races.









Classic Power

Report & Photos by Bob Hicks

I was delighted when the skipper of the picket boat on which I was to ride to get these photos turned up at West Beach on his 1970 British Triumph motorcycle with sidecar carrying his two sons, for I'm an old Triumph rider from the '50's. Bob wanted to be sure there'd be a race before heading back to Crocker's yard in Manchester to go aboard his 36' ex-Navy "liberty launch", "Isaac Fass". I joined him there, and in but a few moments, we were at the mooring, the old Chevy was fired up and we trundled out amongst the early season yachts moored at Manchester-by-the-Sea.

Bob's boat has a unique equi-

pement not found commonly around here, the after deck has a pad upon which his ultra-light, pontoon equipped aircraft rests when he begins his summer outings on the sea and in the air. The mast and boom fitted just aft of the cabin provide the derrick for lifting aboard his plane after local flights. I've seen a 150' luxury motor yacht in Newport with a helicopter on the rear deck, but never before a similar equi-

pement at this budget level. Bob does commercial salvage work as an independent contractor, sometimes with "Isaac Fass", sometimes on others' vessels. So "Isaac Fass" is truly workboat equipped

and finished. It has an interesting history. Originally built in the 1920's, it was a motorized version of the smaller oar-powered liberty launches the Navy employed at the turn of the century to carry the sailors to shore for "liberty". The original hull lines were retained but enlarged, and Bob's boat is a true double-ender with an outboard rudder. While it now has wheel steering from the cabin house, a tiller still sits in the rudder way back there. The original sheer line is still evident from the rubrail, the raised foredeck and cabin house are Bob's creations converting his find to salvage boat and seaplane tender.

Power is an old six cylinder marine converted Chevy, not original, but apparently utterly trustworthy despite its obvious long years of service. The house is roomy and solidly built, with good all-round visibility, yet its forward location leaves a huge expanse of rear deck, for aircraft, or salvage work, or sitting out and enjoying a day of leisurely cruising. Bob says he likes to trundle along at three or four knots enjoying being at sea just for fun, not going anywhere in particular.

An interesting sidelight on this fascinating mix of hobby/work interests is Bob's "airfield". A large area of shallow water off Manchester's Gales Point is an officially recognized, state approved landing and takeoff area for ultra-light aircraft fitted with pontoons. Every year since he established the fact that ultra-lights were indeed operating from this body of water avoided by most boats because of its shallow depth, he's automatically received an annual re-registration form to file for another year of operation. Amazing, in this age of struggle to find access to the water along our shores.

We had a great time talking boats and bikes and shooting photos of the racers and watching over them for possible emergencies. There were none, just a great couple of hours messing about in boats.



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Notes from Coffee Pot Landing

THE BOATING PUBLIC IS LAUGHING I'm registering with you here a mild beef about your advertising. A segment of the boating public seems to be laughing.

By way of introduction, may I say I have been on the national marine scene as a naval architect for fifty years, having been the founding editor of "Mechanix Illustrated" and its allied string of "How to Build Twenty Boats", have worked with twenty-two yards and am now finishing my 439th design.

Lately I've been doing much magazine work again, and my mail runs abnormally heavy. Last fall some of my correspondents started asking me what was meant by a "soft chine" boat. Did that mean a round-bottomed boat? I explained that a round-bottomed boat has no chine at all. Apparently the term being searched for was "roundbottomed" boat. There is no chine at all in such a craft.

Finally, one man mailed me a copy of your August, 1973, ad clipped from "Yachting". This ad seems to have been the fountainhead of this mis-nomenclature. You may say that none of this is my business, and I agree to some extent, but if I were onstage in the spotlight being touted as a genius at design, and my technical fly was open, I'd be glad if someone was charitable enough to tell me about it.

Your ad agency should know better!

All best wishes, Weston Farmer.

SHIP AHOY, SAILOR!

Thanks for an absolutely hilarious account. The piece must have been written by your music critic. It is tone deaf to nautical terms, that's for certain.

I notice you say the boat is a "hard shine" boat. That's a daisy!

The word "chine" signifies the hard knuckle along the side of a V-bottom boat. Originally the term was "chime", which is a century-old cabinet maker's term for the corners of a chair or dresser where the rails join the legs or posts. It is also the term for that groove in a barrel where the staves tumble home to catch the hoghead top. "Chine" became quite acceptable. I don't think "hard shine" will.

I also notice she is a "bilge bottom" boat. And has certain magic about staying right side up. She'll also come home on time if you know when to turn around!

I'd like to know how aluminum can be stretched three times as far as steel, too. To set you aright, the fact is that aluminum is one-third the weight of steel, so an equivalent weight goes three times as far. It will take three pounds of steel at \$.20 a pound, or \$.60 worth, to equal the area covered by one pound of aluminum at \$.64 a pound. For \$.04 per square foot difference you get a metal perfectly at home in a salt environment, non-rusting.

Aluminum is fast replacing all boat building materials and is now cheaper than wooden construction.

Peace, Weston Farmer.

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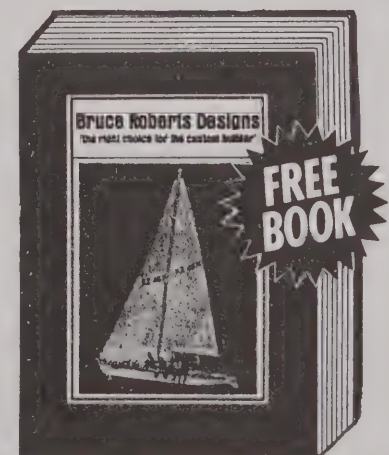
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VOYAGE OF THE PAPER CANOE:

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.

CRACKERS AND NEGROES. ACROSS THE SOUTH CAROLINA
LINE. A CRACKER'S IDEA OF HOSPITALITY. POT BLUFF.
PEEDEE RIVER.

There was but one room in the cabin of my new acquaintance, who represented that class of piny-woods people called in the south — because they subsist largely upon corn, — Corn Crackers, or Crackers. These Crackers are the “poor white folks” of the planter, and “de white trash” of the old slave, who now as a freedman is beginning to feel the responsibility of his position.

These Crackers are a very kind-hearted people, but few of them can read or write. The children of the negro, filled with curiosity and a new-born pride, whenever opportunity permits, attend the schools in large numbers; but the very indolent white man seems to be destitute of all ambition, and his children, in many places in the south, following close in the father's footsteps, grow up in an almost unimaginable ignorance.

The news of the arrival of the little Maria Theresa at Piraway Ferry spread with astonishing rapidity through the woods, and on Sunday, after “de shoutings,” as the negroes call their meetings, were over, the blacks came in numbers to see “dat Yankee-man's paper canno.”

These simple people eyed me from head to foot with a grave sort of curiosity, their great mouths open, displaying pearly teeth of which a white man might well be proud. “You is a good man, capt'n — we knows dat,” they said; and when I

asked why, the answer showed their childlike faith. “'Cause you couldn't hab come all dis way in a *paper* boat if de Lord hadn't helped you. *He* dono help only good folks.”

The Cracker also came with his children to view the wonder, while the raftsmen were so struck with the advantages of my double paddle, which originated with the inhabitants of the Arctic regions, that they laid it upon a board and drew its outlines with chalk. They vowed they would introduce it upon the river.

These Crackers declared it would take more than “de shoutings,” or any other religious service, to improve the moral condition of the blacks. They openly accused the colored preachers of disturbing the nocturnal rest of their hens and turkeys; and as to hog-stealing and cow-killing, “Why, we won't have any critters left ef this carpet-bag government lasts much longer!” they feelingly exclaimed.

“We does nothing to nobody. We lets the niggers alone; but niggers will steal—they can't help it, the poor devils; it's in 'em. Now, ef they eats us out of house and home, what can a poor man do? They puts 'em up for justices of peace, and sends 'em to the legislature, when they can't read more'n us; and they do say it's 'cause we fit in the Confederate sarvice that they razes the nigger over our heads. Now, does the folkes up north like to see white people tyrannized over by niggers? J'es tell 'em when you go back, stranger, that we's got soulds like yours up north, and we's got feelings too, by thunder! jes like other white men. This was a white man's country once—now it's all niggers and dogs. Why, them niggers in the legislature has spit-boxes lined with gold to spit in! What's this country a-coming to? We wish the niggers no harm if they lets our hogs and chickens alone.”

After this tirade it was amusing to see how friendly the whites and blacks were. The Crackers conversed with these children of Ham, who had been stealing their hams for so long a time, in the most kindly way, realizing, perhaps, that they had various peculiar traits of their own, and must, after all, endure their neighbors.

A traveller should place facts before his readers, and leave to them the drawing of the moral. Northern men and women who go to the southern states and reside for even the short space of a year or two, invariably change their life-long

views and principles regarding the negro as a moral and social creature. When these people return to their homes in Maine or Massachusetts (as did the representatives of the Granges of the northern states after they had visited South Carolina in 1875) a new light, derived from contact with *facts*, dawns upon them, while their surprised and untravelled neighbors say: "*So you have become Southern in your views. I never would have thought that of you.*"

The railroad has become one of the great mediums of enlightenment to mankind, and joins in a social fraternity the disunited elements of a country. God grant that the resources of the great South may soon be developed by the capital and free labor of the North. Our sister states of the South, exhausted by the struggles of the late war which resulted in consolidating more firmly than ever the great Union, are now ready to receive every honest effort to develop their wealth or cultivate their territory. Let every national patriot give up narrowness of views and sectional selfishness and become acquainted with (not the politicians) the people of the New South, and a harmony of feeling will soon possess the hearts of all true lovers of a government of the people.

The swamp tributaries were swelling the river into a very rapid torrent as I paddled away from the ferry on Monday, January 18. A warmer latitude having been reached, I could dispense with one blanket, and this I had presented to my kind host, who had refused to accept payment for his hospitality. He was very proud of his present, and said, feelingly, "No one shall touch this but me." His good wife had baked some of a rich and very nice variety of sweet-potatoes, unlike those we get in New Jersey or the other Middle States—which potatoes she kindly added to my stores. They are not dry or mealy when cooked, but seem saturated with honey. The poor woman's gift now occupied the space formerly taken up by the blanket I had given her husband.

From this day, as latitude after latitude was crossed on my way southward, I distributed every article I could spare, among these poor, kind-hearted people. Mr. Macgregor went in his Rob Roy canoe over the rivers of Europe, "diffusing cheerfulness and distributing Evangelical tracts." I had no room for tracts, and if I

scattering kernels of corn about him as he vociferated, "pe-ig—pe-ig—pe-ig—pig—pig—pig." We stood face to face, yet neither could see the face of the other in the darkness. I told my tale, and asked where I could find a sheltered spot to camp.

down the stream, without seeing a human being or a dwelling-place, to Stanley's house and the bridge; from which I urged the canoe thirty-five miles further, passing an old field on a bluff, when darkness settled on the swamps, and a heavy mist rose from the waters and enveloped the forests in its folds. With not a trace of land above water I groped about, running into what appeared to be openings in the submerged land, only to find my canoe tangled in thickets. It was useless to go further, and I prepared to ascend to the forks of a giant tree, with a light rope, to be used for lashing my body into a safe position, when a long, low cry engaged my attention.

"Waugh! ho! ho! ho! peig—peig—pe-ig—pe-ig," came through the still, thick air. It was not an owl, nor a catamount that cried thus; nor was it the bark of a fox. It was the voice of a Cracker calling in his hogs from the forest. This sound was indeed pleasant to my ears, for I knew the upland was near, and that a warm fire awaited my benumbed limbs in the cabin of this unknown man. Pushing the canoe towards the sound, and feeling the submerged border of the swamp with my paddle, I struck the upland where it touched the water, and disembarking, felt my way along a well-trodden path to a little clearing. Here a drove of hogs were crowding around their owner, who was had followed the example of my well-intentioned predecessor in canoeing, it would have served the cause of truth or creed but little. The Crackers could not read, and but few of the grown negroes had been taught letters. They did not want books, but tobacco. Men and women hailed me from the banks as I glided along in my canoe, with, "Say, captain, hab you eny 'bacca or snuff for dis chile?" Poor humanity! The Cracker and the freedman fill alike their places according to the light they possess. Do we, who have been taught from our youth sacred things, do more than this? Do we love our neighbor as ourself?

For twenty miles (local authority) I journeyed

"Stranger," slowly replied the Cracker, "my cabin's close at hand. Come home with me. It's a bad night for a man to lay out in; and the niggers would steal your traps if they knew you had anything worth taking. Come with me."

In the tall pines near at hand was a cabin of peeled rails, the chinks between them being stuffed with moss. A roof of cypress shingles kept the rain out. The log chimney, which was plastered with mud, was built outside of the walls and against an end of the rustic-looking structure. The wide-mouthed fireplace sent forth a blaze of light as we entered the poor man's home. I saw in the nicely swept floor, the clean bed-spreads, and the general neatness of the place, the character of Wilson Edge's wife.

"Hog and hominy's our food here in the piny woods," said Mr. Edge, as his wife invited us to the little table; "and we've a few eggs now and then to eat with sweet potatoes, but it's up-hill work to keep the niggers from killing every fowl and animal we have. The carpet-bag politicians promised them every one, for his vote, forty acres of land and a mule. They sed as how the northern government was a-going to give it to um; but the poor devils never got any thanks even for their votes. They had been stuffed with all sorts of notions by the carpet-baggers, and I don't blame um for putting on airs and trying to rule us. It's human natur, that's all. We don't blame the niggers half so much as those who puts it in their heads to do so; but it's hard times we've had, we poor woods folks. They took our children for the cussed war, to fight fur niggers and rich people as owned um.

"We never could find out what all the fuss was about; but when Jeff Davis made a law to exempt every man from the army who owned fifteen niggers, then our blood riz right up, and we sez to our neighbors, 'This ere thing's a-getting to be a rich man's quarrel and a poor man's fight.' After all they dragged off my boy to Chambersburg, Pennsylvania, and killed him a fighting for what? Why, for rich nigger owners. Our young men hid in the swamps, but they were hunted up and forced into the army. Niggers has been our ruin. Ef a white man takes a case before a nigger justice, he gives the nigger everything, and the white man has to stand one side. Now, would you folks up

north like to have a nigger justice who can't read nor count ten figgers?"

I tried to comfort the poor man, by assuring him that outside of the political enemies of our peace, the masses in the north were honestly inclined towards the south now that slavery was at an end; and that wrong could not long prevail, with the cheerful prospect of a new administration, and the removal of all unconstitutional forces that preyed upon the south.

The two beds in the single room of the cabin were occupied by the family; while I slept upon the floor by the fire, with my blankets for a couch and a roll of homespun for a pillow, which the women called "*heading*." They often said, "Let me give you some heading for your bed." We waited until eight o'clock the next day for the mists to rise from the swamps. My daily trouble was now upon me. How could I remunerate a southerner for his cost of keeping me, when not, in the true sense of the word, an invited guest to his hospitality?

Wilson Edge sat by the fire, while his wife and little ones were preparing to accompany me to see the paper boat. "Mr. Edge," I stammered, "you have treated me with great kindness, your wife has been put to some inconvenience, as I came in so unexpected a manner, and you will really oblige me if you will accept a little money for all this; though money cannot pay for your hospitality. Grant my wish, and you will send me away with a light heart." The poor Cracker lowered his head and slowly ran his fingers through his coal black hair. For a moment he seemed studying a reply, and then he spoke as though HE represented the whole generous heart of the south.

"*Stranger*," he slowly articulated, "*Stranger, I have known white men to be niggers enough to take a stranger's money for lodgings and vittles, but I am not that man.*"

We found the canoe as it had been left the night before, and I was soon pulling down the river. The great wilderness was traversed thirty miles to the county town of Conwayborough, where the negroes roared with laughter at the working of the double paddle, as I shot past the landing-place where cotton and naval stores were piled, waiting to be lightered nine miles to Pot Bluff,—so called from the fact of a pot being lost from a vessel near it,—which place

is reached by vessels from New York drawing twelve feet of water. Though still a long distance from the ocean, I was beginning to feel its tidal influences. At Pot Bluff, the landing and comfortable home of its owner, Mr. Z. W. Dusenberry, presented a pleasant relief after the monotony of the great pine forests. This enterprising business man made my short stay a very pleasant one.

Wednesday, January 20th, was cold for this latitude, and ice formed in thin sheets in the water-pails. Twenty-two miles below Pot Bluff, Bull Creek enters the Waccamaw from the Pee-dee River. At the mouth of this connecting watercourse is Tip Top, the first rice plantation of the Waccamaw. The Pee-dee and its sister stream run an almost parallel course from Bull Creek to Winyah Bay, making their debouchure close to the city of Georgetown. Steam saw-mills and rice plantations take the place of the forests from a few miles below Tip Top to the vicinity of Georgetown.

Mr. M. L. Blakely, of New York, one of the largest shingle manufacturers of the south, occupied as his headquarters the Bates Hill Plantation, on the Pee-dee. This gentleman had invited me, through the medium of the post-office, to visit him in the rice-growing regions of South Carolina. To reach his home I took the short "cut-off" which Bull Creek offered, and entered main Bull Creek. To urge the canoe up this narrow stream three miles and a half to the parent river Pee-dee, was a most trying ordeal. At times the boat would not move a hundred feet in five minutes, and often, as my strength seemed failing me, I caught the friendly branches of trees, and held on to keep the canoe from being whirled down the current towards the Waccamaw. After long and persistent efforts upon the strongest of head-currents. The thick, yellow, muddy torrent of the Pee-dee rushed through Bull Creek with such volume, that I wondered if it left much water on the other side, to give character to the river, as it followed its own channel to Winyah Bay.

One and a half miles of vigorous paddling brought me to a branch of the watercourse, which is much narrower than the main one, and is consequently called Little Bull Creek. This also comes from the Pee-dee River, and its source is nearer to the Bates Hill plantation than the

had exhausted my strength, I was about to seek for a resting-place in the swamp, when a view of the broad Pee-dee opened before me, and with vigorous strokes of the paddle the canoe slowly approached the mighty current. A moment more and it was within its grasp, and went flying down the turbulent stream at the rate of ten miles an hour.

CHAPTER XI TO BE CONTINUED

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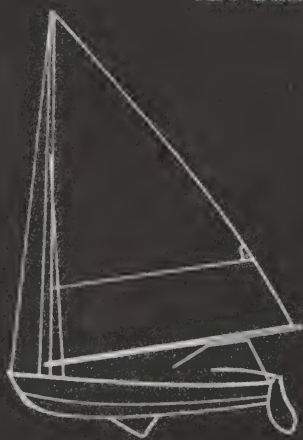


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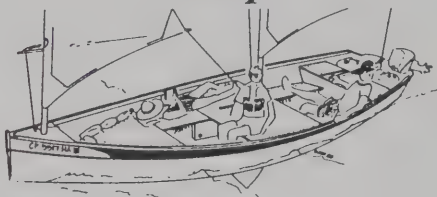
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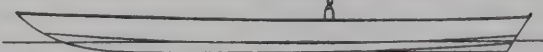


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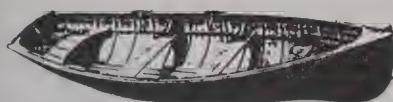
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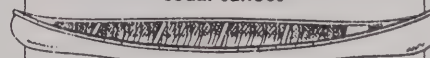


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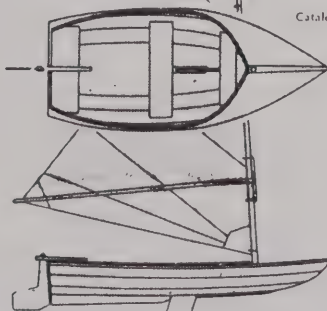
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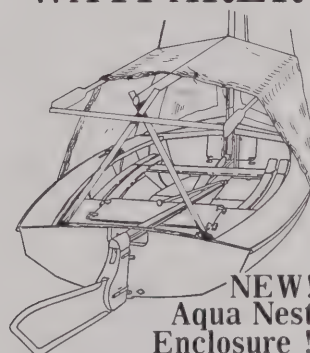
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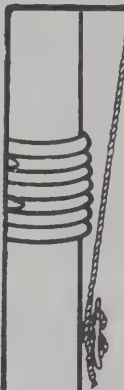
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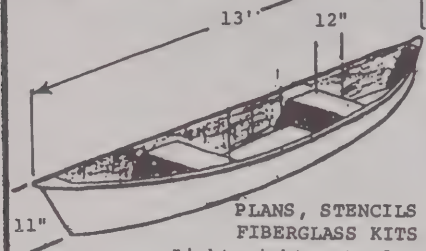
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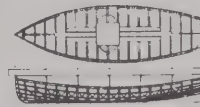
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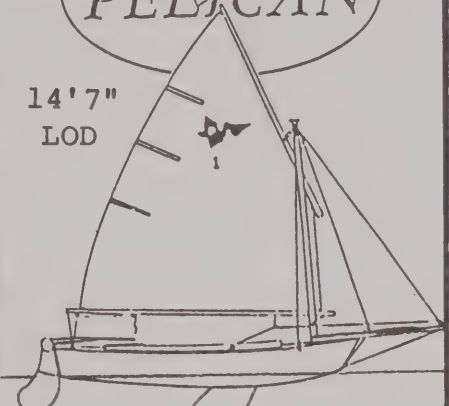
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BOATBUILDERS' DAY REGISTRANTS

As of June 1st, the following boatbuilders (in order of registering) plan to display their work on July 23rd at Strawberry Banke Museum's "Boatbuilders' Day":

Monfort Associates, 13' Blivet sailing dinghy.

North River Boatworks, Rush-ton pulling boat, Sutherland trout boat.

Mile Creek Boat Shop, 11' Black Hall River skiff.

Robert Stephens, Rushton Wee Lassie.

David Lake, 17' & 19' plywood sea kayaks.

The Landing School, boat not specified.

Lowell's Boat Shop, boat not specified.

Oat Canoe Co, wood/canvas canoe and kayak.

Kevin Martin, lapstrake sailing canoe, restored wood/canvas canoe, 14' lapstrake sailboat.

Crawford Boatbuilding, Swamp-scott Dory, Melonseed sailing skiff.

William Bailey, 12' light fisherman, 14' Rob Roy canoe.

Fibercraft Kits, Cajun pi-rogue.

B&S Corp, 12' & 16' White-halls.

John Thompson, Moondance minimal cruising sailboat.

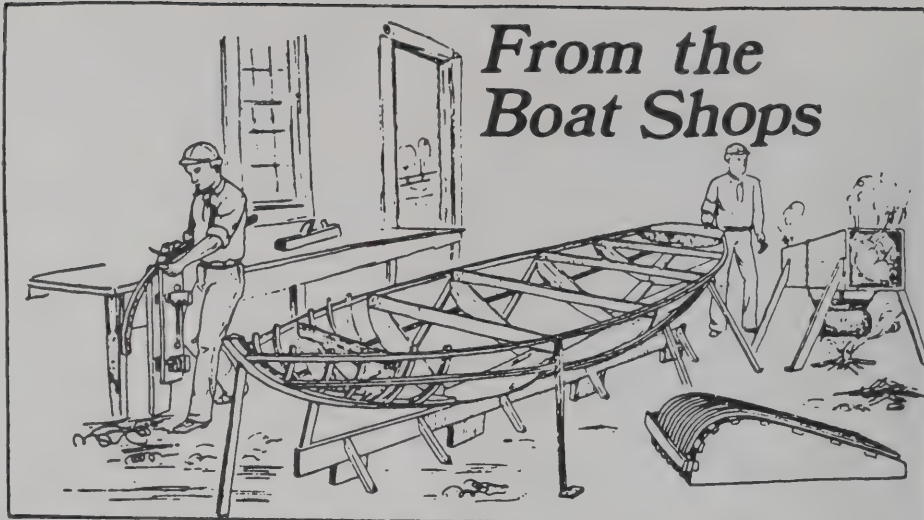
Brook Dupee, 4' scale model Piscataqua dory.

Mobile Marine, 13' & 17' strip-per canoes, sailing dinghy.

Hill Family Boatbuilders, ultra light lapstrake canoes.

Tim Mayer, Whitehalls.

Pert Lowell Co., 17' Town Class sloop.



From the Boat Shops



CHANGING THE WATCH AT ROCKPORT

Lance Lee, founder of the Rockport Apprenticeshop in Rockport, Maine, is resigning from his post as director to take a year off to do research and writing and to introduce his 13 year old son to some of the seafaring adventure he's been bringing to others over the years. Lance continues as president of the Apprenticeshop and remains on its board of trustees. An old friend from early Outward Bound days, James Mays, is taking over the director's job. Mays goes back to the time when Lee, assisted by Outward Bound crews, one led by Mays, dismantled an old sail

loft in Waldoboro, Maine, and set it up on the grounds of the Bath Maritime Museum to form the first Apprenticeshop. Most recently, Mays has been chairman of the Apprenticeshop's board of trustees. Providing continuity through the changeover is Steve McAllister, who has been assistant director for Lance since 1978 and is characterized by Lee as "the flywheel that has kept this place moving".

Currently sixteen apprentices and four interns are at work on the projects at the shop; a 36' replica of a Wilbur Morse Friendship sloop, a 19' Pete Culler designed Buzzards Bay sloop, an 18' John Gardner designed outboard dory, an 18' Whitehall, a 17' Melonseed catboat, a 12' Norwegian pram, and two 11' Susan skiffs. This summer the shop will begin construction of a 35' square rigged Norwegian "Lestabat" under direction of a Norwegian boatbuilder and two apprentices who spent last winter studying Norwegian boatbuilding techniques in Norway.

The Rockport Apprenticeshop is located on Sea St. in Rockport, ME 04856, telephone (207) 236-6071.

"THE PLYWOOD & GLUE NEWS"

This is the title for the nicely turned out newspaper published by Polly Hill of the Hill Family Boatbuilding Co. of Huntington, VT. Polly's husband, Tom, is a leading advocate of ultra-light glued lapstrake boat construction, has written the definitive book on the subject, teaches courses on this form of building at various boatbuilding and crafts schools, and offers building plans and completed boats. It's a neat little effort, subtitled, "A shamelessly self-promoting newsletter published by the Hill Family Boatbuilding Co." Frequency of publication is "subject to the whim and financial solvency" of the family firm. I believe that Polly will send you a copy if you ask, Hill Family Boatbuilding Co., RR 1 Box 2310, Huntington, VT 05462, (802) 434-2532.

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Write to us at:

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c/o Edward Cumming
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10' DYER DINK, bought new in '84. All teak woodwork and nice stiff hull. Never used as dinghy, nice condition. Includes two sails, boat cover and 2hp Seagull. \$2,000. Located near Lake George.

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STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (4)

SMALL DAYSAILER WANTED. Lightning, Comet, Blue Jay, etc. I haven't much money but I have some time and repair skills.

RICHARD RUDIS, Mansfield, CT, (203) 423-5053. (4)

12' BOLGER BEETLE CAT REPLICA, only used three times. A safe, stable, traditional classic built to last. Boat and motor, \$2,100. E-Z Load trailer, \$500.

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MAINE COAST COTTAGE FOR RENT. On wooded point on tidal cove on Spruce Head. Wide views from SE to NW of harbor with lobster boats, of islands and of Spruce Head village. In eye of cooling SW wind. 2BR, LR, DR, K, B. Slps 4. Franklin stove. Mooring for 16' cb sailboat. Sail, row or paddle Seal Harbor, Whitehead and Nortons Islands, the Muscle Ridge Islands, Wheelers Bay. Choice protected or open water. \$390/wk summer, \$320/wk spring and fall, Sat. noon to Sat. noon. Currently available 6/3-7/8, 8/5-8/12, 9/16-9/22, 9/30-10/14. FRANK O'BRIEN, Roslindale, MA, (617) 323-4759. (4)

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20' ELVER double-ended all wood epoxy saturated sailboat. Hull and cabin complete. Lacks spars. On sturdy trailer. 9.9 hp Yamaha 4-stroke outboard. Brand new sails, never used. \$5,000 or best offer. If you want just the hull make a reasonable offer. MELVIN WILLIS, 325 Albion Rd., Benton, ME 04901, (207) 453-7339.

LITTLE RIVER ROWING SHELL with passenger capability. Factory bulkheads, mahogany trim, Piantadosi oars. Like new condition, \$1,550. RUSSELL BANKS, Newtown, CT, (203) 426-9957. (4)

15'5" PISCATAQUA RIVER WHERRY, 4'2" beam, 1'7" depth amidships. Good condition. Built by Bud McIntosh in 1974. Dacron sail, fir mast, boom and gaff, steel C/B, one pair ash oars, trailer, winter cover with frame. \$1,500. Offers considered. FORTIN POWELL, 146 Cedar St., Rockland, ME 04841, (207) 594-4730, 7 a.m. to 9:30 p.m. (3)



15' GAFF RIGGED SHARPIE SLOOP with cuddy. Good condition, sails like new. Outboard bracket. Ready to sail, \$1,400.

JOHN MENIG, Bricktown, NJ, (201) 892-6353. (4)

BEAUTIFUL TRADITIONAL ROWING CRAFT. New York Whitehalls, Chamberlain dories and yacht tenders. In finished or kit form.

GORDON NASH BOATBUILDERS, Foot of Spring St., Schoonmaker Pt., Sausalito, CA 94965, (415) 332-1489. (4p)

CLASSIC HERRESHOFF 12-1/2, 15'6" LOA, c. 19845. Mahogany on oak, bronze fastened, gaff rig, sails, etc. Restored. Asking \$6,500. Offers welcome.

ROBERT HAUSER, Mattapoisett, MA, (508) 997-0046 work, (508) 763-3146 home. (4)

LOOK 'EM OVER. Reducing my fleet. 16' mahogany custom canoe, \$495. 13' mahogany custom canoe, \$395. 8' pram, \$295. 9' O.B. speedboat, \$295. 14' dory, \$495.

PETER VAN VORST, E. Sandwich, MA, (508) 888-6069. (4)

HERRESHOFF 12-1/2, the real thing, last one built by Herreshoff, hull # 1569. Absolutely Bristol condition, cedar on oak with mahogany, gaff rigged, immaculately restored. Summer cover extends to waterline. Many sails, trailer and cradle and other extras. I've seen many of these, this is by far the best example. \$7,500

STEVEN STANG, Simsbury, CT, (203) 658-0344. (4)

LASER I SAILBOAT, one season old. Inspection ports with storage bags, daggerboard and rudder, cam cleats, storage bag. Navy blue, white bottom. \$1,675. Trailer negotiable..

STEVEN STANG, Simsbury, CT, (203) 658-0344. (4)

25' BLACK SKIMMER, Bolger design, built 1978, steadily maintained and upgraded. Recent sails, '87 Johnson 8 hp, trailer, etc. The ultimate gunkholer, a great boat in great shape. Buying larger boat. Best reasonable offer.

STAN GRAYSON, Marblehead, MA, (617) 639-0597. (4)

BOAT BUILDING. 14'x32'x14' high poly house, steel/wood/UV poly, suitable for permanent or onetime building project. Price includes lighting system and stairway. Building can be made longer. \$500. AL BUTLER, E. Greenwich, RI, (401) 884-8257. (4)

1983 CHARGER BANDIT 19. A fine sailing boat with an exceptional amount of room in the cabin due to its flush deck design. In excellent condition with trailer and Mariner 5hp motor. \$5,000 or best offer. HAL ZIEGLER, New Milford, CT, (203) 354-0064 aft. 6p.m. (4)

SIREN 17 SLOOP, 1987 Vandestadt & McGruer design. Self-furling jib, mainsail with jiffy reefing, stainless steel rigging, self-draining cockpit, kick-up rudder. Centerboard draft 8" to 4'3". Ventilated gas tank compartment, cabin top handrails. Very comfortable sleeping in cabin. Positive foam flotation, seven foot long cockpit, galvanized steel centerboard. Beam 6'8"; displacement 750 lbs.; keel weight 140 lbs.; sail area 145 sq. ft.; LOA 17'2", LWL 15'. Boom vang and topping lift included. This boat is in pristine condition, very easy to single-hand. I trailer this boat behind my Ford Escort 4 cylinder. The Highlander trailer is included. I am very apprehensive about selling this boat but I have taken up the sport of paddling which now takes up most of my spare time, and I also maintain a couple of houses. I'm asking \$4,500 for boat and trailer. Delivery can be arranged.

ARCH ARCHAMBEAULT, Bowie, MD (near Annapolis), (301) 464-5229 days. (4)

OLD BOAT PLAN COPIES. From "Mechanix Illustrated", "Science & Mechanics", "Motorboating & Sailing Ideal Series", "Sports Afield Boat-builder Annuals". Plans cost \$3 to \$10 depending on number of pages. 28 page list is \$4.

E.G. RAGSDALE, P.O. Box 48, Westlake, OR 97493. (TF)

17' TOWNIE SLOOP, circa 1948, in sailable condition but can use some paint/varnish refinishing. Bottom seams fiberglassed. Recent vintage dacron sails. \$1,500.

BOB HICKS, Wenham, MA, (508) 774-0906, eves best.

23' SEA SPRITE. Arlberg design. Popular coastal cruising sloop. Four berths, recent sails, lifelines, 9.8 hp Mercury. Easy to single-hand. \$5,500.

DANA AVERY, Mystic, CT, (203) 536-6930. (4)

15' BOLGER MICRO CAT YAWL, incomplete, needs keel and spars. WEST system throughout. \$500. Sails available, \$350.

PAT GIORDANO, Mt. Tremper, NY, (914) 679-9432. (4)

16' CENTURY RESORTER, 1957, for restoration. Complete with all hardware including Gray 110hp 6 cylinder motor. Missing rear seat. On poor trailer. \$500.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (4)

12' O'DAY WIDGEON SAILBOAT, fiberglass hull. Refinished seats, new mast step, laundered sail, winter cover, trailer. Asking \$1,295.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (4)

18' NEWPORT PACKET LAUNCH, elegant classic design, fiberglass hull, teak and bronze trim. Has surrey top for sunny day cruises. Seats eight comfortably under cover on cushioned seats, with cocktail table. New heavy duty Highlander galvanized trailer. \$16,000.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (4)

11'9" PENGUIN SAILBOAT. Wonderful sailing dinghy popular for frostbiting in certain areas. Hull #8669. Excellent condition, cockpit bright, very pretty little boat. Trailer cover, spray shield, spar rack and spar bag, trailer, other extras. \$850.

STEVEN STANG, Simsbury, CT, (203) 658-0344. (4)

12-1/2' O'DAY WIDGEON fiberglass sailboat. Full sail inventory including spinnaker. Trailer, motor, anchor. Excellent condition.. \$1,200.

MICHAEL SANDLER, Sayville, NY, (516) 563-7636. (4)

22' DOUBLE ENDER by Alan Vaites for fishing Buzzards Bay. Originally with outboard well, inboard conversion with haul-up propellor started. This will be an easily finished project for somebody with a little time and the desire for a classic little messing around in boat. Exceptionally clean structurally and has two Palmer one-cylinder engines, one freshly rebuilt (engines NOT for sale separately). \$1,500.

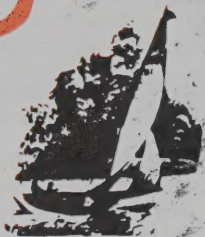
ALEX MC MULLIN, Manchester, MA, (508) 526-1082. (4)

18' SHARK CABIN SLOOP, fiberglass, triple keel shoal draft, excellent sea cruiser. Sleeps two, head, galley, 17 lockers, cruising equipment, 2hp outboard, dinghy, trailer. Needs some work in cabin and deck lockers. Hull is painted. \$3,000 or best offer..

DOUGLAS BUCHANEN, Andover, MA, (508) 474-0332 eves. (4)

16' LUGER F.C. SAILBOAT, professionally built, with aluminum spar and excellent set of sails. Also included is a new Cox galvanized trailer with 12" wheels. All for \$1,800 or B.O.

DAVID DOANE, 204 Brimbal Ave., Beverly, MA 01915, (508) 927-0799. (4)



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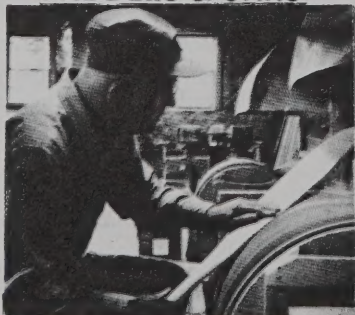


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