

Twice a Month!



messing about in BOATS

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messing
about in

BOATS

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Our Next Issue...

Will include the articles promised for this one that didn't make it, ie: Roland Evans' "Journey of the Steamboat Tryall", Mason Smith's "Constant Camber Chipmunk Canoe", Bernie Wolfard's "Double Brick", Larry Sedgewick's "Building My Baidarka", and Dan Marcus' discussion of painting wooden boats. Perhaps I should leave it at that, but I'll venture on to announce we'll also try to include High Ware's Tugboat Muster report, Ernie Cassidy's sailing adventure "A Grand Thrash & Lessons Learned", and my report on a leisurely canoe outing on New Hampshire's Baker River.

On the Cover...

Scott Wolff caught this variety of traditional small craft on the water all within his viewfinder at once at the Mid-Atlantic Small craft Festival at St. Michaels, Maryland in October. Lots more of these photos in this issue.

COMMENTARY

BY DAVE GETCHELL, SR.

Bill Robinson's pithy letter in the October 15th issue prompts me to write, not to disagree, but rather to clarify and expand on some of the points he makes, especially with regard to the Maine Island Trail Association (MITA)

First I want to thank Bill and others all across the country for their early support of the Maine Island Trail. Those \$15 memberships were an encouraging sign that interest in this unusual organization was out there. True, the price proved too low to even begin covering the cost of a Guidebook, the Trail Coordinator's boat, operating expenses, etc., but a lot of people outside of Maine backed the MITA idea with their pocketbooks, and that meant a lot to us.

Bill says he's noticed a change in the tenor of MITA, and if that's what he sees, I can't argue with him. However, no one has been closer to MITA from Day One than this writer, and I am both pleased and impressed with the jobs Trail Director Cate Cronin and Trailkeeper Karen Stimpson have done and are doing. The organization has grown considerably this year, not so much in numbers as in stature and direction.

Now that MITA is crewed by two women, it is easy to "see changes" that are more perception than reality. Ken Fink, who holds MITA membership card #1, and I were on the Search Committee for the new Trail Director, and we waded through some 225 applications and interviewed several finalists, most of them well-qualified men. Cate and Karen were the unanimous first and second choices respectively. Since they came aboard, I've spent many hours with them in the MITA boats, including a trip over the entire 325 miles of Maine Island Trail. Both were experienced seamen with larger vessels. Cate skippered both the Hudson River sloop "Clearwater" and the arctic schooner "Bowdoin" for extended periods, and Karen was a licensed deck officer in big ships with a sloop of her own. But they knew the little 18-footers that MITA uses would require new skills. Right from the start they displayed a light touch, and after hundreds of hours at the tiller in all kinds of weather, they have become first-rate small boat handlers.

Bill's complaint about the new sympathy for seals and their alleged fear of sea kayaks is well taken. These wily animals have managed to survive 30-30's in the hands of irate commercial fishermen all these years, so I expect they'll survive this latest perceived threat.

His comments about human waste and what to do with it are shared by others, but the subject is neither funny nor about to go away. It is a persistent and pervasive problem on the islands and one we're still wrassling with. As a person who has spent very long hours picking used toilet paper off the branches of bushes and bagging or burying human waste by the ton (at least it seemed like that much), I qualify as an expert witness to the perversity of the human psyche. It is baffling how people who leave a campsite absolutely spotless can leave a stinking mess in the bushes 20 feet away, but they do.

Carrying human waste off the islands may sound "dainty and effete", but this is a required practice for boaters in the Grand Canyon of the Colorado, where camping traffic is heavy, and is standard procedure with at least two outfitters guiding kayakers to the Maine Islands. Using our big tides to flush away one's wastes is a long-accepted and effective method of disposal, but it is illegal (what isn't?) and not the practice of all island campers, many of whom prefer the privacy offered by the bushes. Small composting privies are being considered for a couple of the busiest islands next season. But no solution is perfect other than not going to the islands in the first place, and that solution is neither reasonable nor necessary. Common sense helps.

The subjects Bill brings up: traditional ways, changing times, eco-awareness and eco-silliness, all figure into the equation that led to the creation of the Maine Island Trail and its supporting Association. If I may, I'd like to discuss the philosophy behind the trail idea for a moment, for I believe we small boaters are going to have to buy into some of its tenets or face a progressively bleaker future on the water.

Those who know me personally, or who have read some of my writings over the years, know I am both a traditionalist and an iconoclast, especially with regard to small boats. I share with many readers of this magazine a sense of dismay about the direction boating is taking, the trend toward high speed "automobile" boats, the lack of knowledge about boating history and customs, the demise of courtesy on the water, and the massive ignorance of what small boats can, and cannot, do. But trends, no matter how big, can be modified or changed over time, and we'll do our avocation a service by holding to many of the time-tested tradi-

tions of boating.

However, we will continue to lose ground if we try to deny the obvious fact that change is inherent in the course of human events. I am awed, saddened, and thrilled when I think of how our human world has altered in my short 60 plus years of life. The Model T, the crystal radio, biplane fighter, ocean liner, trolley car and steam locomotive dominated the "modern" scene when I was a boy. Boats were made of wood. Period.

Now our lives are ruled by the internal combustion engine in a thousand different forms; electronics lead us by the nose; and vast and rapid change, which Alvin Toffler so prophetically labelled "Future Shock", is already part and parcel of our daily existence. People swarm the earth by the billions.

What has all this to do with the Maine Island Trail? A lot.

As those billions of people bed down with one another, additional billions will be forthcoming. As the numbers mount, there will be additional demands for space, of which the earth has only so much. With them will come more laws, increased regimentation, and less room for those of us who consider Nature an integral part of our existence. If we fight and scratch and scare off others, we may hold on to our private bit of "wilderness" for all or part of our lifetimes. But such egocentricity won't leave much for our children. If we are to give them any outdoor legacy other than chain link fenced playgrounds, we have to change our attitudes and our ethics. This may include taking our wastes to shore, if the reader will excuse this nod to reality.

The philosophy behind the Maine Island Trail is an equal measure of service to self and self-regulation. If we, personally, take care of the lands we use, and convince others to do the same, there will be little need for outside regulation. Benign use, combined

with a strong sense of stewardship and a willingness to provide service in return for use, will open private lands, in MITA's case, islands, to non-owners. That's us. It is a simple and radical idea. But to the cynic's dismay, it works. Not perfectly, but well enough to get excited about.

Unfortunately, there's no free lunch. The Maine Island Trail has helped open many publicly owned islands to overnight use and has arranged for member camping on nearly three dozen private islands, some of them spectacularly beautiful. This effort to provide virtually unregulated access to islands along two-thirds of the Maine coast is ongoing, time consuming, and costly. The opening of access just doesn't happen; it requires negotiation, diplomacy and patience; it requires boats and motors for patrol and work parties; it requires organization of volunteers; it requires a supporting infrastructure. And it requires special people with varied and unusual talents to do this work successfully.

The \$35 membership in MITA is pretty standard for such organizations today. Even with nearly 2,500 members, membership income only covers a little more than half the total cost of running the organization. A division of the Island Institute, MITA gets some of the money it needs from the parent organization, and fund-raises for the rest.

Just to stay alive, the Maine Island Trail Association needs mem-

bers who willingly renew their memberships year after year. To add more islands, to educate a growing boating population in the new ethic, and to share its experience and philosophy with other boating areas interested in emulating the MITA concept, it needs additional members and money.

As with most things, we'll get what we are willing to pay for. Right now, the \$35 MITA membership is one of the great outdoor bargains of our time. In return for what amounts to one day's cost for the average ski lift, members get a full year's access to dozens of wild islands on one of the world's most beautiful coasts, plus a valuable guidebook and the opportunity to meet some of the most competent boaters in the country. For those who are looking toward Maine with envious eyes, I would suggest that they look into doing the same thing, or something like MITA, on their own coastlines.

If "Messing About in Boats" readers think I'm exaggerating this business about change, you should ask yourselves how many magazines are left where there is a forum for detailed discussion of small boats.

Chances are you are reading it.

David Getchell, Sr., Union, ME

Dave Getchell conceived, created and implemented the Maine Island Trail as a "retirement" project. He is a former editor of "National Fisherman" and the original (and best) "Small Boat Journal".



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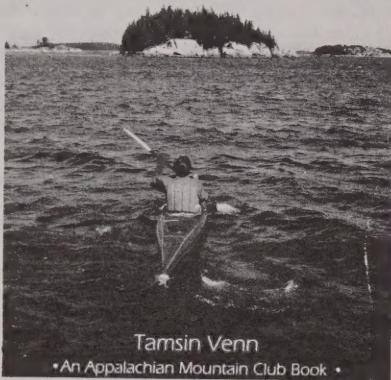
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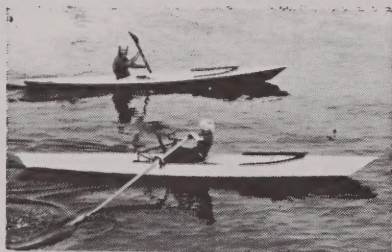
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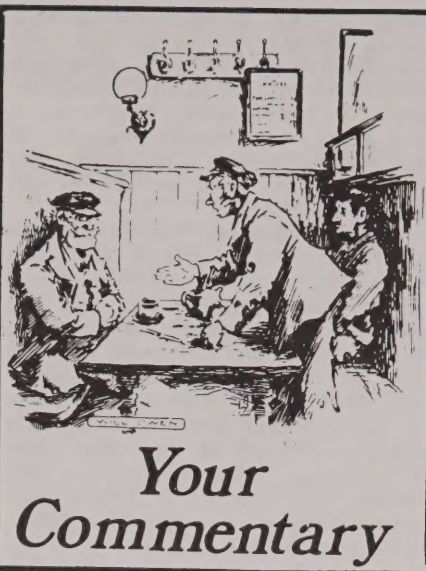
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Your Commentary

YOUTH ROWING CLUB FORMED

The Ring's Island Rowing Club has just formed in Salisbury, MA, as a charter member of the Explorer Scouts of America, for the purpose of providing young men and women 14 to 20 with the opportunity for rowing traditional craft on the Merrimac River and other Atlantic coastal waters. The Club has four Banks dories built by Triton High School students and one Amesbury skiff. The Ring's Island firehouse is currently being renovated as a clubhouse. Plans for winter include the building of an eight-oared bateau. Annual membership is only \$10, and adult advisors are welcome if accompanied with youth memberships. For further information or an introductory row, contact us.

Ring's Island Rowing Club, 1 2nd St., Ring's Island, Salisbury, MA 01952, (508) 462-8043.

READER PROFILE

You might be interested in a profile of one of your readers. I am 65 and have just retired from a career as a primary partner in a New York consulting firm. I've been messing about in boats since I bought my first boat at age 15, a Herreshoff 11-1/2' sailing dinghy. My personal priorities in boating are these:

Enjoying nature while messing about in a small boat.

Learning about others' experiences, such as in the "Cruise of the Catboat Grayling".

Sailing my 10' "Trinka" dinghy, I'm more interested in sailboats than in kayaks.

Learning of the history, observations and new developments in small boats, particularly sailboats.

As is the case with most of your readers, I suspect, my interest in small boats is dictated by philosophy, not economics.

Harold Wolfson, Larchmont, NY.

LOOKING FOR A SMALL SAILBOAT

I recently began working at the Salem (MA) Maritime Historic Site, and am presently looking for a small boat to sail (and possibly row) in my area around Cape Ann. Something inexpensive, small but traditional. I currently "make do" with a canoe and a kayak, but after a sailing trip across the Pacific in '84-'85 it's in my blood to be blown by the wind again.

Thomas Schley, 23 Folly Point Rd., Gloucester, MA 01930.

OLD TOWN ORAL HISTORY NEEDED

I have been busy researching material for a book on the history of Old Town Canoe. I spent last summer running to Old Town, Maine, gathering information. You can imagine what a monumental task this is. I am doing the research for Stan Wass, who will write the book. We hope to cover the history of the company from the beginning. This is a labor of love for me, I hope it will result in filling a niche in the history of paddlesport.

I want to include many vignettes from people who were connected with the company. I am after oral history that is so rich it will enhance the book's significance. Perhaps there are readers of "Boats" who would like to work with me on this. If so, I ask them to please contact me about it.

Sue Audette, Water Works Canoe Co., 41 Pine Woods Ln., Mansfield Center, CT 06250, (203) 456-0558.

SAIL & OAR RACE 'ROUND MANHATTAN

I would like to hear from small boaters in the New York city area about an idea for the 1st Annual Sail & Oar 'Round Manhattan race. It is my hope that such an event might awaken some interest in the local population which has mostly turned its back to its surrounding waters.

The concept is challenging, not only because of its length, strong currents and heavy traffic, but also because the low clearances of the Harlem River bridges will limit sailboat participation to those with quite small rigs or with rigs easily unstepped on the run. I would enter my slightly modified "Island 19", built by Sumner Boats in Amityville ("New York Boat Story", "Boats" Oct. 15, 1991).

The target date is mid-September of 1992, not to coincide with the yearly beach cleanup campaign. I welcome comments, hints, suggestions and vociferous objections to this somewhat madcap adventure notion.

Andrei Foldes, 411 E. 10th St., New York, NY 10009, (212) 533-5923.



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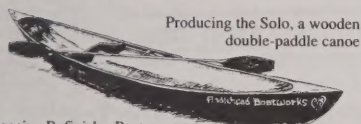
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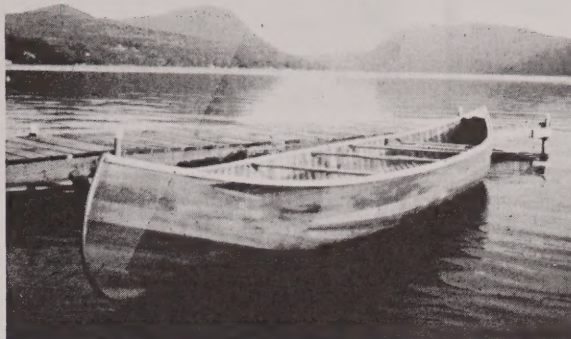
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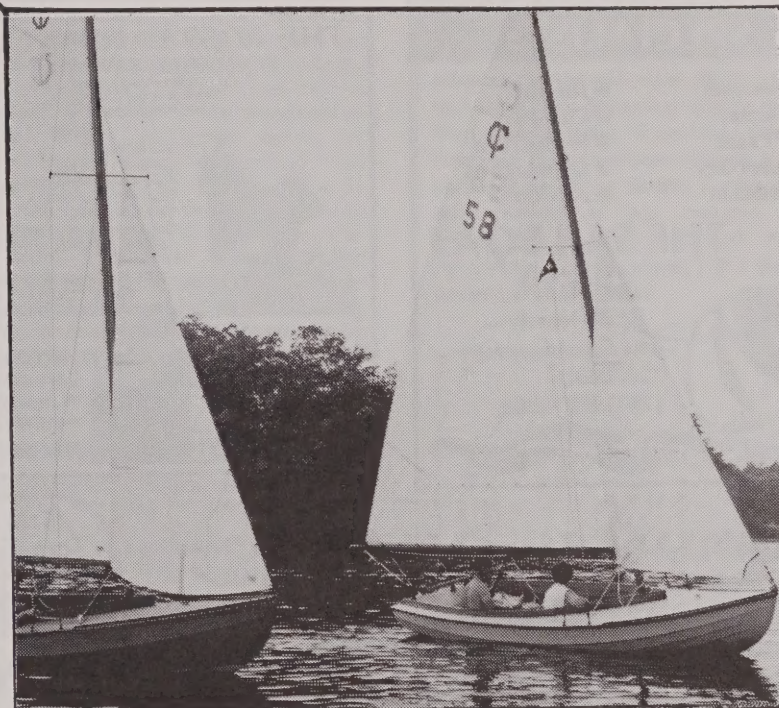
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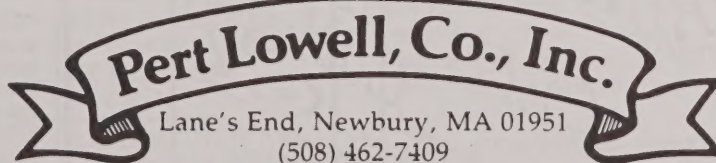
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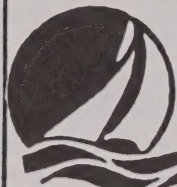
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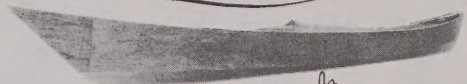
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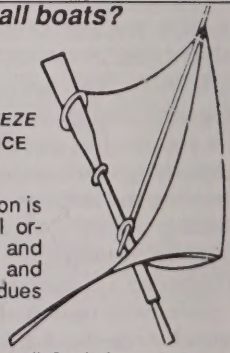
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CREDIT WHERE IT'S DUE

Many thanks for Tamsin Venn's fine account of the Blackburn Challenge ("Boats", October 1, 1991). She has captured the essence of the tremendous physical and psychological challenge that this, the "Boston Marathon" of ocean rowing, entails.

I wish I could take credit for the building of our gig, "Ockham's Razor" but it was built by four members of the crew who rowed it to a new fixed seat multi race record; Frank Mainville, Andy Parks, Steve Reich and Jay Sullivan, with some help and guidance from me. It was they who endured the long hours setting up frames, fairing the battens, tying down the Airex, sanding and fairing, sanding and fairing, sanding and fairing...in

HELP ON STITCH & GLUE

Responding to a letter in the September 15th issue about wiring stitch and glue hulls, I'm continually mystified about this nagging concern about how to remove the temporary wires. Stitch and glue is a far faster way to build a plywood hull than any other technique.

I built my most recent "Sprite" hull, while in the process of filming my new video, in just 30 hours! I used pre-shaped "hairpins" of #18 gauge baling wire, spacing them every 3". Then I used a reusable syringe available from Gougeon Brothers for \$2.25 to apply a neat bead of epoxy putty in the groove between each wire. After this set I clipped and removed the wires, finished filling the groove with epoxy, sanded fair and taped.

This complete and easy process is detailed in my new professionally done video, "How to Build the Sprite Skiff", available from me for only \$15.

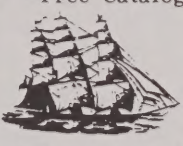
Ron Mueller, Wayland Marine Ltd., P.O. Box 4330, Bellingham, WA 98227.

our mosquito infested barn.

For all this they were awarded the Blackburn Challenge "Builder-Rower Award", and lifetime seats in the gig as long as they go on breaking records (just kidding, guys). "Ockham's Razor" is not a stretched "Pilot 21". As successful as the "Pilot 21" has been, it would have been tempting to stretch that design, but I knew it would not result in the performance characteristics that I wanted in the gig. The gig was designed for strenuous work, to provide exceptional performance and safety in long open ocean races and on expeditions to wild places where help is unlikely to be available. More on that later.

Chuck Mainville, P.O. Box 424, Sudbury, MA 01776.

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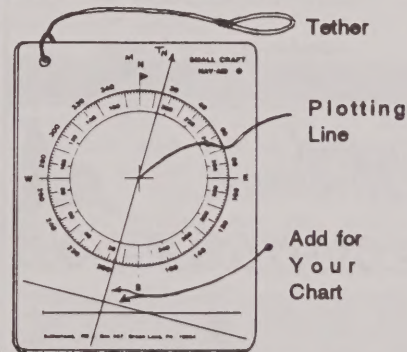
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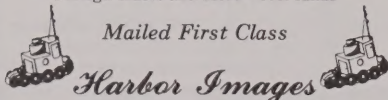
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Calendar Reviews

1992

THE MARINER'S BOOK of DAYS



PETER H. SPECTRE

"THE MARINER'S BOOK OF DAYS"
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Calendar

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Any readers who recall the "Mariners Catalogs" done up by Peter Spectre and George Putz from 1973 through 1977 will find Peter's latest creation a familiar and enjoyable one. Peter has a whimsical bent and is not at all averse to assembling an eclectic mix of nautical information, illustrations and quotations.

Reviewing this sort of publication sort of spoils a bit the fun of the anticipation of using it throughout the coming year, for unlike a calendar, it has a lot of fascinating stuff on each successive page facing the calendar page for each week. Like, I'd rather come upon these things from week to week rather than read them all up beforehand as I did for this review. However, I will indeed still enjoy going through it again at the more leisurely weekly pace this coming year, which is the real way to savor it, I feel. Maybe you'll be unable to restrain yourself from wondering, "what's next, what's next?" when you get yours.

The front cover is a full color reproduction of the Winslow Homer painting "Breezing Up", a print of which hangs right beside me here at the word processor as a reminder of the reason I am doing all of this. Inside, the calendar is printed on heavy glossy paper with a blue/black ink that enhances the old timey look the numerous engraved illustrations from out of the past create. It is visually appealing and has plenty of work space

on the calendar pages to note your appointments or whatever.

Each calendar page lists events Peter considered to be significant that occurred on the dates, and has a short quotation at the top. Here are a couple of these quotations to illustrate the range of ideas presented:

"It is easier to buy a boat than to sell one". William Atkin.

"The desire to build a boat begins as a little cloud on a serene horizon. It ends by covering the whole sky so that you can think of nothing else." Arthur Ransome.

"There are actually thousands of people using motors (and sails, for that matter) to do jobs that could be done quicker and easier, to say nothing of cheaper, with oars." Philip C. Bolger.

A significant event? Well on November 10th (the date I am writing this), it was: "1881 - 'Mischief' was successful in the fourth defense of the America's Cup, defeating 'Atalanta' of the Bay of Quinte Yacht Club."

One example of the nautical knowledge presented on the facing pages will suffice: Joe Richards on the Discovery of Decay.

"It was a lovely morning. I sat with the hammer dangling from my hand, leaned back against the ceiling and gave the old girl an affectionate rap. 'Holy Cow!'"

The hammer went through her ceiling like a one-inch auger bit through cheese. There were four eyes now; the eye on the transom, the hole in the ceiling, and both of mine, now wide open. I rapped her again and there were five. I dug up the floorboards in a frenzy, like a man looking for money that had been stolen. I was that man all right; there were no frames in sight. I began to tear away at the ceiling. It came off in black rotten masses. In an agony of frustration and despair, I ripped away with that crippled hammer at the pristine whiteness of the ceiling until the whole story of corruption and fraud lay exposed to the light of the clean spring sky. Never did a young crusading D.A. attack the substrata of entrenched vice with more ferocity than I set to on that poor cancerous old frump...

The words "dry rot" had meant very little to me. I had heard the phrase in pompous speeches by politicians in connection with the decay of the moral fiber of society. So this is where they got the words!"

This is just a peek at Peter Spectre's 1992, it'll keep you company all through the coming year. Order out your copy or get someone to give it to you for Christmas, you'll not be disappointed.

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The "Richard Foss" looks like a snowplow pushing a big heap of that white stuff. In fact, the big green-and-white tug is leading Class A in the Seattle tug races. Matt Lyons' telescopic lens and subsequent cropping of the picture so it shows the foaming bow wave and upward makes a great cover shot for the newest calendar by Matt and Judy.

Turn the page and it's a tugboat-red "Morania No. 3" calmly pushing a petro barge through the cool green woods and bungalow bordered Cape Cod Canal, a continent away. The tug is deep in the notch of the barge, and the barge is loaded deep so the tug's upper pilothouse is empty. The doors of the lower pilothouse are open and the helmsman inside wears a bright blue T-shirt. Or is it a helmswoman with a bright blue dress? The day is fine and the Canal isn't giving any trouble. But not far away the "Morton S. Bouchard, Jr.", a very similar tug, found itself on the bottom about eight years ago. It was quickly salvaged and back at work, and I saw it in August.

Turn to February and a picture most appropriate for the season. You're in Nassau and two Bahamian government tugs are working against the side of the cruise ship "Starship Majestic". The water is that clear incredible light blue that only coral sands can produce, the color of a Navajo turquoise flooded with eternal light. In the shadows the cruise ship's hull is bright red, but the red transitions to strong pinks wherever the tur-

quoise-affected light hits. The notes in the calendar back pages state the tugs were built in the Netherlands. They are probably early versions of the Stan Tug 2600 built by Damen, a Dutch builder of production workboats. Are they the first tugs shown on these calendars not built in North America? I think so.

Judy took April's picture near their home. It is the Snake River in Washington, inland from the coastal range and dry indeed. The rolling fields on the far shore are brown and sere except where irrigation produces a lush dark green of fields and orchards of Washington state apples. The towboat "Cascades" has nothing in front of its push knees for it is hustling along to pick up some barges. Across the river the "Invader" steadily works two giant barges upstream. Somehow there is a large crane between the towboat and barges.

In May the "Kathleen Turecamo" emerges from the shadow of the Brooklyn Bridge with a low barge securely on its hip. Turecamo doesn't seem to own an ugly tug, and the "Kathleen" is a pleasure for the eye to behold. A short-ended house in buff yellow, a long low sweep of black hull with the bulwark topped with red paint, and a long empty afterdeck. But the white painted, forward thrusting radar support is topped with a backward thrusting black pole carrying the towing lights and an American flag. The combination seems out of place in the sweet symmetry that is the "Kathleen".

Fremont Boat Company's "Standfast" is self-advertised as a "mini-tug" in bold lettering across the visor over its pilothouse window in June. It certainly isn't very big as it tows a small barge

on the Seattle Ship Canal. The orange stripe and portholes along the lower part of its house are echoed by similar stripes and portholes on two big Western Towboats tugs towering behind it. They are much bigger. They look to be sisterships but careful study confirms the eye's message that somehow they aren't quite the same. There's a lot of tug in this close-bordered picture.

Turn the page to July. Here are two identical tugs. True sisterships as far as one can tell, photographed while steaming in close echelon across Tampa Bay. "Kinsman Eagle" and "Kinsman Falcon" were built in Tampa, but they look very European. Is the world getting smaller? Or is it because they both are Z-drive tractor tugs with swiveling propulsion units amidships instead of conventional propellers at the stern. Such tugs are popular in Europe. Matt and Judy don't take all the photos in the calendars. This one was supplied by the proud owners of these proud tugs.

September has an older, medium sized tug lashed at the right rear corner of a spud barge in a tight, action-filled harbor scene. There is much on the barge's deck; anchors and buoys for moorings are ready at the stern while ISO containers, scaffolding, and a tall grab bucket fill the afterdeck. A large crane and its boom slash diagonals across the verticals of the spuds. They are hoisted for movement but soon will be dropped into the sea bottom to hold the barge in position. "Yorktown" is working hard at getting the two where it wants it to go. Its shoulder is down and it's leaning into the barge. A life raft in its cocoon of white plastic is atop the pilot-house, a smart location.

In the last two calendars, December has had my favorite pictures, but this year my vote goes to October, a shot that Matt grabbed one day in Rio Vista, California, as the skies turned black with an approaching squall. The pushboat "Harry B.", pristine in black and white stripes, towers silhouetted against the blackness of the coming squall. She is safely secured at the pier and won't move. Neither will the two massive rust-red anchors that dominate the foreground. The range of colors and somber intensities are striking.

I like tugs because they are colorful, honest and of a comprehensible size. Matt and Judy also like tugs and I am glad that they have shared tug pictures with us for several years now. This calendar is yet another good one and I will enjoy using my copy as much as its predecessors, and, like them, will carefully save it at year's end.

Hugh Ware, Manchester, MA.



Flight of the "Damn Foole" ~ 4

We sailed by Blake Island and continued through Burnt Island Thorofare and around the northern end of the Isle of Woe. Between Bookend Point and another Burnt Island. Then Grog Island, Grite Ledge and Green Rock, leaving Martial Island to port. Popplerope, Pallow Ledge, Perron Island, Primstone Island, Parbar Island, Mooseberry Island, and on to Mockamock Head into an ebbing tide, rounding the lighthouse at Burnt Toast Harbor to the little town of Swains. We tied up at a dock and asked a local if there was anything of interest to see on the island.

"Walk to the lighthouse. Only thing to do around here," he suggested despairingly.



ISLE OF WOE LIGHT

So I walked to the lighthouse. There was a museum inside with tools and photographs of the good old days when granite was quarried on the island. There were long group photographs of the men who worked the stone. All dressed in the same short jackets, heavy pants and soft hats. Hundreds of men in prison garb to cut stone. There were stories of the rotten work conditions, injuries and deaths from the machinery, weather and stone dust. I wondered what happened to all those men. Probably went off and did some other ridiculous thing that some predatory entrepreneur thought society wanted done. So much for social planning. There was none then and very little now.



I found myself walking to the light house several times to stare at the photographs and marvel at the sorcery of the economics we survive in. All roads on the island led to that dismal past. So to escape my dismal state of mind I bushwhacked across the island until I didn't know where I was. I tranquilly stumbled through the wilderness and broke out onto a golf course. "Keep Out, Private, Players Only!" the sign screamed at me.

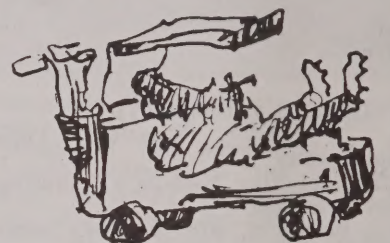
"I could stumble through a rainforest for days and not be surprised to stumble out onto a goddam golf course," I told the smug sign. I sat in the shade and tried to remember what I knew of the game of Golf:

It was known to have been played by the Romans in 43 AD and called "Pagania", meaning "game of nonsense". Rediscovered by St. Andrew in Scotland in the 14th century, named by the Dutch "kolf", meaning to strike an object with a scepter, and developed by the English, who declared it by proclamation to be the "Royal Game". Peasants and common folk were forbidden to play. Later it was adopted by the Americans and played by them more than any other sport, because, of course, it was the "Royal Game", and it is well known that all American golfers are descended from royalty.



ROYAL GAME

In the 15th century it was banned entirely for interfering with the sport of archery, which was needed for warfare. Another "Royal Game" Americans have adopted. Wars are declared on their golf courses or on fishing trips.



AMERICAN KOLF

An 18 hole golf course requires 25 acres, tons of chemical fertilizer, pesticides, and animal repellents that render the entire surroundings so sterile and repugnant to life forms that only special grasses and golfers can tolerate it. The ball cannot be more than 1.62 ounces in weight and not larger than 1.67 inches in diameter for reasons unknown to everyone. In the beginning, players ran over the course, the object being to play as quickly as possible. Later they walked. Now they ride and take as long as they possibly can to finish a "round" of that most ancient of "Royal Games of Nonsense".

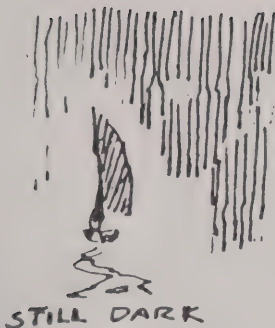
When I returned to the boat, the boat said, "Can't you go ashore as a simple, kindly tourist and not as a marauding berserker? You've savaged every little coastal town we've landed at. Then you merrily sail away toward another defenseless town."

I mumbled a reply.

"What? What? Speak up," the boat insisted.

I mumbled again, having no rebuttal. I crawled into the sleeping bag and went to sleep. It was the only thing to do with an argumentative boat.

I awoke at 5:00 and sailed out of the harbor while it was still dark. It is a wonderful feeling to sail out of a harbor, alone in the darkness with nobody else about, knowing the light will gradually come with the whole day before us.



Perhaps it's just the leaving the harbor that makes me feel so good. Schools of small fish occasionally ruffled the water, giving me a feeling of comradeship. Gulls obligingly told me how close I was to the inhospitable shore.

Barbar Island, Baker Island, Blister Island, Black Island, Little Gott Island and Great Gott Island led up into the Western Way to Southwest Harbor. I intended to stay there for the night but it was too early and a brisk following wind was too inviting, so we continued on up into Gnomes Fiord. I had been warned that if we hit the tide wrong in this place we would be sailing backward. Not knowing the stage of the tide simplified matters "Not to worry," I told the boat, "we'll contend with it when we get there."



Gnomes Fiord was great sailing. It was five miles to Gnomes Harbor. The tide appeared to be with us. Many larger boats were coming down on us against the tide and wind, so their planning was not as good as our non-planning. "Wait for it to overwhelm you and then be damned," the boat said cynically.

We ended up sailing into the small harbor at Gnomes Village. This was a perfect little harbor, new dock and pier. The anchorage was good and not crowded. There were few people. But something was wrong. Something was there, or wasn't there, that drove me away.

"The only reason you don't like this village is because you can't find anything to verbally savage," the boat reminded me.

I didn't reply to its unassailable logic but just accepted it as another humiliating flogging while hurriedly casting off to sail back down the fiord. The wind was gusting now as we beat into it. We

luffed up many times to let gusts pass and hugged the shore trying to keep out of the stronger gusts. As darkness came on we sailed into Southwest Harbor. It looked like a high priced car lot. Sleek black hulls, with nothing under 35 feet, moored row after row after row. Toys that no one could afford anymore. Makes you wonder.

I had a hard time finding the town. I didn't know where it was. When I did find it we were forced to sail up and down before the floats. The only float with open space was used by the Coast Guard, from which I was promptly and officially kicked off. The wind was still strong. We jibed and came about many times before I could ask a fisherman how the anchoring was. "Bad. Take that mooring beside you, it's my spare."

The town I grudgingly complimented, but not so far as to where I can apply a definitive adjective. Enough said.

We sailed in the morning for Stonington. A large Friendship sloop played leapfrog with us. When the wind blew they passed us, but when it lightened up we passed them. It was a hot cloudless day with predominantly light airs. We passed Egg Rock, how many Egg Rocks are there? Long Ledge, Lazy Gut Island, Lamb Island, Log Island, into the Leer Island Thorofare and its multitude of islands, amongst which we could play, where larger boats stay timidly away. Hurray for a small boat in which you feel the freedom of a fish and the affinity of the sea.

We tacked to the Stonington dock in almost dead air. "You must be the Damn Foole," the boat was greeted. "There's no other boat in the world like you." A woman was complimenting the boat, completely ignoring me. I was used to that. I had a dog that everyone loved while everyone hated me. It upset me for a while until I read a scientific paper that said that it was suspected that the genes jump the species. You can be near someone or something and the genes will jump back and forth like fleas. So I believed that the dog stole all my genes and gave me his. Then the boat stole all the dog's genes from me and left me with the personality of an old wooden boat. That's why I am ignored and disliked. I left the woman and the boat talking with one another and went into the town. When I returned I asked the boat if it had discussed me.

"No, you're not worth talking about." We sailed out into the dark to find a mooring.

In the morning we sailed out through a fog set into Penobscot Bay. Midway across I spied a large ship off to starboard headed for us. It stayed in the same relative position to us, which meant that we were on a collision course. I should go behind it. I watched its bow. There didn't appear to be a bow wave. It wasn't underway. The ugly, rusty ship sitting stationary there was a puzzlement. There was no name on the bow and no flags to identify it. We crossed its bow and sailed on into the fog. The light at Rockport harbor soon appeared. We rounded it and sailed for the public dock.

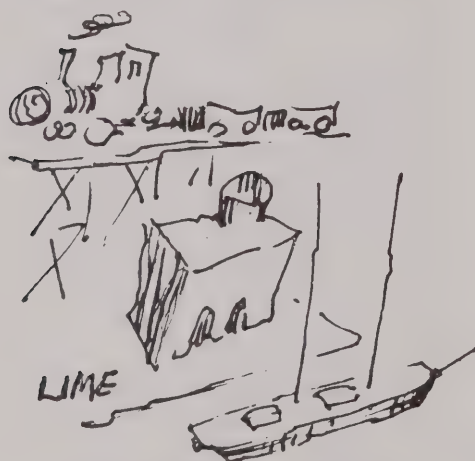


There I met the harbormaster and asked him about that ship. He told me it was a Russian fish factory ship and that it had been given permission by the governor of Maine to fish in the bay. "Incredible isn't it? I used to fish," the harbormaster said, "but now you can't make a living at it anymore. One time not too long ago anyone could come down to the shore and drop a line into the water and catch a fish. There's no fish now. Then our governor tells the Russians to come over and plunder what's left."



PILLAGE AND PLUNDER SHIP

Rockport is listed in the National register of Historic places. Once here kilns converted lime-stone into lime which was used to make mortar and finish plaster. In the 19th century, Rockport was the major supplier of lime. There were 15 local quarries. Wood was supplied for the fires in the kilns. They burned day and night. Can you imagine working in the quarries or at the kilns or even on a schooner delivering the lime to New York and all the towns on the east coast? The deadening, back-breaking, mankilling slavery?



The advent of cement and a disastrous fire in 1907 put a merciful end to it. This is the last surviving evidence of Rockport's industrial past. Do we want to remember it? I'm sure there are a lot of people who don't. In time every place will have a plaque commemorating an unforgettable historical event. Now it is a tourist and retirement community.



ROCKPORT

Rockport was celebrating its centennial. A photography shop displayed its wares and lectured on its craft. "Is photography art?" they asked. "Is art art?" they should have asked. It's all merchandise now. They're living in the dark age of culture trying to define culture.

In the morning there was thunder but no rain. Sailing out of the harbor I went forward to attach the jib leads. The boat turned off suddenly and headed for the biggest boat in the harbor, going like hell, with intentions of destroying it. I abandoned the jib and stumbled back to the tiller, jibing in time to just come within a hair's breadth of that virgin glass.

"Bad boat! At the mooring you come about, jibe, reach and beat impatiently. But when I sail to a mooring or a dock you don't quite make it, or sail backwards. Half the time I don't know what this goddam boat is going to do!"

"Bad owner, bad boat."

"Bull."

Camden was just a short sail away. We charged into its crowded harbor, wing and wing, like a bird of prey coming into a rookery. We got that look of disbelief from all those sitting comfortably on their spacious pleasure boats. The channel was narrow and winding. Jibing several times, we had to go to the very end of the harbor to the public dock behind the schooners. We tied up with the prams.



CAMDEN

I left the boat and walked into the town to make a phone call. I called Ken and asked him to meet me in Rockport to haul the boat out. The vacation was over. He suggested we could haul out at Rockland or Rockport. He's a Gemini and can't make a decision, and always complicates matters by giving himself alternatives. I'm a Taurus. I make a decision and can't change it. So a Taurus is trying

to make an appointment with a Gemini. We agreed that we'd meet at either of the two harbors the next day before noon.



GEMINI

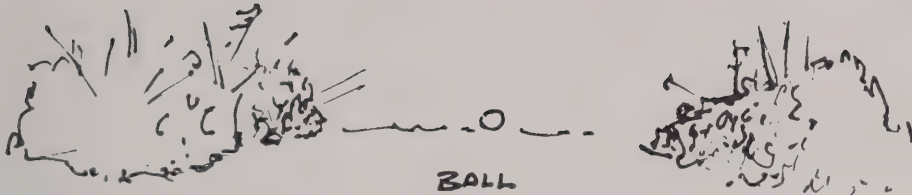
TAURUS

When I returned to the boat I found I had been ticketed. A bright red ticket hung from a shroud telling me I was in violation of some maritime law and to report to town hall for punishment. We cast off and raced equally fast out of the harbor, tied up to a vacant mooring and spent the night.

Next day, we sailed for the two harbors. We ran freely before a strong wind pushed by an equally strong tide. I was a little concerned about the boat holding together, but hell, this was the last day, let 'er rip!

We passed a beach where legend says that two warring tribes faced each other one autumn day in the distant past. In full battle regalia. Painted and feathered as ferociously as could be imagined. Holding their diabolically ingenious weapons in nervous hands, they shouted threats and insults across the open space between the lines. Threats turned to jokes and then questions. The chiefs were up on higher ground arranging the conditions for battle. The sun rolled slowly up in the sky.

A ball floated in from the sea and rolled up on the sand between the two confrontational tribes. It stopped midway between them. A southerly wind blew it towards the northern line. A northern warrior, thinking it came from the southern tribe, gave the ball an angry kick back. A southern warrior, seeing it coming from the north, gave the ball an angry kick in return. The ball went back and forth several



times until a southern warrior broke from his tribe and ran kicking the ball across the sand trying to kick it through the northern line. The northerner who stopped the ball ran kicking it towards the southern line chased by the southerner. Now two southerners intercepted it and passed it between themselves towards the north. Northerners came to meet them and more and more warriors dropped their weapons and ran out to kick the ball. The chiefs were angry when they saw what was happening and tried to stop it. But they could not. It was not to be a serious day. The game ended at sunset.

Exhausted, the warriors swam in the ocean and were reunited with their families. They gathered clams and fish and other foods that were abundant along the shore and feasted into the night celebrating the ball game. The ball was greater than their councils, greater than their chiefs, greater than their holy men. The ball had spoken to them. It happily showed them how to avoid what they did not want to do. The beach was called "The place where the ball told us we could not fight."

I felt I had gone too far. Sailing far offshore we missed Rockport and Rockland completely. How an anyone miss two harbors? We did. We sailed over to a lobsterman. "Where is Rockland?" I asked.

"What?" he questioned in answer to my question.

"Where is Rockland?"

"What?"

We exchanged questions until he shut his engine off. He couldn't hear a thunderclap with it going. In fact I think all lobstermen are as deaf as dead herring from listening to their engines.

"Where's Rockland?"

"Back that way about three miles."

The wind died and the tide strengthened. I rowed cussing and perspiring profusely. It was late. I was expected at the ramp at 12:00. We rounded Howl's Head at 1:00 p.m. and made Rockland ramp by



2:00 p.m. I tied up and took the boom off. When I unfastened the shrouds the mast broke and collapsed, falling to port between two powerboats.



"Is that the way you take the mast down?" I was asked by their owners.

"That's the way this mast comes down," I replied, disregarding the stares that accused me of being a lunatic. The mast had broken before and now had broken at one of its many splices. I had a

strange feeling it would break. It must have been as tired as I was.

Ken arrived an hour later. He had gotten lost. He had too many decisions to make and was halfway to Canada before he stopped making them. The boat was put on the trailer, and we started back for me to continue my dull, disgruntled life.

"Don't drive too fast," I told Ken.

"Stop telling me what to do," he replied, and then added, "I know a short cut. He drove off in a rush to get lost."

The End.



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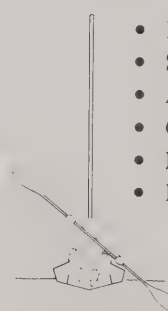
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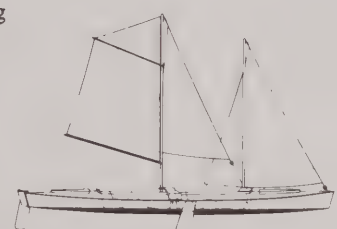


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Chesapeake Small Craft Festival

Three cheers for the organizers of the Ninth Annual Mid-Atlantic Small Craft Festival, as this year's gathering was the largest the Chesapeake Bay Maritime Museum in St. Michaels, Maryland, has hosted yet. The impressive figures of 160+ registered participants and 60 boats are confirmation that the people interested in supporting

The Chesapeake Bay Maritime Museum's "Alle Cat" gets underway.



such an event are out there. Participants came from as far as Florida and Massachusetts, while most were from the Maryland's Eastern Shore and the urban areas of Baltimore and Washington. Dave Bell of Neavitt, MD, came by water in his 1911 skiff, fighting strong winds and tides along the way.

The staff of the C.B.M.M. and the steering committee which organized the Festival, did a terrific job at ensuring that it would be a family oriented event. The array of organized activities for children not only freed up mom and dad for the real business at hand, but will hopefully encourage these kids to participate in future events as they grow up.

Oysters, soda, beer, wine and a community grill that served as the center of activity, greeted those who arrived Friday night to set up camp, right there on the Museum grounds, a more perfect setting would be hard to find. On Saturday morning, the Canada geese made their wake-up calls to announce a bright, breezy, unseasonably warm October day. The Museum had built a new ramp into the cove from the seawall, making launching and recovering of boats much simpler.

Throughout this day, organized events went on, including a critique of the boat judging criteria; judging competition; a rowing symposium; and races for sail, oar and paddle, organized by Dan Muir

of the Potomac Chapter of the TSCA. Museum staff and boats took part in the activities too, with their beautifully restored Scrappy cat, "Alle Cat", designed and built in Oxford, MD, taking 2nd in the sailing races skippered by Dave Cannell. Sailing wins went to Scott Wolff in his strip-built 13' Moth, Tim Smith in Designers Choice, and local waterman Winslow Womak in "Scoot", a traditional Chesapeake craft much akin to a log canoe.

The judging was more sophisticated this year, with boats placed in three main categories; Traditional, Contemporary, and Restoration. Criteria included design, materials and construction methods. There was a "Builders' Choice" category, which resulted in a tie between Mary Slaughter's Whitehall, "Hot Chili", and Eric Graves' pulling boat.

Special treats were watching the arrival of the "Harvey Gamage", a 19th century schooner, as it sailed up the Miles River to dock at the Museum; and the historic sailing log canoe brought over by its owner, who offered rides to the brave and crazy. Seeing that boat take off with its crew clambering out onto the springboards looked like a roaring good time. Certainly not for the faint of heart though.

Several builders were on hand. Tony Dias brought his sailing canoe "Greyhound" ("Boats", Aug. 15, 1991). Marc Barto and

Russ O'Connell brought several of their boats, including Marc's lovely traditionally built Melonseed, "Emily B.". Bill Clements was down from Massachusetts with his classic canoe yawl, "Nord Vinden". A few lucky students from the State University of New York came all the way from Buffalo to show off what they had learned in their boat-building course. That's right, college credits to build boats. The Wooden Boat School also came to the Festival to inform the folks of what they are offering next summer in Brooklin.

The Cheapeake Bay Maritime Museum is a fabulous place with the last log-built working bugeye on the Bay and one of the three remaining "screwpile" or "cottage" lights remaining on the Bay. The working boatshop, waterfowling building and small boat shed all help to give a historical appreciation for the life on and around the Bay. Next year will be the Tenth Anniversary of this event and promises special attention to making it a milestone event for traditional small craft, it'll be one you won't want to miss.

This report and its photos compiled from contributions from Kevin Brennan, Bob Grove & Scott Wolff.

Right from the top: Bill Rutherford (in stern) taking on passengers in his Payson "Gypsy". Builder Bill Clements discusses his gorgeous "Nord Vinden" canoe yawl with a bystander on the dock. Richard Cullison (left) built this Whisp, with him is Zell Steever. Below: Mark Barto's Whitehall "Aubrey J." in the foreground, a real beauty.





Left from the top: A Beetle Cat and a pulling boat heading out. Dan Muir readies his Thayer "Lil Pickle". Mark Barto's "Melonseed" sails away. Above: Which to try? Younger boaters had a grand time. Right from the top: A variety of rowboats on the beach. Richard Cullison's "Piccolo". Some sailing skiffs join the rowboats on the beach.



Reflections on Cruising Rt. 95

Without a doubt, one of the greatest pleasures of small boating is the mobility gained by trailerability. I personally treasure the ability to rapidly move my pretty green Melonseed from my home in New Jersey up to sail with all the other "Melonheads" on Duxbury Bay in Massachusetts. Even the well heeled yachstman cannot boast a passage to New England cruising at speeds of over sixty knots. Which of them get beyond Hellgate, the Dead Sea (Western Long Island Sound), Watch Hill, Buzzards Bay, and the Canal in a single morning?

My spirits are lifted by the sight of the bow in the rear view mirror. The boat cheerfully bounces along behind me as a fine dinghy would plane behind a sailing yacht in a stiff breeze. I can picture how nice her fine sheer and classic stern must look to other motorists as she zips down the middle lane. But, just as that dinghy at sea must cope with seas large enough to broach a forty-footer, so must my vessel cope with potholes, bridge joints, and half-paved sections capable of flipping a greyhound bus.

Yes, this fantastic mobility comes with a price. It is with

great apprehension that I tow my beloved Melonseed up the Interstate. To control my anxiety while driving, I take mental refuge in music. No one can smooth a trip better than the late Bob Marley could. The island reggae gets me in the mood for salt water sailing with my fellow "Melonheads" and the lyrics calm my frazzled nerves.

With an almost mystical confluence, the words consistently compensate for the road hazards of the moment. As my trailer leaps out of a pothole and takes high to the air, my nervous soul is soothed by the singer's assertion that "everything's gonna be alright...everything's gonna be alright...everything's gonna be alright..." As half-paved sections heel my boat from port to starboard, the famed Rastafarian sings, "Oh, please don't you rook my boat 'cause I don't want my boat to be rockin'."

Eventually I am convinced that everything is indeed going to be alright and I can go boldly forth through the labyrinth of chaotic intersections, traffic, construction, monster trucks, and debris, without undue paranoia. Invariably, boat and I arrive at the boat

launch at the appropriate tide to join the "Melonheads" on the bay. We all enjoy a weekend of sailing with good south winds and typical New England visibility of distances as great as a mile or two. Our boats tack cheerfully out into the bay chop and we all stick closely together as we work our way to windward. We enjoy a fancy gourmet picnic on the beach, share small boating secrets, trade stories, and relax. Eventually we broad reach back to town, each trying to outdo the other as we surf along.

Sooner or later it's time to return to the Garden State. I tuck my boat into the trailer like a baby into a crib and head for home. With the help of a few cassette tapes of my favorite musician, we are soon crossing the Hudson River and closing in on home. In another hour I am walking the Melonseed safely into my garage where'll she'll be safe and sound until the next big cruise. Come squalls, hurricanes, or whatever, she's safe inside where "everything's gonna be alright", come hell or high water. That is another of the joys of small boats.

Andy Follansbee, Lebanon, NJ.



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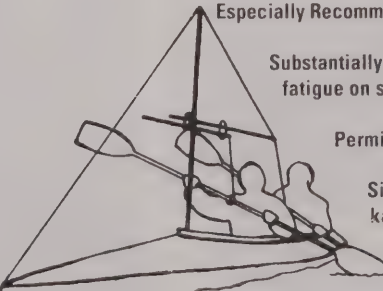
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Titusville Follies

Florida's coastline and rivers certainly deserve the exposure given them by Harold Sims, Jr. in his article "Florida Waters" ("Sea Kayaker Vol.1, No. 4, Spring, 1985). His well written article highlights major cruising areas and prompted me to offer the log of a short kayak trip I took while running the Intracoastal Waterway in "Mokki", our four-ton sloop.

Mooring "Mokki" in the Titusville Municipal Marina under the eye of Dan in "Dragon Lady", I shoved off early on a bright sunny Sunday morning. My kit was minimal, consisting of a small propane stove and single-mantle light, six gallons of water, Tang, and canned food. "TenT" is a preposterous brown nylon thing that never looks like a tent when it's strung up, more closely resembling a destroyed Gumby. I don't know why it works at all. Deck cargo consists of paddle, fishing gear, and a small Danforth anchor. The designer outfit I'm sporting is hi-tech orange pants held up somehow, and a fetching long-sleeved pajama top. I always wear a PFD 'cause I hate drowning and it's soothing to my skinny back.

This morning the SE trades were blowing hard and my day's mileage was assured. Wavelets rushed abeam as we glided under the railroad bridge and made for the tower on Black Point on Merrick Island. Believe me, after pulling a four-foot draft and counting daymarks in "Mokki", getting out of the damn channel was pure bliss. Passing the point, I saw a Conpac 16 sailboat almost get a waterskier up, time after time. Seems that at the crucial moment she'd heel, the propellor would cavitate and the dude would re-explore the Indian River.

Haulover Canal looked like a spiderweb of fishing lines. Groups from one to forty were dealing with fouled lines in great good humor and opening bottles. Waved my arms off, and one enterprising kid asked if my kayak was a salvaged Hobie hull. There is a public ramp about one third of the way through on the south side inside a snug little pocket that will take three cruising boats drawing up to four feet. One could haul out anywhere and camp inconspicuously along the canal's length. Of course, the camper must be equally inconspicuous.

Approaching Mosquito Lagoon I could see white caps flashing by, so I put on my spray skirt and girded my loins for the ride. I zipped by the spoil banks just inside the channel in case I blew it and had to walk ashore. Eventually it

became apparent that we were about to catch hell from an approaching black wall with a dove gray cloud reaching down to the water ahead of it, not to mention to its left and right. Meanwhile I paddled downwind with all the strength yesterday's spaghetti, and unfeathered paddles, could give me.

As the afternoon became darker, lightning strikes became closer and more frequent. I became more nervous. I felt as though I was about to be introduced to a black hole. Cautiously keeping to the daymarks, I soon had a straight shot to a breakwater to shelter behind while the wind cell blew through. Lightning struck, with a tremendous explosion instantly following. The roiled sky was sporting a low gray curtain of cloud walking upwind. We cleared the last piling and eased out of the sharp following seas to anchor by the stern under a spit of land.

I wrapped a plastic trash bag (seems that's all you can buy these days) around me and slouched deeper into the big hole in the boat. I didn't slouch for long before a wall of rain roared out of the clouds and "Eeyore" was dapping and jiving on the end of his anchor rode. The chaos was quickly over, the breeze reverting to the SE.

I paddled around the breakwater to burn supper and see what folks were doing for fun. They were going fishing for shrimp. Two or three auto headlamps mounted in a box on the side of the skiff are beamed into the water to attract the shrimp which follow the dredged edge of the channel. The crews scoop them out as they stream by, taking two or three bushel baskets in a tide.

On the outside of a good supper, I pushed off into the marsh looking for a safe and reasonably dry spot to camp. All I could do was trend east and pick my way through a maze of marshland. Bluffed my way through to the barrier island, identified Eldora, and set a course for charted fast land.

Up went "TenT" supported with strings, rocks, tape and pole;

in went my treasured Therm-a-Rest pad and sleeping bag from L.L. Bean; and lastly, the trip line from tent to the kayak. Now, if ANYTHING moved the kayak, the tent falls down sooner than usual. When that happens I yell and holler, the tide recedes, and Goth, the marsh monster, retreats. No problem. Just before turning in I lit the gas light to torment the wild moths and marsh bugs. They were attracted to it, but they couldn't get to it. Ah, ha, ha, ha! I read a book until I had whipped them into a frenzy.

Monday morning came gray and still, but, as the day developed, a hazardous weather watch came into effect. It seemed that hurricane Adolph was reforming in the Gulf of Mexico, and I must make time to New Smyrna Beach. Even the marsh hens were quiet as I pushed along the hopefully correct creeks and thorofores to connect with the waterway. We arrived at Sea Harvest Marina by 2 p.m., and I called my buddy to come drive the outfit back to Titusville. By 7 p.m. we had hauled anchors and our boats were snugged up in that secure little hole on the Haulover Canal.

"Eeyore" continues to give me many days of exploration and adventure I would not be able to experience in "Mokki". But most importantly, "Eeyore" is my ticket to meeting the folks who have chosen to live, work and love along our land/water interface.

T. Ole Phin

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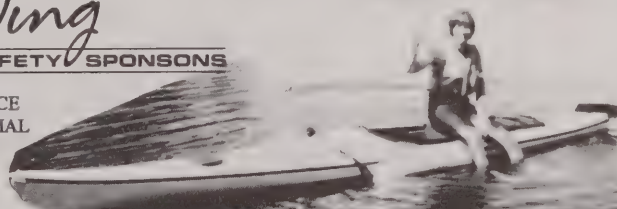
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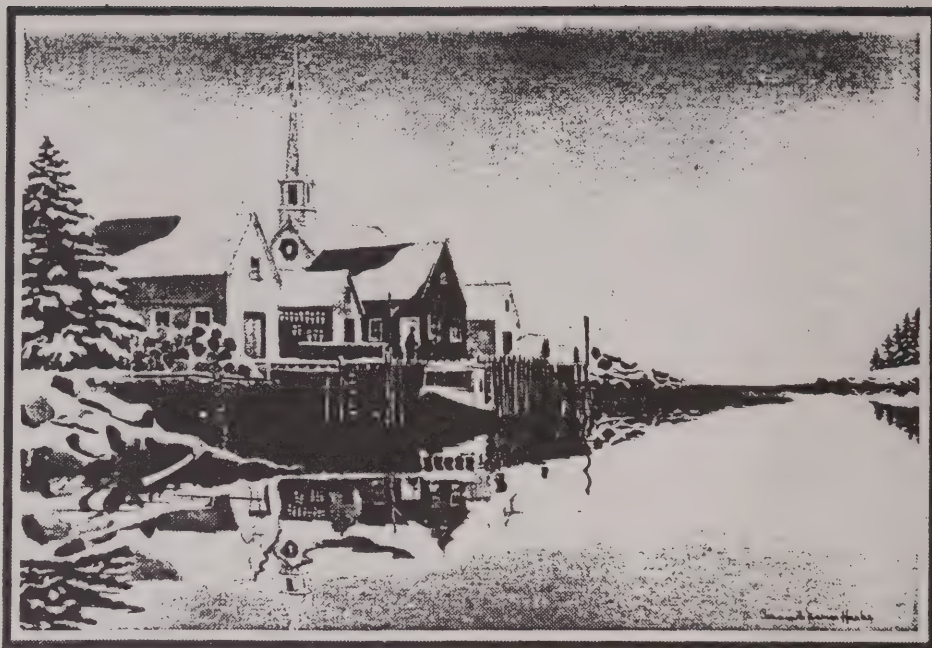
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*messing
about in*
BOATS

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I have messed about on the water in numerous sailboats, canoes and kayaks. My wife would also like to do at least some boating. She has muscular dystrophy, however, and has considerable difficulty getting on the water. I've taken her in sailboats and canoes but the difficulty usually limits this to once or twice a year for a couple of hours at most. And conditions have to be just right. Even then, she is not comfortable with the instability of small boats

The thought that we needed a powerboat has lurked in my mind for some time. Perhaps it wouldn't be so bad to be able to go farther and explore new waters. Perhaps it wouldn't be so bad to have a boat that we could spend a day or more on in comfort, taking reading or work to do, or inviting a couple of friends along.

We travelled across the country in a van some years ago and enjoyed it. Perhaps what we were looking for was a waterborne version of a van. That had a platform behind the rear seat to sleep on, a table and a kitchen unit that stored our one-burner stove, pots and pans, dishes etc., and opened to form a cooking surface. I had also found room for a porta-potti and a mini-refrigerator. This seemed to define what we wanted in the boat.

So the search began. The minimum production boats in our area with these accommodations seemed to be about 22' long, boats designed for fishing. Their small cuddy cabins were about the equivalent of our van. But there was a problem; the step or two down into these cabins would be next to impossible for Evelyn to manage. And I didn't much like the huge outboards typically used on these, and the gas consumption they implied. And they are expensive. They're intended for going offshore, not the kind of leisurely poking around in harbors and such that we had in mind. We also felt that we wanted to be able to trailer our boat to different areas.

A boat that did catch my eye was the 20' mini-trawler style "Vagabond" built by Nimble Boats in Florida. This and its larger cousin the "Nomad" clearly march to a different drummer with emphasis on ample, even luxurious, accommodations, and the recommendation that they be powered by 9.9hp outboards. There is only one small step down into the cabin. But they too are expensive and I shuddered at the thought of trailering a boat over 7' tall on its trailer. We'd have to buy a bigger car to haul it.

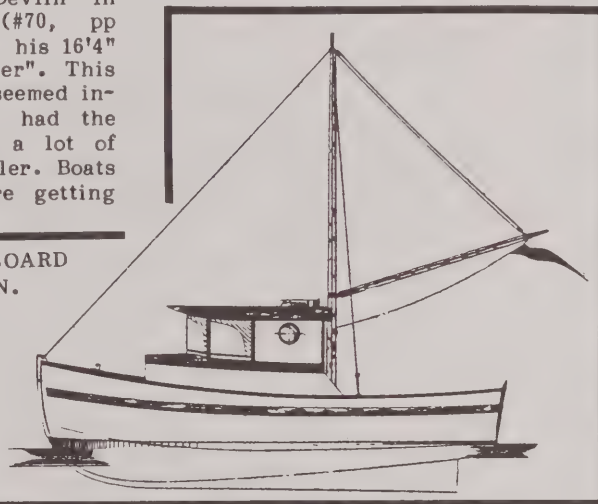
We thought about looking for a used boat. After looking at the fishing platforms, it seemed we needed to find an older style cabin cruiser with more emphasis on accommodations. We went out on just

We Needed a Powerboat

such a boat that a friend was selling. Evelyn wouldn't use the pedestal seat because it had no arm rests and she was afraid of falling from it. That could be fixed. A bigger problem was that she was sore for two days just from walking around in the cockpit. Even the very slight motion in a sheltered harbor made this very difficult for her. Perhaps we needed something smaller in which there would be little or no need for walking.

I remembered an article on the boat designs of Sam Devlin in "Small Boat Journal" (#70, pp 44-47) and, in particular, his 16'4" mini-trawler called "Dipper". This and an 18' version of it seemed intriguing but they still had the disadvantage of offering a lot of wind resistance on a trailer. Boats we were considering were getting smaller though.

"DIPPER", A 16'4" OUTBOARD CRUISER BY SAM DEVLIN.



I kept thinking about boats. Perhaps what we needed was merely a cuddy for sleeping and an awning over the cockpit that could be lowered when trailering. I've collected boating magazines and boat plans for years and I went through them

looking for something different. I looked at lots of Phil Bolger plans, both in "SBJ" and in his books.

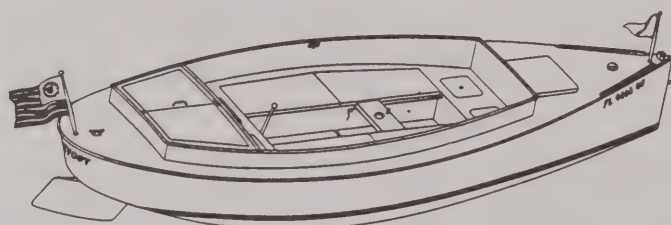
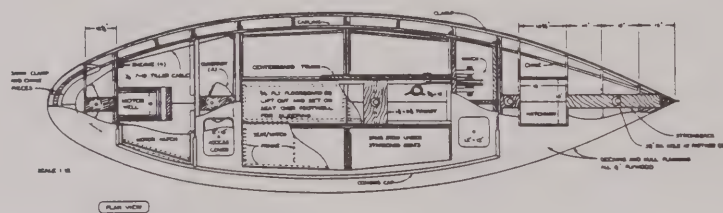
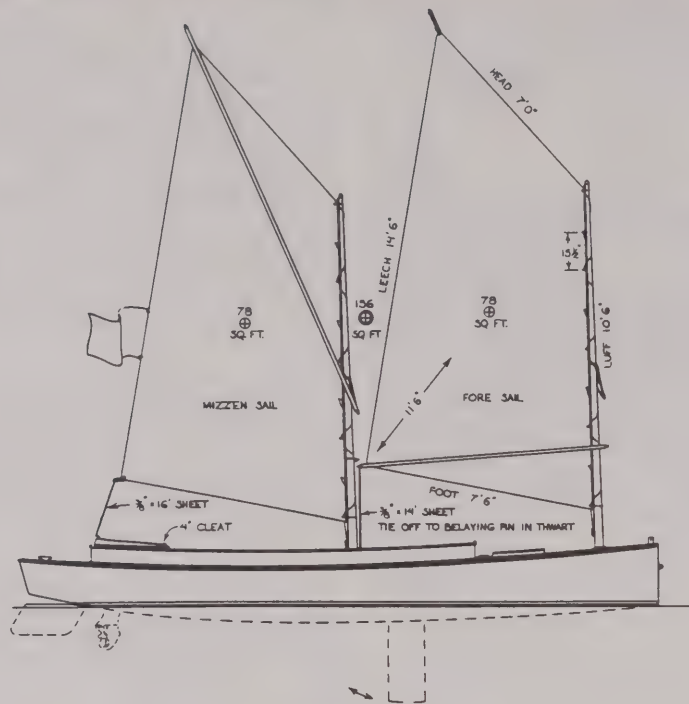
Finally I came upon a plan in a magazine of boat plans published by Fawcett in 1953, "How to Build 20 Boats". This was a plan for a garvey designed by Mason. It had a cuddy cabin over a sleeping platform, and two small cabinets. It packed a lot of space into a hull only 16'5" long by less than 6' wide due to its square bow and flat bottom. A dodger or bimini top over the cockpit would give us the enclosure we needed to extend the boating season into the spring and fall. But I had reservations about the seaworthiness of the hull form.

More searching through magazines turned up advertisements for boats built by Florida Bay Boat Co. based on the sharpie hull form, and a design sketch by Bolger for a power dory ("SBJ" #39, pp. 24-26). What especially interested me about the Florida Bay boats was the use of the canvas closures. The Bolger

sketch interested me for its comfortable seating. It occurred to me that seating like this becomes possible if you don't have to see over a cabin and, with canvas closure, you can eliminate the cabin entirely. Now we were down to an oper-

"LILY PAD", A 16.5' OUTBOARD GARVEY BY A. MASON.





"LIGHTFOOT", A 21' SAILING SHARPIE BY ROBERT JOHNSON.

boat that would be easy to trailer, could have comfortable bench seating aft, bench seats forward that convert to a large berth with the insertion of a center cushion, a place for a porta-potti under a seat, and storage also under the seats.

I sketched a 17' sharpie based on these thoughts. It had a large motor well aft. This seemed to have promise but the end of the boat behind the motor appeared to have little function. The boat was, in effect, a 13' boat, too small. I also devised a canal boat scheme inspired by a sketch in "Boats" (Jan. 1, '91, pp.19). The idea for this flat bottom garvey was to put the cockpit in the bow with a small cabin behind. The center section of the bow could be hinged to lower in the fashion of a landing craft; boarding could be directly from the beach. Other advantages would be

an unobstructed view and isolation from motor noise. But more passengers than the two persons for whom it is designed would overload the bow.

I next remembered a 21' sailing/motor sharpie called "Lightfoot" designed by Robert Johnson ("Wooden Boat" #22, pp. 62-65). Florida Bay Boat Co. built a version of this as the "Bay Hen". I had been so struck by this boat that I had sent for the plans. I dug them out. The sailing rig would make it difficult to adapt the boat to our needs but as a motor launch it could be readily adapted.

The motor well with non-steering motor and rudder presented a steering problem by Johnson's own admission. We didn't want a boat that was difficult to handle around a dock if I was going to manage it alone. Upon reflection, I realized that this diffi-

culty could probably be circumvented by enlarging the motor well and steering with the motor. The well might be moved aft a few inches as well as having its transom lifted a bit. This boat is pretty, has considerable room for accommodation and entertaining, and is simple to build. It too is flat bottomed.

Another boat that caught my eye was a deadrise launch. The design and building of this 22' semi-displacement boat was described in "SBJ" #26, pp. 50-54. This boat, in contrast to the boats we were looking at, was designed to run efficiently at about ten knots, and it gets 25 miles to the gallon using a Honda 9.9hp 4-cycle engine. Its plank construction would not be suitable for a boat that would be kept on a trailer much of the time, however. And its form is not suitable for plywood construction.

Another look at the Fawcett publication turned up the 19' outboard cruiser called "Waterman", designed by Howard Chapelle. It is a modified sharpie based on the Chesapeake Bay workboat launches. While he designed it for heavy traditional plank-on-frame construction, Chapelle also showed a plywood version. Its low deadrise hull is only slightly more complicated to build than a flat bottom sharpie. The hinged lifting cuddy cabin top is intriguing. I would use a thwartship seat aft with bench seats forward that double as a berth. I would shorten the cuddy to allow more cockpit seating.

It seemed we might be getting close to our objective. "Lightfoot" and "Waterman" are quite comparable boats. The latter is shorter because it does not have the overhanging stern of the sharpie. It also seems that it would be a bit more seaworthy and be able to run at a ten knot speed that would extend our range. Another option that occurred to me was to use the hull of the Devlin "Dipper" (remember that?) and build it as an open boat like "Lightfoot" and "Waterman". "Dipper", though shorter, is a bigger boat with about a foot more depth and width. This chunkiness would presumably require more power and make it a bit more difficult to trailer.

To assist in getting Evelyn aboard, we are looking into using a lift, such as the "Hoyer Lift". To simplify the boat and get rid of the need for a space robbing console, I'll use a side-mounted tiller for steering. Examples of the use of such steering can be found on the deadrise launch mentioned and on a William Atkin launch described in "SBJ" #27, pp. 28-36. In considering how to put a bimini style top on "Lightfoot", I discovered that it could be designed to fold down into the front of the cockpit for trailering. On "Waterman", it would fold under the hinged cuddy top out of

the way and out of the weather.

I decided to look into having "Waterman", the 19' Chapelle design, built. I approached a local builder for an estimate. He figured about \$1,200 for materials and \$8,000 for labor. My hope in using a local builder was that I could work with him and reduce the labor cost.

I also considered another boat that would perhaps serve at least as well; a semi-dory designed by John Gardner. The plans for 16' and 19'8" versions are included in his "Dory Book". They are simpler and should thus be less expensive to build.

At this point I decided to go ahead and get a Honda 9.9 that a local dealer had on sale, as it seemed we were committed to building or buying something on which I could use this engine. While purchasing the engine, I asked the dealer what he had in boats. He showed me a Lowe basic 16' aluminum skiff with four bench seats. Not attractive. But it could be functional if I could adapt it to serve our needs, and it is light for trailering. He would sell it for 40% off.

I took some measurements, came home, drew the boat on my computer, and began exploring modification ideas. I also rifled my "Small Boat Journals" again for ideas, and came up with an article in issue #1 on customizing aluminum skiffs. This article contains the statement that "a tin boat is a tinkerer's dream." This, and Dave Getchell's praise for the basic aluminum skiff, led me on.

My second try at a plan was based on removing a section of one seat, adding platform sections with storage under, building a steering console, and using removeable folding seats (see my drawing). By removing the seats and raising the floorboards flush with the bench seats, the after half of the boat can become a sleeping platform. I found that West Marine sells a bimini top that it seems could be used on this boat.. With side curtains added, we could have enclosure for camping or inclement weather.

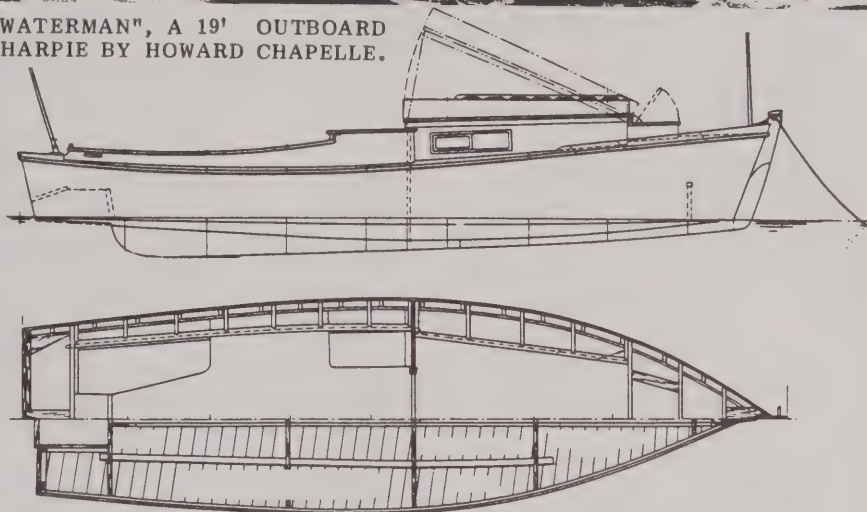
Since it looked like this would give us an inexpensive way to find out if such a boat will work for us, I bought this hull. My experience with small boats has taught me that the smaller and simpler the boat, the more it will be used. Based on this boat, we can perhaps further define our needs and find or build a boat later that better fits these perceived needs. Or maybe this one will be just the right mix of portability and usefulness even if it isn't pretty.

Chuck Wright, N. Falmouth, MA.

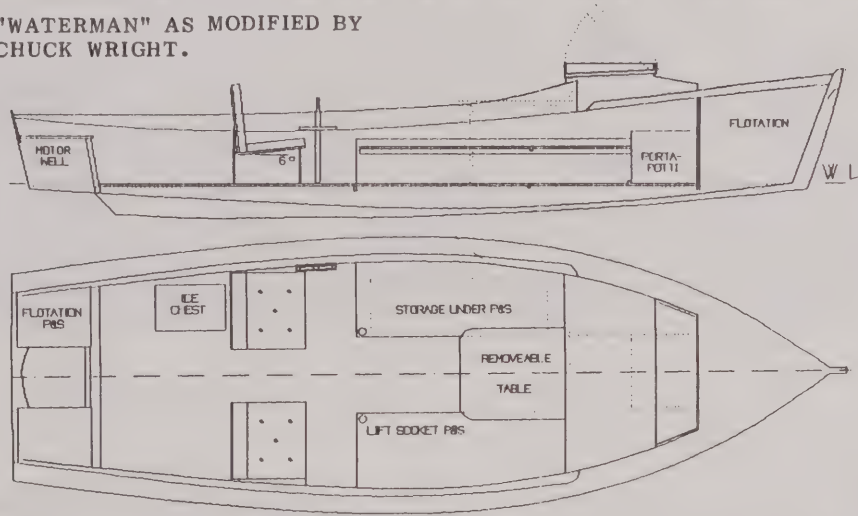
Chuck Wright is active in both sea kayaking and canoeing, leading many AMC group outings, and often reporting on them for "Boats".



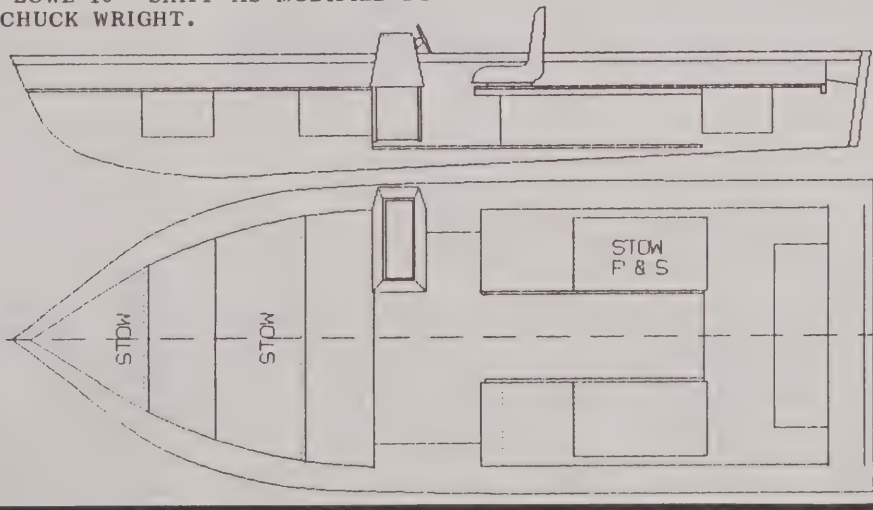
"WATERMAN", A 19' OUTBOARD SHARPIE BY HOWARD CHAPELLE.



"WATERMAN" AS MODIFIED BY CHUCK WRIGHT.



"LOWE 16'" SKIFF AS MODIFIED BY CHUCK WRIGHT.



What Are YOU Building?

An Occasional Page of Short Items From Readers About the Boats They Have Built



NOT AS PETE INTENDED

This 17' canoe is one of Pete Culler's designs, but I didn't build it lapstrake as he intended, but cold molded. It was like building a box, the wood is very thin and needs no coaxing to fit and hold. The inner layer is athwartship, the outer is diagonal. The two layers make a 3/8" thick hull that is very stiff and light, the hull only weighing about 48 pounds. It is a two-man boat with a 28" beam and push-pull steering. The design is in John Burke's book of Pete Culler designs. I think she'll be something to see, as soon as I again feel up to finishing her off.

Chet Farrell, W. Dennis, MA.



DO IT YOURSELF YEAR

As my son's T-shirt so aptly puts it in the photo, 1991 was the year to "Do It Yourself". He stands at the helm of his spanking new "Pointy Skiff" (Bolger plans from Dynamite Payson). It was my first boat building project as a grown-up (my father and I put together a 12' skiff and a plywood Sunfish in the '60's), the first of many more to come. Up next, a Common Sense "Shoobox" for my ten year old and an instant kayak for the 12 year old.

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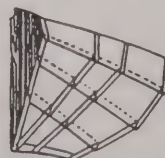
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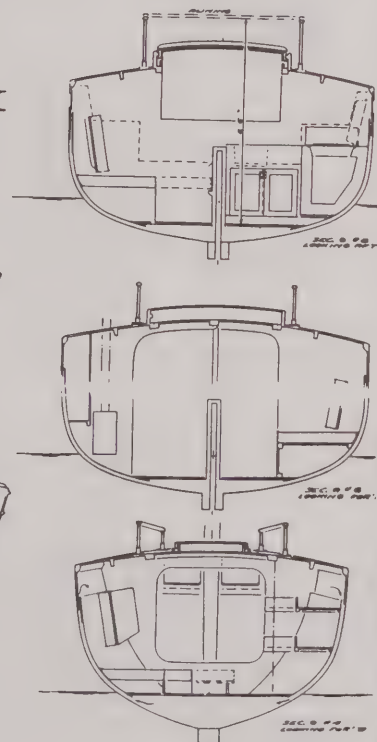
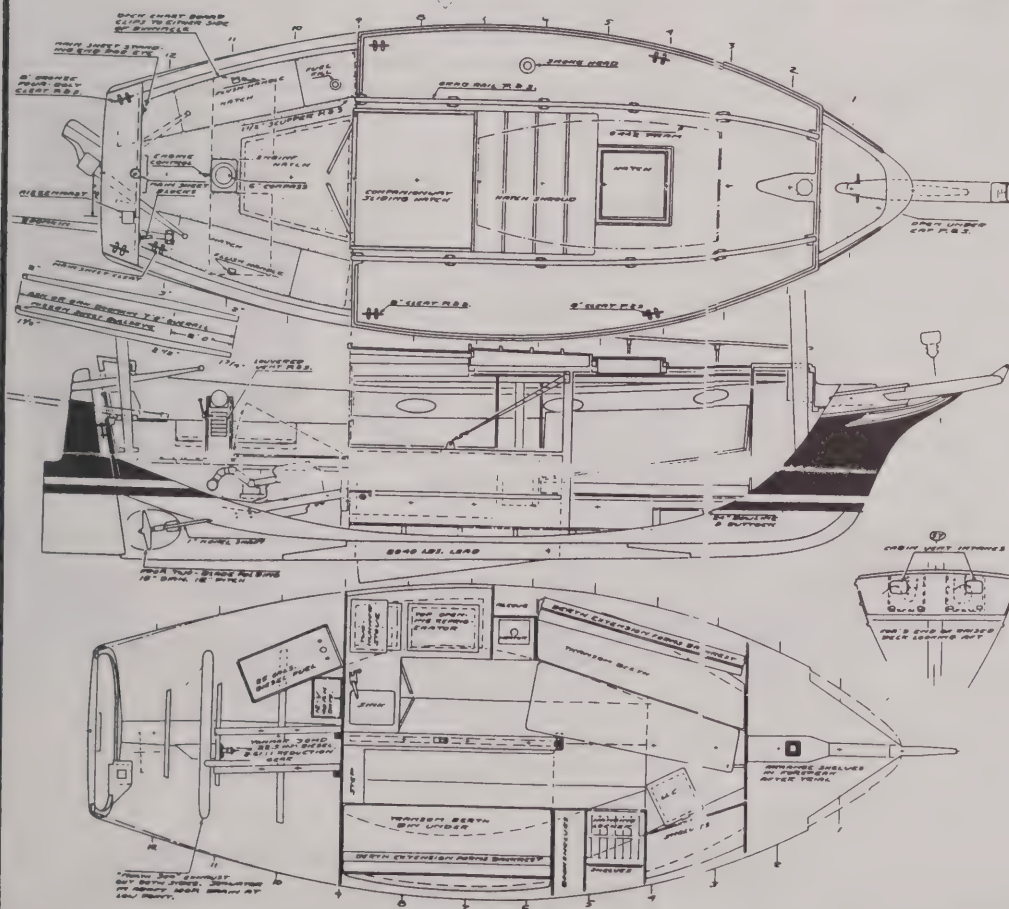
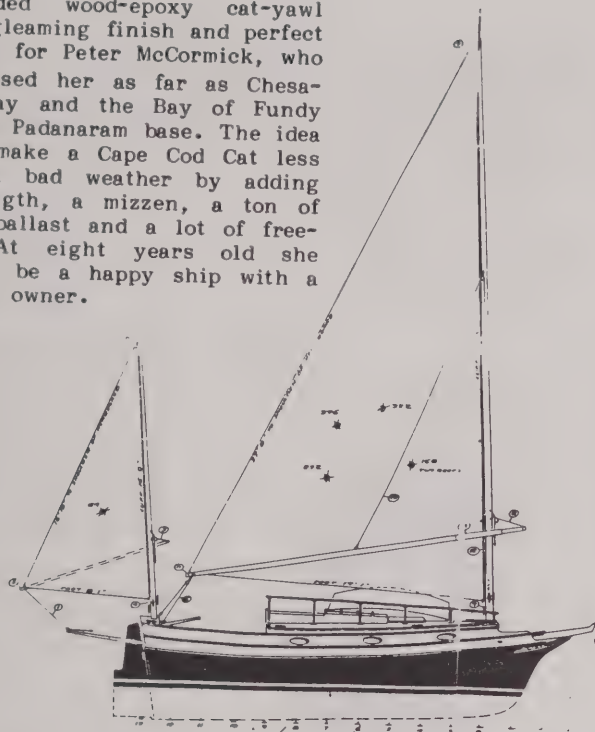
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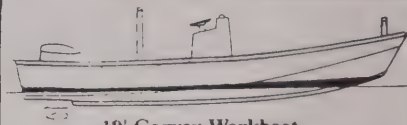
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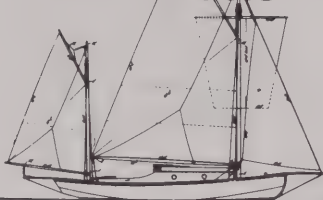
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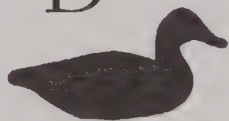
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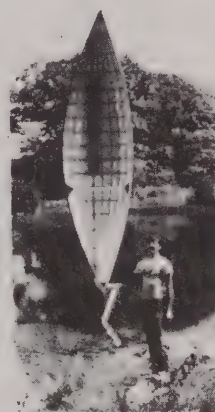
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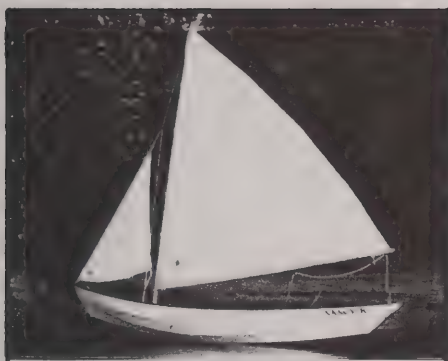
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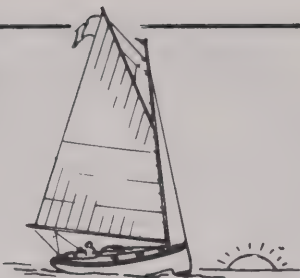
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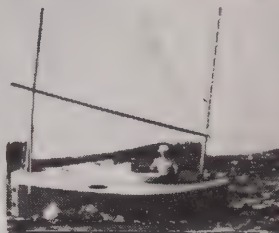
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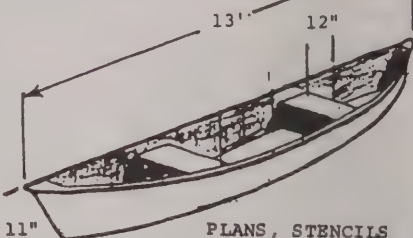
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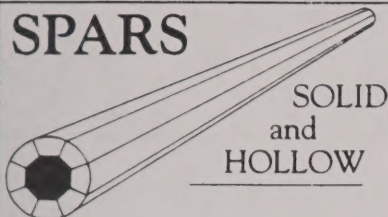
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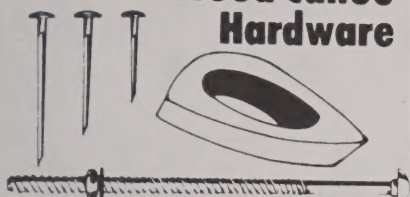
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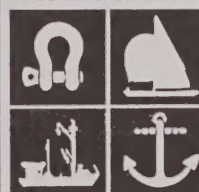
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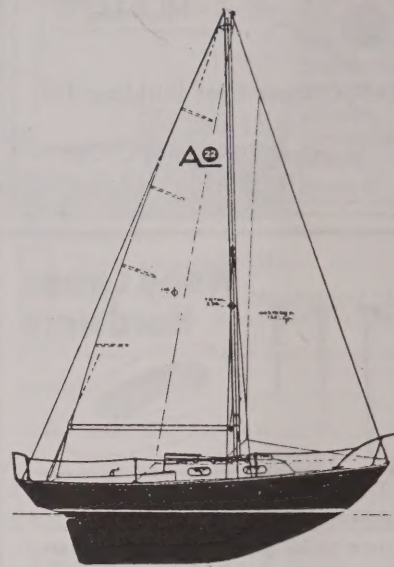
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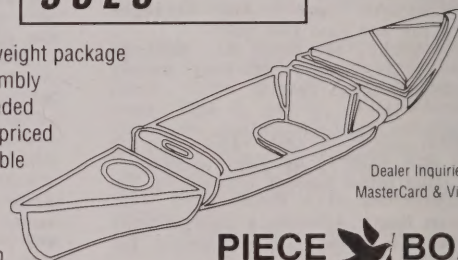
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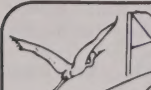
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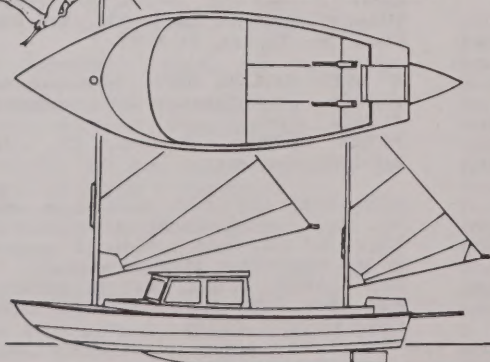
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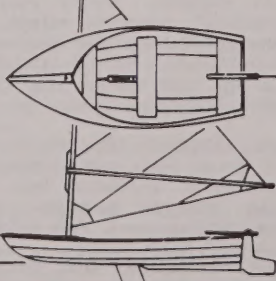
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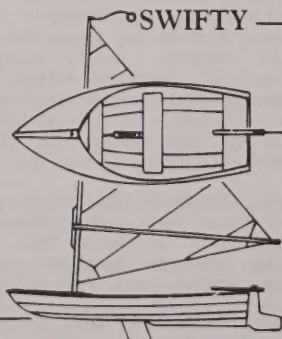
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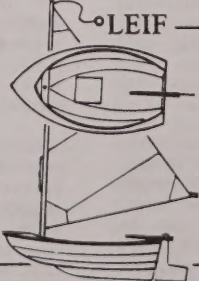
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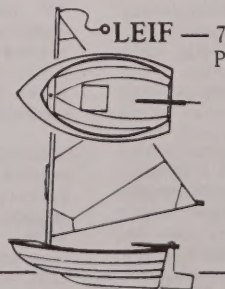
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