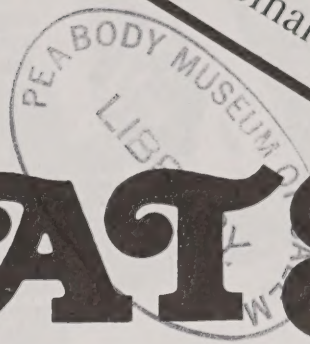




messing about in BOATS

Special Feature This Issue
Mid-Atlantic Small Craft Festival



Volume 11 - Number 13

November 15, 1993





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Our Next Issue...

Will feature the 1993 Oarmaster Trials, which were quite successful and informative. And then we'll follow up with everything we had to leave out of this issue when the Chesapeake coverage overwhelmed it. We'll have Sue Audette's and Hugh Horton's two views of the Wooden Canoe Assembly at Paul Smiths, NY; Marty Cooperman's tale of "A Week With the Dovekies"; Burt Van Dusen's "Ferries to the Flea Market"; and David Bolduc's "Last Sail Before Winter". Bob Wolfert tells us about his "Silly Little Boats", Phil Bolger brings us a design for a 20' Hardbottom Inflatable, and we review an exotic twin-hulled sliding seat recreational shell, the "Skimmer". "What You're Building" returns, along with an article on "Building 21 Cent Cheek Blocks" by David Goodchild.

On the Cover...

Charles Hewins' photo of the Chesapeake skipjack "Rebecca T. Ruark", built in 1888 and rebuilt in the late 1980's, was taken from the deck of the skipjack "Nellie L. Bird", built in 1911. Charles spent a day on a skipjack oyster-ing in 1987 and brings us a "slice of life" report on the experience in this issue.

Commentary...

This issue is a bit different in arrangement from our normal, we kept on laying out the pages covering the Mid-Atlantic Small Craft Festival at St. Michaels, Maryland, and then went on with Charles Hewins' photo essay about a day on Chesapeake Bay aboard a working skipjack as it seemed appropriate that these complimentary articles should join one another in the same issue. Well, this just about used up the whole available space, so most of the articles we promised we'd have got bumped. They'll make up most of the December 1st issue, instead.

As you will learn when reading our report on the St. Michaels event, we had a great time, met many nice people who share a love for interesting small boats and enjoyed looking over the 100 unique boats they brought to the event. The Chesapeake Bay Maritime Museum policy on what is acceptable restricts only propulsion systems, no motors are accepted. Small craft is the theme, whatever they may be made of, and to whatever design.

I personally like this open minded view of small boats, not just because I own some contemporary fiberglass kayaks, and even a sailboat made of L. Francis Herreshoff's "frozen snot". I much prefer to work on wooden boats, but the fiberglass boats I have acquired are designs that work well, and are not the maligned "clorox bottles" of the traditionalists. There are plenty of the latter out there and I find them devoid of interest, but not all have this failing.

"Messing About in Boats" has tended to focus mostly on wooden boats, not from some dogmatic viewpoint, but because wood is the building medium of the majority of us who presume to be able to build or rebuild a small boat. When I first became drawn into small boats I was under the thrall of the traditional viewpoint, joining the Traditional Small Craft Association, attending traditional small craft events and yearning to build myself a Swampscott dory, emblematic locally of what this infatuation all meant to me. My first boats were wooden and I did much work on them. I built a lapstrake skiff to learn that technique. I rebuilt a 24' keel boat and restored several canvas covered canoe hulled rowing craft. All good experience and still it attracts me.

As this magazine grew and I undertook others to ensure enough cash flow to keep the dream going, time to indulge myself in the shop evaporated. I didn't like to hurry my work on wooden boats, the charm comes from taking all the time it needs to do it right. This is an amateur speaking. My acquisition of fiberglass sea kayaks, after early forays into wood hulled canvas decked ones, enabled me to go paddling when opportunity presented itself about as simply as getting into the car to drive somewhere. And my plans for restoring a nice Townie I acquired (the last of several that have passed through the field down behind the barn) have been tabled by the ongoing demands of my work with this (and the others) magazine.

Buying the Cape Dory Typhoon a year ago, a fiberglass (gasp) sailboat, was in part impelled by the thought that it would be possible to get into the water much quicker than the wooden Townie. But even this failed to be realized, I got it home last spring mostly because I HAD to get it out of the yard where Tom McGrath had parked it for the winter. I still walk by it here and long to just get to work on it and get it afloat.

So then I go down to the Chesapeake and fall in love all over again with the charms of small wooden boats, it was like being at the dessert buffet at a fancy restaurant. But, reality must be served. No matter that I get up at 5am, get to work by 6am, and keep on going until about 8pm, seven days a week. This isn't drudgery, I love it all, but sunset arrives even in midsummer long before I've gotten to the point where I can head for the shop and a nice ongoing wooden boat project, or getting the Typhoon ready for 1994. Something has to be done.

I am in the small BOAT MAGAZINE BUILDING business, and it is just as time consuming as the small BOAT BUILDING business is. I have just about stretched my workday to its effective limits, getting in about 14 hours a day, 98 a week on average. In short, I gain a over a week each week on the normal workweek. And further stretching into the evening has failed as I fall asleep.

With a new year approaching and the traditional "fresh start" threshold of January 1st not far off, I'll make another attempt at weeding out non-essential (to my dreams, not necessarily to my life) activities. I already have put off the growing array of tasks the old place demands be done and things grow increasingly tattered here, buildings, yard, motor vehicles. I'll make many of them wait longer still.

I really ought to conclude my commitments to produce two other magazines I undertook to do for national clubs because I was asked to, and was interested in them, and because they added some modest income that would help keep everything afloat financially here. "Messing About in Boats" is close now, after a decade, to earning enough income for me to actually support our modest lifestyle. But one cannot just walk away from established commitments.

Of course my selfish objective is to exchange useful time I spend doing things for others, or just for money, for time to spend indulging my desires to play at what I enjoy, in the shop or on the water. A pretty commonplace desire for most of us I'd guess. Since I don't have to get anyone's okay for this sort of move, but just gamble that I'll be able to continue to pay the bills (something I've really been doing since 1959) you might think this would be no problem for me. If I really were seriously selfish, it wouldn't be. But I still am afflicted with some vestiges of obligatory feelings towards others whom I have undertaken to assist. This is the hard part, bidding them adieu.

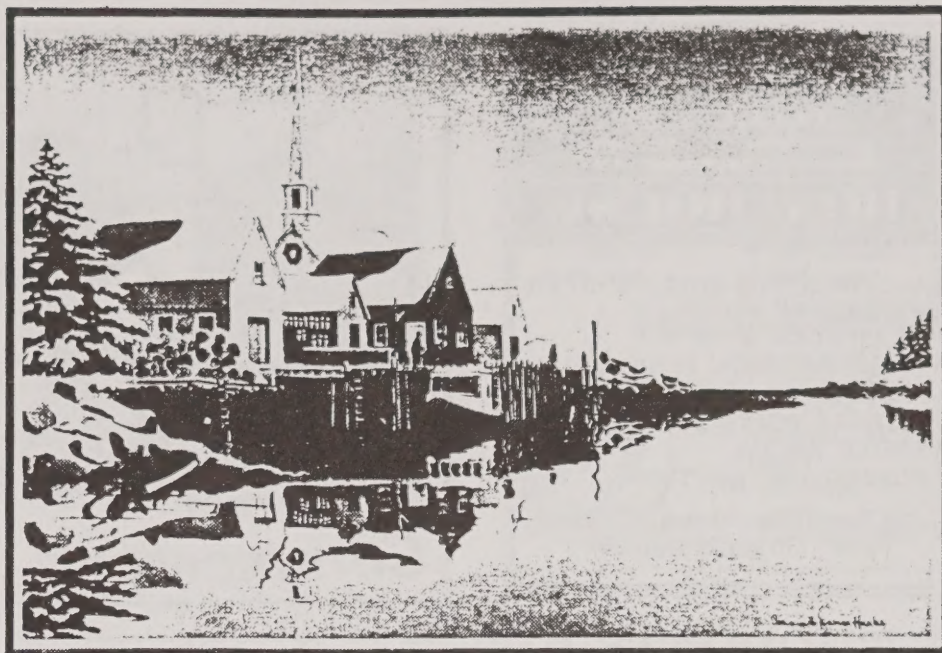
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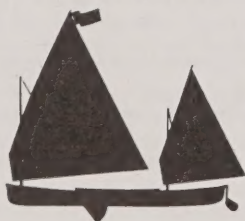
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Your Commentary

FINDER OF LOST LOVES

Lo and behold, in the July 15th issue there she was! "Patina". The 16' sharpie ketch that I built and launched in 1980. She has been thoroughly enjoyed by her current owner all these years. Wow! I sometimes think that boats, like people, have their own lives. We the boatbuilders merely give shape and form. "Patina". The boat I gave birth to with sweat and tears is alive and well after all these years.

I don't know if you realize what a gift your magazine is to all of us independent boatbuilders. Maybe your title should be, "Finder of Lost Loves" instead of publisher.

Stephen Nestel, Manhattan Beach, CA

INTO THE BREACH

Great piece on the cardboard boat race here in Salem Willows in the October 1st issue. That's me with my advanced design rigid honeycombed interior Juniper Cove "Swiftbox" in the upper left hand photo on page 6. We finished a strong second overall to Buddy Hobbs' dory and would have given him a run for his ice cream had I been on time for the start AND had my swim fins. My 15 year old designer/pilot deserted his post at a critical moment and was chatting up some local honey when the gun sounded. It was "step into the breach" for me or hours of work would have gone for nought.

John Hutchinson, Salem, MA.

ABOUT MORE THAN JUST BOATS

Responding to Stan Lothrop's letter in the September 1st issue about "Messing About in Boats" not being about boats at all, it is obvious to me that it's about more than just boats, it's about the people who participate in all aspects of designing, building, restoring, as well as writing. And even cardboard is okay.

Lauan and Elmers are good enough for those of us with limited time and money who want to sail, paddle or row without going to the bank to borrow for a desirable craft with better than good construction that comes with a payment booklet.

Tony McGarry, Seattle, WA.

PATCHING SKIN BOATS (CONT.)

I have discovered a product that seems to do a very good job of patching the skin of a folding kayak, even for major repairs. It is called "Ultra-Set", and is made by the Hydroment Co. It is used as a waterproof underlayment in which to set ceramic tiles and is about the consistency of thick honey. It is painted onto a surface where it then turns into a continuous waterproof membrane.

It is horrible stuff to use and not inexpensive but it really gets the job done. I repaired an ancient Folbot with it about five years ago and all is still in good shape. The repaired areas are still flexible and tough and have not shown any signs of peeling. It seems to stick to anything and I also use it to reinforce worn areas.

On a related subject, I am currently looking for plans for a small, light, folding kayak that I can use on some of the local lakes. I can pack up to 30 pounds on the one-wheel trailer I built to tow with my mountain bike. I am also looking for basket case folding kayaks of any make or size to repair for an adventure I hope to go on next summer. I am skilled in working both wood and metal so even if they appear terminal I can probably fix them. I can't afford much, but anyone with such a kayak in the attic they want to get rid of should contact me.

Smiley Shields, 2140 Shore Dr., Anchorage, AK 99515, (907) 344-6220.

WASTING A WEEKEND ROWING

Recreational rowing is my prime interest in messing about in boats, along with building my own boats in which to row. Our club, the Marietta Rowing & Cycling Club of Marietta, Ohio, has tried for the past ten years to spread the word about rowing just for fun with some success.

Each fall we put on a non-event, the Jerome K. Jerome Memorial Row which honors the author of "Three Men in a Boat". We waste an entire weekend rowing on the Muskingum River, camping out and sampling local pubs enroute.

The Muskingum boasts the U.S.'s last surviving hand-operated lock and dam system, 112 miles, 10 dams and locks, and forms a lovely valley in southeastern Ohio. In 1989, on the 100th anniversary of publication of "Three Men in a Boat" we had 40 boaters in 25 different boats from 6 states.

We support local high school and Marietta College rowing programs for slidings seat boats as well. In the summer of 1992 we built the "Marietta Yawl", a Joseph Dobler design, in hopes of spurring interest among students in our local riverside high schools in boatbuilding and in rowing the products of their efforts. So far we have no local interest but have had eight inquiries from Maine to Arkansas.

But it takes time. I was in my 40's before I built my first boat to row in 1970. We are gaining converts but so often on our pre-breakfast rows we look on the lovely vacant river and wonder why we are alone.

Jim Stephens, 425 Mulberry St., Marietta, OH 45750.



GENERATIONS UNDER SAIL

Here's a photo of three generations sailing in my 16' old Town Wahoo canoe meeting up with a new generation of sailing craft, a windsurfer that often crosses courses with me on Damariscotta Lake.

The three generations in my canoe are, from left, myself (grandfather), my grandson Aren Givens and my son-in-law Steve Givens.

STARTING UP A ROWING MAGAZINE

The discussion from time to time about the need for a magazine for recreational rowing has stimulated my ambition. I am enthused about this topic and have necessary background in printing. I would propose to publish initially six times a year a 24 page magazine increasing in size as advertiser and subscriber support warrants, starting around March/April, 1994, at a \$12 subscription rate.

I do have necessary startup capital but would not attempt to get involved in such a venture without advance commitment from subscribers and advertisers, a minimum of 500 subscribers and a number of advertisers. I do not intend this to be a living but don't expect to go into hock to do it. If the need apparently being expressed is indeed there I see no reason not to expect this.

My decision would be based on getting necessary subscriber and advertiser commitments no later than January 15, 1994. I am interested in reader response to this proposal.

Jack Sarhage, 1530 Franklin Ave., Collinsville, IL 62234, (618) 344-7223.

DOES ANYONE KNOW ABOUT VICTORIA?

Does anyone have any information on the "Victoria 18" sailboat?

Frank Butz, 106 W. Shiawassee Ave., Fenton, MI 48430, (313) 629-0141.

ELECTRIC CANOE REPLICA

I am planning to build a replica of the electric canoe pictured from an article in "Classic Boat", December 1991. I need plans if they are available. I hope someone in England may be able to supply plans but do not know where to go. Can anyone offer suggestions?

Vagn Worm, "Toad Hall", 9 Mill Rock Rd. W., Old Saybrook, CT 06475.

The canoe originally had a 75 sq. ft. lateen rig and two daggerboards, but I've completely ACA'd it with the ACA 45 sq. ft. rig and ACA spec kick-up leeboard. I still use the Old Town rudder and tiller slightly improved, and added a center console for the improved sheeting arrangement.

Art Davison, Newcastle, ME.

EVANGELICAL SKIFF OR DORY

The Star of the Sea Mission Boat Ministry is a small Franciscan based mission ministry located in St. Augustine whose mission is to evangelize in the Caribbean basin delivering supplies to missions located in various Caribbean countries. We were blessed with the gift of a 57' Chesapeake Bay "buy boat" built in Deltaville, Virginia, in 1920. The boat is as sound as a dollar (I'm not sure if this is a good analogy) and we are now looking for a suitable skiff or dory to be used in conjunction with this vessel.

Should any reader be able to assist us in this we will be grateful.

Br. John Schroeder BSCD, Star of the Sea Mission, P.O. Box 2065, St. Augustine, FL 32085, (904) 829-8186.

OGUNQUIT INQUIRY RESPONSE

Thank you for publishing my request for information on the Ogunquit dory in the October 15th issue. One reader has contacted me, his father built dories in the Ogunquit area. The major fire that swept the area in the 1940's might have destroyed them and so none would be around today. However he is talking to relatives there and looking through some old collections of family stuff for anything helpful.

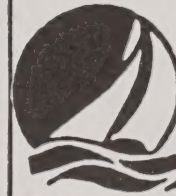
Paul Kimball, Kensington, NH.

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MAXIMUM STRENGTH JOINTS?

When I went to school we learned that the maximum strength of a brazed joint was with a fitup clearance of .015". I wonder what it is with epoxy? Perhaps someone might know about Franklin's new waterproof glue also as to what joint clearance is strongest.

JAMES HODGES, 1304 Radford Rd., Green Acres, Wilmington, DE 19803.

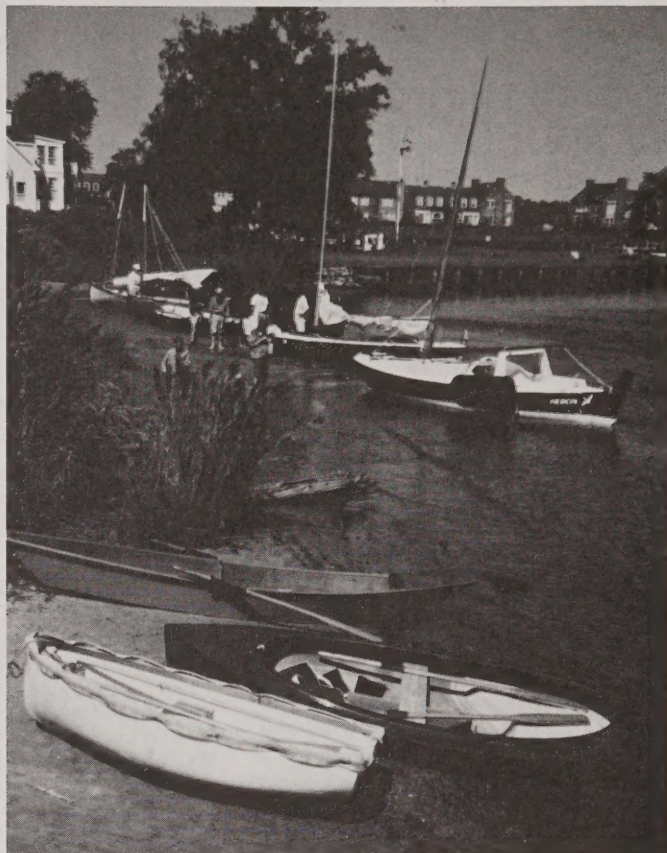
PELICAN BEACH

Now it's official! The Washington State Board on Geographic Names has approved place names for five geographical features on rugged Cypress Island. Of special interest to me is Pelican Beach, "This beach is named for the Pelican class of sailboats whose owners hold an annual rendezvous there. It is a popular boat-in campground on Cypress' northeastern shore."

Muriel Short, San Francisco Pelican Boats, 203 Hawthorne Ave., Larkspur, CA 94939.



11th Annual Mid-Atlantic Small Craft Festival



On the dock and on the beach, small craft of all sorts, no elitism here, just great small boats.



Learning from the pros about trotlining for crabs.

By Bob Hicks

The first weekend in October was the date for the 11th Annual Mid-Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels on the Maryland eastern shore, and a number of our friends had been urging us to come on down again. Last time we hit the road that far south was in 1987, 6 years ago. We'd had a good time, but, oh, that 10 hour drone over the road with its detour around the New York City/New Jersey urban jam! Well, we finally decided it was indeed time again and with a decent weather prospect, took the plunge. It was well worth it, this is a very nice affair for anyone who enjoys small boats.

The Museum makes everyone very welcome, we get to stay overnight on the grounds if we wish, there's a lot of good folks with good boats, and a varied program of activities that includes judging of boats and races for paddle, oar and sailing craft, plus the usual try 'em out sessions that go on all weekend. And there's a lot of activity for the youngsters. This latter planning has made this event a very strong family affair.

The program is developed by a "Steering Committee" made up of involved small boat people. They work with the Museum Director John Ford, to make the event so attractive. The Museum provides the site and overall administrative and logistical management, while the Steering Committee members develop and oversee the activities. This year the Steering Committee included John England as

chairman; Winslow Womack as Museum Liaison; Dick Hutchins as Judging Chairman; Mary Slaughter and Marc Barto for the Workshop Committee; Harry Holcomb and Dave Cannell as the Racing Committee. All volunteers, most of whom do not live in town, and their work results in the program you see elsewhere on these pages. All the events happen as planned, when planned, with no feeling of strain or regimentation. The site is so attractive, and all the boats just so appealing, it's a "total immersion" experience for two days, here is where it's at and where we'll stay.

Despite the inclusion of judging and racing, there is a delightful lack of hard nose competitiveness. The boats entered for judging undergo a fairly serious scrutiny for meeting a quite elaborate set of criteria, but there's no nit picking or quibbling about the choices of the judges. And the racing has the same laid back quality, always a few serious racers get out in front and give one another a run for it, especially in the sailing, but the majority of each event is made up of those racing "for the fun of it".

My pictures will tell the story best, along with a couple of sidebars that bring you results of racing and judging, the complete "Categories and Criteria" for the latter, and the list of the folks who will make up the 1994 Steering Committee, complete with addresses because they welcome your input for MASCF XII for October, 1994. We might even go again now that we've been reminded of what a great weekend it is.

Some Demonstrations...



The folks from Buffalo State College who brought us the "Buffalo Taxi" at last year's Wooden Boat Show were building their "Six Hour Canoe" designed in 1977 by Mike O'Brien. Local designer Jay Benford chats with a bystander by the finished product.



"Here come de judge!", some boats you gotta love...



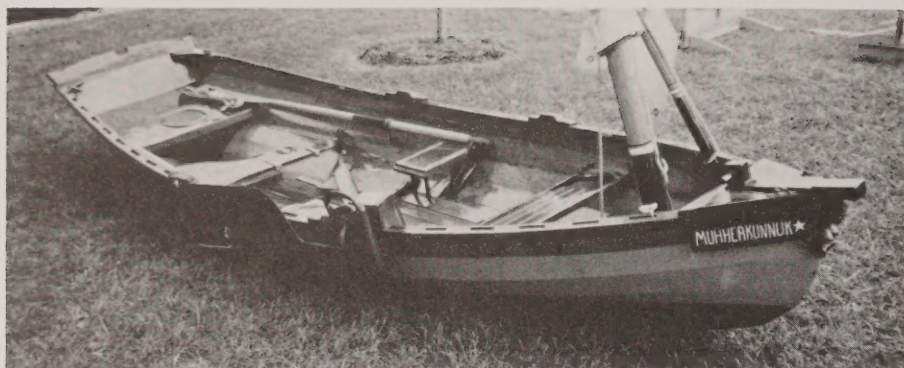
Mary Slaughter's 12' Platt Monfort Geodesic Whitehall, "Hot Chile".



A pair of West Greenland style sea kayaks based on a build-it-yourself article in "Sea Kayaker" magazine. At left is Robert Sweeney's lashed wooden frame covered with sewn nylon skin. At right is Harry Mote's wood frame plywood skinned version.



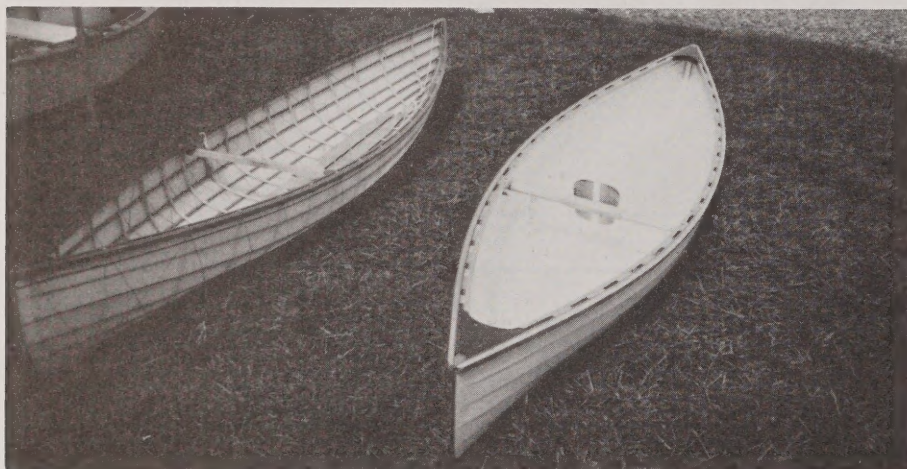
Edward Fiedler's 10' Acorn sailing skiff was a real beauty.



John Tichenor's marvelously funky "Muhheakunnuk" sailing skiff built from a Pygmy kit has what John termed a "well built figurehead". And LOTS of epoxy.



Bob Grove's sea kayak built from Chesapeake Light Craft plans was superbly finished.

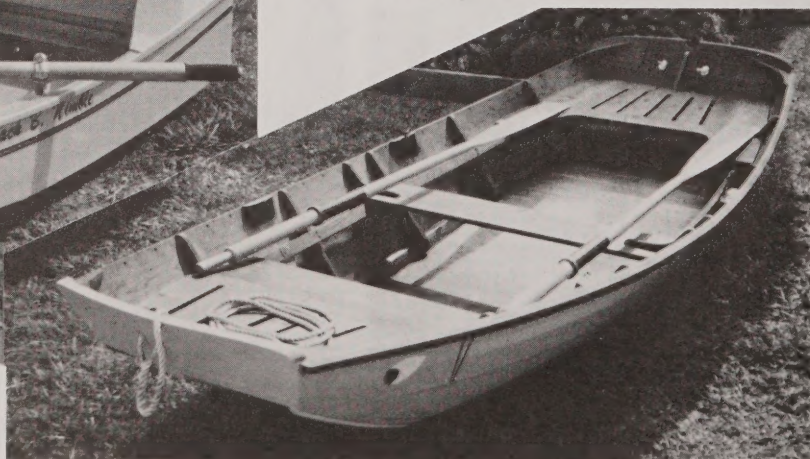


Sherri Blase's "Peppermint Patty" at left is an 11'6" Plat Monfort designed geodesic Snowshoe 12. Lee Rush's 11'8" glued lap canoe at right is a Tom Hill design, as yet unnamed.



Steve Kyzysko's 7' Bolger dinghy "Jack Be Nimble" was finished in bright yellow acrylic automobile enamel.

Chris and Shannon Gordon's "Admiral Foo" is a Pete Culler 11' sampan.



Some under sail...



Raising the rigs at dockside.



Winslow Womack's 20 sharpie is right out of Chapelle's "Boatbuilding".

Jay Hawley brought another Pelican, his "Old Time Song".

Peter Balczunas enjoying his San Francisco Bay Pelican "Katie Maru"



The smallest sailboat? Nina Becker's 7' Leif, a Fred Shell kit, was built for her by her dad Paul, and they gamely sallied forth in the sailing race together despite the lively breeze.

And the winners are...



Tim Meakin's Great Candian canoe sported this unusual polynesian "crab claw" sail rig.



Tom and Barbara Hain's "Katrina" a 14' sailing dinghy designed and built by Tony Diaz of Marine Design & Construction, was winner of the "Builders' Choice" award.

Marilyn Vogels' ACA racing canoe was an unusual outfit in the sailing race. Marilyn publishes a newsletter, "The Canoe Sailor" in an ongoing effort to promote the sport she's spent a lifetime in. She placed 3rd in the "Over 17" category.



Tony Diaz of Marine Design & Construction skippered his own designed and built 14' Little Cat sailing dinghy "Harry" to a hard fought tactical win just edging fast closing Winslow Womack's 20' Chapelle sharpie "Scoot", with Marc Barto's 17' Whitehall "Aubrey J." rounding out the top three. Marc builds boats as O'Connell's Boatshop.

Under oars...



John Duncan certainly had a winning boat in his own designed and built 17' Muskoka Lakes skiff double ender. He won the "Men's Single" event, teamed up with Andy Teeling to take the "Multi's" and then loaned it to Caroline Teeling who won the "Women's Single" event.



Builder Rob Barker of South Cove Boatshop and his family coming in after racing in his 15' John Gardner dory skiff.



The four oared gig built by Joe Youcha's group at the Alexandria Seaport Museum gets underway in the "Multi's" race, finishing second.

Double paddles flashing...



Chuck Sutherland digging for home winning the "Men's Kayak" event.



Brian Agricola's nice 20' cruising double kayak is a Chesapeake Light Craft design.

Builder Bill Clements decked over his 12' double paddle canoe "Lady Slipper", based on a Pete Culler design, and finds it has been more popular than the open deck version.

With the wind picking up, Jim Carr furled the sails of his Tony Diaz designed and built Sparhawk sailing canoe and took up the double paddles with friend Tom Haines.





The youthful boatbuilders display their handiwork before heading for the water with them.



The younger folks really used these two Bart Hawthaway double paddle canoes.



Race Committeeman Dave Cannell coaching a youthful sailor ashore, daggerboard in the Frosty looks to be too far down for the shallows.

The '94 Steering Committee

Here is the list of the new members of the MASCF XII Steering Committee:

Andy Teeling - Chairman, (804) 442-4017, P.O. Box 68, Harborton, VA 23389

Winslow Womack - Museum Liaison, (410) 745-9589, 7049 Pea Neck Rd., St. Michaels, MD 21663

Dick Hutchins - Judging Committee, (410) 968-2362, 26419 Asbury Ave., Crisfield, MD 21817

Katherine Cockey - Judging Committee, (313) 651-2744, 1908 Washington Rd., Rochester, MI 48306

Mary Slaughter - Workshops Committee, (301) 589-3252, 9101 Eton Rd., Silver Spring, MD 20901

Marc Barto - Workshops Committee, (301) 293-1169, 3823 Forest School Rd., Wolfsville, MD 21783

David Cockey - Racing Committee, (313) 651-2744, 1908 Washington Rd., Rochester, MI 48306

Tony DeLima - Racing Committee



Duking it out in the "Kid's Rowing" race Steven Cockey and Gibson Peters in widely disparate boat types.

The local scene...

Museum motif... What to do with a too far gone old boat? Bury the deadwood on the waterfront and it becomes marine art. It looked most appropriate.



The neighbors. The interior fashion design firm of Laura Ashley owns this mansion next to the Museum. At the dock is reputedly the largest sport fisherman now extant.



And now to head home...

At left, Marc Barto (at helm) will have to sail this Folkboat home up the Bay, he bought it off a mooring right at St. Michaels, for a song (almost). It looked pretty good, Marc said it was a good "100 yard boat", when you got closer you began to notice the blems. But he was still real pleased with the deal he made. And he later reported on the trip as being a wild two-day affair, story promised to be forthcoming this winter. At right, John Thompson loads BOTH of his cartoppers, Moondance and Loonfeather, onto his compact wagon. John designed both as minimal camper cruisers under sail.



All the Details

Judging Results

Traditional

- 1st - North River Boatworks, North River Canoe
2nd - Duke Blythe, "Ariel"
3rd - North River Boatworks, North River Canoe

Restoration

- 1st - Pete Leshner, Delaware Ducker
2nd - Pete Leshner, "Nessmuk" canoe
3rd - Charlie Von Hagel, "Kitten"

Contemporary

- 1st - Marc Pettingill, lapstrake canoe
2nd - Thomas Hain, "Katrina"
3rd - Pete Peters, "Obadiah"

1st Time Builders, Traditional

- 1st - St. John's College, "First Class"
2nd - John Duncan, Muskoka Lakes skiff

1st Time Builders, Contemporary

- 1st - Marc Pettingill, "Daisy May"
2nd - Lee Rush, lapstrake canoe
3rd - Brian Agricola, "Peppermint Patty"

Builders Under 18 Years Old

- 1st - Sherry Lynn Blase
2nd - Nina Becker

Builders' Choice - Thomas Hain, "Katrina"

Peoples' Choice - Bob Sweeney, kayak

Rowing / Paddling

Kids Rowing

- 1st - Gibson Peters
2nd - Steven Cockey
3rd - Blair Surgent, Sarah Cullison

Men's Kayak

- 1st - Chuck Sutherland
2nd - Doug Grove
3rd - Bill Rutherford

Men's Single

- 1st - John Duncan
2nd - Andy Teeling
3rd - Kevin Brennan

Multi's

- 1st - John Duncan, Andy Teeling
2nd - Chris Kulczycki, Richard Cullison, Bob Lavertue, Marc Barto, Joe Youcha
3rd - Marla Surgent, Caroline Teeling

Women's Single

- 1st - Caroline Teeling
2nd - Lacey England
3rd - Annabel Leshner

Scavenger Hunt won by Sarah Cullison.

Race Winners

Slide Seat

- 1st - Bill ?
2nd - Mike McGee

Sailing Races

Over 17'

- 1st - Winslow Womack, "Scoot"
2nd - Marc Barto, "Aubrey J."
3rd - Marilyn Vogel - "Skimmer"

Under 13'

- 1st - Ahren Surgent, "7777"
2nd - John Thomson, "Moondance"
3rd - Ron Gryn - "Kate's Kat"

Three-legged Race

- 1st - Wayne Thayer
2nd - Tim Meakin
3rd - Rich Cullison

13' to 17'

- 1st - Tony Diaz, "Harry"
2nd - Walt Chandler, "Southwind"
3rd - Gibson Peters, "Obadiah"

Beetle Cats/Pelicans

- 1st - David Jones, "Grainne"

Broken Oar Award - Charlie Von Hagel

Judging Categories & Criteria

A. TRADITIONAL: Boats are to be judged for their historical character. The purpose is to add to our knowledge of nautical heritage

1. Design

- a. Built from a newly discovered design 10 pts
b. Built from a new design, but new details 8 pts
c. Built from a known design 6 pts

2. Materials

- a. All traditional materials
1. gathered and milled by builder 10 pts
2. store bought 6 pts
b. Mix of modern and traditional 6 pts
c. All modern materials 4 pts

3. Construction

- a. Traditional joinerwork
1. tools displayed (original or fabricated) 10 pts
2. tools not displayed 8 pts
b. Modern joinerwork 6 pts
c. Traditional finish 10 pts
d. Modern finish 8 pts

4. Overall Execution: Great - 40 pts; Near perfect - 35 pts; Pretty good - 30 pts; Good - 25 pts; Average - 20 pts.

B. CONTEMPORARY: Boats are to be judged for their appropriateness in the modern world, both in building and in use.

1. Design

- a. New design by builder 10 pts
b. New design by others 8 pts
c. Not a new design 6 pts

2. Materials

- a. Not previously used in boats 10 pts
b. Innovative use of known materials 10 pts
c. Known materials used in a standard way 8 pts

3. Construction

- a. Completely new building method 10 pts
b. Variation of known method 8 pts
c. Standard building method 6 pts

4. Overall Execution: Great - 40 pts; Near perfect - 35 pts; Pretty good - 30 pts; Good - 25 pts; Average - 20 pts.

C. RESTORATION: Boats are to be judged as to their effectiveness in preserving our maritime heritage. Judging in this category is the most subjective, and the most difficult. Therefore, points awarded may vary from those listed on the judges' evaluation of the project's difficulty and historical value.

1. Design

- a. Pre-WW II and rare 20 pts
b. Pre-WW II but more common 15 pts
c. Post-WW II and rare 10 pts
d. Post-WW II but more common 5 pts

2. Content

- a. Major restoration using original materials 20 pts
b. Minor restoration with original materials 10 pts
c. Restoration with modern

materials 5 pts
3. Quality of execution 20 - 40 pts

D. BUILDER'S CHOICE: A "Builders Only" vote to decide this year's winner of "Builders' Choice of the Festival." Ballots will be placed in the registration packets and extra copies can be picked up at the registration booth. Ballots are to be returned to the registration booth by 4:00 PM.

E. PEOPLES' CHOICE: All Festival participants can cast their ballots for their favorite boat at MASCF XI. Ballots will be placed in the registration packets and extra copies can be picked up at the registration booth. Turn your ballots in at the registration booth by 4:00 PM Sunday.

NOTE: Ribbons will be awarded (first, second and third) for all categories.

There will be a first and second place ribbon awarded in each category for both first-time builder/restorer and builder/restorer under the age of 18.

First place winners cannot compete, using the same boat, in next year's Festival.

Second and third place winners cannot compete in 1995's Festival using the same boat if they have won two years in a row.

There will be no distinction between professional and non-professional.

Please forward any constructive comments concerning the judging categories or criteria on to the Steering Committee.



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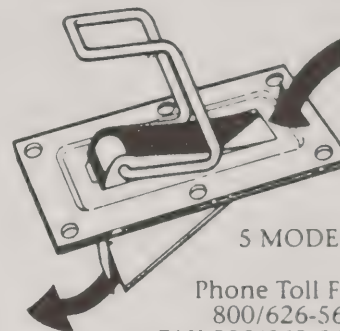
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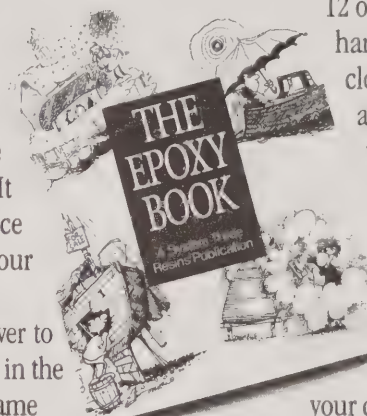
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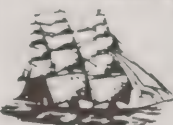
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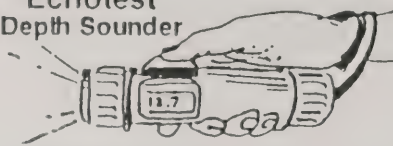
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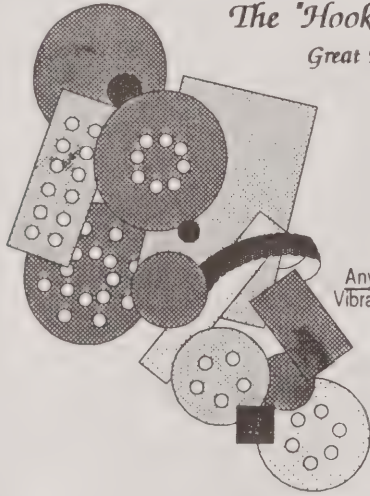


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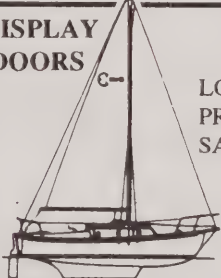
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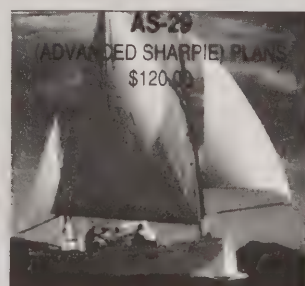
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A Day on the Bay

Dredging oysters in the Chesapeake aboard the skipjack "Lady Katie" of Tilghman Island, Maryland.

December 3, 1987

By Charles Hewins

Photographs by the Author

I went along just for the ride
To talk with the Captain
To talk to the crew
To take pictures
Mostly just to sail
On a skipjack

Photographs of other skipjacks not mentioned in the story are included to show further activities aboard handled by the crews, and a sampling of the nearly two dozen remaining boats at the annual October/November weekend gathering at Sandy Point, Maryland, for Chesapeake Appreciation Days.



Stanley Larrimore, Captain, at the wheel of his skipjack, "Lady Katie" on Chesapeake Bay.

Splash. Wait. Watch the sky.

In the broad mouth of the Choptank river in this part of Chesapeake Bay, nine skipjacks are out today dredging for oysters.

"Lady Katie", skippered by Stanley Larrimore, carries us back and forth as we make our "licks" over the beds. Eight others are with us, moving between and around each other, taking a reef when the wind comes up, "shakin' it out" when the wind goes down.

"Woo!" calls Stanley, and the men push the dredge over the side. The cable slips around the roller, shimmies bottomward, and quietly scrapes up its load until Stanley hits the lever and the winder goes into gear to haul the load up from the bottom. Again and again, "Woo!" Splash. Wait. Watch the sky. And watch the Captain.





The crew starts culling.



A gasoline engine (the winder) hauls the dredge aboard over the roller. Grabbing the large rings, the crew lift it onto the deck.



Stanley watches the other boats. Who's pulling up big loads, and who the little ones. Plans the next tack where the dredging looks best.

The winder brings it up again. Both men haul it inboard. A crash to the deck; clatter of shells. They dump the basket, set it back up on the roller and start culling. Facing each other, they work fast, throwing the good ones, three inches long or more, behind them in piles on the deck, pushing the remains sideways and overboard, spreading the wet pile around in front of them as they go.

Sort, pick, throw; sweep the rest over the side. "Woo!" and the dredge goes in again. Sort, throw, scrape the debris to the side and over before Stanley throws the winder in gear again. Hour after hour.

Stanley's watch says eleven. It seems later to me. We'd started dredging around 8:30. We left Dogwood Harbor, Tilghman Island, before sun-up, about 6:30.

I had arrived at the dock at about 5:00, after checking Darryl's house for signs of life. No lights. He had said he'd probably go, when I talked to him the day before. Darryl Larimore is Stanley's nephew. His crew hadn't shown up then, so he said, "...prob'ly tommorrow." Before he decided that, as he sat in his truck watching the eastern horizon, I watched his face. The sun came up red in a clear sky and its glow was on his face.

He's put his boat up for sale, the "Nellie L. Byrd". Yet he still hopes, like the others, that he'll still make a living. Tommorrow if not today. But the catches are smaller every year. And when they get bigger, then the prices they get a-bushel go down. A new mast costs 6,000 dollars now. Darryl wants to keep on, his Uncle Stanley tells me. He loves his boat and knows every plank in her, having replaced it all from the waterline up.

"Nellie" was built in 1911, but Darryl's made her as good as new. Didn't have to buy a new mast, but needed a new bowsprit, so he made himself one with a chainsaw in two hours, he told me. The old men had stopped and watched. The adze was the traditional tool used for this job, but Darryl was doing it his way. "What the hell you doin'?" they asked, looking on. He told me that with a pleased smile.

"They'll come back," Stanley told me, standing at the wheel. "Woo!" he shouted and the crew tossed the dredges over the side again.

"They come back before..." and he told me of lean years in oystering not long ago, and of a time back in the '40's. His boat's not for sale, although several others are this year, for the first time.

Heading out for the Choptank at 6:30 that morning, we had faced a faint breeze, mostly of our own making, the yawl boat behind pushing us along at a good eight knots.

"You wanna eat?" Stanley asked me. "Go 'head down," as he gestured to the companionway doors in front of him. The smell of frying bacon leaked out from the partly opened hatch cover.

Frank, one of the crew, did the cooking. I'd have gone down earlier when he invited me below, soon after leaving the harbor.

He could see that I was cold. Coffee water was boiling and three other burners were on to heat the cabin. He was glad to be cook, he said, because he could go below and keep warm for a while and not have to be working on deck all the time.

Eggs and bacon, bread and coffee. It was good, breakfast on the water.

By the time we ate lunch, after hours on deck, the baked beans, hot dogs and white bread had a remarkable taste.

Stanley stayed on deck for the whole trip until we got back at 5:00 in the afternoon, having gone below only once to see what all the smoke was about, coming from the oven. He reached in and pulled out something, and came back on deck with his handkerchief still over his nose and mouth, his eyes tearing freely. Frank had crawled up choking, and lay on the deck a moment to catch his breath.

The smoke smelled of burning plastic and rubber. When we could see into the cabin again, there on the floorboards were the black remains of someone's gloves, charred crisp, where Stanley had dropped them. Someone (no one knew who) had put them into the oven to dry probably.

Such a sight they are.



Stanley at the wheel, and three of the crew.



Frank, at right, also does the cooking.



"Clarence Crockett" passing to port.





"Caleb" with a single reef, starboard tack.



"Ellsworth" coming toward us.



With things back to normal, Stanley recounted fires aboard he'd known. "One right on here," he said, pointing down to "Lady Katie's" deck. "Gasoline spill." Someone pouring from one can to another had badly misjudged, and a spark from the winder had ignited it.

About 12:30 Stanley says to me, "They usually want to stop about now to eat. If they can take it and wait, I can." And it goes on for a while longer. "Caleb W. Jones" and Clarence Crockett" of Deal Island, and "Ellsworth" from Tilghman, are near us most of the day.

Such a sight they are. There's a good breeze now. Sails billowing out, they move by us slowly, the drag of the unseen dredges holding them back. When the dredges are on deck, and the wind's up a bit, the boats lift and heel and a few begin to nearly scud along on their flat, shallow bottoms. A beautiful big dance it is, weaving amongst each other, staged between the shores of the wide river mouth.

I watched "Caleb" coming about, her jib's reef points standing out like frenzied corkscrews on both sides of the wildly shaking sail until calming down into a steady heel on the opposite tack. We were in the middle of eight boats around us, putting some to windward backlit by the hazy sun, and some to leeward of us in direct light for the camera.

"Ellsworth" was at her prettiest one one particular tack. It was like a past dream come to life, like seeing my father's old bugeye "Gypsy" on Hampton Roads again. I looked, and saw things. I forgot I had a camera.

"Caleb" gave me a good show once just after I had decided to save my last two shots until later. She flirted with me, it seemed, after I'd promised myself not to do anything more (to her) with my camera. She lifted her skirts, all ruffly at the bottom edge from reefing, and foamed along only a few boat lengths ahead of us, her bottom nearly exposed now and then in the trough between waves. She was so pretty. By the time I changed my mind and reached for the camera, it was too late. She'd left me.

Lowering sail on skipjack "Martha Lewis".

After the day dredging, we sailed back to Dogwood Harbor, going for a while on a broad reach, port tack. The skipjacks sail well in both light and heavy airs. They're built for the Bay, not the ocean. They're over-sailed for their hull size in order to keep way on while dredging. There are four sets of reef points on both main and jib to reduce sail when necessary to keep the dredges on the bottom and not skipping along and missing too many oysters.

Soon we both motored and sailed. Dredging stops at 3:00. We have to get the catch ashore two hours after finishing for the day. It's nearly a two-hour run from the Choptank to Tilghman.

Then we lowered both sails, and after furling them, motored at full speed the rest of the way.

I went forward where it was quieter for a moment. The motor sound became drowned out by the bow waves' continuous breaking. I hung over the side, near the Samson post, and saw the familiar sight I hadn't seen for twenty years, on "Gypsy II". We were plowing through the water, the bow wave coming right up to the after end of the trailboard. I stayed there a while, and almost wanted to climb down into that water.

Then into Knapp's Narrows to deliver our catch. We had taken in about 35 bushels, Stanley estimated. 150's the limit, he says, about 110 is the most he's taken. The last few years haven't been good.

"They'll come back," he repeats his earlier statement. "They always do. Mother Nature does it. We sure don't! They'll come back, unless..." he chuckles, "...unless things have gone too far!"

On the walk back to my car at Dogwood Harbor, I stopped by the little store at the Exxon station near the bridge. The men congregate there every morning before going out. It opens at 5:00 am.

A cup of coffee, self-service, was precious after eleven hours on the open water with only two or three warm-ups below in the cabin. Standing there by the coffee machine, stirring in sugar and canned milk, I sensed the deck moving under my feet. A good feeling.

The men were coming in again, back from the water. Some older ones on the benches were carrying on about prices and such. I couldn't help hearing a conversation that was ongoing when I entered the room.

"Why, his son's got a NEW house, a NEW truck, a NEW boat..., his payments must be 2,000 a month, and he can't get no steady work! I don't know WHAT they go'n' do." The two listeners shake their heads slowly, in agreement to the negative, looking at the floor.



"Martha Lewis" crew furling the jib.



"Martha Lewis" yawl boat. The powerful push-boat is used for leaving the harbor and returning to harbor, and for dredging under power only on Mondays and Tuesdays, by Maryland law, as a conservation measure.



Aboard Darryl Larrimore's "Nellie L. Byrd".



Darryl, Stanley's nephew, at the wheel of "Nellie". Next to him, James O. Webster, whose grandfather had owned her when new. Bob McLaren at right.



Darryl Larrimore (crouching) steering "Nellie L. Byrd", passing Rebecca T. Roark". Chesapeake Appreciation Days, October 31 and November 1, 1987, off Sandy Point, Maryland.



"Kathryn" from aboard "Martha Lewis". Tilghman Day, October 24, 1987.

The "Byrd's" new trailboard and gilded eagle.



"Stanley Norman", "Caleb W. Jones", and "Rebecca T. Roark" at Sandy Point, Maryland, October 31, 1987.



"Ellsworth" and "Nellie L. Byrd". Sandy Point, Maryland, October 31, 1987.



"Dee" of St. Mary's, "Martha Lewis", "Kathryn". Sandy Point, Maryland. Early morning light, October 31, 1987.



I can only hope that Stanley's prediction is right. Darryl said to me earlier in the summer, "...by the time they come back, in twenty years, all the boats will 'a' go'n'!" With all his usual kidding and joking, there's still a sadness, the same as I saw in him when he watched the sunrise the day before, waiting in the truck for his crew to show up.

If a few days' pay feels good enough to them, many of the crew just don't show, the day after they're paid.

It's a day-to-day living, hoping it can continue.

If not today, "...prob'ly tommorrow."

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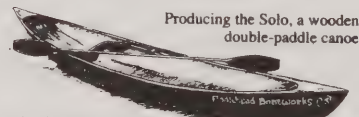
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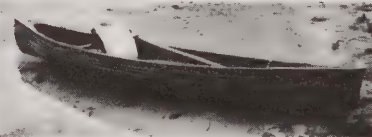
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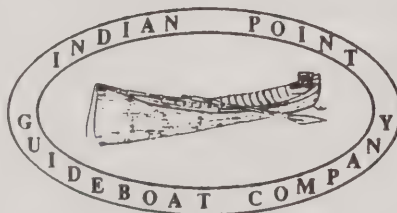
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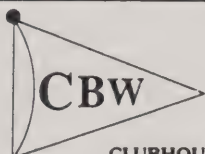


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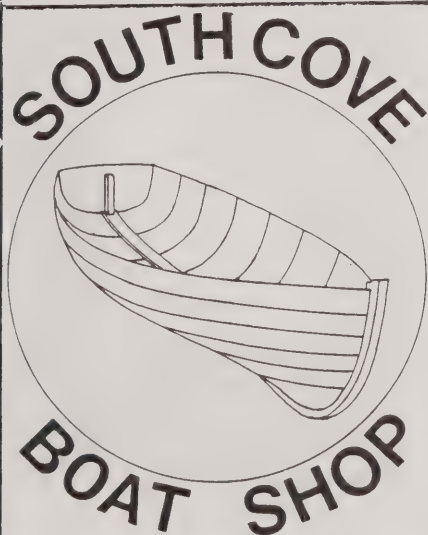
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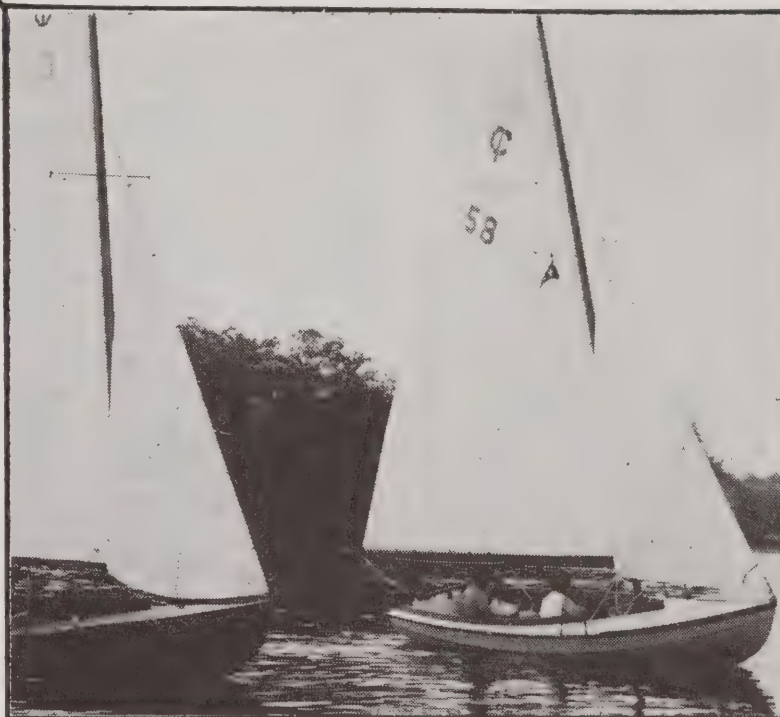
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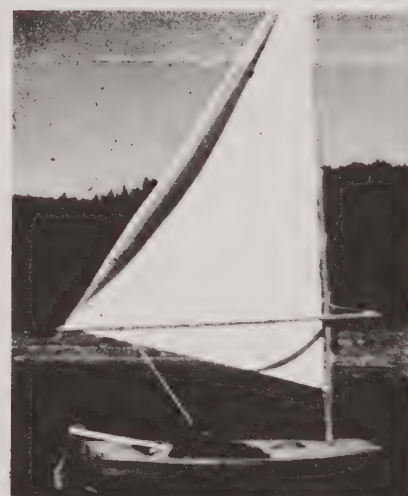


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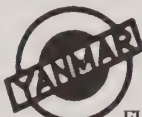
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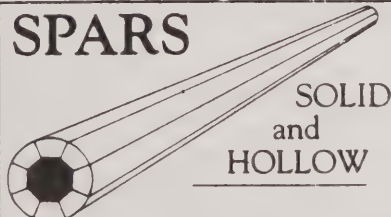
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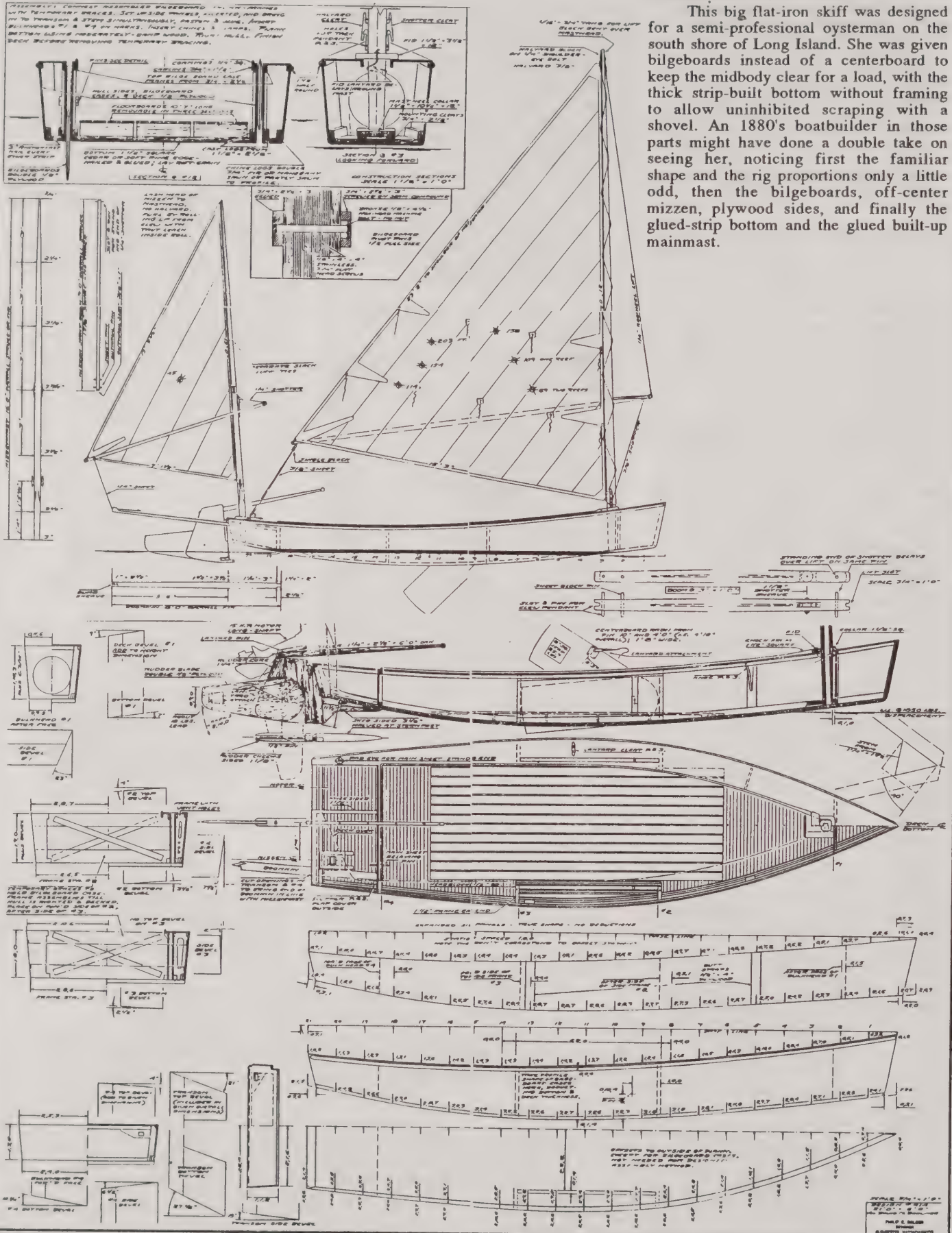
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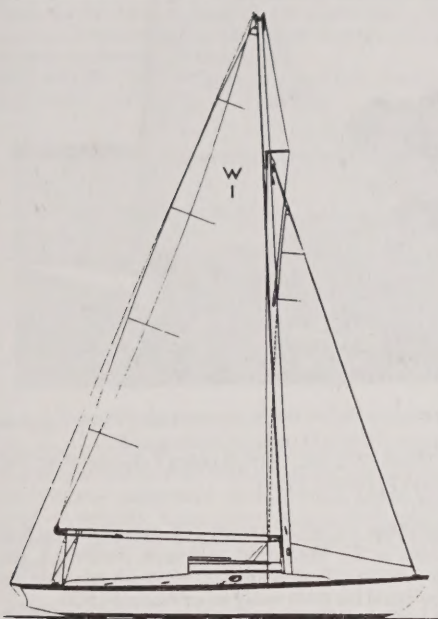
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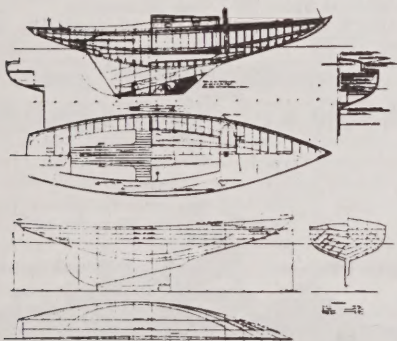
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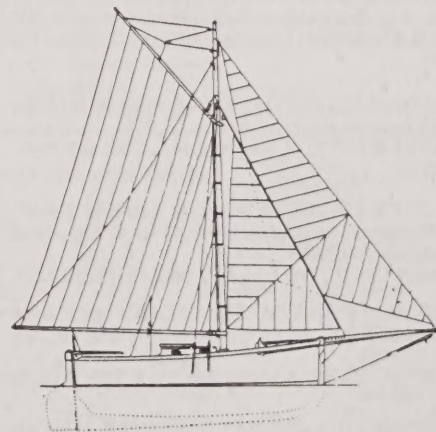
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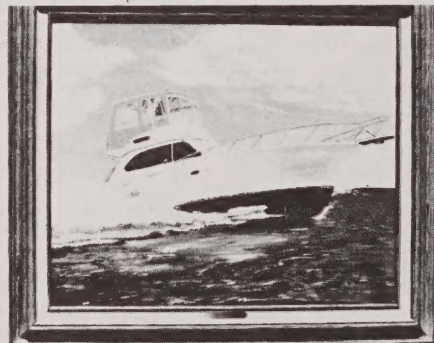
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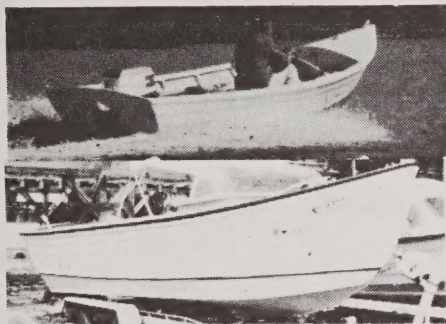
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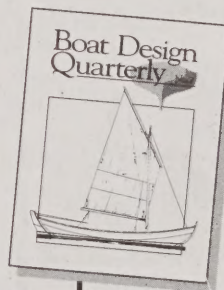
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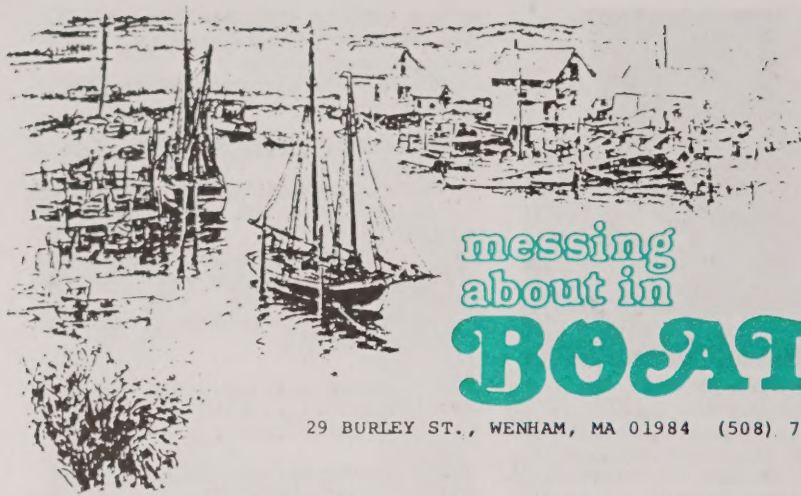
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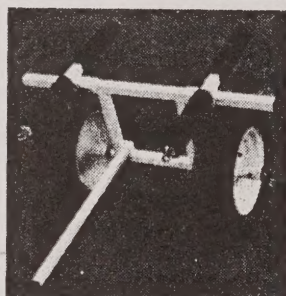
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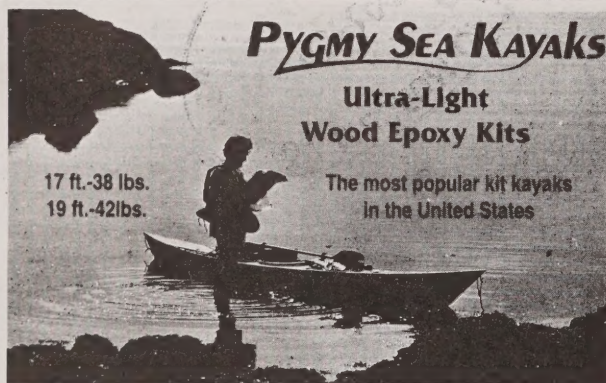
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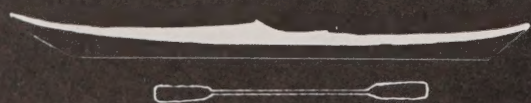
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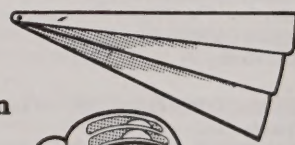
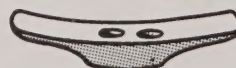
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