

Twice a Month!



messing about in BOATS

Volume 11 - Number 10

October 1, 1993





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BOATS

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Our Next Issue...

Will have a nice mix of articles. Sue Audette will report on the Wooden Canoe Heritage Association's summer assembly at Paul Smiths, NY, and I'll tell you all about a sail on the Gloucester schooner "Adventure" and what her supporters are trying to achieve. Hermann Gucinski reminisces about his "Fond Memories of Favonia", a Sam Crocker designed sloop, and Herb Sutton tells how Murphy's Law overtook his "Trip to Caladesi Island". Michael Kent describes "My First Worst Boat" and Robert Steward reports on the long ago loss of a carefully crafted dinghy from a dock. I revisit "Leal" on Lake George, a 1908 Fay & Bowen inboard launch we first wrote about back in the fall of 1983, to see what her new owner has done on restoring her, and David Dawson describes recovering an old folding kayak. Phil Bolger's design will be a replica of a Japanese Yamato fishing launch, and John Churchill presents his concept for a 20' canal boat. And I'll try to fit in a couple of book reviews promised but not yet delivered.

On the Cover...

A couple of lads afloat in a cardboard boat at a local summertime neighborhood "Cardboard Boat Regatta" we dropped in on. They press on despite some obvious structural failure developing in their craft.

Commentary...

The compulsion to get out on the water in some sort of boat reaches out even to the non-boating public every summer, and one way it seems to be fulfilled is by participation in some sort of "crazy boat" event, usually a race. Some of these events have grown to become very large scale affairs with hundreds of creative watercraft afloat on a river or bay somewhere all about to "race" supposedly, but mostly there just to be there, be seen, and to enjoy some non-serious messing about in boats.

In this issue I devote a couple of pages to some of the innovative concepts in small craft design and construction which turned up at a local waterfront neighborhood gathering in Salem, Massachusetts. With a couple of dozen participants and maybe a hundred onlookers, it was an entirely local neighborhood affair, an alternative to a picnic or band concert perhaps. But the boats that were built under the "class rules", ie. of cardboard, showed much creative thinking if not always a grasp of the fundamentals of hydrodynamics and naval architecture. In this, these people shared the same experience as those who gather at much larger such affairs, like that held each spring on Maine's Kennebec River near Bangor, or on the Connecticut River near Hartford, as was recently mentioned on our "Your Commentary" pages.

While the little event at Salem restricted the builders to using only cardboard (with glue or tape permitted for fastening), some of these events give carte blanche to those who wish to join in, and some very complex and unique boats appear, unhampered by any constraints about what a boat ought to look like or act like.

The "quick & dirty" boat building contests that took place at the bygone Small Boat Shows in Newport, Rhode Island, and at other such events around the country, are of such genre. I recall that a perennial winner at Newport was a young man from Boston with no interest in boating at all other than this annual exercise in creative nautical design. I also recall how popular these events were with those attending the shows to look at more seriously crafted boats. They loved the crazy boats.

When I think about how many people did something with boats in their youth, boats like log rafts, old canoes and skiffs, some of which bygone experiences you see mentioned from time to time on these pages, and how these other non-boating people get involved in these crazy boat races, it's dismaying to then realize how few people ever continue this apparently basic interest from youth into their adult lives. One indication is that major boating magazines have readerships of under 200,000, a tiny part of a 250,000,000 population. Another is that boating activities don't get much TV time other than as props in some other scenario. And even the most widespread form of boating, that involving the use of outboard powered craft as platforms for some other focus, such as fishing, still doesn't add up to really serious numbers.

I'm not expressing a desire for vast numbers of the public to descend on boating and turn it into a massive recreational

activity. My musing is more on what happens to that early urge to play on the water in something that floats. Where does it get left behind as people grow up? It still seems to lurk in the hearts of some, judging from the response achieved when someone announces a crazy boat race on a local waterfront. And this is more than just a brief return to being afloat, it is the re-emergence of the urge to build something of one's own that can be presented as a boat.

Ah, this urge to build oneself a boat, this is an affliction that most of us involved with this little magazine as readers and contributors have. Not an unpleasant affliction, but one that simply won't go away. We seem to be the survivors from those days of our youth, the tiny group that kept that fascination alive despite the ever escalating demands upon us from the world and its ways. And yet within even our tiny numbers a very wide disparity exists in what and how this urge to build a boat is manifested.

I was first attracted to traditional small boats because of their intrinsic charms and proven capabilities. But I'm not a craftsman and thus building a replica of a real traditional small boat never became one of my achievements. I could do it with my barnyard carpenter skills and collection of cheap power and hand tools but the result would not be what it deserves to be, but more of a rough approximation. This has not resulted in my disdaining traditional small craft, but has led more to my buying fixer-uppers of that genre that came my way for the right price. Fixing them up adequately for use again as they were intended was my best effort.

I believe from the evidence from readers that many others have felt intimidated by the apparent high level of skills required in building "real" boats in the traditional manner, and have thus flocked to the simpler concepts espoused today by a number of designers following Phil Bolger's principles, taking advantage of plywood and glue to make very acceptable, useful and enjoyable boats, even if not in the traditional mold.

So maybe those who turn up at the crazy boat events with their one-day wonders are potential fellows of ours who are even more intimidated by what they feel they must do as adults to build boats of their own. The atmosphere of the crazy boat races is not intimidating, nobody scorns your crude concepts and constructions, you're just another one of the happy carefree "boaters" afloat on that day. It's a return to childhood days when the excitement of spiking together a raft from old timbers at a gravel pit pond was based on the perception that it was sure to lead to great adventure. You're not supposed to be an "adult" at one of these gatherings, anything goes.

This confirms in my mind and heart the validity of these sporadic outbursts as being part of what we think of as messing about in boats. In our adult pursuit of this boatbuilding (and subsequent sailing, paddling, rowing, or whatever) we are extending more than most those youthful dreams and gaining the rewards they can bring to us, rewards that have disappeared from the imaginations of just about everybody who once upon a time briefly contemplated them.

OCTOBER 1-3:

11th Annual Mid Atlantic Small Craft Festival. Chesapeake Bay Maritime Museum, St. Michaels, MD, (410) 745-2916.

OCTOBER 2:

Misery Island Rowing/Paddling Race. Cape Ann Rowing Club, Beverly, MA, (508) 927-1854.

Race Rock Classic Sailing Regatta. Jim Cassidy, Stonington, CT, (203) 536-1524.

Caulked & Canvas Decks Workshop. Northwest School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

OCTOBER 3:

Nayaug Canoe Race. Land Heritage Coalition, S. Glastonbury, CT, (203) 633-5665.

OCTOBER 10:

Pawcatuck River Rowing/Paddling Regatta. Wood-Pawcatuck Watershed Association, Westerly, RI, (401) 539-9017.

OCTOBER 15:

Cross Sound Traditional Rowing Race. Ben Clarkson, Norwalk, CT, (203) 434-3890.

Navy Day Regatta. Coasters Harbor Navy YC, Newport, RI, (401) 841-3283.

OCTOBER 16:

Oarmaster Trials. Cape Cod Vikings, Hyannis, MA, (508) 759-9786.

OCTOBER 16-17:

Lift Half Model Making Workshop. North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

OCTOBER 16 & 23:

Oar & Paddle Making Workshop. Workshop on the Water, Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

Happenings

Tool Care & Use. Workshop on the Water, Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

OCTOBER 17:

Salmon River Spawner Canoe Race. Connecticut Canoe Racing Club, E. Haddam, CT, (203) 346-0068.

Fast Electric Model Boating. Marine Modelers Club of N.E., Medfield, MA, (617) 396-6462 eves.

OCTOBER 19-21:

Sail Making Workshop. Workshop on the Water, Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

OCTOBER 21:

Down East Boatbuilding Tour. North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

OCTOBER 23:

River Cruise. Connecticut River Oar & Paddle Club, Essex, CT, (203) 434-2534.

OCTOBER 24:

Kent Canoe & Kayak Race. Kent Center School, Kent CT, (203) 567-4922.

OCTOBER 29:

9th Annual Benefit Raffle for 12' Great South Bay Sharpie. Long Island Maritime Museum, W. Sayville, NY, (516) 854-4974.

OCTOBER 31:

Head of Weir Rowing/Paddling Race. Hull Lifesaving Museum, Hull, MA, (617) 925-4826.

NOVEMBER 2:

Row to Brunch. Seavey Island Rowing Club, Kittery, ME, (508) 663-8023.

NOVEMBER 6:

Maritime History Symposium. Mystic Seaport Museum, Mystic, CT, (203) 572-5313.

Longitude Symposium. Harvard University, Cambridge, MA, FAX 01 (617) 495-3344.

NOVEMBER 7:

Sudbury River Row. Cape Ann Rowing Club, Sudbury, MA, (508) 443-3691.

Fall Finale Model Boating. Marine Modelers Club of N.E., Medfield, MA, (617) 396-6462 eves.

NOVEMBER 13:

Lapstrake Construction Workshop. Northwest School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

NOVEMBER 13-14:

Antique & Classic Boat Regatta, Maritime & Yachting Museum of the Treasure Coast, Stuart, FL, (407) 229-1025.

Boatbuilder's Tool Kit Workshop. North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

NOVEMBER 20:

Head of the Mystic Youth Rowing Race. Dave Raynor, Mystic, CT, (203) 572-5010.

NOVEMBER 23-JANUARY 11:

Lofting a Swampscott Dory Work-shop. Arey's Pond Boatyard, S. Orleans, MA, (508) 255-0994.

NOVEMBER 27-28:

Decorating the Half Model Workshop. North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

DECEMBER 4:

Chelsea Creek Icebreaker Youth Rowing Race. Ed McCabe, Chelsea, MA, (617) 925-4826.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

One of the most common reasons why a boat will fail to receive a Coast Guard Auxiliary "Seal of Safety" on its first inspection is that the navigation lights are not burning brightly.

"But I never take the boat out at night," the skipper says. No matter. Federal law requires that all boats equipped with navigation lights must maintain those lights in good working condition capable of being clearly seen in periods of darkness or reduced visibility.

Quite apart from the fact that sometimes it takes longer to get home than we had planned, perhaps we forgot that the tide had turned against us or perhaps the fish were biting so well that we stayed out longer than usual and discovered that the day had ended before we were ready for it, there are times during what would normally

Navigation Lights

be the daylight hours when navigation lights should be burning. The rules call for the use of nav lights "in conditions of poor visibility". That definitely includes fog.

Remember the time last season when there was that sudden thunderstorm? Dark and rainy, wasn't it? Even at two o'clock in the afternoon. Everyone was heading for home in the throttle wide open and those other boats were pretty hard to see through the driving rain. That was a time for your navigation lights.

One of the biggest problems is the 360 white light mounted on a wand that is so common on smaller boats. The connection between the wand and its socket is a prime place for corrosion and just a fleck

or two can keep the light from working. The solution is cleaning and a thorough spraying with a solvent such as WD-40, followed by repeated spraying of solvent all through the boating season. Those who normally are back at the dock well before sundown need to be particularly careful to check all lights at regular intervals to make sure that they function. It is also wise to carry spare bulbs in your tool kit and to make sure that the screws holding the covers on your lights have not corroded (remove them, add a little grease and replace) and check to see that the red, green and white lenses are clean inside and out. You may not use your navigation lights very often, but you want to be certain they are working if and when you need them.

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BRIGHTLY COLORED KAYAKS

Peter Spectre told us in the August 15th issue that his eyes were "assaulted" by kayaks that look like "fluorescent bananas". I for one hope we never get to the point where the aesthetics of our boats are regulated by zoning ordinances.

The choice of a boat's color may be influenced by considerations of safety as much as taste. Wilderness and whitewater paddlers often choose brightly colored canoes because they are easier to find and recover after an upset.

While Inuit hunters would almost certainly choose kayaks with subdued finishes, recreational kayakers, who paddle in open water with their butts below sea level, are well aware of the possibility that their low profile craft might be run down by the larger, swifter boats with which they share a common environment. Brightly colored hulls have probably helped avert many tragedies.

No one appreciates the subtle shadings of a bright finished wooden hull more than I do, but I'd prefer the sight of a fuschia kayak in a cozy anchorage to that of the possible aftermath from a kayak being rundown by a larger boat, unseen.

Andre deBardelaban, Pittsburgh, PA.

THE STATE OF ROWING

I think maybe Peter Spectre entirely missed the point of Andre deBardelaban's recent article on rowing ("Back to the Future", June 15th). Andre pointed out the sad state of affairs in the United States Rowing Association as regards recreational rowing and its negative effect on the health of recreational rowing, and Peter asked why does it matter if the U.S.R.A. ignores recreational rowing.

It has been my pleasure to be a founder and active member of local rowing clubs. It has been my displeasure to find that the U.S.R.A. insists that all community and recreational rowing groups purchase its liability insurance, and to purchase this insurance every single rower must join the U.S.R.A., which is not inexpensive. In return the U.S.R.A. provides nothing to these local groups.

U.S.R.A.'s, and Peter's, lack of understanding for the desire to expand recreational rowing is lamentable. There are people out here, a great many, who look at rowing differently than Peter's preference for rowing by himself and not impressing the neighbors. We love rowing as much as he does and envision good things if others do to. Perhaps even persons who have no access to the water as we do, the physically challenged or the not so well off, could get on the water and enjoy what we do.

The U.S.R.A. would have been the best equipped group to help these persons get such "clubs" started. They have the organizational expertise and the people already on board. They could have gained thousands of new members and broadened interest in rowing. Sadly, they decided to concern themselves with collegiate competitive rowing and sculling only. Opportunities lost do matter.

Yes, I believe Peter Spectre missed what Andre deBardelaban was saying, that the sport can be meaningful to more people in many more ways than it is and that many are trying to achieve this.

Arthur Dillon, Atkinson, NH.



NEW ROWING NEWSLETTER

About ten years ago I modified a sea kayak I had built into a recreational shell, cedar strip, 16'x24". It had outriggers and a sliding seat and 8' spoon blade oars, all of which I made. It took a lot of experimenting, adjusting and redoing until I was satisfied with it. I still row this boat three times a week.

I have found no source for ongoing information on building your own sliding seat rowing shells, so I have decided to launch a newsletter, similar to the one I publish about my Wee Lassie double paddle canoes, in which I am going to share what I have learned about building and rowing a recreational shell, and in which I hope to encourage others so inclined to share their experiences.

Anyone interested in this can request a free sample copy by sending me a stamped self-addressed envelope.

Mac McCarthy, Feather Canoes, 1705 Andrea Pl., Sarasota, FL 34235.

SKIN FRAME KAYAK INTEREST

I like small boats, I get less and less interested as the size goes up. The skin frame kayak seems interesting, it seems to be a form of construction that is coming into vogue again. Articles on that subject would interest me.

Rod Mincher, Annapolis, MD.

SUCCESSFUL THROUGH CLASSIFIEDS

Thanks to the August 15th issue I was able to buy a Marshall Sandpiper. Mr. Reddington, who advertised his, had sold it, but he knew of another which I was able to buy. Many thanks to your great magazine.

Richard Harris, Grafton, MA.

GONE FISHING

Sorry to be late with my renewal. I'm fishing in Alaska from my Bolger designed Hand Trawler and the magazines are being held at my Montana home for reading this winter, so I didn't see the renewal slips. I'm sending extra to move the expiration date ahead in the year to a time when I'll be at home.

Lynn Fabian, Great Falls, MT.

LOVE OUR TYPHOON

We put in many hours (fun hours) this past spring working on our Cape Dory Typhoon, much scraping, sanding, cleaning, varnishing and bottom painting. We bought a trailer manufactured by Triad and it worked out great for us as our best bet to haul the boat home ourselves from a marina in Stamford, Connecticut, where it was when we bought it, before winter arrived.

The boat spent the winter in my son's yard and we began working on her in April. We hauled her to Clinton, Connecticut, a 40 mile drive from home, and launched her on June 6th, my 69th birthday. She's in a slip there and we have been learning our way in and out of Long Island Sound, paying close attention to the tides as there are places in the river as shallow as a foot at low tide. There is about an eight hour window for us.

Our previous sailing experience was in the summer of '92 in an O'Day Widgeon, and we took a couple of Power Squadron courses last winter. Each time we've sailed this summer we've learned something new about our inexperience and the beauty of this forgiving, wonderfully designed sailboat. When we got the toerail in the water for the first time on our twelfth outing, what a thrill, and what a seaworthy boat she felt to us, 15-20 knot wind, 2-4 foot seas, crazy powerboat wakes, amateurs at the helm, she took it all with ease.

We bought our Typhoon dirt cheap through sheer luck, speculating that we could clean her up a little, maybe sail her some while waiting to sell her for a little profit so we could move on to some other small boat somewhat bigger than a Widgeon, maybe a 15'-17' daysailer or catboat. Now we both have decided to forget those plans and keep our Typhoon because she is possibly the best boat we could have chosen to make competent sailors out of us, and because she is so much fun to sail.

We wondered if there is a Typhoon Owners' Association still in existence that we could join for more information, news and sharing of experiences? And are you sailing yours yet?

Bob Erlich, 55 E. Broad St. Plainville, CT 06062-2345.

ED. NOTE: Does anyone know of a Typhoon Owners' Association? I'd like to know too. And no, ours is still behind the barn, it has been a much too busy year here. Gotta make some time to get her ready for next spring.

LASERS IN THE EMPIRE STATE GAMES

I attended the Empire State Games in early August, they are like an Olympics for New York state residents. The sailing competition was in Lasers, I started that it 1980-81 and now represent that class on the race committee and serve as chairman and coach of the Long Island Region team.

We sailed off Rochester on Lake Ontario and had strong winds with four foot seas for two days, but wound upon the last day with less than five knots of wind. This really shook up the heavy weather leaders. One of my sailors had five firsts going into that last day but the light airs did him in and he wound up fourth in the twenty-eight boat field over eleven races.

Ward Bell, Sea Cliff, NY.



OGUNQUIT DORY DETAILS

I'm looking for details on the Ogunquit dory or wherry, or even an old one that might be in someone's rafters or simply left out somewhere. I've been to Bath museum and have a picture of one, but it doesn't match up to some of the details

shown on postcards of old from the Wells-Ogunquit-York, Maine, area. The builders were Perkins, Moody & Donnell. It was an early century fishing power dory.

Paul Kimball, 21 Kimball Rd., Kensington, NH 03833.



GUNDALOW ANYONE?

Pictured is a salt marsh hay gundalow on Pine Island Creek in Newbury, Massachusetts around 1890, courtesy of the Newbury Bicentennial Commission.

SUITS NEW ZEALAND TOO

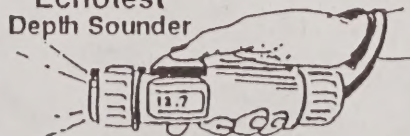
We've just returned to New Zealand after a great summer in Vermont and I wish to order up a packet of back issues of your magazine. They will be good to show around amongst our New Zealand boat-building people who have a yen for the simple and small. Your magazine is much like our traditional small craft newsletter which is now in abeyance until the editor has more time to devote to it.

Robert Stowell, Kerikeri, NZ.

Would anyone like to know more about these gundalows? I'll do an article if you would.

Pike Messenger, Middleton, MA.

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Kenneth Grahame from "The Wind in the Willows."

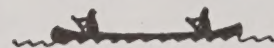
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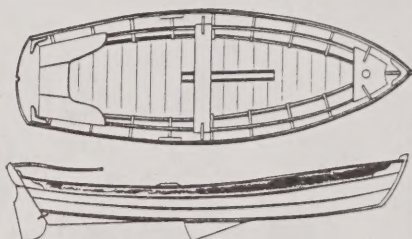
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THE DESIGN WORKS
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Silver Spring, MD 20918



Basic watercraft, a flat carton, was fitted with a fin keel though. It was fairly stable but slow.

The Cardboard Boat Regatta

By Bob Hicks

In early September a call from a local reader alerted us to the fact that a cardboard boat regatta was to take place in historic Salem, Massachusetts, close to home, so we dropped by for a while to take in this occasion of creative expression in boat-building by mostly non-boating people.

The Juniper Point Association, a neighborhood group in Salem Willows, right on the water, had organized the affair at a tiny beach at streetside, and about two dozen boats of various designs made an appearance, all being constructed under the rules from cardboard, with tape, glue, paint, etc. striving to keep the cardboard from becoming waterlogged. Great fun for the folks, and another example to me of the innate charm that the small boat seems to exert over people, even those as unserious as the folks pictured herewith.



The girl chasing the pack "bottoms up" did not intend to go this way but her mockup jetski proved to have a very high center of gravity with little underbody and promptly turned turtle.



Cardboard tubes as flotation chambers were utilized on this other version of a "Silver Bullet, and on this pontoon boat concept. The latter held up very well, and was still happily out on the water when we left.



Saga of the "Silver Bullet": The rather high sided craft is late off the line, returns to the beach somewhat worse for the water despite all the duct taping, and is unceremoniously dragged away by disappointed designer/builder.





This young lady had one of the better executed designs, a really nice little kayak built for her by her dad, but using the canoe paddle proved frustrating to her and she ended up dog paddling along with her hands more successfully.



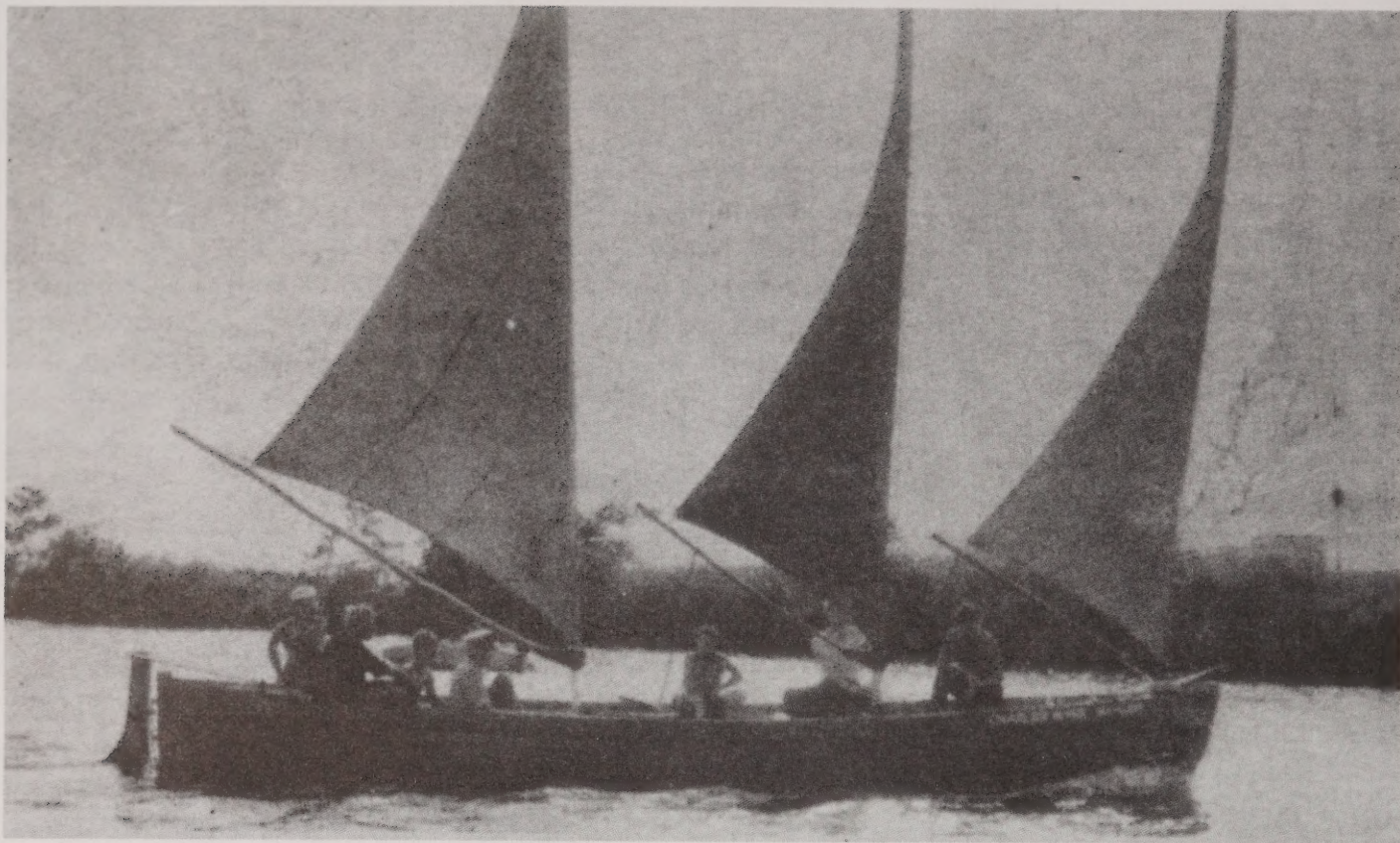
Reader Everett Hobbs' dory was very much a real boat and he left all competitors far behind, even got all the way around the point later to the Willows amusement park before terminal sag began to set in.



This pointy skiff worked quite well for its two boy crew but was developing some structural problems when it went out for a second lap around the course.

Who says the urban shoreline has to be grungy? These two boys do some post race exploring in what was basically a rectangular carton with one end rendered pointy by use of duct tape. "Someday we'll really go cruising..."





Joe Lee (second from left) and his boys sailing the "Charles River Whaler", built by the boys at the Boston School Committee Head-quarters. The easily stepped masts allowed the boys to escape the Charles River Basin and sail in Boston Harbor, in the Mystic Lakes, and in Maine.

By Carol E. Downs

Reprinted with permission from the "West Ender", October 1992

Public sailing wasn't born in a yacht club, marina, or shipyard but on a tenement rooftop in the West End of Boston.

In 1936, Joe Lee, Jr., a social worker by avocation, built the prototype of an easy-to-assemble, inexpensive sailboat atop his Anderson Street residence with his visiting nephews, Kenny and Donny Robertson. The country nephews were bored, and Uncle Joe has the perfect boredom cure, build a sailboat. After all, the Charles River was only a few blocks downhill.

Joe's boatbuilding with his nephews was no mere whim. As chairman of the Massachusetts Committee to Further Outdoor Recreation, Joe had quested for a simple craft that could be used on the river. Joe shared the vision of his uncle James Jackson Storrow and his father, Joe Lee, Sr., to create a public water playground on the Charles River Basin, patterned after the Thames at Henley and the Alster of Hamburg. In 1929, Mr. Storrow's widow, Helen Osborne Storrow, had given a million-dollar bequest to the Commonwealth of Massachusetts to both beautify the Charles River Basin and fulfill her husband's vision of a public water playground.

Encouraged by his mentor, William Shand, JoeLee designed, built and tested a hayboat, a catamaran, and five generations of the now-built sailboat. His testing site was the Charlesbank, below the Charles River locks between the women's bibi (bathroom) and Watt's boathouse.

Boat Club Born on a Tenement

One old West Ender who worked at Watt's recalled; "Joe would lash four bales of hay together with gimp, cover the bales with a tarp, stick a sail on top of the craft, and away he would try to sail. The neighbors jeered from the shore and called him crazy. 'You're crazy as Kabachnick.'"

Kabachnick was the local loony.

The successful boat building experiment atop the roof with his nephews Kenny and Donny stimulated the natural father in Joe. He was no ordinary dreamer, and the time was no ordinary time.

He was Joe Lee, Jr., a scion of the wealthy Lee-Higginson banking family, whose philanthropy had blessed Boston with the Boston Symphony Orchestra, the Charles River Basin and lagoon, and the West End House. In 1903, his father, Joe Lee, Sr., and his uncles, James Jackson Storrow and Major Lee Higginson, members of the Charles River Dam Committee, fought to create the Charles River Basin by damming the river and covering the smelly mudflats. The time was the heart of the Depression.

There were other boys to build boats with. Poor boys, living in "congested and sunless" conditions all over Boston, Joe thought. Poor boys who needed to be taken off the street, who needed a break. Perhaps, a Community Boat Club for what would become known as "Joe's Boys."

Timothy Mahoney said: "Joe Lee saved a lot of kids. Without Joe, a lot of kids would have gone wrong."

In 1937, JoeLee, candidate for the Boston School Committee, interested W. Duncan Russell of Community Recreation Service, a social agency that provided work programs for underprivileged boys, in his Community Boat Club. Community Recreation Service acted as secretary to the new club and sent flyers to the settlement houses throughout Boston.

Then Joe Lee, clad in his plaid shirt, corduroys and work shoes, and puffing an Italian stogie, would appear and challenge the would-be boatbuilders.

Angelo Andon remembers Joe Lee saying, "If you fellows want to learn to build your own boats, I will put up the twenty dollar so you can."

In the winter of 1937, John Halco, director of the West End Community House, opened the basement of the settlement house to Joe Lee and his Community Boat Club. Neighborhood kids, sons of first-generation immigrants, and Suffolk Law students were the first club members and boatbuilders. The law students boarded and worked as part-time counselors at the settlement house.

It cost twenty dollars and took 12 hours to assemble Joe's simple 16-foot fixed-keel boat, designed from a northern kayak. The craft was truly handcrafted, for no power tools were used. The boat's frame or envelope was sawn from 24-foot pine boards, whose glued diagonal ends formed the bow and stern. Forward, center and aft thwarts braced the wooded envelope and floorboards sealed and com-

pleted the craft. The boat was furnished with cotton sails made from bedsheets by either Mr. Geller, the tailor or Mr. Binder, the cobbler.

Mike Vendetti recalls: "Joe Lee was very fussy. He carried a tape measure with him. Everything had to be perfect. Center was center. An eighth of an inch was an eighth of an inch."

When Joe Lee pushcarted his boy-built fleet of seven boats down to Percival Watt's boathouse on the Charlesbank, the river was controlled by a jumble of authorities. A user's permit had to be sought from the proper authority. The Metropolitan District Commission (MDC) patrolled the upper basin between the Longfellow and West Cottage Bridges. The lower basin below the Longfellow Bridge was a divided kingdom, one bank was controlled by the City of Cambridge; the other by the City of Boston Bridge Department.

Joe Lee knew that Watt's was the only safe harbor for his fleet. Watt's had a permit to operate from the Boston Bridge Department. Joe had tried to buy out Watt's. He ended up renting dock space from Percival Watt's for his Community Boat Club.

Percy Watt's boathouse was a rectangle of docks, dominated by a run-down repair and rowboat storage shed. Day-to-day operations of the club was left in the hands of two dockmasters Arthur Robinson and Spike (Harry) Lee.

The dock space Joe Lee rented from Watt's served as an open-air clubhouse for his Community Boat Club. Sailing theory and safety rules were taught on the dock. A swimming test for prospective members was given off the dock. Boatbuilding and designing were done atop the dock. The fleet of seven sailed from and landed at the dock.

To the sophisticated yachtsman, the Community Boat Club's operation probably appeared run-down and lackadaisical. To the poor boys, whose immigrant parents came to America to create a better life, the club was a shiny and bright promise. Frank Lavine said: "Joe Lee taught me what America could be." So what if the follow-the-leader method of sailing was practiced. If you capsized, you hold on to your boat and Kenny or Donny Robertson rows out and rescues you. Watch out for the Boston Sand & Gravel Barge! Wind's dead, my hand is my paddle, don't want to be drawn into the sluice. Snapped a mast rounding the pillars of the Longfellow Bridge. Easy enough to replace, grab a bamboo pole from the stack on the dock. Now you're a racing skipper. Leo Manfredi gives the warning signal. Oops, you're over the starting line. Just won my first race.

Arthur Athanas recalls: "I won the first formal race at the club on August 16, 1937. It was a free-for-all. Everybody bumped into each other. Joe Lee threw up his hands. 'You guys don't want to learn the racing rules!' But we did know how to round marks."

In late October of 1937, the first season of Community Boating closed at Watt's with a hundred members. The membership was mostly male, but a few stray girls, attracted by the boys on the dock, had learned to sail. Spike, the ancient mariner, had improved on Lee's basic

boat design. In the winter's boatbuilding, the fixed keel would be replaced by either side leeboards or pontoons.

Quietly, the fleet of seven was stored and chained on MDC property next to the Lechmere Canal in Cambridge for the winter. This was a premeditated move by Lee. The MDC administered the Storrow bequest, and Joe Lee needed part of that bequest to build a boathouse for his boys far away from the sluice of the Charles River dam and the barges of Boston Sand & Gravel. The political chess game between Joseph Lee, Jr., Boston School Committeeman, and Eugene C. Hultman, chairman of the MDC, was about to begin. Right on cue, Chairman Hultman demanded that Joe Lee move his boats from MDC territory. Joe must have chuckled at his easy quarry. Publicity was what Community Boat Club needed and Chairman Hultman of the MDC was writing the script. To help remove the boy-built boats, a message-laden hatchet was sent to Hultman by Joe Lee.

"Why don't you take it now and smash the boats that the boys built last year? You will only break a few hearts."

Joe Lee wouldn't let go of his quarry. Eugene C. Hultman was lambasted in the media as a lawbreaker by Joe Lee for transgressing Chapter 371, Acts of 1929, which said in part that the Storrow bequest was to be used to promote the use of said basin for recreation and aquatic sports."

On February 14, 1938, a clash of wills dominated the hearing of the Legislative Committee on Metropolitan Affairs. School Committeeman Joe Lee, supported by Mrs. Storrow, Mayor Tobin, Councilor Shattuck, and William Shand, pitted himself against Professor George Owens of MIT's Pratt School of Naval Design and William Whittaker, secretary of the MDC. Joe Lee fought to build a boathouse with the unspent \$281,000 of the Storrow bequest. Professor Owens opposed the building of a boathouse and announced that Joe Lee's flimsily built boats would soon fall apart. William Whittaker of the MDC said there was no money for a boathouse. The two-year statutory limitation on the Storrow bequest had elapsed and the money had reverted to the general fund.

Not one to be easily outwitted, Joe Lee, with the support of Thomas Drogan, an aid to Mayor Tobin, petitioned the House Ways and Means Committee to release the unspent Storrow money. The committee restored the \$281,000 to the MDC and back into Hultman's unfriendly hands. Despite three written pleas by Mrs. Storrow, Hultman refused to fund the boathouse, claiming the project was not metropolitan enough. Besides, the rediscovered funds spawned several proposals; construction of a planetarium, creation of a new sailing pavilion for MIT, or sloping the Cambridge shore area.

In June of 1938, the second season of Community Boating opened at Watt's. The fleet had doubled and the boatbuilders from the West, North and South Ends were about to be transformed into sailors and lobbyists.

With the help of members, dockmasters Jim Marino and Harry Lee taught the new boys sailing theory and safely rules. A pickle barrel, cut in half, rigged with a

sail and outriggers, was the first cockpit for new members. One sat in the cockpit and learned first-hand about wind action. Then the experienced members took the new boys out and taught them to sail.

Joe Lee inspired all the members. They needed a boathouse, and the only way to get a boathouse was to lobby for it. The sons of fishermen, fruit peddlers, tailors, cobblers, chicken pluckers, and garment workers were about to learn how the American political system worked. Joe Lee was their mentor.

Joe employed his boy lobbyists to initiate a campaign of what Frank Lavine called "embarrassment." If the boys wanted their boat club built, why shouldn't it be in a safer location, away from the traffic of the Colonel Gridley locks and the sluice of the Charles River dam? Besides, the Storrow bequest was under the control of the MDC, and the MDC had jurisdiction over the upper basin. Joe Lee and his boys had to force their way up river.

The upper basin was dominated by the MIT sailing pavilion on the Cambridge bank and the Union Boat Club boathouse on the Boston bank. Both MIT and the Union Boat Club considered the upper basin their private social preserve. At the Annual American Henley Regatta held at the Union Boat Club, Boston debutantes mingled, socialized and lunched with the academic elite of MIT and Harvard.

When a flotilla of 14 boats led by Jim Marino sailed under the Longfellow Bridge into the upper basin, the MDC police boat turned the fleet of boy-built boats back and told the "river rats" not to return. Invasion by a scruffy bunch of boys in their scruffy boats was intolerable to the MDC police, the Union Boat Club and the MIT sailing pavilion.

But return they did and on a weekly basis. Joe Lee's strategy of sending a boat to every span of the Longfellow Bridge drove the MDC patrol boat crazy. It was impossible to be in seven places at once.

On weekends, the boys took their battle for a boathouse to the streets of Beacon Hill. Each boy was assigned a different corner and would ask passersby to sign his petition for a boathouse.

Frank Lavine said, "I remember standing on the corner of Brimmer and Pinckney Streets with my petition. One woman who signed looked at me with such compassion that it touched me."

The pressure from Community Boat Club for a beachhead upriver increased and so did opposition to it. MIT and the Union Boat Club were joined by the Charles River Association and residents of Beacon Hill in an unholy alliance to stop the invasion of boys. The Charles River Association wanted to use the Storrow funds to slope the Cambridge shore. The Beacon Hill Neighbors didn't want their riverfronts blocked by a boathouse for these "river rats" from the wrong side of the hill.

The gods must have heard the pleas and prayers of Joe Lee and his boys. July of 1938 was plagued with torrential rains and severe thunderstorms. The Charles River swelled and overflowed its banks in Newton, Dedham, and Watertown. The pregnant river was delivered of its flood waters by activation of the Charles River dam.

It was impossible to sail from Wattsy's. The lower basin was alive with strong and churning currents. The boy-built sailboats would have been drawn to the sluice and swallowed in the turmoil. Mother nature was about to accomplish what boy-made pressure could not.

Joe Lee and his boys marched from Wattsy's boathouse to the State House to keep an appointment with Governor Charles F. Hurley. They carried homemade banners, petitions, and a sailboat, named the "Eugene C. Hultman," through the streets of the West End, across Cambridge Street and up Temple Street, past Suffolk University to the State House.

After the "Eugene C. Hultman" was docked in the Hall of Flags, the shouting, rallying boys were greeted by Governor Hurley. Jack Donovan, Suffolk Law School student, presented the governor with the petitions for the boathouse. Hurley didn't give the boys their boathouse, but he did give them a beach-head on the upper basin. Governor Hurley ordered Chairman Hultman to allow the boys to sail from the public landing in front of the Union Boat House.

When the Charles River receded, the boys sailed through the spans of the Longfellow Bridge, escorted by the MDC police boat. The rowing crowd at the Union Boat Club didn't exactly welcome the new tenants. But the elder Boston aristocracy, either too old or too wise to listen to public opinion, accepted the boys. Stephen Cabot befriended them. Admiral Byrd, accompanied by his dog, chatted with them. Henry Shattuck, city councilor, encouraged them.

Steven Cudlitz recalled, "Stephen Cabot was a wonderful man. He wore a black derby and a tweed jacket with a black collar and carried a cane. I used to walk

along the Charles River with him and once he asked me, "What are you going to do with your life?"

In the summer of 1939, there was a new governor in the State House and a new tenant at the public landing near the Hatch Shell. Community Boat Club, with its expanded fleet of 20 sailboats and four schooners, shared the dock with the Union Boat Club. An uneasy truce existed between the rowing adults on the downriver side of the dock and the sailing boys on the upriver side.

But the appearance of the new governor, Leverett Saltonstall, dissolved the breach. Governor Saltonstall carried a white hat in one hand and a bottle of champagne in the other. The schooner "Leverett Saltonstall" was christened, launched, and sailed. The governor, who happened to be Joe Lee's cousin, had come to the baptism of his namesake schooner built that winter by Steven Cudlitz and Leo Manfredi.

The Union Boat Club dock was safer than Wattsy's, but it certainly would not do as a permanent home. Joe Lee and William Shand decided it was time to repay Governor Saltonstall for his recent kind visit to the Community Boat Club.

Dockmasters Jack Donovan and Jim Marino led 100 chanting teenage boys to the State House. Some of the boys carried handwritten signs, stating, "We need a boathouse, Gov. Saltonstall." Other boys helped pushcart four or five sailboats. The pushcarts belonged to the fruit peddler fathers of some of the boys.

Eddy Fitzgerald recounted, "You know 'Make Way For Ducklings' is based on fact, not fiction. We did a duckling walk to the State House. From the Union Boathouse, we crossed Embankment Road to Beacon Street. At Beacon Street, we

walked through the Public Garden to the State House."

Governor Saltonstall and MDC Commissioner Joe McKenney greeted the lobbying boys on the stairs of the State House. "I'll do what I can to get you your boathouse," Governor Saltonstall promised.

On January 11, 1940, there was a mob scene at the hearing of the Legislative Committee on Metropolitan Affairs. One hundred boys came to root for Joe Lee and their boat club. Governor Saltonstall sent his secretary, Russell Gerould, to urge that part of the Storow bequest be used to build the boathouse. William Whittaker, the MDC secretary, stayed neutrally in the background, for Chairman Hultman dared not openly oppose the new governor.

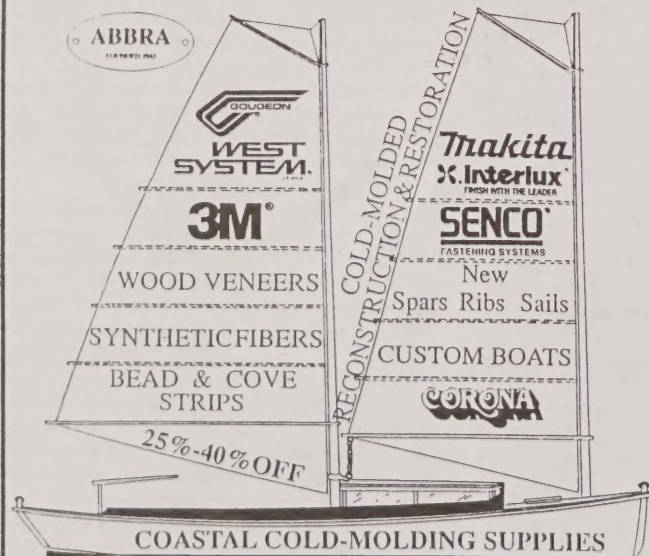
What the opposition lacked in numbers at the hearing, it made up for with power. Douglas Lawson, representative of the opposition, spoke for the Charles River Association, the Union Boat Club, and MIT. The opposition's concern was to keep the upper Charles River basin for bluebloods. Let the Community Boat Club return to its original lower-basin home.

But Governor Saltonstall proved true to his word. Joe's boys would have their boathouse, and with the building of the Community Boathouse, public sailing would have its first permanent home.

On June 28, 1941, Mrs. Helen Osborne Storow attended the formal dedication of the new boathouse, located between the Longfellow Bridge and the Union Boat Club. And the public boathouse still stands as a tribute to Joe Lee and his visionary kin and to Joe's boys and their immigrant parents, who found a better way of life in America.

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1st Annual Northwest Bolger Boat Meet

By Tony McGarry

The 1st Annual Northwest Bolger Boat Meet was held July 10th at Shilshole Bay near Seattle, Washington. Boats, owner/builders and Bolger fans turned up from California, Oregon and Idaho as well as from Washington.

While the wind died before Charles Stout could raise sail on his Long Micro, a Common Sense Skiff and a Teal were able to do a little sailing. Then the Microtrawler's motor broke down, leaving conversing on the dock as the only remaining activity possible.

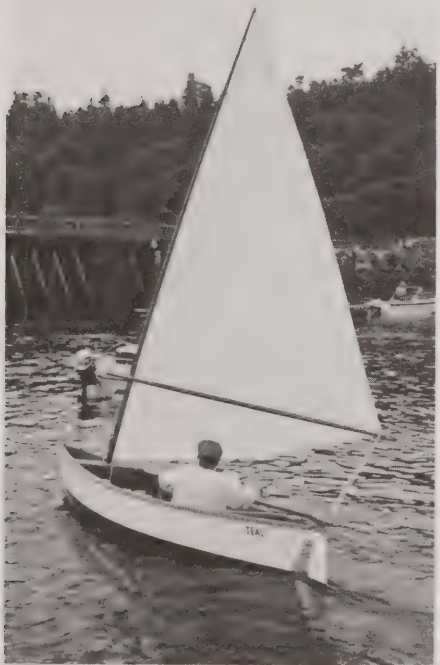
Everyone agreed that the event was fun and worthwhile anyway and should be held again next year. So watch the calendar for it to appear probably next June.



The Common Sense Skiff sailing, as seen from the Teal.



Bernie Wolfard tries out the 7'6" planing dinghy.



Gary Calverse's Teal from California.

Lowell's Boatshop Bi-Centennial Celebration



Two hundred years of boatbuilding on the same site, in part in original building space, was celebrated August 28-29 by Lowell's Boat Shop of Amesbury, Massachusetts. The cachet this has given this traditional wooden boat building shop has carried on even after the last of the Lowells sold it to Jim Odell in 1976, and the use of more modern materials and techniques was adopted. Traditionalists still viewed the shop as a historic artifact of wooden boatbuilding.

So did the national non-profit land conservation organization, the Trust for Public Land, which bought out the Odell family in December 1992 when Jim and son George announced they no longer felt they could carry on with the business as a livelihood due to its financial constraints. Then the Trust set about to find a permanent owner and in April of this year signed a lease agreement with the nearby Custom House Maritime Museum of Newburyport, Massachusetts, to take over operation of the boat building business and take an option on the property to purchase it outright.

With the future well being of the his-

toric aspect now secure and the burden of operating the business at a loss removed from their shoulders, the Odells and the Museum staged a weekend celebration of the 200th anniversary of Simeon Lowell's commencing to build fishing dories and such at the site in 1793. Speakers, events on and off the water for owners of Lowell built boats, and a launching of the latest boat to be completed, a sailing dory, highlighted the affair.

Family commitments prevented us from taking it all in but we did get there just in time on Sunday afternoon to witness the launching of another Lowell dory. How many over all those years? At its peak Lowell's was building over 2,000 small boats a year here. So the total is surely a lot. Today the production is counted in low two digit figures, as is the case with just about any small shop trying to build wooden boats for a living.

With the absolute economic imperative to earn a profit which drove it for 200 years eased now with its new non-profit status and ownership, Lowell's Boat Shop should now be able to carry on into its third century.



Three Pearls running out of Tred Avon bound for Irish Creek; left to right skippered by Richard Dix, Bob Harrington and Dale Melan.

The Sea Pearl is not the right boat for me. My interests lie in riggin'. I thrill to walk the yardarm hoisted up on the hal-yard, haul myself hand over hand down the buntline to the clew with the salt air and spray swirling about me.

My name's "Spider". That's what I am too. I came over here on the "Mayflower", the second one that's tied to the dock in Plymouth, Massachusetts. They were a hearty lot of sailors under Admiral Villers who took her across the Atlantic. I loved it! I shipped aboard in the mate's locker and spent my happiest days climbing about the riggin studying all the nooks of that proud ship.

It was when the doldrums set in that I made up my mind to find another ship to go a-sailin' on. I mean to say that we reached our doldrums in Plymouth harbour when we stayed tied up for months on end. The tourists and school kids were interesting at first but it all made me weary not sailin' at all. Then I got shut up in the mate's trunk for two months when he was ashore! When he came back and opened his trunk I was out the cabin door in a flash and spent the next two weeks aloft.

So I shipped out. This time on the hat brim of a sailor from New York who came for a look around one rainy afternoon. He didn't see me at first. I spun my own hal-yard and let myself down right onto the hat when he walked the deck. It was a fine trick anticipating the speed of his gait.

That's how I got to the "Zoe", a Pearler out of New York. Now she's a fine boat. Don't throw my opening phrase back at me. It's just this riggin' thing. She's got no riggin'. Well none to speak of. There's a sheet, in fact two, and three pendants but that's it. If I want to go aloft I've got to rig her myself! Not that I'm complaining mind you, the Skipper looks down on my complaining so I'm careful about doing too much of it at least at any one time.

The "Zoe" sails about every week three seasons out of the year and that suits

Me & the Skipper on the Chesapeake

By "Spider" Venables, First Mate of the "Zoe"

me just fine. This Sunday the master and me shipped out to the Chesapeake. He'd been telling me about it for weeks and weeks. I was glad to be off just to stop hearing him repeat himself.

As we rounded up near the ferry dock in Oxford I saw three Pearlers leaving the Town Creek with bones in their teeth. I shivered with excitement in my perch on the stemhead. He's my kind of skipper, the ship's always ready. He immediately turned the car around and drove along the shore to find the ramp. We came to it just down the lane from the Cutts and Case Boat Yard.

He left me to watch the boat half-hitched to the pilings outside Town Creek Marina while he went to park the car. I'm a mate that can be trusted blindly. I had her snug to the dock with all the lines made fast and spring line of my own fabrication. By God he was fast though! I barely had the lines taut when he came thumping along the warf boards and stepped down to the mizzen deck. Forward he went to cast off the painter and aft to let go the stern-line. When he sat at the helm I cast off my spring line.

She was out of the Town Creek and out of the Tred Avon before I could get back to my perch on the bow. I love to watch the bow slice the water and listen to the bow-wave's hiss and gurgle. I had to keep a look out for the other Pearlers who were far away. This was an unfamiliar sea. There they were off to the south'ard but coming our way. They'd already turned and were making for us.

I threw a line down from the bow to the foredeck to lower myself onto the

tossed painter and ran down the starboard deck. The chart was open and I read where the Pearlers were. They were in the Choptank river, they were sailing back from the lighthouse named the "Spider". I like this place!

All the Pearlers were running towards us so we were able to sail up to them and hail each one. It was a fine introduction. There was Dick Shepherd on his "Carpenter's Kit" out of Cincinnati. Doug Alexander came up on his Pearl out of Wellington, Florida, and Dale Melan on his from Wormleysburg, PA. Bob Harrington hailed us from the helm of his boat out of Big Pine Key, Florida. We rounded up and ran along side of Doug's boat where the Skipper could shoot the breeze about things they had in common.

Back at the dock that night I walked the gunwale to secure the boat. I crept into my bunk a net hammock slung under the mizzen deck. The Skipper went ashore to take supper with the others.

The sun came up warming all the cabin and making it easy to get up and about. I made sure to be in the hat band so I could take my turn ashore. Bud and Rhoda Tritschler joined us, then came Richard Dix on "Gottabe". Then scuttlebutt went around that we were to assemble for a tour of the Cutts homestead. This was one of the oldest houses if not the oldest in Oxford. Paintings and pictures hung on the walls showing fine ships and ocean scenes that stirred the heart of a sailor like me. Much of the talk was about the unique character of L. Francis Herreshoff, his family and friends. Mr. Cutts was a friend for some 28 years.

Mr. Ed Cutts is to be admired. I can appreciate his work better than most. It was about time someone discovered the strength of a web and applied it to the finest art of putting a boat on the sea. He builds a double-hulled boat routing out the inner hull and inlaying a kevlar webbing providing great strength and tightness.

Then he planks another hull of solid wood outside the first. You can see why the likes of me would take to such a method. There was something he said that disturbed me. He was describing the first boat on which he used the Cutts method: "She stayed so dry that the spiders died of thirst."

Well no fear of that on the "Zoe". Even if she shipped no spray or slopped no brine the bilge would be wet with tea, coffee and galley wash.

Ed is a man with a twinkle in his eye. A story, rather, a reminiscence is about to happen when you meet him. The story of how Boris Lauri-Leonardi the editor of "Rudder" Magazine who, recognizing the talent and sensitivity of Francis Herreshoff, hauled him in from the depths of self destruction. He accomplished this by making Francis use his genius. "Draw! Write! The boys (overseas at war) need your boats and your words." Boris was a man who could get Francis to produce, not continuously but sporadically and never to a deadline. In Herreshoff's later years Boris gave him shelter (in a castle) keeping the man's body alive as well as his spirit.

The Skipper sends me aloft in light airs to free up the woolies from the dacron threads on the sails. On Tuesday we were one of five boats outbound for the Choptank, destination Irish Creek. There we'd raft up for supper and spend the night.

Irish Creek was a sweet anchorage. Two houses were set off at opposite sides. They were far off and shrouded by trees to give us a feeling of privacy. Four boats rafted up for supper, Dale Melan, Richard Dix, Bob Harrington and the Skipper Andre Venables. I spent the evening aloft tying all the masts of the boats together and stringing my gossamer rigging in a marvelous net above. The sun glistened on my halyards. When the sailors leaned back talking and casually attended to their galley chores hundreds of gnats snagged themselves in my net. The sailors separated and went to sleep soon after dark. The Tritchlers were at one end and Harrington went around a point to a wilderness cove. Whippoorwills sang him to sleep and woke him at dawn. Bob swore they sang all night without let-up. Dale, Richard and the Skipper drifted apart setting hooks for the night. Gradually the lights were extinguished and the boats became invisible. I heard the Skipper yawn as he fumbled for the Itty Bitty Night Light switch.

I spent the night at the masthead of the main sail. The hammock I wove in the radar detector formed a comfortable bunk from which to count stars until the salt air lulled me to sleep.

In the morning we sailed away. "Zoe" bounded over the sea in fine fashion. "I think we should shorten sail," the Skipper called from below. So I hauled myself onto the masthead while he took two turns on the main and one on the mizzen. I ran a piece of silk, a topping lift to the end of the boom. With all hands gripping tightly I could go down into the flying spray or up to the masthead. The spray reached halfway up the mainsail. Sunlight sparkled in the wet air and on the Skipper's foulies. At the top of the mast I got out over the sea on a romping ride. He hiked out on the gunwale to keep from heeling any further.



Tacking into Irish creek for lunch, Dave Alexander (left) and Dick Shepherd.



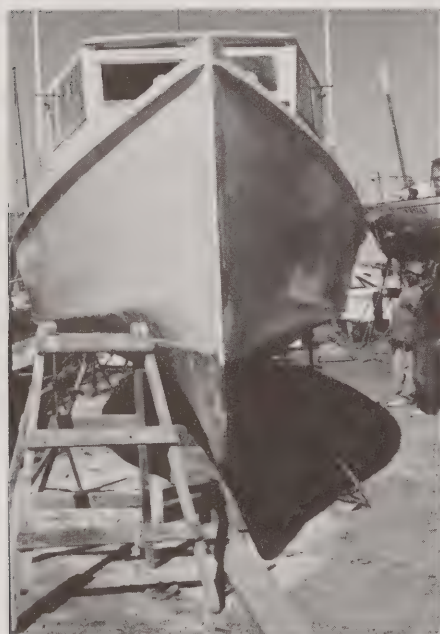
Bud and Rhoda Tritchler enjoying Pearling.

Rafting up; from left, Bob Harrington, Andre Venables, Richard Dix and Dale Melan.





Meeting the "natives by a row of crabbing skiffs in St. Michaels; from left, Becca, Manny, Mandy and Jackie.



Checking out a crabber.

It went on like this 'til after what should have been lunch time. This was great going but strained the crew and boat. Nothing failed but we were tired when we finally broke into the Tred Avon through the roughest part. Later we heard from Dale that he was blown onto a lee shore and sheared a pin getting off.

The following days we experienced the most perfect sailing for Pearlers. Good winds, consistent and strong but not so gusty. We met up with Dick Shepherd (one of the spirited Pearlers who thought up this excursion and helped choose the week of extraordinary good weather. Doug Alexander's boat appeared on the horizon. One morning every sail on the bay was a Pearler so we altered courses to meet near a protected beach for lunch and conversation.

The boats put out for St. Michael's. Late afternoon found us approaching the town at the top of Broad Creek. We found dock space at the public docks where the Crabbers tied. Natives met us: four nine or ten year old girls who had just come from school gave us directions to town. They told of their field trip that day to the Bay Museum and were thoroughly amazed that

we had sailed from as far away as Oxford. But the thought that we were from Michigan and Pennsylvania and Ohio and Florida and New York was simply astonishing.

"Do you speak a different language in New York?" Mandy asked, "like Spanish?" Jackie added. The Skipper laughed and told them he didn't speak Spanish but knew people who did and English as well. One of the natives got a splinter so Bud and Rhoda removed it with a tweezer. The Skipper got a picture of the operation.

A walk through St. Mikes was a lot of fun but was too late for a tour of the museum that day. Harrington, Melan, Dix, Venables and me found a dead-rise boat that a waterman, Jesse, was working on. She had fine lines and was an excellent example of the workmanship we call "workboat finish". No frills. Practical. Clean and neat. Having the shape that suggests the seas and the weather she encounters.

Jesse showed pride for her. Talked about how she took the paint on one side better than on the other. He stood back and admired her just as we did. I think he was glad to find our men appreciative of a workboat in a harbour of yachts. The boat was long and narrow with an exquisite "V" entry that swept back along a hard chine to a flat bottom aft. She had a stepped cabin forward rising smartly out of the bow. I'd have liked to see a staysail on her to keep her to weather but there I go about riggin' again!

We spent the night a stone's throw from the Crabbers' dock. In the morning I breakfasted on dew-covered gnats. A big male swan swam out of the swamp where he hid his family for the night. He circles the boats, examining them, apparently recognizes us as friendly guests in his cove. He returned to get his "wife and family". He led them along the near shore past our boats.

The sailors who were up and about were silent. They observed the beauty and trust of these creatures. The Skipper's camera clicked recording the passing scene.

In a while the galleys are stowed. Bud and Rhoda are first to weigh anchor and are off toward the wide Choptank.

Days disappeared in long tacks and fine sailing. We sailed alongside other boats at different times. Dale, master of a beautiful blue Pearl, was a fount of information about the birds of the area; blue heron, egrets, osprey. We saw one diving for a fish, catching it in strong talons, dropping it, retrieving it, dropping it again and catching it finally turning it head-to-the-wind to make his prey aerodynamic. We heard his "wife" call as he approached his nest.

Dale was quick to point out each bird as he saw it. In the evening he saved my life more than twice when he alerted us to a swallow darting out from the boat shed at Cutts' devouring insects in flight. From my point of view it was like witnessing the flight of a jet fighter at close range. I made sure I wasn't out in my barely visible riggin' when those guys were soaring about!

Late Saturday morning we hauled "Zoe" and headed north. I was glad to meet this hearty crew of Pearlers. The boat, for all the sparsity of her rig has won me over. I wonder where we'll next be bound.

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I was awakened in my sleep by a rattling noise. The wind was gusting strongly as I made my way to the sliding glass doors of our rental unit near Cedar Cove. A lawn chair skittered its way across the balcony and banged against the glass. Quickly I yanked it inside the bedroom and closed the doors. 4AM. This was supposed to be the peak of the storm, coinciding with high tide. I could see the breakers smashing against the seawall two stories below. I wondered how they were doing out at the pier.

"They" were a couple from New Orleans in a beautiful Catalina 30, "Junie Too", (named for the mate), who had sought refuge from the impending storm a couple of days ago. Not many people seek refuge in Cedar Key with 5' draft sailboat. The night before last they had arrived at Cedar Key, anchoring several hundred yards west of the town pier, and had spent the night bouncing uncomfortably in the chop driven by a 20 knot easterly wind. They confessed they hadn't gotten much sleep that night. They would get less tonight.

That same night I had gone with my family on our evening ritual, a walk to the big town pier. We saw the plywood barrier blocking access to the outer parts of the pier and peeked around it to see the damage inflicted by the fierce March storm that had ruined so many people's homes and belongings. It was then that I spotted the big sailboat anchored off to the west. "Unusual", I mentioned to my children, "for such a big boat to try to come into Cedar Key."

On tonight's walk, whipped by the beginnings of the storm, we came again to the exposed pier and found the big sailboat at one of the few remaining docks, at low water, some 4 feet below us. The crew was busily bringing gear aboard and lashing it down. I watched them remove the little engine from their inflatable. "How're you doing?" I called over the wind.

"We're getting secured before this thing hits," the captain called back from the cockpit; his mate was busy down below in the cabin, but came out when she heard my voice. Despite the weather they courteously chatted with us.

They were on their way back from a long vacation in the Bahamas. The mate had played the good sport for six months and was looking forward to a comfortable landbound existence once again. They'd weathered the March storm in Marathon and suffered no damage. Now they were enroute from Tarpon Springs to Appalachicola when word of a weather disturbance sent them seeking shelter. They knew nothing of the shallowness of Cedar Key waters, and, radioing for advice on Channel 16, had contacted a local fisherman coming in from a day on the water. He directed them to one of the few anchorages that could accept their deep draft.

Today they had asked the Chamber of Commerce if it was all right to tie up at one of the concrete docks at the pier, and had gotten permission. They were still tying up when we arrived. I looked over their lines. They were mostly tied forward to the pier along the length of the boat. "Junie Too" was upwind of the dock and there was no piling at the stern of their boat upwind of them. This meant they

The Big Boat

By Martin Cooperman

lacked a firm support to keep the stern of their boat from being driven onto the dock if the wind increased. It looked terribly vulnerable.

I'd never owned a boat big enough to have to tie up out of harm's way. In a storm like this, mine went on the roof rack. After six months in the Bahamas they must know what they're doing, I thought, and shortly left them to their task, and I to mine: driving the car to the island's high ground, by the Levy County Bank, about three feet above the surrounding landscape.

In the muffled roaring of the storm, I sat on the bed and thought about them now. The storm surge was predicted at up to six feet. Their boat would be lifted against or up under the dock, or driven down on top of it. How could they keep it off without something to windward of them to tie off to? What advice could I have offered? The nearby islands provide protection, but not to a boat that deep. Maybe they should have sailed off into the Gulf's deeper waters. Easy to say when my bed's solid and level. I'd better get out there tomorrow morning and see what's left of them.

Dashing out the next morning, my kids and I headed for the town pier expecting to salvage the remains of the Catalina. There was nothing at the pier. The storm was still in full fury but the big boat was gone. "Maybe they went out to sea last night," I remarked, puzzled at their disappearance. As we walked back to our unit past the small Cedar Cove Marina, I saw the boat. We were so intent on reaching the town pier we had missed it on the way out. With a great sense of relief we saw that the boat was perfectly intact, well tied up to the docks with spring lines and no one was around.

"What a dunce I was," I thought to myself, "not to have told them of this place last night. I wonder how they found it by themselves?"

Later in the day I stopped by and got the story. At about the same time the storm had awakened me last night, they were preparing to abandon ship. With wind and waves flinging "Junie Too" ever nearer the concrete dock, the mate had already left the boat for the safety of the town pier and the captain was ready to follow shortly. Better to save themselves even if they lost the ship. Just then a pickup truck came by. Hal Hodges and his friend Gene introduced themselves as local fishermen, and having seen the Catalina's plight, had come to assist. Hal, coincidentally, was the fellow whom "Junie Too"

had originally contacted for anchoring suggestions the day before.

"I know a place that's protected from the storm," he offered. "It's in the Cedar Cove Marina. My nephew's got a boat there and he says there's a slip empty. I'll guide you in if you'd like." The captain was only too grateful to accept. While his friend Gene took the mate in the pickup to Cedar Cove, Hal got aboard "Junie Too" and in the dark, storm-tossed night, proceeded to guide the captain into the tiny, twisting, unlighted Cedar Cove Marina entrance, the only protected place deep enough to shelter the big boat.

Risking his own safety in the plunging waves, Hal directed the captain to motor between the pilings towards the entrance. At once point the captain missed one of Hal's signals and momentarily grounded. Hal took the wheel and got the boat off. Surging through the small marina entrance, mast swaying from side to side, nearly touching the buildings framing the entrance, they passed through unscathed. At the dock, Gene and Hal's nephew Mike, who owned a charter fishing boat several docks away, were already there to manhandle the big boat around 180 degrees until its bow faced the entrance and it was tied securely to the docks. A shaken captain and crew offered a brief thanks to the fishermen who were already leaving to look after their own boats. They then sought refuge at the nearby Cedar Cove Townhouses.

"Haven't seen them since," the captain said. "I still can't get over how they risked themselves to save us. And they still had their own boats to worry about. I'd like to write a letter to the newspaper and let the town and the men know how much we appreciate what they did." That's when I offered to write this story.

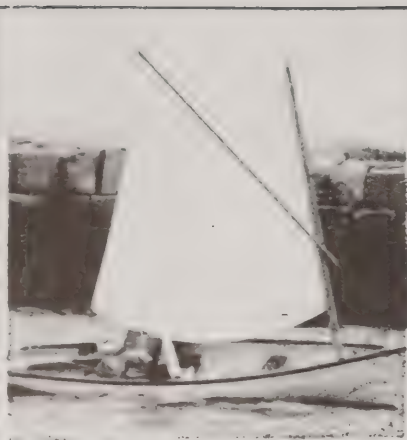
A few days later, "Junie Too" decided to leave. "On tomorrow morning's high tide," the captain assured me. Not wanting to disturb them in the evening, I left a note on their flagpole asking that they leave me their address. I'd send the article to them when it was finished. The next morning my kids found their note taped to our door, but surprisingly, the big boat was still there.

"Oversleep?" I asked.

"No, ran aground at the marina entrance," exclaimed the captain. "Got in here on a six foot storm surge, and we might need another to get out again! I had visions of 'Junie Too', all thirty feet of her, aimlessly sailing circles in the Cedar Cove Marina for the rest of her days. Or being sold cheaply, to some unsuspecting sailor who'd innocently waived a test sail."

It took a call to the weather service before a suitably high tide could be found that would float "Junie Too" over that shallow marina entrance. My wife saw them leave one evening and thought they might have bumped bottom a few times on the way out.

I've sent this story to them and they liked it enough to ask for it to be printed. But my last thoughts are of next year, on a small bayou somewhere in the middle of Louisiana, as a modest pontoon boat comes slowly puttering along with its shade canopy aloft, a small engine murmuring quietly and the name "Junie's Revenge" on the stern.



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An Open Letter to Paddlers Who Don't Switch

By Mississippi Bob Brown

Last winter when I wrote "Getting The Most from a Single Bladed Paddle" (February 1st) I failed to realize that many people don't change sides while paddling. All of the people who I paddle with do. They simply could not keep up if they didn't.

Here in Minnesota half the paddlers paddle "Sit and Switch" style. Ninety percent of the serious paddlers paddle that way. Yes I do occasionally run into a person who wants to stay on one side but usually if we are paddling in a group this person will adopt the "Sit and Switch" or he simply won't keep up.

I went to a free styling seminar once. Mike Galt was the teacher and I paid close attention. You do that when you sit at the feet of the guru. As I practiced doing it his way I came to realize that his system does work, it will propel a canoe but it is so very much work.

I'm the lazy type and something that make that much work out of my favorite game simply didn't fit. I have paddled 75 miles in a day in my solo canoe. 50 miles with full camping gear aboard is just a day's work. Paddling 100 yards on the same side is now unthinkable.

Making a change as fundamental as changing sides (every 5-10 strokes) is really hard for some people. It is hard to change 30 years of doing something one way. This change is well worth making especially if you and your spouse would like to continue paddling into your Golden Years.

Okay, lets start at the beginning. Get a short paddle, 50"-52" will work well for all but the highest sided boat. The upper grip should never be above eye level. You will find that this short paddle will be much easier to change sides with.

Practice changing sides. Hold the paddle on either side with the lower hand 4-6 inches above the blade while the other hand is on the upper grip. When you are ready to change (5-6 strokes) you lift the paddle with the lower hand and let go of the upper grip. As the paddle crosses in front of you grip the paddle with your free hand and let go with the old lower hand moving it to the top grip as the paddle is moving forward into the next stroke.

Sounds simple enough right? Don't let yourself get lulled into the habit of throwing the paddle from side to side, always keep one hand on it.

Decide on a key word that will be the command to change. In Minnesota and all over the racing world the word "HUT" does the job just fine. Any word works if it is one syllable and doesn't come up in everyday conversations. "HUT" works real well.

Now that you and your partner can both change sides smoothly the time has come to try this in the boat together. Wait for a nice day and warm water for your first try. I would also recommend a quiet pond as your classroom, you will get the hang of it faster if you are not fighting the elements.

You and your partner climb into the canoe (over the side) and get seated. You

may both have to push off the shore but as soon as the bow is clear and floating the bow person should change sides and do a few draw strokes to get the bow clear while the stern person poles the stern out.

Good, you now have your paddles on opposite sides. Try to keep it that way. Start out with the short power stroke that I described in the earlier issue but keep the pace slow, 20-30 strokes/min. You will find it easier to keep coordinated at this slow pace.

Yes the canoe is now going in a slow circle. I will predict that the boat is turning toward the side that the bow paddler is on. Now you must fight the urge to use your steering strokes that you have spent 30 years learning. Right now you give a command to change. Both change together and the turn will stop. Now after a few strokes the canoe starts to turn the other way (toward the bow person again).

At first this will seem ridiculous changing sides that often but I guarantee that you do it for a short time and you will begin to see just how much easier it is to move the boat.

It is normally the job of the stern person to call the "HUTS". It is also the job of the stern person to match the strokes of the bow man. Your paddles should enter and leave the water at the same time.

As you practice with a partner you will learn to match the stroke of the partner. Remember you are doing this exercise at 20-30 strokes/min so try to stay in time. Try also to learn to call your "HUTS" at the beginning of a stroke, this gives the bow man time to think "change on the next stroke". As you get better at it you may well find that the cadence quickens to 50 or 60 strokes.

Turning the canoe is quite simple, the boat always wants to turn toward the bow man. If you decide the turn isn't fast enough the bow man can draw or use other steering strokes. Read that again, the bow person can use the steering strokes. When you are moving through the water at a reasonable speed most of the steering is done from the bow (with commands from the stern).

Does the canoe go straight you may well ask and I must say in all honesty, no it doesn't. The variations from your course are small and with some practice they get smaller. You will learn, slowly like I did, to call "HUTS" as the boat is returning to course so that you don't overshoot. This means that you change more often but this is the way the system works.

The advantage of paddling "Sit and Switch" is that none of your energy is wasted getting the boat back on course. You can now use my shorter stroke and waste no energy making the boat porpoise.

Any time I paddle bow for someone who stays on a side for more than 10 strokes I start to get concerned, by 15 strokes I say something and after 20 strokes I quit. Then we talk about it. I have a bunch of muscles that need a break. Change sides often and your muscles get to rest more often, this means that they can work half the time all day.

It was early afternoon and the clouds had been gathering over Lake Powell ever since Steven and I started across it in our canoe. We were going to meet Mama and Daddy on the other side of the lake, but the way the clouds were looking it had better be soon. Steven and I were not all that experienced at being in a canoe when the waves got too high.

I could see that Daddy had finally gotten the sailboat in the water and they were coming after us, but they were still a long way off.

"Steven, I can see them coming."

"Yes, I can see them too."

"How long do you think it will take them to get over here?"

"I don't know, about an hour, I guess."

I could see that it would be raining by then and I was getting worried. If they didn't hurry we would get caught in the rain. One thing I didn't want was to be caught out in the middle of the lake when the waves started getting high.

"I think it's going to start raining soon," I said.

"I don't know, it might."

We were still paddling the canoe but I knew that Steven was as tired as I was.

"Maybe we should try to get to the shore before it starts raining," I said. "I don't want to be caught out here if it gets too bad."

"Look over there," Steven was pointing up the lake. I could see that it had already started to rain.

"Come on, let's try to get as close to shore as possible." I could see the rain was going to hit us soon. I looked back across the lake and could see that the sailboat was getting a little bit nearer but I wished it was closer.

Near Disaster

By Maria Thayer

(A high school English composition that has suddenly become valuable to the Thayer family after all these years.)

Steven and I were paddling toward shore but it didn't look like it was getting much closer. It still looked as far away as ever. "Hey, Steven, let's try to paddle faster."

"Okay, it's starting to rain anyway."

The wind had started to blow a lot stronger than before and we could see that the sailboat was making good time toward us at a good rate. The rain was still coming down but it wasn't coming down hard.

The sailboat had come closer and I could see Daddy at the tiller. He was pointing toward the right of where we were heading. "Steven, I think he wants us to head toward the right."

"I guess so."

"I couldn't hear what he said, could you?"

"No, the wind was too strong." Daddy had started yelling directions but neither one of us could understand him.

The sailboat was getting nearer now and soon we could make out what he was saying. "When we get nearer throw the rope on the front of the canoe to me so we can tie you on behind."

I could see what he wanted to do, he was going to tie us onto the back of the sailboat. The canoe would be towed behind with us in it. The sailboat was coming

nearer and I could see Mama was standing by the cabin.

"Okay, throw the rope."

Steven stood up and tossed the rope to Daddy. Just then the rain started coming down harder and harder. Daddy caught the rope and tied it onto the back of the sailboat.

Mama was yelling at Steven to come into the sailboat because he was in the front of the canoe. Daddy told him to stay put so he wouldn't rock the canoe. The waves were getting higher and higher and the sky was getting darker by the minute. We were all soaked to the skin from the rain by this time.

Just then the canoe gave a lunge and the front went under, filling the canoe half full of water. "Hold onto the sides and don't let go," Daddy yelled above the wind.

"Get them onboard," I heard Mama yell.

Daddy pulled on the rope bringing us closer to the sailboat. Steven leaned forward to grab his hand and then jump into the sailboat. Every few seconds the canoe would go under again and by the time they got Steven onboard the canoe was under and all you could see was the top edges and me sitting in the middle. I was sitting there holding my paddle and not knowing what to do.

"Do you want the paddle?" I yelled with my teeth chattering as much from cold as from fright.

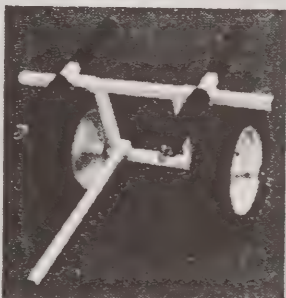
Daddy pulled on the rope and reached for the paddle, dragging it onboard. Next he reached out and caught my hand and between us I managed to get onboard without falling in.

Afterwards I never could remember how we managed to get through that day without someone being drowned.

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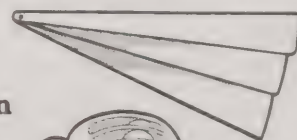
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This little kewpie was done for the drool cup, flute and cuspidor. I think she'll water the mouths of all oldtimers who love tuggish lines, for she is a fantail. Her power plant, too, will be a hark-back to all who have known and who love the gentle reliability of steam.

As she is shown in the drawings she is buildable and runnable. The boat is all engineered out, and anyone capable of building the engine can draw the parts up from dimensions, making his own assembly drawing, then detailing the parts.

I did the model of her about ten years ago (1933, Ed.). No editor then would listen to publication, possibly because I had no drawings at the time. Following Pearl Harbor, with M-day freeze-ups on advertised engines, fireside dreaming became the main unrationable dish on most editors' pages. Hence, when I popped into the "Rudder" office after a two year absence afield on Navy designing, Editor Boris had the spot and the time was ripe to publish the drawings of "Feeble".

But there is more to her background: When I was a tot my family owned a little steamer up on Lake Superior at Isle Royale. "Atalanta" she was named. Thirty feet long, canopy, and all that sort of thing. I remember picnics at Rock Harbor Lodge when after breakfast some life-of-the-party, dressed in peg top pants, bulldog shoes, high celluloid collar and carpetbag cap, would propose an all day picnic. All day, because "Atalanta" would take half a day to steam up, run six miles down Rock Harbor and come back with her fulsome tow of twenty rowboats loaded with cackling big bustled schoolmarms. It may be the nostalgia of the odor of hot 600W oil emitting from the "Atalanta's" blowoff cocks that had a hand in shaping my desire to someday own a tabloid vesion of the little steamer.

So when I grew up, beg pardon, when I was twenty-one, I had a good half-hitch on a form of personal religion which has since become a fetish: I put away the thought of foolish things and went all out for this kind of monkey business, holding a firm belief in the serious importance of doing Rover Boy stuff just for the hell of it.

I ordered an engine designed for the boat from the eminent English model engineer Henry Greenly. The only specification I stipulated was one-half horsepower, double acting and reversible. The design finally arrived from across the Atlantic. The entire sheaf of drawings cost fifteen dollars, lock, stock and barrel. Henry must have been eating sparingly.

Next I had the engine built in my experiment station. Then from a firm in Chicago I bought a b'iler. The real goods, 21 fire tubes, gauge glass, safety valve and all. I remember uncrating this wonderful piece of the boilermaker's art one winter day in a Minneapolis alley. The whole forty dollars' worth was soon hooked up to the steam box in my shop and together we cooked the planks for "Scram", a little runabout then a-building.

Just like the man who started to build his house around a doorknob!

The hull for our "Feeble" here was in my mind's eye then. She was complete and integrated and, coming to life on paper now, she certainly has that essential pe-

"Feeble" ...a Little Fantail Steam Launch

By Weston Farmer

No Rationing Problem on Fuel. Run Her on Driftwood and You'll Get There and Get Back on Time if You Know When to Turn Around.

riod of mulling back of her. That gestating period is behind every thorough piece of art.

So much for flavor. Here's the technical dope: length overall 12 feet 3 inches, beam molded 48 inches, draft 16-1/2 inches, you gotta get these big boats down, brother . . . the draft, as my friend Ole Bergkvam would say, "will wary". She'll wary, within limits, to about 18 inches. The displacement, as I reckon it, will come to about 1,005 pounds, so she is no cream puff. Nor will she act like one. It'll take her some time to decide to get away from the dock once you shoot the steam to her, but when she's made up her mind there'll be no stopping her.

Not even with a quarter-inch cotton clothes rope, that is, unless you reverse in time. For this primidiscial function of every steam engine, Henry Greenly pulled a new one in his engine design. At least it was new to me, used to seeing Stephenson links or modified Walschaert valve linkage. Henry simply made a slip eccentric with a peg on it that catches a collar fixed to the crankshaft web. When she's properly timed for running forward she's properly timed for running forward. When you want back-up, you shut off the steam, flip the flywheel half a turn in reverse, and she is properly timed for running backwards. So you open up the steam valve and go that way.

The engine is simplicity itself in every other phase, too. Bored 1-3/4 inches, with a stroke of 2-1/2 inches, I have no fear but what she'll swing a 9 by 9 inch two bucket wheel about 600-800 revolutions. It all depends on the grade of fuel used and the pep in your firing arm.

The cylinder is of iron, as is the base, piston, cross head slide, D valve chamber and flywheel. The piston rod is 1/4 inch drill rod. I used two piston rings from a Johnson outboard.

The cross head is of red brass. So are the crank journal and main crank bearings, also the D valve itself. The pillars are of half-inch cold rolled bar stock turned and threaded on the foot and head ends. The con rod spec called for cast steel, and so cast steel she was. The crankshaft was

made by cutting the webs out, boring them to fit over c.r. steel rod, welding the thing up, cutting out the through piece, and turning off a hair to give us trueness.

The piping to and from the boiler will all be Crane brass, with Crane brass fittings. Yeah, yeah, I know, priorities. Only when I got the stuff together there were no priorities. Besides, dream your own pipe, brother, I can't help on that one. But I don't see why ordinary stuff couldn't be used. The b'iler is set to blow at forty pounds or mebbe sixty, so what will hold water pressure will hold that much steam. A simple Lunkenheimer Roscoe-type lubricator will take care of lubrication. You know, the thing is just a water trap in series with the steam line right near the steam chest; water condenses in the trap and floats the oil out into the workings.

The boiler itself is cradled On some husky chunks of birch, pine or other stuff—not oak, which will rot—and the whole thing will have to be liberally bolstered with concrete under the ash pit, albeit away from the hull so you won't cook your boat.

Lunkenheimer still makes a whistle that sounds about like a soused bo'sun piping down all hands. I think I'll rig one up just to scare the ducks out of the wilderness.

As to fuel, anthracite will be ideal. But if you want a real, smoky, stinky steamboat, burn a mixture of pea coal (for (B.T.U.'s) and cannel coal (for smudge). That will give you what is known in artistic circles as verisimilitude.

For my gang of boys, should "Feeble" come to life this summer as she now bids fair to, I'll supply the outdoors; and they can supply the driftwood on the beaches of Isle Royale. If they are still hauling pulpwood booms down out of the Nipigon across Point Porphyry way into the upper peninsula of Michigan, we'll have all the fuel necessary to make a China crossing.

Other details are self evident if you are sufficiently interested to build. Nearly everything important seems to have been covered, space is running out, so I'll close shortly with just a word of explanation as to her name. It's easy.

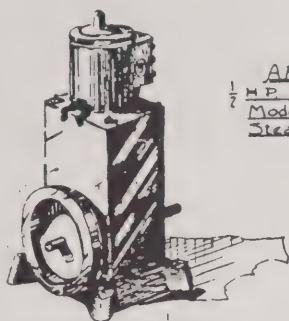
When I finished up the little thumb-nail perspective off to the starboard end of my drawing board, I glanced over to port and looked at the work there. It was a plan for the engine room of the Vosper PT boats, showing machinery installation stuff on which I had been working during the day. Alongside that maze of guts a Mergenthaler linotype looks like a hunk of old lead pipe. I glanced back at the peaceful little sketch of the steamer . . . she seemed ghosting like a dainty shallop in tranquil waters. I wondered what to name her. And with the thoughtful search for a name, I couldn't help musing on what price progress, to port on my drawing board, 100 octane gas, a forest of cylinders, temperature, pressure gauges by the galaxy; to starboard . . . well, if you could light a match and there was water in the lake, you'd go. I didn't then reflect that if you light a match around 100 octane, you'd go too. I just caught the spirit of the times she represents, the thought behind her, and with a fond sigh, lettered on her bow the name "Feeble".

TABLE OF OFFSETS

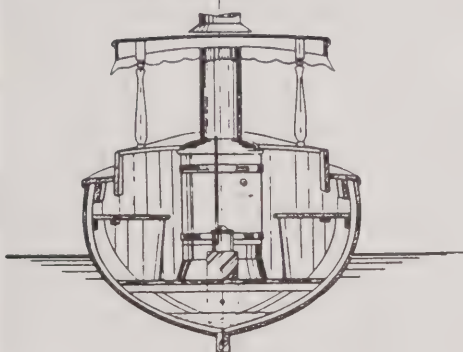
Feet, inches & eighths to plank face

HEIGHTS				HALF-BREADTHS			
1a	Sheer	Keel	Rabtl	Sta	Sheer	W12"	W6"
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2	206	044	064	2	154	156	185
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ATA:
 13placement 1005° L.O.A 12'3"; Beam 48"
 14oment to change trim: nothing flat.
 15peed: 4-5 maybe-knots

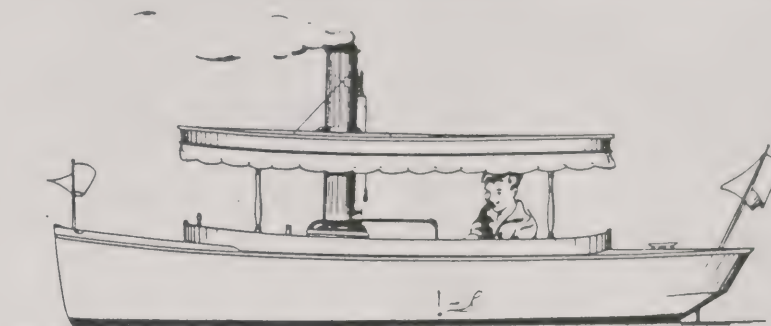


1/2 AHA!
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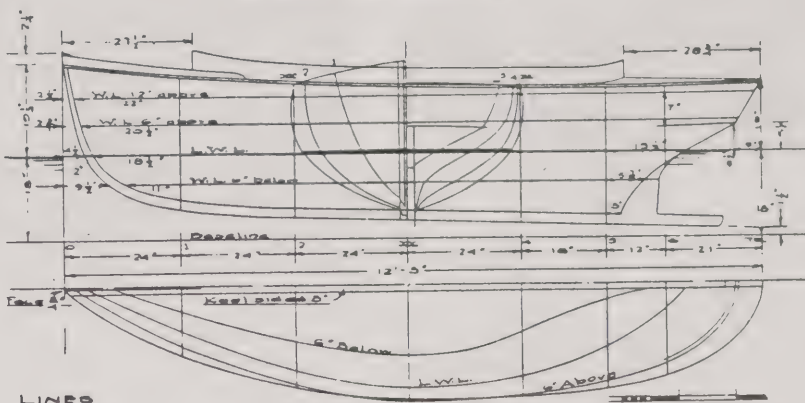


Scantling Plan

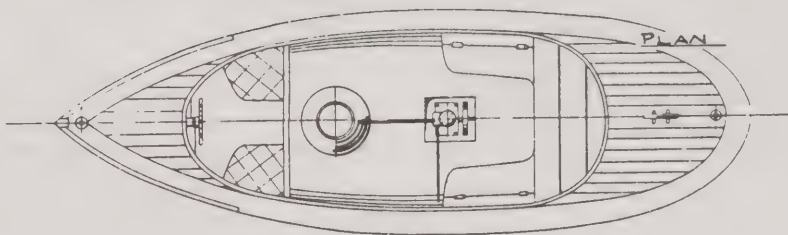
Frames: 2"x1"-wood 12'¢'s
 Planking: 3/8" w cedar
 Keel-fir, 3" sided
 Stem 3" natural crook



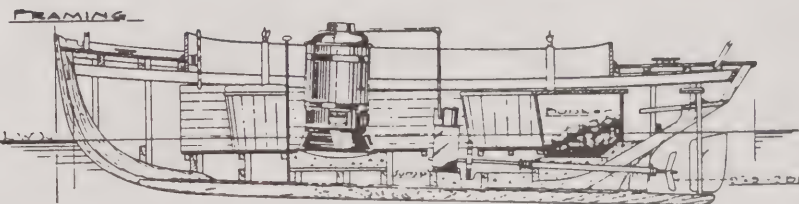
OUTBOARD PROFILE



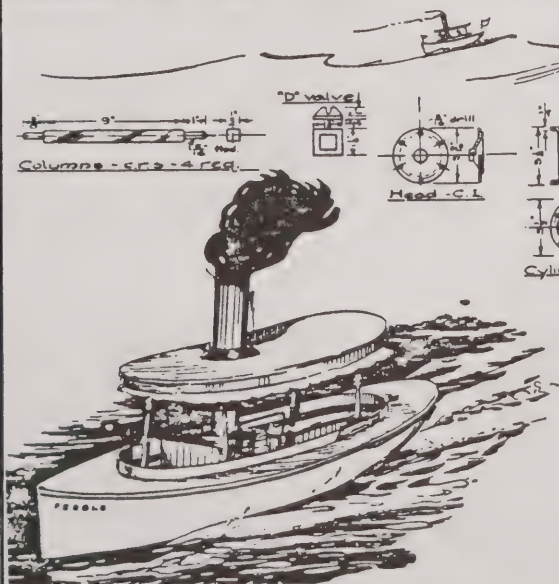
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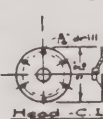
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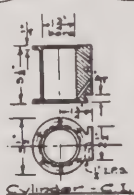
FRAMING



D Valve



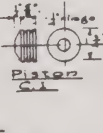
Head - C.I.



Cylinder - C.I.



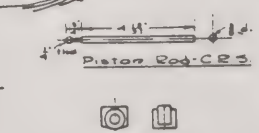
Con Rod - C.Steel



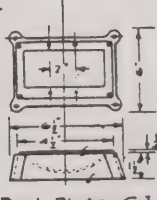
Piston - C.I.



Crosshead - C.Steel



Piston Rod - C.Steel



Bed Plate - C.I.

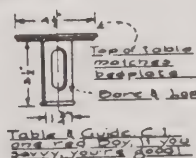
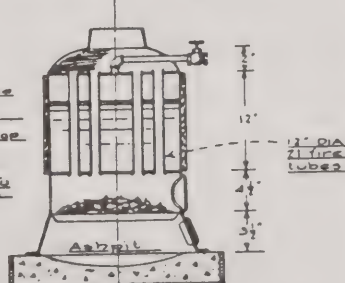


Table - C.Steel



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"JULIA MAY"...LONG MICRO #2

"Julia May" is Hull #2 of Bolger's Long Micro so far as I know. Hull #1 was started in 1988 in Washington and was launched a month or so earlier than mine. My construction took 22 months. You published earlier some of my progress reports. Now she's afloat as the photos show.

She is fast, as you might imagine, with such a huge sail area. The third time out, as a result of an inverted (it seemed to make sense when I installed it that way) cam cleat on the main sheet, it couldn't be released fast enough and I knocked her down. With the full main up and a fifteen knot breeze, I was virtually dead in the water as we peeked out around a point, so she couldn't head up on her own.

True to expectations she floated high on her side and even with the 221 square foot mainsail covered with about two feet of water, she righted herself. There are 550 pounds of lead in the full length keel. While the boat recovered fine, Linda sprained her ankle and we've begun a "confidence rebuilding" effort, if you catch my drift.

Handled more carefully, "Julia May" is not tender and tacks and jibes easily, even tacking from a beam reach to a beam reach in light to moderate air just fine. We plan to camp cruise her in Minnesota's and Wisconsin's many large lakes and hope to take her to the Everglades and the North Carolina coast next winter (I hope, I hope, I hope...).

The mainmast, an eight-sided curved laminated Douglas fir spar weighing about

85 pounds and tapering from 4.5" to 1.5" is on a tabernacle at the bow and the whole rig takes about an hour (not including answering all the questions from bystanders about her rig, construction and performance) to launch, rig and sail away. The mast is swung up and latched into place with ease after launching. Nothing has broken yet though she's been out in 20-30 knots double reefed. Ooooooh boy, she flies! I'm thinking about a third set of reef points.

I added a topping lift on the main, fixed six feet from the top and cleated near the end of the main sprit. Also, when reefing, I reef to a new tack at the top of the tabernacle instead of at the deck when the full sail is up. This keeps the aft end on the mainsprit from taking your head off and offers improved visibility as well. Of course, the center of effort is a bit higher, but not enough to offset the advantages mentioned.

In the on-the-water photo in the distance is the "Dulcinea", an original Micro launched at the same time as "Julia May". Her builder is Rich Studnek of St. Paul. We got to know and help each other after we had separately started our projects.

"Julia May's" specs are as follows:

LOD 19.5'. Beam 6.0". Draft 21" @ 2400#. Hull Weight 1900#. Sail Area - 264 sq. ft. Mast Heights - 30' & 17" Above Water. Custom SS Hardware by Fred Armbruster. Designer Phil Bolger. Builders Dennis & Linda Bradley, 3411 Milton St. N., Shoreview, MN 55126, (612) 481-0993.





"GEORGE"...A 16' ATKIN SKIFF

John Atkin asked me to build him a rowboat last winter. The design of "George" was a slightly modified version of "Ration", designed by William Atkin in 1943 during the war years when building materials were hard to find.

Dimensions of the boat are as follows: LOA 16'0". LWL 14'0". Beam 4'0". Draft 4-3/4".

The construction consists of white cedar lapstrake topsides, bottom planks run fore and aft on seam battens, hull frame of white oak. The hull is painted except for varnished mahogany rub rails. Fasteners are bronze and copper and the boat weighs 225 pounds.

John launches the boat off the beach using a two-wheel rubber tired dolly and has no problem rolling her through the sand. I always supply a bronze drainplug which makes the task of keeping the interior clean much easier.

To quote the designer: "For rowing in rough water it is best to have a little weight in the hull. A very light pulling

boat bobbles around too much and is likely to lose way between strokes. A short rowing boat has a tendency to lift in the bows each stroke and then fall back between strokes, all of which wastes energy and reduces speed."

Atkin further states that the lines show a hull having a very generous flare in the topsides, an easy sweep to the bottom, with the bottom of the stem well below the water line, and a good sheer.

This is an excellent description of a good flat bottom skiff. The narrow lines at the chine and flare at the sheer keeps pounding to a minimum. The stem well below the waterline is an interesting point to consider as it is seen in many of the hundreds of Atkin designs from over the years.

John Atkin has recently redrawn many of the old designs to be built in plywood, and a list is available from him at Atkin Boat Plans, Pat & John Atkin, Box 3005, Noroton, CT 06820.

R.K. Wilmes, Boatbuilder, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051.]

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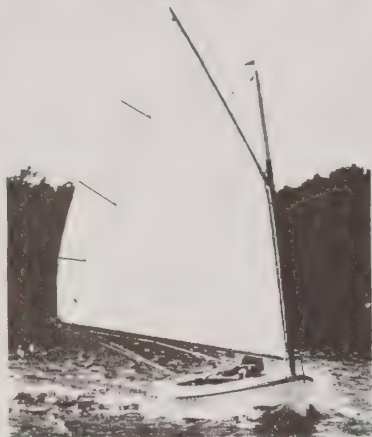
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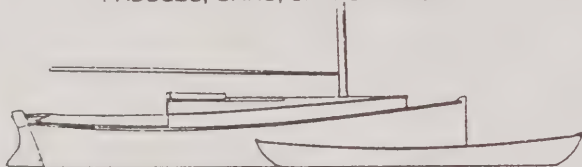
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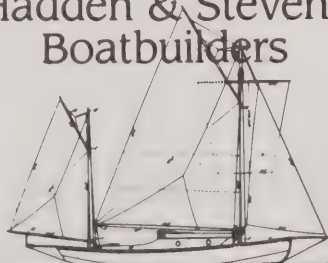
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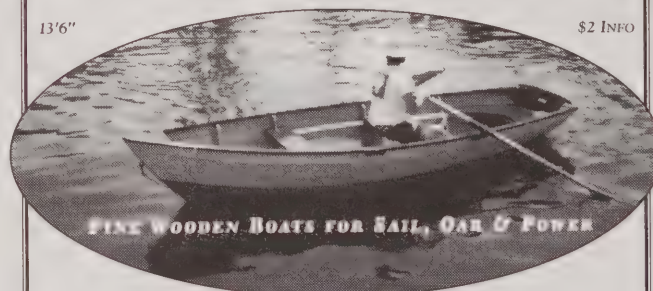


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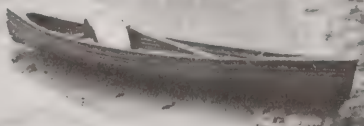
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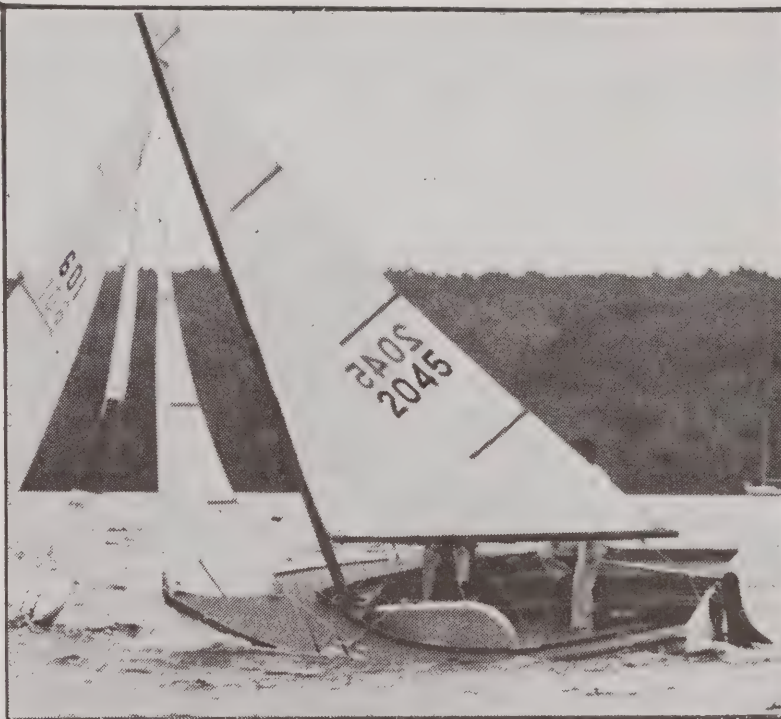
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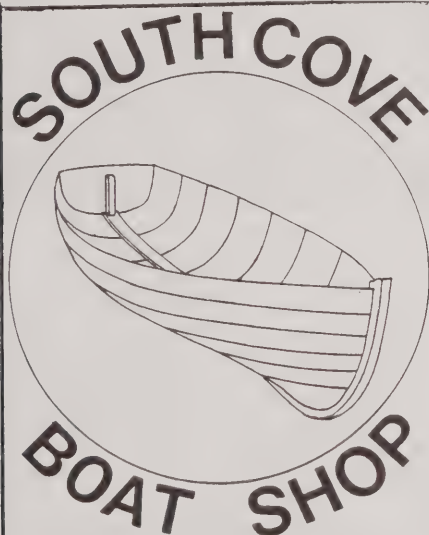
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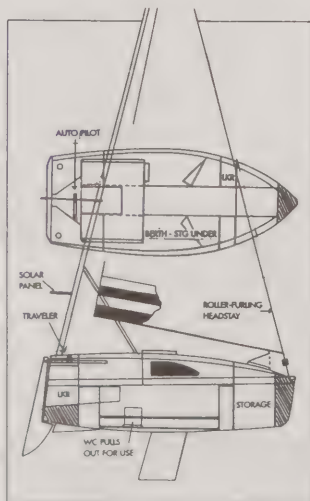
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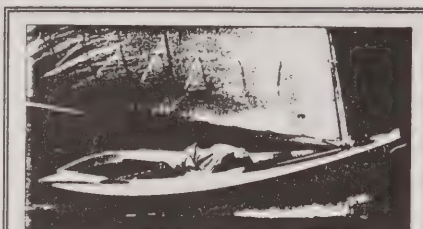


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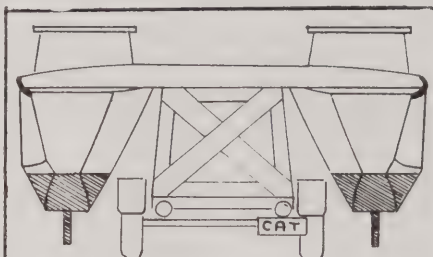
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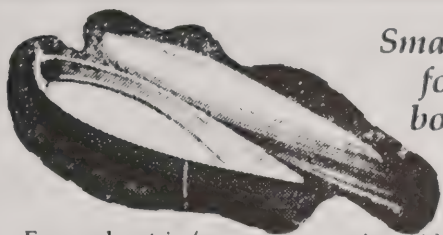
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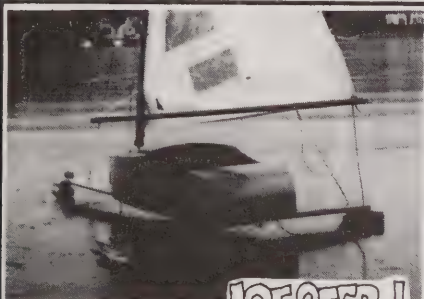
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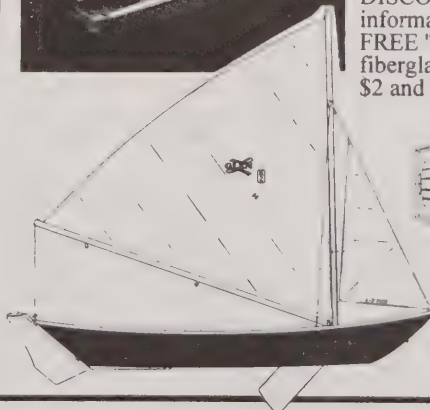
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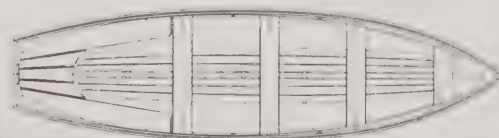
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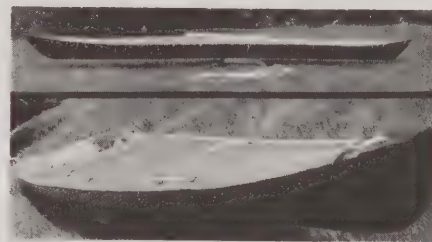
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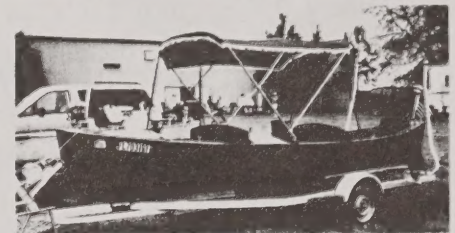
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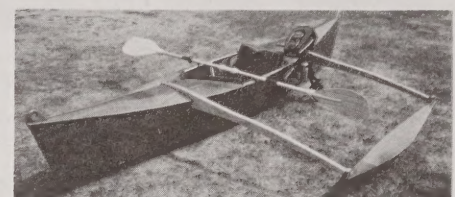
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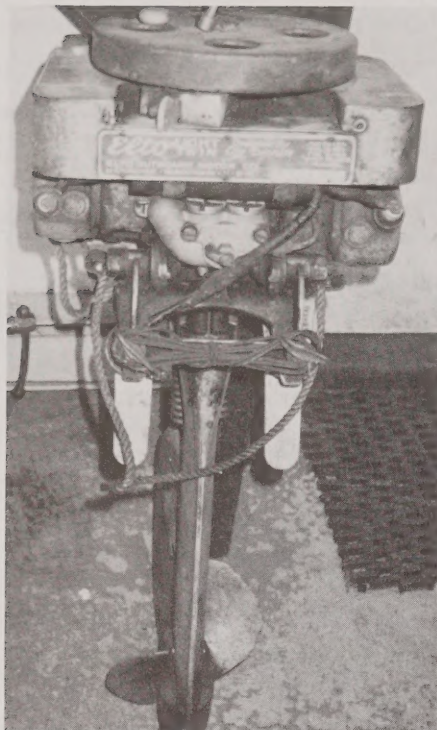
1993 AVON SPORTBOAT, brand new 2.85 roll-up, \$1,900. 1993 Nissan 5hp OB, brand new short shaft, \$700.
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17' MUD HEN, 1985 Florida Bay Sharpie, FG, blue hull, tanbark sails. W/trlr, \$3,250.
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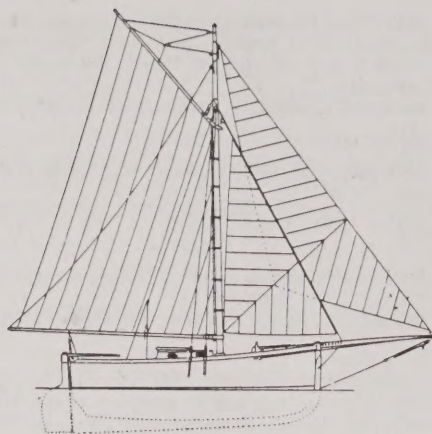
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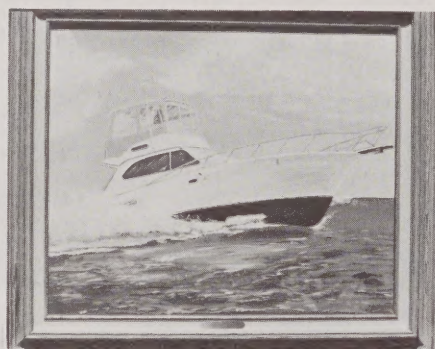
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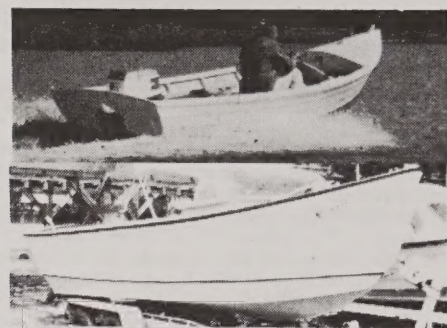
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