



messing about in BOATS

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TION OF YOUR SUBSCRIPTION
PAYMENT.

Our Next Issue...

Will feature reports on the
Blackburn Challenge Race at Glou-
cester, MA; the Wooden Canoe Her-
itage Association Assembly at Lake
Sebago, ME; and the Herreshoff
Rendezvous at Bristol, RI. Lots of
activity. Then we'll have two ar-
ticles on how long it takes and what
it costs doing it yourself with
small boats: Dave Carnell tells us
about building a 20' Bolger cat
yaw sharpie, and Michael Sherwood
tells us about finishing off a pro-
fessionally built 10' traditional
tender for his 40' sailboat. Inter-
esting information. Bob Cummings
explains a unique sailing/running
race and Stephen duPont relates
what it takes to learn to manage a
racing shell. We should have a bit
on the arrival of a 120' paper boat
in New York from England, with
step-by-step directions on building
a similar boat in any length. Any
space left will fill up with more
designs and projects from the col-
lection here.

On the Cover...

Sturge Crocker at the helm of
his 40' plywood sloop, "Five Ply",
which he built in 1965, in the 27th
Annual S.S. Crocker Memorial Race
off Manchester, Massachusetts in
July. Building and sailing wooden
yachts for 45 years has kept Sturge
young, more on this in this issue.

Commentary

BOB
HICKS

The ongoing budget crunches
overtaking state governments try-
ing to be all things to all people,
including their own employees, is
resulting in ever widening grasp-
ing for new revenues, and it ap-
pears now that people-powered boats
have been noticed as not yet being
"registered" by several states. And
the July issue of "The American
Canoeist", official publication of
the American Canoe Association,
carried the following discussion of
the subject, which pretty well cov-
ers all the bases.

Organizing Against Canoe Registration

by George Stockman

The "uninformants" are after us; here in Michigan
and elsewhere. As we sat in a statehouse session, the DNR
sergeant talked of the desire to have uniform registration
requirements for all craft, not just powerboats. Heck, we
could paddle all the way to Texas with the same license
plate!

We canoeists look at this as an ugly subversion of
what's American. Why not just bar-code all of us on the
forehead at birth?

Fortunately the misinformed in the DNR didn't have
their way. Not only did they have the wrong idea about
America, but they also didn't know much about canoeing.
We in canoeing must inform our natural resources people
and our legislative representative about the way things
really are; if we do not, a few misinformed people will
influence committee proceedings, and the committees will
lead the whole body of lawmakers down a foolish path.
That's what actually happened in Michigan last year.

The 1989 Michigan Battle

The boat registration law in Michigan needed to be up-
dated. For sure more revenue was needed to support police
on the water, to provide more landings and parking, and to
dredge some channels. No matter that paddlers didn't
really need any of this; canoes and kayaks were added to
the old law. Some liveries were asked and gave their OK
- why not, boats for hire were included in the old law.

Interestingly, windsurfers were excluded. Apparently
they had an early warning and did some effective lobbying.
Recreational paddlers began finding out about the law well
after it was to be in effect. Michigan folks like John
Landerville and Alan Anderson went to a lot of personal
expense to get the word out. Paddlers were outraged that
such a nuisance had been foisted on them without any
consultation.

When the actual wording of the law became known,
every serious paddler could see problems which were
apparently not noticed by the legislature. (Most of the
legislature is still quite ignorant of the whole issue! I know
this because I spent hours on the phone and in the state-
house trying to get to the history and reasoning behind the
law. Although I suspect that there were a few weasels in the
chickenhouse, most of our reps really had their hearts in the
right place.)

We made up a list of 11 reasons why the inclusion of
self-powered craft in the revised law was wrong. The
ugliness of big boat numbers was, in my opinion, the
weakest argument; but it generated many important "flak"
phone calls. The strongest argument was based on the
foremost principle of American government: if there is no
problem, then no regulation is called for! It is likely that
the following "technical" problems finally led to the
complete repeal of regulation for non-rental canoes and
kayaks.

With hundreds of phone calls bringing up these points
at the statehouse, it made good sense to repeal the canoeing
section of the law.

In retrospect, there were four crucial elements in
winning the Michigan fight: 1, We held "in-person" meet-
ings with key state representatives; 2, We contacted pad-
dlers throughout the state and urged them to emphasize our
key points in phone calls to their own representatives; 3,

We held a "canoe protest" on the banks of the Grand River
and carried our canoes to the statehouse for a photo session;
and 4, We were able to obtain good coverage from outdoor
writers state-wide they understood the shortcomings of the
law. The least important of the four, incidentally, was the
rally.

Throughout the battle, and even in victory, there were
frustrations. After it was over, I received a nice letter from
my representative telling me that "canoes under 17 feet
were exempted." He still didn't understand; all non-rental
craft under 19 feet were once again free!

Other States and Registration

Ohio has long had canoe registration; but the law is not
enforced on people from out-of-state; and, as friends tell
me, they apparently do not enforce their law on their own
residents either. Wisconsin fought off registration a few
years back; Ray MacLain's telling of the story gave me a
lot of will to fight the Michigan battle. Illinois has a law
nearly as restrictive as Ohio's, but apparently the 3-inch
numbers need not be affixed. Minnesota requires a \$5.00
sticker each year from *everybody* who paddles there.
Indiana had the good sense to exempt "people-powered"
craft from a recently rewritten (and badly mangled) boat
registration law.

Is Canoe Registration Justifiable?

There appear to be different motives for canoe regis-
tration. Desire for revenue keeps coming up, and perhaps
justifiably so. Paddlers should pay their fair share for
resources requested and used. Paddlers need to work with
people from their state's department of natural resources
on common issues.

In no case is an automobile type registration justifi-
able. To allow ourselves to be grouped with power-
boaters would be a very serious mistake. It would be like
grouping automobiles and bikes - guess which minority
would get screwed!

There are several things registration will not do. It
will not alleviate problems with overcrowding in areas
such as Ohiopyle, on the Nantahala or in the Boundary
Waters. These are special places which need special
handling.

Registration does not help with safety, nor with
erosion...except, perhaps, erosion of freedom. (Under the
Michigan law a sheriff could have stopped a canoeist to
check her registration papers which she would have had to
have on her person. This is tantamount to search and
seizure without a warrant, something which cannot even
be done to the driver of an automobile except when there's
reasonable suspicion.

The America which raised me held to the principle
that if there is no problem, then regulation is not justified.
Registration of canoes in the same manner as cars or
power boats is a blatant misuse of government power.
Curtailed freedom (requiring a canoeist to carry and
show papers) is not justifiable for raising a small amount
of revenue! Are we going to licence baseball gloves in the
future to help pay for playgrounds? How 'bout ice skates
for use on frozen rivers?

Sure we have fishing and hunting licences. But
remember that these are traditionally worked out between
government and the sportsmen for the mutual benefit of the
sport and nature. Canoeists thrown in with either power-
boaters or automobiles would be for the benefit of neither
the sport nor nature.

Need To Organize

Self-powered boaters need to organize and represent
their own interests. In Michigan we formed a loose
network which we call "The Birchbark Alliance." We
would like to network with paddlers in other states to fight
for our interests and to fight against abuse of those inter-
ests, primarily with regard to canoe registration. We would
be glad to get news of your victories or answer your need
for support or advice.

We need to stop the domino effect of "uniforming" of
registration laws. More than that, we need to work for
reversal of ill-framed laws in states which already have
them.

*Editor's note: In regard to author Stockman's call for
organization, we can't help noticing that the organization
is already in place. It's called the American Canoe
Association. The task would seem to be one of learning to
use this sleeping giant that is the ACA.*

SHETUCKET RIVER DAYS - A DAM(N) EVENT by Sue Audette

No one really quite understands the agony of the race organizer unless you have been one. The Shetucket River Days is an event that has been on-going since 1975 when Dave Hankins thought it was time to call attention to a river cleanup. The cruise was a small event but the race was well attended with about 40 boats even that first year. As time passed he handed down the duties to me and it has been my responsibility since. Planning begins in early December when a request is made of the Army Corps for a water release. Depending on who is running the show there, the request can go smoothly or be a nightmare. This year's was the former. Then of course you must apply for the state permit which requires the consent of town officials through which the river passes. In this case three different parties - all done in triplicate. Then don't forget to coordinate with the gentlemen who actually sets the water release from the Hollow. Wayne Hawthorne has had that role for many years, but it often happens that times are confused when being relayed from the Corps in Massachusetts. In addition a request is made of CL&P to be sure things run smoothly through Scotland. Once done, you approach the town park officials to ask to have Lauter Park's key. The park is closed until school gets out and it seems that schools' release is never earlier than the race. Of course, after the bureaucratic bull is done, you ask good ole' Uncle Abe (who lives in the white house at the park entrance) if he'll be good enough to open the gates and relock them when we leave, and then reopen them when the time is right for our return. Never mind the people who trespass in the meantime, we'll have to deal with them on our return.

Everything's in place, now advertise the race and take the calls that sometimes come in the middle of the night because you forgot to give any guidelines as to when you sleep.

The day has finally come, June 16, 1990, the weather is great, you've made the signs to alert everyone that "The park is closed, - only open to canoeists and the gate will be locked." One year you even found a translator to write it in Spanish. Although publicity was kept to a minimum this year, the canoes keep arriving. The shuttle cars that you have arranged for are waiting in Baltic for the first to arrive. ... and they keep coming, boy scout troops, area environmentalists, families, 29, 30, 40 canoes and they are still pulling in. Ten-thirty is take-off time. You give your short introduction. Tell them about the Scotland stopover, and the Baltic eddy - and they keep coming... 95, 100, 106 and you quit counting while another trailer pulls in. At this rate, there are enough canoes that you could walk on them to Baltic. You decide it's time to go. The paddlers do well until the merging of the Natchaug and Willimantic Rivers. We lose three canoes in the water's rush but everyone is accounted for and righted on their way. No harm done. The rest of the ride goes smoothly. You return and Uncle Abe has done his job. The gate's open, the temperature is 88 degrees and there are at least 100 people on the beach whom you have to tell to get out. It takes about a half hour to communicate with them but slowly all the cars leave but one. You lock it in. No choice; they can call the police. Hit the sack that night, and look forward to doing it again tomorrow.

6:00 A.M. Aunt Viv's on the phone, she can see from her bedroom window that the car we locked in is a problem. The vindictive owner has driven it across the park road to block the entrance. Call the police, Vin (Sue's husband) rushes down to meet the officer and the wrecker. Instead they are able to get into the car a roll it out of the way.

Registration goes without a hitch, weather is great again. This most unpredictable of all elements always seems to cooperate. Racers leave. Rush to Baltic - you need to put a buoy to mark the turnaround for the pro class, and a flag to mark where they turn. Doris Robotto is good enough to come help. We think we have everything we need and the buoy drop is perfect. Now where is the flag to mark the island? Without it the pros are likely to go a mile downstream before they realize they should have turned. Doris makes a suggestion in our desperation, but I couldn't allow her to offer her bra. Luckily mine was an oldie. Snip off the straps and hang it on the tree. Everyone is likely to see it. Quickly we hustle back to the finish. Just 500 yards from our take-out site, the sunscreen I put on to protect myself after yesterday's bad burn is stinging my eyes. I used it yesterday but most of it got washed off in river rescues. I reached to wipe the stinging eye and OOPS, off went the glasses quickly to the bottom. With my vision blurred from the lotion, there was no retrieving them. We return. Life isn't going so great. We are set up for the racers at the finish. The water is dropping. Why? They are late. Trouble in the flats. The water is still dropping and they are even later. As folks finish there is lots of grumbling. Understandable, but it hasn't been my day either. One canoeist after another registers his/her dismay. One too many and I lose my cool. "No problem" a friend reassures me, "it's the name of the game. You did your best." Tomorrow, I will pursue what happened.

The call comes in the morning - "You better call Mr. It seems someone couldn't get to the takeout on cruise day and drove through his fence. He has called the state police and is filing a vandalism report. He's on his town committee." I thought the grief was done. I thought all I had to do was go buy a new pair of glasses. Oh well, it's really fun being a race organizer.

P.S. The computerized door control at the Scotland dam malfunctioned on Sunday - thus it closed rather than opened. Blame it on technology.

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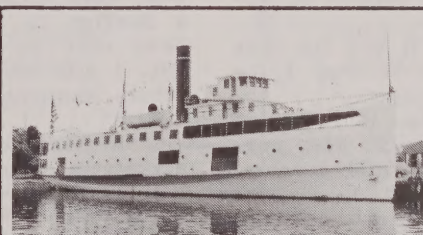
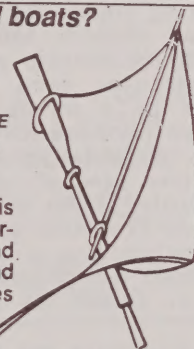
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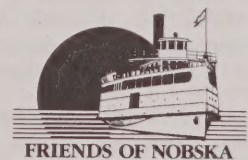


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DO IT YOURSELF MESSABOUT

Interest in "Messabouts" such as I "organized" last April here in Marina Del Rey, California ("Boats" June 15), prompts me to consider expansion of our local Small Boat Messabout Society to international scope. This would be a parent group that would offer encouragement and support for the formation and sustenance of local chapters of the S.B.M.S. Sure there are already many local small boat groups around the country, but my emphasis is on the joy of building and using the small boats. Not as display objects, but as boats that get used on the water.

A worthy model for us to follow is the Experimental Aircraft Association. This group got started after World War II with a bunch of guys messing about in small home-built aircraft. Their 1989 fly-in drew over 850,000 people and 15,000 aircraft to Oshkosh, Wisconsin, the mecca for home-built aircraft enthusiasts. This hasn't happened to boat people. A missing factor is probably a leader of the caliber of Paul Poberenzy who founded the E.A.A. But, this is very far out thinking, back to here and now.

Small boat folks can begin building from the bottom in local watering places with gatherings for mutual support and an expanded outlet for pent-up enthusiasm. An organization such as S.B.M.S. would be a structure facilitating member participation in such activities. As social animals, we do enjoy this kind of shared activity. To further these objectives I offer you my five step plan for starting and maintaining a local chapter of the Small Boat Messabout Society:

1. Locate the interested people.
2. Find a wet place to gather at.
3. Set a date for a first gathering.
4. Communicate this to all interested persons.
5. As long as it was fun this first time, go back to step 3 for another go at it

It's that simple. If I can do it, then so can you. To keep current on how this all will develop, you may want to sign up for our occasional newsletter and postcard update bulletins. It's \$10 to keep it going as long as the money that comes in lasts. When it runs out I'll have to request a financial recharge. Yes, I know this is a rather casual arrangement, but sort of what you might expect from out here in LA LA Land.

Joe Tribulato, 6465 Longridge Ave., Van Nuys, CA 91401, (818) 762-8945.



Your Commentary

PAPER CANOES & THE "CONSTITUTION"

Recently working at one of the tasks I perform as a volunteer at the U.S.S. Constitution Museum in Boston, I ran across, while researching lists of available rare maritime books we might acquire for our library, a listing for Bishop's "Voyage of the Paper Canoe". This original, published in 1878 by Lee & Shepard in Boston, was offered in good condition for \$90! I thoroughly enjoyed reading this tale when you serialized it this past year or so, a service for many of us amongst your readers I'm sure.

At this year's turnaround of the "U.S.S. Constitution" on July 4th I was able to be aboard the giant aircraft carrier "U.S.S. John F. Kennedy". The flight deck was a tremendous platform from which to take photos of the "Constitution" on her turnaround cruise down Boston harbor, photos which I will incorporate into my slide show presentation on this historic vessel. This winter I will again make my slide show presentation available to interested groups for a modest lecture fee.

My own boating is on a somewhat more modest scale, I'm sailing a Sunfish in races on Great East Lake near my home in Rochester, NH. I also do enjoy reading about other facets of small boating in "Boats"

Richard Berg, 90 Coheco River Estates, Rochester, NH 03867.

MISSISSIPPI BOB

I have built a number of wood strip canoes and a couple of plywood boats. I have also designed canoes that are being built by Winona, Mad River, and other companies. I am interested in subscribing to your journal and also might be able to contribute articles occasionally.

Mississippi Bob Brown, Apple Valley, MN.

FEEDING THE FANTASY

Like many other people, I am not now and never have been a "real" sailor, but have often thought I would like to become one. Whenever the feeling would strike in the past I sought to feed the fantasy by reading magazines like "Yachting". This always proved counterproductive, however, since my fragile fantasies were more often crushed than nourished by articles and ads that seemed aimed at people with far more money and free time than I would ever enjoy. If that was sailing, the message implied, then it was not for the likes of me.

Since early summer I have once again been hearing the wind singing in the rigging and ignoring my wife, who says it is merely allergies that cause my ears to buzz. Learning of my plight, a friend ministered to my affliction by sharing a pile of back issues of "Messing About in Boats". Imagine my pleasure in discovering a journal that artfully presents both practical advice and enthusiasm for the aesthetics of the craft at a level attainable by everyman. I also enjoyed the esprit de corps that is so clearly evident between the magazine and its readers in the shared love of small boats. The style, attitude and values of "Boats" seem just right to me. One evening of reading and I was hooked.

Peter Balciunas, Carlisle, PA.

A PICTURE OF OUR PLACE

We wondered how many issues of "Boats" you would produce before you ran a picture of our house and boat and mooring and pier and float. Well, it came to 173, in the July 15th issue you ran that informative article on islands added to the Maine Island Trail by David Getchell, Sr. There at the head is a photo taken from the summit of the hill on Butter Island, and there in the distance is the shore of Deer Isle. With GOOD glasses you can pick out our waterfront and its facilities.

We have permanently moved here to Sunset, Maine, from New Jersey, but maintenance work on this 1830 house cuts into our boating time.

Bob & Ruth Harris, Sunset, ME.

BUSY AT BUILDING & REBUILDING

I have just completed a Bolger Bobcat and have been sailing same on Lake Sunapee, NH, that's why my renewal is late. I enjoy your publication very much.

I have previously built Bolger's 10' Pointy Skiff and Gypsy. Earlier I rebuilt a 23' True Rocket and transformed a Chesapeake deadrise workboat into a cruiser.

Richard Garnjost, Easton, PA.

MORE ABOUT LAUAN

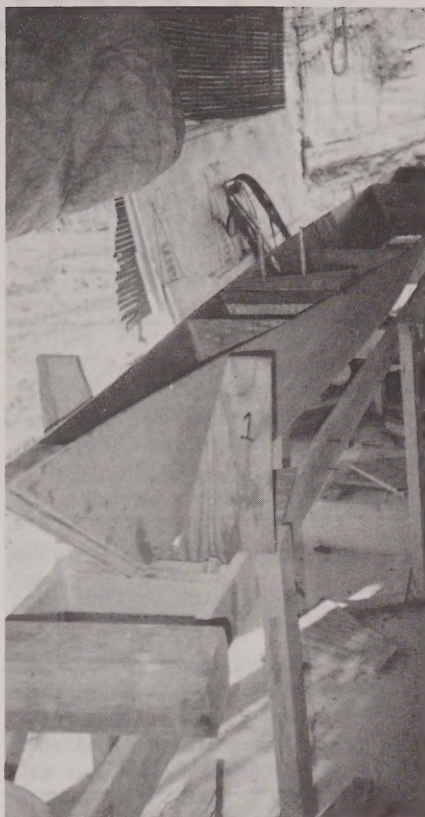
In response to Dave Carnell's letter about using lauan plywood in boatbuilding, I too tested a piece of this material because it does have a solid core without voids. I floated an inch-wide strip of it in our water here. After a week it sank, but after a month it still had not delaminated at all.

I'm using it for the amas for my experimental 16' multihull. I covered the plywood with xylene polyester fabric and epoxy resin. The finished amas are 12' long and weigh 55 pounds each. I don't believe it possible to achieve this light weight with any other "cheap" material. The lauan is protected from becoming waterlogged by the epoxy as long as no punctures in the fabric/resin coating are left unrepaired.

These amas are rendered unsinkable by having half gallon plastic milk cartons embedded within in "foam-in-place" resin.

The main hull is a duckboat which will be fully decked, retaining only a footwell. I expect my single-hander to be wet but hopefully fast.

Dick Randall, Cherokee Village, AR.



BARGED OVER

Shortly past midnight on the early morning of July 4th, we were sailing in our 17' folding sea kayak on the Hudson River when we were struck from behind by a giant unlit barge. We were both sucked under the barge and remained trapped beneath it until the 300' long vessel had passed completely on over us. When we regained our overturned kayak after emerging from under the barge, we set off our emergency flares but got no response.

A half hour or so later the tide had carried us from about 79th Street down to 39th, where four young men in an outboard heard our whistle and saw our light and rescued us. We were taken to Weehawken where paramedics met us and took us to a hospital in Hoboken, where we were treated for shock and a head injury.

We are both devotees of the Hudson River, researching river lore and will be writing an account of this experience. We are also busily repairing our damaged kayak!

Alison Armstrong & Ken Wade, New York, NY.

MORE CANOEING COVERAGE

Yours is the best magazine on the market, I enjoy it! I am an avid sailor, canoeist and canoe sailer. I would like to see more coverage of canoe sailing and inland canoe and small boat camping locations.

Alan Brodd, N. Smithfield, RI.

DREAM HOME ON THE EASTERN SHORE

We thank God for our dream retirement home on two acres on Broad Creek, a branch of the Nantuxet River in Portsville, Delaware. Finding this place was a real miracle, we could never afford something like it in New Jersey. I understand there are about 150 rivers and creeks that feed into Chesapeake Bay and I hope to paddle and sail on most of them during my upcoming retirement years. This exploration will be a major activity for those years.

Richard Bridge, Westmont, NJ.

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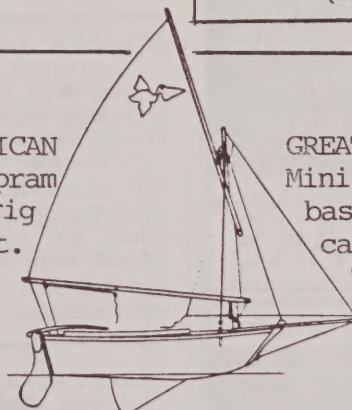
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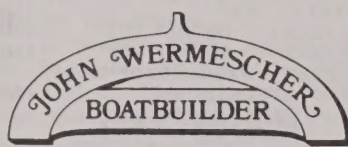
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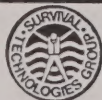
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HAPPENINGS

TEXTILE RIVER REGATTA

A three mile rowing race for USRA oarspersons in racing shells is scheduled for September 30th on the Merrimack River at Lowell, MA. Merrimack River Rowing Association, P.O. Box 686, Lowell, MA 01852.

RACE ROCK REGATTA

The Noank Wooden Boat Association (203) 572-8174 or (203) 536-6307, will host the grand finale of its Wooden Boat Classic Regatta series October 5-8 at the Mystic (CT) Yachting Center.

GREAT ROUND GERRISH ISLAND RACE

The Great Round Gerrish Island Race over a 7 mile bay, river and open ocean course at Kittery Point, ME, is scheduled for October 6th. It's open to any non-motorized small craft capable of negotiating tidal creeks in a saltmarsh and open ocean shore. (207) 439-7516.

CARC LATE FALL OUTINGS

The Cape Ann Rowing Club of Gloucester, MA, (508) 546-9607, will host two river rows this fall, open to any oar or paddle powered craft; on the Annisquam River in Gloucester on October 7th and on the Sudbury River in Concord, MA, on November 4th.

CROPC OCTOBER OUTINGS

The Connecticut River Oar & Paddle Club of Old Saybrook, CT, (203) 382-9740 or (203) 388-2343, will host its 8th Annual Fall Leaf Cruise for human powered boats on October 13th, and its final Selden's Island Weekend Cruise on October 20-21st. All interested persons are invited to participate.

ATLANTIC KAYAK TOURS

Atlantic Kayak Tours of Saugerties, NY, (914) 246-2187, has the following tours scheduled for October:

October 6-8, Cape Cod. October 13, New York Harbor for beginners. October 20, Hudson Highlands for beginners. October 21, Tivoli Bays on the Hudson River. October 28, Hudson Highlands for Intermediate.

CLEARWATER PUMPKIN SAIL

The Hudson River sloop "Clearwater" leaves Rensselaer, NY, on October 14th on a two-week downriver cruise to New York city, bringing a festival of autumn to sixteen stopovers enroute, emphasizing the Hudson's heritage as major artery of commerce, and promoting reclamation of the river. (914) 454-7673.

CCRA FINALE

The final 1990 races on the Connecticut Canoe Racing Association calendar will be the Salmon River Spawner, 7.5 miles of flatwater, on October 7th on the Salmon River at East Haddam, CT. (203) 346-0068; and the Falls Village Pumpkin Classic, 10 miles of flatwater, on October 14th on the Housatonic River at Falls Village, CT. (203) 567-4922.

MCKC OCTOBER OUTINGS

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, (212) 228-7793, has the following outings scheduled during October, open to all interested persons:

October 5-7, Paddler's Retreat on Rehoboth Bay. October 13-14, Tivoli Islands on Hudson River. October 20, West Point Foliage on Hudson River.

RADIO CONTROL MODEL BOATING

October events for radio controlled model boats are the following:

October 7. Operating Scale Regatta at Rocky Woods, Medfield, MA. (508) 376-8614.

October 8. Columbus Day Regatta, any sailboat, Rosemary Lake, Needham, MA. (617) 444-3330.

October 14. Chowder Race, any sailboat, Redd's Pond, Marblehead, MA. (617) 631-0797.

October 21. Club Championship Fleet Racing, EC-12's, Roger Williams Park, Providence, RI. (401) 847-6310.

October 28. Club Championship Fleet Racing, EC-12's, Roger Williams Park, Providence, RI. (401) 847-6310.

October 28. Frostbite Race, 50/800's, Redd's Pond, Marblehead, MA. (617) 631-0797.

MAINE MARITIME PROGRAMS

The Maine Maritime Museum of Bath, ME, (207) 443-1316, has two programs scheduled during October: October 10, first of a winter workshop series on "Traditional Sea Music". October 16, first of a winter lecture series on maritime heritage, "Tools of the Shipbuilding Trade".

GREAT SOUTH BAY SHARPIE RAFFLE

A 13' replica of a Great South Bay Sharpie, built at the Suffolk Marine Museum in Sayville, NY, is being raffled off October 31st. The boat was built on molds originally used by Dewitt Conklin, a Patchogue boatbuilder. Tickets can be ordered from the Museum, (516) 567-1733.

WOODEN BOAT SCHOOL WRAPUP

Wooden Boat school at Brook-lyn, ME, (207) 359-4651, closes out it's 1990 program with the following courses:

September 30 - October 6. Building Your Own DK-14 Kayak with Rich Hilsinger. Basic Wood-working with Tim Allen. Marine Survey with Paul Coble.

September 30 - October 13. Fundamentals of Boatbuilding with Eric Dow.

October 7-13. Canoe Repair & Restoration with Rollin Thurlow. Building a Dory with Robert Elliot. Marine Survey with Sam Slaymaker.

TITANIC LEGACY LECTURES

South Street Seaport in New York, (212) 669-9430, commences a series of six evening lectures on "The Titanic's Legacy" on October 4th, running through December 13th, at \$2 admission, which includes viewing the related exhibition.

BOATING OPPORTUNITIES IN FAIRFAX COUNTY

Fairfax County, VA, has a directory of small boating locations, many of which are limited to non-motorized boats (or electric motors only), available if you have reason to want to do some boating in the area. This is the home area of the American Canoe Association. Fairfax County Tourism, (703) 790-3329.

MARITIME HISTORY SYMPOSIUM

Mystic Seaport Museum hosts its annual Southern New England Maritime History Symposium on November 3rd. Details are available on scheduled presentations. Curatorial Dept., (203) 572-0711.

ARTHUR MARTIN DIES

Arthur Martin of Kittery Point, ME, designer of the Alden Ocean Shell, and founder of Martin Marine Company, died at home on August 7th after a two-year battle with lung cancer caused by asbestos exposure during World War II work in shipyards. He was 73 years of age. His ashes were placed in an Alden Shell and rowed to the Isles of Shoals where they were scattered on the waters off his childhood home on Appledore Island. Eight of his children and step-children took turns rowing the Alden from the boathouse on Chauncy Creek to the Shoals, escorted by eleven other Aldens and the eight-oared Scilly Isles gig "Kittery". The Alden was left on Appledore Island for use by faculty and students of the Shoals Marine Laboratory. Martin Marine continues operation under the management of Arthur's wife Marjorie and son Douglas.

BURIED VIKING SHIPYARD

Thanks to Peter and Alicia Moore of New York City, for the

following news item about messing about in boats 1,000 years ago in Scandinavia.

Buried Viking Yard Reveals Ancient Skills

From Wire Reports

COPENHAGEN, Denmark — A Viking shipyard unearthed in southern Denmark is giving archaeologists new insights into boat-building techniques of 1,000 years ago.

Excavations started in 1982 after a farmer's bulldozer struck a mass of blackened wooden ship parts on the Danish southern Baltic island of Falster.

Archaeologists have since uncovered the biggest Viking shipyard ever found in Scandinavia over a 370-acre marsh area near the hamlet of Noerre Snekkebjerg. In Viking times, the site, which today lies a mile from the sea, was located on a fjord.

Some 1,700 artifacts have been excavated, and archaeologists reckon they still have years of work ahead.

"The evidence shows that ships were built, repaired and broken up at the shipyard from around 1050 to 1100 A.D.," said Jan Skamby Madsen, curator at Denmark's Viking Ship Museum and one of the archaeologists leading the excavations.

"The finds at Noerre Snekkebjerg — 'snekke' is significantly an old Danish word for ship — represent an incredible treasure trove for marine archaeologists. It is as far as I know the first Viking shipyard of the period ever unearthed," he said.

Only one other Viking shipyard has been discovered in Scandinavia, an earlier but much smaller

one on the Swedish island of Gotland, Mr. Skamby Madsen said.

So far the shipyard site has yielded a wealth of artifacts including piles of tools, shackle pins, masts, hull ribs, rudder frames, joists and planking held together by wooden rivets. A mass of pottery and wood-shavings were found littered over the site along with an ancient hornpipe, an earring and a splendid bronze sheath.

Experts say the abundance of spare parts is due to a shortage of oak for building new ships in the late Viking period. It also indicates the size and importance of the Falster yard.

"Usable spare parts were salvaged from scrapped vessels for recycling in new ships and repair jobs," Mr. Skamby Madsen said.

The use of oak rivets, rather than the iron nails traditionally used by Nordic Vikings, points to the presence or influence of Wends — a Slavonic people who inhabited northern Germany in the early Middle Ages, he said.

"Contrary to what history books say, the Wends were not always at war with the Danish Vikings. They were often allies and were probably given land in Falster in return for allegiance to the ancient Danish kings," he added.

Archaeologists believe ships built at the yard resembled the five 11th-century Viking vessels raised from a Danish fjord in the 1960s and on permanent exhibition at the Viking Ship Museum at Roskilde, west of Copenhagen.

MAINE COAST KAYAKERS...

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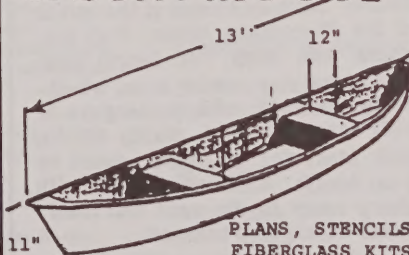
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SOMES SOUND ROWING CLASSIC

The Sixth Annual Somes Sound Rowing Classic took place on July 7th under sunny skies with an 8-10 knot northwesterly breeze. A triangular three-mile open ocean course was used off Southwest Harbor, Maine. The main growth statistic was the increase in sandwiches made by my better half from 62 to 73. The event was hard work but fun all around.

Eight racing shells, ten Alden singles, two Alden doubles, three fixed seat singles and two fixed seat doubles took part in the rowing; seven kayaks formed the paddling class. Fastest time of the day was set by 32 year old Michael Totta at 21:46 in a racing shell. The fastest Alden single was that of 54 year old Hargy Heap at 26:01. Teamates Evan Randolph, 81, and David Brown, 39, topped the Alden doubles in 27:01. Fred Beal, 75, was fastest fixed seat single in 36:33; while Bill Gribbel, 68, and Chris Fasoldt, 42, were the fastest fixed double in 29:03. Kip Brundage, 37, topped the kayak fleet in 25:27. 1st woman to finish was Betsey Rockwell, 31, in an Alden single in 28:48.

Reg Hudson, Southwest Harbor, ME.

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METROPOLITAN NEW YORK WATER ACCESS

The City of New York now has opened eleven launching sites for canoes and kayaks, the map shows their locations. A \$2 annual permit is required for their use, and due to the varying natures of the waters to which these sites provide access, safety considerations are of vital importance. The sites are open dawn to dusk, April 1st to December 1st. Details from listed



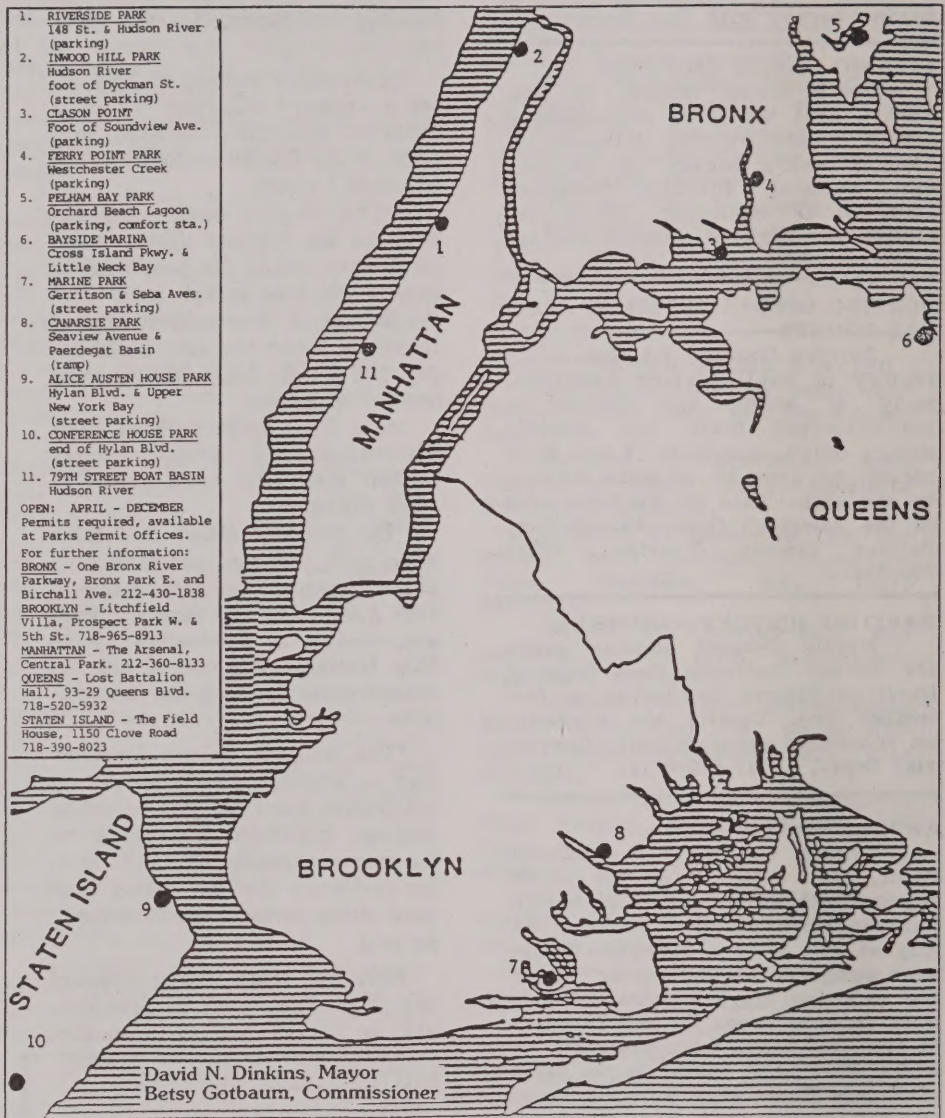
City of New York
Parks & Recreation

KAYAK/CANOE LAUNCHES

1. **RIVERSIDE PARK**
148 St. & Hudson River
(parking)
2. **INWOOD HILL PARK**
Hudson River
foot of Dyckman St.
(street parking)
3. **CLASON POINT**
Foot of Soundview Ave.
(parking)
4. **FERRY POINT PARK**
Westchester Creek
(parking)
5. **PELHAM BAY PARK**
Orchard Beach Lagoon
(parking, comfort sta.)
6. **BAYSIDE MARINA**
Cross Island Pkwy. &
Little Neck Bay
7. **MARINE PARK**
Gerritson & Seba Aves.
(street parking)
8. **CANARSIE PARK**
Seaview Avenue &
Paerdegat Basin
(ramp)
9. **ALICE AUSTEN HOUSE PARK**
Hylan Blvd. & Upper
New York Bay
(street parking)
10. **CONFERENCE HOUSE PARK**
end of Hylan Blvd.
(street parking)
11. **79TH STREET BOAT BASIN**
Hudson River

OPEN: APRIL - DECEMBER
Permits required, available
at Parks Permit Offices.

For further information:
BRONX - One Bronx River
Parkway, Bronx Park E. and
Bitchell Ave. 212-430-1838
BROOKLYN - Litchfield
Villa, Prospect Park W. &
5th St. 718-965-8913
MANHATTAN - The Arsenal,
Central Park. 212-360-8133
QUEENS - Lost Battalion
Hall, 33-29 Queens Blvd.
718-520-5932
STATEN ISLAND - The Field
House, 1150 Clove Road
718-390-8023



David N. Dinkins, Mayor
Betsy Gotbaum, Commissioner

Traditional Canoe Enthusiasts...

Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our quarterly journal, **Wooden Canoe**, annual Assembly notification, and access to hard-to-find books and supplies.

Write to us at:

Wooden Canoe Heritage Association
c/o Edward Cumming
38 Indian Meadow Dr.
Northboro, MA 01532

phones on map.

Additionally, the National Park Service has opened a new ramp and access for recreational boating at Great Kills on Staten Island, as part of a sea wall reconstruction project within the Gateway National Recreation Area. Public use is free of charge on a first come, first served basis for available parking. Details on this at (718) 351-8700.

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ATLANTIC COAST SEA KAYAK SYMPOSIUM

The 1990 North Atlantic Sea Kayak Symposium at Maine Maritime Academy in Castine, ME, enjoyed three beautiful sunny days in early August this year, a welcome change from last year's fog. The quota limit of 400 was again filled, with a majority being newcomers to coastal kayaking. Added to these were about 150 others comprising the teaching staff and vendor representatives. Over 500 coastal kayaking enthusiasts all in one place for a whole weekend, with

close to 50 program features to be taken in, and a beach full of the latest kayaks for tryouts.

The Saturday evening bake at Fort George saw 270 lobsters disappear, and evening entertainments found Audrey Sutherland inspiring all with her epic trips in an inflatable; Olaf Malver wowing with slides and comments on his Greenland coastal excursion; and Howard Rice keeping all glued to their seats with his show on sailing a kayak around Cape Horn. Most felt

that THAT would not be their next vacation option!

Next year will be the tenth anniversary of the nation's first sea kayak symposium, another opportunity for introducing people to this now established way of messing about in small boats, encouraging them to pursue their own paddling dreams in the safest and most responsible manner. And it's fun doing this!

Mike Perry, L.L. Bean Public Clinics, Freeport, ME.

Nothing was Left Out

Blow It Up and Go Around the Globe!

Hawaii, Alaska, B.C., Africa, and more.

Paddling Greenland

A 700-mile journey along the Northeastern shore.

Sea Kayaking: What's It All About??

For newcomers to sea kayaking, a friendly discussion on how to get started.

Advanced Kayak Design

How paddler and boat interact in a fluid environment.

Map & Compass Workshop

Basic and essential skills.

Choosing a Kayak

Fitting a style, size, shape, and features to your personal needs.

Baja Trip Planner

Tips for making the most of a winter time paddling vacation.

Go Light! Go Now!

A low tech approach to gear selection for the budget-minded world traveler.

Building a Skin Boat

Handcrafting a kayak with a lightweight frame and fabric shell.

English Gates Demonstration

Practice techniques for honing your paddling skills.

Reading the Wind and Waves

The dynamics of the ocean environment and its interaction with the shoreline.

East Coast Paddle Planner

Put ins, take outs, and other logistics from New Jersey to Massachusetts.

Tropical Trip Planner

Health tips for the international paddler.

Self and Group Rescue Demo

Non-rolling rescue techniques.

Basic Seamanship

A paddler's view of the wind and waves and how they affect you.

Paddling on the Great Lakes

High adventure on the Inland Seas

Map & Compass Workshop

Basic and essential skills.

Advanced Paddling Skills Demo

Strokes and combinations for paddling in adverse conditions.

Women's Paddling Issues

Round table discussion of women's paddling concerns.

Basic Navigation

A paddler's strategy for dealing with wind & waves.

Paddling the Coast of England

Slides of what England has to offer.

Symposium

An introduction to orienteering skills

TASK (Trade Assoc. of Sea Kayaking) Meeting

All welcome to attend!

Audrey Sutherland

Olaf Malver

Mike Perry

Frank Goodman

Bill Wildpret

John Dowd

Karen Herigstad & Stephen Mace

Audrey Sutherland

Don Betts

Bart Hawthaway

Ken Fink

The Lozano's

Dr. Stephen Blythe

Lee Moyer

Lee Moyer

Stan Chladek

Bill Wildpret

Derek Hutchinson

Judy Moyer, Pam Jones, and Audrey Sutherland

Lee Moyer

Frank Goodman

Bill Wildpret

A Passion for Paddling

In all kinds of weather, through all the seasons, the things that lure us from the shore.

Exploring Nova Scotia's Southwest Coast

Discovering the colorful fishing villages and wilderness coastline from Yarmouth to Halifax

Around Cape Horn

A first; solo sailing a kayak where the Atlantic and Pacific angrily meet!

Selecting a Folding Kayak

Piecing together options and advantages for folding boat travel.

Provisioning for a Trip

Packing a lightweight menu for taste and nutrition.

Paddling Southeast Alaska

Audrey's Alaskan travels in the summer of '90.

Map & Compass Workshop

Basic and essential skills.

Group Dynamics

Choosing traveling companions, helping a group function harmoniously on an extended trip.

Foraging a Coastal Menu

Edibles from Mother Nature's kitchen.

Boat Design, Selection, and Outfitting

Selecting design features that match your lifestyle; and personalizing your boat for comfort.

Kayak Sailing Demonstration

Map & Compass Workshop

Basic and essential skills.

Day Trips Along the Maine Coast

Launch sites, destinations, gear considerations for fun and enjoyable outings.

Customizing Your Folding Boat

Modifications for personalizing a folding kayak.

Tandem Kayak Rescues Demo.

Rescues for the doubles boater.

Wilderness Medical Considerations Pt. 1

Prevention and care of basic wilderness medical emergencies.

The Maine Island Trail

An overview of Maine's 325-mile Island to Island small boat waterway.

Map & Compass Workshop

Basic and essential skills.

Dressing for Protection

Selecting the right clothing can be the key to comfort and safety through the seasons.

Esikmo Rolling Demonstration

The most "efficient" of rescues.

Wilderness Medical Considerations Pt. 2

More advanced medical skills for treating wilderness emergencies.

Paddling With Kids

Panel discussion on tips for family paddling.

Ken Fink

Mike Perry

Howard Rice

John Dowd

Judy Moyer

Audrey Sutherland

Bill Wildpret

Frank Goodman

Alex Delicata

Lee Moyer

Howard Rice

Bill Wildpret

Mike Perry

The Lozano's

Howard Jeffs

Wilderness Medical Associates

Dave Getchell Sr.

Bill Wildpret

Cathy Piffath

Derek Hutchinson

Wilderness Medical Associates

Dowd, Betts, Singer



The Crockers of Manchester

We had rounded Newcomb's Ledge off Manchester and were now on the final downwind spinnaker run to the finish line of the 27th Annual Crocker Memorial Race, and it was then that Ringo said, "look back at that." Behind us spinnakers were blossoming out as most of the 80 boat fleet, now behind us, rounded the mark at Newcomb's. But our skipper wasn't looking back, Sturge Crocker stood forward beside the towering mast of his 40 footer, the spinnaker sheet in his left hand, a shroud in his right, with eyes on the great blue and red chute now pulling us along in the light airs. His daughter Kitty took over the helm when he

would go forward this way. In his denim shirt and dungarees, green suspenders and straw hat, Sturge was hardly the image of your weekend yacht racing skipper. But he was making "Five Ply" go.

Sturge built "Five Ply" back in 1965, a 40' plywood sloop that was the last, and only, version of a plywood sloop, the Crocker 20, that his famous naval architect father, Sam Crocker, had designed to compete in terms of building time and cost with the growing menace of fiberglass boats. The Crocker 40 was an outgrowth of the Crocker 20 and Crocker 30. "Five Ply" had never left Crocker's possession, and now here we were in this boat Sturge

had built a quarter-century ago, Sturge himself on his 25th outing in the 27 year run of this locally popular yacht race in the same boat. No wonder he knew how to make it go. Crewing were his son Sam, daughter Kitty, grandson Skip, son-in-law Ringo and a good friend John Leventhal. I was supercargo, along for the ride to experience a bit of local tradition with the family who were the reason for it all by virtue of their four generations of devotion to designing, building and maintaining classic wooden yachts.

A few years ago, Sturge Crocker gathered up all of his father Sam's original drawings of hundreds of classic yachts he had designed for John Alden, and later on his own account, and put together a book with International Marine Publishing. The priceless plans were then taken from file drawers upstairs over Sturge's boatyard shop and stored safely away in the nearby Peabody Museum archives for posterity. All 2,000 copies of the book published have long since been sold, so if you have one, it's now a collector's item.

"Some people think my father started the yard here," Sturge will explain to an understanding listener, "but it was always my own, I bought this piece of property in 1946 so I could build boats on my own account," he concludes. And over the past 44 years Sturge Crocker has turned out many wooden yachts, many of them his father's designs. "I had a good arrangement," he elaborates, "what with my father designing a boat for

Top photo: Son and daughter, Sam and Kitty, and friend John, at ease as Sturge has the helm. Below: Fine tuning the jib.



someone, and me ready to build it for him." Towards the end of his career, Sam Crocker retired from his Boston office to his home in Manchester, and Sturge made an office for him at the boatyard. Now, Sturge has retired from day to day operations at the busy yard on the inner harbor in Manchester, Massachusetts. His son Sam and grandson Skip handle the yard with daughter Kitty handling the office. Three generations now at work here, for Sturge is still there about every day doing something.

"Did they show you the boat we're building now?" Sturge asked me when I dropped by to invite myself onto his boat for the upcoming race. No, they hadn't, so Sturge led me inside the cavernous shed where a classic plank-on-frame 34 foot "double-headed sloop" was taking shape. "We started this about three years ago to give the yard crew something to do when things got slow," Sturge explained, "but it never happened, so I've been working away on it." The short bowsprit is supported by a carved cricket, for that's the boat's name, "Cricket". In early times Manchester folks were known as "crickers" from their home by the creek, and this in time became "crickets". The cabin house is on and Sturge is working on the interior now when he gets a chance. A lifetime of such building is focussed on this lovely craft, one of Sam Crocker's designs which Sturge has modified some above the waterline. It will probably be the last Crocker-built boat, Sturge Crocker is 74 now.

"All the boats I've built always were on contract and I never could do everything just as I'd always like," Sturge said. "This one will be for sale, but not until I'm through with it," he went on. "I'm not entertaining any offers nor offering it for sale until then." At last, it seems, the chance to build just as he wants to, no schedule, no customer input, no external financial restraints. "Of course, I'll never get my time out of it," Sturge comments in his matter of fact way. "We never did make money on all those wooden boats we built," he elaborated, "people just didn't want to pay for the time it needed to do things right."

Right from the top: Some of the fleet just rounding the mark onto the downwind leg. Sturge conning the boat from the foredeck where he could keep an eye on the spinnaker. "Five Ply", built in 1965 of lumberyard exterior plywood and waterproof glue has cost less than over its quarter century than the hardware on a modern 40 footer, according to Sturge.





Well, maybe not, but here's Crocker's Boatyard, 44 years after Sturge opened up for business, busy as can be. While other yards on the Massachusetts north shore are feeling the pinch of economic decline and by July were flat, Crocker's still hadn't got over the spring rush. Sturge's son Sam, an easy-going middle aged guy who has worked in the yard since he left Wentworth Institute after one semester, and now runs it, told me they had about 200 regular customers, storing about 80 boats at the yard, another 20 in a rented location in Essex, and with about 100 that trailer out in the fall and back in the spring. Crocker's enjoys a strongly loyal clientele of yachtsmen, both fiberglass and wooden boat owners, people who consider themselves fortunate to have their boats cared for by the Crockers.

The Crocker Memorial Race accepts all comers, the race is a staggered start affair so arranged that ideally all the boats from smallest to largest should come down to the finish together. No handicaps are calculated in, except within the last group, the largest craft. No protests are permitted, many of the boats have full family groups onboard out for the fun, and the post race gathering at the Manchester Yacht Club is a cheerful occasion free of tensions and technical disputes, with chowder and drinks enjoyed on the veranda overlooking the crowded harbor full of yachts.

The day was a light air day, the boat was moving the fastest I noted on the knotmeter when we crossed the start at Gales Ledge, about 5 knots. It was a reach along the coast to a mark off Eastern Point in Gloucester, then a beat out to sea to Newcomb's Ledge, then a run back to Gales, about a 15 mile triangle. We were behind three others in our class, ahead of four, and nothing much changed except the wind grew even lighter and a bit fluky as we neared Gloucester. Then we ran into dead air while the three just ahead of us missed it, and the only tacking in the entire race for us took place to get going again. Sturge had pondered a while about putting up the spinnaker, finally doing so after other boats ahead of us in earlier classes began to fly theirs. When we hit the dead air, the chute had to come down and the jib go up so there was time lost.

"Cricket" is Sturge's culminating creation, 34' of classic wooden yacht built just as he wants it. Sturge carved the cricket figure-head, built the wheel from old hardwoods found in the stove wood pile, designed the above-the-waterline hull (his father Sam designed the underwater part years ago), and has built much of the boat.

As we rounded the mark at Eastern Point, we again had some breeze and we picked up to about 4 knots on the windward leg. We'd only just started to overhaul some of the earlier boats at Eastern Point, but now on the long windward leg we began to move up through the fleet, and I confess that this was the most interesting part of the leisurely race, as we steadily overhauled the variety of boats out here in this event. The difference between 3.75 knots and 4.25 knots became readily apparent, nobody was overtaking us, we were moving through quite a flotilla ourselves, but not catching our own class leaders. The dead spot had broken contact for us.

Rounding that mark at Newcomb's, we were in close company, a dozen boats all making the turn, we went round just outside a 24 footer that was tight to the buoy, with another larger boat of our size just outside of us. Now came what was to me a pause in the action, as most of the boats now undertook to put up their spinnakers. This seems to take a while, and I couldn't help but feel somehow that we were parked there while all the foredeck work went on hooking up the pole and the halyard and sheet, ready to pull the chute out of its bag. Sturge said just about nothing, he was right up there at the forestay doing something, but when he was ready a quiet comment got it all going and suddenly the big multicolor chute was up there out front of the jib. The other big boat was much more of a Chinese fire drill, much shouting and scampering back and forth along the deck, and when their big orange chute went up, it went up as a twisted piece of cloth. With further shouting, it came down again. Meanwhile we were underway again, up to nearly 3 knots.

Slow motion. I realize this was a pokey race, no drama involved with so little wind. What was involved was getting the most drive out of so little wind, and this was why Sturge was up there by the mast controlling the spinnaker from where he could see it all, while his daughter Kitty again had the helm. We never caught the front runners, the fastest smaller boats nor the other big ones that had the jump on us. But about 80% of the fleet was now behind us. "If only we had one more leg," Ringo said.

Ringo, Kitty's husband, has crewed 15 years in this race and had the war stories about bygone heroics. Like when a shroud broke and the mast, stepped on deck on the 40, hopped over the side and broke up in pieces. A week later Sturge was back out on the line, a new mast he'd built that week in place. But that was then.

I learned during this race that Sturge Crocker is unusual among boatbuilders in that he loves to sail and race also. Most often, the guys who build the boats aren't all that hot about sailing them. Takes them away from the shop. Sturge has always loved sailing, I was told, and certainly I was able to observe first hand this man once again urging on this boat he had built himself 25 years ago, feeling how it was doing through his feet planted firmly on the deck, working his way up through a fleet of boats that included many he had built himself over the years.

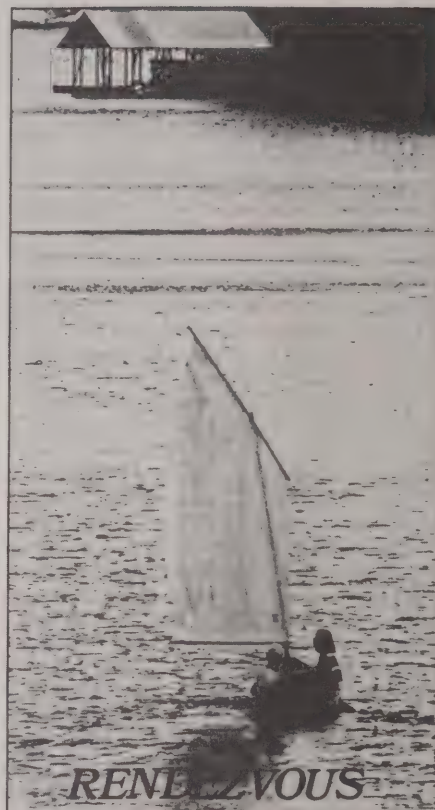
And back there in the shed waited "Cricket", until her builder could again spare some time in his retirement to give her the attention he feels she deserves. Sturge's wife is seriously ill and he's devoting much of his time to caring for her, but "Cricket" will surely be completed. And when she is, she'll be for sale, so Sturge says. One of his many admirers said to me, "Some maritime museum ought to buy that boat, it'll be a fine example of the life work of a great boatbuilder."

Report & Photos by Bob Hicks



From the top: Still fine tuning the sails. Crocker designs by Sturge's father Sam were often built by Sturge. Bottom is famed Stonehorse sloop design.

ADIRONDACK GOOD BOAT



The 1st Annual Goodboat Rendezvous in late July at Long Lake in the Adirondacks of upstate New York turned out well, with a dozen Goodboats on hand, including the newest, #31, "Mole's Boat" which we just finished up on Friday for Bill Sommerfield of Massena, NY. We launched her on Saturday just before the Great Versatility Rallye, an event modelled on Ben Fuller's versatility race of Mystic Small Craft Weekend fame.

Byron McCulloh brought the great "Bodid II" ("Boats", Feb. 15, 1990) and rowed it over to the meet from the launching ramp with his sliding seat rig and Swiss sculls. He then rigged the big lug main and jib. Bob LaVertue and family brought their Bill Clements built Iona model decked sailing canoe. The LaVertues and one Goodboat family, the Donaldsons, camped down Long Lake on some of the beautiful state owned shoreline.

Hallie and I had our "Eleanor", the 18' square stern Old Town which we call the proto-Goodboat. Somebody let us have that boat years ago for \$100, with sail rig and oars. I made sure the Goodboat would have some of its good qualities. For this weekend I bent on a new Douglas Fowler la-

From the top: Beach lineup. Bob LaVertue and Reuben Smith take "Eleanor" into the "Versatility Rallye". Stephanie Donaldson moves forward to tighten the downhaul. Joan Ferette and Bob Lustberg, Long Lakers, with Goodboat #5.

teen sail, but the wind was feeble.

My brother Everett, still very much in the boatbuilding and restoration business, brought a gorgeous Hutchinson utility inboard from the famous St. Lawrence builder as our "service boat". The main "service" was to add an object of beauty to the gathering. It has a lapstrake semi-planing hull 20-1/2' long made of one-piece mahogany planks.

We tried a Piantadosi Row Wing and sculls for the first time on our regular demonstrator/playboat "Elizabeth". We were delighted with this machine. It fits into the Goodboat perfectly, the monorail spanning over the middle seat, legs resting flat on the bottom, and just two screws to fasten it into the gunwale clamps. Not a mark put on the boat. It didn't seem at all unreasonable to row that boat with the long oars and a lot of leg. One of the Goodboaters ordered one right away on condition that I find a buyer for an extra outboard motor of his.

We had "Adirondack Goodboat" teeshirts printed with the caricature of Hallie and I in "Eleanor" that Jerry Stelmok gave us, framed, for a wedding gift. Some idea of its nature can be gained from the caption it bears, "Despite dismasting, storms, and a lightning strike, Goodboat prototype conquers Champlain!" There's a seagull sleeping on the splintered top of the mast, Hallie's wearing a cowboy hat and her knees stick up high, I'm looking like I just swallowed a goldfish, etc.

We supplied three crew members for one of the entrants in the war canoe race, and they came in third of three, and got medals to hang around their necks. My Goodboat people didn't take to being organized for things I had planned, like intentional swampings. Their boats were full of pound cake and whatnot. They rowed and sailed and gammed. About the only thing I interrupted them for was the "Versatility Rallye", which I hadn't dared to call a race. But once they got started on that, just pretending, you know, to compete, they went for each other's throats. Luckily, I had been talked out of having the 720 degree turns in the rowing and sailing leg, or I'd have probably gotten some repair work out of the event.

I had spent half the preceding week preparing to win this race myself. But I didn't. Hallie wouldn't let me. "You're not going to try to WIN this thing, are you?" she asked. "You'd better not!" But, gee, I had called Douglas Martin and discussed that modern sculling oar that he had designed and that Ben Fuller had shown in "SBJ" articles a while back. I'd made such an oar and I'd made a lock for it that went on a bracket that anyone could clamp on a boat like a mini

leeboard thwart. I thought it would be just the thing for two persons propelling a boat with three implements. One of them would be looking in the right direction. And, we were fast with it. But as soon as we'd get ahead, or up with the leaders, Hallie would insist on circling around to take pictures.

That was what she was being paid to do, and so here are some of them. The family who came to launch "Mole's Boat" for the Sommerfields (who couldn't attend), two adults and five kids, didn't

have a sail but joined the race anyway. The captain said everyone had to stand up on the downwind leg and they all paddled with their hands on the other legs. It was fun. Everyone wants a longer "Versatility Rallye" next year.

Yeah, next year. I think there'll be a Goodboat Club by then to organize it and maybe we'll have a few more boats.

Mason Smith, Adirondack Goodboats, North Point Rd., Long Lake, NY 12847.

Photos by Hallie Smith.



From the top: The seven Zyziks in "Mole's Boat", just launched, and raced this way, sans sail. This maneuver was not acceptable for the "Rallye". Nobody else wanted to try this "swamp and recover" exercise. "Eleanor" under power, tows Byron McCulloh's "Bodid II", no wind.

A.C./B.S.

Lake Champlain Meet

The Marble Island Club on Lake Champlain was the scene for the 5th Annual Antique & Classic Boat Show sponsored by the Lake Champlain Chapter of the Antique & Classic Boat Society in July. The Show attracted over 50 boats ranging from a 7' dinghy to a 46' Elco motor yacht.

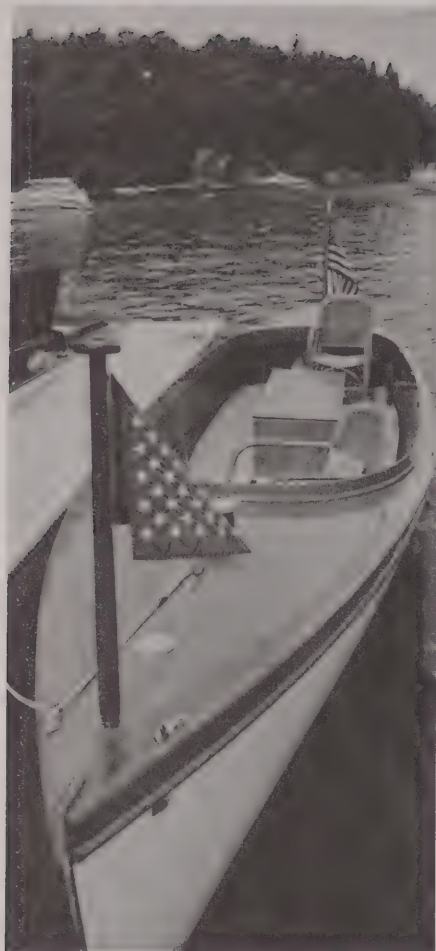
The very well organized event was run by Neil Durgin and Glenn McKibben with the help of 30 volunteers and was a first class show. Several hundred spectators turned out to see the results of innumerable hours that many owners have

lavished upon their boats.

Particularly delightful at this event is the variety of craft exhibited and the wide ranging interests such variety represents. Antiques, replicas, original designs, power, sail, oar and paddle, all were represented. If you could find nothing here to strike your fancy, then you were no boat freak.

Further information on the Antique & Classic Boat Society is available from them at Box 831, Lake George, NY 12845.

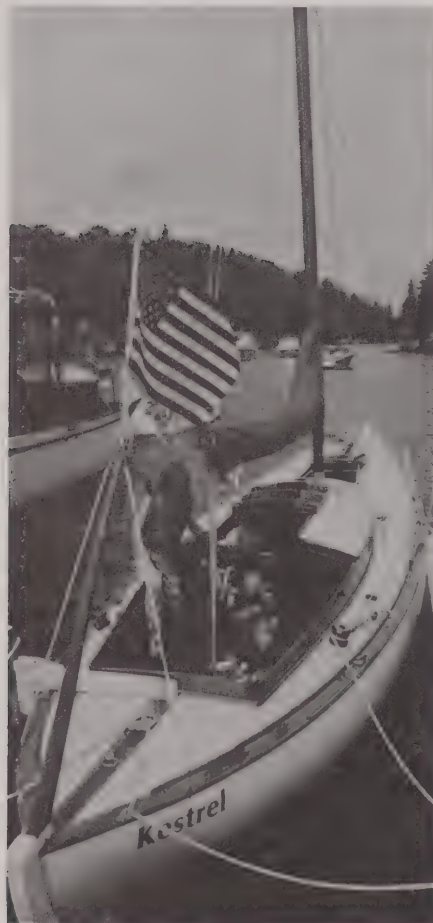
Report & Photos from Pete Cartier



Above: A 15' Lyman special ordered by owners Edward and Betsy Buton of Shelburne, VT, in 1959, has its original 35hp Johnson. Below: A 12' Old Town rowboat built in 1939 for a Central Park, NY, rental fleet.

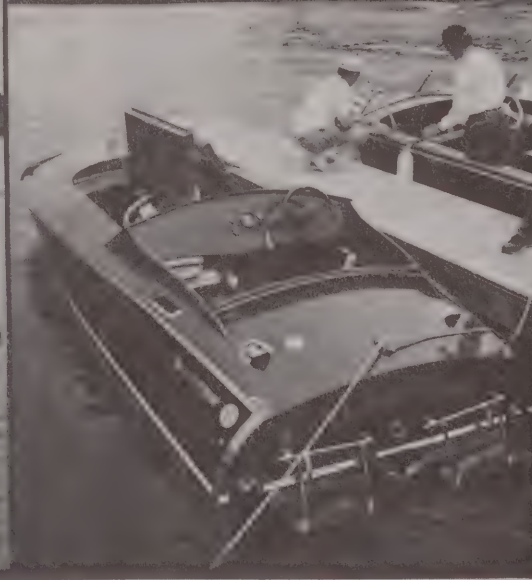
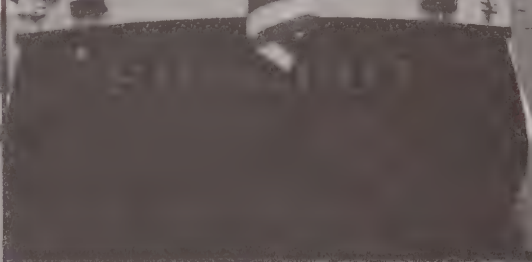


Left from top: This 25' Fay & Bowen inboard launch was built in 1907, still has its original 4-cylinder Fay & Bowen engine. Owner is Parker Hackett of St. Albans, VT. A 27'8" Tumblaren sloop built in 1983 to exact specs of the 1934 design except for strip planked hull, is owned by Joel Page and Donna Dupray of Mallets Bay, VT.



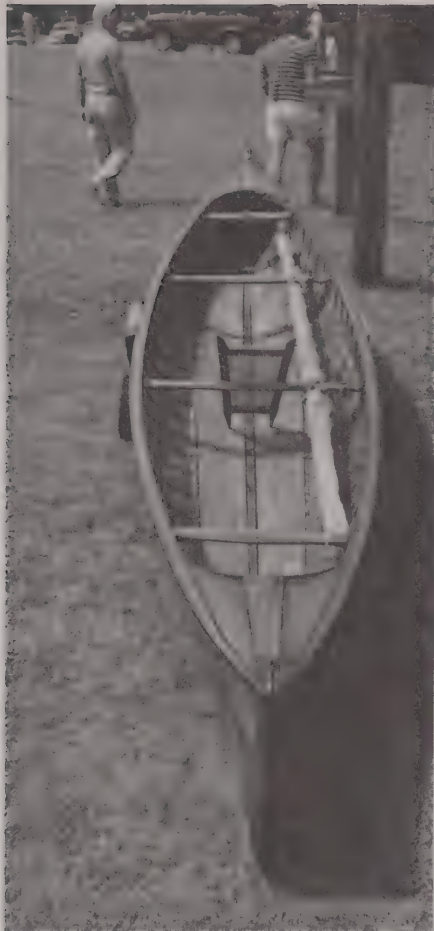


Across the top from left: Anne Weeks' 7' Thompson dinghy. A 1985 replica of a 1912 Herreshoff Buzzards Bay was built in York, ME, is now owned by Miles and Nancy Heller. "Otay", a 20' Chris Craft Sportsman built in 1956, was used on Lake Memphramagog, later spent five years in the woods before being rescued by Jan and Don Dean of Plattsburgh, NY. Right: "Stinkpot" is a 20' Seabright Skiff bought at the 1948 New York boat show by owner Bill Truex's grandfather. Below: "Madame X" is a 20' Ventnor built in 1948, owned by the Ladue family of Cumberland, NY. "Woodchuck" is an 1899 Palmer design steamboat built in Stratford, CT. It's been repowered in 1985 with a steam engine built by owner Stephen Crosby of Milton, VT. Below right: "Nick of Time", an 18' runabout built in 1990 for Walter Otto by the B.W. Spencer Boatworks, has 454 Crusader power.



Antique & Classic

Wooden Boat & Car Rendezvous



Billed as the First Annual Antique & Classic Boat Rendezvous, this event drew about 30 boats to Lake Pleasant in Speculator, NY, on a gorgeous Saturday in July. The gathering was an outgrowth of an informal get-together held the previous summer.

A wide range of boating interests was on display, including a beautiful cedar strip West System (tm) kayak built by John Thomas. Weighing only 16 pounds, it was assembled without the use of any mechanical fasteners.

Ann Hallock's and Rose Beaudoin's 1933 Electric Craft launch was a delightful representative for non-petroleum power aficionados. Six 6-volt batteries drive an electric motor with three forward speeds and one reverse, just the ticket for a leisurely champagne cruise.

The wind and human power set brought a Peterborough sailing canoe. Built somewhere between 1893 and 1929, it featured internally battened planking. Adirondack guideboats and Old Town canoes were also on hand for examination.

Mahogany lovers were well represented. Of particular interest to

spectators was the GB3, a 1941 19' George & Bliss Co. runabout, identical to a boat commissioned by Kate Smith of "God Bless America" fame, now owned by Bill and Gary Miller.

On adjacent dry land a display of about 20 antique and classic cars included two Ford woodie station wagons from 1937 and 1940 that were of some interest to runabout owners. They might have even floated for a little while.

The event concluded with a parade of the boats around the 4 mile long lake (the cars stayed behind). The anchoring of the boats off the beach made it possible for spectators to wade out for an up close look at each. It was, to my mind, what a boat meet should be, a free, informal gathering of a wide variety of boats and boating styles, with the chance to talk boats and swap stories. Organizer John Mullens plans to make this an annual affair. He can be reached for further information at 3 Nutmeg Ct., Clifton Park, NY 2065, (518) 371-1993.

Report from Pete Cartier. Photos by Hilary Cartier, Glens Falls, NY



Left from top: A Peterborough sailing canoe of a design built between 1893 and 1929 has unique internal battens. John Thomas' 16 pound strip built kayak has no mechanical fasteners of any kind.



A 1933 Electric Craft inboard launch owned by Ann Hallock and Rose Beaudoin is powered by six 6-volt batteries.



Bill and Gary Miller's GB3 inboard runabout was built by the George & Bliss Runabout Co. in 1941.



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Two Ford "woodie" wagons on land, a '37 and a '40, displayed a lot of varnished hardwood.



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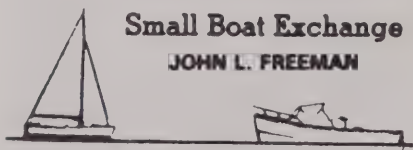


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SYSTEMTHREE



A Simple Sail

Set sail from the Ockway Bay (Mashpee, Cape Cod, MA) boat ramp at 6:30 a.m. Wind ENE and building. Sky overcast. It's Monday morning and there are no other boats in use. Ockway Bay is a small area about a half-mile long and up to several hundred yards wide, on the west side of Popponesset Bay. The shoreline, like nearly all of Popponesset's waterfront is resplendent with incredible houses, most with boat docks.

I am sharing this place with egrets, herons, terns, Canadian geese, ducks, gulls, and shorebirds of every description. In spite of all the wealth present here, I am thinking that perhaps it is I who am the richest of all this early morning. Why do we humans endlessly complicate our lives in an attempt to make ourselves happy? I noted the contradiction between life in those shoreside condos and that of the creatures who simply inhabit the marsh.

The sail out of the small bay and into larger Popponesset Bay is straight upwind into shifty, fluky air, and the Melonseed wants to go faster than I care to. I am indulging in a no-stress Monday morning for a change. Setting the sheet (and my mind) loosely, I watch the scenery drift by.

Soon into the more open water, I look for a few landmarks and whatever aids to navigation there might be. Buoys seem to be scarce around here, so to be safe, I set the Melonseed's daggerboard at half depth and that will allow me to sail safely on into about 18" of water.

Downwind or on a broad reach with no board down at all, I could scoot across shallows less than a foot in depth.

The main body of Popponesset Bay is about a mile long by one-half mile wide, running north to south, so I have time to forget about a specific heading and let my mind ponder on the wonders of this little Melonseed. She has risen from near obscurity to steal the hearts of so many small boat enthusiasts. In spite of being in strange waters, I know that she will provide me with all the seaworthiness required to see me safely home should adverse conditions arise. I have noted that Hurricane Bertha is working her way up the east coast, and although still 500 miles away, is generating her first onshore breezes.

After about ten minutes I've reached the small entrance to the Bay. Still not a boat in sight! The cut in the land between the end of Popponesset Beach and Meadow Point across the Bay is quite narrow, and with the wind right on my nose and the tide rushing in at four knots, it doesn't seem worth the effort to go outside, when I've yet to really explore the Bay. Besides, the northeast wind has now risen a bit and begun to chop up the waters in Nantucket Sound.

With the board fully up, I slide along the inside of the barrier beach about twenty yards from the edge of the tideline in about fifteen inches of water. This has got to be one of the most magical of feelings. I am running just

about dead downwind at near planing speed and the pressure of the hull on the shallow water is creating a big stern wave. If a boat could talk then, right now the Melonseed would be laughing. Perhaps the bone in her teeth is really a smile? I wish there were two of me so I could be watching myself experience all this.

Is it testimony to the design brilliance of unknown watermen of the nineteenth century that this little boat sails and handles so well? Perhaps it is just luck? I quickly dismiss luck, especially when I consider the multitude of other wonderful North American small watercraft that have evolved over the last two centuries. Consider catboats, dories, peapods, sharpies, duckers, bateaus, working skiffs, etc. All so beautiful and functional. I truly hope the Melonseed Skiff will earn her place in this "hall of fame", and that I can build enough of them to help the cause.

After exploring a couple of very narrow creeks, I decide to head back up the Bay. The wind had stiffened further and it would be a close reach. Some local markers suggest a sand bar ahead, and amidst them a flock of terns is diving into a school of sand eels, confirming my suspicions. Why not have some more fun? Pull up the board again, bear off the wind and slip over the bar, all the time watching the sandy bottom come up to within a foot of the hull. The birds weren't at all amused and the sand eels headed elsewhere. Meanwhile, still no other boats in sight.

Back on course again and reaching for Ockway Bay. Passing a point of land I notice a couple on shore whose attention is securely fixed on the Melonseed. They even walk along the beach for a way to keep me in sight, and I respond by swinging in towards the beach a bit and throwing in a smart gybe for good measure. Easy enough, and they wave in approval. I hope I never get to take these little rewards for granted.

The last run down to the launching ramp takes only ten minutes, one third of the beating time headed out earlier. I imagine life under sail before the advent of the internal combustion engine. I bet there were fewer deaths then from stress related causes.

This morning I have added another page of happy experiences to my Melonseed file. No leatherbound journal this, just memories to last a lifetime.

Roger Crawford, Crawford Boatbuilding, P.O. Box 430, Huma-rock, MA. 02047.



Story & Illustrations by Tom

The Delivery

PART II - CONCLUSION (Part I
Appeared in the July 1st Issue)

The Customs officer came aboard, smiling in a white uniform. "\$20 a piece please," he said.

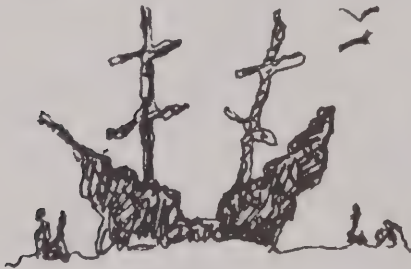
"There never was a fee before," the Skipper said.

"There is now, young man. Thank you very much and welcome to the island."



WELCOME

We paid and went ashore. Everybody scattered to get away from one another, the reaction to confinement.

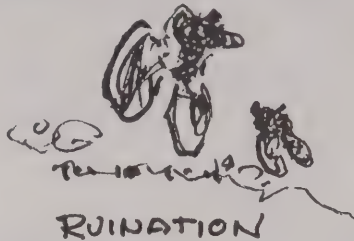


DELIVERANCE

There was a replica of the ship "Deliverance" on the dock with a bronze statue of the captain looking elated that his island could extort \$20 from every unfortunate arrival. Five of our crew dashed to the airport and flew home, leaving five to continue with the delivery. We explored the island by motorbike. I saw nothing but the tortuous hills and curves ahead of me as we whizzed through the landscape missing obstructions by a hairsbreadth.

When I returned the bike I decided that progress wasn't all that great. I could go along with the discovery of fire but the invention of the wheel was going too far. It was only a matter of time before some stupid bastard would put the fire in a box and then put the whole thing on wheels and show us how to roar down the road to ruination. I continued my explorations on foot.

22



RUINATION

The island was honeycombed with subterranean caves. People had lived here for hundreds of years and no one knew about the caves, until a kid came along playing with a ball. The ball disappeared down a hole. The kid screamed and in a panic followed the ball down the hole. He recovered the ball and triumphantly took it to town, and told everybody how he recovered his ball in a cave.



DOWN THE HOLE

"What cave?" they asked. He took them there and the people went crazy over the hole. The kid walked away bouncing his ball wondering how people could get so excited over a hole in the ground. We learn nothing about the ball that discovered the cave or this kid who found the ball, for that matter. They're just referred to as the kid and the ball.

DISCOVERER



I walked along the cliffs pondering these odd omissions of history. I noticed then that the island was another paradise. Filled with flowers, birds, beaches, tropical trees, and friendly people, all of which left me with nothing to criticize. I was hopelessly lost, until I noticed that every point of land was decorated with a fort, each named, oddly enough, after a saint. The two priorities of history, obviously, were plundering and then retreating into a fort named after a saint to defend the loot.

— PARADISE —



FORT

I returned to the boat contentedly disgruntled. The Skipper noticed my condition and asked me if I'd like to use the little sailing dinghy hanging in davits over the stern. "I sure would," I responded.

We lowered the skiff into the water. I stepped the mast and raised the sail and spent the rest of the day alone in that small boat in the harbor. The boat was quick and handled well. I reached, ran and beat around the islands, wrecks and anchored boats, explored the inlets and headlands while the wind held light and steady. I wanted to sail out the entrance and into the open ocean, but thought better of it. It was a wonderful day and convinced me that nothing is better than a small boat in which to enjoy the water.



SMALL BOAT

I awoke the next morning with an unbelievable craving for a chocolate bar. The others were still asleep. I waited patiently while the



CHOCOLATE BARS

craving increased. Nobody got up. I talked it over with myself and concluded that they were never going to get up in time. So, I leaped into the Zodiac, and couldn't find the oars. I'd have to use the damn outboard.

It chuckled at me maliciously as I incompetently played with its switches. It started but would only go into reverse. It laughed devilishly at me. "The hell with you," I

said, and drove to the island in reverse, bought two chocolate bars, and drove back out to the boat in reverse. When the crew awoke, they found a surfeited chocolate-phyle topside.



All day thunderstorms came through. A large boat dragged its anchor and drifted towards a derelict, but motored away from it just in time.

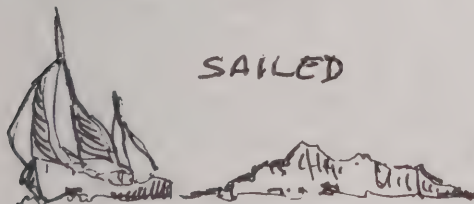
STORMS

The next day we hoped to sail. Two boats left early while we prepared. They returned before we cast off and reported that the sea conditions were too severe due to the aftermath of the storms. Another day on the island in which to smell the flowers, listen to the birds, watch the kaleidoscope of color, and desperately try to criticize something.

I breakfasted ashore, wandered the streets and got caught in a rainstorm. When I returned to the boat I was cold, soaked and con-

CONTENTED

tented. I read, wrote and slept until the next day. We sailed.



The weather was perfect, and outside the harbor the sea gently rolled westward. The days fell into one another with the routine of the watches. Today was the 30th of April, my birthday. I got seasick and threw up in the hopper. I must say an uncomplimentary word about the ship-board hopper. A marvelous device. After you've done your duty, you remain seated and pump the handle on the side. You could pump a foundering boat dry with all the

DEVICE



effort it takes to make the thing function. And when it does, eventually, it merely forces waste matter through a complicated system of pipes that clog up and malfunction in every possible way, to ultimately release the untreated waste into the ocean, when it could have been



pitched over the side in the beginning from a bucket.

One day we approached a wall of thick gray clouds. "That's the Gulf Stream," the Skipper told us. We entered squalls with thunder and lightning all about. Quick, violent storms passed to either side. Some chased us and overtook us occasionally. Other times we ran into them. "The Gulf Stream is a river



GULF STREAM

in the ocean 60 miles wide with constantly unstable weather that confuses and terrifies ship captains," I was told. In my bunk, the boat lifted, shook, and then slammed down like an old shoe. Everything was rolling around down below trying to find a place to hide.



The only comfortable place to be was topside, steering and staring at the binnacle. It was the only stationary thing aboard. The horizon would disappear above the canopy top one minute, then disappear below the bow the next. The

bow finally disappeared for a good long time, then reappeared with the running lights extinguished. The Skipper took the wheel. From then on, we motor-sailed at 8-9 knots through 30-40 knot winds.



"Do you ever heave to?" I asked.

"I never hove to in my life. I always get where I'm going, fish and get back," he answered.



I poke my head outside the canopy and notice that the mainsail was ripping up the luff. "We

should take the sails down," I suggested.

"F--- the sails," was the Skipper's reply, gunning the motor and squeezing another knot out of the boat. We eventually roared out into the sunlight, into a moderate wind and a long slow rolling sea.



We continued for the next two days through this uneventful seascape, only to then be engulfed in a thick coastal fog off George's Bank. The helmsman couldn't see the bow of the vessel.

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FOG

"Should someone man the radar?" I asked.

"The radar doesn't work," the Skipper said.

"Do we have a bell or a horn?" I asked.

"I'm going below to sack out," the Skipper said. "I don't want somebody ringing a bell or blowing a horn. Besides, nobody would hear it over the sound of their own motor anyway. I've called on the radio to see if anyone is in the area and got no response."

"Could we reduce speed?"

"Not this boat, this is a delivery." I felt I had just asked if the world could slow its spin.



SEVEN KNOTS

We continued on through the fog at a steady seven knots. I popped my head outside the canopy to try to identify whatever we were going to hit. I stayed outside the shelter for my watch trying to see icebergs, tankers, cargocarriers, passenger liners, oil platforms and everything else my imagination could concoct. The fog cleared by the end of my watch, off Nantucket, where the "Andria Doria" went down in a fog.

We rounded the Elizabeth Islands and made our way up Buzzards Bay. The wind and tide were against us when the motor crapped out. There was a blessed silence and no vibration, like the universe had come to a stop. Our universe anyway. We were near a channel marker, sailing on a port tack. We



MARKER

came about on a starboard tack and got no closer to the buoy. Port and starboard again, no closer. Again, no closer. The damn boat couldn't

sail close to the wind at all. The Skipper had his head down the hole where the motor was, profanizing.



ENGINE

"Can't fix it," he said. "I need more time. Get the charts out and find a harbor down wind." We turned tail and headed for Sackonnet. We dropped the hook. No one could go ashore because we hadn't passed customs.



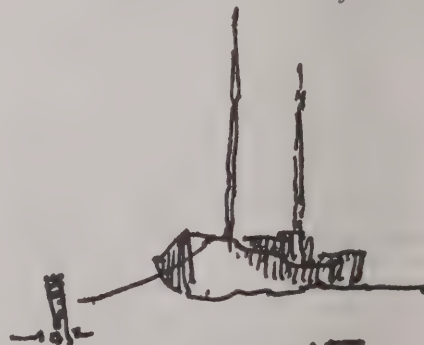
SAKONNET

We passed a night without the accustomed motion of the sea. Next day the water in Buzzards Bay was unusually smooth. We had a late start to catch the tide on the flood. So we had a quick passage through the Cape Cod Canal. The sun set leaving us in darkness on Cape Cod Bay. Minot's Light was being repaired when we passed far offshore.



MINOT'S

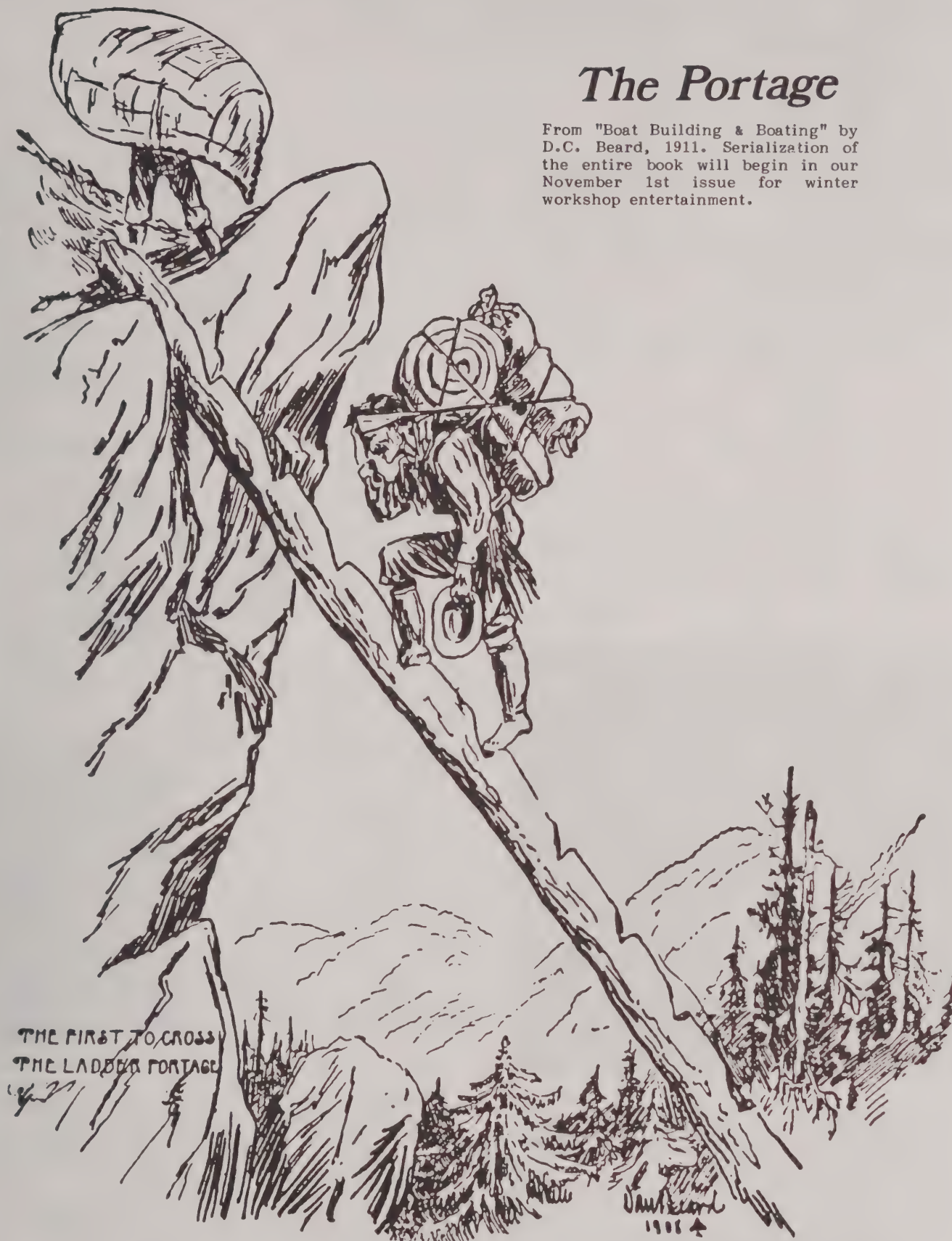
It showed no light. Graves Light was also being repaired. There was no light there either. Entering Nahant Harbor we almost ran down the wrong side of the entrance buoy where a large flat rock is just under the surface of the water. All the way from the tropics to be wrecked on the rocks of our home port. I'm happy to not to have to write about that. We tied up at the pilot buoy and radioed customs. We had arrived with the delivery.



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Fig. 110.—Northern Quebec Indians crossing the "ladder portage."

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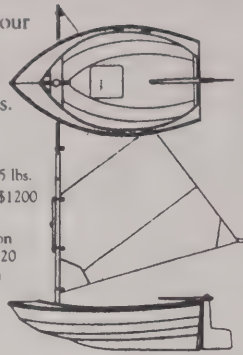
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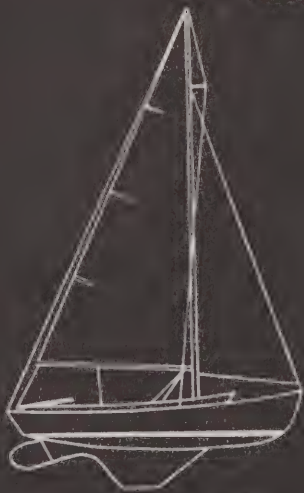
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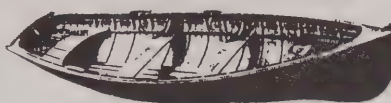
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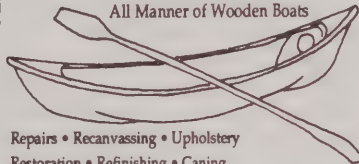


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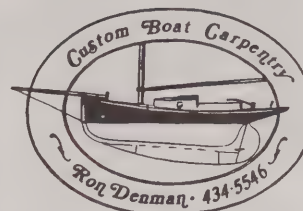
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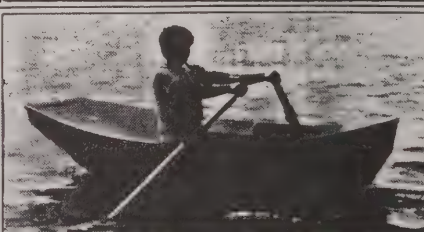
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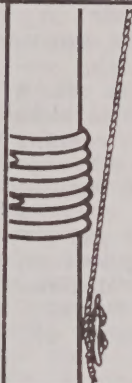
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