

Twice a Month!



messing about in BOATS

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about in

BOATS

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Our Next Issue...

Will feature the unique Oar-master Trials rowing competition organized by the Cape Cod Vikings Rowing Club, along with "A Glimpse of the 1992 Atlantic Challenge" held in France from Jim Thayer. Jim Lacey tells of his encounter with the Columbus "Nina" replicas (plural) on the Connecticut coast; Rags Ragsdale regales us with a tale of a kayak trip on California's Lower Rogue River. Designs will include Phil Bolger's "50' Cruising Catamaran"; Martin Pook's 8' mini camper cruiser "Wren"; and Joe Pallazola's 7'8" "Very Light Skiff for Kids". "What You Are Building" will include Dennis Bradley's "Long Micro" and South Shore Boatworks' "Big Dory"; and Mississippi Bob Brown will tell us how last winter's lightweight rowing dory flop was revised in "A Lesson Learned".

On the Cover...

Pulling for the finish at the Great 'Round Gerrish Island Race in late September in a Chamberlain Gunning Dory that he built himself, Frank Durham epitomizes the spirit that small boat rowing competitions have developed in the last few years, a low tech sport with high personal rewards in satisfaction and achievement.

COMMENTARY

Reader Paul Schwartz, who lives only a few miles from me in Beverly, Massachusetts, left a phone message for me on Saturday, October 17th, inviting me for a short local sail in his Cape Dory Typhoon. He'd taken my recent comments about where did my summer go and not getting onto the water much to heart, and when I called him back he told me, "it's a great day for sailing, winds 20-25 knots from the west/northwest." That seemed like quite a lot of wind for a 19 footer to me, but Paul insisted that the Typhoon just loves a good stiff breeze, so I abandoned other mundane tasks that awaited me and met Paul midday at West Beach, where he keeps his keelboat on a mooring.

Later around 4 we were heading back from Gloucester into that 25 knot "breeze" and the Typhoon had had its rail under for about half an hour in the short steep two foot wind driven chop, despite Paul having replaced the genny after our long fast reach down to Gloucester with the smaller working jib. Finally it was not just rail down anymore, but coaming under, and I watched in fascination as solid water poured over my feet braced on the opposite seat, floating off the seat cushion and rapidly filling the cockpit. "What am I doing here?" I thought, but since Paul didn't seem too distressed, in fact he was still grinning into the wind and spray and may not have noticed the influx of the sea, I still didn't get too nervous. I had become used to sailing on our ear, the rugged little boat seemed to revel in bashing into the wind and waves like this.

"Say, Paul, there seems to be quite a lot of water in that lee bunk below," I mentioned when I saw the stuff on the lower bunk float off. Paul eased up to windward and we both peered below, where now the whole footwell was full to the brim and stuff was floating around.

"Gee, I never saw that much water down there," Paul commented, "I was wondering why she was feeling a bit sluggish." We luffed up and set to work bailing both cockpit and belowdecks, as no automatic bilge pump was onboard and the cockpit drains seemed to have become plugged at their outlets by seaweed this late in the season. It was a busy 15 or so minutes but we got it down and saw no steady influx of more water. Apparently the steady rail under stuff and that last coaming scooping scenario had

dumped a lot of water into the boat, it got below through the lazarette opening at the back of the cockpit, which was missing its Beckson hatch.

We still had another 8 miles or more to go so Paul decided to ease the pressure by taking in a reef in the main, and soon we were underway again. The angle of heel was still running 20-25 degrees, but the 35 degrees that had put the coaming under was no more, and it seemed positively relaxing now to crash through the waves and endure the onslaughts of spray and occasional solid dollops of seawater thrown up by the bow impacting the next wave after falling off the last one. Exhilarating it was, and I was truly impressed with this boat's dogged tenacity charging along like this apparently unfazed by what Paul was putting it through.

We were soaked but smiling, Paul grinned as he again remarked, "she really likes the rough stuff." I had never experienced this sort of sailing in so small a boat and once it became apparent that the little boat was indeed not going to turn turtle no matter what, and that it would tramp along into the wind with most of its sail up making decent headway, it became an exciting experience. Being able to trust your small boat so totally opens up such opportunities for adventure.

So here was one of those "clorox bottles" built for family sailing that had the right stuff. It was a 1974 boat, 18 years old. Paul had bought it two years ago from a nearby family and spiffed up all the woodwork on it (he's a cabinet maker), and rigged it so he could sail single-handed, which he does fairly often, right on into December (See "November Typhoon" in the March 15, 1992 issue). This blustery October Saturday we had seen maybe two dozen other sailboats out there, all larger than us, in our six hour trip from Beverly to Gloucester and back, by way of a long reach out to Halfway Rock off Marblehead.

It was a great time of year to sail, as Paul truly believes, and I now had to agree. Given a boat that serves you so well as this Carl Arlberg design does. The people who built this rugged little boat just went under financially this past year or so, victims of the collapsed sailboat market. A shame, for Cape Dory certainly built a hell of a boat when they built this Typhoon.

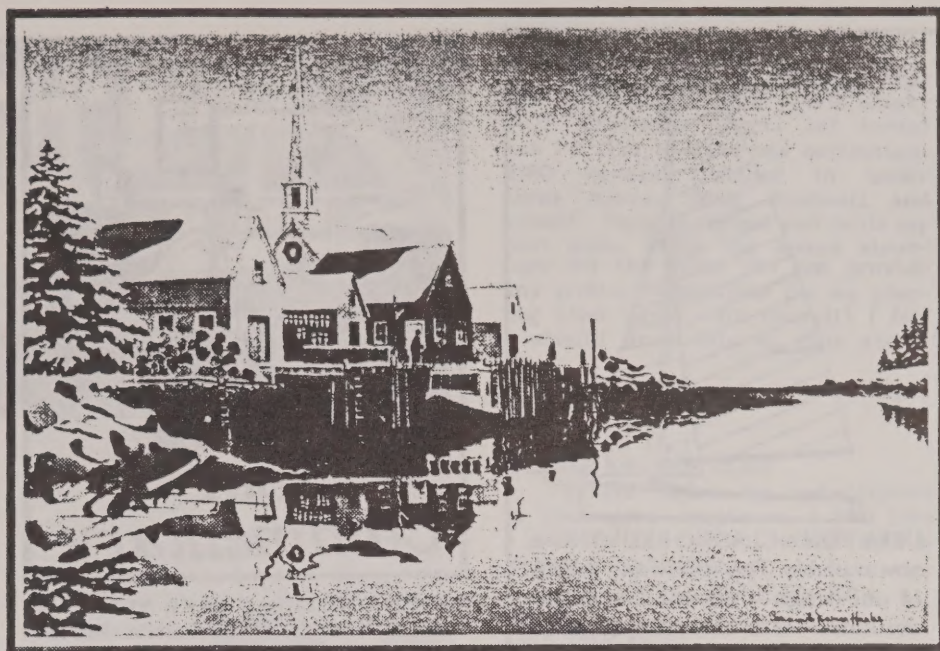
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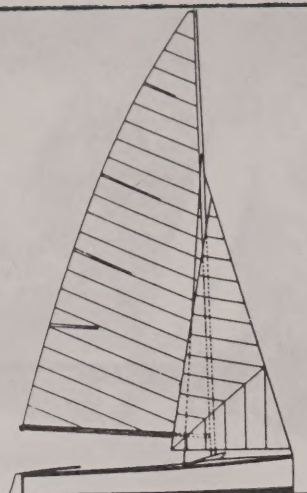
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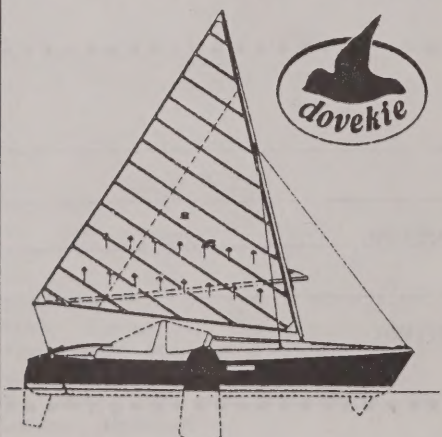
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Your Commentary

LIKED MOOSEHEAD LAKE STORY

I liked Dan Leonard's Moosehead Lake story (Sept. 15th issue), having been there myself five years ago with my Wee Lassie. I also stayed at Lily Bay State Park and liked it very much. It was quiet there in early September, not even an attendant or ranger at the entrance.

I took a long day trip on the lake the day after I arrived, launching very early in the morning at the sheltered cove where the ramp is. It was a cool, cloudy day with a west wind. The trip over to Ronco Cove was perhaps not very prudent, even with my fabric decking fore and aft. The trip back was less tense, the wind having dropped substantially, allowing me to use my little spritsail to coast along luxuriously, rounding Sugar Island on the southerly side where the water was crystal clear.

Jim Casey, Newport, RI.

INTERESTING SELLING EXPERIENCE

I thought you might be interested in my experience selling my Bay Hen last spring through the ad which appeared in your magazine. The process was an interesting one. In addition to advertising in "Messing About in Boats" I took advantage of a free ad in "Soundings" Tag Sale section.

Prospective buyers came considerable distances, lots of them, to look over our boat. Almost uniformly, those who had seen the ad in "Soundings" did not know about the Hen concept, they were generally disappointed, thinking they were coming to look at something akin to a Catalina 22. Those who saw the ad in "Messing About in Boats" knew exactly what they wanted, what it should cost, and so on. Nice folks too.

This was the first time I ever enjoyed selling a boat. I got my price and the buyer has reported back his complete satisfaction with the Hen and the deal.

Bill Long, Riverton, NJ.

INSIDE PASSAGE BY AFFORDABLE MEANS

Instead of my original dream of a cruise up the Inside Passage, I have just returned from my third summer out there, again of mostly just messing about. Almost ten years exposure to your rich mix has had its impact.

The dream started ever so long ago when I had to turn down a 25' fishing boat offered for \$500 because for me even that was too much. Instead I hitch hiked out there to become a deck hand on the "Silver Mist", a 67' fish packer out of Pelican, Alaska. The Korean War then cut short further such adventures, but ever since I've longed to pick up again in those waters.

I envisioned my grand return in a trawler type cruiser, but, surprise, "preliminary explorations" became the odyssey itself. Much of this still largely inaccessible region opened up through use of a combination of available and affordable means, a pairing of car and folding kayak, ferry systems of the San Juan and Gulf islands, B.C. ferries, the Alaska Marine Highway System, scheduled coastal services of the "Lady Rose" and "Uchuck III", with chartered schooner, trawler, ketch, intermittent kayak rentals, and, most recently, on the kayak carrying "Wilderness Explorer" out of Glacier Bay.

One town we visited, Elfin Cove, complete with Zip Code and boat harbor, was just a lonely cove when I last knew it, paddling our fishing scow's line ashore in a leaking salmon box. And the whales we steered between then are still there, but a lot more interesting experienced from a kayak.

The wilderness gunkholing possibilities along the Pacific northwest coast no longer require the purchase of one's own boat. The area is becoming accessible through these combinations of approach (not including cruise ships, they don't explore or pretend to, racing day and night up the Inside Passage for their largely self-contained priorities), with coastal snow covered peaks in uninhabited chunks of territory as large as Switzerland, quiet coves under the gaze of weathered totem poles, giant trees, waterfalls, glaciers, salmon.

The information on ways and means is readily available through the Washington, British Columbia and Alaska tourist bureaus, and anyone willing to go the distance will be researching beforehand with post cards and phone calls. I'm just very glad it is all still there for us.

Thanks for all the good ideas and gentle nudges about messing about as the way to go.

Herb Kilnger, Salem, NY.



THE FRENCH ANSWER TO TOM'S TOWNIE

Jim Thayer

Here's the French answer to Tom's Townie. The checkerboard pattern is in pink and gray. I don't know where they came up with the name.

HAVE A LOOK AT LARRY'S BOAT

My summer visit back east prompts me to suggest that you ought to have a look at the "addition" that Larry Dahmer of Rocky Neck in Gloucester, MA, has put on his old cruiser, a beautiful piece of work using pressure treated lumber. Here's a "before" picture of "The Old Pung", actually a ketch, with some interesting features.

Harrison Smithwick, Salt Lake City, UT.



BLACKBURN RESULTS

I appreciate the coverage that you provided for this year's Blackburn Challenge (Sept. 1st issue) but I'd like to make one correction. TWO kayakers finished in under three hours, Doug Bushnell and myself. Doug designed and built my boat also. Since the award structure for the event did not provide any public recognition for my placing (2nd kayak, 4th overall) I felt I should draw this to your attention.

Larry Thomas, Ballston Spa, NY

MEMBER OF THE CLUB

Please renew my subscription to your great magazine. I feel like a member of a club rather than a magazine subscriber.

Ed Greene, Duxbury, MA.

"BIG BAD JOHN"

In the September 15th issue, Dick Bridge of Westmont, NJ, tells of an encounter with a large yacht from Dallas named "Big Bad John". My son Bill says that yacht is owned by the well known Jimmy Dean.

Robert Steward, Jacksonville, FL.

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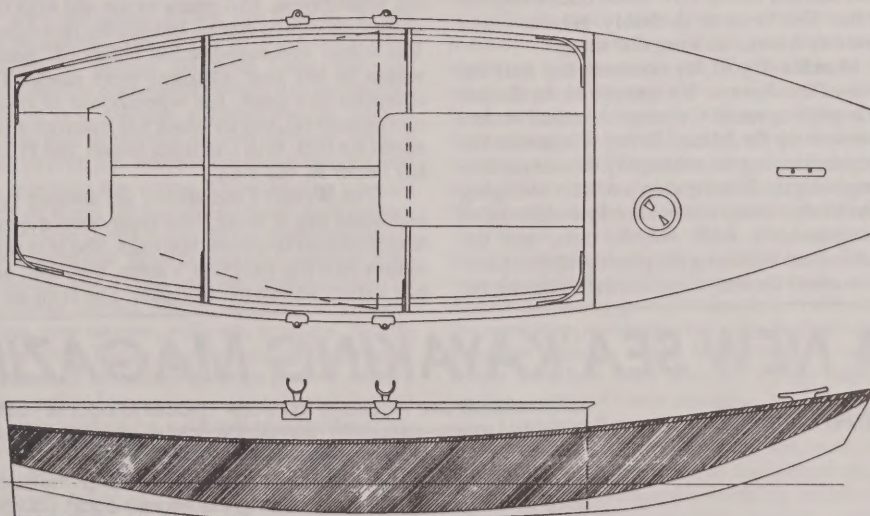
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Tractor tugs - that is, tugs with means of propulsion other than conventional screw propeller(s) and rudder(s) at the stern, still look strange to my eye. They tend to have centralized pilothouses with allround windows, sheers that rises uncomfortably high back aft, and heavy bumpers all around the sterns. But the cover shot on Matt and Judy Lyon's current calendar may make me change my mind. Judy took the photo, a low-angle shot of a most-handsome tractor tug, the *America*, resplendent in red, white and black, heading back up the Willamette River.

But there we see the familiar buff-and-red of Boston Fuel Transportation. Once again, one of their tugs has made the calendar! Now it's the *Karen Tibbetts* hard at work pushing on the stern of the tanker *Overseas Philadelphia*. Hello! The insignia on the stack has the usual big "B" but it's sided by two small T's instead of an "F" and a "T" (A name change. Now it's Boston Towing and Transportation.) Matt took this shot, and you can read about the occasion in the December 15, 1991 issue of MAI.

The next tug is a biggie, with exactly six times the horsepower of the *Karen*. The *Sea Venture* is in Seattle, idling before the '91 Tug Races. Low-lying fog just above her blots out the upper parts of the Seattle skyscrapers. (I hear there were 34 large tugs in this year's big-tug heat! Imagine them running at full throttle down the 1.8 mile course!) That high horsepower and her raised bow leads one to believe that the *Sea Venture* probably gets to either Hawaii or Alaska as a regular thing.

March's *Big Al*, by contrast, has half the power of the *Karen*. It's enough to do the job as she pulls a small German container vessel backwards up the Miami River. Clearances to adjacent shipping on either may be measurable in single digits. But the ship's officer lounging on the bridge wing seems utterly confident of the tugmaster's skill. He, in turn, and the deckhand are watching the photographer. Containers aren't the only cargo on the freighter, for

pallet-loads of lumber can be seen on deck.

April has another tractor tug, this time a Z-peller. A high shot of the *Charles H. Cates* smuggling up to the red side of a tanker shows her layout. A wide stern with a continuous bumper, a slim bow, a little box of superstructure surmounted with an allround-view pilot-house that looks like a miniature (and crowded) air control tower, a winch forward and a line-handling crane kneeling on the foredeck. A good example of a modern day-tug, but not your traditional tug.

But the next one is certainly traditional, a lovely ex-railroad tug as one can tell from her slightly raised pilothouse with its long row of windows that gave the old-fashioned version of allround vision. The *Captain Bill* is steaming bravely up Portland Harbor, white bone in her teeth. The photo's colors are those of a typical bright Maine winter's day, late in the afternoon, but the photo was actually taken last August. (Do you know how Matt and Judy get these great shots? In this case, I'm told, they dropped in at the owner's office to say hello and they said "we've got a tug returning from a job and would you like it to pose for you" and they said "sure.")

So far I've described the tug for each month through May, and I can't skip June, which has the old *Hercules*, a fabled tug indeed on the West Coast and now restored by volunteers and looking good in the custody of the National Park Service in San Francisco. Towed out from the East Coast in 1907 by her sister, the *Goliath*, she served long and well until 1962 as one of the big tugs on the Coast. Then she had a raised round-fronted wheelhouse and a thick but very tall stack about 2-1/2 times as high as the wheelhouse. (So many of the old tugs had skinny stovepipe stacks, but not the *Hercules*!) The effect was massive but balanced. Somewhere in her past, changes were made. The foremast has gone, the wheelhouse is raised one more level, and the stack has been cut down about six feet. Still a striking vessel, but I liked her better as she was.

The *Wedell Foss* shows yet another type of tractor tug at work. She represents a quantum leap over conventional tugs. She is at right angles to a big freighter's stern, bow out, and has a stern line on the freighter. She is all set to

pull, push with that richly padded stern, or move sideways in any direction as needed. This repertoire of movements is provided by two sets of Voight-Schneider cycloidal propulsion units about one-third of the way back from the bow and driven by 3000 hp. Each unit has five controllable pitch blades swirling vertically like egg beaters. They can be controlled to make her go in any direction. Response will be instantaneous, for there's no need to shift gears. A big skeg at the stern provides lateral resistance; it and the propellers allow the *Wedell*, dragged backwards, to be used as a rudder for a bigger ship, providing stopping power as well as lateral thrust. Very important for handling big ships in tight situations or nasty conditions. At slow speeds or dead in the water, they can't do much for themselves.

Foss usually sees that one of their tractor tugs is present at the Olympia, Washington tug races over the Labor Day weekend. It makes a solo run of the course, starting backwards and pivoting in a complete circle as it steams down the course, ending going over the finish line steaming ahead. It is impressive to see photos of a big tug sliding sideways at close to 14 knots, and I plan to see it with my own eyes some day very soon.

October's tug surprises the eye. The *Avenger IV* may be Canadian but she came from farther afield. She is a typical big post-war British tug, with a straight-sided fat stack, a bulwark gently rising as it approaches the bow and tumbling home as it curves around the bow, and a flying bridge sheathed in what could be vertically staved wood. The inside of the pilothouse door reveals it is wood. All very British, and knowledgeable experts might even guess that she was built for Alexandria Towing of London. They'd be right. But the Canadians added a tripod tower so the helmsman can see over unloaded barges, making three steering positions. In spite of the tower, she is still impressively handsome.

And so it goes. There are eighteen tugs in this calendar, counting tugs in the background. Matt and Judy do nice work, taking most of the pictures themselves. These calendars are not for those that like canoes and such-like small craft, nor for those that think of boating as being composed of plastic motor yachts and sailboats with synthetic sails and masts that make night noises like erratic wind chimes. But if you like honest workboats, especially that subspecies known as tugboats, the calendars are for you.

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The Making of a Sailor



Iver Lofving

Where do such things begin? The other day, I realized with a start that I learned to sail by playing with a toy sailboat my father gave me when I was about six. In those days, the late 1930's, pride of place in our local toy store, at least in my eyes, was given to the toy sailboats. They reigned over the center counter, high above my head, their sails spread like birds wings, majestic, serene, one of the biggest objects in the shop. My father was a perceptive man, I think he saw some special longing when I gazed up at them. I don't remember asking for one, it was one of several gifts he made me that had decisive influences on my life.

My toy was a splendid ship, white topsides, glistening varnished deck and cabin, bright red bottom, overhangs that went on forever, narrow beam, a deep fin keel with lead ballast, and a separated rudder. Remembering her now, I think she resembled some of the extreme racers Nat Herreshoff designed before the First World War. Like them, she had a vast spread of canvas. Lying on the floor and looking up at her, the mast seemed to touch the ceiling. She was a real working yacht, toy sailors could stand in her cockpit, tension on the shrouds was adjustable, the sails could be raised and lowered. But the biggest thing was that she could actually sail.

She really could tack about into the wind, and run with the wind on her beam. She accomplished these maneuvers because there was an adjustable rubber band connecting the rudder's tiller and the mainsail boom. The jib sheet, set to a traveler so it was self tending, was also adjustable. Like all good ships, she had natural weather helm. The only maneuver she was not good at was running before the wind.

One could learn to adjust the tension between the main and the tiller so that they would be balanced for various courses and strengths of wind. The system was by no means perfect. Usually the wind and the rubber band's tension would go out of balance, the boat would heel steeply to a sudden puff, rush up into the eye of the wind, sails flapping, hesitate there a bit, then go off again on the same or the opposite tack. If one was so inclined, subtler and subtler adjustments could be made, with according success. It was a skill that took time to make progress at. But in doing it over the years of my childhood, I realize now, I learned a great deal about sailing.

All this didn't happen at once. At first, when I was a small boy, my mother took me and my boat up to Central Park's Sailboat Lake. It was surrounded by a broad walk that was lined by benches. She could sit there, occasionally chat with another mother and have an unimpeded view of me playing with my boat without having to hover over me. I had a long string tied to the bow of my vessel, and ran or walked her along. She would occasionally sheer off in the wind, heeled way over, accelerating rapidly, kicking up a bow wave. A brave sight indeed! Sometimes I would tie the string on the end of a stick and run as fast as I could, creating roostertails as good as any Beals Islander. What a wonderful thing a boat is, no matter what size!

As I got older, I took my boat up to the park by myself, and began to explore the possibilities of sailing. Sailboat Lake was designed for the purpose of sailing toy and model boats. It is a shallow scalloped oval, with a curbing that gradually sloped upward, with a broad curved lip. Perfect for lying against and just reaching the water. There is also a broad flight of steps for launching boats and getting really close to the water. Near the steps was a little boat house, always locked. Looking in the windows, one could see the vague shapes of enormous model ships; schooners, cutters, sloops, row on row, sails set, dormant, rarely, if ever used. Every so often one of these great ships would be wheeled out in its own cart by some gruff old man who would solemnly launch her, surrounded by a cloud of eagerly commenting boys, like seagulls around a fishing boat. My favorite was a two masted white schooner, taller and longer than me, that flew the Swedish Royal ensign.

Now that I was older, my boat wasn't tied to the shore with string, that was regarded as the equipment of a baby or, even lower, a timid amateur. My boat was free to roam the lake, to take her chances in the wind, guided by her nature and my skill in setting the tiller and sail controls. An essential part of my equipment was a fairly long stick, with it I would give my ship an extra push or hold her until I thought the wind right. Released, she would tack about, heading for somewhere on the opposite shore or being ignominiously blown back to near where she started. I would run back and forth along the path surrounding the lake, trying to

be on hand when she came to land, to catch her with the stick before she crashed onto the curbing. Sometimes it would be a near thing, and I would have to throw myself down on the edge, arm with stick extended to ward off the wreck, often skinning a knee or elbow in the process.

At first there was the pleasure of watching the little boat moving about on the water and of running along the great oval path, somehow participating with her movements as she erratically made her passage. Over the years other considerations appeared, getting the boat to sail a long distance on a single course and improving her speed.

I remember an exhilarating fall afternoon, windy and overcast, no other boats out. The little sloop thrashed about, lee rail under, me running along the shore, as much with my boat's gallant actions as if I were on her wet tilted deck. That memory must be at fifty years old now, but now that I recall it, it seems like something that happened last week.

Being a child alone in Central Park in those days was not as fearsome a thing as it is reputed to be today, but there were the bullies and piratical older kids around that have always given child's play an edge of menace. One of their nasty activities was ramming other ships, particularly metal wind up speed boats, which would often sink. They sometimes threw stones at the boats. I thought one of the cruelest tricks was someone getting to my boat first and pushing it out of my reach. This action was often done by a gang of kids, performed against a younger child. Sometimes this game went on against some poor victim until the little fellow would have to tum away, to head disconsolately home so he wouldn't be late for dinner, his boat lost. Occasionally the child's plight would be noticed by an adult or an altruistic older boy, who, for a wonder, set things right. More often, the child had to learn how to deal with a bully.

There were also friends, children who shared companionship, advice, and discussion about our common interest. We would have the same kind of surreptitious races all sailors have, noticing how one's boat surged ahead, or frustratingly, dawdled behind, all done with no overt comment. We got the idea of covering the other fellow's wind pretty quickly, and would maneuver to be the windward boat at the launch. The bigger boys had a whole class of yachts that really wiped our store bought toys. These were handmade with hollowed out hulls, more efficient steering gear, fittings that could move the mast step, and better cut sails. In those days kits and fittings could be bought at model shops. In a few years I would try my hand at making some of these vessels.

I enjoyed the sport of sailing and making sailing models for at least ten years, well into high school. I was drawn to traditional ships, and made and designed a working model of a clipper hulled three-masted schooner, among others. Through my enthusiasm for my hobby I developed skills that I have used for the rest of my life. Most important is the development of a critical sense of form growing out of studying traditional ship forms.

Although I loved my little boat dearly, I never gave her a name, it wasn't necessary, she was always the boat. I don't really know what happened to her. Thrown out, or given away when I went off to college and my parents moved, I think. I didn't miss her, and forgot her for many years. But recalling her now, I find she has sailed back into my memory, still a gallant little beauty.



18th Annual Great 'Round Gerrish Island Race

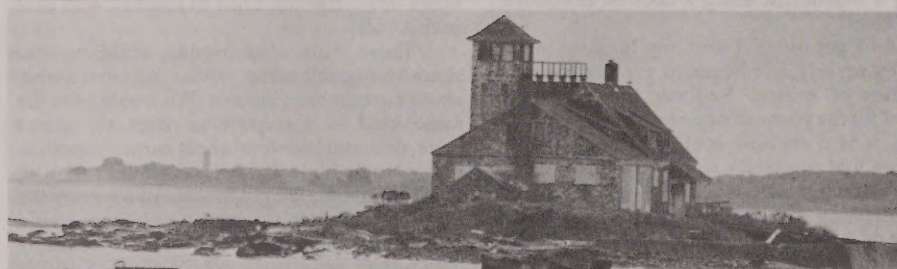
Bob Hicks

Unusually benevolent conditions of weather and tide combined in late September to provide the 18th Annual Great 'Round Gerrish Island Race with an ideal setting. Astronomically high tide flooded much of the marshland through which the first mile or so of the course normally wends its torturous way in narrow channels, so the big multi-oared boats could again enter the fray, and the sliding seat shells could fully utilize their long oars and not have to resort to auxiliary paddling around the tighter channel bends. And a mild sunny day with a light southwest breeze kept the four miles of seacoast benign, a swell was running in and breaking on close-in ledges so most boats stayed well out off the land.

This year the Guinness Cup went for the first time to a woman, as Kinley Gregg of York, Maine, set fastest time of 57:59 in an Alden single (eighteen women entered this year, six in Aldens, most of the rest in sea kayaks). About a minute slower the Hull gig "Pilot" finished in 58:55 and won the prize for "Largest Boat". Third

Top of page: Well out beyond breaking swells are the gig "Kittery" and a kayak crewed by Dick Newick and his grandson.

Left from the top: The gig "Pilot" and a double Alden crewed by Shelly Elmer and Regina Lammers. One of the six women who competed in Aldens. The Jones/Hallett double kayak won the award they donated.



overall went to Chuck Mainville's Pilot (no relation to the Hull boat) sliding seat double.

The popularity of the Gerrish Island race is due to its unique features. The seven mile course of marsh, bay and open ocean, the plethora of prizes, all donated by interested race boosters, (many handmade artifacts of nautical nature), the clambake with Guinness at the finish on a tiny island just off Kittery point, and the continued nominal entry fee of just \$1.50 "per oar". The social atmosphere is attractive, the racing ranges from very serious indeed to "let's see if we can finish", and any sort of non-motorized small boat may enter. The several sailing craft placed well back, the wind is almost always "on the nose" on the long coastal stretch requiring long tacks out to sea. But they still do enter.

Other unusual prizes of note included "First Home Built" won by Henry Szostek's sliding seat shell; "First Plank-on-Frame" won by Art Poole's Sea Bright Skiff, which also won "First Traditional Wooden Boat"; "First Dory" won by Dan Noyes' Banks dory; "Last to Finish" earned by Matt Brady and Jim Rice in their "Puddle Ducker"; along with the usual firsts for kayaks, canoes, sailboats, doubles, singles, etc. Something for nearly everyone, along with a sizeable dose of good fellowship in a lovely seacoast setting.



Family canoe racing team, the two kids sit inside one of those backyard pool inflatable boats fit within the canoe. Outside column: Ready- ing a small sailing dinghy for the event. Naval architect Dick Newick, known best for his espousal of trimaran designs, enjoying himself in a kayak with his grandson. Henry Szostek won "First Homebuilt" in his "Unforgiving Minute"; Art Poole (forward oarsman) designed and built this light-weight version of a Sea Bright Skiff.



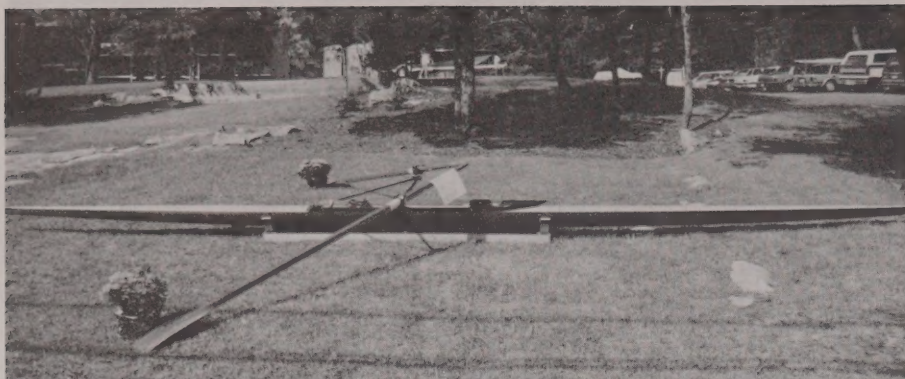
Classics at Lake George

Pete Cartier

"T'was a balmy summer Saturday and a goodly crowd was there," in August at the 19th annual rendezvous held by the Adirondack Chapter of the Antique & Classic Boat Society. Hosted by Jean Hoffman and Bob Overrocker at the Castaway Marina on Lake George, New York, the event attracted over 70 boats of varying vintage, displayed for the public to enjoy. This was the third year that the Castaway Marina has hosted this event and with the able assistance of Sandy and Dave of the marina staff, things just get better and better.

Neil Satterly, President of the local chapter, said that the chapter was dedicating this year's show to the 100th anniversary of the Adirondack Park, and pointed out that wooden craft played a major role in the transportation systems throughout the region. "The Adirondack chapter of the Antique & Classic Boat Society is dedicated to the preservation of these boats so important to the history and culture of these mountains."

Left from the top: "Graham Icing", a 1988 23' scull of the "Kingfisher" type hand built of African mahogany, owned by Dawn Hoffman. A 1910 Fay & Bowen launch owned by Bill and Augie Bodnar. "Sadie", a 1961 Century "Arabian" restored by Marc LaPierre and Val Faveau carries Serial #2. Best of two worlds, a 1928 Penn Yan with a Johnson Sea Horse racing outboard towed by a 1935 Ford coupe. This Hacker-craft owned by Glenn Perry had a custom forward cabin added in 1985.



Mississippi Messabout

"Mississippi Bob" Brown

A small gathering of enthusiasts took place in late September on the shores of the Mississippi for a downstream row, seven rowing craft and one canoe were along. The fall color cruise left from the University Show Boat Landing in Minneapolis and traveled downriver on a very colorful waterway. This portion of the river has city parks on both shores and these parks include a great variety of trees which show their stuff at this time of year.

After an initial testing of each other's abilities we settled into a leisurely trip downstream to Lock #1, a Corps of Engineers lock. For some along this was the first experience at a river lock. For me, it was a homecoming as I had run this lock from 1961 to 1969 at the beginning of my career with the Corps.

Below the lock the pace quickened as did the river's current, and all too soon we pulled out at Hidden Falls Park in St. Paul, about eight miles from our starting point. While for some this was a first outing, I had made this trip a number of times. Maybe that's why I am known hereabouts as "Mississippi Bob".

Right from the top: At the start by the Show Boat. In the lock hanging on. On the beach downstream.



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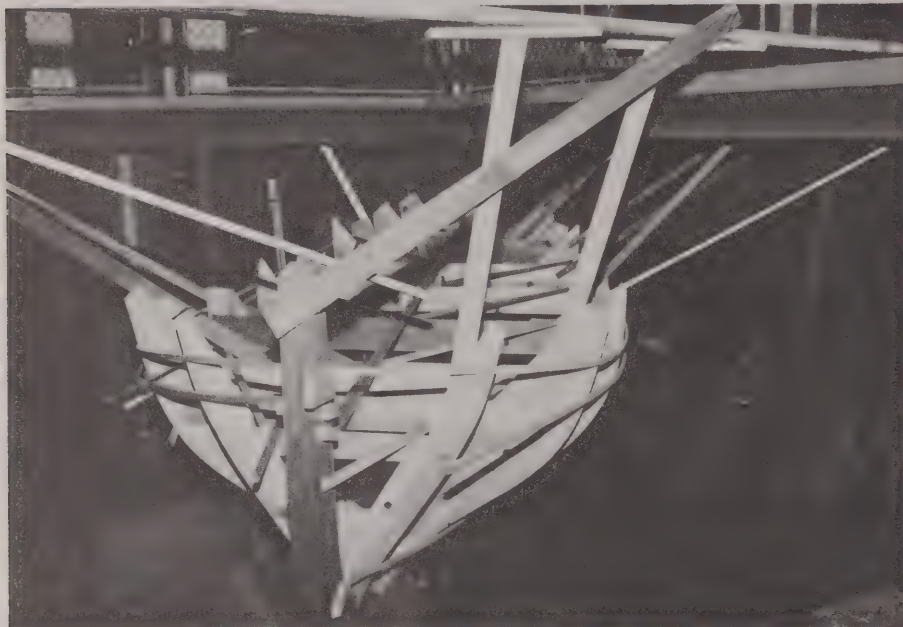
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The "Star of India" Gives Birth

The "Star of India", featured tall ship at the San Diego (CA) Maritime Museum, "gave birth" on September 24th to a healthy, happy baby girl named "Chalupa". At 10:20 a.m. the 17.5', 750 pound little boat was delivered from the belly of the "Star of India" after more than 2,500 man hours devoted to her creation, funded entirely by donations totalling over \$15,000.

The original "Chalupa" was the longboat carried by Juan Rodriguez Cabrillo on his expedition of discovery to San Diego in 1542. The 450th anniversary of Cabrillo's arrival was celebrated this year culminating with the open house in early October held at the Cabrillo National Monument. "Chalupa" translates as "sloop, sailboat, launch", or in Mexican as "canoe, raft or tortilla with sauce".

The Maritime Museum in San Diego was established in 1927 and consists of three centuries of historic ships. "Star of India" is an 1863 British barque; "Berkeley" is a San Francisco ferryboat; and "Medea" is a 1904 Scottish steam yacht. Further information can be requested from Joseph Ditler, Director of Publicity, Maritime Museum Association of San Diego, 1306 N. Harbor Dr., San Diego, CA 92101, (619) 234-9153.



THE CHALUPA

(circa 1540)



The CHALUPA was built in Guatemala, at the time of the building of SAN SALVADOR, about 1540. She was constructed of woods indigenous to that area, such as white oak, white cedar, Honduras mahogany and Douglas Fir.

With the help of Naval architect, Melbourne Smith, special plans were re-created based on infrequent information about Cabrillo and his ships, and shipbuilding of the era.

Smith conducted research into Cabrillo's voyages and had studied Central and South American boat building techniques and materials for years before consulting on this project.

The CHALUPA measures 17.5-feet in length, and has a 6 foot beam. An open boat with a very bluff bow and full stern, the CHALUPA was designed to hold a fair amount of cargo and men.



While not beamy, the boat is unusually full in the ends (again suggesting the ability to carry large loads). Due to the extreme size of the CHALUPA, in relation to the SAN SALVADOR, Cabrillo sailed with only one shore boat on his flagship.

While you could comfortably fit five fully-armed men in the CHALUPA, four additional men would not overload the sturdy craft. With this in mind, one boat could carry a significant landing party, whether for purposes of defense, or the exploration of foreign shores,

where the friendliness of native Indians was often in doubt.

The CHALUPA was heavily built, as is evidenced by the thick, weighty keel (3"x5"x16"). The stem of the CHALUPA is also of massive dimensions, which would have been valuable in rough seas and hard landings on uncharted shores (such as San Diego).

Three men rowed and one handled the tiller, and it is possible that a small sail, probably a single spritsail stepped forward of amidships, was carried in favorable wind conditions.

The CHALUPA is being built on the Orlop (lower deck) of Star of India for the public to see. The project is headed by MARITIME MUSEUM ships' carpenter Jeff Saar, who has built half a dozen small boats and works fulltime with the ongoing preservation needs of the MARITIME MUSEUM's fleet of historic ships.

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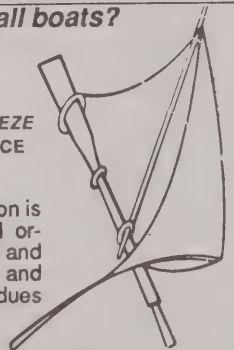
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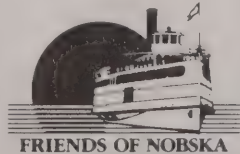


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What YOU Are Building

SECOND STORY SHARPIE

When Scott Nelson told our Minnesota Boatbuilders' Club that he was building a 20' sharpie upstairs over the "Fantasy House" we thought we'd heard it all. But he invited us over to his rented loft, and sure enough, there was the 20' sharpie, right out of John Gardner's book, "Building Classic Small Craft".

We returned a couple of times for rolling over parties and such, but the main event came on August 18th when the finished boat came out the window into the world.

Bob Brown, 12936 Galaxie Ave., Apple Valley, MN 55124.

LITTLE GREEN HERON

My summer boat construction project was launched on August 22nd. It was built from a kit from Fred Shell of St. Albans, Vermont, his "Great Blue Heron" model. This is a 19'x7' cat-rigged sprit boomed yawl motorsailer outfitted with two berths, ample storage and a porta-potti. With dual rudders, tillers and shallow draft keels it can be easily beached and sails nicely, it can toot right along. I built it in my garage with a tarpaulin extension to accommodate its 19' length.

I had previously built a 14' lapstrake ultra-light canoe, but this was my first attempt to build a sailboat. Although it was a challenging project, the pre-cut parts and very clear construction notes supplied by designer Fred Shell made this much less daunting of a project for an amateur builder like myself (a catalog of the complete Shell Boats fleet is \$3 from Shell Boats, RD 2 Box 289C, St. Albans, VT 05478, (802) 524-9645).

I intend to sail my "Little Green Heron" on the St. Lawrence River and on Adirondack lakes.

Stuart Hills, 6 Hillside Rd., Canton, NY 13617.

FIRST PROJECT

I built this Phil Bolger "Cartopper" from plans from Dynamite Payson, starting last February. Working on weekends, I launched it on Memorial Day. This was my first boatbuilding project, it was lots of fun to build and turned out quite well. I made the tapered wooden mast (15'6"x2"-3/4") to break down into two pieces for ease of transport in my hatchback Honda. I sail it on the tidal York River and row it for fishing on inland lakes.

Bruce Lyeth, 4501 Timber Ln., Williamsburg, VA 23188.



NO BOLGER DESIGN FOR HIM

I thought you might be interested in my dory. She is pretty neat and quite ruggedly built. Designed in 1904 by John Hammond, she's 28'x6'4"x3' depth of hull, drawing about 2' of water.

Built on a 2-1/4" Douglas fir keelson with a 1" oak shoe, she's planked 7/8ths lapstrake, fastened every 2" with 8 gauge copper rivets. Floors are 3"x6", frames are 2-1/2"x4" sawn and jogged and bolted. There are two water-tight bulkheads 1-1/2" pine and fir drifted and bolted. Stem is 4-1/4"x6" (about) laminated Honduras mahogany with resorcinol glue and through bolted too.

There's a bit more to do yet. We had to move so that slowed things down. I'm going to use this boat for lobstering so there's no yachty finish, in fact the frames and bulkheads are creosoted!

I like your magazine with one little exception. As you might have noticed, I have more than a passing interest in design of efficient easily driven hull forms as well as strong, well-fastened construction



knocking around inside of my noggin. The old guys say, "all the wood does is hold the bronze together." There are tons of beautiful lines, but when I see some of Bolger's work, it seems to contradict everything anyone has learned

in the last 4,000 years about that sometimes jagged line where the water and air meet. To me his designs are the comics section and are read with great amusement.

S.D. Lothrop, Box 289, York, ME 03909



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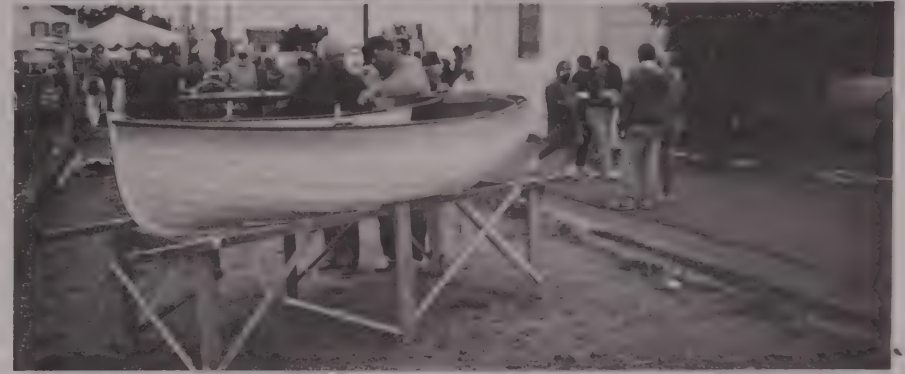
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Port Townsend Pictorial

Reader Marvin Foster took in this summer's Port Townsend (WA) Wooden Boat Show and sent on some photos of the occasion with a few short captions to share with us all.

Small boats were obviously part of the affair, with several pictured; top left on a beach, with Ken Keigel's three-hole sailing kayak just below, and a couple of nice lapstrake skiffs pictured left center below and middle right. An unusual concept was the solar powered electric canoe at top right. Amongst the larger yachts pictured below right is a lovely small bright finished lapstrake Scandinavian type sloop, and to its left one of Sam Devlin's Surf Scoter mini trawler yachts. The far left lower photo encompasses the forest of masts of the many larger wooden sailing craft in attendance.

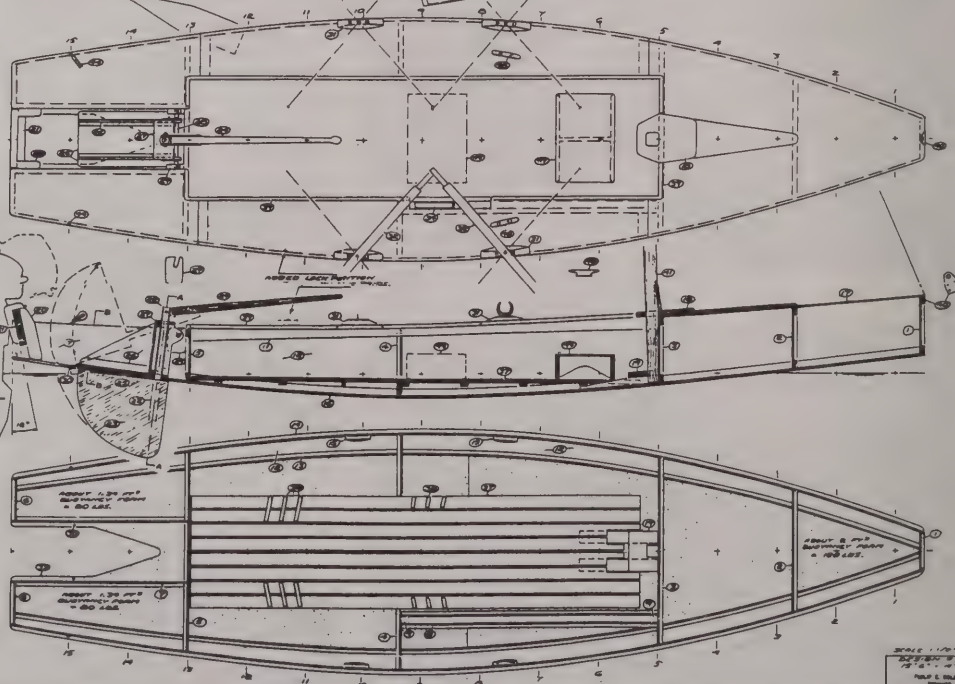
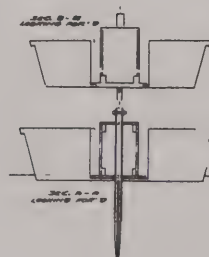
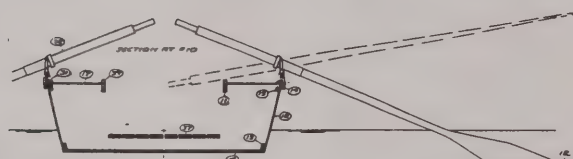
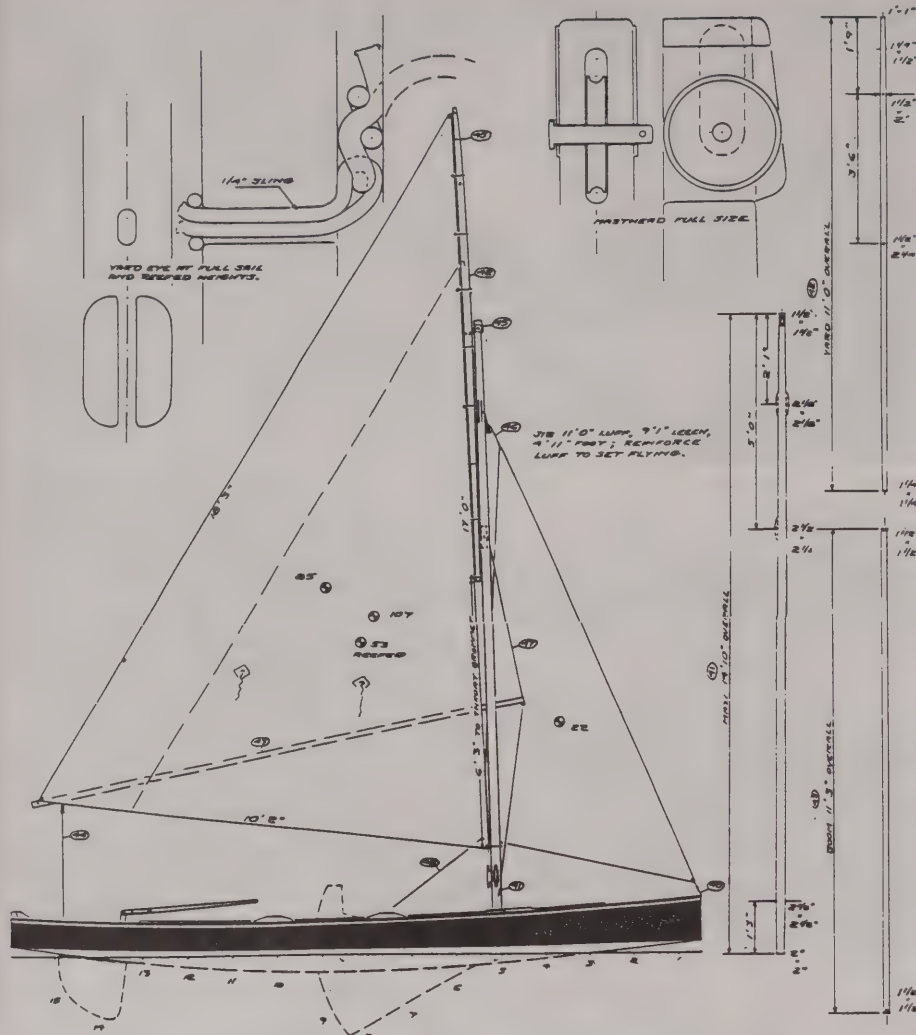


Bolger on Design

Common Sense Skiff

DESIGN #571 15'6" x 4'2"

Bernie Wolfard called this "the Swiss Army knife of boats." Very apt; I spent six months off and on scheming ways to use the corkscrew without barking your knuckles on the saw. She sails fast, handles well with several combinations of rowers and passengers, and the motor is at any rate out of the way. The offcenterboard is placed and shaped to leave the cockpit clear and to be clear of the oars when fully raised; its shallow drop gives her adequate lateral plane because some of the lateral resistance function is transferred to the balance rudder. The drawback of trying to get three boats in one is that all the bells and whistles take a long time to build. She was designed for WoodenBoat Magazine's "Perfect Skiff" competition; I think the judges felt that my interpretation of the rules was too literal, but as a technical exercise I'm quite proud of her.



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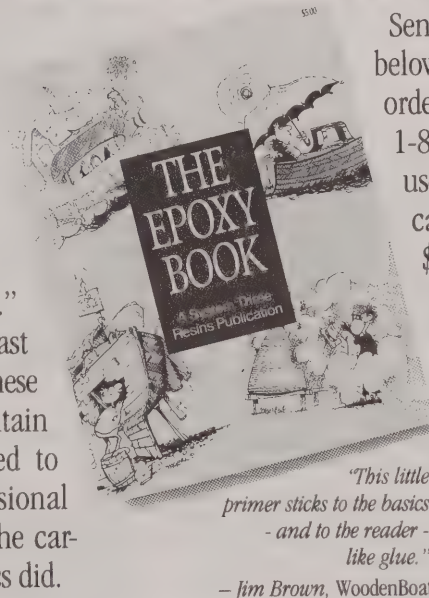
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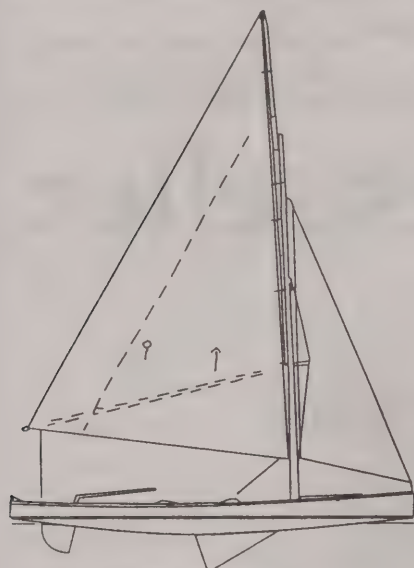
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COMMENTS BY BERNIE

A lot of this issue is taken up with boat finishing. I know that too much has already been written on this subject in the boating press, but has been on my mind recently as I have just finished the prototype COMMON SENSE SKIFF. I tried to do a much better job of finishing the skiff than I usually do as I want to show it off at boat shows. On the water what matters in a boat how well she goes, at shows all that matters is how it looks. So I will take a break from finishing and tell you how she goes.



COMMON SENSE SKIFF

The skiff sails **GREAT!!** I sailed her for the first time last Friday with the help of a retired friend, Irv Jones, who likes to spend his spare time crewing on Pacific coast sailing races. He is the best sailor I know and a good person to have along on a test sail. We put in on the river between Vancouver lake and the Columbia river, about a mile from the lake. The wind was about 15 knots straight down the river towards the lake, the current opposite the wind. The river at this point is only about 30 yards across. As this was the first sail in an untried boat I was a little nervous. We ran her around with a 2 hp motor and everything seemed OK so we hoisted the main. After tacking up and running down the river in front of the launch ramp (we were trying to stay within picture taking distance) everything was OK so we hoisted the jib, again tacking up and running down the river. Tacking up with all standing was little busy in the narrow river, so we left the camera man and headed downwind toward the lake, running wing and wing. She ran straight with almost no helm input, and I started to gain confidence in the design. Once out on the lake we turned to a starboard beam reach and blazed the full length of the lake (about 5 miles) close to a plane. She wouldn't quite come over her bow wave, but with another five knots of wind she might. She was so well balanced there was almost no helm feedback. If anything she had a little lee helm, but you would have to measure it with a gram scale. After a brief

FIRST COMMON SENSE SKIFF LAUNCHED



Bernie rowing the first COMMON SENSE SKIFF

Even though it wasn't quite finished, the weather has been too nice to put off launching my SKIFF. With the help of two compatriots from River's West Small Craft Center we launched the skiff into the Willamette River on May, 31st. In the company of a Bolger TEAL and a one of a kind sea kayak I rowed over five miles, up river and back. She seemed to row well, but as I didn't have any of her fins attached, she was not directionally stable. While rowing, she was very easy to keep going straight, but if I stopped rowing with any forward momentum she would diverge from a straight line, either to the port or starboard. With her low freeboard she was little effected by the wind and, while not as light to row as a PIROGUE, she was easy to get and

keep moving. With the offcenterboard attached and slightly extended, she would track straight if this were a concern.

We rowed around a couple of islands, stopping on one for lunch. After rowing back to the boat ramp, I held up traffic for a few minutes as I got a chance to see my creation being rowed by a friend while waiting for me to pick him up. There is nothing like the pride and sense of accomplishment of seeing your own creation being used for the purpose for which it was intended. I also think this is a particularly good looking boat.

Next, I will apply a coat of paint, add the rudder, centerboard, sailing rig and motor mount and try out her other intended uses. I am especially looking forward to trying her sailing abilities, as I have the feeling she will be a stellar performer.

stop for sodas at the end of the lake, we turned around and reached back across the lake with the wind a little behind the port beam. We sailed by the Vancouver Lake Sailing Club and challenged everyone there to a race, but after seeing how fast the skiff was, they were afraid to launch. We tacked up the river to the launch ramp in a failing wind, running aground a couple of times and giving thanks to the retractable fins. She seemed to be very close winded and easy to tack, as long as she wasn't given too much helm and stalled out. The tide had changed (the Columbia here is affected by tides, though 75 miles from the sea) and the water was flowing into the lake, which set us badly on each tack. Before I figured out about the change in current I thought that the boat was making a lot of leeway. As it turn out, she holds on real well and hardly slips at all. All in all, she is fast and great fun to sail, and is now a major distraction to getting any real work done. I wonder if I can make a one-design out of her?

The only problem I could find with the skiff is that the offcenterboard pivot pin leaks on both tacks. There must be some kind of hydraulic lifting water into the slot, as it is above the waterline. I have been thinking of clever schemes to fix this, but getting to the inboard side of the case defeats any idea

I can come up with. I am inclined to put one of those hydraulic bailers in the bottom of the boat and let her leak, but my sailing friend doesn't like that idea. I will publish a fix when I think of one.

The sail rig deserves mention as I bet most of you are as unfamiliar with a solent lug as I was. After the main halyard stretched out the whole rig seems amazingly rigid. The sail tends to fly upwind of the mast on both tacks and I would like to believe it is flying in clean air. Actually, it is still to close to the mast for this but it must be better than using track or lashings to the mast. The sail seems much more distorted by the sprit boom than my MICRO. She still seems to sail OK on the distorted tack but I am going to watch and think about this to see if I should do anything. The jib pulls around the funny snorter and the front of the sprit surprisingly easy. In fact you don't even notice it is a sprit boom rig when tacking the jib. The luff if the little jib stays pretty straight, and going to windward the jib seems to increase performance way out of proportion to its size. Because the yard is not attached to the mast, it doesn't jamb when lowered, like the gunter rig. Bolger has suggested that this might make a good rig for MICRO, avoiding having to use sail track.

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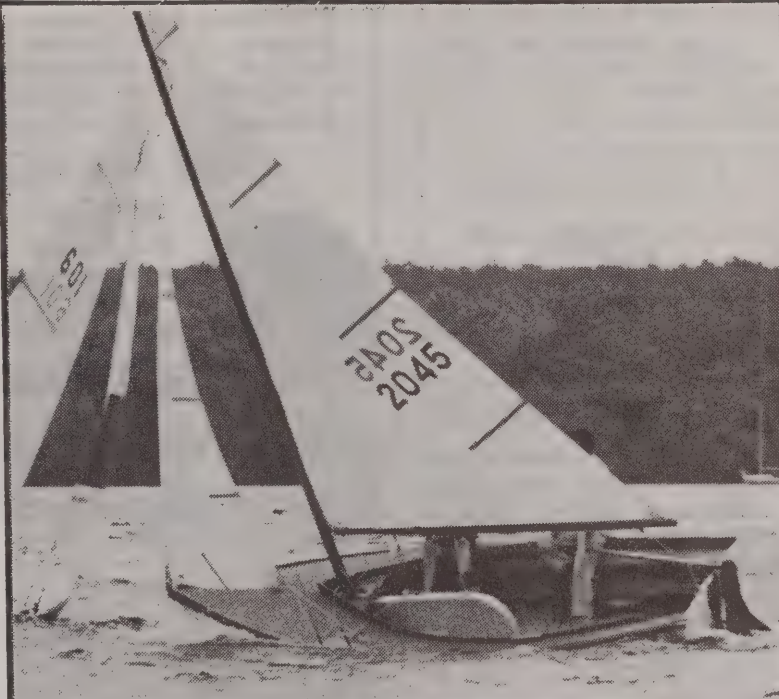
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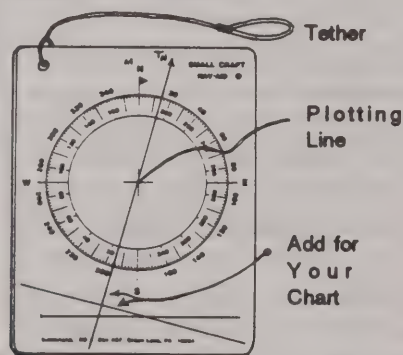
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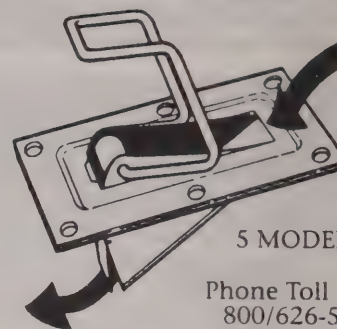
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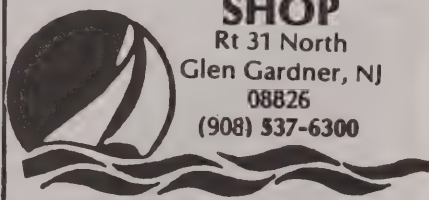
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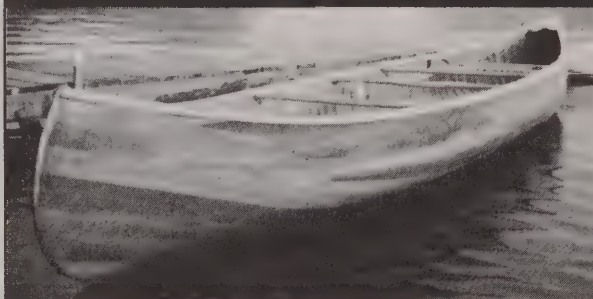
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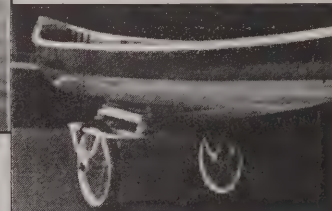
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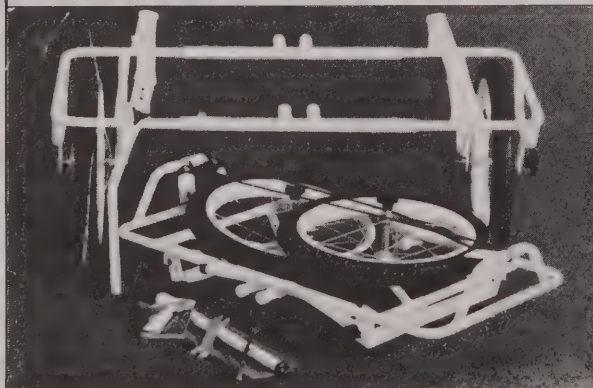
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FROM
PITTSFIELD TO THE SOUND.

CHAPTER III.

GREAT BARRINGTON. — KENT.

Canaan is a sort of Mugby Junction. The tracks of the Hartford and Connecticut Western and Housatonic Railroads intersect at right angles at a corner of the station. There are two hotels in the village, but, apart from the noise of trains, Canaan is not a remarkably lively place.

We got under way Tuesday morning at nine o'clock. The river flows deep and tranquil below the bridge, until it has disappeared around the first bend, where we glided through a gently flowing rapid. We had passed a great many pumpkins afloat on the river from time to time during our morning row and the day preceding, and we had been tempted to use one of the grotesque, dumb yellow masques as a sort of jack-a-lantern ornament to our prow. After a while we pulled under a bridge, and, as we were rowing along close to shore, we discovered at the edge of the water what at first we supposed was the sloughed off skin of a snake, and then the dead root of a tree. It turned out to be, however, the crumpled horns of a skeleton ram's head. We at once made it fast to the bow, and thenceforward had a weird and imposing figure-head.

The river flows in somewhat regular long reaches, with a smooth current, to Falls Village. Twice, however, at a stated interval, the river turns sharply almost northward before resuming its southward sweeps. Mountains guard the valley on either hand, but the intervale and near hills give evidence of careful cultivation. We were indeed passing through the last intervale region on the river. The scenery is not so strikingly beautiful as in the Great Barrington meadows, but the river itself is, if it were possible, more beautiful. At Falls Village, however, the mountains come close to the river, and thereafter remain constant near guardians to the end; and the river is, for the most part, rough and rapid, foaming with only

brief intervals of rest through narrow mountain valleys.

We reached Falls Village, which is the gate-way of this wild and lonesome region, at eleven o'clock. The descent of the river from Pittsfield to the State line of Connecticut is two hundred and ninety-five feet, while the descent from the State line to Derby is six hundred and twelve. The actual distance from Pittsfield to the State line is about one third the distance from Pittsfield to the mouth of the river; but the river in Massachusetts, on account of its crooked windings, is about as long as the river in Connecticut.

On account of the low stage of the water, we carried over the rocks of the upper pitch of the falls in the middle of the river, and then, rowing past the repair-shops of the Housatonic Railroad on the west bank, we hauled ashore just above the railroad bridge, and let the boat float along down to the edge of the principal fall, with a cord. The river makes a plunge here of thirty or forty feet, with considerable roar and blowing spray. We then dragged the boat over the rocks a short distance on the west side, and lowered it over a steep cliff to a ledge below, where, by means of a long cord at the bow, and



another at the stern, we let her down to the water at one side of the fall. We tried to run the rapids below the fall, but the channel was narrow and strewn with rocks, and we, therefore, concluded it was the part of discretion to let the boat through with a cord, while we walked along the east side of the principal channel in the middle of the river. Arriving at the end of our footing, we got into the boat and pulled to the west side of the river, where we used the cord once more, to get by the third pitch. Our operations had attracted quite a crowd on the bank, and an entire district school, with the teacher at the head, was narrowly observing every movement. My fellow-voyager then took the oars, as the water was shallow and turbulent, while I walked along the west shore and awaited his coming under the bridge at the village.

Just above the bridge, the channel winds among rocks, and the oarsman, in an endeavor to escape the first one, got the oars out of the row locks, and, before he could replace them to pull back, the boat drifted broadside on

a rock that peered out of water immediately below, careened, filled; and the water, rushing into the boat, washed oars, carpet-bags, and all our provisions down stream. The last I saw of my carpet-bag, it was placidly floating in the middle of the river, some distance below, the handle just out of water; and then the waves closed over it. The oarsman stepped on the rock when the boat began to fill, and, after breaking a paddle, all his further efforts to keep her from sliding down still deeper proved unavailing, and the boat finally lodged about a foot under water, and the current, rushing in, held her immovably fast. There was nothing to do but strip and plunge in, and after a half-hour's manœuvring, the boat was turned over and edged along to another rock, below, where the water poured against the bottom of the boat. The long rope at the stern was then caught and thrown ashore, whereat a man pulled hard, and by half-inches at a time, the boat was hauled into the stream and floated over a short rapid; and after the water was bailed out I put back to the rescue of my fellow-voyager, who stood, to the utter amazement of late comers on the scene, after the boat had got wedged against the second rock under the bridge, dry shod on the upper rock in the middle of the river upon a rather precarious foothold. On getting to shore, he stripped to unmentionables also, and by repeated diversings rescued all our canned goods, which glittered in the deep water just below the place of the overturn. Then keeping on down stream with one rescued oar, we fished our carpet-bags out of the stream below, and picked up the other articles a boy had rescued and left on the bank, and started on down river in search of the missing oar. We eventually missed, besides the ram's head, only a few things of no great value. We passed through three reaches of swift water, and then came to a wide, open bay, where, two hours after the accident occurred, we found the oar imbedded in weeds. We had been induced, by the low stage of the water, to try the falls, and naturally were somewhat provoked after getting by the three upper pitches, which are really difficult. — I doubt very much indeed whether they were ever attempted before, — to get wrecked on a couple of paltry rocks at the very end. It is no doubt much better to land above the first pitch on the west side at a solitary barn, and, indeed, quite necessary, I may say, as the water is seldom lower than when we took our trip, and get a team to carry you over the bridge below the lower pitch to the east shore, where it is an easy task to launch a boat in good water.

The scenery below Falls Village, especially just above and below Lime Rock Bridge, is wild and grand. A range of mountains with a very ragged edge stretches away from the river on the west, while mountains covered with green woods slope up from the river on the east. The village of Lime Rock is a mile from the west end of the bridge, and, it is said, contains several fine residences, among others, that of the Hon. W. H. Barnum

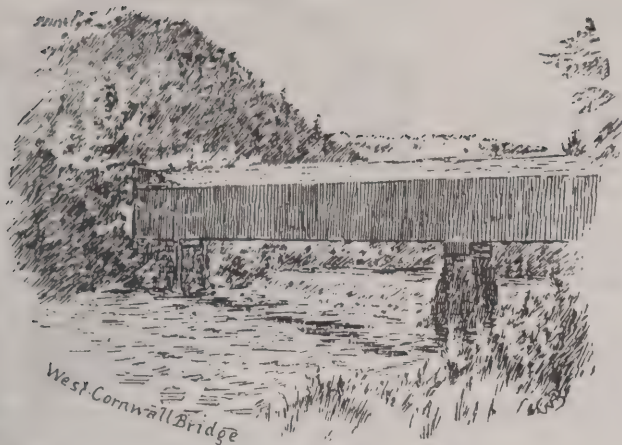
of State and national reputation.

As we journeyed on we saw many brilliant sunset effects on the mountains along the east side of the narrow valley. Now, upon a dark green slope was outlined, in bright yellow sunshine, the form of one mountain ridge on the west side of the valley, and then again, another. I remember distinctly how the upper part of one long ridge was gilded with brilliant, almost dazzling light, while all the valley below was filled with intense, deep, sombre hues; and we often saw the sun rise and set over the sloping western ridges. The river, most of the time, pours along over fretted stones; and the scenes, as night closed in, were extremely wild, almost weird. The mountain ranges were, for the most part, covered with trees, but occasionally a mountain had been stripped bare, and the naked granite looked desolate and dreary in the extreme. We often saw a strip of bare waste girdling a slope where wood-choppers were still at work, and frequently, near at hand or afar off down the valley, perhaps close to a mountain summit, the flowing smoke of a charcoal pit; and when night added brilliancy to the glow of the fires that flamed here and there on the dark slopes, it seemed as if one were in the midst of one of Grimm's tales, in a land of dragons and gnomes.

About seven o'clock, we saw the twinkling lights of West Cornwall, a decided misnomer, as the village is on the east side of the river, and we made fast just above the dam. We found refuge at the Mansion House, where we were long occupied, both before and after supper, in hanging our wet clothes on a dryer in the kitchen, and were often, I fear, in the way of two young, and pretty, and remarkably lively stepping dames of the domain.

Our shipwreck had opened the seams of the boat considerably, and before embarking next morning, we were engaged, an hour or more, in filling them with cotton batting and putty. While at work, a man told us about a trip that three canoeists from Boston had made down the river the previous year, and pointed out the shed in which they had stored their boats over night. We had heard of the party from the proprietor of the Berkshire House at Great Barrington; but whether they succeeded in getting through, I know not, although we heard of them once afterward at New Milford. We got under way at ten o'clock. Just above the bridge is a low apron dam. We landed toward the east end, and, in a few minutes, had lowered the boat over the dam and were bumping through the rapids below. We were obliged to stand up and push with the oars, when opposite the shears factory, and then were hurried, by the swift water, between two mountains that sprang from the water's edge on either side, toward a shallow rapid, which, however, we ran without difficulty. The scenery was quite wild and picturesque, the road along the west shore alone giving a hint that the place was in reach of civilization.

We soon came to other shallow places, however, where we had hard work to get through. One great cause of



difficulty was occasioned by fish-ways, which were made up of stones heaped in a long line, usually in a diagonal direction from shore to shore. If we went through the upper end we were quite sure to be stuck on shallows; if, on the other hand, we followed the deeper water along the upper side of the way to the lower end, there was no opening and we had to lift the boat over the stones. Sometimes, however, we found an opening in the wall where we could shove through. The river was often filled with huge rocks, and in a few places the channel was very narrow and the water poured through in a rapid fall. At the worst places we turned the boat around and went through stern foremost. Going through in this way we were enabled, even where the water was very swift and violent, to pull back and keep the boat steady until we had selected the best course. Much of the time one or the other of us walked along the shore. We had indeed altogether rather a tedious forenoon journey, and were three hours in getting to Cornwall Bridge, a distance of five miles. There is quite a high fish-way obstruction just above the bridge at Cornwall Bridge, and we had considerable trouble in getting past. We often wished, indeed, that the river was a foot higher. The water, however, as if to make some compensation, was pure and transparent as crystal.

Below the bridge was another long stretch of shallow water, where my fellow-voyager, alone in the boat, exercised his ingenuity to the utmost to get through. In the next rapid we had no difficulty, as the channel was comparatively narrow, and we rushed through in fine style. We pulled up on the east shore, where the back water curled around to the foot of the rapid and in a sheltered nook enjoyed a lunch after our long fast and hard labor, and were again under way at three o'clock. The going continued to improve, and we soon came to Boardman's Bridge. The road from the east end leads to Cornwall Bridge and the west to Sharon. Below we ran aground two or three times, but the river was less rapid and the country not quite so wild. After a while the river was divided into several channels by graceful islands, and the shadows of evening began to fall upon

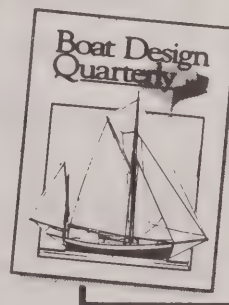
the

"Many-color'd woods,

Shade deep'ning over shade, the country round
Imbrown; crowded umbrage, dusk, and dun,
Of every hue, from wan declining green
To sooty dark."

And then again the fires of charcoal pits illuminated mountain slopes near and remote, and it seemed as if we were sailing through some vast, mysterious region of witchcraft. We still pursued our way in smooth water, however, with some confidence. By and by, we passed the houses of Alder City, on the west bank, whose lights twinkled cheerfully under the black shadow of the Seatacook Mountains, and, upon inquiry by hallooing, learned that we were two miles from Kent, our intended stopping-place. Pursuing our way in the Egyptian darkness, we cautiously approached a huge misshapen object in our course, which proved to be a catamaran. We had before heard a noise like an unearthly groan, repeated at brief regular intervals, and could then hear the water pouring over the dam; so we kept along the east shore, and landed as close to the dam as we dared go. Stumbling along the road, attracted by a feeling of curious horror toward the dreadful moaning, we saw, in front, a furnace, belching flame and sparks from the chimney, and a wing of the building aglow with the lurid, bright glare of a casting. We found that the groaning was due to a water-wheel and wind suction pump that supplied the furnace with air. It was easy, indeed, for a moment, however, upon arrival, to imagine one's self in Hades. We left our baggage in charge of the foreman, and walked half a mile down the track to the Elmore House in Kent.

(To Be Continued)



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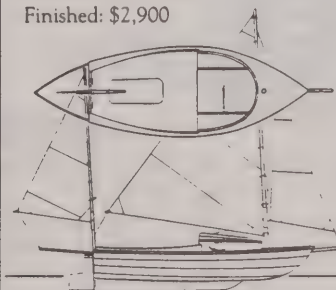
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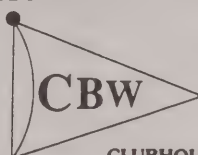
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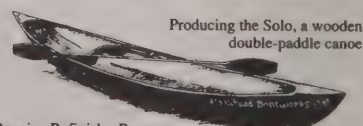
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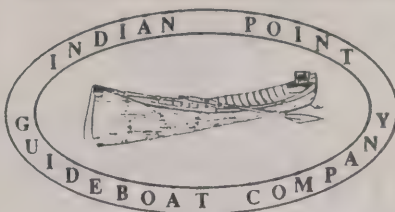
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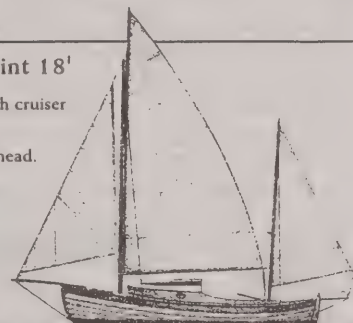
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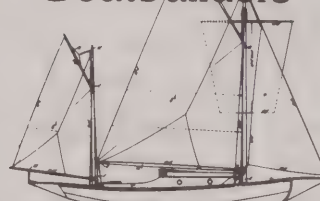
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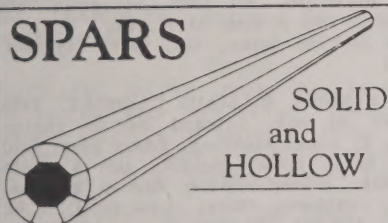
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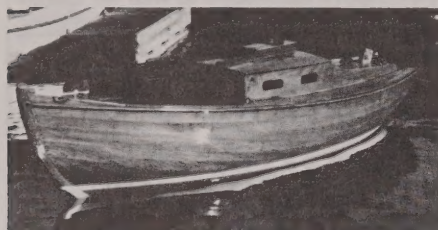
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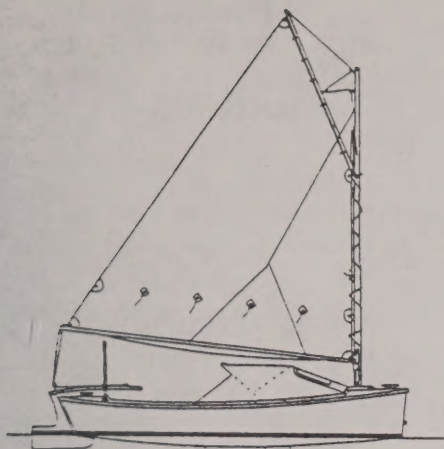
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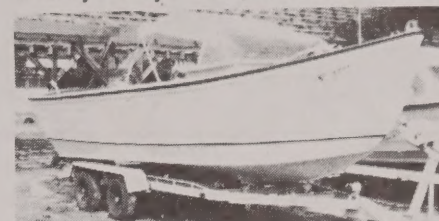
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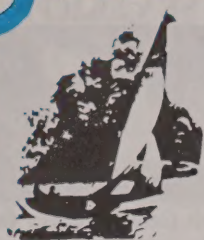


CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.

MARINE ENGINES: Old slow turning 1 & 2 cylinder direct reversible gasoline marine engines from 3hp. ANYTHING MARINE, Box 5000, Lunenburg, NS B0J 2C0, Canada. (16P)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

ONE PROJECT LEFT. The Townie & the Sneakbox are sold. I still have the 18' Alden "O" Boat clone, carvel planked cb daysailer. Hull stripped and restoration begun several yrs ago. Nds refastening completed, refinishing, rebuilding. Complete with good spars, rigging & sails, and all hardware, interior parts (seats, etc), cb, rudder. Think of it as a partly assembled kit boat! \$250 to move it out before the snow flies. If it's still here at first snow I'll part out the rig, spars, hardware, etc. and cut up the hull for the stove. Delivery within New England can be arranged. BOB HICKS, Wenham, MA, (508) 774-0906, 6-9pm best.



messing about in **BOATS**

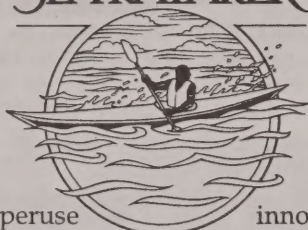
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General Description:

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Uses:

FILLING (when used
with fillers)
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LAMINATING
IMPREGNATING

Physical Properties:

Pounds per gallon: 9.2
Flash point: 200°
Color: Sun Dried Straw
% Reactive Solids: 100°

WATER BLOCK HARDENER FAST

General Description:

Water Block Fast Hardener is an accelerated curing agent. Ideal for encapsulating, repair putties, adhesives, and coating applications. Fast Hardener imparts limited flexibility to the Water Block Resin and is resistant to blushing and the formation of surface oils during curing.

Physical Properties:

Pounds per gallon: 8.1
Pot Life: 6 to 9 minutes at 70°
Mix Ratio: 2:1

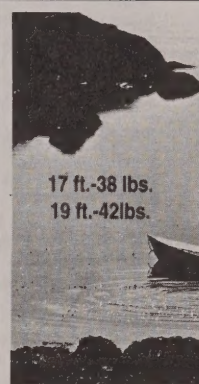
WATER BLOCK HARDENER SLOW

General Description:

Slow Hardener is similar to the Fast Hardener but allows a pot life 4x longer. Use Water Block Slow Hardener when extended working times are required.

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