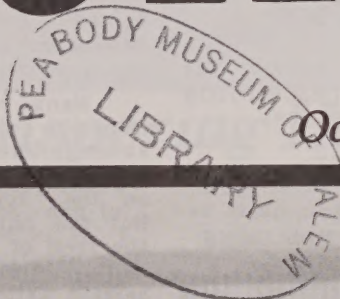




# **messing about in BOATS**

*Twice a Month!*

*Volume 8 - Number 10*



*October 1, 1990*





## messing about in BOATS

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# Commentary

BOB  
HICKS

Here it is well into fall with this issue cover dated October 1st, and yet on its pages are reports on events that took place mid-summer, late July and early August. Why so late in bringing you these articles? Mostly a matter of choice on my part; with many events happening that got attention from me or involved readers, and the space limitations of a 32 page magazine, I decided that it was not so important to bring you reports fastest and soonest, but rather string them out over a series of issues to give each more room for comment and photos. I don't view the magazine as a newspaper aimed at up-to-the-minute news reporting.

Many readers comment on the magazine when they renew their subscriptions, and I usually publish the more informative comments on the "Your Commentary" pages. But the bulk of the notes are in the form of well wishes for continued publication, and praise for certain articles or areas of coverage that appear on these pages. A recent comment was simply, "Your August 1st issue was the best yet, keep that format coming." Since it seemed to me to be just another in the long string of issues now over 170, with what I thought was pretty good stuff in it, I was less able than this reader to make that judgement.

I do not have any sort of detailed structural arrangement for the magazine, other than for the few standing sections like classified ads, your letters, the calendar of events. What gets onto the rest of the pages each issue is dictated mostly by what is in hand, and the topicality of the material. Thus during the on-the-water season I tend more to articles on events and activities, with designs and projects still included but in lesser numbers than in winter issues.

The serializations of various books I have run often run right through summer, but as it happened this year, we wrapped one up early in the summer, and I decided to not begin the next one until November 1st. It's a gem, a 1911 book, "Boat Building and Boating", by D.C. Beard, one of a series of books by this author aimed at youthful Americans of that era looking for interesting projects and adventures. There is some great stuff in this book, unreal ideas on building useful boats for next to nothing, and I think all of you into building will really enjoy this over the coming winter months. My thanks go to Rob Stevens of Hadden & Stevens Boatbuilders of Topsham, Maine, for loaning me his original book to copy.

My interest in the variety of gatherings of people for messing about in boats is in the nature of these occasions. In the case of races, I'm more interested in the sort of boats and people taking part and the challenge of the chosen course. Who won is of interest mostly in what the circumstances were, and maybe in the sort of boat used. Long lists of "winners" are of interest only to those listed and their immediate family, friends and fans. But, as in the Blackburn Race report in this issue, how the variety of craft entered stacked up against one another was, I think, of much more general interest to small boat readers.

Much of the charm of this little magazine comes directly from the inclusion of the stories that you readers send in. The apparently limitless variety of experiences and boats involved in our collective messing about just never leads to repetitiveness. The subject appears to be an open-ended one. I have welcomed your stories, and published them all. Sometimes it's a while before I get around to some, and this is not because such a situation involved less interest in that particular story. What happens is I try to spread around these stories amongst the varied ways of messing about. While from issue to issue the emphasis may move from sailing to rowing to paddling, or whatever, I've tried to not be overwhelmingly focussed on just one way to play. By picking and choosing amongst the stories you have sent in, I can juggle things for a broader spread. Occasionally I go all out on one track, like the recent issue on the small boatbuilder shows. But you can expect a return to variety to follow in a couple of weeks.

That's the key to me, the "couple of weeks". Every couple of weeks another issue is assembled and printed and sent on its way to you. This means that if this issue has less than you would have liked in it about your particular interests, in two weeks or so you'll get another and maybe it will be a better one for you. A very effective way for you to influence this is to send us your story or stories, not only will this get your favorite subject into print but it will encourage like-minded readers to perhaps follow up. I acknowledge every story that comes in so you know I have it, and when I can I tell you when it will appear, within an issue or two. With winter coming, and maybe a bit more time available to you, consider telling us about your messing about in boats, our readers would be interested, believe me.

## Our Next Issue...

Will feature two classic yacht events, the Herreshoff Rendezvous at Bristol, RI, and the Museum of Yachting Classic Yacht Regatta at Newport, RI. We'll have an inside view of what it's like to be a judge at the latter event, for that's what I was. Walter Fullam brings us some photos of mahogany runabouts on the Merrimack River at Lowell, MA, and Hugh Ware tells us about the Boston Harbor Associates' tour of Boston harbor's workboat operations. Stephen DuPont describes the effort it took him to master rowing a racing shell; Ted Lundrigan reports on an "ugly duckling", and Carl Erickson discovers kiting kayaks. We take a detail look at Dan Leonard's "Windhorse" super kayak; Derek Van Loan's "flexi" daggerboard trunk design; and Sam Cox's inexpensive boat dolly. That should about fill us up.

## On the Cover...

Over 200 wooden canoe enthusiasts gathered on Sebago Lake in Maine in early August for the annual Assembly of the Wooden Canoe Heritage Association, and it was a very pleasant affair, full report in this issue.



## The Search for "Whispering Hope"

I didn't own the ketch "Whispering Hope", but wished many times that I could have, but I once was able to take care of her. She was built by a Newfoundlander on his front lawn in West Newton, MA, plank by plank, rib by rib, with the care and ability of the older craftsman. Named as she was he had ideas that one day he would sail her back to his home port in Newfoundland.

I met him through a friend in those days who knew I was also a native of that province and nuts about boats. John Brown became a good friend to me and allowed me to paint her and keep up with the simpler maintenance jobs on a 35 footer, and I loved every minute of it.

I could take her down the Charles River to the dam at the Museum of Science and back upriver to her mooring at Faneuil. On one occasion when my sister wanted to go for a ride I took her and several of her friends, who were all in training at the New England Baptist Hospital, down river and back. They all went below and changed into bathing suits and then all sat

on the cabin top sunning. John's son lived next to the dock, and he saw them and later reported it. I still don't think John believed me when I told him one of the girls was my sister.

Then John's wife became sick, and the cost of her illness made sale of the boat necessary. That broke my heart and I tried to block it out of my life. I had understood that she was sold to someone in Freeport, ME. Then World War II came along and threw everything out of focus, and I forgot about "Whispering Hope" for several years. After the War I tried to track her, checking all the marinas I could find, especially down Maine. But none had ever heard of her, she'd disappeared.

This past July, forty something years later, I was looking through my copy of "Yankee" magazine, and lo and behold, there was "Whispering Hope" pictured sailing in Boston Harbor. She had been in an antique boat show there the previous summer. I had a tour with local senior citizens coming up to "Windjammer Days" at Boothbay Harbor and hoped she might sail up

there and be in the parade, but I was disappointed again.

So I wrote to "Yankee" and they referred me to the Boston Harbor Associates, organizers of that event, and they in turn put me in touch with the present owner of the boat, now named "Vagrant". He was in process of replacing the engine and was to be at the marina where he kept her, so I lost no time in getting over there.

There she was. A few changes, a longer bowsprit, a lengthened cabin, but the same old friend I had known so many years ago. I spent the day sitting in the cockpit enjoying every minute of it.

I gave the new owner her history as far as I knew it and this gave him quite a lift. He liked "Whispering Hope" and said he might change back to it. That would suit me fine. And when the engine job is complete I have the promise of a sail on her, something I am looking forward to with eager hopes. The saga of John Brown's "Whispering Hope" has a happy ending at last for me.

Lloyd Grimes, Holliston, MA.



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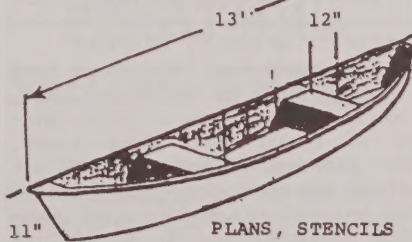
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## ONE OF THOSE WIND BOATS

We really had a good time at Jim Michalak's Messabout in southern Illinois last June. The facilities at the campground allowed me to haul my boat to our campsite on its trailer with its mast in place for the overnight. During the evening as we sat at our campsite, some teenagers driving past stopped in front to look at the boat, and the driver exclaimed to his friends, "Yea, it's one of those wind boats, see, see the wind poles".

Bob Archibald, Chattanooga, TN.

## MISSED "RIVER SPLASH"

I regretted earlier this summer not letting you know about "River Splash" here in Simsbury, CT, sponsored by the Farmington River Watershed Association. It was a pleasant event with interesting displays, demonstrations, and a canoe race of several miles that had participants at one point taking out on the far side of the river, back-tracking across a bridge and running through the middle of the gathered crowd at that point to put in again for the final run to the finish. It was so successful that I'm sure it will be held again next year and I will try to see to it that you get advance notice from the organizers.

Bob Richardson, Simsbury, CT.

## ENJOYED STRAWBERY BANKE

Those of us from the Boston Boat Shop greatly enjoyed participating in the Strawberry Banke Boatbuilders' Show. It provided us with excellent exposure.

Tony Davis, Boston Boat Shop, Charlestown, MA.

## ENJOYED CHESAPEAKE RIVERS ARTICLE

I really enjoyed the article in the August 1st issue about the rivers that feed into the Chesapeake, as we hope to do some of these from a base at our retirement home on the Nanicoke River in Delaware. I can't believe I somehow missed that show also reported on that was held at Berkely Park on Barnegat Bay, as I really want to see a Melonseed Skiff and a Beetle Cat!

Richard Bridge, Westmont, NJ.

## MESSABOUT A GREAT DISPLAY

The small boat Messabout held at Mission Bay in San Diego, CA, in early August was a great display of really well done boats, which paraded around our Bay attracting attention from many interested bystanders. Having just completed restoration of a 1942-43 Pennyan "Ultralight" dinghy, I was really excited to bump into other people with interests in small boats. I'm enclosing my check for a subscription, bravo, keep it coming.

Jerry Hutter, San Diego, CA.



# Your Commentary

## MESSING ABOUT WEST AND EAST

We so much enjoyed Herb Klinger's recent article on the "Storybook Rivers of the Chesapeake" that we are going to do a little nautical exploring along the Eastern Shore before heading for Camden for a short Windjammer Cruise with Ray and Ann Williamson, who advertise in your magazine. We will stay on for the Rockport Traditional Small Craft gathering being organized by Sam King. I'm hoping that Platt Monfort will be there to tell me how to adapt his geodesic design to the construction of a small Chip Stulen type Faering, which I hope will be next winter's construction project.

My geodesic canoes are almost finished, slowed down by the difficulty of getting green ash here in San Diego, and by some great sailing here locally, and in the Saronic Isles of Greece. The canoes are so beautiful on the molds that I almost hate to cover them.

Those of us out here interested in small hand-constructed boats have been blessed with the enthusiasm and energy of Joe Tribulato, who has organized an event for us each month of this past summer, the most recent on September 9th in Newport Bay. Thank you for including his reports in the magazine. And Tony Groves is organizing a race for us at the Newport Wooden Boat Festival, which should be quite exciting.

I just realized I had let my subscription lapse, and I want to be sure my renewal enclosed begins with the August 15th issue. I don't want to miss out on the Super Brick report. We all had a chance to enjoy sailing a newly constructed Bolger Brick in a recent small boat messabout in Ventura. I had the feeling I was in the roomy cockpit of a 27 footer from which, by some strange circumstance, the rest of the boat had disappeared. It was a very comfortable sail and lots of fun.

Glenn Goltz, San Diego, CA.

## INFORMATION ABOUT ECLIPSE

A friend and I have acquired two Eclipse marine engines produced by the Bendix Aviation Corp. Marine Division of New York. Pozgay Welding Works, 147-22 Archer Ave., Jamaica, NY, was listed in the literature as the sole distributor of the Eclipse. The engines we have are a Model TMD standard shaft Serial #D2514, and a Model TR Serial #D229 power head with a 90 degree angle power transmission with a Joe's Gear unit attached.

We are collectors who like to research and use the old engines we acquire. We are looking for additional information from anyone about either of these engines, including manufacturing dates and who the typical customers were.

Howard Pierpont, Box 128, S. Berlin, MA 01549-0128, (508) 490-8680 (work), (508) 838-2696 (home).

## KUDOS FOR BARRY'S PHOTOS

I'm still enjoying "Messing About in Boats". Kudos for Barry Donahue's beautiful photos in the August 15th issue.

Mark Davis, Providence, RI.

## FOUND THE NAILS

Through the Strawberry Banke advertisement in the sample issue you sent to me I was able to order the copper nails I needed to build my 12' Teal. Enclosed is my subscription order. Thanks.

Dennis Stephens, Fairbanks, AK.

## DOWN THE YUKON RIVER

Just got back from messing around in a canoe up in the Yukon. We canoed down the Teslin River from Johnson's Corner to the Yukon River, then down the Yukon River to Dawson City, about 490 miles total. Had good weather, not many mosquitoes, plenty of big open country. Didn't see a soul on the Teslin other than members of our little group from the Florida Sport Paddling Club. Up in the Yukon, we didn't have to worry about finding a campsite before dark, it just didn't get dark there in mid-summer. There were no ticks, red bugs or snakes. It's the big critters we had to watch out for. Things last longer up there, people seldom knew the age of their wood and canvas canoes and freight canoes.

Menzo Bridge, Live Oak, FL.

## IMPORTANT PRESERVATION

WCHA was fun, huh? Great weather, wonderful folks. I figure I clocked about 25 miles going from boat to boat. Being surrounded by these old wooden classics for a three day period re-arranges the brain molecules. Some of these folks have done, and are doing, important historical preservation work.

Mike Collins, Fiddlehead Boat Works, Bradford, VT.



#### DRIFT BOATS IN SALT LAKE CITY

Having once worked for Bob Rich on Mt. Desert Island building wooden yachts and lobster boats in the '70's, I somehow landed out here in Salt Lake City. Still, I decided last spring to get back into the boatbuilding business, building 16' drift boats for the fast growing sport and preoccupation of fly fishing. At this writing I've almost finished my second one.

I had the pleasure (?) of taking the first one through the toughest rapids on the Green River on her shakedown cruise below Flaming Gorge Dam. I don't know who was shaking more; me with over 200 hours invested; the new owner; or the six coats of varnish.

But all went well, as the bottom is protected with a 1/4" thick sheet of dense plastic screwed to the frames with stainless flathead screws (I get these from Hamilton Marine in Searsport, ME, tough to find here in the desert).

I am next to put together a kit for a welder who was frightened by the prospect of not being able to weld back on a piece cut too short. Brings to mind the old "saw"; "cut her off TWICE and she's still too short!" Any readers interested in these boats are welcome to contact me.

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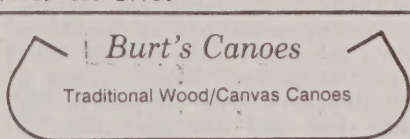
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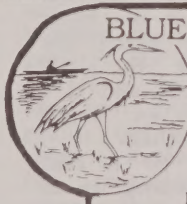
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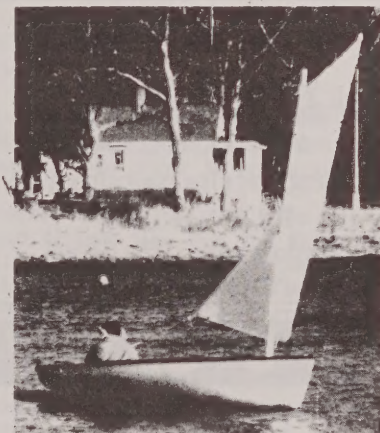
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I do a lot of sculling in Florida, Connecticut and Rhode Island, using at Casey Key on the west coast of Florida my Alden Ocean Shell and my Pocock 26' racing type shell. In the Sound out of Southport, Connecticut I use my Alden, and at Block Island, Rhode Island, my Alden and a hard chine Kittery Skiff that I built from one of Arthur Martin's kits.

The worst problem in Florida has been rowing into things, although the ignorance of other boaters as to the pilot rules of the road has also been a serious hazard. Once I was rowing along an inlet to a creek when I rammed at about a 30 degree angle into a concrete seawall covered with oyster shells and barnacles. The noise was frightening and some damage was done to the smooth skin of my fiberglass ocean shell, but most of the damage was to my ego. Another time I rowed into a 5" diameter wooden post in the bay head on. One time I was going pretty well along the shore into Midnight Pass between Casey and Siesta Keys. There was a frightful crash and the oar nearly knocked me out of the sliding seat. I had rowed into the retracted outdrive of a thirty-foot boat bowed up into the sand beach, where six people were relaxing low in the cockpit having cocktails. That time I ignored them, as if it was not their fault at all, backwatered, and continued



## The Art, Sport & Hazards of Sculling

on my way up the channel. My neighbor was sculling well out in the inland waterway where he knew it was twenty feet deep, when he ran aground on oyster shells and barnacles. It turned out to be a manatee coming up for air which did not know that the pilot rules give right of way to the least maneuverable craft.

Several times, approaching the inland beach at Midnight Pass, to which I row from my house nearly daily, nincompoops backing off from the beach, in boats eighteen to thirty feet long, will swing around and charge my shell, apparently surprised to see it and shouting for me to get out of the way. One of those metal tank catamarans with the platform on it was steaming along as I came along the waterway, having come out of the cove where I launch. I was rowing facing aft, of course, though I had a small bicycle mirror clipped to my glasses and did not see them. I wear hearing aids, but usually leave them at home when sculling for fear of accidental immersion, so I did not hear the motor. I had the right of way according to the rules of the road, and also being the least maneuverable of the two boats, but they came on, and if I had not backwatered, we would have crashed into each other.

Water skiers can be a real nuisance, seemingly wanting me to be amazed at their prowess, thus passing around my shell as if their wakes meant nothing to me. The impression one gets of water skiers and jet skiers is that they consist mostly of dimbulbs and sapheads who think themselves wonderful objects of amazement to onlookers, who should be pleased to have them around.

In the new harbor at Block Island when the sailboats are in, say 300 more or less on a weekend, and I try to row out along the channel that they have to keep open between their moorings for coming and going traffic, maneuvering sailboats will seem to try to run

me down. Although they are running under power, they will attack as if I were doing them some terrible harm and should be eliminated. Do yacht skippers today know nothing of the pilot rules?

As to wakes, the heavies could not care less if their large waves nearly swamp a shell. Boats such as "trawler" types produce prodigious wakes and waves when going in the displacement mode, unless they slow down to five knots or less. They don't seem to recognize that someone in a dinghy or small boat is at their mercy.

Another time, the only time I had ever done so, I had rowed a couple of miles from my house alongside the inland waterway to Midnight Pass. In the waterway it was rough and windy, but off the Gulf beach it was smoother. I carried my shell across Casey Key to the Gulf of Mexico and rowed south in the smoother water towards a point opposite my house, which is on the inland shore. I had had a tough trip and was very tired, so I landed on a neighbor's beach just across from my place, where I have a right-of-way to the beach. But, to shorten the portage I passed over 20' feet of lawn barefoot carrying the shell on my head and shoulders. Shortly afterwards he put up a large wooden fence and told his neighbor it was because I was always carrying my boat across his lawn.

Such are a few of the hazards of sculling. On the good side I have had porpoises follow me, and suspect it was because the sliding seat squeeks and this is telegraphed into the water where they hear it and come along to see what is going on. But I've never been eaten by one.

In an upcoming issue I'll discuss in depth the subject of learning to manage rowing a racing shell after several seasons of enjoying my Alden. It wasn't an easy transition!

Stephen du Pont, Fairfield, CT.

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## The Blackburn Challenge

The decision to not run the 1990 Blackburn Challenge rowing/paddling race all the way around Cape Ann was dictated by fog. It lay thick on the waters around Gloucester, Massachusetts early in the morning on July 28th, and the tide schedule required an 8 a.m. start for the 20 mile grind. So the announcement was made that the race would not go around the Cape, but would make an out and back run TWICE to a buoy off Plum Cove in Lanesville, about two miles up the western shore of the Cape from the Annisquam entrance. This meant the bulk of the race would be in the Annisquam River where participants would not get lost, but would have to contend with changing tidal currents and increasing power boat traffic during the 2-1/2 to 5 hours the race would take.

While this decision robbed the event of much of its uniqueness, and was not well received by a few who had entered, the bulk of the record number of 100 boats entered were off in class groups at five minute intervals from the start line near the railroad bridge in the Annisquam River. As it happened, a few of the starters kept right on going past Lanesville to complete their own individual circumnavigations of the Cape, mostly locals who knew the coast. The crossing of Sandy Bay at the northeastern tip of the Cape at Rockport would take boats over a mile offshore and it was there that the organizers felt some might go astray. The half-dozen or so boats that made

this choice included the seine boat "Nina", which ran aground on a bar in the river near the start, and having thus lost any chance of beating the rest of the multi-oared big boats, headed off with their case of beer.

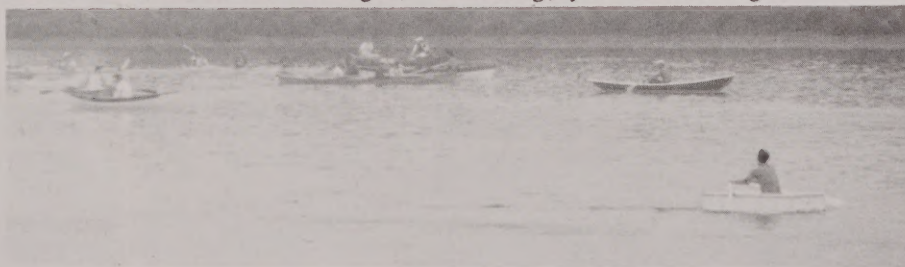
The twice around arrangement to get the 20 miles created some psychological pressures for some, as they completed their first ten mile lap and turned at the start line for a second trip out. When one is halfway through and way out there halfway around the Cape, one has to carry on, but here it was tempting to succumb to weariness and call it a day at ten miles. So a number of the less dedicated competitors did so.

The choice of course was not the best from the rowers' viewpoint, but for me it was an ideal race to watch develop, as I sat on the rocks at Annisquam Light where they all had to pass by FOUR times as they headed up into

Ipswich Bay to Lanesville and in a while returned. Sort of like being in the stands at a track meet. The visibility extended a couple of hundred feet offshore and the point where the light stands had to be rounded, so most boats were tight in to the shore to conserve distance.

The kayaks comprised the largest entry with 38 solo and 3 double entrants, and Doug Bushnell in one of his Wave Ultra racing kayaks not only bested the field by nearly 7 minutes but also set second fastest time for the 20 miles at 2:58:32, 13 minutes behind the Seashell sliding seat double of Chris Schulten and Stanton Denman and 5 minutes ahead of the new Hull gig, "Pilot". Doug builds the Wave Piercer and Wave Ultra boats for serious long distance ocean kayak racing at his shop, West Side Boat Shop in western New York state. He came over 500 miles to take part.

Top of the page: "Kittery" and "Pilot" neck-and-neck at the 3/4 point, "Pilot" pulled away on the final leg to win by just under 5 minutes. Below: The man in the little boat "leading" the field here at the start line is the elusive Phil Bolger, not racing, just out looking.





Above: Gus Hedden makes his traditional lapstrake wooden Herreshoff double ender really move.



Above: Four of the big multi-oared boats, from the top: The 26' fiberglass Pilot 26 designed and built by Chuck Mainville and crewed by his son Frank and friends. "Siren Song", the 32' Scilly Isles gig built for the Gloucester Sirens women's rowing team by Larry Dahlmer. The 28' Irish Currach of Pat de la Chapelle and Ellen Higgins built by Irishman Larry Otway. The 31' "Flash Boat" built in two weeks before the race by Jack Alexander and friends. Below left: Mixed doubles, Joan Mainville and her partner in a Pilot 21 challenging a couple in a Banks dory. Below right: Carolyn McDonnell soldiers on to last finisher again this year in her Tim Mayer built Whitehall.



Chris Schulten, after several years as fastest solo sliding seat rower in an Alden, teamed up this year with Stanton Denman in the Sea Shell and they put on quite a display of speed and endurance, covering the course in 2:35:22. The sea was flat with little wind, making it a bit easier compared to last year's strong northwesterly breeze. Watching the double move up through the fleet from its last row start was possible for me given the four passes made by my vantage point.

The big race in the Blackburn is that for the multi-oared boats, and the new Hull gig, "Pilot" battled it out with "Kittery", nearly side-by-side for three laps, then going ahead conclusively on that last incoming lap to the finish. "Kittery" crew members said afterwards that they felt that "Pilot" could have pulled away at any time, but had the Hull crew so desired in order to move up closer to fastest overall, they didn't opt to do so. Nine big boats took part, three Scilly Isles gig types, "Pilot", "Kittery" and "Siren Song", the local Gloucester seine boat "Nina", the new 26' version of Chuck Mainville's Pilot, a Mystic whaleboat, an Irish currach, a plywood barge, and a just-finished-in-time 31' plywood craft built just for the race by local Gloucestermen seeking to overcome the weight disadvantages they have suffered using the heavy seine boats and lifeboats.

Local history was well served by six Banks type fishing dories (as used by the famous Howard Blackburn), topped by John LeFavour in 4:17:04. Smaller one-man or one-woman traditional pulling boats numbered a half-dozen, and Gus Hedden again put his Kevin Martin built Herreshoff double-ender at the top, finishing in 3:55:23, which was 52 minutes slower than the "Pilot" but 4 minutes faster than the fastest two-man traditional craft, Burt Jenness' Piscataqua wherry. There's no substitute for cubic muscle rowing oar-on-gunwale, obviously. In the

small three-man boat entry, Jon Aborn and his crew debuted Jon's just finished 22' wherry in 3:15:43, a boat he based on the sections of a Piscataqua wherry he has raced solo and double. The sliding seat solos were led home by Hargy Heap in an Alden in 3:22:56, good for 12th fastest, given the large fleets of kayaks and sliding seat doubles entered. The lone canoe of Karl Rohnke finished in 3:31:33, 18th overall.

A number of women took part, with this year a special award for the fastest. The team of Kandy Roberts and Bev Graham in an Appledore Pod did the course in 3:38:24, besting solo kayaker Tammy Venn's 3:54.41 by about 16 minutes. Tammy paddled an ultra special Arluk loaned to her by Ken Fink and was totally infatuated with the boat after the race, going back to her Nordkapp for her upcoming vacation trip wasn't going to be easy to do. Carolyn McDonnell, who was last to finish in 1989 going the distance, repeated her role this year, coming home in 5:31:15 in her Tim Mayer/Jim Thayer built Whitehall.

After four years, the Cape Ann Rowing Club has been able to run the Blackburn around the Cape two times, and over a substitute course two times. The nature of a course around an exposed ocean peninsula is particularly vulnerable to weather conditions, the very first event in 1987 was run one lap to Lanesville and back because around on the ocean side, a 25 knot northeaster was rolling up big seas. In 1988 they went the route despite 90 degree heat and high humidity, and in 1989 they again went all the way, with brisk northwest winds building a steep chop on the western shore of the Cape. For the 5th Annual Blackburn Challenge in July, 1991, who can say. It appears that the entry limit, governed mostly by the need for starting in groups in the Annisquam River, might again have to be raised, now that 100 boats have turned up.

Report & Photos by Bob Hicks.

Below left: Stanton Denman and Chris Schulten in a Seashell double were first overall and far ahead of the sliding seat doubles field. Below right: Tammy Venn was fastest solo woman in this special ultra-light Arluk loaned to her for the race by Ken Fink.

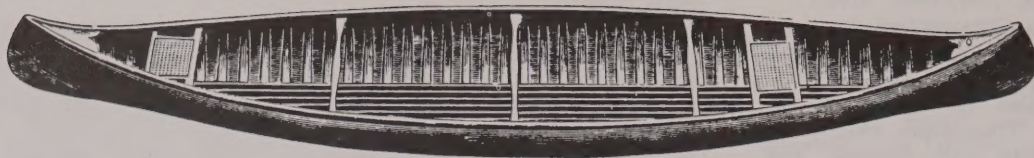


Above: Doug Bushnell wasted no time getting out front of everyone in his Wave Ultra racing kayak, topping the solo kayaks and finishing 2nd overall. Below: Armand Sindoni had a more relaxed pace in his homemade kayak.



Below: The perpetual Blackburn Challenge award goes each year to the winning multi-oared crew, and here is the Hull crew, who built their own gig "Pilot" this past winter.





## Wooden Canoe Heritage Association, Ltd.

# ASSEMBLY

On Saturday evening, August 4th, at St. Joseph's College on Sebago Lake in Windham, Maine, a campfire and singalong was scheduled on the beach below the campus. It was part of the Wooden Canoe Heritage Association's Annual Assembly, where over 200 members had gathered for three days of celebrating the wood and canvas canoe. After an early evening indoor program of speakers and a raffle and an auction had concluded, many walked down to the beach in the dark, and in a while canoe builder Guy Cyr stepped into the firelight and started things off. Over the next hour or so all the old songs of summer camps of bygone times rang out. Perhaps it might strike some as sort of "corny", but it worked. Adults and kids alike seemed to have a great time. It was characteristic of this gathering, we came to realize.

The people who love traditional old canoes are nearer to the collector than to the outdoor adventurer. Most do paddle their canoes, but the main emphasis seems to be on history, restoration, preservation, and talking about and looking at old canoes in all stages of being. The subject of paddling technique was just about unmentioned, and wilderness travel and camping were subjects of but one evening slide lecture, that by Geoff Burke on his travels on the Yukon River.

On the green the array of about 100 canoes of all sorts was absorbing. Brand new replicas, perfectly restored antiques, partly restored originals, or canoes awaiting restoration, even a reed canoe from Egypt. Groups of participants were almost always gathered about one or another of the canoes talking about their favorite subject. One participant mentioned to me that these were pretty much "white sheets" folks, staying in comfortable dormitories here rather than camping out.

The Assembly moves about from year to year, it's been in the Adirondacks at Paul Smiths College, and in Wisconsin, in recent years. Earlier years it took place in Ontario at a delightful resort, which became too small for the growing crowd. Here at St. Joseph's, there was plenty of room, with the college green the site for the display of canoes, and cafeteria and rooms for accommodations, lecture halls for speakers, and a small beach on the Lake, albeit somewhat awkward to get to a quarter-mile down the hill from the school by a narrow paved way serviced by golf cart type vehicles or travelled on foot. The less than convenient water access was more of a hindrance than a deterrent, many boats were carted down to the beach and were out on the lake, including several sailing canoes.

An occasional workshop would take place around a picnic table, as did even official meetings of the Association's board of directors. There was no judging or awards, this was a show and tell sort of gathering.

The laid back, relaxed nature of the Assembly was reflected in some of the programs presented. We sat in on a couple to see what was being offered. Mike Hanna of Alder Creek Boatworks had a talk on the "Evolution of the Canoe, Europe to Today". A breathtaking scope for a one-hour lecture, and as it turned out, Mike's information was mostly about the Canadian canoes from the Peterborough region of Ontario, craft he has made a specialty of. A young man named Richard Breton was to speak on the Kennebec canoes, this year's focus, but he failed to show for his afternoon talk, and was shoehorned into the evening program, where he told us how he'd found this old Kennebec canoe stuff in the factory his employer was renovating, and decided to follow up on it. His material was thin, and what he really was doing was soliciting more input from others. A sincere cause worthy of support, but not much information for those who came expecting to learn more.

The Wooden Canoe Heritage Association is an entirely volunteer run group, and the Assembly is the work of Tom and Karen McKenzie of

Afloat on Sebago Lake or ashore under the trees on the St. Joseph's campus, wooden canoe lovers enjoyed beautiful weather for their Assembly.



Madison, Wisconsin. They do the arranging long distance, and get help on the scene from volunteers from amongst those who attend. The stated purpose of the group, which now numbers about 1,500 nationwide, is "dedication to the preservation, restoration, construction, study and use of wooden and birch-bark canoes". We were very strongly impressed with the large proportion of young families involved, lots of kids on hand. Special programs for the kids had been organized by Association Secretary Julie McCrum. The older set on nostalgia trips was there, of course, but this



Above left: Horace Strong ran an ongoing class in canoe seat caning, with several seats already started along to various stages in the process. Above right: "Whatcha got, Rob?" Rob Stevens surrounded by interested on-lookers as they try to determine what his just acquired classic canoe is. A local brought it to the meet to sell it and Rob was right there to snap it up. Turn of the century, unrestored elegance. Some thought it an Arnold or a Robertson. Rob's truck burned out its clutch enroute to the meet, but thoughts of the costs of repair never got in the way of buying up this beauty.

Below from left: A 10' strip-built pack canoe built by Don Dano of Syracuse, NY. This Morris is explained by its sign. Very early "paper" canoe, Egyptian "papyrus" craft, or replica thereof anyway. Nice conversation piece but how does it float?





was no group of old timers hanging onto a vanished past. Instead, a broad generational sweep of people who really love these neat old canoes had gathered to enjoy being together with their favorite craft, and it was indeed a very pleasant occasion for us too, looking in on yet another way of messing about in boats.

Report & Photos by Bob Hicks

Further information on the WCHA can be obtained from Edward Cuming, 38 Indian Meadow Dr., Northboro, MA 01532.

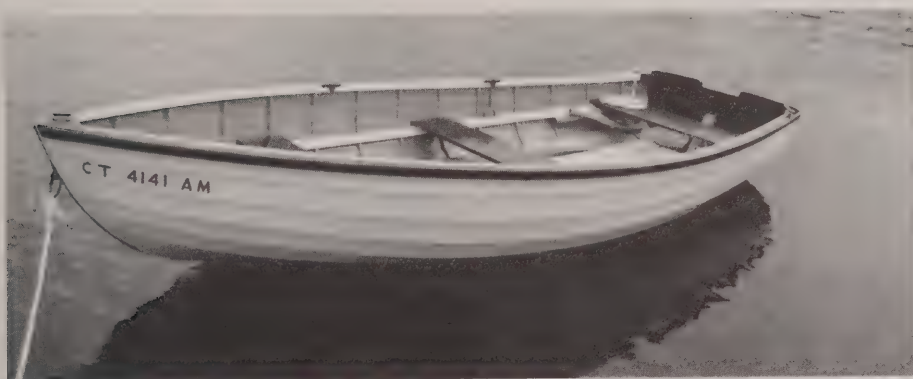


Above top of page: Comparing historical notes under the trees. Immediately above from left: Jules Weibel (right) assists in wheeling a well protected canoe to the beach on cart supplied by organizers to get boats down the path to the water. Assembly organizer Tom McKenzie (right) is a freestyle paddler, talks about how this participant's little pack canoe works with freestyle.

Below, from left: It was a family affair, and here's one such family, Jim and Leah Dickinson and Ashton, Ellen and Soren. The Dickinsons moved to Maine from Connecticut and Jim brought his "fleet" of old canoes with him. At the beach, canoes and swimmers mixed it up quite cordially. Paddling in and paddling out for a sail, through the boulders forming a breakwater off the small beach.



# How Long? How Much? "Half Moon"



It's built, now comes the easy part. Right? Wrong!

Jon and Rick Persson of Seth Persson Boatbuilders in Old Saybrook, Connecticut, designed and built for me a 10'6" lapstrake tender for my 40' cutter "Full Moon". This dinghy was constructed of 1/4 lauan marine grade plywood copper riveted over 1/2" square section steam bent oak frames, with a steam bent 1-1/2" square stem and a 1" mahogany transom attached by a 1-1/2" oak knee.

The price of the dinghy, including a bronze bowplate, towing ring, oarlocks and one coat of sealer, was \$1,800. My objective, based on one of my myriad of back-grounds, that as a professional painter, was to finish the boat myself to reduce the expense of having to purchase a finished boat. Little did I realize the amount of time involved tackling a project that seemed so easy.

With the task before me, it occurred to me to keep records of my hours, labor and materials, involved. This was motivated by curiosity and by the fact that I had never encountered such an accounting in any of the nautical periodicals I have read over the years. Most articles on boat construction are only that, about the construction. Any step-by-step usually is a chronicle of the techniques involved to finish the project. My records showed me that in labor and dollars involved, the construction up to the point I took over was only slightly more than half the total for the finished boat.

The flexibility afforded me by my self-employment, and the location of the work area facing south in front of my garage, allowed me to do the job during the period chronicled. The hours recorded include preparation and cleanup each day, and dusting or vacuuming and wiping off each sanding with a 100% cotton cloth lightly dampened with paint thinner. The log does not include food, drink or head breaks, interruptions by my dog Izzy wanting to play chase, nor other distractions from child, wife, telephone, friends, and lastly, con-

tractors building a second floor on our home.

A few overall actions I suggest from the experience include the following: Identify and package all screws that are removed. On the back side of any boards where it won't be seen, scratch in locations so that when the painting is done you will be able to see the marks. Use candle wax when installing the screws. And, prior to beginning the job, write down a schedule plan of work, it surmounts the question of what to do next and saves wasted time.

March 9. 3.50 hours. Commenced sanding, applied first coat of stain on rubrails, three seats and transom. Materials: 1 quart exterior primer, 1 pint Min-wax walnut stain, 6 pieces #220 sandpaper and 3 pieces #440 sandpaper.

March 10. 4.00 hours. Sanded rubrail, seats and transom. Primed one deckboard. Decided to remove the seats, 4 internal rails, 4 deckboards. Sanded all these and applied second coat of stain on rubrails, 3 seats and transom. Materials: 4 paintbrushes; 2" for stain, 2" for varnish, 2-1/2" for white paint, 3" inexpensive throw-away to apply mix of white paint and non-skid compound to deckboards. Also used 1/2 pint of non-skid grit.

March 11. 5.25 hours. Primed all interior and exterior areas.

March 13. 0.75 hour. Put first coat of surfacing putty over exterior screws and sanded. Applied second coat of putty. Left exposed all interior bronze screws by choice.

March 14. 4.25 hours. Sanded and puttied exterior screw areas, exterior hull. Applied first coat of paint on exterior of hull, deckboards and interior rails. Materials: 1 quart Benjamin Moore 440 varnish, 1 quart Pettit gloss white paint and 1 quart Pettit blue/grey paint.

Interruption. Accumulated legal and sailboat problems, plus emergency hand surgery, created an immediate need to get away for a few days. Went to Sugarbush, Vermont, and did absolutely nothing. Came

back totally recuperated, revive and ready to "rock 'n roll".

March 26. 4.50 hours. Finished first coat of blue/grey paint. Tapped, drilled and installed brass bottom rail. Put second coat of paint on interior rails. Put second coat of paint and non-skid grit on deckboards. Materials: 12'x5/8" half-round brass rail for skeg, keel and stem protection with 14 brass screws.

April 5. 3.50 hours. Applied caulk on joints of brass protector and rubrails. Sanded hull exterior and applied 1st coat of varnish on stained areas, after sanding. Materials: 3.5 ounce tube Lexcel clear caulking, new on the market. It's clear, flexible and paintable, very suitable for marine conditions.

April 7. 1.00 hour. Sanded varnished areas with #440 sandpaper and applied 2nd coat.

April 8. 0.75 hour. Repeated April 7th varnishing with 3rd coat, conditions for varnishing were ideal on these days.

April 10. 1.75 hours. Cleaned hull interior and applied second coat of blue/grey paint. Repeated April 8th varnishing with 4th coat.

April 11. 4.00 hours. Installed seats, interior rails and deckboards. Sanded varnish and applied 5th coat. Applied bedding compound and installed cleats. Materials: 3 bronze cleats with screws, 2 longer thru-hull bronze bolts to refit bow ring through added-on brass stem protector.

April 16. 0.75 hour. Sanded exterior hull with #440 sandpaper, applied 2nd coat of white paint.

April 17. 1.25 hours. Repeated April 16th sanding and painting and touched up odd painted spots.

Total hours came to 36.25, charged at a reasonable boatyard rate of \$35 an hour, translates into \$1,268.75. Paint and hardware (not varnish) were purchased from Hamilton Marine of Searsport, Maine. Prices were very reasonable and their service and delivery were excellent.

July 22. My step-daughter Katerina christened "Half Moon" and we launched her at a raftup of the Hamburg Cove Yacht Club in Hamburg, Connecticut.

Would I do this again? Not unless I had to, such as doing it for survival. If ever I were in the position of needing a boat of any size in the future, I would purchase a good quality used boat and then maintain it to the standards I normally set for myself. But now, I can bask in the personal satisfaction of owning a boat that is a one-design, non-production craft that I finished out myself, one that is solely mine. That is a heady feeling of proud accomplishment.

Mike Sherwood, Old Lyme, CT.

# How Long? How Much?

A February gale off Hatteras is about to become "the blizzard of '83" and drop up to two feet of snow from Richmond to Boston. One hundred fifty miles SW along the North Carolina coast NUTMEG swings on her mooring in Pages Creek, a half-mile upstream from the Atlantic Intracoastal Waterway and about a mile behind the barrier island where the surf is pounding. The nor'easter pushes the tides over out pier and almost kicks up whitecaps in the creek while the rain pours down.

A couple of weeks later the sun pushes the temperature toward 70°F and a steady SE breeze lures us. We throw together a quick lunch, row out to the mooring, hoist sail, fire up the outboard to power against the head wind and the rising tide to the waterway and fall off on a broad reach down the Waterway to the Wrightsville Beach Bridge about five miles away. We enjoy our lunch, the scenery and the beautiful day while NUTMEG sails along. Just above the bridge, I put the helm over, drop the port leeboard, raise the starboard leeboard and harden the main and mizzen sheets for a long starboard tack back up the Waterway to the creek entrance. Then we fall off and run up the winding creek, round up to the mooring and put the boat to bed. You cannot beat a day like that.

NUTMEG is a Phil Bolger OTTER II design, a 19'6" by 5'10" by 8" leeboard sharpie cat yawl - gaff main and Marconi mizzen. She is a handy day sailer, a snug camping cruiser and a really seaworthy craft. I have sailed 12 times "down East" to Beaufort, NC, both outside and inside the intracoastal waterway. We use Mason and Rich Inlets, which are commonly breaking, to get to the ocean, and we sail throughout the shallow sounds and creeks of southeastern North Carolina.

Singlehanding NUTMEG is easy. The halyards lead to the cockpit where the sheets and leeboard pennants are. With no headsails, you just drop the windward leeboard and put the helm down to come about. The new windward board is raised after you are steady on the new tack; I leave both boards down when making short tacks; 30 pounds of lead in the board and the simple, effective leeboard mount keeps the windward board from swinging very far away from the hull. There is a set of reef points in the gaff main which will really shorten sail. I have not used them yet in winds up to at least 25 knots.

This is a real cruising sailboat that anyone reasonably handy with tools can build from standard lumberyard materials at low cost in a reasonable time. I kept a detailed log of the time and money I spent building NUTMEG. From laying down the frames to launching took me 440 hours, and materials, including used sails which I recut, came to \$850. This was spread over a year and costs are for 1980.

I came to build NUTMEG through a car-top sailboat that I built and enjoyed tremendously. I took the FEATHERWIND design from Phil Bolger's first book, *Small Boats*, but substituted a lateen rig like the Sunfish for simplicity and the cost advantage of available used sails. The boat was a great success. The hull weighed about the same as a Sunfish and I made a dolly which let me load

and unload it singlehanded. I could sail with a Sunfish and stay dry and we day sailed with up to four adults. We took the boat to Mystic Seaport's Small Craft Workshop in 1979, had a ball and basked in the favorable comments of the participants who sailed the boat. I wrote to Phil in July, 1979 about our experiences and told him I was interested in building a sharpie cruiser, perhaps like Munroe's EGRET. He responded that he liked my modification of the FEATHERWIND rig and that he had nearly finished the design of "a rather cute 19'6" leeboard sharpie...looking like a miniature BLACK SKIMMER and called OTTER II." Then Phil sent me a study plan.

I was hooked and told Phil I would like to tackle building a prototype. I did not finish in time to get him a picture of an OTTER II for "Different Boats" nor did the other prototype builders in Boston and Australia; in fact, I was the last of the three to get afloat. The five sheets of drawings and the building instructions came in late August. The drawings included: lines and offsets, expanded hull sides shape, bulkhead and frame layouts, construction plan, sail plan and details of the rudder, leeboards and leeboard mounts. Numbers on the drawings referred to numbered instructions, which were listed in sequence from start to finish.

Thanksgiving weekend I started construction by laying out the bulkheads and frame gussets on 1/4" A-C exterior fir plywood sheets and cutting them out with a hand circular saw. By late January I had assembled the frames cut from pine shelving with stainless steel screws and epoxy resin, similarly framed the plywood bulkheads and beveled all as required. In the next two months I laid out the side planks, cut them to shape and assembled them with butt blocks fastened with stainless steel screws and epoxy. Seven more hours of work on March 30, 1980 ended with this entry in the building log: "Erected side planks on all frames and stem. She looks like a boat now."

Now I added the external chines and sheer guards and put on the bottom planking - two layers of 3/8" fir plywood glued with epoxy resin and fastened with stainless steel sheet metal screws. Throughout, I used Phillips head, flathead, stainless steel sheet metal screws. I had two electric drills handy - one with a pilot drill chucked into it; the other, a Phillips screwdriver bit. For 3/4"-6 screws used for fastening 1/4" plywood to framing I used a 5/64" pilot drill without countersinking and ran the screws in until their heads were flush. Larger screws were mostly 1-1/4"-8 and 1-1/2"-8 and were set similarly without countersinking. A dozen 6" bar clamps were my extra hands. After the shoe was fastened in place, the hull was ready to turn over.

One Sunday morning (May 18, 1980), I laid a 2x4 across the bottom of the upside down hull amidships and tied it to one under the hull with a 1/2"-diameter steel rod at each end. I hooked my come-along hoist to a garage rafter overhead, put an old tire under one side of the hull, hooked the hoist to the hull clamp on the other side and hoisted a little at a time. The hull eased up to vertical as I alternately hoisted and skidded the hull under the hoist on its rubber cushion. Then I

# "Nutmeg"

slacked off gradually, kept on skidding the hull and placed other tires to cushion it as it came down in the upright position.

The leeboard guards and floorboards came next, followed by the cabin top and sliding hatch, the mainmast partner and step, cockpit seats and other details. I glued up the leeboard blanks from two thicknesses of 1/2" plywood, cast in the lead inserts and shaped the leeboards. I also made the rudder and tiller and the spar blanks. I was about to find 20-ft. fir 2x6s for the main mast, which is a glued box 4" square before tapering and rounding. I made 21 spar clamps to glue it together - each from two 6" lengths of 1"x1"x1/8" steel angle clamped with a 1/4"x6" bolt through each end.

It was now late July 1980. I had learned in May that I was going to be transferred to our plant in Wilmington, NC in the fall. I built a trailer for the boat from 2x6s and 3"x3"x1/4" angle brackets, all mounted on a Ford Pinto rear axle. I pushed to get the boat ready to travel by Labor Day. I lifted the boat off the garage floor with the handy hoist, ran the trailer under it and moved outside. The leeboards were mounted and the spar blanks, rudder and other materials loaded. The FEATHERWIND sailboat went on top of the Pinto station wagon and on September 1, 1980 I towed the boat from West Chester, PA to our new home on Pages Creek, off the intracoastal waterway and Middle Sound.

The unfinished boat was stored outside until the following February as we worked at getting settled in the new house. The plywood checked some from the exposure, it would have been much better if I had at least primed the hull before leaving it out in the weather. Anyway, on February 1, 1981, I moved the boat into the garage and began to work on it again. With the bowsprit on, it barely fit diagonally across the two-car garage.

I made the rudder fittings and mounted the rudder. I puttied and sanded the hull and treated it with epoxy resin sealer. I made fifteen cleats out of locust blocks cut from an old Pennsylvania fence post. The mainmast was shaped by tapering the square blank with a hand circular saw, setting the saw at 45° bevel to cut the blank octagonal, and rounding with plane, rasp and belt sander. I treated the mast with pentachloropenol, the best rot preventive I know, as I had treated all the wood and plywood pieces of the boat. I also applied epoxy resin sealer to it and to the other spars, the leeboards and the rudder.

On the home stretch, the most time went to painting -- white deck and inside, black topsides and hard vinyl red copper paint on the bottom. Cleats, blocks and other hardware were mounted. The masts were stepped and rigged as the boat sat on the trailer in the driveway.

Back in March, 1980, I had bought two used sails. The red main from a Dyer Dhow was just right for the mizzen. A Ratsey & Lapthorn main for a Shields was large enough to cut down to the gaff main I needed. My building log for May 3, 1981 describes the work. "Laid the mast on the driveway and fastened the luff of the sail to it. Set the sail to the mast, boom and gaff. Used clamps and 4" square plywood pieces to grab the sail where there were not yet

grommets. Messrs. Ratsey and Laphorn would have been horrified. Laid out the sail outline and cut it out with a plastic cutting tip in the soldering gun. Ripped tabling off leech and batten pockets off sail. Ready to start sewing now." Eleanor sewed the hems for me and I did the reinforcing patches, grommets and roping.

A week after I recut the mainsail, we towed the hull to the ramp at the marina at the end of the creek and launched NUTMEG. She looked saucy there in the water. I powered up the creek, anchored in front of the house and worked at rigging the boat. While I was doing this I had a note from Phil Bolger about a problem with the boats finished before mine. As soon as they got the gunwale under, they fell over, went stern down and sank by filling the cuddy. He suggested adding foam flotation to the sides of the cockpit and the open bay forward of the cuddy to support 200-300 pounds of ballast. I wanted to keep the weight as low as possible for trailering and conceived the alternative of adding righting moment and flotation by enclosing the volume between the leeboard guards and the sheer guards behind the leeboards. I thought this would add little to the water resistance of the leeboard guards, would greatly increase stability and would add little weight. I called Phil and we talked it over; he approved the idea.

I beached NUTMEG alongside the pier and went to work. I enclosed the volume above the leeboard guards to the sheer guards with 1/8" hardboard bent to a fair shape at each end. Four-in-place polyurethane foam went in through three 3" D. holes spaced along the top edge. The whole sponson was then covered with fiberglass cloth and epoxy resin. I also added foam flotation under the after ends of the cockpit seats and in the volumes at the sides of the cockpit formed by boxing in the space from the frame at station #10 aft to the bulkhead at #12.

I went to sea, sailing out through Mason Inlet on a falling tide with a SW breeze abeam. It was beautiful. NUTMEG rode the moderate seas smoothly while the porpoises played around us. When the wind heeled us enough to immerse a sponson, you could feel the boat stiffen and resist heeling further. I have only had water over the gunwale once; that was in a hard knockdown with the sheet fast when we got a dollop aboard, but went right back up as the wind dumped out of the sails. We headed back in the inlet on the now rising tide for my first experience at running inlets. The stern lifted easily and none of the breaking waves came aboard. I had to fight the tiller to hold a reasonably straight course, but we did fine.

We sailed in Middle Sound, ran Mason and Rich Inlets and enjoyed ocean sailing. I learned how much of the trim of the mizzen determined the degree of weather helm and how much power that little sail adds. When the ocean waves were over three feet, we had difficulty coming about and sometimes had to fall off and jibe to change tacks. On a broad reach between buoys she made six knots. Going our Rich Inlet into breaking seas on a rough day, Eleanor asked me if it would be like that coming back. I could not tell her it would be worse; it was, but NUTMEG lifted her stern and we ride the breakers in with only splashes coming aboard.

I had set a goal of taking NUTMEG to the Wooden Boat Show at the Hampton Mariners Museum, Beaufort, NC, September 26-27 and we were ready. Thursday morn-

ing I got underway at dawn on our first cruise. All day we sailed or powered "down East" behind Topsail Island, across New River, through the Camp Lejeune Marine reservation about sunset and well past Swansboro in the dark to anchor just SW of the Bogue Island Bridge, well off the waterway away from any tows passing in the night. At dawn there was a good NW breeze abaft the port beam and we were underway through Bogue Sound and Morehead City Harbor, down the channel into Morehead City and up the channel into Beaufort. We had to use power a little, but sailed proudly into Beaufort about noon.

By Saturday morning there were 70 wooden boats at the show. North Carolina spritsail skiffs were most numerous. There were three other Bolger designs - a folding schooner, a TEAL and a WIND SPRINT. Eleanor drove up and joined me for the sailing and boat watching. Dinner for the participants was in the boat shop and was a combination of "pig picking" and mullet roast, a "down East" feast; "down East" because the North Carolina coast trends NE from Wilmington to Cape Lookout just as the New England coast goes "down East" from Boston to Maine.

After the regatta Sunday afternoon, I put my crew ashore and headed down the channel to sea. I cleared Beaufort Inlet and headed WSW on the port tack. When the sun set at 1900, I was making 4 knots and averaged about 3.8 knots until 2245 when I had Bogue Inlet abeam. The compass is not lit, so I steered by the stars with occasional flashlight checks of the compass. I sailed all night and once tacked out to sea as I got too close to the coast and into a tide rip. There are no aids to navigation or prominent landmarks along this coast, so it is hard to tell where you are. My progress slowed a good bit, probably because of the tacking out to sea, because I pinched the boat too close to the wind in the dark and because of an adverse current along the coast, so that at sunrise I was only at New River Inlet and found myself inshore of breaking seas. I was hit abeam by a couple and had the cockpit and the bay forward of the cuddy half filled with water. I got offshore, anchored, bailed out and ran into New River Inlet under sail and power against the falling tide. I would have preferred to sail on to Rich Inlet near home, but the forecast was for rough seas and I would have arrived at low tide and had a head wind while entering. Back in the "ditch" I took in sail and powered against the head wind, but hoisted sail as the wind went NW and we stormed down the waterway and up Pages Creek. The tide was out so far I could not get in to our dock, but anchored, waded ashore and went to bed.

That winter NUTMEG and I were laid up until February. I hauled her out of the creek and brought her home then and worked at improvements. Phil Bolger had not liked the idea of extending the cabin forward to the bulkhead at #2 and I had not enjoyed that space half full of water off New River. I compromised and extended the cabin forward, but kept the deck below the cuddy ventilator and at the bottom of the cutout in the bulkhead at station #2 so that there is a deep, self-bailing footwell there. Inside, the added cabin space accommodates the portable head, battery and a 5-gallon water jug. I made two folding bunks from surplus military stretchers. The square and rectangular plastic pails we use for stowage slide under

these bunks. I made the leeboard pennants two-part by adding a rope eye at the points where they attached to the boards; this halves the effort required to lift them. I made a folding boom crutch, which will also support a cockpit tent eventually. A cam cleat improved the mainsheet gear. I changed the mizzen so it is hoisted and lowered instead of being rolled around the mast. I retired and NUTMEG went back into the water in May. We had another great summer and in September Eleanor cruised with me to this year's Wooden Boat Show at Beaufort. We spent five days and four nights aboard and learned a lot while enjoying the cruise. We badly need a cockpit tent to enlarge our accommodations and protect us from weather like the downpour that washed out Sunday's events at the show this year.

We have not trailered the boat to more distant spots yet. Total displacement is about 1700 pounds with all cruising gear aboard. The flat-bottomed hull goes off and back on the trailer easily. The only problem is the mainmast; it is too heavy and unwieldy to lift in or out of its step without mechanical assistance. If I were building another, I would make an opening in the forward side of the mast step so the butt of the mast could be set in the forward compartment and the mast pushed up to vertical easily. This could be similar to what Phil Bolger shows in his SKILLYGALEE design in "30-Odd Boats." Also, I wish I had fibreglassed the bottom of the boat when I was building it. I may haul it this spring and do the job; it will be a lot tougher now.

The tide is in about where I can get away from the mooring now and the SE breeze is freshening. I am going sailing for the rest of the day.

David W. Carnell

#### Nutmeg (Bolger OTTER II Design) Building Time Distribution

|                                                                                                   |                  |
|---------------------------------------------------------------------------------------------------|------------------|
| Hull framed, planked, turned over                                                                 | 109 hours        |
| Finishing hull (leeboard and sheer guards, cabin, hatch, mast partners, etc.)                     | 50 hours         |
| Bowsprit, leeboards, rudder and tiller, spars, hardware (wooden cleats, stainless steel fittings) | 130 hours        |
| Finishing (puttying, sanding, applying wood preservative, painting)                               | 95 hours         |
| Rigging and recutting sail                                                                        | 32 hours         |
| Adding flotation (sponsons and compartments)                                                      | 24 hours         |
| <b>Total</b>                                                                                      | <b>440 hours</b> |

#### Materials Cost

|                                             |              |
|---------------------------------------------|--------------|
| Plywood and lumber                          | \$352        |
| Screws, nails, hardware, unfabricated metal | 145          |
| Epoxy resin, wood preservative, paint, foam | 218          |
| Sails (used)                                | 135          |
| <b>Total</b>                                | <b>\$850</b> |

Cruising equipment not included above (used outboard, toilet, bunks) \$200

# A Daysail with Tom

Illustrations by Tom

OFF THE RACK

IN THE WATER

ROWING OUT

JIB

BENDIN' ON THE  
MAIN

BATTENS

RAISIN' MAIN

RAISIN' JIB

LOWERIN  
THE BOARD

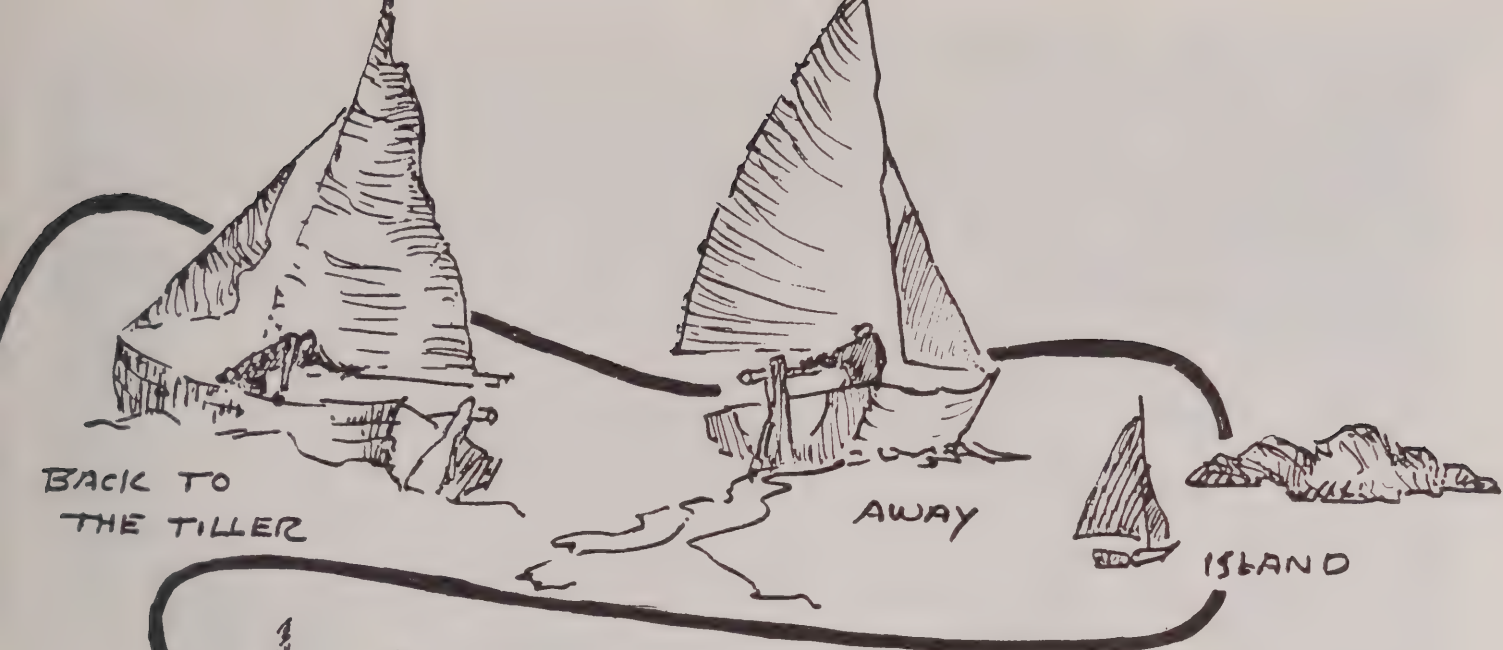
RUDDER

TILLER

BAILIN

CAST OFF

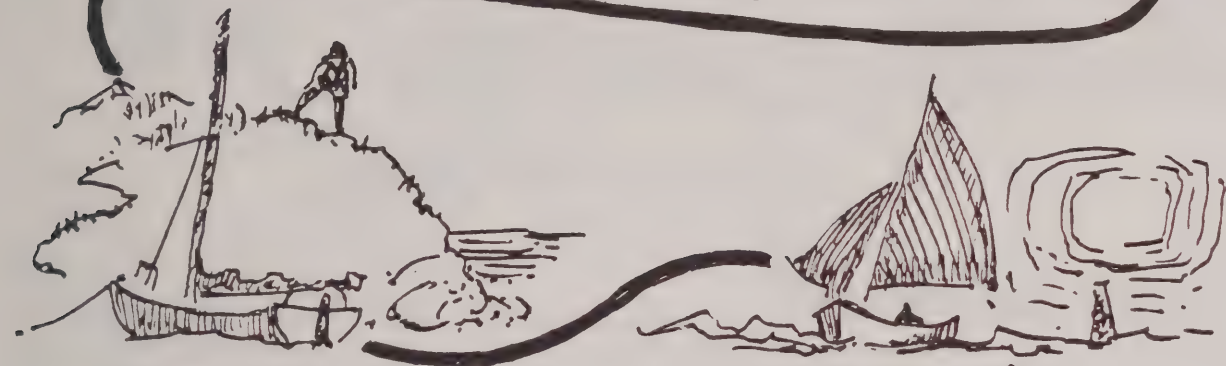
BACKWINDIN  
THE JIB



BACK TO  
THE TILLER

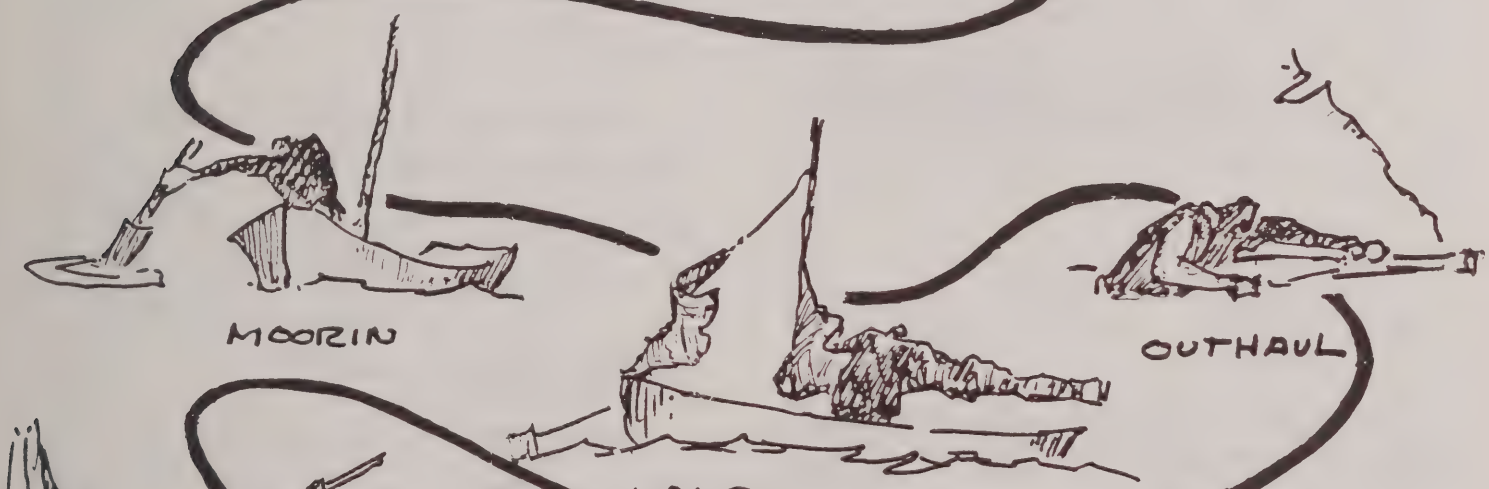
AWAY

ISLAND



EXPLORIN

RETURN IN



MOORIN

OUTHAUL

HANDING SAILS

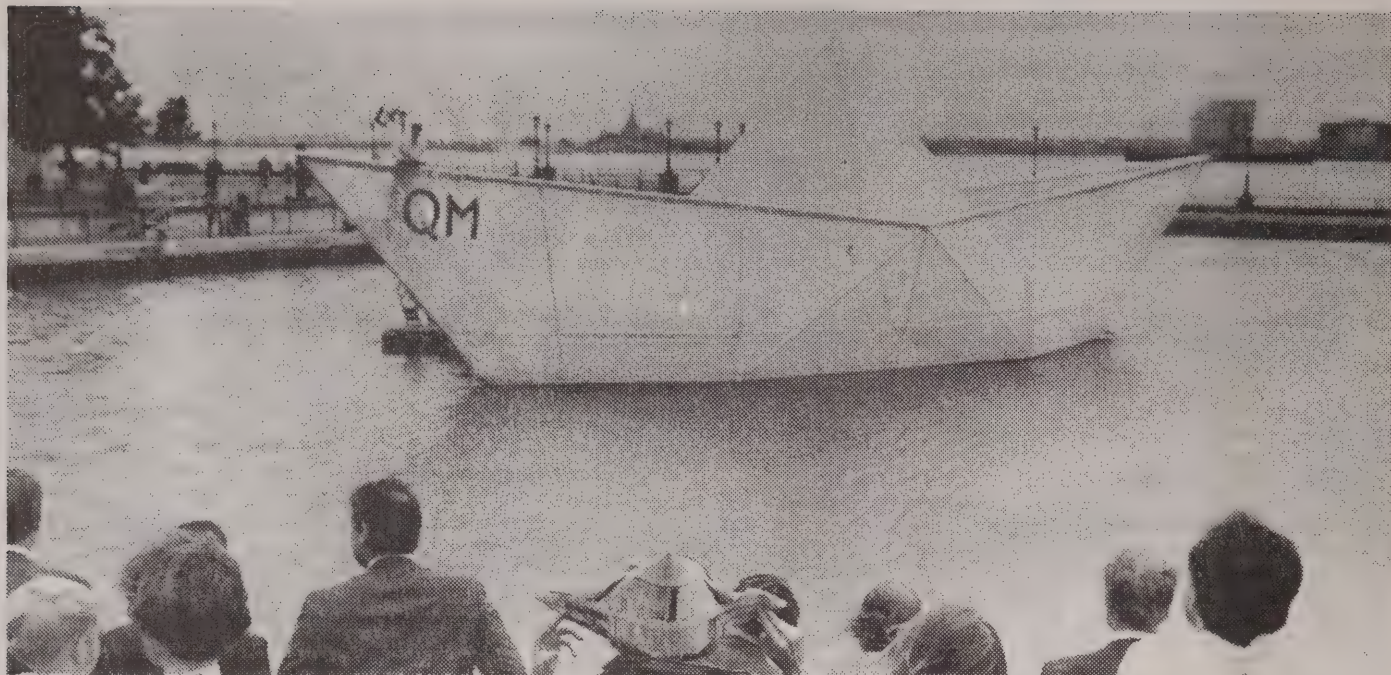


BATTENS OUT



BAG SAILS

ROWIN IN



## World's Largest Paper Boat

A 120' vessel billed as the "World's Largest Paper Boat" arrived in New York City in July from England after an uneventful crossing of the Atlantic. The catch is that the crossing was made in the hold of a freighter, for the paper boat is the creation of a 69 year old Scottish sculptor who conceived it for a 1989 festival in Glasgow that focussed on the demise of the shipbuilding industry

on the Clyde. It came to New York to go on view for a week or so in a cove at Battery Park on the tip of Manhattan.

The sculptor/builder used a sheet of special paper, the nature of which he declined to detail, that measured 80'x120' and folded it up on a football field in the classic manner of childhood paper boats. If you'd like to refresh your memory on building such a craft, albeit to

more manageable scale, the complete step by step instructions for doing so from the 1887 book, "How? Spare Hours Made Profitable for Boys & Girls" are herewith provided, courtesy of Ken Cupery's periodical, "The Paper Boater" which chronicles the "continuing saga of cellulose-based nautical technology". Ken will send you a copy on request. Ken Cupery, 139 Roosevelt Rd., Rochester, NY 14618.

Take a piece of paper measuring about four by three inches; fold it across the middle, as shown by dotted line

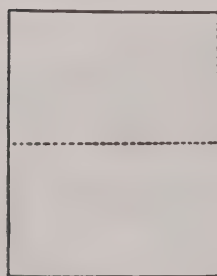


Fig. 1

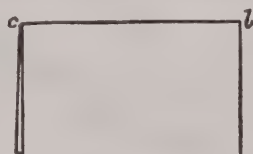


Fig. 2

in Fig. 1; then turn down the corners of the folded side ( $ab$ ,

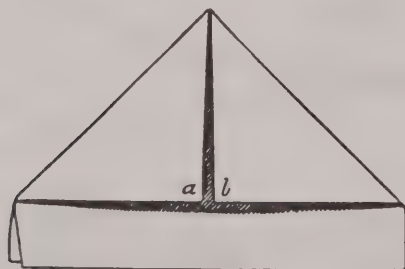


Fig. 3

Fig. 2). You now have Fig. 3; turn up the edge  $cd$  toward you, and fold it; turn up the other edge away from you, and fold it against the other side, which gives you Fig. 4.

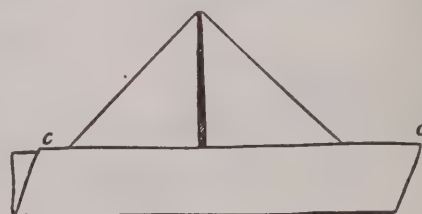


Fig. 4

Bend over the points  $c d$  in either direction, also the other two corresponding points, so that the outline of the triangle

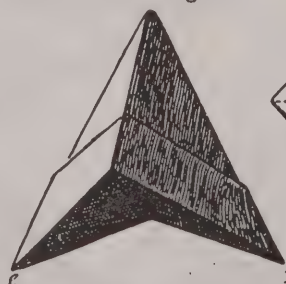


Fig. 5

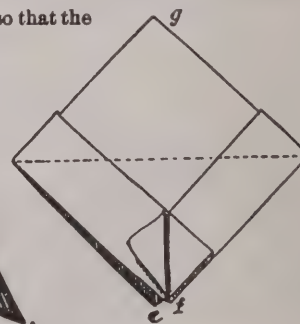


Fig. 6

is continuous. You can cut off these little corners if you like; but the boat is somewhat stronger, however, by letting them remain, and after a little experience, you will find no difficulty in disposing of them. This little hat-shaped form you now open (Fig. 5) and press together,

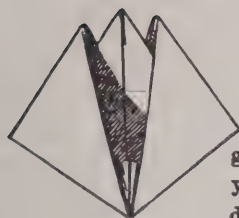


**Fig. 7**

with the points *e f* meeting each other, gives you Fig. 6. Bend the point *f* up toward you till it meets the point *g*, folding on the dotted line. Turn the point *e* up likewise on the other side. Now you have another



**Fig. 8**

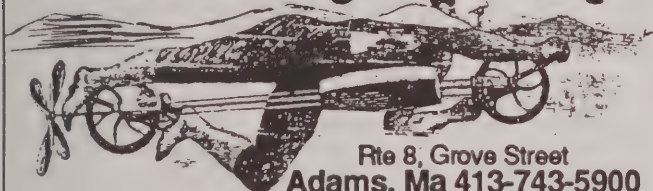
hat, but smaller, and with a triple crown. Treat this as before (Figs. 5 and 6). Your last shape will have two points meeting at the bottom and three at the top. Pull the two outside points at the top apart sideways (Fig. 7), and continue this till you have drawn it out to a flat



**Fig. 9**

shape, as in Fig. 8. Press this closely together, then open it slightly, and the boat is complete—like Fig. 9.

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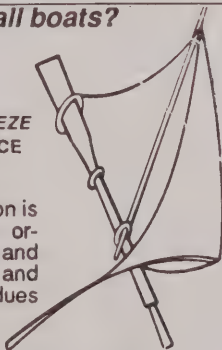
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Maybe it is a perfect lake. I'm sure a lot of people drive by on California 20 and fail to notice that it is a perfect lake, but they are jaded by vistas of Lake Tahoe or the Pacific Ocean at the ends of this great highway. But a person who likes to mess around in boats has a different viewpoint.

I say it's perfect because it has no private land or buildings anywhere on its twelve-mile shoreline. It is only three miles long and a mile wide, but it has deep coves leading to shaded creeks falling out of steep mountains. The wind blows out of the west every afternoon that the sun shines, which is every day May through October. The lake lies across the wind, so it is a reach from end to end; the deep coves lie right upwind or downwind, which keeps them less used.

So, it is a fine sailing lake, but what makes it perfect is the all-public-land shoreline and a trail that goes all the way around, a great running trail of soft packed dirt or duff with plenty of shade and plenty of hills. From the hill-tops, which are more open, there are long range vistas; down in the valleys which are more wooded, it is cool and quiet.

We devised a race that takes advantage of this natural course. The idea combines sailing and running, with each boat acting as the ferry for a team of runners who race around the lake in a relay format. One runner from each team is always ashore doing his thing while the rest sail the boat to the next rendezvous.

We call the race "Three Points" for several reasons. It is partly in honor of the "Three Peaks" race held yearly in Great Britain, where teams of two runners and two sailors sail to and climb the three highest peaks, first in Wales, then in England, last in Scotland. The boats are allowed use of human power to deal with tides amongst the islands and channels of the Irish Sea. The runners are rousted out of bed and put to rowing right after having completed a marathon with a 4,000 foot ascent. After ten years of increasingly fierce competition the record for this complex course is an unbelievable 57 hours; sailing over 400 miles and running 100, with climbed altitude totalling 11,000 feet!

So that is how we came to name our modest inland version of this great sea-island race. Three points might also refer to the three modes of sailing, running and human-powering the boat. Yet the most basic reason is that three points is generic; it describes a kind of race that could be held on any lake. The points are the actual points of land where the boats come ashore to exchange fresh runners

# Three Points on Lake Mendocino

for tired ones. Before the runner takes off, the boat crew says, "We'll meet you at so-and-so point." Unless the wind is too strong, the rendezvous should literally be on a point, so that the boat, in taking the direct course across the bay, can travel a shorter course than the runner, who is, on average, a bit faster.

We time the start to maximize wind, which is during the hot middle of the afternoon, and a lousy time to run. Yet the lake is much cooler and shadier than the surrounding country, and great quantities of lovely cool water are immediately to hand, so it works out fine. The boat can carry plenty of liquid refreshments, of course, and a fast sail will cool anybody down. When there is plenty of wind, we agree at the start when all together on the beach, to go for six or seven points instead. The three points is the minimum, appropriate for light winds when the boats need the maximum advantage over the runners. With plenty of wind the boats can go deep into the coves which is more interesting.

Why would sailors want to get involved with runners at all, and risk having to run themselves? After a couple of trial events with only two boats, we sent out a mailer to about fifty local sailing club members, and only six decided to race. So most of them were thinking what most of you are. But, there are some good reasons.

We had a good time. The boats ranged from a Hobie 18 to a 12' Pelican with a pram bow, yet the fleet was not too spread out because the running evened things out. The runners varied from local speedsters to 12 year old tag-alongers, but the boating evened them out too. Four of the skippers also actually ran legs of the course.

This race brings new people into sailing. Instead of just complaining of how the world is full of jet skiers and even more barbaric types, the small boat owner must recruit among a new group of people for a crew. Anybody who likes to run at all, even a little bit, can be coaxed into this, because it need not be intensely competitive, but can be a low key tour around a small lovely part of our world. We think the participants will be seeing the lake and the boats at their best. Runners may not be boat buying types, perhaps, but they certainly like the outdoors and have

the necessary energy. And they'll all later tell their friends about the enjoyable afternoon and the sailing.

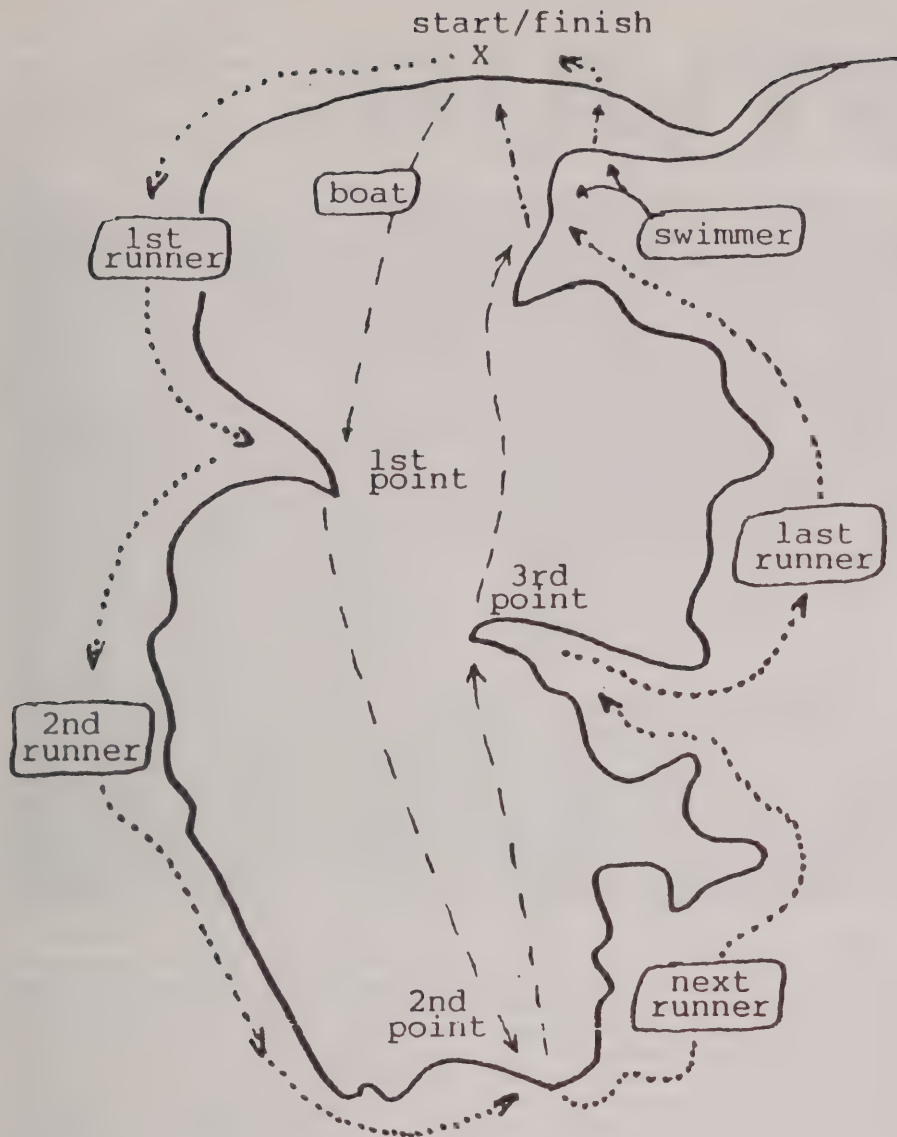
The format plays some tricks. The boat owner/skipper is usually glued to the skipper's seat and it takes a major social upheaval for someone else in the crew to get to steer. This is not the best situation, as we all know, but do little about. This race has a natural rotation of jobs that may trick the skipper into actually running a short leg of the course himself, and he experiences the indescribable feeling of running up a hill and seeing his own boat in the distance below, a small seabird amongst the waves, in someone else's hands. Someone else learns to run the boat, which is essential for our sport if we are not to become flotsam and jetsam in the wakes of the jet ski hordes.

The boat owner is probably a little jaded on his home lake, which he thinks he knows all about. My friend the Hobie 18 sailor has been boating on our lake for 15 years and until our "Three Points" race had never been in those downwind coves. This race forces one to land momentarily in up to seven new spots, and the land is seen in a new light if one is searching for sight of a runner. I like the way the lake seems to slowly turn, always looking out over it at new vistas beyond from the several landing points.

The race tests aspects of sailing not tested elsewhere. The launching and landing and all-round boat handling is challenging; it's not easy getting runners ashore dryshod on the windy side of a lake with other boats jammed into a tight space. Since human power is legal, it means getting to know how and when to use it. The ability to attract people from outside the sport, introduce them to sailing, and the getting along with them okay is tested also, since for future races you'll still need runners.

Unlike any other race that I know of, this one requires no organization, no officials, no established course on the water with markers. The lake itself is a natural course and going around it has a good feeling that seems missing from the around-the-buoys or out-and-back-around-a-sign runners' race. The organizers can race too, no sacrifice of time is required, no money need change hands. In fact at a bare minimum only one boat is needed since there is an intra-team rivalry between the runner and the rest of the crew. No one wants to arrive last at the next rendezvous.

Our lake additionally requires a swimming leg across the river. The boat must stay near the runner/swimmer to protect him or her from the jet skiers. It is a nice



change of pace and a good way to finish the race. Since we are diving oriented, we allow fins and snorkels, which also keep the best swimmers from having too great an advantage.

It is good to include a pre-start milling about period for the boats with their entire crews aboard. Crew members should have some time to say hello to each other since they may have been hastily assembled. On a beach crowded with other craft, a start from shore might not be pleasing, and some trailer boaters will be uninterested in a beach start, and quite skeptical of all this "landing" business. The start in such a case could be a short dash over water to the nearest best spot to offload a runner.

On going ashore many runners have said, "I'm not in THAT big a hurry," and have put on their shoes ashore over carefully dried feet. The teenage crew on the Hobbie ran without socks in dripping wet tennis shoes, which seemed impractical. Our crew on our small trimaran had no trouble getting dryshod runners ashore, our problem was keeping them dryshod out

on the water, so we generally dry-bagged them. Their shoes, I mean. The Pelican had the opposite problem. It all seemed to balance out.

As a boatbuilder and designer for fifteen years, this race suits me fine. It is a scene I can present to the public saying, "This is one good reason to have a boat," knowing they'll have a good time. Running makes people feel better (when it's over, anyway); they are not trapped on a boat for an unspecified time as on a daysail; they don't need specialized knowledge as in a regatta; they need not endure the doldrums in homage to sail alone but can paddle or row as hard as they wish, which makes them feel better also.

It won't surprise you to now learn that we build a boat that is perfect for this race, a 19'x14' canoe trimaran which combines the paddle ability of a canoe with the sailing speed of a beach cat. It has a 20' wing mast and 150 square feet of sail, and small amas to assist the crew with stability, not take over that job entirely. One person can portage and cartop the 200lb.

boat like a canoe since it is made up of components that quickly disassemble. And the crew can switch from sail power to paddle power in an instant, or use both at the same time in an efficient graceful way. However, as we already have admitted, one may get one's shoes wet galloping over the waves at 12 knots, so I guess it's not perfect.

But the lake is!

Bob Cummings, Secret Harbor Boatworks, 13700 Powerhouse, Potter Valley, CA 95469, (707) 743-1312.

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When someone recently asked me why I enjoyed sailing, my efforts to answer her question led me to review some of the high points of my eleven year sailing career. I began to sail seriously after I bought a used Flying Junior for \$1,000. My initial forays into the exciting but scary sailing world were with friends who were experienced sailors. They gently introduced me to the sport, but alas, when I first soloed I had to demonstrate my swimming skills as an accidental gybe landed me, and my son and his friend, in the water.

Two more capsizes were to follow, during one of which I had the ill fortune of having left the PFD's securely locked in my station wagon; it was small comfort to know that at least I had brought them to the lake. Possibly I should have taken these dunkings as a sign that people are terrestrial animals and should keep their feet firmly planted on terra firma. But, no, I was not to be dissuaded by biting insects, sunburn, or the impossibility of getting out of narrow channels against the wind in a breeze without a motor. A larger boat was the obvious solution to these challenges.

Now there was auxiliary power to help. My outboard initially tended to run too fast or stall, making it difficult to maintain an air of quiet competence while approaching a dock at high speed, or required yanking one's arm off trying to restart a motor which had stalled during a critical maneuver. Then not long after, another joy. I took the motor to the lake to flush out the salt water and managed to sink a johnboat, to drop the outboard into the water, and end up in my undershorts retrieving the motor. Too bad there was no photographic record made of this outstanding example of boating skill. The salt water had not been flushed out, but at least the motor still ran.

Lest you think that my nautical misadventures were entirely the



## The Joys of Sailing

product of my brashness and ignorance of nautical matters, I would tell you that I frequently availed myself of both public and private courses in sailing, navigation and other relevant topics. Alas, such training did not prepare me to cope with such routine challenges as falling off the boat, falling out of the dinghy twice, going aground, catching the rigging in trees, getting Spanish moss on the masthead fly, numerous cuts and bruises and twice having the end of a halyard disappear up the mast, etc.

Being friendly with one's crew is a must, you run into them frequently and there is no privacy aboard my boat. I had hoped to obtain privacy by buying a boat with an enclosed head, but the head was

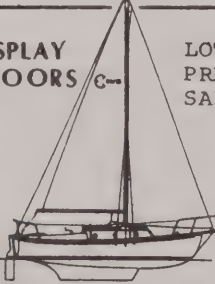
so small that one had to disrobe outside of it and a more rotund crew member might never subsequently emerge from it. My shouting incorrect orders at my wife, dropping the pop-top on her fingers, and her falling into the cockpit during a night race really tested her devotion. I still have difficulty understanding the skepticism of the emergency room personnel over my account of how Anne developed such a shiner (a night sailboat race?? Right, you brute you!!).

Some advantages of boat ownership include having no decisions to make about spending one's disposable income, it all goes to the boat. And the development of one's vocabulary, especially of four-letter words, is amazing. Boat ownership keeps you humble, whenever you solve one problem and are feeling proud of your achievement, another more vexing, expensive and challenging problem awaits in the wings.

But these are petty complaints which pale against the real thrills of sailing. I have been dismayed only twice and I have learned that it is better to sit on the windward side, or wear a helmet. Masts tend to come down to leeward. Then there is the thrill of being offshore in a gale. It focusses the mind on such ultimate questions as the meaning of life, an issue made more urgent by the imminent prospect of losing it. Of course, mal-de-mer may solve that dilemma by making death appear to be a pleasant alternative.

And then there is the story of the lug nuts coming off a trailer wheel on I-75, but enough grousing. You can see why sailing is such a wonderful sport. All those hours of sun-drenched bliss as one is wafted along on gentle zephyrs. So relaxing. So ego boosting. Obviously this is why people sail to sea in small boats.

Robert Hornberger, Gainesville, FL.



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## The Boat

The Riverland Puntey planes easily and runs very fast with an 18 hp outboard motor. With a 25, its maximum rated power, it gets up and sizzles. Properly loaded, it is quite comfortable in a chop and very dry.

- Length: 15'9"
- Beam: 4'9"
- Draft (fully loaded): 3½"
- Hull weight: 240 lb.
- Power: 25 hp, max.
- Construction: wood/epoxy
- Finish:
  - Exterior — epoxy and marine enamel, choice of colors.
  - Interior under decks and seats, epoxy. Exposed surfaces, marine enamel, choice of colors.
  - Gunls and trim — epoxy and varnish.

River for almost 40 years, as long as I have been building boats. I have listened to what builders and fishermen had to say about the river, the fishing, the boats. I have long known that a boat was needed for the average person who likes to get out fishing or sightseeing easily and economically. I knew what was needed, a plain, honest boat.

Important design considerations were shallow draft, maneuverability, dryness and comfort in a chop, ability to get up on a plane with low power, ease of handling in and out of the water, and low cost. Given this basic, rather demanding combination, such niceties as a live well, pedestal seats, con-

sole steering, etc. must be easily added.

My design began as a punt, a long, narrow jon boat type easily rowed or poled. While unwilling to depart very far from these attributes, I knew that stability, roominess and planing speed were essential. The flat bottom punt would pound badly in a chop at speed. Sections were widened, a dead flat bottom from about midship aft rose forward to a moderate vee at the bow. More like a garvey. Hence, the "Riverland Puntey".

Weighing only 240 pounds, drawing only 3-1/2" fully loaded, the "Riverland Puntey" will go anywhere on the river with speed and ease. The maximum power of 25hp is more than enough. And in those shallow places where the fish often are, the "Riverland Puntey" still rows or poles beautifully, it actually rows like a rowboat.

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I offer the "Riverland Puntey" as a finished boat or as a rough hull, assembled but with no finishing work or epoxy stabilization. Complete plans for no-lofting home building will soon be available. In the meantime, I will send a study packet for \$2.

John Wermescher, Boatbuilder, Star Rt. 1, Box 274, Crescent City, FL 32112, (904) 467-2996.



NOTE: Hull planking is marine grade plywood. Structural members are spruce and pine. Wales and bright finished trim are cypress and fir.

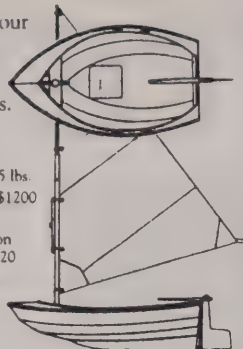
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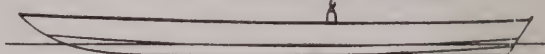


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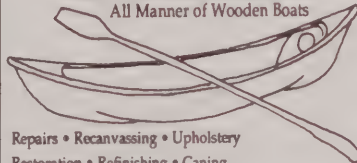


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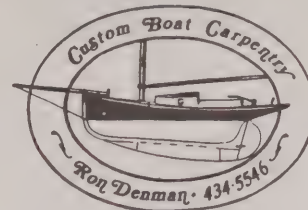
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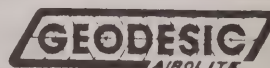
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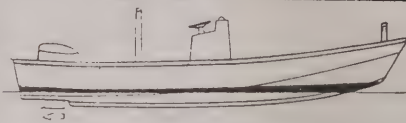


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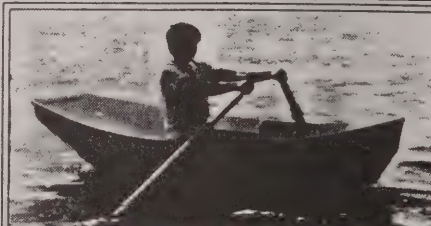
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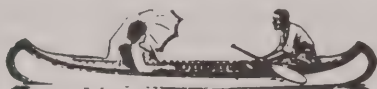
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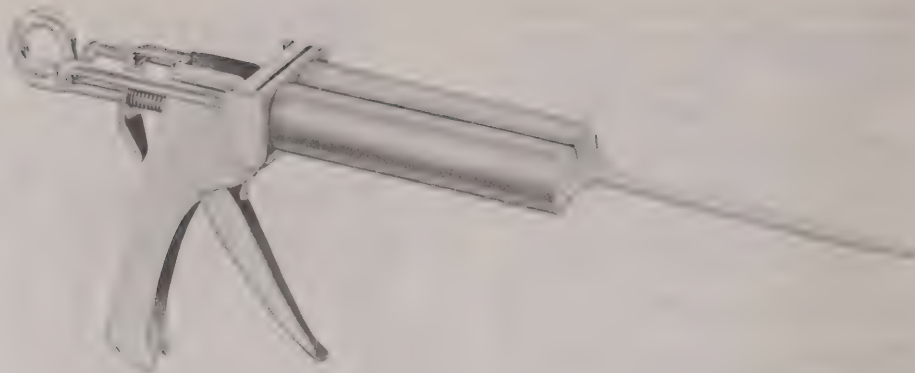
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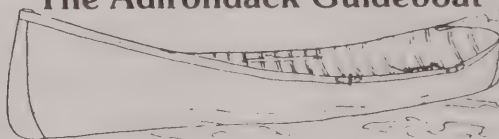
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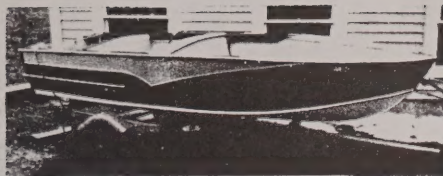
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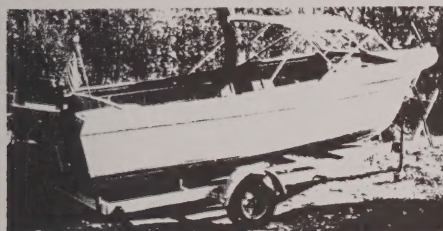
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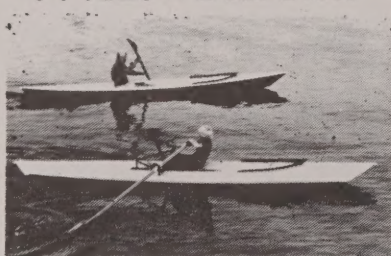


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