

Twice a Month!



**messing
about in**

BOATS

Volume 9-Number 6

August 1, 1991





messing about in BOATS

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

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

Our Next Issue...

Will feature many of the photos I took at the "No Octane Regatta" at Blue Mountain Lake in the Adirondacks, of over 100 classic small boats, as the "On the Water" feature. Fans of Arthur Ransome's "Swallows & Amazons" stories will enjoy Michael Badham's story about two down east Ransome fans who go off seeking such adventures in their "Piccolos"; and A. Bennett Wilson's report on "Cruising the Norfolk Broads", home country of Ransomania. The three long promised design articles on George Hume's 15' sailing tri "Scooter"; Joe Pallazola's 14' camping scow "Rude Dog"; and Scott Wolff's rediscovery of the "Moth" will at last appear. So will R.R. Hook's project story on rebuilding an Old Town dinghy. Bolger designs will continue with a 30' "Six Gun Ship of the Line", as will Douglas Goldhirsch's serial on "The Cruise of the Catboat "Grayling". And we might fit in Margaret Barclay's "Boats & Marriage" comments and Tom Fisher's views on "We'd Never Buy a Boat Made of X".

On the Cover...

A passing scene at the Albany Wooden Boat Festival, can you tell which of these small boats has the right stuff! Full photo coverage of the event is in this issue.

Commentary

**BOB
HICKS**

In this issue I have devoted several pages to the Albany Wooden Boat Festival. Because of schedule conflicts this year, it will be the only one of several of these gatherings I can attend and I like to give the small boat builders who trouble to turn out for these events some attention. Judging from Albany's experience, it is a tougher year than normal for the hard pressed small builders.

The turnout of about two dozen builders was well down from 1990's 46. The organizers told me that builders they called simply felt they could not afford the time and expense to come to Albany this year, even though it is about as inexpensive a show possible, just \$40 to help pay for advertising in "Wooden Boat" magazine that is intended to attract show visitors.

And the lack of visitors was painfully obvious also. The advertising didn't grab many of the small boat folks hard enough it seems. I know I ran an ad for the show in a couple of issues, yet had only a handful of readers say hello to me during the weekend. Last year, many many more of you spoke to me.

We pretty much all tended to blame this apathy and lack of interest on the economic recession. It has decimated the consumer boat industry, the major consumer boat firms are nearly all in deep trouble, many even closing up altogether. The relatively tiny and specialized small boat builder part of the boating industry seems to also have been affected. While these small boats are not big ticket items in absolute terms, the thousands of dollars that they do cost in relation to their scale seem to be less affordable.

One exhibitor, John Burgess of the Landing School of Boatbuilding, spoke strongly to me about his view that what the small boat builders really needed was a "real boat show" again, a full trade show intended to sell boats to the public. The small scale "festival" sort of thing like Albany and Strawberry Banke that has sprung up in the wake of the demise of the Newport Wooden Boat Show do not do the job, in John's view. He has built up his boatbuilding school over a dozen years with hard work and merchandising savvy and feels he could apply these skills to putting on the "boat show" he views as essential.

I am no merchandiser, I share this common inability to "sell" well with most small builders. I have to admit that John has demonstrated ability to sell, and his school is still doing well in filling its yearly quota of students willing to pay a sizeable "tuition" to learn wooden

boatbuilding as a trade. He is not having so much luck now selling the byproducts of the school, the many nice wooden boats the students build in the course of learning the trade. Even the comparatively low prices he can offer these boats for are not bringing in the buyers. So John has a vested interest in trying to rev up small wooden boat sales.

When John communicated his views to me I asked him if they were "on the record" and would he welcome response to them if I presented them to you on these pages. He said they were and he would. So right here I will invite any of you, builders or potential buyers, with views on the need for a real trade show for wooden boat builders, to communicate them to John Burgess, The Landing School, P.O. Box 1490, Kennebunkport, ME 04046.

For my own part, I am quite curious as to why so many of you who are interested in small boats and who live within a couple of hours drive of the Albany show did not attend this year. While few of you are potential buyers, I do know many of you do like these boats and enjoy looking them over and talking with the builders. Yet here was a "free" show in a nice location central to a large concentration of small boat folks and precious few were interested enough to come. If any of you who might have found the show of interest but chose not to come would care to let me know why you did not, I'd be interested to hear. I'm particularly interested to know what the show might lack in the way of appeal, as a guide to doing it better.

I suspect the reason is more deeply rooted than John or any of us wish to recognize, namely that the economic recession is damping our opportunities and interests in recreation, even for our relatively low cost activity. Reports on non-boating gatherings I have had from others indicate the same drop off in public attendance and interest, and not just in the face of high admission prices. Even the free festivals various communities are putting on are experiencing major declines in public interest. Are we all getting too worried about our jobs, our businesses, our financial futures as the country moves into what I view as a long term readjustment back to reality from the excesses of the '80's?

Perhaps we are headed into a more "do-it-yourself" era again, and if so, many of us who enjoy messing about in boats ought to already be well positioned to keep on enjoying ourselves, as low budget boating is already our way.

FOLDING KAYAKER

The newsletter that offers tips & insights on using and enjoying foldable kayaks

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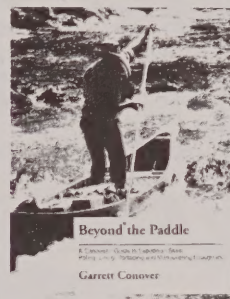
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Changes you should know about

Ralph Diaz's new newsletter for people who own, love or wish to have folding kayaks, is a highly focussed special publication that eschews any sort of graphics aside from the masthead title and technical drawings. No photos. Ralph states he intends this to be a source of useful information for using and enjoying these unique small boats. He is not planning to carry trip reports or places to paddle stuff. He might extract from a trip report some useful tech tips for readers contemplating their own expeditions.

The table of contents reproduced here from the first issue gives you the picture on what you'll find in the 12 page publication. I found the subjects were treated in reasonable detail given the constraints imposed by the 12 page format. The writing is clear and understandable on this technical stuff. It is a technical manual in fact, and while Ralph characterizes it as "an exciting new newsletter" I'd go more for the adjective "informative".

Ralph has long been active publishing the Metropolitan Canoe & Kayak Club newsletter, and is an advocate of urban kayaking adventures possible right where you live. He lives in New York City so that's pretty urban. At \$28 a year for six 12 page newsletters "Folding Kayaker" is expensive, but if the information is what you need there's no other source being published specifically on this subject. Ralph will probably send you a sample copy if you're not sure about the investment sight unseen. "Folding Kayaker", P.O. Box 0754, Planetarium Station, New York, NY 10024-0539, (212) 724-5069.

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DIDN'T BELIEVE AT FIRST

I wish now I had subscribed six years ago to "Boats" when I first heard about it in a packet of information from Dynamite Payson. When I saw that it came out twice a month I didn't believe that anything worthwhile or interesting could come on such a tight deadline, or would be too provincial to be of any value to me here in near desert Texas. There is a 16,000 acre lake about 45 minutes from me, not exactly handy but great once I get there.

Anyway, thank you for proving me wrong, I love the magazine and now anxiously await every issue. I have recently enjoyed the D.C. Beard serial and the "Building the QD-2" article especially. I have built a Bolger/Payson sailboard and "Surf" which I enjoy thoroughly. Recently I've built a half-scale "Elegant Punt" as a cradle for my second daughter.

Are back issues available? How about a comprehensive list of articles so we could order photocopies of those of interest?

Adrian Vallejo, Amarillo, TX.

ED. NOTE: A number of back issues back through 1985 are in stock, but there are many gaps. I have no catalog of them or of their contents, preparing such an index requires time I do not have to spare as yet. I cannot go hunting for a specific article for you unless you give me at least an approximate time of issue, ie. "summer of 1987". Not a very organized enterprise but the ongoing demand of upcoming issues puts the back issue file on the shelf.

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Your Commentary



MEET "KERMIT"

This is a photo of "Kermit", my 15-1/2'x5'4" outboard cruiser. "Kermit" is powered by a 7.5hp Honda and cruises nicely around 10-12 knots. The bottom is 1/2" fir ply, the topsides and deck are 3/8" pine ply and the deckhouse is 5mm lauan ply. I designed and built "Kermit" myself, inspired by Sam Rabl's "Boatbuilding in Your Own Backyard".

Don Welton, Elizabeth City, NC.



AND FOR MY NEXT...

Here's a photo of the Bolger Light Shooner I finished building last October. She is loads of fun but rather a handful. I am currently building the Bolger Elegant Punt, and soon will be starting an Iain Oughtread MacGregor sailing canoe for simpler sailing.

Charles Andrews, Kent, OH.

THE BOAT'S THE THING

I wonder how I would have found your magazine if Peter Spectre hadn't mentioned it in his column in "Wooden Boat"? Each copy is read immediately on arrival now, every word on every page, and by bedtime I'm ready for the next issue.

I have built three boats; "Egret", "Whisp" and a "Gloucester Gull", all to the high standards of "rough and ready", with LOTS of epoxy! Wood is what I build with because I can, but I also own fiberglass and polypropylene boats and have owned an aluminum boat. The boat's the thing, not what it is made of.

Duke Duquet, Solomons, MD.

MOVING ON BUT...

It's time for me to move on to another exciting level in life. I have purchased a plastic Tanzer 22 to complement my recent retirement. But, have faith, I'm building a Bolger "Cartopper" and hope to start on a "Micro" before too many years go by.

Jay Moore, Marblehead, MA.

"THE STARSHIP & THE CANOE"

I was quite interested in your review of George Dyson's book, "Baidarka, the Kayak". You failed to mention, however, that the book, "The Starship & The Canoe", written by Kenneth Brower, who wrote the foreword in Dyson's book, is the story of George and his father. It is a very enchanting book that should appeal to almost anyone who reads "Boats", and is available in paperback. Having read it several months ago I now cannot wait to read Dyson's book.

Richard Albert, W. Trenton, NJ.

UPPER MIDWEST MESSABOUT

Got a terrible urge to talk glue smearing with someone who really understands?

Been wondering where all the pure air and sparkling water went?

Cheer up, the answers are in hand. The Upper Midwest's very own Messabout has been scheduled for August 24th at the Kiwanis Park in St. Ignace, MI, at the upper end of the Mackinac Bridge.

Bring your boats, finished or unfinished, for the uninitiated to ogle and admire.

Ron Laviolette, Box 79, St. Ignace, MI 4978, (906) 643-8538.

MUCH MORE FUN

I have built a couple of Dennis Davis design kayaks, the DK21 and BD17 and am now working on a Great Pelican sailboat which may be a year or so yet from completion. This way is much more fun than buying the commercial product.

Richard Merriman, Seattle, WA.

GREAT BOOKS

I have "Baidarka" by Dyson and treasure it, not only for the plans but also for the insights into Dyson's character. If you haven't already done so, read "The Starship and the Canoe" by Kenneth Brower, which tells of Dyson's earlier days and his relationship with his father. It's destined to become a classic.

I have a copy of Hubbard's "Shantyboat" which I reread every couple of years. A wonderful story of a simple way of life. I am going to build a modified "Waterwagon", a Rube Allyn designed shantyboat.

E.G. Ragsdale, Westlake, OR.

A TAX ON READING

The horrendous increase in U.S. postal rates (\$1.09 to mail an issue to me in Canada) caused you to have to raise your Canadian subscription rate just to cover this, and to me this constitutes a tax on reading which causes us po' folks to think hard about the choice between reading and butter. This modest Canadian has no choice and butter it will have to be. However, I will miss reading "Boats", a consistently intriguing, readable and enjoyable magazine, and twice a month yet. I wish you the very best in the years ahead.

Guy de Puyjalon, Iroquois, Ontario.

BOATING WITH BILL

I'm pretty much a hazard around tools, and lacking these skills I perhaps may have an exaggerated respect for the talent of someone like my friend Bill. He paid a few dollars for an old Beetle Cat that had been in the mud for a long time, hauled it to his place and started from scratch to go the whole nine yards, bending ribs in and all. Now she sails and looks as smart as you could wish.

One of the most pleasant times I can remember is going out with Bill one morning when there was just enough breeze to move her easily down the river to the bay. Bill was on the port side, feet up on the seat, left arm over the water and a glass of the good stuff at the end of his other arm, listening to Strauss waltzes. I was on the starboard side doing the same. A clear bright coolish morning, the sun not yet over the yardarm. A beautiful boat on beautiful water with a good friend aboard. Life can sure be beautiful!

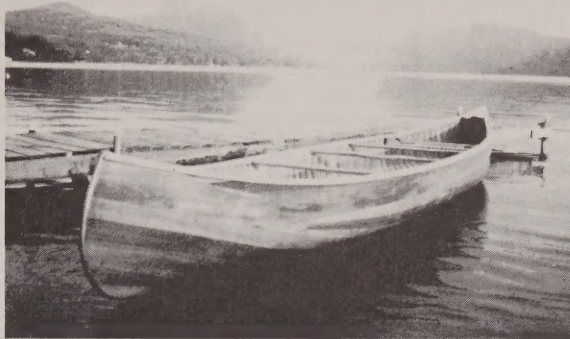
James Fritz, Greenbelt, MD

FLOATS RIGHT SIDE UP

Just had the first sail in my Solway Dory "Little Pete" which I built this past winter. A little slow in stays and the rudder yoke needs more work, but she floats right side up at least.

J.E. Summers, Oakville, ONT.

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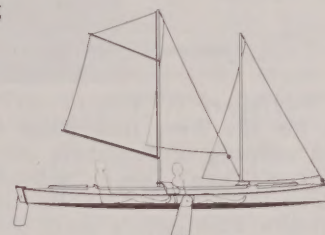
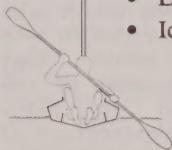
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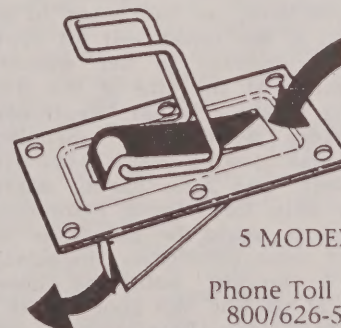
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MAYFLOWER II

Sails Again



"Mayflower II" finally set sail again for the first time since 1964 on the morning of June 16th off the Cape Cod Canal near Sandwich, Massachusetts. The photo was taken by Plimoth Plantation's staff photographer Ted Curtin, who with two other photographers and this writer, had embarked at 4:15 a.m. from Barnstable Harbor on the fishing boat "Tenacious" to find her.

Like all the interested press photographers, we had hoped to get a photo of her under sail off Provincetown enroute to her weekend appearance at the site of the first landing of the original "Mayflower" on Friday morning as scheduled, but it was blowing 20-25 knots with 5'-6' seas, and John Burke, master of the ship for Plimoth Plantation, decided it would be unsafe to set sail in those conditions, especially with a largely volunteer crew. Those of us who had gone out in a tuna boat from Provincetown that morning at 4:30 a.m. saw how rough it was and three of the six of us became seasick. So we were in agreement with John's decision,

despite our disappointment.

When weather reports indicated that the winds would calm down on Sunday, we decided to take a chance at getting a photo that would capture the essence of the "Mayflower's" arrival in 1620. "Mayflower II" left Provincetown at 2 a.m. under tow in a thunderstorm and we found her about 5 a.m. off Sandwich near the Canal. John was expecting us and proceeded to set sail for about an hour.

Following our photo op, the sails were furled and the ship was towed on through the Canal into Buzzards Bay. She set sail again there for a short time but by then so many small craft were out around her that it would not have been possible to obtain a photo of her looking as if it were 1620. Our objective in attempting these photos was their subsequent use in textbooks, our Plimoth Plantation literature and for publicity photo requests.

We will be taking "Mayflower II" to Boston in 1992 as part of the Quincentenary Celebration. All of

this is very expensive, of course, as you can no doubt appreciate, especially now that we wish to take "Mayflower II" to sea safely, sailing her to the people elsewhere other than at Plymouth. We had some wonderful sponsors this year for her sail to Provincetown and Buzzards Bay, but are in the midst now of trying to raise a matching fund of \$100,000 for her maintenance this year, in order to qualify for \$100,000 offered by a national foundation. Since her arrival in 1955, over 11 million people have trod her decks and the maintenance to enable her to stand up to this traffic is serious and never-ending. It requires today about \$1 million a year to exhibit and continually restore "Mayflower II". Anyone interested in helping us achieve this goal can request full details from Pat Kemmett at (508) 746-1622 ext. 221, or request our information packet from Plimoth Plantation, P.O. Box 1620, Plymouth, MA 02360.

Carol City, Plimoth Plantation, Plymouth, MA.



Mayflower II: A Brief History

Project Mayflower was created in 1955 by a group of English promoters. Its purpose was to construct a replica of the "Mayflower" and sail it to America as a symbolic gesture of Anglo-American friendship. In March, 1955, John Lowe of Project Mayflower arrived in the United States to meet with representatives of Plimoth Plantation. The idea of constructing a replica of the Pilgrim ship had been conceived the previous August by Mr. Warwick Charlton, a public relations man who had served alongside many Americans in North Africa during World War II. He wanted to do something to commemorate the wartime cooperation between the two English speaking nations, and the idea of building and sailing over a full-scale model of the ship which had brought the Pilgrims from England to America seemed a fitting memorial.

A major concern of the Project's sponsors was what to do with the ship after it reached the United States. They were well aware of the fate of earlier replica vessels which had ignobly rotted away after the interest in their initial voyages had faded and funding had run out. Project Mayflower became aware of Plimoth Plantation and had come to ask if this organization could be of assistance in the future berthing and exhibiting of "Mayflower II".

By coincidence, Plimoth Plantation was already planning to add a replica of the "Mayflower" to its exhibits. In 1951 the museum commissioned plans for "Mayflower II" from naval architect William A. Baker of the Massachusetts Institute of Technology. Mr. Baker's meticulously accurate plans had already been completed by the time Project Mayflower's intentions became known. A waterline model of the hull had been built but no further action had been taken.

The two organizations were able to arrange a mutually advantageous agreement in the spring of 1955. In exchange for the use of Mr. Baker's design and advice, and a guarantee to permanently maintain and exhibit the vessel, Project Mayflower agreed to build "Mayflower II", sail it across the Atlantic and turn the ship over to Plimoth Plantation after she had been exhibited in various east coast ports. Construction of "Mayflower II" began at the Upham Shipyard in Brixham, Devonshire, amid a flurry of English publicity. Her keel was

laid on July 27, 1955, and William Baker was sent by Plimoth Plantation to consult with the builders and observe the progress of the construction of the ship.

The "Mayflower II" project captured the imagination of English and Americans alike. As construction progressed, it was given wide coverage in the media. No pains were spared to make the ship as accurate as possible, from the carefully selected English oak timbers to the hand-sewn linen canvas sails and true hemp cordage. Fading skills of elderly workmen were employed to build a vessel that would not only reflect Mr. Baker's painstaking research, but which could also sail the Atlantic as securely as the original Pilgrim ship had.

"Mayflower II" was launched on a rainy September 22, 1956. The ceremony was based on what was known about the christenings of 17th century vessels. Instead of having a bottle of champagne broken over her bow, "Mayflower II" was toasted from a golden loving cup passed among officials and then named by an American airman, Reis Leming. Mr. Leming was chosen for this honor for his part in many heroic rescues during the 1954 floods which inundated eastern England. Leming then pitched the cup into the water as was the 17th century practice (from which it was quickly retrieved by a diver, Beric Watson, in the traditional manner). The ship slid gracefully down the ways and entered Brixham Harbor with a great splash. The new "Mayflower" adventure was now underway. William S. Brewster, representing Plimoth Plantation's Board of Governors, witnessed the launching.

Early in 1956, Alan Villiers, well known marine author and sailing master, was chosen by Project Mayflower to captain the ship on its trans-Atlantic voyage. In America, plans were drawn up by Mr. Baker for a shallow, a 33' workboat of the type brought over by the colonists in the original "Mayflower". This vessel would welcome "Mayflower II" in Plymouth, Massachusetts, and bring her crew ashore. The shallow was built at Plymouth Marine Railways by Plymouth boatbuilder George A. Davis, and launched on March 16, 1957.

The anticipated arrival of the ship aroused national excitement. As more people outside the Plantation became involved, it was decided to turn the reception over to the town of Plymouth. Alan Villiers came to America and proved to be a very effective spokesman, appearing on the Dave Garroway Show, amongst others. Media coverage of the Villier's visit included 21 national newspapers, 13 television stations and innumerable radio programs. The Society of Mayflower Descendants mobilized its state societies to help raise funds for the

arrival ceremonies.

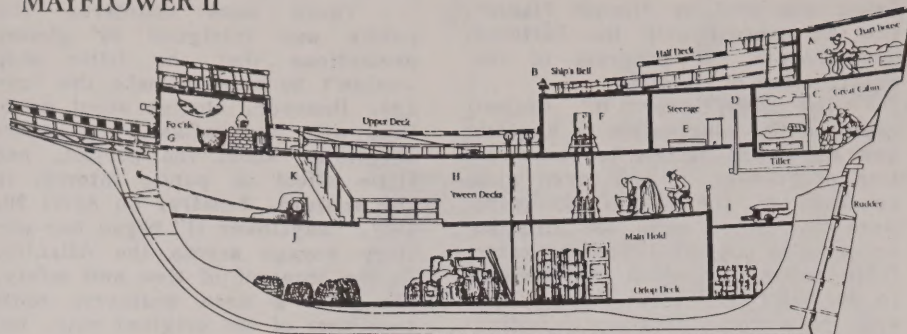
There were doubters. The public was intrigued by gloomy predictions that the little ship wouldn't be able to make the voyage. However, stories about problems with the ballast, and expert skepticism about the project, had little effect on public interest in the venture. Finally, on April 20, 1957, "Mayflower II" began her solitary voyage across the Atlantic. In the interest of time and safety, she took a more southerly route than that of the original ship, but otherwise the voyage was as accurate a replication of a period crossing as possible. Nature cooperated in this concern for authenticity; "Mayflower II" was first becalmed and then greeted with a violent storm off Bermuda, both common elements of a trans-Atlantic crossing.

"Mayflower II" sailed safely by Nantucket Lightship on June 11, and arrived at Provincetown on the tip of Cape Cod the following day. Here the first "Mayflower" had put in before continuing on to Plymouth Harbor a month later. "Mayflower II" finally arrived at Plymouth before noon the morning of June 13, to the excitement of the assembled media and the great crowd of eager spectators. The historic 55 day voyage was over. The entire voyage had been accomplished without any modern power or assistance, although a modern wheel, binnacle, generator and radio were required by law. However, the worst storms were not those met by the ship at sea, but those which arose in the press as her arrival approached.

Even before the ship docked at Provincetown, Project Mayflower, Ltd., had become the target of a number of criticisms, centering on "mismanagement" and "commercialization" of the venture. As was the case with the original voyage, "Mayflower II" had trouble with her backers. The impression given by the early publicity was that the ship was intended to be a gift from England to America to honor Anglo-American relations, and the implication was that the money was to be raised by popular subscription. However, Project Mayflower remained a private corporation and was unable to raise sufficient funds from donors. When funds proved scarce, the project turned to the business community, and also sold the picture rights to "Life" magazine. Even so, when the ship arrived, almost \$200,000 was still owed to creditors.

After "Mayflower II" arrived in Plymouth, it went on to New York City to earn money to help pay its debts. Many of the English companies which had outfitted the vessel had not received payment, and they brought matters to court. Representing the creditors was Mr.

MAYFLOWER II



Felix Fenston, a wealthy real estate investor who had been the primary backer, and President of Project Mayflower.

Plimoth Plantation received legal ownership in November, 1957, but it was stipulated that Project Mayflower, or rather Mayflower Ltd., an American subsidiary company, would retain control until the following summer. "Mayflower II" spent the winter on exhibit in Miami, Florida, stopped at Washington, DC, and finally returned to Plymouth's State Pier on June 30, 1958. Thereafter, Plimoth Plantation paid the creditors and obtained

a clear title to the ship.

Since that final arrival, over 11 million persons have visited the ship. From the outset, costumed interpreters presented visitors with information regarding the Pilgrim's motives for making the crossing, as well as about the hardships of the voyage. Beginning in 1982, this program was supplanted by "role playing". Now members of the staff present themselves as 17th century people who embody English culture of that time period, as is done at the Plantation itself. They recount the rigors of the trip and the factors which impelled the colonists to

make it from a first person perspective.

Another major qualitative step forward was taken in 1983 with the installation of a dockside orientation exhibit. With the advent of this exhibit, visitors have had available valuable background information prior to boarding the ship. This information enables visitors to engage the staff in far more productive dialogs than was previously possible. By in effect establishing an agenda for the visit in the minds of the people exposed to it, the exhibit both channels discussion and facilitates learning.

In addition to ongoing maintenance, there was one major restoration program undertaken during the 1980's. From 1981 to 1984, extensive work was carried out both at Plymouth and at a shipyard in Stonington, Maine. Ranging from electrical repairs to the replacement of the ship's working tops, the program cost the plantation approximately \$750,000. During 1990 work was begun on another major repair effort. Estimated to cost \$300,000 when completed this year, this project entails the replacement of all decks as well as some structural work.

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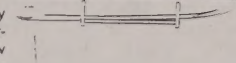
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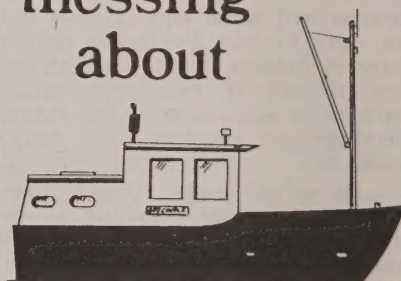
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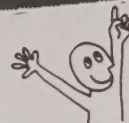
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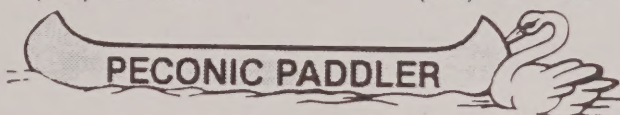
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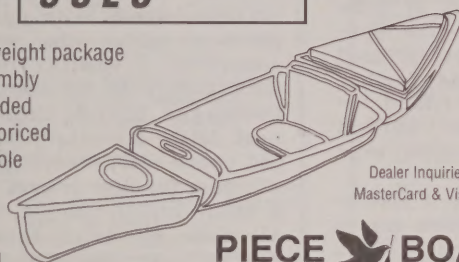
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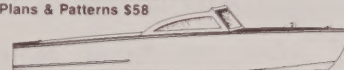
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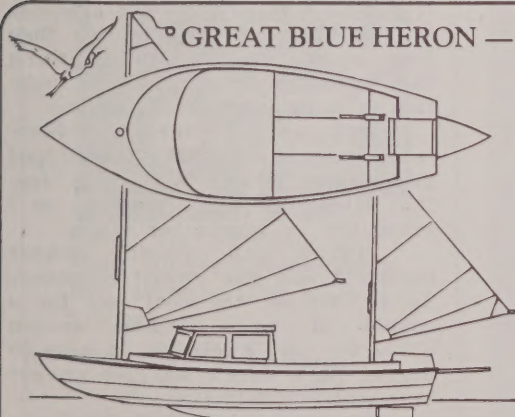
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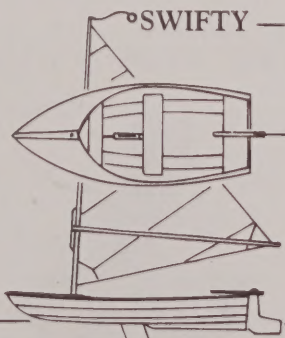
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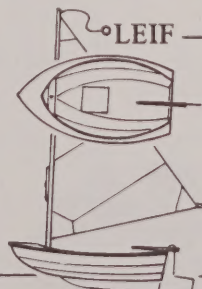
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It was a press conference for the Maine Island Trail Association in late June, a hot Thursday morning on the Portland waterfront at MITA's new Portland "branch office" on Union Wharf. Later in the day it would be open house for MITA members interested in seeing MITA's new digs and meeting the new management, Director Cate Cronin and Trailkeeper Karen Stimpson. I was the only boating journalist to turn up it appeared, surrounded by two Portland TV crews and several area newspaper reporters, as Island Institute Director Phil Conklin launched into his filmed overview summary of the purposes behind the Island Institute and the Maine Island Trail Association. I'd heard it all before so I just stood by on the outskirts of the small gathering waiting for our boat ride.

After the formal conference ashore was over, those so inclined piled into the two Lund aluminum outboards owned by MITA for trail management transportation. Each of



On Camera

the competing TV crews boarded separate lanches, and with Cate and Karen at the donated 25hp Mercury outboard helms, we were off out onto Casco Bay for a look at some typical urban islands in the system, while both the skippers used the opportunity to espouse further the role of MITA and the Island Institute in the future of Maine's thousands of islands to their captive audiences.

I always feel awkward listening to mass media reporters try to think of sensible things to ask about subjects they know little

about, but I must say that Cate, in whose boat I was riding, developed a very nice dialog with both the TV reporter, a woman, and the man from north of town reporting for his local paper. Later when we gathered on an island, it was Karen who handled the speaking, and she must have been some sort of "interpreter" at one time, in her "uniform" slacks she would have passed easily for a state parks spokesperson. They both steered the attention of the reporters very nicely to what they wanted to have them learn.

We looked over a couple of private islands with public trespass problems along the way to going ashore at a small state owned island alongside the eastern shore of Chebeague Island. Crow Island is a neat little overnight spot, with an old cabin still standing, and plenty of room for low impact camping for a small group, couple, or individual. Some agonizing seems to be going on over the status of the cabin, a weatherbeaten place that is on the edge of becoming a possible accident with someone inside. To fix or not to fix, that is the question the state people are wrestling with, according to Karen's talk. It's awfully hard for state agencies to just leave things alone, they feel impelled to "manage" anything they consider opening to the public. Crow is open to the public.

Well, as we returned to Portland, some three hours had slipped away, and I was wondering how this all struck the TV folks, so I asked the TV woman her views.

"Better than covering another murder," was her prompt response. To be out on the cool bay for a couple of hours riding around while the city sweltered in plus 90 degree heat wasn't too bad an assignment.

"So how is all this likely to turn up on your TV station?" I inquired further.

Top photo: Crow Island is part of the MITA trail, open to overnight camping. Below: Karen on camera for Portland TV.



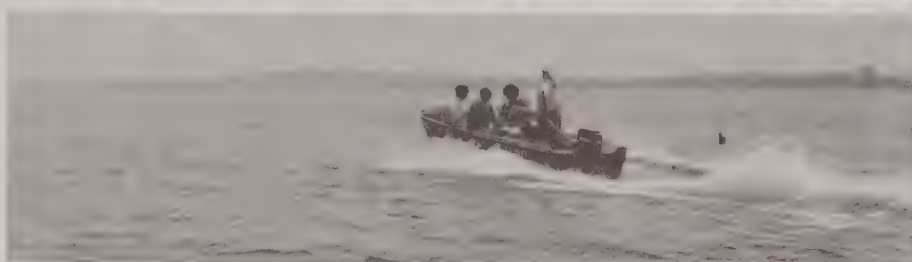
"Maybe a minute or two on the 6 o'clock news," she estimated.

"Or not at all?" I ventured further.

"Oh, they'll probably use it, after all three hours out here for two of us, they don't send us out and not use what we come in with."

Back at the dock, it appeared that various Island Institute friends had gathered, and almost immediately Cate and Karen, along with MITA founder Dave Getchell, Sr., were off again in the boats on another "cruise". Unable, because of their fast turnaround, to get a chance to talk with either Cate or Karen with the TV people no longer monopolizing their attention, I headed home.

Somehow I missed out on the press kits, none were to be found, and my subsequent letter asking for one as reference material for this little report has yet to be answered two weeks later, so I've just gone on without it. I did get to leaf through the neat new guidebook they have produced for 1991 for MITA members, it looks pretty good, compact small size, easy to carry, nicely laid out. The copies the local "press" did have carried a handwritten notice on the covers to the effect that they were "file copies". Karen explained that this didn't mean they wanted them to be returned, but they did not want them to be handed along to third parties, as these guidebooks are exclusively for the use of MITA members. A nice bit of tightrope



Top: Cate (right) tells the MITA story to the TV reporter while she drives the boat out to Crow Island for a look around. Below: One of MITA's two Lund outboard skiffs, Karen at the helm.

walking in public relations.

If you're not already a member of MITA but have reason to want to see public access by small boat continue to expand amongst the Maine coast islands, you should

consider joining. A request to MITA, 60 Ocean St., Rockland, ME 04841 for membership materials should get you what you need to know.

Report & Photos by Bob Hicks

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On the Water

Upper Mississippi Messabout

The first ever Upper Mississippi Messabout is now history. It was a great time for those who made the event. By Friday evening of Fathers' Day Weekend we had a dozen boats on the beach and boat talk went on well into the evening in the screenhouse provided with the campsites.

Saturday began with an early thunderstorm, but by 8 a.m. boats were on the water. A gentle NW wind increased during the day, as did the numbers of people and boats. By mid-afternoon we had about 50 people with 30 or so boats. The latter ranged in size from a "Sairy Camp" replica to a

24' "Great Blue Heron" sprit boomed yawl. Amongst the many canoes were a 24' bark canoe, a couple of 19th century replicas and a 22' family canoe. Several nicely built clinker planked rowing craft were there, as were two Dovekies. The furthest boat came from Milwaukee, the nearest from just 5 miles down the lake.

We all made new friends and are thinking seriously about our next Messabout. And we now have the core group for the new Upper Mississippi Chapter of the TSCA.

Report & Photos from
Mississippi Bob Brown.



Above: Boats on the beach, quite a variety. In the foreground is a 22' family canoe, behind it is Dave Christofferson's bateau with sails up. Below: Another view of the beach.





Above left: "Great Blue Heron" (left, a Shell Boats kit) meets "Dovekie" (by Edey & Duff). Above right: More nice small boats.

Below: Arrival of a fleet, Joe Pouliot's Whitehall at left with a couple of cartop canoes, and Bob Brown's fleet of eight at right, well seven, his windsurfer is inside Joe's Whitehall.

Bottom: Moby Nick Scheuer enjoying a "cuppa" at sunset, that's a "back porch" on his Dovekie.

Pedal Power Potlatch

Four new boats and four old ones were present at Seattle's Center for Wooden Boats on May 11-12 for the Sixth Annual Pedal Power Potlatch. The event was favored with fair weather.

Parker McCready's "Hopping Hydrofoil" delighted the crowd with spectacular performances, and the prototype "Escargot" canal cruiser was busily engaged taking groups of six at a time for short tours on Lake Union. Ralph Eide's "Seacycle" was on hand in three versions, including an inflatable single. A TV tape of the Chalmers University (Sweden) hydrofoil was continuously shown and the maneuverability of this two-person craft, due to the ailerons on the underwater wing, was impressive.

Phil Thiel, 4720 7th Ave. NE, Seattle, WA 98105.

Moosehead Regatta

We had another good year for the 3rd Moosehead Rowing Regatta here in Greenville, Maine. It was a chilly day on June 5th with light drizzle and light winds. Thirteen participants turned out from Maine, New Hampshire and Massachusetts.

The highlight performance was that of Fred Meda, a paraplegic veteran of the Korean War. Rowing an Alden Ocean Shell, Fred flashed tiger striped tights with matching blades. He is not only the national, but also the world champion rower among handicapped people. Our event was a warmup for a trip to the Netherlands later in June for international competition.

Betsey Rockwell, Greenville Jct. ME.





Above: Nice day, nice boats, where are the people who could have enjoyed them? Below: Greg Sowers carries his fast racing canoe to the river, Greg had this and a strip built Adirondack guideboat on display. G.T. Sowers, Schenectady, NY, (518) 393-9650.



Below: Kari McGrath and John Curry enjoy the canoe Kari rescued from the dump and restored, her first ever boat project.



ALBANY
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FESTIVAL

The effects of the economic malaise that has us in its grip were manifest at the Albany Wooden Boat Fest in mid-June. Despite nice weather the turnout of interested public was way off from 1990, and the turnout of boatbuilders exhibiting was down from 46 to 26. What happened?

Well, according to the organizers, many of the builders who were there in 1990 could not afford to come in 1991 as work was scarce indeed. The cost was \$40 towards the co-op advertising in "Wooden Boat" and the out-of-pocket expenses for travelling to Albany and staying overnight. Even with free camping and a reasonable Saturday evening exhibitor dinner (about \$8 for all you could eat), too expensive. So, it seems, even the already hard-pressed small wooden

Dan Sutherland's Rushton 109 "Iris" was chosen as "Best Traditional" in the show and also shared honors with the "North River Skiff" (see below) for "Builders' Choice". Dan's also building Sutherland Trout Boats originally designed and built by his grandfather, who still drops by Dan's shop every week. Sutherland Boat & Coach, 2258 Rt. 54A, Penn Yan, NY 14527, (315) 536-2258.

North River Boatworks' "North River Skiff" shared honors as "Builders' Choice" in the show with "Iris". While this skiff is North River's own design, they do build traditional boats to order. That's partner Frank Houde leaning on the gunwales. North River Boat Works, 6 Elm St., Albany, NY 12202, (518) 434-4414.

Tim Mayer's exquisitely finished out fiberglass pulling boat was adjudged as the "Best Modern" boat. Tim gets his bare fiberglass hulls from Jim Thayer. That's Tim leaning on the transom. T.R. Mayer, RFD 1, Box 307, W. Buxton, ME 04093.

Bill Clements' elegant little 13' "Nord Vinden" canoe yawl was chosen as "Best Detail" winner, not an easy choice amongst the assembled craftsmanship. Bill also offers variations on the classic Rushton "Princess" sailing canoe and does canoe restorations. That's Bill in the striped shirt. William Clements, Boat Builder, 18 Mt. Pleasant St., N. Billerica, MA 01862, (508) 663-3103.

boat builders are even more hard-pressed this season.

I could gauge the crowd decline not only in "counting the house" by looking over the crowd at any given time, but also by the number of people who approached me to identify themselves as readers. Last year dozens did so, this year a handful. I guess most of you within reach stayed home. There were some very nice boats to be seen amongst the two dozen exhibitors, and the on-the-river rowing/paddling and sailing races were colorful displays of small wooden boats in their element.

Pictures best describe what you missed if you were unable to attend; herewith a selection from those I took over the two days.

Report & Photos by Bob Hicks





Gardner Callanen sizes up a portaging yoke for a prospect for one of his Adirondack Guideboats. Gardner's fiberglass hulled boats are completely fitted out in wood and he offers a full line of traditional accessories, oars and paddles too. Indian Point Guideboat Co., 732 Midland Ave., Midland, PA 15059, (412) 643-5457.

Steve Kaulback had the whole span of Adirondack guideboats on display; from left an original in need of some repair work; a new wood strip version; and a new fiberglass hulled version. Steve was absent when this picture was taken. Steve Kaulback, Charlotte, VT 05445, (802) 425-3926.

Tom Hill (at left) has acquired enough fame now (if not fortune) from his books, videos and courses in ultra-light boatbuilding, to draw a ready crowd at a show. The dory skiff was something a bit different for him. Hill Family Boatbuilding, RR 1, Box 2310, Huntington, VT 05462.

Robert Stephens (center) designs his own boats as well as building them, and had this ultralight two person double paddle canoe on display. Bob offers a catalog of designs from which he will custom build to suit individual needs. Robert W. Stephens Wooden Boats, P.O. Box 464, Searsport, ME 04974, (207) 548-0129.



Gary Clements (right) says he's doing well with his Bolger "Cartopper" kits. His display model was a pretty yachty looking job. He's working on an outboard skiff that he has high hopes for, for those who like to fish from small boats. G.F.C. Boats, RD 1, Box 417 B-3, Cape May Court House, NJ 08210.



Keith Quarrier displayed his nicely appointed St. Lawrence Skiff again this year, that comfy seat back seems to have caught the lady's eye. That's Keith second from left. Quarrier Boats, Box 25, Alstead, NH 03602, (603) 835-6985.



Keith Merrill (left background), the Water Power Products oars and paddles (in background) man from Nova Scotia, talks paddles with Al Bratton, builder of the kayaks and canoe in the foreground. The canoe is one of Al's Woodstrip Watercraft strippers, the left hand kayak is a "Wooden Boat" magazine design, and the one on the right is one of the Dennis Davis DK "tortured" plywood designs. Water Power Products, RR 1, LaHave, Lunenburg Co., Nova Scotia B0R 1C0, Canada, (902) 688-2351. Woodstrip Watercraft, 1818 Swamp Pike, Gilbertsville, PA 19525, (215) 326-9282.

Peter Watson (leaning on gunwales at right rear) is a horse logger and farmer from western new York state who is enamored of the Banks dory. This one was launched for the first time at the show into the Hudson. It's workboat finish, big and rugged. Clear Rock Trades, 5325 Barber Rd., Avon, NY 14414.





Dan Lindrooth (center) of Mobile Marine had one of the few daysailers on display, this is his "Petrel" design. He also showed his line of stripper canoes. Mobile Marine, 2924 Orchard Ln., Huntingdon Valley, PA 19006.

Jack McGrievy (center between canoes) builds beautiful wood/canvas canoes, specializing in his reproduction of the "Racine 17". Like most canoe builders, he also does repairs and restorations. McGrievy's Canoe Shop, 379 Old State Rd., Cato, NY 13033, (315) 626-6635.

The Springfield Fan Centerboard Company is Bob LaVertue's choice of name for his business fabricating custom bronze hardware and fittings for traditional boats. Here Bill Clements (left) demonstrates one of the fan centerboards which he uses in his "Nord Vinden" canoe yawl. Bob was probably out sailing his Princess sailing canoe. Springfield Fan Centerboard Co., 20 Tree-top Ave., Springfield, MA 01118, (413) 783-5589 eves.

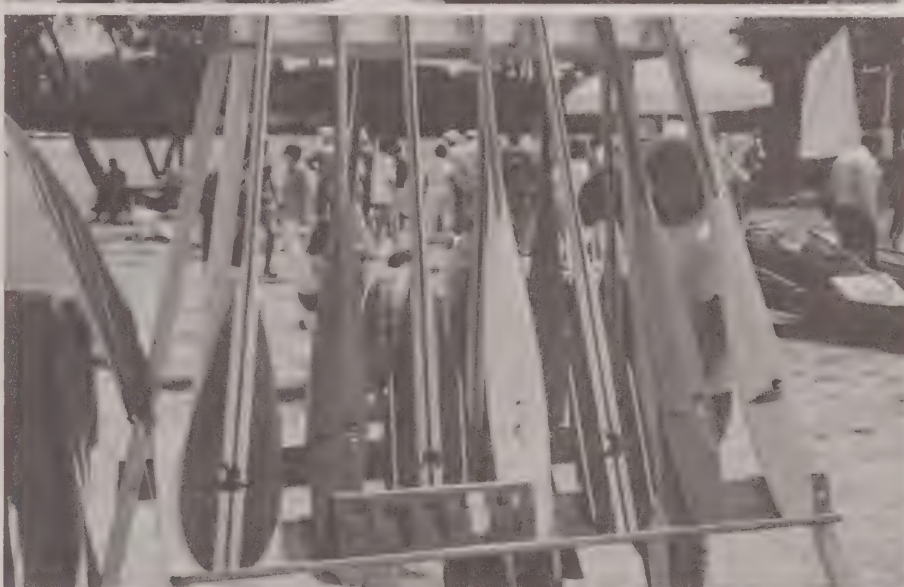
Shaw & Tenney displayed their lines of oars and paddles and also some nice pack baskets, here Helen Reagan, who owns and operates the business with her husband Paul, talks with a prospect. Shaw & Tenney, Box 213, Orono, ME 04473, (207) 866-4867.

Jim Thayer (second from left) had his little glued lap lauan ply "Wee Punkin" skiffs on display, also brought along the bottom of his yet incomplete latest design for public speculation as to its final form. Grand Mesa Boatworks, Rt. 1, Box 75, Collbran, CO 81624.

Even John Burgess of the Landing School of Boatbuilding (behind boat) is looking for buyers for the beautifully made small boats that are the byproducts of the school's boatbuilding instruction program, even at the bargain prices he is able to quote. John says he wants to see a real "boat show" again, and thinks he could put one on if he could get the builders behind him in the effort. Interested? Contact John at the Landing School, P.O. Box 1490, Kennebunkport, ME 04046, (207) 985-7976.

Dave Kavner (right behind paddles) divides his time increasingly now between building these lovely paddles and his model Adirondack guideboats, the latter he says are on a one-a-week production schedule to keep up with demand. The future of small boat building? Models? Pisces Paddles, HCR 1, Box 75-A, Keene, NY 12942.

"The Proa Who Wouldn't Go", easily the most unique boat at the show, a geodesic design by North River Boatworks to a customers specifications. They are still having trouble making it sail right with a rig that would not require the moving of the tack from one end of the boat to the other, so its skipper wouldn't have to run back and forth.





Cruise of the Catboat "Grayling"

Douglas Goldhirsch

At the conclusion of the last installment, Doug had arrived at Mystic, Connecticut, for the imminent gathering there of over 100 catboats.

MYSTIC 1990

Morning came. A beautiful cool summer's day. During a brief jaunt through the harbor with kind host George, we saw the catboats streaming in. From the west and from the east they came. Large and small. Fifteen to twenty of us lined up to wait for the swing bridge to open. And so it was all day long. Every time the bridge opened, a small fleet of catboats of all descriptions passed through. Passing through early "Grayling" got a prime space on the dock, way out at the end with her bowsprit sticking out past the pier. From our vantage point it was amusing to observe the flood of new arrivals coming in all day long. By the end of the day we were rafted four deep in some places. Indeed, over 100 had come. We later learned that had the weather the preceding week been more moderate, there would have been many more. But it was still an impressive gathering.

During the weekend I'm not sure what I did. Somehow the time just flew by. It seemed that as long as I stayed on the boat I was busy talking to people about her. It was like being the interpreter at a museum exhibit, and I guess that's about what it was. People were amazed at her age and condition. They asked about the bowsprit and the spinnaker pole. They wanted to see the engine and the cabin. I was in my element. I'm not generally a show-off or flashy personality, but I love to show off this boat. I revel in the praise given her. To me a compliment to the boat was a compliment to me. There is so much of me in "Grayling", and she is so much a reflection of my values and my person that I got a terrific ego boost from all the attention.

The parade on Saturday was fun. After all, I had the oldest boat and the youngest boater, Peter and Laurie's daughter, Maya, just under one. Too bad the Mystic River is so shallow and narrow. It would have been fun to sail a bit and show off the "big rig". But motoring up and down the river was the only safe way to handle it and it was thrilling to see the lineup of different catboats, many with decorative flags flying, cruising in close succession up and down the river.

There were all types of catboats there. Old ones and new ones, wood and fiberglass, large and small, professionally crafted works of art and backyard specials. All types of people too. Young and old, rich and poor. The common thread being that these fat little boats meant something to us all. Each of these boats is home to each of these people. Each one is so different to its owner, a unique expression of his or her individuality. While to a layman, one catboat looks pretty much like any other, to each catboat owner, his boat is unique, and I'd venture to say that most owners could pick their vessels out of a crowd of seemingly identical boats.

For me, one of the most valuable aspects of the Mystic trip was the opportunity for me to initiate friendships. All those catboaters who went to Block Island together that Sunday, and many who didn't. The people who hang around in these chubby little vessels are, as a rule, just plain nice. I enjoyed meeting them at Mystic, and indeed crossed paths with many of them again over the next few weeks.

BACK ON BOARD

We're back now to where I be-

gan my story and I've already told of the trip to Block Island and on to Martha's Vineyard ("Boats", June 1st & 15th). I had left "Grayling" there for over a week while I attended to business back in New York City.

It was July 20th when I next saw "Grayling". I had returned to New York on the 11th. Intending to get some work on my fledgling new business done while there, I'd planned this time ashore. Looking back I see now that this was a mistake. The time was unproductive, and I'd have enjoyed cruising some more. But I needed the time to think about my future. To be involved with it.

Well, I thought, but I didn't really produce. So it was with eager anticipation of the coming weeks of sailing that I arrived once again at "Grayling's" mooring in Lake Tashmoo, Martha's Vineyard.

My friend Sarah Shepard (mother of friend Dave who sailed to Montauk with me) met me at the ferry and we drove to the mooring. The plan was to sail with Sarah to Vineyard Haven where I would drop her off and also have the opportunity to visit Nat Benjamin at his boatyard there. From there I'd sail around to Edgartown for the next day's rendezvous.

The wind was quite strong so I tied in two reefs right off. Upon shooting out of Tashmoo it was evident that this was a three reef day. A very healthy 20-25 knots of wind is really all "Grayling" can handle, even with all the reefs tied in. So Sarah steered while I tied in the final set of reef points. We set off for West Chop where the schooner "Shenandoah" was driving into Vineyard Haven under a full press of sail. "Grayling" pitched and bobbed and doused us with

heavy sheets of cool sea water. They don't call it "West Chop" for nothing! Big steep waves had me holding my breath more than once, but once again my stout little ship showed what she was made of. We weathered the "Chop" and stood into the protected harbor.

After we tied up at the Cannon & Benjamin dock, Sarah got off and I went in to see Nat. Sarah's son David had introduced me to Nat Benjamin while we were students at the Webb Institute. Dave had worked for Nat as a kid, and since that was when I'd just bought an old catboat, he had thought it only fitting that I should consult with Nat.

While it was impractical to think back then that I could get "Grayling" to the Vineyard for Nat to work on her, I did indeed entertain the idea for quite a while. In the end, of course, the work was done local to my home, but over the years I had kept in touch with Nat. He was always interested in how my project was progressing and I solicited his opinions often. So it was especially nice to tie up to his dock so he could look her over. It was very fulfilling to have Nat sit in "Grayling's" cockpit, and after pausing for a moment to take it all in, for him to smile. It was really great that I'd given life back to this old one, he told me. You would expect a master boat builder like Nat to be concerned with the details of the reconstruction, but he wasn't. He was interested in the result. She was stout, sound, loved, alive. She was pretty. For Nat that was what mattered. Not how this or that piece was fitted. There are many ways to put something together, but isn't it the result that really matters? Nat is an extraordinary man.

It was great to visit, but my destination for the evening was Edgartown and impending nightfall necessitated but a brief visit at Cannon & Benjamin. So, running before a now moderating southwesterly, I set out once again. Upon arrival at Edgartown, I located the anchored catboats and chose a spot to drop the hook. My mission at this point was to find a telephone in order to call my Dad, as this was his birthday.

On my way to shore to make the call I passed "Cape Girl" and "Sarah Hope" rafted nearby. Bob Luckraft on "Sarah Hope", upon hearing of my mission, suggested I use his VHF and call my Dad via the marine operator. Well, Dad was at a party, but I got the number from the babysitter and called him there. He was surely surprised as he realized I was calling from a two-way radio on a boat. Everyone on board sang "Happy Birthday" to him as I held up the microphone. It was a great way to wish him a happy day and I know he really enjoyed it.

Later that night the usual beer consumption contest aboard "Sarah Hope" ("The Greatest Beer Carrier in the Fleet") was followed by a quiet night at anchor. The next day was race day and I was looking forward to making a good showing in this, my first race in two years.

Unfortunately there was no wind at race time, and when it did come up, I was not positioned to take advantage of it until the outcome was all but certain. We did take third in the wooden boat class and beat several fiberglass boats too. A frustrating race because of the winds, but pleasureable nonetheless.

The rest of the day was spent swimming in Cape Poge Bay and walking around Edgartown. Dinner that evening at the Reilly's was predictably pleasant, but having had enough beer already for a couple of nights, I went light in that department.

Sunday was for relaxing and for connecting with incoming crew for the trip to Nantucket. Liz Kay is an old friend of mine from my association with SEA, (Sea Education Association), the operators of the "Corwith Cramer". She met me on the Vineyard and we planned to sail the next day to visit our friend Maggie and her family on Nantucket.

(To Be Continued)

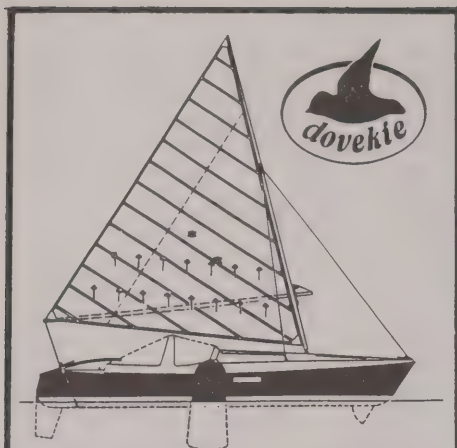


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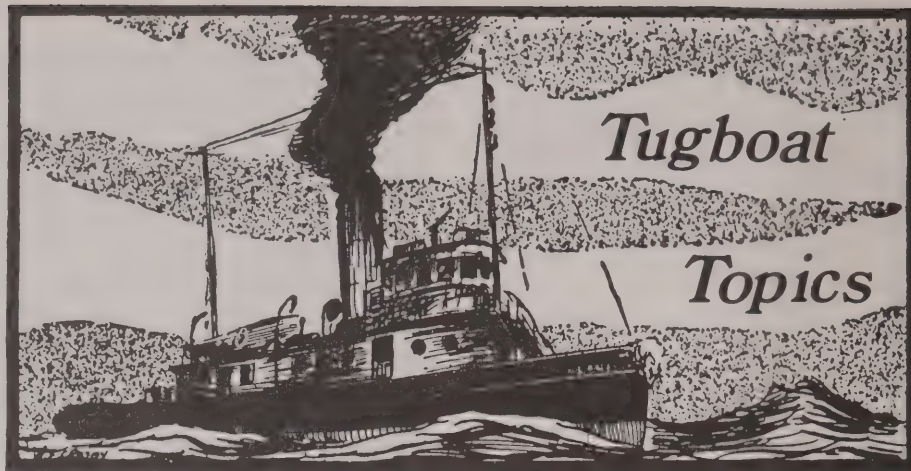
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Tugboat Topics

Hugh Ware, Manchester, MA.

The Seventh Boston Tugboat Muster & Parade will be held on August 24th at the World Trade Center (the old Commonwealth Pier) on Boston harbor. Assembly should take place mid-morning. Sponsored once again by the Boston/New England branch of the World Ship Society, the event will be run by an entirely new committee headed by Jamieson Findlay, dockmistress of the Boston Boat Yard. Attendees from afar will include Matt Lyon from Richland, Washington, well known to "Boats" readers for his Tugboat Calendars. Also attending will be a new tug, the "Bay Star", being built for Baer Marine in Fairhaven, Massachusetts. The builders have orders to have her finished in time for the Muster.

Captain "Jake" Tibbetts of Boston Fuel Transportation has added a pushboat to his fleet to handle roll on/roll off barges being used in the cleanup of Boston harbor. The square bowed twin-screw "Juliet Reinauer" is "gorgeous", according to several reports. Captain "Jake" has promised to send "whatever is in the harbor" to the Muster, so the "Juliet" may be there. He says the "Juliet" is three stories high so the view is great over the trucks and vans on the barge, and she has the advantage that she gets hitched to a barge on Monday and stays hitched until Friday. Bought in New Jersey, all she needed was a paint job in the proud buff and red BFT colors.

Pat Wells, who gets the credit for coming up with the idea of a tugboat muster (like the firemen's musters of her childhood) says she has received calls from several cities about the Boston Muster. New Orleans, for one, has picked up the idea and will be holding its own muster. Anyone know more details?

Down East, Elliot Winslow is adding a big twin-screw shiphandling tug to his fleet. Washburn & Doughty are building the 90 footer in East Boothbay. As one tugboater commented, "She may be the first shiphandling tug built on the east coast in years." She will be used

to handle tankers in Portland, a major pipeline terminal, and newly launched ships at the Bath Iron Works. Elliot will be invited to show her off at the Muster.

In Seattle, a 96' long World War II tugboat is now a bread-and-breakfast. There are seven guest rooms on "Challenger", four with private baths. The prices aren't bad either. Sort of a nautical equivalent of the elaborate house built on a tug hull that floats in Boston harbor.

Readers may remember a "Boats" article back in 1989 about a New Zealand tug of the "water tractor" type, able to maneuver in any direction with equal ease. In Hamburg, Germany, several of these tugs engaged in a "tugboat ballet", swaying back and forth and pirouetting, and doing other figures while waltz music resounded from sound systems. If we could get several of these tugs together in Boston, perhaps they could do an American square dance. "Do-si-do your partner, forward and back, ladies chain," and all that. How about it west coast? Water tractors are popular out there.

Tugs come in all sizes and shapes, as I've noted from time to time. A recent issue of "National Fisherman" tells about a Seattle seine skiff that was converted into a small tug to push the bows of large fishing boats to the pier. A seine skiff is a ponderous open craft, normally carried on the stern of a tuna clipper and used to pull the deep, long, heavy purse seine around a school of tuna. It is a short and broad craft and usually has a powerful diesel engine and big propeller. The one in the "NF" article is 24' long, 12' wide, and draws 5', not quite kayak dimensions. In her new employment she gets lots of comments and evokes grins, partly because she seems to have no particular bow and stern, so these have been carefully labelled inside on the gunwales. The owners are pleased with the reactions to her appearance and also happily satisfied with her performance as a tug.



Race

Scrambling down the steeply wooded slope, I dodged the twisted roots spread across my path. From the dock came the sounds of preparations for the race; bailing, the scrape of plastic against metal and wood, the scrunching of sails in their bags as they were thrown into the boats, the sudden disturbance of a motor starting up.

Another boat pushed off, blending almost instantly into the fog. Only the pine trees were visible, a muddled group of ghostly spreading branches. The mist blowing by gave their tips the appearance of floating in thin air.

Our motor sputtered into life sending a thin stream of water into the harbor. Another boat moved off into the fog, and then Merritt took the committee boat off to the outer harbor with a load of people aboard, leaving us now the only ones still at the dock.

Then we too left, moving past the ledge half uncovered by the falling tide, past the hermit's house, past the "Aliquippa". Sally steered, turning around marks almost sucked under by the strength of the tide, and headed out to Goose Rock when we reached the shoals. Then ahead, a cluster of boats appeared, shining brightly under the white sky in the glowing fog.

I grabbed a stay and stepped out on the deck to raise sail, and looked over towards the bay where the first three boats circled in the mists. I hooked the jib to its catch and began to ease it up the forestay. The mainsail flapped wildly in the breeze as Sally pulled it up.

The committee boat had come out of the fog as our boats sailed in search of the best wind for the start, the best position. Who would get there first? Would the wind hold? The sails were like clouds moving over the water.

Five minutes, and check the

course. Wallace's Cove off the far end of Hermit Island.

Four minutes.

Three minutes.

"Starboard". A boat had come too close.

Two minutes.

One minute.

Darting forward, we watched the wind, the water and the waves. Who would get there first? Would the wind hold?

Merritt sounded the starting whistle. Sally tacked and we were racing, fifth in a fleet of eleven. The shoreline disappeared in the fog leaving us in a small area a few yards across. Only the masts poking out of the fog gave any sense of there being an outside world.

"Ready about." I jerked the sheet out of its cleat and coaxed the jib across to the other side. A boat tacked twenty feet off to starboard.

The sky had darkened above the fog, closed in, a low lying mass of grey clouds bearing down on us. A pale blue shape came into focus, became the bow of a boat, and then vanished. Voices came across the water, now nervous and tense. Sally's words carried a hint of fear, "If it starts to blow, get the main halyard first, the jib can wait."

"The mast?"

"It'll hold...I think."

Hermit Island appeared out of the fog, dark and menacing under the lowering clouds. Sally steered along its shore on the seaward side. A gust of wind blew sharply across the water. "Appeal" sailed by out of the fog a few feet away, her stern visible briefly to us. And then as we sailed into Wallace's Cove, the fog suddenly lifted.

"Jibe ho!" The wind picked up and we ran before it. The telltale spun in full circles around the

mast. The wind blew from West Point across the bay on the other side, then from the ocean, somewhere between Wood Island and Wallace's Cove. Middle Ledge was gone in a moment.

"Appeal's" raised her spinnaker."

"Take the tiller while I get ours up."

I balanced on the seat, feeling the sudden pull of the tiller in my hand. Sally hooked the spinnaker pole to the mast, attaching the spinnaker itself to the pole. A few minutes later it hung loosely in the suddenly light wind. The committee boat waited, floating now in a nearly dead calm. We were fifty yards off.

"Watch "Appeal", she'll take your wind."

"Appeal" drifted near a boat length off. I gripped the tiller, pushing it gently back and forth as if this motion would make us move faster. Twenty yards.

"Go for the finish." The wind was blowing over against the far shore. "Keep straight. Watch "Appeal". She'll go for the wind. You've got two boats off the stern."

Ten yards.

"Appeal's gone for it." Who would get there first? Would the wind come?

Five yards. I could hear the motor of the committee boat, the crash of the waves on the rocks on the shore. Heading for the far end of the line I stared at the water, searching for signs of the wind. Who would get there first? Would the wind come?

"Appeal" caught the wind, as did we a moment later. I barely moved the tiller and my fingers ached from gripping it too tightly.

"Appeal" over." She'd won.

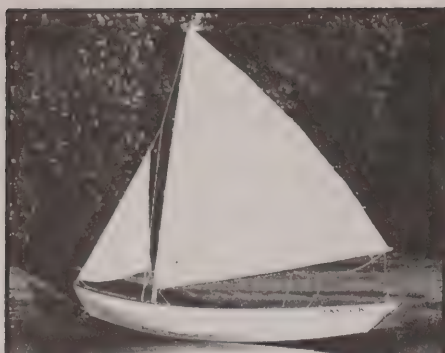
"Pintail" over." The difference had been not even a half a boat's length.

We dropped and folded the sails, putting them away in the sailbags while watching the finish of the race. "Blue Wing" came in third, followed by "On Edge" and "Tadpole". The other boats still floated further out in the bay beyond our light breeze.

Sally started the motor and we motored back to the mooring up the channel, evading the sandbars left dry by the outgoing tide. As we passed the outer boats moored in the harbor the rain began to pour. I pulled my windbreaker over my shoulders pushing back the hood. The sudden downpour hit the water, splashing a thousand times at once.

Abbie Chandler, S. Hamilton, MA.

ED. NOTE: Abbie is a high school senior who comes from a sailing family. Our thanks for her nice piece of English composition.



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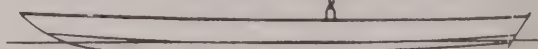


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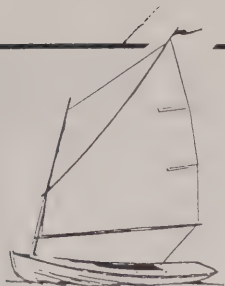


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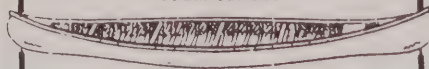
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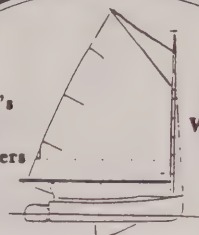
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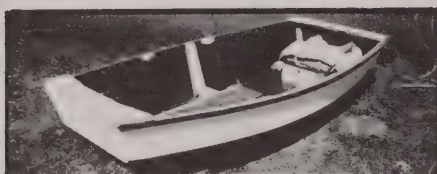
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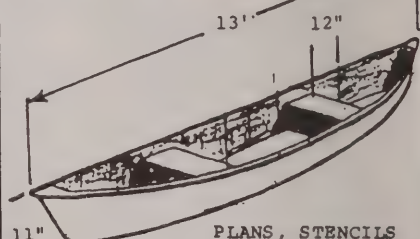
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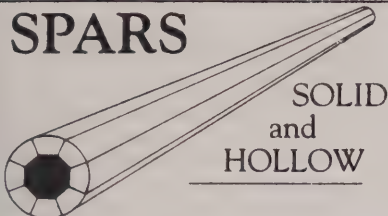
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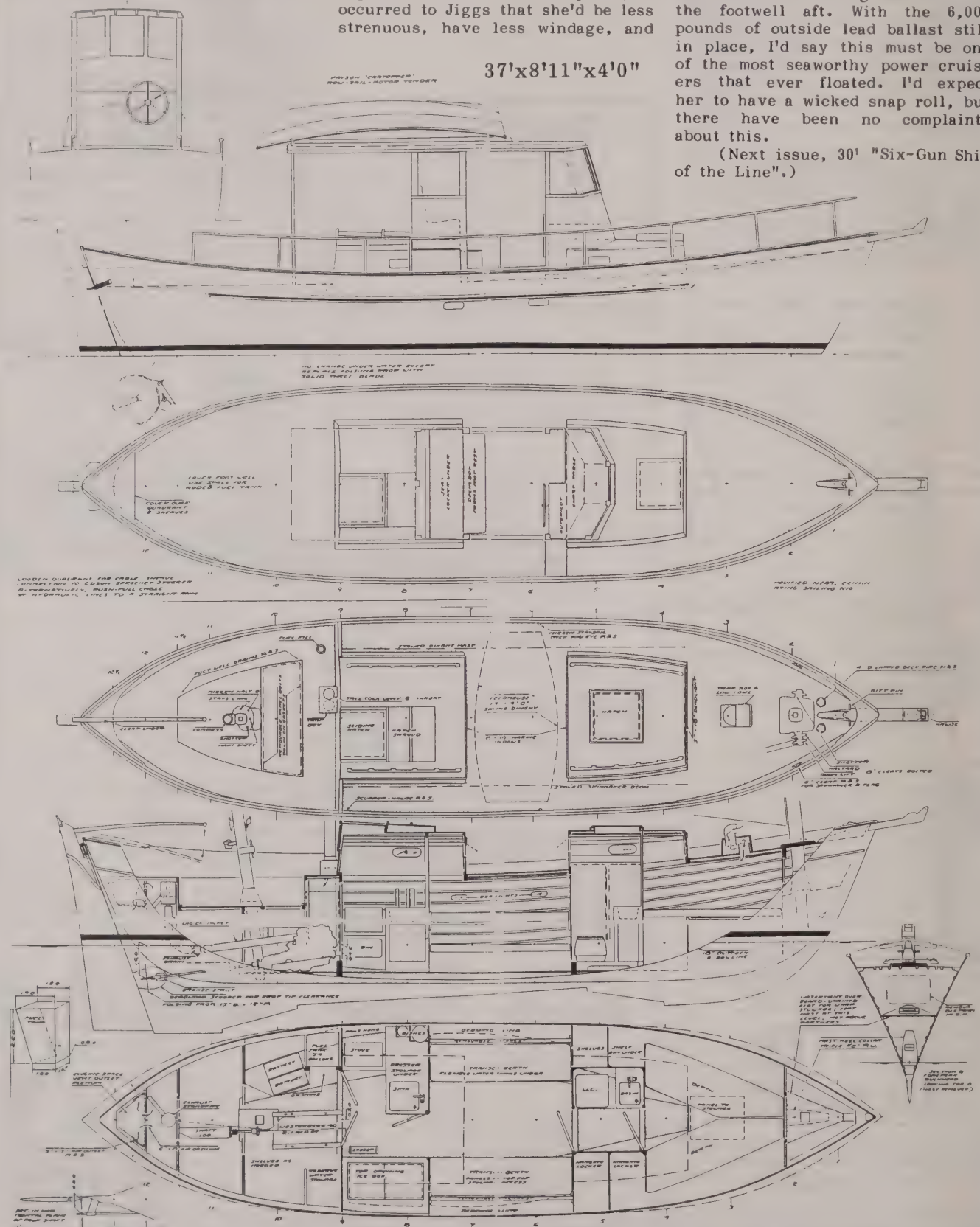
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(Next issue, 30' "Six-Gun Ship of the Line".)



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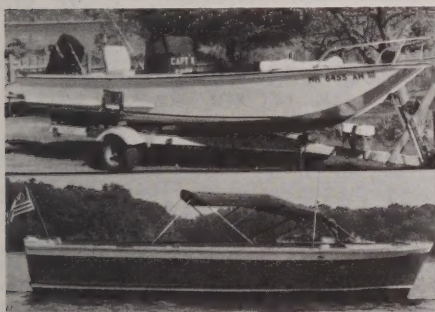
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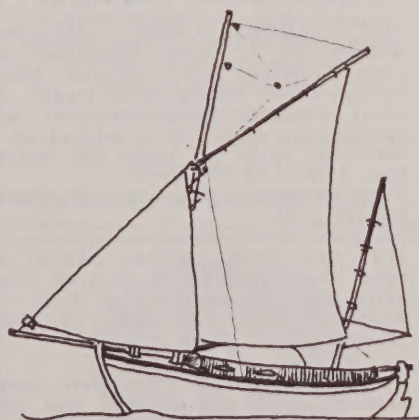
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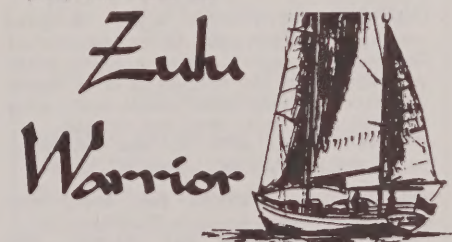
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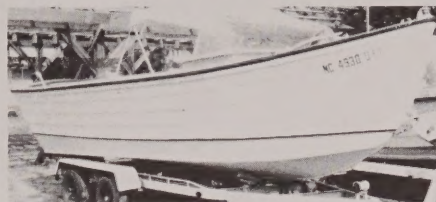
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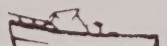
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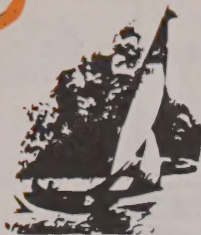
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