



# **messing about in BOATS**

*Twice a Month!*

*Volume 7 - Number 12*

*November 1, 1989*





## messaging about in BOATS

PUBLISHED TWICE A MONTH, 24  
ISSUES A YEAR. SUBSCRIPTION  
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.  
WENHAM, MA 01984  
TEL. (508) 774-0906  
PUBLISHER & EDITOR: BOB HICKS

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## Our Next Issue...

Will include reports on an outing on the Annisquam River; the traditional rowing boats of White Cottage in Killarney, Ireland; and an antique and classic boat meet in Boston. Tom's tale of a day sail in a Townie concludes, and Gail Ferris begins chronicling her summer kayak outing in the Arctic. We'll choose a few more of the designs and projects in hand; Don Betts' budget car-top proa, the Simmons Sea Skiff, CROPC's new multi-oared gig, Feathercraft sea kayaks, a cult for the Bolger "Birdwatcher"; traditional canoe building and sailing in the south Pacific, the sailing of the "Effie M. Morrissey, Jr." mini-schooner, and looks at the 170' square rigger being planned by a Maine group and another man's dream of a 236' clipper ship to be built in wood.

## On the Cover...

Canoe sailors Jim Bowman and his son Ted go at it at the national championship event in Bridgeton, Maine, in September. Full story and more photos in this issue.

# Commentary

BOB  
HICKS

From time to time I discuss again some of the mechanics of the publication of this magazine when reader feedback seems to indicate that maybe there are some misperceptions out there about us. This past summer we've had several issues mailed out late for various reasons and this has caused another wave of inquiries into "what happened to my issue?"

The most significant aspect of our effort that needs to be kept in mind is that this is a one-man shop. I have to get out the two issues each month essentially on my own with assistance from Jane on mailing and ad billing. Everything except the actual printing is done here in this one-man office. So, when something happens that delays my daily application to the task, the result can be a late issue. We took a five day trip to Clayton in August, and the printer also had delays, vacation time I guess, so a couple of succeeding issues got mailed late. Then in September I was out of action for several days due to a short hospital stay for minor surgery. Again, delay.

So, if your magazine does not always arrive routinely, do not despair. We have not gone out of business. Await the next one. If that comes before the missing one arrives, and you now have a gap in the sequence, let me know, I'll mail you a replacement. The fact that every mailing suffers from a few non-deliveries is due mostly to the fact that the bulk mailing does not get such assiduous attention to delivery as does your first class letter mail.

The major problem arises over addresses. If you have a P.O. box and have given me your street address, the magazine will not be delivered to you. Instead I get an address correction notice from your post office changing your address to the P.O. box number, and they scrap the copy addressed to your street address. If you move and do not inform me beforehand, your magazine goes to the old address, and your post office sends me a label with your new address on it. If you go off on vacation and have your mail held, they do not hold the bulk mailed magazine. They send me a notice that you are "temporarily away" and scrap the issues that arrive during your absence. This problem is made much worse when these address corrections arrive here two months after the non-delivery. There is also the

matter of substitute mailmen. I get a notice that says "no such address". So, I write you a first class letter to that address where the magazine has always gone and you reply, "Yes, I'm still here." The substitute mailman has chosen for some unfathomable reason, to tell me you're not there.

Well, I replace missing issues even if you haven't told me you've moved, or your post office has screwed up somehow. And, of course, I replace those you miss because of error here. Like, we sometimes cannot determine if that street name is Crowley or Crowler or Growler because of your handwriting. If you're not in a large enough city to have street listed zip codes in our directory, we guess. In severe cases, we write to inquire.

We've had some poor address stencils here resulting in faded addresses. Our fault. We are replacing many of the older, longer-running stencils now. No we do not have a computerized label system. The labels are easy enough to print, but sticking on over 2,000 of them twice a month is just not practical and the machines that do it are very costly. My addressing machine prints right on each issue and does the whole 2,000 plus in about two hours. And it was paid for a dozen years ago by one of my earlier publications.

This absorption I have with cost is based on the reality again that this is not a "publishing house" fully set up to produce the magazine in a current professional manner. It's a cottage industry effort somewhere between real magazines and copy machine club newsletters. So I have to work with limited technology and no staff. It's okay with me, but sometimes you see the results in the form of the delivery problems or some not so hot photos or typos or raggedy looking layouts.

I'd like to assure you that you should contact me if you feel something is remiss about the magazines you're getting (or not getting). But, don't rush into it unless it's an obvious situation. And don't assume you're being victimized in some fashion. I'm not sending your issue out later than your friend's, they all go out together in one bulk lot. If something's wrong, we'll fix it, you'll always get your 24 issues. And after 6 years and now over 150 issues, we're not going out of business.



# Your Commentary

## SAY IT ISN'T SLOW, BOB

Your comment on the *Moondance* minimal cruiser in your report on the Strawberry Banke event ( "Goodness it looked slow" ) conflicts with your write-up after sailing the boat a couple of years ago. ( "The boat moved along at a surprising clip, not fast of course, with that short waterline of about 9', but not feeling as if it were dragging anchor." -- *Messing*, Mar.15, 89 p13 )

I'm sorta sensitive about this issue because with a 5 beam on 11' 3" LOA, gracious, it *does* look slow. I've been trying for about twelve years now to figure out why it aint.

John Thomson, Thomson Smallboats  
Box 670, Vestal, N.Y. 13760

## WE NEED MORE GET TOGETHERS

Your small boat event last summer at Strawberry Banke sounds like a great idea. After seeing the '89 Newport Show I wish I'd known about it beforehand, nothing would please me more than seeing great wooden small craft outside that insane Newport environment.

We need space to fully indulge, though. A place to camp; adjacent water access and trailer launching; a place to relax, talk and compare and, above all, meet one another and enjoy the boats on the water.

May I suggest a location? Charlestown, Rhode Island's Burlingame State Park has plenty of clean campsites with full facilities; a nice lake; a good launch ramp on a salt pond 1-1/2 miles away with ocean access; some good reasonably priced sea food joints in the area; a good local bar nearby that also serves pizza; and easy access from any direction.

I'd think September would be the best time, it would be great fun.

Ken Corbett, E. Wallingford, VT.

## AUTHOR WAS SYMPATHETIC

Responding to a recent reader comment about the opinions expressed by the author of "The Voyage of the Paper Canoe", I feel that Bishop goes to some length to be sympathetic to the plight of the Negroes of that era, despite his use sometimes of demeaning terms.

Fourtin Powell, Rockland, ME.

## LOVE CONQUERS ALL

At the Newport International Sailboat Show, which I attended to look at the wooden boats that were to be there, I met Sven and Olga Lundin, who had just sailed across the north Pacific in 47 days in stormy weather in a 15' home-made boat!

Sven had designed and built the boat for deep water sailing out of 2" Divinycell foam with fiberglass on the inside and polyester in epoxy on the outside. It had a flat bottom, shallow keel, bow centerboard, boomed spritsail schooner rig with topsails, and a wheel that attached to the keel along with a pedal powered attachment that fitted on the rudder to make the whole thing a pedal powered amphibian.

It seems Olga married Sven a short time before the trip and had never been on a boat before. What a honeymoon! She reports that she was never scared on the passage because Sven is a good designer, builder and sailor. This is for you cynics out there who are still trying to convince yourself that love doesn't conquer all!

Bernie Wolfard, Portland, OR.

## MORE ON OPEN WATER ROWING

Your September 5th issue was very good, lots of multi-oar rowing coverage, not just for its own sake but for the "group as a way of life" re-emerging. The Blackburn Challenge is a worthy event.

I would be interested in reading about how Chris Schulten makes the presumably slow Alden go so fast (in addition to his great physical condition). The Mainville Pilot 21 gig has been around for a while racking up wins too, some words from them on fixed seat vs. sliding seat (they've done it both ways in that boat) open water rowing might be interesting too.

John Stratton, Old Lyme, CT.

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I awoke at 5:00 a.m. "Good morning," my best half greeted me.



GOOD MORNING

"Bullshit," my worst half replied.

"Am I going to have to put up with you all day?" the best half asked the worst half.

"Everyone else has to put up with me," the worst replied.

"Well, I'm not going to, not today, and I'm not doing what you tell me to do."

"You do the same thing every day," the worst half sneered.

"Not today, I'm going sailing."

"No you're not, you're going to work," the worst half asserted.

"I'm not going to work, I'm going sailing."

"You can't, you'll be fired. You've got bills to pay. People rely on you. The work you do will never get done."

"Bullshit," the best half repeated the worst half's original response to the morning. "And you stay here," the good half continued.

"What?" the worst half screamed.

"You stay home," the best half commanded, "I don't want you in my boat."



LOCKED IT IN

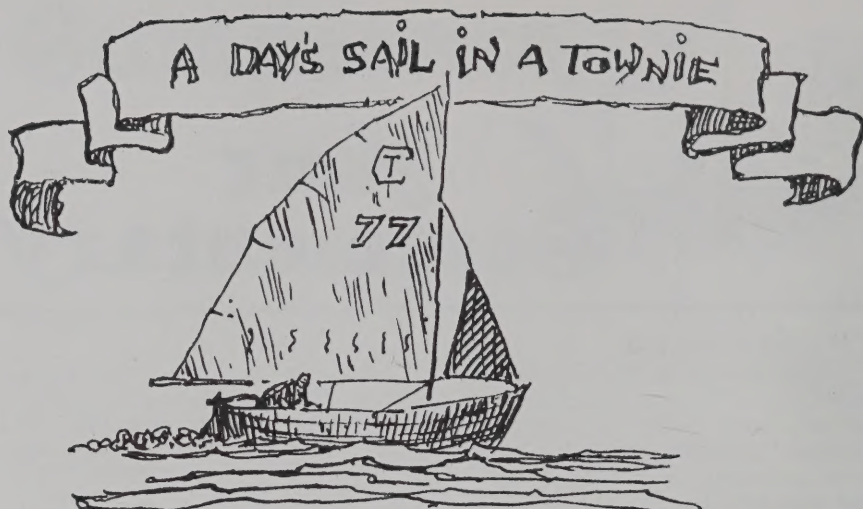
On the way out I slammed the door and locked it. "Well, I may be only half here," I said to myself, "but I've got the best half today."



BREAKFASTED

I breakfasted at a little diner and then phoned work. They accepted my excuse matter-of-factly. "That's how essential you are in this grand scheme of things," I chuckled.

Soon I was carrying my sailbag through the ancient hallowed halls of the Corinthian Yacht Club of Marblehead. I had sailed the Townie up a few days earlier for the coming Race Week. Now I had the chance to sail along the shores of a harbor other than Nahant.



Story & Illustrations by Tom



SAIL BAG

There was no one about, so I sat on the spacious porch and waited. I could see the Townie languidly swinging on its mooring in the sleepy little harbor. "It's going to be a great day," I told the sky. "No fooling around."



ON THE PORCH

"We can't promise you that, can we?" the sky asked the ocean. "You take your chances like everyone else," the ocean told me.

"Just keep it within reason," I said less demandingly. The sky and the ocean laughed at me. Then a busy young girl happened by.

"Can I get a ride out to my boat?" I asked.



WAIT

"You'll have to wait until I fire the cannon and raise the flag," she said as she dashed off to do just that, along with everything else that had to be done. I remained sitting on the deserted porch watching the motionlessness of the view. There were no birds or clouds. The sun hung stolidly in place. The boats dared not move. Suddenly the cannon fired and the flag shot up the pole. The startled chair threw me over backwards.



UP THE POLE

Clouds appeared. Birds, bugs and butterflies flew. The sun began climbing and everything moved that was supposed to move. And the other poor things that couldn't, tried.

"Ready?" the busy girl belted. I hurriedly collected my sailbag and followed her obediently down the ramp to the launch. The motor roared. "Which one?" she demanded.



FOLLOWED

"The little green Townie by the rocks," I timidly answered. We rushed off towards it jostling the other boats with our wake. We came alongside. I stepped aboard.

"Cute little boat you have," the busy girl said as she sped off leaving us bouncing in the turbulence she seemed so fond of creating.



CUTE LITTLE BOAT

"Good morning," the boat said. "I thought you'd turn up here today."

"I didn't know myself until this morning, when my worst half started giving me a bad time."

"You didn't bring it with you, did you?"

"No, I locked it up."

"Good, that half is hard to take," the boat said.

I purposefully went about preparing the boat slowly, enjoying the simple ageless tasks, savoring



AGELESS TASK

the anticipated elation that the boat and I would experience when I cast off. First I bailed out the water that had come in overnight. Then I hanked the jib onto the forestay, tied the tack to the stemhead with a short line, reminding myself that I should buy a proper fitting. When I pulled the ancient mainsail out of the bag, I chided myself for not having folded it. I slid the foot onto the boom and the luff up the mast, slipped the broken battens into the torn pockets, put the rudder on the transom, popped the tiller into it and lashed it amidships. I lowered the centerboard, then sat back and watched the telltale lifting, indicating the beginning of a southwest wind. "That must be the last task for that busy little girl," I told the boat. "Are we ready?"

"We're ready," the boat replied jubilantly.

I raised the jib, then the main, tightened the halyards and outhaul, then went forward and cast off the mooring line, backwinding the jib so the bow would fall off the wind and turn towards the open sea. A mystical content-



TOWARD THE OPEN SEA

ment settled over the boat as it slid through the water on the ebbing tide. We wove through all the grand yachts in that crowded harbor, greeting them by name and port of call. They responded glumly.

"We must be the smallest, cheapest and least seaworthy, but we're the only vessel sailing out to enjoy this fine day. To be at the whim of the wind and the sea, alone in a small boat on a perfect day, is an experience not to be exceeded."

An expensive racing machine laughed at us derisively. We sailed close by and threw a bucket of bilge water into its perfectly dry



BILGE WATER

cockpit. It fumed and sputtered draining it out angrily. When we were clear of the harbor I set the jib out opposite the main with a whisker pole and raised the centerboard. We ran gracefully before the wind over the long ocean swells. The horizon was lost in the haze while the sun was too bright to look at. The sky was clear. The little girl was probably too busy and had overlooked the clouds.



EAGLE ISLAND

We sailed between Eagle Island and its spindle. Beyond we closed with Baker's Island. I decided to visit its lighthouse. We sailed to the wharf to find that there was no dock or ladder, only an unfriendly sign reading, "Private, No Trespassing", with an added warning to beware of guard dogs. Another sign should have been there facing into

the island reading, "Owners are not permitted to leave their private property. You are to remain on this island for the duration of your ownership."



BAKER'S ISLAND

We jibed away and made for the Misery Islands off the shores of Pride's Crossing. When we arrived I drove the boat up on the beach of Great Misery on the run. The sails



BEACHED

held it on shore as I ran the anchor line up the beach to a stout piece of driftwood. The boat banged around a while on the rocky beach until the tide receded and left it alone. The island was mine! I took

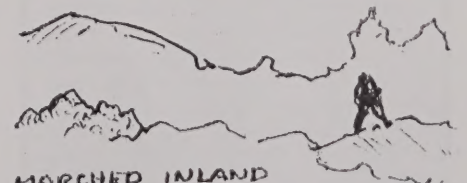


MINE

off my shoes and perched them on a prominent rock, officially taking possession. "I'm going to explore the island," I told the boat.

"To find plunder and slaves," the boat added.

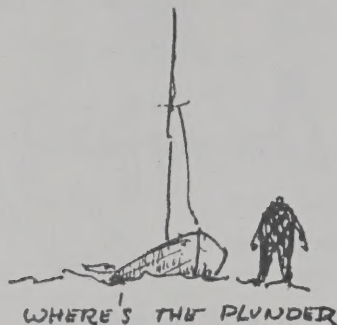
"Of course I'll Christianize the poor devils and the plunder will be used to advance civilization." I marched inland over the



MARCHED INLAND

rocks and rolling hills, through the groves of trees and past the dense underbrush. "Everything here is mine," I kept reminding myself greedily. The birds sang cheerfully. The flowers breathed their fragrances. The vegetation reflected the sun's heat. I was ignored and left to ponder why it was called Misery Island.

I returned to the boat and was immediately asked, "Where's the plunder? Where are the slaves?"



"There aren't any," I told the boat, "all the slaves have gone ashore long ago into the towns to sell the plunder in the stores and specialty shops."

"You're a fine example of humanity, can't even pillage and plunder properly," the boat said. "Let's get afloat, it's too fine a day to spend on land."



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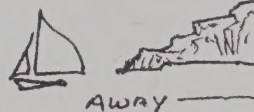
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I recovered the anchor line and pushed the boat over the rocks back into the water. When I sheeted in the sails we started drifting towards some rocks.

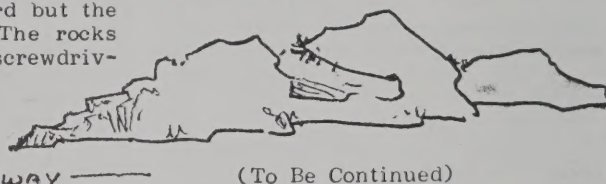


"You forgot to lower the centerboard," the boat reminded me.

I released the lanyard but the board wouldn't descend. The rocks drew closer. I jammed a screwdriver



er down the hole on top of the trunk and pounded on the board with an oar. Rocks tumbled out and the board slid down. We sailed away from my kingdom that had almost plundered and enslaved me.



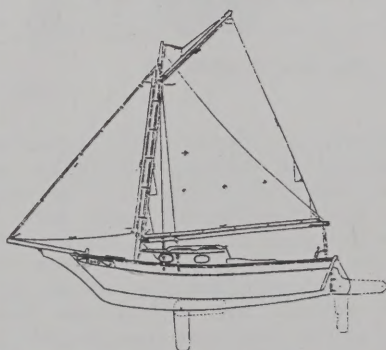
(To Be Continued)

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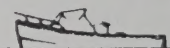
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## Canoe Sailors Go Racing

It was billed as an American Canoe Association National Championship for Class C sailing canoes, with ACA Class boats also accommodated. The venue was on Moose Pond in Bridgeton, Maine, at timeless Camp Winona, in late August right after the summer kids had left for home but the camp staff was still around. We decided to drive on up, about a 3 hour trip, as we'd never seen sailing canoes in serious action before.

The wind was blowing hard from the northwest down the pond, right off the nearby White Mountains of New Hampshire, early autumn air. The first race that morning, before we got there, had seen several capsize, and several other early withdrawals after just one lap around the course, just too much air for some. Sailing canoes are not your more stable platform in strong winds.

The "fleet" was not large, barely twenty boats, and the inclusion of the ACA class boats was a ploy to build the fleet up to a size that would accommodate the all-in expense of renting the Camp for the weekend of racing. For a "national" this seemed a rather meager turnout, but we soon learned that while quantity was not in abundance, quality was. One friend, who only recently became involved, pointed out that there were "some really skilled sailors" here. The furthest participant had driven up from Florida, others came from New York and Pennsylvania, so it wasn't just a "local national".

Wandering amongst the boats on the beach between races, we noted that the participants were "older" guys for the most part, like from my generation. Yes, there were several younger folks and a couple of women too, but it was a group who appeared to have been playing this game for a number of years. "It's a sort of dying sport," one of the younger men mentioned, "not too many young people coming into it." Considering that later

races displayed the need for quite a lot of acrobatics to keep the tender canoes upright in the still strong winds, this surprised me. I guess the modern high performance sailing dinghies or windsurfers siphon off the youth in search of speed in small sailboats.

These canoes go fast. Even the ACA rig, a small lateen type developed and promoted by lifelong canoe sailor, Larry Zuk of Concord, Massachusetts, is, no slouch in a breeze. With the wind up there around 20 knots and gusting, whitecaps on much of the most exposed part of the pond, the smaller and less efficient ACA rig was holding its own with many of the Class C rigs. Race organizer and long time top gun in area canoe sailing, Jim Bowman, was using his ACA rig even in the Class C racing, and there he was in one race right up there a close third. His son, one of the few younger men, was going for the win in a "hot" Class C boat with a hi-tech mylar marconi sail..

The canoes were a varied lot. The Class C boats are decked fore and aft, low flat sheerlines, fast looking double-ended racing sailboats, not all that reminiscent of the traditional canoe. The ACA boats were more typically open canoes intended for paddling but rigged out with the sail, leeboards, rudder, etc. Some were pretty ordinary Sunday afternoon on the pond canoes, others were much more intricately rigged out. Larry Zuk will pontificate on the ACA class racing as long as you wish to listen, for it is his baby, once again the striving to get racing back down to an everyman's affordable sort of thing, with ordinary inexpensive boats and rigs. Larry sells the sails and says he's put out about 150 of them nationally, so his effort has been a successful one.

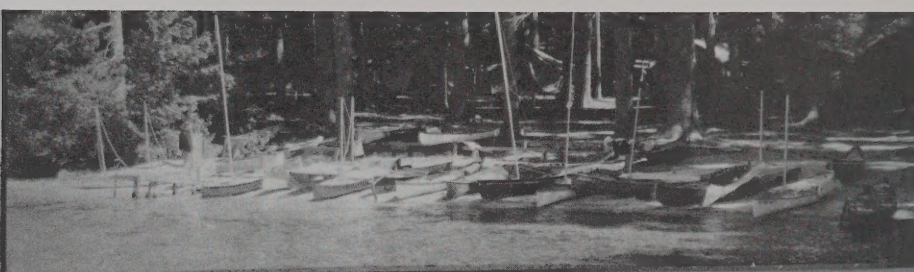
The racing was over a typical triangular sailing course, upwind from the start, with downwind and

reaching legs to complete the triangle, twice around and then a final upwind leg to the finish line at the windward mark. As the afternoon races (three of them) progressed, the wind abated a bit (the whitecaps subsided into just a chop) and we witnessed no capsize in the racing, but quite a lot of acrobatic work on the windward and reaching legs, and some fast maneuvering rounding the windward mark where we were parked on the official's barge.

Larry Zuk pointed out to us that canoe sailing is the earliest form of yacht racing. What we were witnessing, in view of this, was the lingering on of a long established pioneering way to play under sail. With many of those on hand lifetime sailors who came into the game in the Great Depression era when low cost was the number one requirement for recreation, and some of them second or even third generation canoe sailors, here was a continuity of interest and purpose quite remarkable in our era of change and casting off of the old ways. I would guess that Jim Bowman probably gets a lot of satisfaction racing in the same events as his son and watching him become a top competitor, for that's promise that there's a future yet for this venerable sport.



Marilyn's boat was "hot" but had its problems with "center-of-effort", "center-of-resistance" relationships.



Left from the top: Larry Zuk on the watch at the start. Beating to the windward mark. Old style 1930 Old Town "Yankee" was nostalgic but slow. Right from top: The entire national fleet on the beach. Pete Ekstrom and Ted Bowman tack around fallen windsurfer who charged right into the canoeists. Ekstrom hanging out enroute to his overall win for the weekend in Class C. Empty canoe capsized enroute back to shore, rescue's at hand.



Technicalities. Photos at top left and the top three on the right show Bill Gerber's fancy woodworking on his tiller, leeboard, rudder assembly, leeboard brace and mast step and partners. Above, the 55 sq. ft. "C" sail is fully battened, but can also be soft sleeve luff for lighter air. The 44 sq. ft. ACA sail (#1136) is a sleeve luff lateen rig designed by Larry Zuk. Below right, Larry heads out for an ACA race in his home-built strip canoe, with home designed and made ACA sail, and steering paddle. Larry believes in simplicity.



# INTERNATIONAL WHALEBOAT RACE



A crew of Mystic Seaport oarsmen confirmed their superiority in rowing 28' whaleboats on September 17th at Mystic when they bested a crew of Australians in two straight races in the return match scheduled following the Mystic crew's victory in Australia in February of 1988. A large crowd gathered at the Seaport and along the road opposite the two kilometer race course off the Sea-

port waterfront to watch the heavily promoted event.

The Mystic crew took both heats by a margin of about 40 seconds in 12 minute sprints, several boat lengths in both cases. The course was a figure eight requiring the rounding of two marks, thus testing not only muscle power but boat control. Both boats were built at the Seaport by Willets Ansel and

volunteers (see accompanying newspaper item), and the crews swapped boats in the two heats to even out any possible differences in their construction.

The win in Australia in 1988 by the Mystic crew was a surprise at the time, as the Australian crew was loaded with big muscle power. But it was boat control in getting around the marks that made the difference. The victorious Mystic crew brought home the "Captain Mills" Trophy, put up by the Australian organizers. Despite their follow-up win this September at Mystic, the trophy goes back to Australia, according to Seaport Director J. Revell Carr, no explanation as to why. A new trophy will be created should further whaleboat races be scheduled.

The whole point of the exchange in international rowing was that the Australians used whaleboats built to the Mystic design in their own local racing and decided to invite over a Mystic crew in 1988. In the Australian town of Warrnambool, where their event took place, is a maritime museum much as in Mystic. So there were a number of parallels that suggested the exchange.

The Australians were flown over at the expense of Mystic area businesses and accommodated in area homes during their stay. The Mystic crew trained for four months for the event, training six days a week under professional coaching. So this wasn't just a carefree lark, everyone meant business.

Report from Mystic Seaport  
Photos by



The Mystic Seaport International Whaleboat Crew: Back row from left: Dean Seder, Martin Callinan, Bill Cochrane, Chris Obrey. Front row from left: Richard Ballantyne, Patrick Cassidy, Sean Bercaw, Russell Smith II.

# Ansel builds race vessels



Under construction in the Seaport shipyard shop.

May Anne Stets photo

**Mystic** — On a hot July morning, 300 people let out a cheer as two 28-foot whaleboats were eased into the Mystic River for the first time — one carried an American flag, the other an Australian flag. The matching craft are central to the International Whaleboat Race when a team from Australia will try to recapture a trophy won by Mystic Seaport last year.

The wooden vessels, weighing approximately half a ton each, are the work of Willits D. Ansel, a master boat-builder at Mystic Seaport who has constructed some 50 boats in his lifetime. With some volunteer help, the boats required seven months or about 1,120 man-hours to produce. Built of cedar planking with a white oak keel, stem and frames, the boats are 6 feet 5 inches wide and 2 feet 2 inches deep.

To the casual observer, the only difference in the two boats is in the color of the trim, a bright border from stem to stern along the shear strakes. One is a 19th-century "wagon wheel blue," the other an "Indian red" ocher. The crews will change boats for each race to offset any possible variations in handling ability.

Called a "Beetle" whaleboat after a family of New Bedford, Mass. boatbuilders, the boat represents a craft that was widely used in the 19th-century American whale fishery. Whaleships such as the Seaport's Charles W. Morgan carried about five whaleboats on davits above the deck and lowered them over the side only minutes after hearing "Thar she blows!"

The double-ended boat became so universal that it could be found in such widely separated areas as the South Pacific, the

North Atlantic, the Indian Ocean and the Arctic Ocean. Their light but strong construction made them excellent for use as surf boats. Crews from different whaleships in a series of three races on the Mystic River. The oars too were crafted at the Seaport, to exacting specifications.

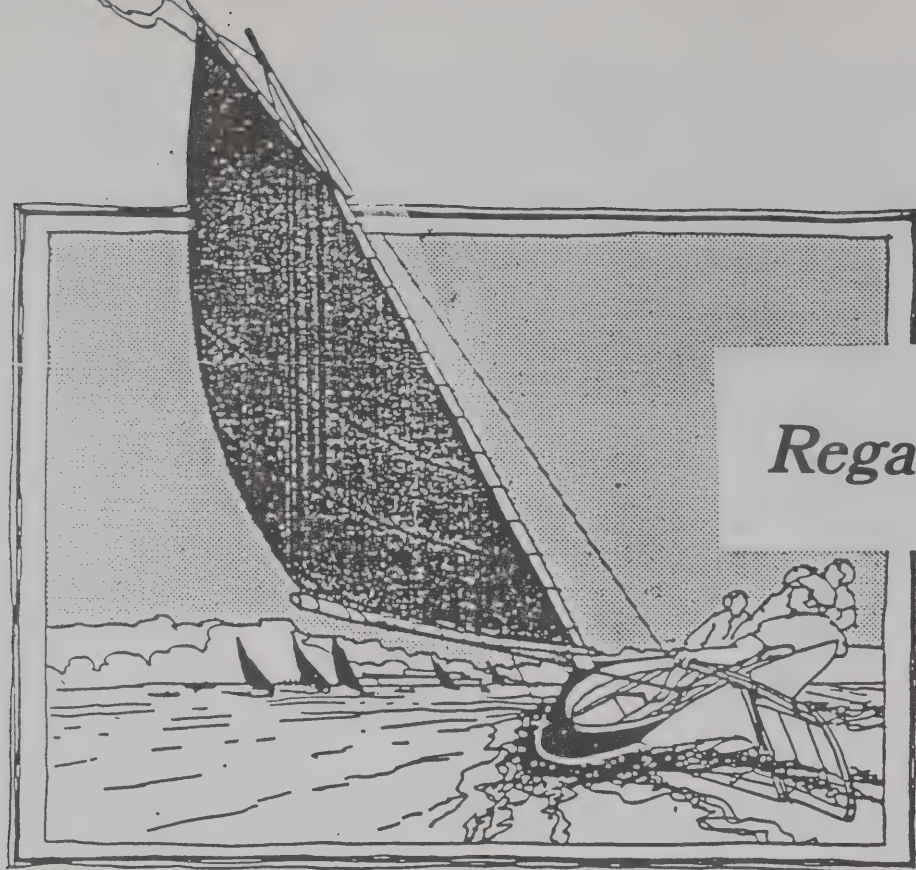
Builder Willits Ansel has built a total of seven whaleboats and is the author of a book on their history and construction titled "The Whaleboat: A Study of the Design, Construction and Use from 1850 to 1970."

The boats constructed by the Australians for the first race were taken from plans drawn by Allyn. Built of Tasmanian Huon Pine, they were later placed on exhibit in Warrnambool's Flagstaff Hill Maritime Village on the southern Australian coast.



Willits Ansel at work (above left). After the launching (above right).

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## Regattas Far & Wide

### THE HIGH POINT OF THE SAILING SEASON...

Looming high to the south of where I lolled on my sunny deck on the western slope in Colorado lies tree-clad, lake-spangled Grand Mesa, the world's largest flat-topped mountain, mecca of hunters and fishermen. And sailors? I've never seen, nor even heard tell of one. Some years ago in a subtle attempt to dodge Harvey's Labor Day Party, which runs mostly to fence fixing and cow chasing, I suggested that we go sailing, and Grand Mesa was the logical place, 10,000 altitude notwithstanding. Thus was born the nation's highest altitude regatta.

Thayer & Co. routinely furnishes the boats from our shop stock for this affair and this year was no exception. Normally we have a "Nina" which hauls the elderly ladies, non-sailing cowboys and fishermen. There are generally a couple of "Pickles" and canoes for the sporty types.

This year, due to a disastrous drought, the usual venue was a dismal mudhole. Luckily, however, Steven, our Forest Service contact, had winnowed from the hundred plus lakes up there one that was brimful. So the Labor Day Sunday found the gang with two "Duckers", a "Pickle" and a canoe at Anderson Reservoir out on the western end of the Mesa. It is 150 acres or so, surrounded by fairly level terrain with enough clumps of spruce to provide for firewood and modesty.

A fairly constant breeze of 15 knots or so insured spirited sailing and a good time was had by all, even Bill, who managed to jibe

himself right into the water during a moment's inattention. Said maneuver is now known as a "Nagle" among the local cognoscenti. You should make a note to hit the western slope of Colorado around Labor Day, the Grand Mesa Labor Day Regatta will be the "high point" of your sailing season.

### AND NOW, EASTWARD, EVER EASTWARD...

After our Sunday on Grand Mesa, we set out late on Monday (much too late really) for the East with the goal of taking in the Constitution Cup "Tuck-Up" & "Ducker" Regatta the coming Saturday at the Red Dragon Canoe Club outside Philadelphia on the Delaware River. This isn't as unreasonable a trip to go racing as you might think if you enjoy Interstates and imminent deadlines.

To relieve the midwest monotony, we stopped off in St. Louis to lay a gorgeous green "Jolie Fille" hull on Kurt Hammes of Twin Rivers Boatbuilding. Kurt had called us three weeks earlier to order the hull and thus precipitated one of those last minute, down-to-the-wire orgies for which T & Co. is justly famous. The delivery just five miles off I-70 (we prefer I-36 but in this instance, I-70 would do) was a good example of the serendipity that enables T & Co. to keep functioning (and go racing nationwide).

Kurt, a lively bright-eyed fellow with a verdant moustache, welcomed us to his spacious shop behind a powerboat display. Kurt is a right-thinker who has built some

nice dinghies via the Constant Camber (tm) process, as well as a "Bob Cat" and other good little ships. He has decided that a touch of fiberglass is necessary to reach conservative midwesterners.

### FROM OUT OF THE WEST, WE RODE...

Plunging back into the maelstrom in St. Louis, we were eventually spat out a long blur later on Friday afternoon in sync with a jam at the Burlington Bristol Bridge. To have eased up, even for an instant on the Interstate, would have meant 18-wheeler tracks up and over the little red Nissan, and so, creeping up to the bridge gave us time to depressurise.

Having missed a turn soon after, we were studying the map at river's edge when a former steward of the Red Dragon Club turned up and soon got us on the right route. In a nonce we were checking out the spacious lawns and Victorian mansion clubhouse, which sported a suitably motheaten moosehead and, we were quick to note, showers.

Falling in with the Englands, owners of the only "Tuckup" in the South, we were immediately plugged into the loop. There were people and boats about but not much was happening. Roger Crawford did have FOUR (count 'em) of his nifty "Melon Seeds" in the water. It was good to see Dennis Caprio, ex SBJ, there as part of the Crawford entourage, and to meet Roger for the first time. Then we hit a local joint with the Englands and packed it in.

The Saturday dawned clear and warm. After a simple breakfast (we had a bushel of Colorado pears to eat), we hurried to put the boats over as the launching area was an obvious bottleneck. There were plenty of willing hands for small boats and two cathead powered rail-ways for the larger ones. We left the new "A (Awesome) Ducker" hull on the trailer, thinking it might attract some attention. It is the "York Ducker" stretched to 18'. Like, I mean, "Awesome".

While pounding on across the nation I had plenty of time to speculate on the coming big race, which I hoped would include Dan Segal and Steve Clark, two acknowledged "Ducker" experts, and maybe even "Mr. Ducker", himself, Ben Fuller. By the time I had crossed the Mississippi, I had come to fancy myself as the invincible cowboy charging out of the west with my gallant glass "Ducker", sure to leave these experts bobbing in my wake. The reality in a moment.

Dan showed up ere long with his lovely wife Judy and their two little J-boys, but to our mutual disappointment, Steve didn't make it. Dan's cold-molded "Ducker" had been repaired since its unfortunate mishap at the Mystic meet in June. This is the same model which Steve Clark used to make the mold that has now been acquired jointly by Small Boat Exchange of Burlington, Vermont, and T & Co. It is projected that these two dynamic firms will soon have the nation awash in "Duckers", as these are most attractive craft.

By mid-morning, numbers of interesting small boats were being put overboard. There were several "Sneakboxes" as well as five, I believe, "Tuckups". Several original type "Duckers" were also on the scene. Out on the floats, the Philadelphia Maritime Museum's shad skiff was giving rides. She is a very attractive two-masted gaffer reminiscent of a Kingston lobster-boat, I thought. The Museum's popular garvey was also on hand. Tony Tereszuk, TSCA stalwart, had his nifty Scandanavian-looking double-ender there, and Ken Steinmetz, esteemed editor of the TSCA "Ash Breeze" came by with his little canoe on his shoulder. Ken came clear down from Long Island to cover this affair. Just getting off Long Island is a major undertaking.

#### ON THE SOCIAL SCENE...

There must have been a couple of hundred people out to enjoy the scene. Among prominent visitors were Rod and Ann Sadler, proprietors of the nearby incredible Pyne Point Marina, and dedicated toilers in the Philadelphia small boat vineyard. Also amongst the glitteratti were Dave Carnell and Kate McCormick, keen enthusiasts well known in the St. Michaels crowd.

Busily attending to details were Rodger Allen, Rosemary Connors and Carol Staszak, along with the Boys from the Barge, all from the Philadelphia Maritime Museum, sponsor of the event, which was started two years ago in connection with the bi-centennial of the nation's Constitution, and known since as the Constitution Cup, although I haven't seen any cup. "Delaware Duckers" and "Tuckups" get top billing as indigenous boats, and the favor of their owners is curried to the extent that we got free food and nice T-shirts. If you have a real "Tuckup", I think they send a limo for you.

#### AND NOW THE MOMENTS OF TRUTH...

A couple of yacht club types had been shanghaied to officiate and assure that things were run according to the book. Instructions were given, rule sheets with a signal list given out, and we headed for the boats. Segal and I were the first to go in a class called "Fiberglass Duckers". To liven things up, there was a postponement, but Dan, with a watch and smarts enough to read the signal list, kept me informed of what was happening.

I stayed right with him, and as luck would have it, was headed for the line when the gun went off, while he had to tack. My jubilation was short-lived as I blew my early lead while untangling the line I had on the tiller in lieu of a hiking stick from the mainsheet. For the rest of the race my strategy became, "follow the red boat".

Things were far from dull, however. The "Tuckups" creeping up behind were a gorgeous sight. On the run three of them were bunched up nearly abreast with two mains out to port, the third to starboard. Glorious. We all went charging into the turn together, while Ken lay off to the side in his little canoe with a long lens. I hope we see some good photos.

The powerboats added some interest. The race course included four crossings of the relatively narrow channel where the powerboats were running past. Apparently unaware that their season ended on Labor Day, every wave generator in the area was varooming up and down the river. Fortunately, nobody got splintered.

Following the race, the boats were hauled and we repaired to the mansion for a very nice buffet, after which the band cased off for the awards ceremony. A secret of my racing success has been to fall into a class having very few entrants. Dan took first in, let's call 'em "Modern Duckers", while John and Vera England led the "Tuckups" in their museum quality "Blackberry Seeds". Winners received nice half models made, I heard, by Rodger and Carol. My

second place win earned me a copy of Mendelowitz's "Wood, Water & Light". Very nice indeed!

This is a dandy affair in a splendid venue and the PMM-Tri-Sate TSCA gang is most hospitable. Do try to make it if you cannot take in the Grand Mesa event. Since it is only one day, you can also take in the Philadelphia waterfront with the "Moshulu", "Gazela" and a neat old Spanish American War naval cruiser, all at the nicely developed Penn's Landing. And then, across the river in Camden there's the incredible Pyne Point!

#### PHILADELPHIA INTERLUDE...

I hesitated to relate that I did hear of an unfortunate incident that took place in the City of Brotherly Love, but not for long. Seems a ship came in from a lengthy voyage and two of its ropes, thoroughly dried out, were sent ashore to tie up. Before long they drifted off in search of refreshment. They burst into the first bar they saw and exuberantly demanded beer. The belligerent barkeep thundered, "We don't serve ropes," and ordered them out.

Somewhat chastened, they entered the next joint, only to be told, "You look like ropes to me, get outta my place!". Arriving, now dejected, at the third establishment, one rope said to the other, "Go in and look it over while I fix myself up." So saying, he tied himself into a granny and proceeded to frazzle our his ends. Thus disguised, he walked confidently inside and ordered a drink.

The barkeep eyed him suspiciously and inquired, "Ain't you a rope?"

"Why no," the rope answered ingenuously, "I'm afraid not!"

#### AS LONG AS WE'VE COME THIS FAR...

Having signed up for the Red Dragon affair, I was distressed to receive an invite to a maritime heritage sort of event on the same weekend at St. Mary's City, home port of the "Maryland Dove". We went last year and Capt. Hugh Lane had us crewing on the "Dove" for a morning sail. Janis never dreamed that she would be pulling sheets on an honest-to-goodness square rigger. Short tacking her was well worth the trip.

We had dropped a note to Jack Ilevy, bos'n of the "Dove", promising to show up on the Sunday. Thus committed, we bid Rodger and all the fine folks at the Red Dragon goodbye and got on the pike for Maryland. Up early the next morn, I was delighted to find that we got a free ride over the Bay Bridge. After a moment, Janis curdled my joy by pointing out that we had gone west via New England earlier in the summer and had paid after all.

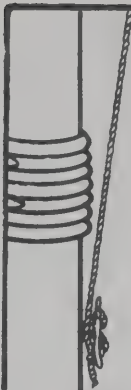


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About 9 a.m. we rattled into St. Mary's City, the first capital of Maryland, which now consists of St. Mary's College and an historical park featuring the "Dove" and a reconstruction of the capitol building. Incidentally, if you want to combine sailing and college, St. Mary's is your school.

We heard that there had been several more boats on hand on the Saturday, but on Sunday there were only the following: The Muirs with a Tom Hill canoe and a "Pickle"; the Surgents with a Solomons Museum crab skiff; Chuck Raynor with a newly painted c-flex Rangeley; Geof Schoffield's Elizabeth II ships from Beaufort; and Tom Jones with a nice little ply sailing dinghy.

Tom turned out to be Thomas Firth-Jones, well known writer, boatbuilder and multi-hull sailor. We sat in the shade for quite some time chewing over the boat business. This encounter illustrates one of the major benefits of these boat meets. One frequently meets someone who is a mine of useful information.

Capt. Lane had taken a job up north, where, I suspect, he will get in more real sailing. Fortunately, Eric Speth, formerly captain of the "Dove" and now Fleet Admiral at Jamestown, was on hand to skipper the "Dove". Eric tells me that he has found some nice pitch pine, located a source of big hackmatack knees up north, and will start building a new "God-speed" in November. We will have to get down and check on that.

It was very warm and the humidity such that a buoyancy test was necessary to determine the air/water interface. As a result, the sailing was desultory, but there was some air from time to time and we took a turn around the area. By mid-afternoon, people were pretty well cooked out, all except the incredible chantyman who insists on wearing wool dress blues. We loaded up and switched on the air.

### HOW WAS OUR VACATION?

Well, that was the week that whizzed, all in the line of business, mind you. And people keep asking, "How was your vacation?"

### COMING SOON FROM "THOLEPIN" HYPE

Sailing the Maine Sharpie; Topsail Cutters the New Rage; The "A(Awesome) Ducker"; ASS (Annapolis Sailboat Show).

Jim Thayer, Mechanicsville, VA, and points west and inbetween. (When he's not "on the road", Jim is busy building his traditional type sailing and pulling boats in fiberglass at 206 Atlee Rd., Mechanicsville, VA 23111. \$3 will get you his information on the full line and a subscription to his fabulous now and again publication, "The Tholepin").

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# 'Round Gerrish Island Race

The 5th Annual Great 'Round Gerrish Island Race was a wee bit less of a "pissa" than last year's...all six cases of Guinness were consumed well before the last boat (Tony Lee in a Bolger Elegant Punt) finished, so a good time was had by all despite overcast skies and light NE air.

Thirty-eight boats registered and all completed the 7.5 mile course. Ken Fink set a new record for fastest time with an amazing 56:53 in his "Wave Slicer" kayak.

Frank Mainville and his crew of collegiate oarsmen (three in all) set a new traditional class record of 57:50 in the 21' Pilot gig designed by his father, Chuck. Chuck, and his daughter Jean, won the "Martin Marine Prize" for first sliding seat boat, rowing their other Pilot 21 fitted out with sliding seat rigs. What a family!

Danny O'Reilly and Mel Ross rowed their Piscataqua River wherry to a close second with a time of 1:06:46, another record, this for traditional fixed seat doubles. Danny and Mel are both over 50!

Ted Perry was the first to finish of several Aldens entered, while the redoubtable Henry Szostek won the "Wooden Boat Magazine Prize" in his self-designed and built ocean shell "The Unforgiving Minute", with a time of 58:22, three minutes ahead of Ted and one minute behind Chuck and Jean.

All the times were closer this year, the slowest (Tony Lee) being 2:52:43, the fastest "slowest" time ever. Michael Cowell holds the slowest ever time record at 7 hours plus. This year Michael won the "Messing About in Boats Prize" for rowing the oldest boat in the race, his 1972 Strawberry Banke dory.

Kittery Point's senior boat-builder, Joseph K. Phillips, Sr., donated a beautiful dory half model as a prize. It was won by Chris Mitchell of Kittery Point in his surprisingly fast Banks dory built by Lance Lee.

Designer John Boley puts up a prize every year for first boat to finish with a dog aboard. This

year's winners were Becky and Mike Lane with a good natured black Lab in their canoe.

No fish were caught enroute despite persistent efforts by Anita Rosencrantz, so the Doug Martin "Piscataqua Flounder's Prize" went unawarded. Ditto for the H.H. Payson "Gloucester Gull Dory Prize" as none were entered.

Doug Martin himself won the "Bud Fisher Prize" for first under sail as he skillfully helmed "Mockingull" past Dusty Rhoades in sistership "Laughingull", John Boley in his Strawberry Banke sailing skiff and Bill Bailey in the Pepperell 16 peapod.

Local woodcarver/boatbuilder Chris Colby generously donated two prizes, a wooden pumpkin for "largest boat in the race", won by the Scilly Isles gig "Kittery", and a wooden eggplant, won Tony Lee.

First canoe was James Kearney and first windsurfer was Chip Porter.

We had ten traditional entrants, five in the sailing class; two windsurfers; eight in the unlimited sliding seat class; five canoes and thirteen sea kayaks. I guess that adds up to 38...

My thanks to all who so kindly helped make it all possible, we look forward to next year, the first weekend in September when the tide is high at noon.

Report by Lance Gunderson.

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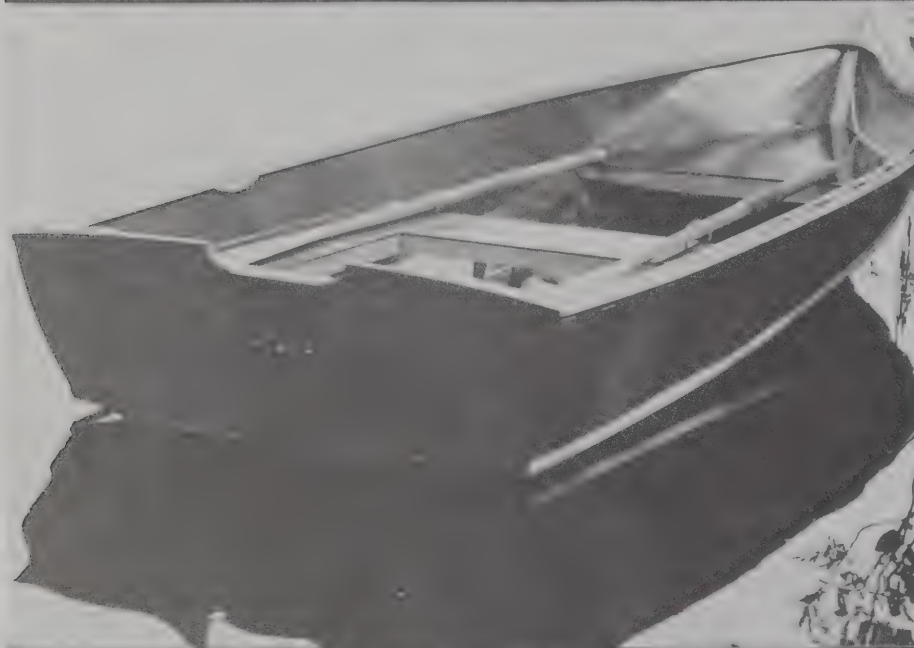
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VISA MASTERCHARGE



## Bill Bailey's "UTX"

My 12' light fishing utility, "UTX" I've called her, is designed around the 4hp twin cylinder Evinrude/Johnson outboard motor. This motor interested me because its twin cylinders made for smooth trolling operation, it weighed only 33 pounds, and cut the amount of fuel I had to lug to a minimum.

The trick in designing for this power was to produce a light boat with a lot of lift so that the small motor could easily plane it and make enough speed to cover such distances as might be required on our larger lakes and waterways. Rough water is always relative to boat size and invariably tough on smaller boats. The best way a small boat can deal with these conditions is to met them with a convex deep V section with spray deflection features.

So I made "UTX" wide with lots of lift and stability, light at 115 pounds, strongly built of 5 ply marine plywood and southern white cedar. It has a pronounced V entry and spray rails which double as structural members. The bottom is lapstrake, serving a threefold purpose: The laps provide double thickness strength members fore and aft; they deflect spray back beneath the hull, and they provide additional speed by containing a cushion of foam under the boat on which it can ride.

I've not clocked my boat yet, but I was amused to note the July issue of "Small Boat Journal" tested the same motor, achieving only about 8 mph on their test boat, and they thought that was OK. As the photos attest, I was making very close to twice that running light. The boat is amply strong to run with more power and would carry more than two average weight people handily on a good hard plane with 6hp to 8hp.

"UTX" was designed to run softly through a good lake chop up to about 16mph and would probably begin to pound if pushed much faster than that. She has met her design objectives and runs faster with the small motor than I had expected, trimming, banking and turning in exemplary fashion. She even rows quite easily.

Bill Bailey, 105 Harbor Rd., Kittery Point, ME 03905.

## WEST COAST HAPPENING: SCHOONER ZODIAC DAY-SAIL



... On Sunday, August 27, 1989, Center for Wooden Boats members and their guests will sail the schooner ZODIAC.

Designed by William Hand and built by the Hodgson Brothers Shipyard in East Boothbay, Maine in 1924, ZODIAC sailed the Trans-Atlantic Race from New York to Spain in 1928 and finished fourth. She was a San Francisco pilot vessel from 1931 to 1972 and is still fitted with pilot berths.

Our sail will be from 10 am til 6 pm leaving from and returning to Lake Union Drydock. ...

This letter took nearly two weeks getting to my mail-box eighty miles away. When I called the CWB in Seattle, the woman at the other end said yes, she too had only just got her copy; that the sailing might have to be cancelled because the letter contained a request for a contribution and that would involve everyone in the licensing and certification red tape it takes to run a vessel for hire; that they had a query in at the Coast Guard as to whether they could hold the sail anyway by simply cancelling the request-for-contribution part; and that she'd call me when they found out.

On the Monday before the scheduled sailing date she called to say they had got the Coast Guard's OK. I was out-doors emptying

water out of a couple of half painted dinghies in a drench of rain when the call came through, and that fact fueled the liveliest apprehensions about how wet the sailing might be. This has been by long odds the wettest and nastiest summer in recent Puget Sound history. (In 1916 or 1917, whichever year it was that the mosquitoes are on official record as having drained a horse dry in Lyman, my father rowed a skiff up Jameson Street in Sedro-Woolley, and nobody has had to do that this year yet. But the year still has a few months to go.) I made up two piles of clothing to take along, fair and foul weather respectively. In the end, the foul weather gear stayed home.

Well, I don't think the experience really qualifies as "messaging about in boats." It was more like a ferry-ride, diversified with spasms of hard physical labour. The schooner ZODIAC is 127 feet LOA, beam 25' 5"; it takes not fewer than eight persons each on throat and peak halyards simply to raise the mainsail (4000 square feet!). We numbered thirty passengers in addition to owners and crew—volunteers these last, some under instruction.

These figures by themselves may not convey any just idea of the size of the thing. Here are some more: the main gaff is 64 feet long—or as close to that as my approximately three-foot pace could measure it. You could park three boats the size of SOPHIA CHRISTINA (see Brion Toss' *Rigger's Apprentice* for a drawing) on the deck space without seriously crowding it.

On a fair day, then, winds variable to ten knots, we dinked around on Lake Washington, which used to be a fairly sizable body of water before it was trisected by two floating bridges. It took a

power-boat wake producing waves over five feet high to generate any perceptible movement at all on board.

More interesting than the day-sail, actually, was the attention we attracted from everything else on the lake; sooner or later you almost got used to having the bow crossed at close range by idiots with no more notion of the power of inertia than the man in the moon. At 140 tons, ZODIAC could never have been stopped in time to avert a collision.

I was greatly interested to see many Lasers with two aboard, and one especially hardy specimen carrying three—freeboard totally negligible. It was not worth while counting the Bayliners and other stink-pots, except maybe the one with the ocelot (or margay?) tethered to its fore-deck; or the one in which the passengers (young, female and shapely) stood up and stripped to gain our attention.

ZODIAC's present owners—I recall a Carl, a Brian, a Bill, but no more, and no last names at all—are restoring ZODIAC as time and means, and available volunteers, allow. At present she is rather badly balanced: the staysail is a 150% genoa scavenged off a 40-footer, and that makes sail trim awkward. Some of the wood they have found to replace rotted sections of rail is so far better than merely spar-grade as to make a small boat sailor salivate.

An Act of Congress is in the works to enable ZODIAC to get certified under a less restrictive category—to the law, anything over 100 tons is steel, and inspected accordingly—and thus accept charters and pay her way better. Lord knows when that may pass.

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When I ordered a set of "Cockleshell" plans late in May, my plan was to start looking at various boat projects for starting in the late fall. After I paddled a "Cockleshell" at the Mystic Small Craft Weekend in June I liked its stability and comfort. So when I got home I opened up the mailing tube and started looking at the patterns. Well, that was a mistake, for my planned late fall project became a summer one.

The only thing I didn't like about the design was that its short length made it slow. I started looking at the patterns with an eye to see if the hull could be lengthened easily. After measuring the patterns and doing some rough sketches, I failed to come up with an easy way to stretch the hull. Then it occurred to me that I could make it longer by duplicating in the rear the bow portion from its widest point forward. This gave me a symmetrical hull about 11'6" long with a 28" beam and a bottom length of 9'6".

I cut out the patterns and marked the bow sections carefully. My problem now was to figure out exactly how long to make the side panels. I solved this by cutting out one of the bottom halves and measuring it along its outside dimension which would join the bottom edge of the side panel. I borrowed a Dynamite Payson trick in assembling the bottoms and sides, using a glue gun to tack the pieces prior to filleting the seams. I used a few pieces of wire only on the bottom, the glue gun was much faster than drilling holes and wiring. I used it also to tack the bulkheads into place.

I decided after gluing up the hull that I would use deck supports

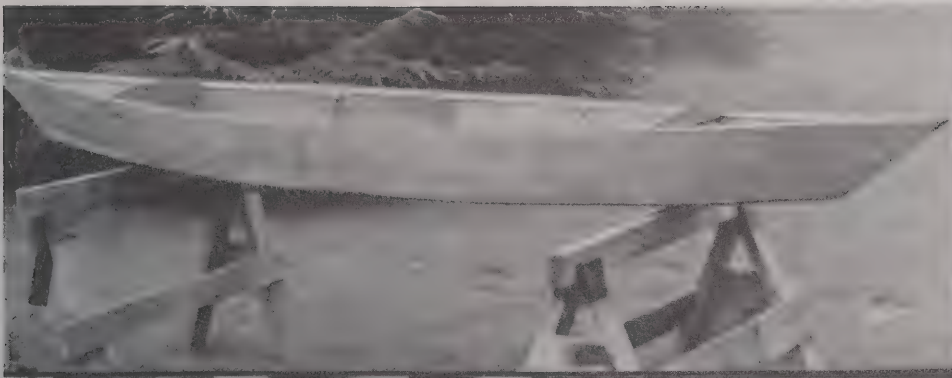
similar to those Dennis Davis puts into his DK series kayaks. I also laminated a cockpit coaming of plywood that would accept a spray skirt I had from a Hydra "Minnow". I found that the extra length gave me some storage space under the rear deck ahead of the rear bulkhead.

By late August the boat was finished and we took it on its first modest adventures, a one day trip on Whalebone Creek off the Connecticut River and on some short trips on Cape Cod on a short vacation.

I found the longer version to be extremely stable. I was unable to turn it over even when leaning over as far as I could. I can even stand up in it if I am careful. When I got too cocky doing this I went for a swim but the boat didn't take on any water. It is very comfortable and maneuverable. It doesn't track very well but is very easy to make go where you want to. Even though it's not very fast it requires very little effort to paddle. Its comfort and light weight (about 25 pounds) will insure that it will be used more often than other boats in my small fleet. A perfect boat for protected waters on modest adventures.

The most important endorsement has come from my wife. She is not fond of paddling in tandem boats and was almost phobic about solo kayaks. On a five mile paddle around Grand Island on Cape Cod in 15 knot winds, she had no difficulty handling the boat and it has made her a willing and enthusiastic kayaker now. It's high praise that she actually enjoys using a solo boat.

Griff Venator, 2 Jencks Rd., Foster, RI 02825.





## FIREBOATS

This one is for those who like tugboat sort of working craft and already have done all the available books on tugs. Paul Ditzel is a writer on the subject of firefighting and this big 8-1/2"x11" hardcover is his effort of 125 pages plus appendix, chock-a-block full of old drawings and photos, plans, and technical charts and information on fireboats in our past and present. All sorts of big fire disaster photos with working fireboats abound. The text is pedestrian but fascinating nevertheless as it marches on through the history of fireboating. Lots of vignettes, historical details, and numbers on gallons-per-minute, nozzle sizes, etc.

It's a bit out of our area of interest in this magazine but it surely is a rather important and often dramatic way of messing about in boats. It has 160 pages in all with 225 illustrations and sells for \$24.95 from well stocked bookstores or from the publisher, Fire Buff House Publishers, P.O. Drawer 709, New Albany, IN 47150-0709 or by toll free credit card order from (800) 457-2400 (\$2.50 extra for postage).

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## WINTER READING & VIEWING

### INTO THE GREAT SOLITUDE



*A Solo Canoe  
Expedition to  
the Arctic  
Ocean*

*"I think a story should be a personal thing, not just an account of one day after the next. Those are just the facts. Life is what happens between the facts."*

*Robert Perkins*

A couple of years ago we met Robert Perkins while on a visit to Shaw & Tenney in Orono, Maine. Robert was about to embark on a solo canoe trip down the 600 mile Back River in the Canadian arctic, and was arranging for some paddles. While employed in the real world in the insurance industry where the money was very good indeed, Robert really was an environmentalist obsessed with coming to terms with nature as it really is. His decision to head off to the remote, empty Canadian arctic and do this trip was motivated by this desire to learn more about himself and his relationship with the natural world.

Well, the trip went off successfully and now Robert's story is available on a one hour video from the New Film Company of Arlington, Massachusetts. We had more than "professional" interest in reviewing this video because we had come to appreciate Robert's dedication to his quest for saving the natural world from ourselves, and enjoyed his unique perspective. The video did not disappoint us.

We had hoped to see his pink flamingo in evidence and, sure enough, there it was stuck into the tundra outside of his tent at one encampment. Actually it's only half a pink flamingo, for Robert had decided that was enough as he could see only one side at a time anyway, and to save weight, etc... What's all this flamingo stuff? Well, he took one along on an earlier canoe trip across remote Labrador as a token of the world he was trying to distance himself from on these back to nature outings.

Robert filmed his trip himself, the videocam set up in the canoe, sometimes facing back at him while

he talked about what was happening underway; sometimes facing forward at upcoming rapids, lakes, waves; sometimes panning the awesome emptiness of the tundra. He brings us glorious photography of skies, clouds, vast lakes, sunsets, tundra and its delicate plants, a wolf, caribou, inside the tent soliloquies, long shots from ashore of him paddling on a bit of the river.

This is no travelogue of "conquering" nature, Robert is almost embarrassed to be intruding into the vast silences he lived in for ten weeks alone. Most of his narrative has to do with how he was feeling from day to day, and about his wrestling over an apparently long standing relationship with a dominant father who appears to have made the 40 year old Robert still feel a bit of a boy. While this discourse isn't about boating, it's not boring at all, Robert has some very quirky ways of blurting out his thoughts and leaving you hanging there at the end of an unfinished comment, assuming apparently that you will understand and follow through on your own.

There's plenty of the "real thing" on canoeing on this river with its 80 or more major rapids, and its flow through connecting lakes, many so large that the far shore was out of sight over the horizon. No high ground around in this arctic area, low rolling tundra. On one occasion Robert got lost on a big lake, think about it. The river entered the lake here and exited there dozens of miles away. But so did dozens of other tributary streams, which is the right one? It seems the key this time was to find the exit just past a large island. Well, Robert could not find the island, until, upon retracing his route when he knew he was truly lost, he discovered the island was so big he'd thought it was the mainland shore and had even camped on it one night. Navigation this near to the north magnetic pole renders a compass useless. And the sun just goes around the horizon, not up and over. Robert's comments at the time on the video about being really scared and feeling desperately alone at the moment he realized he was lost, are not retrospective and carry some real emotional freight.

It's all "experience" and philosophical musing, no technical stuff about the canoe (a wood strip one custom built for Robert by his friend Denny Alsop), camp gear, paddles, etc. other than passing notice of them in use. Good stuff if you're an arctic enthusiast and an environmentalist of some commitment. The video runs 57 minutes, nearly all in the arctic after preliminary intro stuff and with a couple of short flashbacks to the insurance career world. It sells for \$49.95 from The New Film Company, 7 Mystic St., Suite 20, Arlington, MA 02174.

# THE CARIBBEAN ON FIVE DOLLARS A DAY

A Sea Gypsy Handbook  
for  
Living in Paradise

by  
Fritz Seyfarth

Fritz Seyfarth is no dreamer fantasizing about living in the sunny never-ending Caribbean summer, he does it, and he does it on the cheap. This little book is his explanation of how it can be done. To do it on \$5 a day means lining up a whole lot of arrangements that must have taken him a while, but it's apparently possible. The essence of achieving it lies in being willing to do without a long list of the trappings of civilized life we've all come to take for granted as necessities.

Fritz earns his cash income from writing little books like this one and publishing them himself. This one is a 6"x9" paperback of but 64 pages that Fritz sells directly postpaid for \$8.25. Even if you'll never give this life a shot its a good read and well worth the price for the insights on just how far one can pare down life's trappings.

The first 26 pages discuss the "Sailboat as an Island Retreat", a look at all the aspects of choosing the right boat, on a limited budget. This is key to the lifestyle as the boat provides a rent-free, tax-free abode one can move on in when the spirit moves or potential income opportunities dictate, or if the local political system shows some interest in it as taxable piece of property. Fritz's discussion about self-insuring is interesting, he points out that when all you have is protected only by your vigilance and care, and not by some costly insurance policy, you become very good at taking care of it.

He goes on to discuss working opportunities for "sea gypsies" and includes a separate chapter on writing as the work of choice. "Paradise Docks" is about those folks who buy a cruising sailboat and tie up more or less permanent-

ly at some congenial dock somewhere. "Contrasts in Lifestyles" illustrates the vast gap between a "sea gypsy" and today's more typical consumer yachtsman. An example: Contemporary Yachtsman, "I need to send my sails to the sailmaker for restitching and repairs, and order a new awning, bimini top, cockpit cushion covers and a hatch windscoop." Maverick Sea Gypsy, "I need to buy some new needles for my sewing machine."

Then there's the chapter on "Salad Girls can Cause Problems". Young unattached women hanging out around the Caribbean looking for berths on charter or private yachts in trade for galley slaving and such can bring more trouble than help, especially the more attractive ones. Fritz quotes Don Street's remarks on why "the uglier the better" is the rule of thumb in hooking up with a salad girl.

It's a neat little book and Fritz gets to keep all the money you send him for a copy, not the usual author's 10% royalty. It's \$8.25 postpaid from Spanish Main Press, Red Hook Plaza, Suite 237, St. Thomas, U.S. Virgin Islands 00802.

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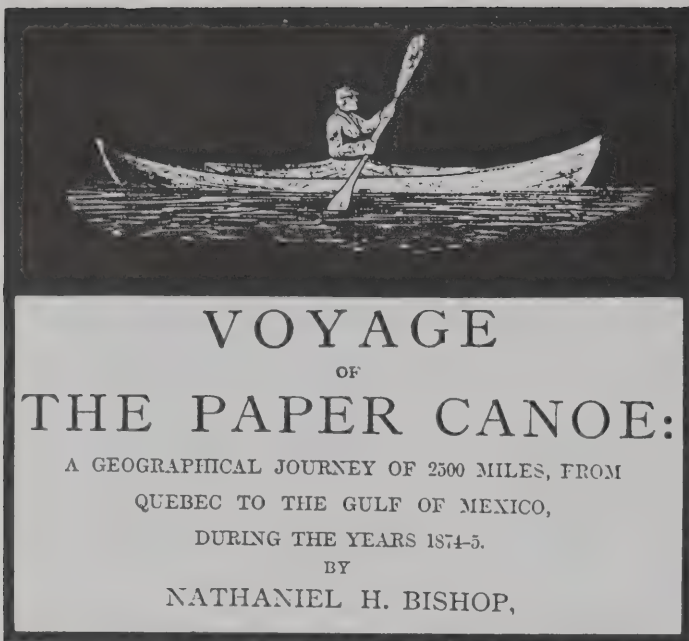
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## VOYAGE

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 XIV.

#### ST. MARY'S RIVER AND THE SUWANEE WILDERNESS.

— FÊTE GIVEN BY THE CITIZENS TO THE PAPER CANOE. —  
THE PROPOSED CANAL ROUTE ACROSS FLORIDA. — A PORTAGE  
TO THE SUWANEE RIVER. — A NEGRO SPEAKS ON ELECTRICITY  
AND THE TELEGRAPH. — A FREEDMAN'S SERMON.

One evening, while enjoying the hospitality of Mr. Silas Fordam, at his beautiful winter home, "Orange Hall," situated in the heart of St. Mary's, a note, signed by the Hon. J. M. Arnow, mayor of the city, was handed me. Mr. Arnow, in the name of the city government, invited my presence at the Spencer House. Upon arriving at the hotel, a surprise awaited me. The citizens of the place had gathered to welcome the paper canoe and its owner, and to express the kindly feelings they, as southern citizens, held towards their northern friends. The hotel was decorated with flags and floral emblems, one of which expressed, in its ingeniously constructed words, wrought in flowers, "*One hundred thousand Welcomes.*"

The mayor and his friends received me upon the veranda of the hotel with kind words of welcome. Bright lights glimmered at this moment through the long avenue of trees, and music arose upon the night air. It was a torch-light procession coming from the river, bearing upon a framework structure, from which hung Chinese lanterns and wreaths of laurel, the little paper canoe. The Base-ball Club of the city, dressed in their handsome uniform, carried the "Maria Theresa," while the sailors from the

lumber fleet in the river, with the flags of several nationalities, brought up the rear.

When the procession arrived in front of the hotel, three hearty cheers were given by the people, and the mayor read the city's address of welcome to me; to which I made reply, not only in behalf of myself, but of all those of my countrymen who desired the establishment of a pure and good government in every portion of our dear land.

Mayor Arnow presented me with an engrossed copy of his speech of welcome, in which he invited all industrious northerners to come to his native city, promising that city ordinances should be passed to encourage the erection of manufactories, &c., by northern capital and northern labor. After the address, the wife of the mayor presented me with two memorial banners, in the name of the ladies of the city. These were made for the occasion, and being the handiwork of the ladies themselves, were highly appreciated by the recipient. When these graceful tributes had been received, each lady and child present deposited a bouquet of flowers, grown in the gardens of St. Mary's, in my little craft, till it contained about four hundred of these refined expressions of the good-will of these kind people. Not only did the native population of the town vie with each other to accord the lonely voyager a true southern welcome, but Mr. A. Curtis, an English gentleman, who, becoming fascinated with the fine climate of this part of Georgia, had settled here, did all he could to show his appreciation of canoe-travelling, and superintended the marine display and flag corps of the procession.

I left St. Mary's with a strange longing to return to its interesting environs, and to study here the climatology of southern Georgia, for, strange to say, cases of local "fever and chills" have never originated in the city. It is reached from Savannah by the inside steamboat route, or by rail, to Fernandina, with which it is connected by a steamboat ferry eight miles in length. Speculation not having yet affected the low valuation placed upon property around St. Mary's, northern men can obtain winter homes in this attractive town at a very low cost. This city is a port of entry. Mr. Joseph Shepard, a most faithful government officer, has filled the position of collector of customs for several years.

As vessels of considerable tonnage can ascend

the St. Mary's River from the sea on a full tide to the wharves of the city, its citizens prophesy a future growth and development for the place when a river and canal route across the peninsula between the Atlantic Ocean and the Gulf of Mexico shall have been completed. For many years Colonel Raiford has been elaborating his plan "for elongating the western and southern inland system of navigation to harbors of the Atlantic Ocean." He proposes to unite the natural watercourses of the coast of the Gulf of Mexico by short canals, so that barges drawing seven feet of water, and freighted with the produce of the Mississippi River and its tributaries, may pass from New Orleans eastward to the southern ports of the Atlantic States. The great peninsula of Florida would be crossed by these vessels from the Suwanee to the St. Mary's River by means of a canal cut through the Okefenokee Swamp, and this route would save several hundred miles of navigation upon open ocean waters. The dangerous coral reefs of the Florida and Bahama shores would be avoided, and a land-locked channel of thirty thousand miles of navigable watercourses would be united in one system.

Lieutenant-Colonel Q. A. Gilmore's report on "Water Line for Transportation from the Mouth of the St. Mary's River, on the Atlantic Coast, through Okefenokee Swamp and the State of Florida to the Gulf of Mexico," in which the able inquirer discusses this water route, has recently been published. I traversed a portion of this route in 1875-6, from the head of the Ohio River to New Orleans, and along the shores of the Gulf of Mexico to Cedar Keys, in a cedar duck-boat; and as the results of my observations may some day be made public, I will at this time refer the reader, if he be interested in the important enterprise, to the Congressional reports which describe the feasibility of the plan.

Another portage by rail was made in order to complete my journey to the Gulf of Mexico, and Rixford, near the Suwanee River, was reached via the A. G. & W. I. T. C. Railroad to Baldwin, thence over the J. P. & M. Railroad to Live Oak, where another railroad from the north connects, and along which, a few miles from Live Oak, Messrs. Dutton & Rixford had recently established their turpentine and resin works.

At Rixford I found myself near the summit, or backbone of Florida, from which the tributaries

of the water-shed flow on one side to the Atlantic Ocean, and on the other to the Gulf of Mexico. It was a high region of rolling country, heavily wooded with magnificent pine forests, rich in terebinthine resources. The residence of the proprietor, the store and the distillery, with a few log cabins inhabited by negroes and white employés, made up the establishment of Rixford.

The Crackers and negroes came from long distances to see the paper boat. One afternoon, when a number of people had gathered at Rixford to behold the little craft, I placed it on one of those curious sheets of water of crystal purity called in that region a *sink*; and though this nameless, mirror-like lakelet did not cover over an acre in extent, the movements of the little craft, when propelled by the double paddle, excited an enthusiasm which is seldom exhibited by the piny-woods people.

As the boat was carefully lifted from the silvery tarn, one woman called out in a loud voice, "Lake Theresa!" and thus, by mutual consent of every one present, did this lakelet of crystal waters receive its name.

The blacks crowded around the canoe, and while feeling its firm texture, and wondering at the long distance it had traversed, expressed themselves in their peculiar and original way. One of their number, known as a "tonguey nigger," volunteered to explain the wonder to the somewhat confused intellects of his companions. To a question from one negro as to "How did dis yere Yankee-man cum all dis fur way in de *paper* canoe, all hissef lone?" the "*educated*" negro replied: "It's all de Lord. No man ken cum so fur in a *paper* boat ef de Lord didn't help him. De Lord does eberyting. He puts de tings in de Yankee-man's heads to du um, an' dey duz um. Dar was de big Franklin up norf, dat made de telegraf. Did ye eber har tell ob him?"

"Neber, neber!" responded all the negroes.

Then, with a look of supreme contempt for the ignorance of his audience, the orator proceeded: "Dis great Franklin, *Cap'n* Franklin, he tort he'd kotch de litening and make de telegraf; so he flies a big kite way up to de heabens, an' he puts de string in de bottle dat hab nufing in it. Den he holds de bottle in one hand, an' he holds de cork in de udder hand. Down cums de litening and fills de bottle *full up*, and *Cap'n* Franklin he dun cork him up mighty quick, and

kotched de litening an' made de telegraf. But it was de Lord—de Lord, not Cap'n Franklin—dat did all dis."

It was amusing to watch the varied expression of the negroes, as they listened to this description of the discovery of electricity, and the origin of the telegraph. Their eyes dilated with wonder, and their thick lips parted till the mouth, growing wider and wider, seemed to cover more than its share of the face. The momentary silence was soon broken by a deep gurgle proceeding from a stolid-looking negro, as he exclaimed: "Did he kotch de bottle *full* ob litening, and *cork* him up. Golly! I tort he wud hab *busted* hissef!"

"So he wud! so he wud!" roared the orator, "but ye see 'twas all de Lord—de Lord's a-doing it."

While in Florida I paid some attention to the negro method of conducting praise meetings, which they very appropriately call "de shoutings." If I give some verbatim reports of the negro's curious and undignified clerical efforts, it is not done for the purpose of caricaturing him, nor with a desire to make him appear destitute of mental calibre; but rather with the hope that the picture given may draw some sympathy from the liberal churches of the north, which do not forget the African in his native jungle, nor the barbarous islanders of the South Seas. A well-informed Roman Catholic priest told me that he had been disappointed with the progress his powerfully organized church had made in converting the freedmen. Before going among them I had supposed that the simple-minded black, now no longer a slave, would be easily attracted to the impressive ceremonies of the Church of Rome; but after witnessing the activity of their devotions, and observing how anxious they are to take a conspicuous and a leading part in all religious services, it seemed to me that the free black of the south would take more naturally to Methodism than to any other form of Christianity.

The appointment of *local preachers* would be especially acceptable to the negro, as he would then be permitted to have ministers of his own color, and of his own neighborhood, to lead the meetings; while the Roman Catholic priest would probably treat him more like a child, and would therefore exercise a strong discipline over him.

In one of their places of worship, at my request, a New York lady, well skilled in rapid writing and familiar with the negro vernacular, reported verbatim the negro preacher's sermon. The text was the parable of the ten virgins; and as the preacher went on, he said: "Five ob dem war wise an' five of dem war foolish. De wise jes gone an' dun git dar lamps *full up ob oil*, and git rite in and see de bridegroom; an' de foolish dey sot dem rite down on de stool ob do-noting, an' dar dey sot till de call cum; den dey run, pick up der ole lamps and try to push door in, but de Lord say to dem, 'Git out dar! you jes git out dar!' an' shut door rite in dar face.

"My brudders and my sisters, yer must fill de lamps wid de gospel an' de edication ob Moses, fur Moses war a larned man, an' edication is de *mos estaminable blessin'* a pusson kin hab in dis world.

"Hole-on to de gospel! Ef you see dat de flag am tore, get hole somewhar, keep a grabblin until ye git hole ob de stick, an' nebah gib up de stick, but grabble, grabble till ye die; for dough yer sins be as black as scarlet, dey shall be white as snow."

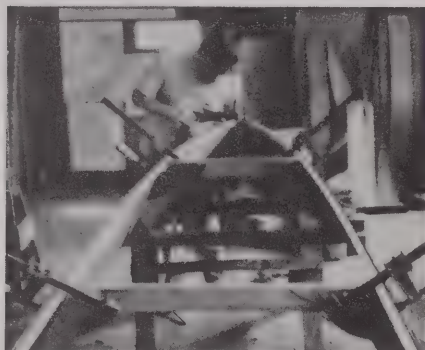
While visiting a town in Georgia, where the negroes had made some effort to improve their condition, I made a few notes relating to the freedman's debating society of the place. Affecting high-sounding words, they called their organization, "De Lycenum," and its doings were directed by a committee of two persons, called respectively, "de disputaceous visitor," and "de lachrymal visitor." What particular duties devolved upon the "lachrymal visitor," I could never clearly ascertain. One evening these negroes debated upon the following theme, "Which is de best—when ye are out ob a ting, or when ye hab got it?" which was another form of expressing the old question, "Is there more pleasure in possession than in anticipation?" Another night the colored orators became intensely excited over the query, "Which is de best, *Spring Water* or Matches?"

The freedmen, for so unfortunate a class, seem to be remarkably well behaved. During several journeys through the southern states I found them usually temperate, and very civil in their intercourse with the whites, though it must be confessed that but few of them can apply themselves steadily and persistently to manual labor.

# From A Wooden Boat Shop A Skiff Emerges

## GETTING LOCAL PRESS

Walter Baron of Old Wharf Dory in Wellfleet, Massachusetts, on the outer Cape, has slugged away at the small boatbuilding business for about ten years now, and is making it happen. Local rowing enthusiast, Barry Donahue, is a staff photographer for "The Cape Codder", an area newspaper, and last October he did this photo-feature on Walter's work aimed at the general public. A nice job. We reprint it here with permission of Barry and "The Cape Codder".



**T**here's a certain magic contained in a wooden boat shop. Maybe it's the smell of freshly laid-on varnish or the play of light off cedar shavings piled on the floor. Even the words used to describe the parts of the boat—gunwale, thwart and garboard—have a mysterious sound.

Recently Walter Baron of the Old Wharf Dory Company in Wellfleet completed a 15-foot rowing skiff for a Dennis customer. The boat is to be given as a wedding

gift to the new owner's fiancée. Mr. Baron, starting with a set of plans and a carved wooden model, built the skiff over a six-week period. Using traditional woods such as Alaskan cedar and cherry, Mr. Baron blended these with more modern materials like epoxy glue and plywood measured in millimeters. The finished boat is as light as it is strong, and rows with precision and smoothness, as each pull of the oars carries it over twice its length.

Photographs and text by Barry Donahue



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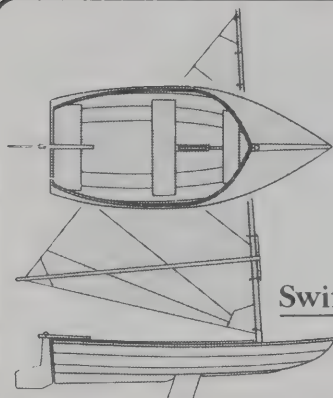
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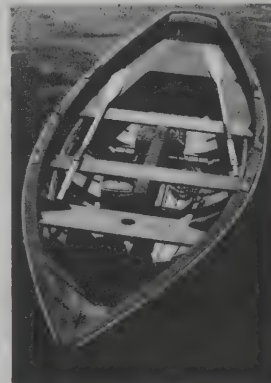
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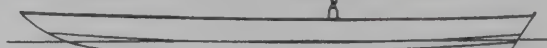


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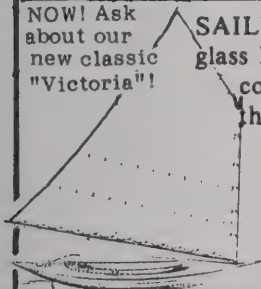
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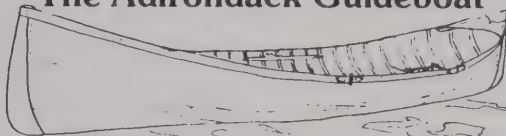
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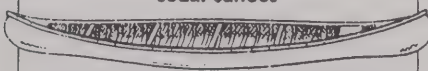
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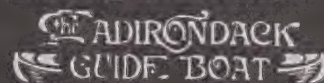


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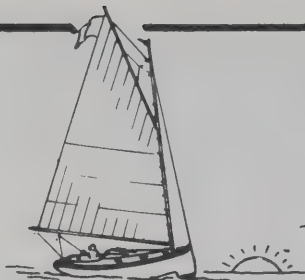
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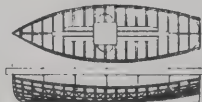
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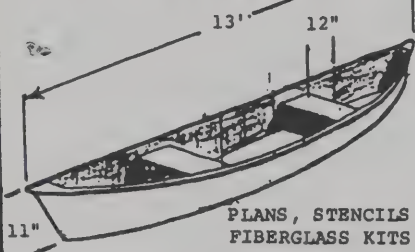
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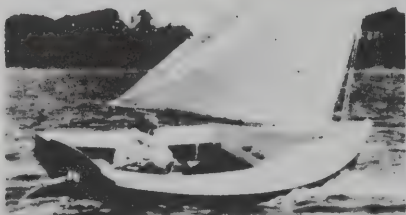
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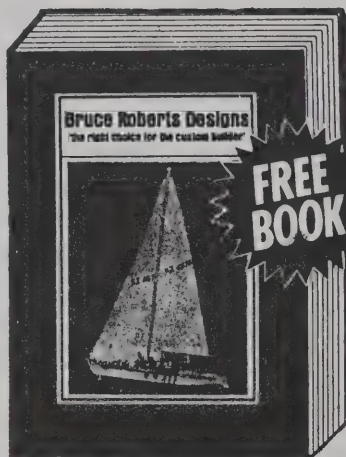
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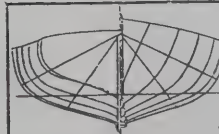


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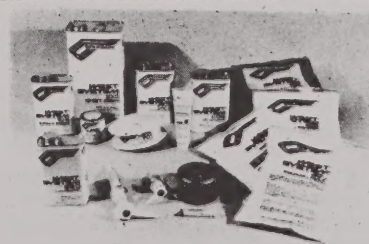
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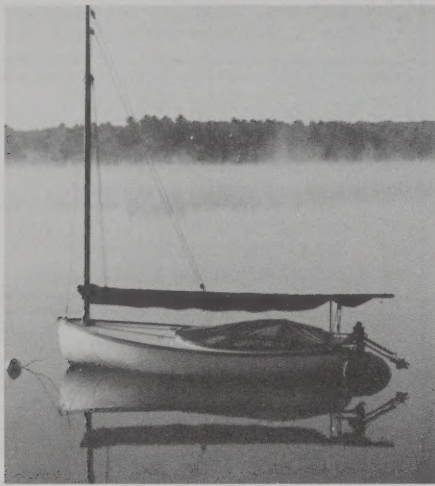
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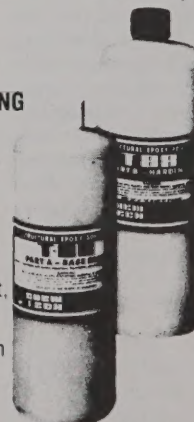
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