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Log Boats of New England

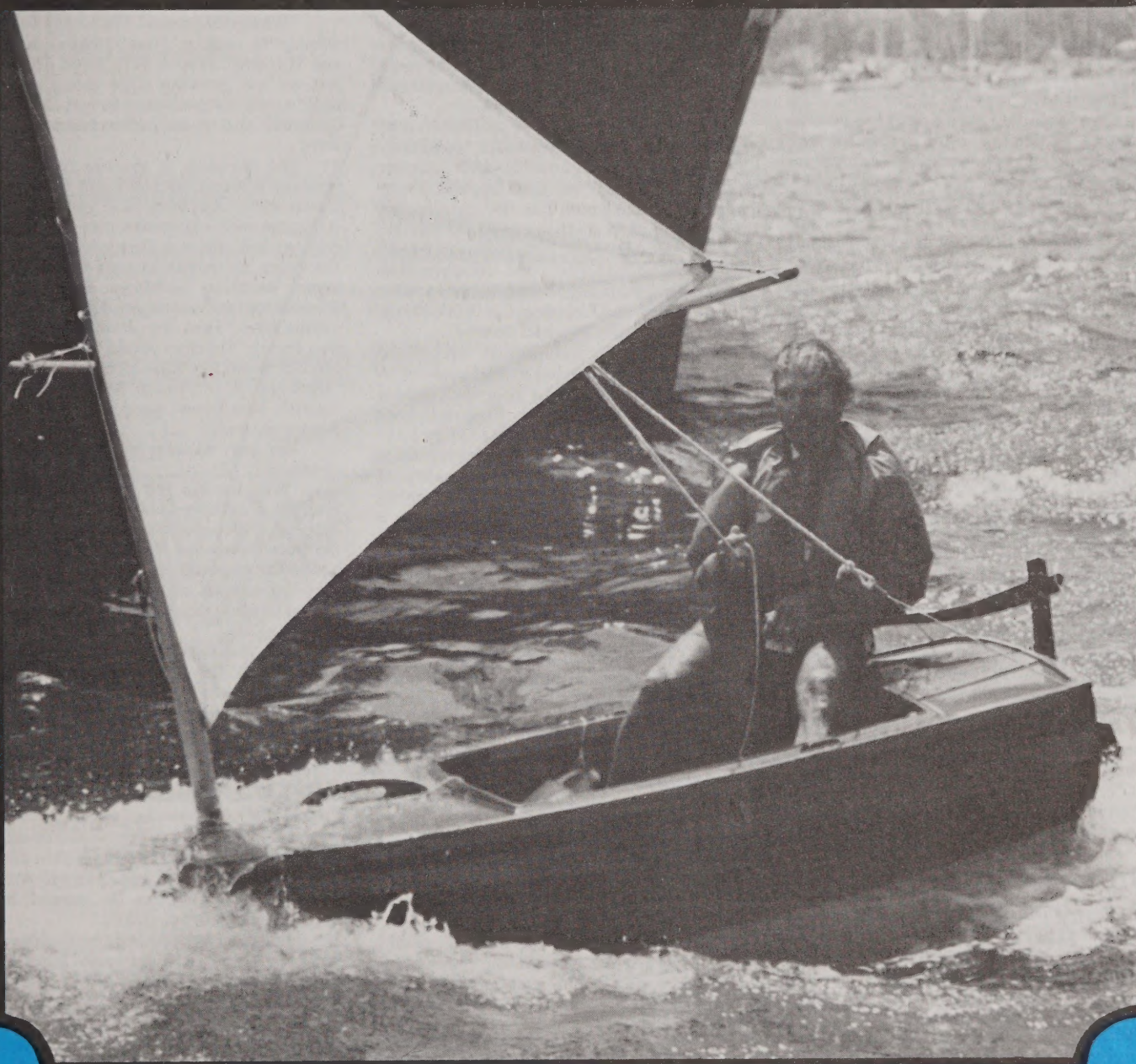


messing about in BOATS

Peabody Essex Museum
Stephen Phillips Library
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Our Next Issue...

We'll have a couple of retrospective views of interesting 1993 events by way of encouraging thoughts of '94 events yet to come: Jim Thayer tells us about his favorite Urbanna, Virginia, springtime small craft gathering, and Hugh Horton reports on the Cedar Key, Florida, small craft meet that takes place early every May.

In the adventure genre, we'll have Bunnie Fernald's reminiscing about his small boating experiences ranging from his local Parker River in Newbury, Massachusetts, to the Moscow Canal in Russia; Rich SantaColoma's experiences in "Shoal Water Chartering"; and Hugh Horton's tale's of "Paddling Lake Huron's Wild Fowl Bay" and "Cruising to Canada to See the Original 'Yakaboo'", Frederick Fenger's Caribbean crossing sailing canoe.

Designs: Phil Bolger brings us a "7'6" Paddling Skiff"; Owner Alan Hamet discusses "How About Black Skimmer?"; Newman Darby reveals his patented "Sidestep Skiffs"; we reprint Weston Farmer's 1970's "How the Tahiti Got Her Name"; and Tom Doane discusses his ideas on researching working small craft of bygone times.

We'll also have several useful discussions of these topics: Hans Waecker on "Rerigging a Windsprint"; Paul Boufford on "Small Boat Tents"; Tom Shaw on "Topping Lifts", and Garry Cerrone on "Low Cost Fiddle Blocks"

On the Cover...

Very small craft excitement is caught by Sharon Brown at last year's Wooden Boat Show in Newport, Rhode Island, as designer/builder/boat nut Jim Thayer surfs his tiny "Wee Punkin" into the Show lagoon in 25 knot winds, something he calls "marina sailing" (see "Commentary" at right). More on this Thayer character in this issue, and more from him as well!

Commentary

There's more to the man in the boat on this issue's cover by Sharon Brown than you might realize if you are not one of the many small boat folks nationwide who have met Jim Thayer. Sharon reports in some detail on the scene she depicts in her cover photo in this issue in "Small Boat Entertainment". In that article she tells you how Jim entertained onlookers at the Newport Wooden Boat Show with his sailing skills in his tiny 8' "Wee Punkin" dinghy, and that he is the designer and builder of the boat and offers plans to home builders. She even mentions his little newsletter, "The Punkineer".

Yes, there's more. Jim Thayer has become a cult figure amongst those of us who have come to know him over all the years he has been pursuing his personal dream of living the life of the professional small boatbuilder. Jim uses that word "professional" as reference to the earning of his living at the trade, not as some indicator of status. Jim's too busy to think about status. As a one man shop he has pursued designing and building his own small boats in fiberglass for a long time. And as soon as he'd establish a new model and line up a customer or two, he'd be off again on a yet another concept.

This tendency led to a proliferation of small rowing and sailing boats, and a collection of building molds and leftover hulls moved "out back under the pecan trees" to make room for the current hot item in the shop. Perhaps many of you recall his tale last year, "Ma Sold the Farm" in which he describes the consternation with which he faced having to move after decades of accumulating his life's work around him at his Virginia home.

Last year Jim and his wife Janis (is he ever lucky to be married to her!) moved to Collbran, Colorado, to be near their grown children and their families. They had kept up their family ties until the move by buying a place in Colorado and setting up a "summer shop" to escape the humidity of the Cheapeake in summer and its detrimental effects on fiberglass boatbuilding in a natural environment (no air conditioning, maybe not even any windows!). This entitled bi-annual or more frequent "commutes" across country, for years in an old Volvo (now replaced with a small 4WD pickup) with trailerloads of hulls and such. Jim usually incorporated into these trips deliveries to his nationwide base of customers. He travelled a lot. Weeks at a time. Boatbuilding production suffered. Not to worry.

Jim is more than a travelling boatbuilder. He is an imaginative chronicler of the pleasures of small boating. "The Punkineer", his current publishing venture, is not his first. Jim at one time turned out an occasional periodical, "The Thole Pin". I was introduced to this some 15 years ago or so by a friend who had been drawn into Thayer's orbit. "The Thole Pin" caught my fancy despite its ragged cut and paste layout and unpredictable publication schedule for in it Jim was talking to me about a subject I was becoming fascinated with, small boats.

Jim has an engaging writing style, and this overcame the layout deficiencies.

"The Thole Pin" ultimately was a major influence on my decision to launch "Messing About in Boats". I loved what Jim was doing but wanted more. Lots more. The pleasure I get from doing this magazine and that you get from reading it is due to the impetus Jim's efforts gave to me back in 1983, entirely unknown to him at that time.

Despite the fact that his boats were built in fiberglass, Jim was welcome at traditional small craft gatherings, as his boats are of traditional design. Eventually he got the wooden boat bug enough, though, to design his "Wee Punkin" as a home builder plywood stitch & glue concept. He sells you the plans if you want to build it yourself. To promote interest in his dinghy he launched "The Punkineer".

The first issue was entitled, "Punkin Patch" with suggested optional titles, "Patter", "Poop", and "Press" offered up for reader approval. Cover artwork included a pumpkin (vegetable variety) with a lorgnette. Jim had the following to say by way of explaining what this was all about:

"What's this mess? Well, it is sorta an attempt to start a "Wee Punkin" newsletter. We don't have a very large group yet but we are growing right along and this might give us a chance to get better acquainted and even make some "Punkin Pals".

The drawing at the top (a pumpkin wearing a lorgnette) is Lynn Stanaback's clever idea. Anybody else got any ideas? A Punkin with a lorgnette may be a bit pretentious but she is a classy boat. Anyway, the thing is to get lots of builder/sailor input; building problems, hints, sailing adventures and inspiring first-person accounts like: "How the Wee Punkin Pulled Our Family Together Again"; How the Wee Punkin Saved My Kids from a Life of Sin"; "How the Wee Punkin Made Me Young Again". You know, good, wholesome, all-American stuff."

Jim goes on later into his "news" unabashedly:

"Wee Punkin Hit of Port Townsend Festival. For the second year in a row the fabulous "Wee Punkin" was on display at the Port Townsend Wooden Boat Festival where she gathered crowds of admirers. Her glowing varnish was polished to an even higher lustre by the caresses of hundreds of loving hands.

Jim Thayer, "Punkin" designer, delighted in sailing around the basin showing off the boat's excellent maneuverability. Marina sailing is great fun because all those spotless topsides and nervous owners give the sport spice. Fortunately the beginner with a "Punkin" can just reach out and fend off if he misjudges. Keep an eye on the rig, however."

Jim wrapped up this "infommercial" by commenting, "Enough of this fourth estate nonsense. It is my ownself writing this seeming puff piece. Be assured, however, that every word is true."

Send Jim a stamped, self-addressed large envelope (#10 business letter size) and he'll send you some more of the truth directly. You'll enjoy it and might even want to build a "Wee Punkin". He's at Grand Mesa Boatworks, Rt. 1 Box 75, Collbran, CO 81624.

SPECIAL NOTICES:

For events requiring advanced arrangements.

MARCH 18-20:

Maine Boatbuilders' Show. Portland Yacht Services, Portland, ME, (207) 774-1067.

JULY 29-31:

Wooden Boat Show. "Wooden Boat" Magazine @ Hinckley Great Harbor Marina, Southwest Harbor, ME, (207) 359-4651.

ONGOING EVENTS:

EVERY SUNDAY MORNING:

Breakfast Aboard the Schooner "Adventure" 9-12. Gloucester "Adventure", Gloucester, MA, (508) 281-8079.

THROUGH JUNE 12:

Marlinspikes & Monkey's Fists Knots Exhibition. Michigan State University Museum, E. Lansing, MI.

THROUGH SUMMER '94:

History of New England Yachting Exhibit. Peabody Museum, Salem, MA, (508) 745-1876 XT 3183.

Steam & the Sea Exhibit. Peabody Museum, Salem, MA, (508) 745-1876 XT 3183.

Luminist Maritime Paintings of George Curtis Exhibit. Peabody Museum, Salem, MA, (508) 745-1876 XT 3183.

EVENTS NEXT TWO MONTHS:

MARCH 2:

Art of Sailor Made Ship Models. South Street Seaport Museum, New York, NY, (212) 669-9400.

MARCH 5:

Sailing Singlehanded Lecture. Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

MARCH 5-13:

Boat Restoration Classes. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

MARCH 9-13:

R.I. Boat Show. RIMTA, Providence, RI, (401) 848-2628.

MARCH 12:

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

MARCH 12 - APRIL 30:

Boatbuilding Class. Arey' Pond Boatyard, S. Orleans, MA, (508) 255-0994.

Happenings

MARCH 18:

Yachting History Symposium. Mystic Seaport Museum, Mystic, CT, (203) 572-5378.

MARCH 18-20:

Marine Flea Market. Maine Maritime Academy @ Maine Boatbuilders Show, Portland, ME, (207) 767-1361.

MARCH 19-20:

Rigging As If It Matters. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

MARCH 20-26:

Caribbean Small Boat Seamanship. Wooden Boat School @ Bequia, W.I., (207) 359-4651.

MARCH 23:

America's Cup Defense Lecture. Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

MARCH 24-27:

7th Annual Antique Boat Festival. Mt. Dora Chamber of Commerce, Mt. Dora, FL, (904) 383-2165.

MARCH 25-27:

Wilderness Paddler' Gathering. Hulbert Center, Fairlee, VT, (802) 333-9840.

MARCH 26:

F.R.A.C. Regatta. Narragansett Bay Y.A., Narragansett, RI, (401) 438-6292.

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

MARCH 26-27:

Lofting Workshop. Center for Wooden Boats, Seattle, WA, (206) 382-BOATS.

MARCH 28 - APRIL 7:

Enrich Your Sea Sense Seamanship. Wooden Boat School @ Santos, Brazil, (207) 359-4651.

APRIL 2-10:

Lapstrake Workshop. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

APRIL 9:

3rd Annual Nautical Flea Market. World's Fair Marina, Flushing Bay, NY, (212) 734-9474.

Cruising Boat Upgrading Lecture. Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

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

How to Make a Strip Plank Kayak. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

APRIL 11-15:

Marine Survey Course. Wooden Boat School @ San Francisco, CA, (207) 359-4651.

APRIL 16:

Introduction to Metallurgy. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

APRIL 16-17:

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

APRIL 23:

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

APRIL 23 & 30:

Sand Casting & Foundry Techniques. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

APRIL 23-30:

Building the Catspaw Dinghy. Wooden Boat School @ San Francisco, CA, (207) 359-4651.

APRIL 30-MAY 1:

10th Annual Cedar Key Small Boat Meet. Cedar Key Chamber of Commerce, Cedar Key, FL, (904) 543-5600.

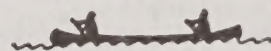
"There is nothing - absolutely nothing - half so much worth doing, as simply messing about in boats."

Kenneth Grahame from "The Wind in the Willows."

Send us your favorite quotes, or call us with them.

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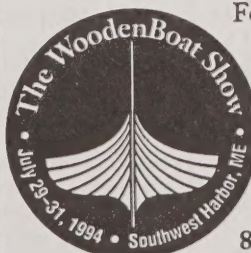
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or to show your boat,
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For Advance Tickets and
Attendee Newsletters,
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For Tourist Information, call both
800-288-5103 and 800-423-9264.

CREATIVE TALENT

While I make no claims to creativity or artistic talent, I can, by God, spot it when I see it. The article on the conversation barge has got to be the most blinding example of creativity we're likely to see this year. In fact, it's a shame it had to come so early in the year. You can't possibly top it and I presume you're doomed to dullness the rest of this 12 months.

Mr. Meade must be a very ambitious man. Not only did he assemble all those materials, including two non-matching hulls, but he put together two large park benches and mounted them on a frame that holds the whole thing together. Mr. Meade is an example of the sort of engineering talent that abounds in every corner of the country where someone feels a need and provides a solution.

I particularly admire his going to electric power. Again, he examined his needs and came up with the absolutely perfect solution. I suspect that in the coming years electric boat propulsion will grow and our usual gas outboards will begin to phase themselves out. We don't really need 300 hp V-8 outboards. We assuredly don't need the amount of gas and oil poured into the waters that we suffer now. Nor do we need the smoke or noise or wake.

I suspect Mr. Meade will ultimately discover his creation is no less difficult to store or maintain than a regular pontoon boat. Michigan is blessed with several manufacturers of those boats, a couple of which I've been in touch with. I tried to buy a stripped pontoon boat, just hulls and deck. I didn't want the deck layouts they provided, nor did I want to pay for them. What I discovered is that they're not interested in selling stripped boats. As with lots of other things, including cars, the money is in the accessories.

Mr. Meade will probably always have a unique watercraft. It would be difficult to duplicate and probably wouldn't meet the needs of a lot of other folks. In my particular case open hulls, matching or not, would not be appropriate in my nearby lakes, Michigan on the right and Huron on the left. We don't see many pontoon boats in these parts for the same reason.

Ron LaViolette, St. Ignace, MI.

ON PLANS & OTHER DESIGNERS

I agree with one reader's suggestion that a page with "Launchings" on it, four or five boats and the names and addresses of the builders, would be an attractive addition to the magazine.

On the resale of plans, if this is stealing from the livelihood of the designers, I would be against it.

I like to build a small boat every winter and this magazine is where I am finding the designs. But I don't like Bolger's designs and wish you would alternate his page with other designers.

Stephen Titcomb, Jeffersonville, VT.

Editor Comments: To have a regular page of "Launchings" requires a steady supply of such reader announcements. We don't get enough at present and present those we do get on the "What You Are Building" pages. To alternate amongst designers requires input from the designers. This happens only sporadically and we usually run those received in addition to Phil Bolger's regular page.



Your Commentary

ABOUT SELLING PLANS

I would like to respond to Mr. James Thomas' complaint in the January 15th issue about the "unethical" selling of "used" plans. A designer typically sells with a set of plans the exclusive right to build one boat from that set of plans. Someone buying a set of plans, building a boat from them, and then selling the "used" plans would indeed be unethical.

My ad for Bolger plans that has appeared in recent issues are not "used" in the above sense; I am selling my right to build one boat from these plans. I have not built the boat.

Jeremy Marshall, Tacoma, WA.

POWER FOR A ROB ROY

I own a Rob Roy 23, a Ted Brewer designed canoe yawl. Originally she was designed for an inboard auxiliary engine but most have been built with outboard wells. It's great to be able to use an outboard, cheap, easy to remove for repairs, low fuel consumption. But it cannot be lifted out of the water after each use so corrosion of the lower unit becomes a serious problem.

So I'm researching inboards. One that caught my attention was the Faryman. An article a few years ago discussed a Faryman that powered the prop shaft by hydraulics, the engine actually drives a hydraulic pump. This allows placing the engine conveniently with only the hydraulic motor in the bilges attached to the prop shaft. This would be great for my boat.

But, do they work? Do they even exist anymore? How can I reach the manufacturer? I can't find information on this company anywhere. Any such information would be most welcome.

Timothy Dale, 10120 Teal Ln., Deal Island, MD 21821.

LOOKING FOR A TUG

I enjoyed the December 15th issue's focus on tugs. I am interested in obtaining for pleasure use a 30'-50' tug that "looks" a tug. The whereabouts of tugs is somewhat uncharted waters for me so I'd happily accept any tips that readers might have to offer to steer me into the proper channel.

Thomas Blackwood, 3805 Live Oak Rd., Crystal Lake, IL 60012-1768, (815) 459-6665.

THANKS FROM SHIPBUILDING MUSEUM

The prompt and generous response from many of you to our S.O.S. call for help made it possible for the Essex Historical Society to buy the former Story Shipyard property in Essex, Massachusetts on December 14, 1993. We are very pleased that more than 200 individuals, families and businesses have responded to this initial appeal for support. It is a truly remarkable show of support for the project that a third of these donors gave \$100 or more. We are especially grateful for the significant boost to our funding provided by an anonymous grant of \$10,000. The 1993 tally of the S.O.S. FUND exceeded \$40,000 and thirty-plus donations have arrived since the new year.

We have now accomplished the first step of our long journey toward the vital expansion of the Essex Shipbuilding Museum. We have raised about a third of our original goal of \$150,000 for the first phase of this project. The funds raised to date have paid the closing costs and attorney's fees. We now own the property and we have a mortgage for \$225,000. It is our intention to pay down this mortgage after we fulfill our immediate initial funding needs. In the interim, the S.O.S. campaign will continue to fund essential planning processes and begin the establishment of Essex Shipbuilding Museum programs on the property.

Many thanks to all of you who have given to the S.O.S. Campaign. If you haven't yet given, we still need your support to raise the remaining \$100,000 plus for the first phase of the project. Achievement of this initial goal will enable the Society to begin implementation of its plans for expansion of the Essex Shipbuilding Museum.

Board of Directors, Essex Shipbuilding Museum, Box 277, Essex, MA 01929, John D. Cushing, President.

MANY JOYOUS HOURS

Robert Griffith Owens (aka Bob Owens, aka Plumb Bob, aka Hippie Bob) of Huntsville, Arkansas, is deceased. He had a subscription to your magazine. Thank you for providing him with many joyous hours within the pages of the "Messing About in Boats".

Bob spent much of his time thinking about, designing, building, and being in boats of all kinds. His vocation was carpentry but his avocation was building and repairing boats. He designed a wooden canoe and built several of all sizes. He sailed the Mediterranean, the Caribbean, local lakes, and was acquiring all the equipment to sail around the world at the time he died.

His last service to the boating world was to put together a lecture about the development of wooden boats for grade schoolers in Eureka Springs, Arkansas. For this project he built scale models of six boats through time, beginning with a dugout. Using the miniatures he kept the youngsters engaged for three hours. When he departed the school, he left these very enthusiastic students with materials to make their own model boats. His energies were spent adding to future generations of boat lovers.

The Owens Sisters, Gwen, Jean, Joan, Jan, Huntsville, AR.

THANKS FROM "SCUZZBUMS"

Thanks for the nice piece on the "Scuzzbum's" San Diego Giant 5-Day Messabout at Fiddler's Cove. We've had interest from as far away as Massachusetts, and from as close as San Diego, as a result. All of us California small boaters read "Messing About in Boats", and I got lots of good comments on the write up.

A few of the locals made a wry comment or two about how many photos of "Precious" made the article. I just told them, "Bob Hicks knows a good-looking boat when he sees it, and chose the photos that pleased him the most." Right?

In case any readers would like to plan to attend our 1994 Giant Messabout, the event will take place August 10th thru 14th. Call me at (619) 569-5277 for more information, including how to contact the RV Park at the marina, etc. (these spots need to be reserved WAY in advance.)

Happy dreams of sailing while you cut and paste.

Annie Kolls, "SCSBMS News", San Diego, CA.

THANKS TO ANNIE

I want to offer special thanks to Annie Kolls for her article on the "Five Day Messabout" in the January 1st issue and for her continuing efforts at keeping the "Messabout" concept thriving in San Diego. As SCSBMS founder I continue to be delighted and amazed to find a growing number of happy folks who enjoy sharing their enthusiasm for small boats.

Joe Tribulato, Watsonville, CA.

PS: The "SCSBMS News" is available from Annie Kolls, 4048 Mt. Acadia Blvd., San Diego, CA 92111 for \$15.

"BAYLINER" IN "BOATS"?

Never did I think I'd read the word "Bayliner" in your magazine, but reader Al Conrad confessed to buying himself one of these stinkpots in the January 1st issue. This type of boat is the very bane of small sail and oar driven craft. Even at slow speed they drag up a huge wake and at speed are a much worse hazard. If the costly engine ever quits the basic unseaworthiness of the high speed skimming hull design will be experienced; uncomfortable wallowing, shipping water over the stern, uncontrollable, and with cleats too small for towing.

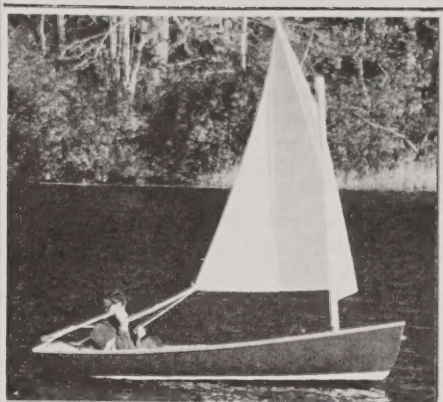
Better to put all that money into a proven traditional type boat such as a broad beam catboat with a moderate rig and a small engine or into a Friendship sloop. There'd be money left over for a good Whitehall or Bahama dinghy as tender.

James Mitchell, Noank, CT.

HERRESHOFF ROWING BOAT

In the "National Fisherman", February - May, 1980, John Gardner published a series of articles about a rowing boat drawn by L. Francis Herreshoff for "Rudder" in 1947. Steever writes favorably of the boat. Do any readers have any experience building or rowing this boat? I invite anyone with experience with the boat to write to me.

Frank Cameron, 3326 NE 123rd St., Seattle, WA 98125.



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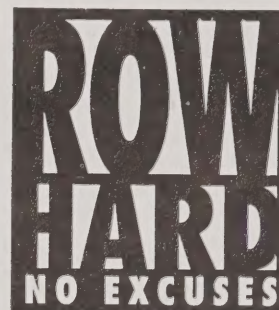
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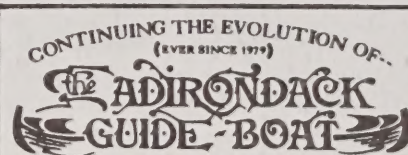


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Next to using boats, I enjoy studying them, all shapes, sizes and types. The 1993 Newport Wooden Boat Show afforded the opportunity to do both. I went up for opening day and had a leisurely walk around, and then "worked" the show the following three days, occasionally skipping out to see the sights.

Early Thursday I talked with Jim Thayer of Grand Mesa Boatworks at the dock where he was exhibiting his Wee Punkin, and later I observed him sailing in very light air and tight quarters. He was having fun in challenging conditions that

Small Boat Entertainment

By Sharon Brown

would frustrate most small boat sailors in most small sailboats. The Wee Punkin ghosted around in the zephyrs and Jim, at ease standing up in the cockpit, answered questions and punctuated each move with a big smile.

As onlookers learned, this was Wee Punkin Number 1, 7'9"x4' and weighing only 65 lbs. The hull is constructed of 1/8" lauan plywood finished bright, the sides are lapstrake, the bottom is double planked and the deck is foam core. As he demonstrated, for a sailboat less than 8' in length, the hull is quite stable, the cockpit is surprisingly roomy and the insulated bottom comfortable to sit on. Sail area is 45 sq. ft. on a spritsail boom rig which provides generous head room. The sheet leads from the traveler through a block on a strop on the sprit, and the snorter leads to a cleat on the mast which can be easily reached for adjustment while underway.

Saturday afternoon June the 26th I ducked away from the exhibit booth, and headed for the outermost wharf in hopes of catching the 12-meters racing, a sight from the same spot that had thrilled me the year before. The wind was honking out of the southwest, and the narrow opening into the Yachting Center exhibit docks was difficult to negotiate. The space was much wider at water level than at at sail and rig height. Newport's commercial fishing fleet was rafted up to windward. The massive overhanding bows of steel trawlers, "Mystic Light", "Sun Dance" and "Inq Toffer II" protruded into the slot. And to leeward, the bowsprit of Southstreet

Seaport's newly restored 1893 75' fishing schooner, the "Lettie G. Howard", hung out into the opening and threatened to impale the rig of any unwary sailor. These conditions temporarily precluded small boat use by boatshow attendees and some unhappy owners, their boats pinned to the dock, were fending off to prevent chafe in the chop.

I arrived at my chosen spot only to see that the 12-meters were retiring and disappointed I scanned the harbor from the pitching platform. Off in the distance I could just make out one small sailboat with masthead flag streaming straight out. It was Jim Thayer in his Wee Punkin having a wild sail. Unintentionally he was putting on an impromptu, one man entertainment show, a demonstration of his seamanship skills and the seaworthiness of his modest little boat.

A small crowd soon gathered and I had to stand wet ground to hold a vantage point. Our attention was riveted on Jim sitting well aft, to weather up on the deck as he reached back and forth toward us, the Wee Punkin's blunt bow throwing up spray as she broke through the waves. We shared our admiration, offering encouragement far out of earshot as he maneuvered through the wakes of passing boats powering to their moorings. Jim continued to broad reach downwind toward us, gybing smartly through the wind at the end of each tack, sailing the boat very flat and loose. He was surfing.

Eventually he was on the final tack to enter the opening. But about half way across the busy channel it appeared from our perspective as though he was on a collision course with another boat. His line of sight blocked and his attention focused forward he did not see the powerboat bearing down on him. I dropped my camera to watch aghast at the anticipated collision but at the last moment Jim altered course to our collective chorus of relief. Then we cheered and clapped as he rode the wake, surfing into the slot with a wide grin on his face as the boat heeled in the lee of the fishing vessels and he had to lean in to prevent a capsized to weather.

Jim relaxed and as he sailed back to his exhibit space, the crowd dispersed, the strollers, newly engaged, bumped along the docks, looking for other excitement. Some were quietly mulling over the private show they had just been lucky enough to witness, the next best thing to clutching the sheet and tiller yourself.

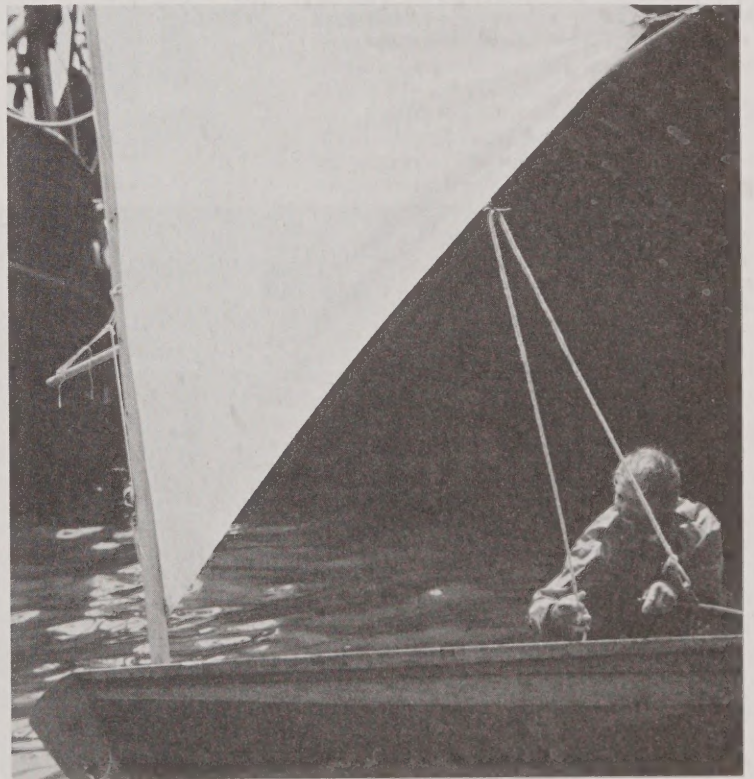
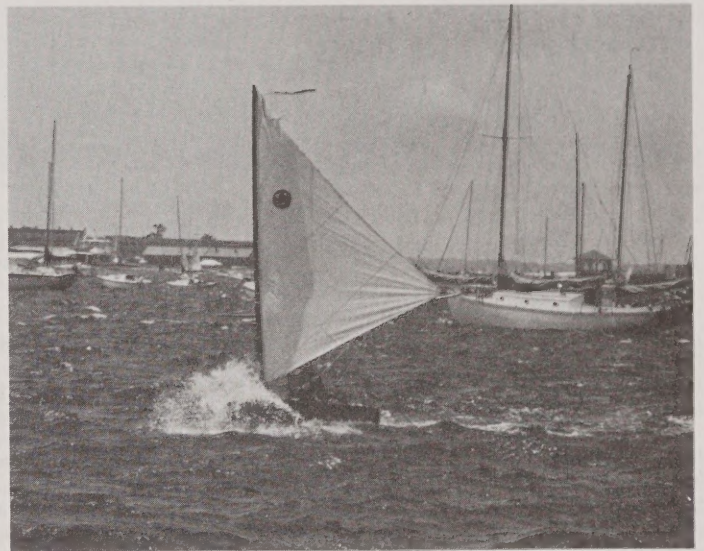
If you are interested in this boat, an easy home project which promises lots of fun. Jim says the kids love the Wee Punkin when they can get it away from Dad. Contact Jim at Grand Mesa Boat Works, Box 75, Route 1, Colbran, CO 81624 as advertised in "Messing About in Boats". As he explained, the "sexier" model, Punkin Eater, has a reverse transom, otherwise the boats are very similar in construction.

Postscript. Recently Jim Thayer sent me a copy of his newsletter, "The Punkineer". The November 1993 issue contains his personal account of the WOOD (WoodenBoat Open One-Design) Regatta, and valuable hints on heavy weather sailing germane to all small boat sailing. The Wee Punkin is a sweet little boat, and Jim is an excellent sailor.



Jim Thayer enjoyed sailing Wee Punkin #1 around the WoodenBoat Show exhibit docks in mirror conditions.







And Then There Were Two

By Barry Donahue

It was on the spur of the moment. A good tide, a not bad weather forecast, and most importantly, a few hours free from the web of family and work obligations on a Saturday in October.

The first phone call was to the bachelor. No problem, he was between trips on his marine education vessel, the "Tiger Shark". Second call was to the family man. Nothing on the calendar and his wife was at home on a Saturday. Struck out with the next three calls; soccer game, business

trip, and the 4pm shift change.

We left Rock Harbor in Eastham on schedule on a rising tide. The family man was looking a little hunted since his wife had pencilled in Saturday on the calendar as a free day for herself. The bachelor offered that since the wind was gusting to 30mph from the southwest it might be a bit breezy out on the Bay. Of course, he rows a 19' Banks dory from Lunenburg, Nova Scotia. The family man was pulling double in my Whitehall.

As we cleared the jetty at the harbor's mouth we figured the wind to be about 20mph. After a short gam we scrapped plans to row to the target ship, a scuttled Liberty ship that lies about three miles off Rock harbor, a good row in flat water but not a lot of fun on a windy day like this.

The family man moved over from my Whitehall to the dory to give the bachelor a hand and we pulled along the Brewster shore against both wind and tide. The rising tide gave us an opportunity to get into the lee of the arm of Cape Cod and enjoy a close-up view of deserted beaches. Just offshore the water seethed as gulls engaged in a feeding frenzy on bait brought to the surface by a school of bluefish.

Further along, the combination of shallow water, rising tide and 30mph gusts gave us some interesting sea configurations near Namskaket Creek. We finally put ashore in the lee of a jetty near Ellis Landing by a white sand beach and enjoyed lunch. Nearby a group of weekend vacationers were trying to fish with hot dogs as bait. A retired couple from one of the cottages above us on the bluff came down to shoot the breeze about dories and the high cost of septic systems.

We pushed off again and headed out into the bay. A hundred feet offshore we caught the breeze and the tail end of the flood tide and skated home. There's nothing like a following sea in a rowboat. It felt as if we could have rowed to Welfleet with its help. Instead, we dodged the "clam trees" that run along the channel into Rock Harbor. We took our time loading up at the town landing with not another person in sight. It had been a nice outing as a result of spur of the moment phone calls on a Friday night.





FISH FACTORY SHIP

The Damn Foole's Progress - 2

Heading South

The next morning a gentle breeze barely ruffled the sea. We sailed out of Gloucester harbor passing a Russian fish factory ship at anchor.

"I intend to catch every living thing in this ocean," it screamed at us.

"And what will you do with it?" my boat asked.

"I'll turn it into garbage, every living thing."

"A noble accomplishment," the sailboat replied.

"The day will come when you are part of my catch," the ship threatened.

The sailboat shivered and sailed on, soon passed by a whale watch boat speeding off in search of the docile leviathan that its Nantucket predecessors greedily reduced to barrels of oil. I charted a course to Provincetown 48 miles to the south across Stellwagon Bank. After many pleasant uneventful hours I estimated that we were halfway.

By Tom

"Why must you be so difficult?" I asked the boat.

"I wasn't designed to self-steer mate. You're asking me to do something I can't do."

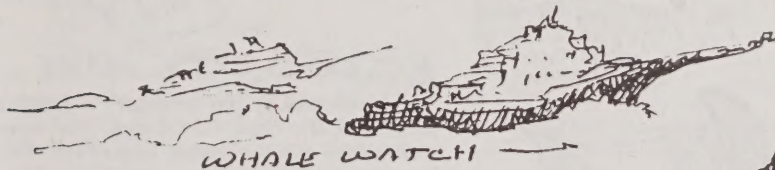
"Well, if you don't do a few simple things yourself you'll put us up on the rocks."

"Trouble with you is you expect everything to get you out of the trouble you get yourself into," the boat replied, stressing its point by having the wind fail.

I turned to the paleolithic outboard motor. I went through the ancient ritual of priming, choking, feeding it fuel and pulling the cord. The abomination cleared its throat, burped and farted. "Start, you son of a lizard," I screamed. It groaned and settled down to a steady protesting stammer. I pulled its handle forward. The noisy, stinking loathsome thing propelled us through the night.

"Another impossibility," the boat reminded me.

"I still don't like it or trust it," I said. I inflated the raft and paddled ashore. Leaving it trustingly on the beach I walked into town through flocks of migratory tourists and indigenous fauna to the Pilgrim monument. Standing before it I wondered why the traditional obelisk wasn't built, instead of this tower, to commemorate the mishap of the Pilgrims landing here instead of at Jamestown.



WHALE WATCH

"Halfway to where?" the boat complained. "There's no horizon and your dead reckoning is as screwy as that compass. I'd say we're halfway to nowhere and soon you'll want me to do something impossible to save your butt."

Before I could respond a playful whale came completely out of the water to starboard, slamming flat on the sea. Twice more he plunged at the sky, then disappeared leaving us in silent solitude without the will to argue over our position.



MOTORING

Being a creature of little patience I had to be warned constantly by the boat to wait for the green entrance light to appear before turning in toward the land. When it appeared we headed for the breakwater, the town lights mingling with the navigational lights. After some difficulty I found the green light on the right of the breakwater and rounded it cautiously. We motored far into the harbor where there were no other boats. I was prepared to anchor when a voice came out of the darkness, warning, "If you anchor there you will soon be aground 'cause this area dries out at low tide."

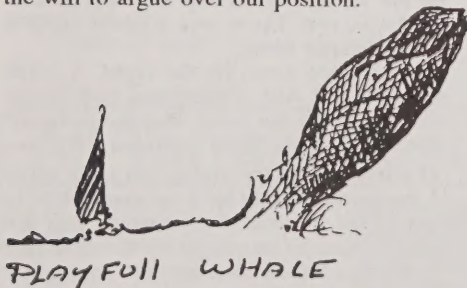
I heard a splash of oars and a creak of oarlocks. We moved out among the other boats and anchored. After putting the boat to bed and eating lightly I climbed into my bunk. It was 2 AM. I awoke next morning at 10 AM to heavy fog. The gas can was empty. "We just made it to the anchorage last night," I explained to the boat.



MONUMENT

"They didn't know how to build an obelisk," the monument answered. "Masons from Italy were hired and the only thing they knew how to build was a bell tower complete with gargoyles. If Egyptians were hired I would be a pyramid. Greeks would have made me a temple and the French a cathedral."

I left the monument still babbling about what it could have been and entered the museum. The right wing was dedicated to the arctic explorer MacMillan who had made 31 expeditions gathering volumes of useless information and filling three rooms with his "trophy". As I entered the stuffed animals began complaining. "The guy in the polar bear suit shot us." I studied the picture. Only two eyes and a nose let it be known that it was MacMillan.



PLAYFUL WHALE

Night soon overtook us. The horizon was dotted with ship's lights while the moon and stars twinkled overhead. Race Point Light flashed menacingly ahead giving no indication of its distance. It is very difficult to keep offshore while rounding the "hook" of the Cape at night. It also seems to take forever. The boat was steering badly.



MACMILLAN

"We kill for food, and only what we need. He killed to stuff us and stick us in

this dreary place. Look at us." I looked. There were bears, wolves, seals, foxes, birds, fish, etc. "Everything he could point a gun at."

"What happened to the natives?"

"They didn't have much to eat after he got through. Before he left he built a school in the middle of their settlement. That killed their culture. Everything now is in this mausoleum."

I left the protesting animals to visit the left wing of the museum. Here were exhibited artifacts from the pirate ship "Whydah", wrecked on the coast of Cape Cod in the year 1717. There were cannons and tools and weapons and coins. But this find was only authenticated when the ship's bell was found. "Whydah" was embossed on its side.



Without being asked the bell went into a long narration of that stormy night when the ship ran aground and broke up. "Only seven of the crew survived to take refuge in a local tavern," the bell said. "They were ignored by the locals who were too busy salvaging the ship's cargo. The pirates were later arrested by an officious lackey of the British leading a large force of marshals. The prisoners were taken to Boston under heavy guard to be tried in a court of the British Admiralty. It was first thought that the pirate captain had perished in the sea, but during the course of the trial an African revealed himself to be Black Sam Bellamy, captain of the "Whydah".



"I had been a simple farmer in Africa," he related, "when I was captured, chained and taken aboard a ship to be sold into slavery in the Americas (the "land of the free"). During the voyage I led the other prisoners in a revolt that took the ship. Deciding that we could not return to our homeland we turned to piracy, especially intent on intercepting slavers which were found to be mostly ships from New England."

"Why do you brazenly confess this when the other prisoners plead their innocence?" he was asked.

"To have the court record show that we did not choose piracy, it was the only way left to us by you to escape your glutony. And let the record show who owned the "Whydah". Why, I imagine the very people sitting in this courtroom waiting for justice to be done."

"Enough," the judge demanded. "All that you have said shall be stricken from the records."

"It can't be done," the judge was told by court officials.

"Then how do we circumvent this?"

"We could try piracy and not the pirates."

"But then what of them?"

"Try them in effigy, then their statements would not be recorded."

"Let it be done," the judge ordered.

The pirates were stripped of their clothes, which were left in the dock. The prisoners were led away, put into a wagon and taken as far into the wilderness as was thought sufficient to prevent their return, and then released.

Their clothing in the dock was found guilty of piracy on the high seas and was asked if it had anything to say as to why a sentence of death should not be passed upon it. There was no response, the records show.

"Then you, one and all, shall be taken hence to a place of execution and there hanged by the neck until you are dead, one and all." The sentence was formally carried out after the clothing was stuffed and sewn together. The effigies were left hanging from gibbets in Boston's harbor to remind all who went to sea that piracy was not tolerated.

"That is not the official story," I told the bell.

"Believe what you will," the bell said despairingly.

I returned to the beach to confront an infuriated derelict. "I live here," he sputtered, "and I own everything on this beach."



"You own all the beer cans, the whisky bottles, the dead fish and the dog doo?"

"Yes, I own everything."

"Then you're getting richer by the hour. Let me take that useless rubber raft off your property."

"You do that and don't touch anything else."

A small boy came by and helped me put the raft into the water. He handed me the paddles and said, "I'll own a boat when I get bigger." He watched me intently as I paddled out to the boat. I spent a peaceful night at anchor.

The next morning brought strong winds that kept us aboard. I let out the anchor line, backing down to a beer keg

mooring, securing a line to it. The wind and whitecaps increased. The boat bounced on the soft muddy bottom at low tide, jamming the centerboard more severely up the trunk. Nothing more noteworthy happened.



The next day I awoke in confusion. I didn't know what to do. Thinking required more effort than I seemed to have. I lay there waiting for hunger or thirst. Soon a dragonfly landed on the hatch opening. I remembered having read that a rock thought to be 80,000,000 years old had been split and inside was the imprint of a dragonfly, identical to the one I was looking at. Not a single thing had been changed. Perhaps one day we will split a rock to find a man in a three piece suit, with umbrella and briefcase, dismissing the absurdity of evolution.



80,000,000 YEARS

Motivated by the dragonfly I decided to sail for the Cape Cod Canal. The sails were raised and the anchor broken free. The beer keg then cast free, we sailed out of the harbor on a favorable tide. Midday across Cape Cod Bay we passed through a cluster of recreational fishing boats nervously moving about searching for the elusive recreational fish. The wind lightened and the bay flattened to a dead calm.

"We will never make the canal before dark so why not try for Barnstable." The motor was again employed taking us through the long channel and far into the harbor. As twilight was fading we tied up on the far end of a ramp that appeared to not be in use. There was a better ramp a short distance away.

I bedded down for the night. A crash woke me at 4 AM. A fisherman had backed his boat down the ramp, and the outboard motors of both boats collided. We exchanged customary profanities after which I went grumblingly back to sleep while he roared off to catch that impatient fish that was waiting to be caught by the first idiot to throw a baited hook into the water.



By sunrise we were motoring for the harbor entrance against a stiff breeze. Rounding the bell we faced a long exit channel. It was filled with breaking waves. We came about and anchored in the lee of a beach. I inflated the raft and rowed ashore. I walked across the dunes to the seaward side where a white-capped sea stretched to the horizon.

"It is not a day to be upon the water," I admitted. Finding a bag, I began picking up trash on the beach, mostly plastic that birds and fish get sick on. When I filled the bag I started back to the boat following my footprints. Eventually the prints disappeared in the hard sand. "Like going back in time," I thought to myself.

At the top of a dune I was confronted by a young man standing in my footprints. I noticed that his shoes perfectly matched the prints. We came face to face and stood staring at each other for some time, aware of the mutual familiarity.

"It's quite a surprise to meet yourself," I said.



MEETING MYSELF

"It certainly is," the young man said.

"I suppose it's expected of me to give you some advice," I said.

"Would you accept advice from me?" he asked.

"Not really," I replied.

"Then let's forget it. It does no good to meet yourself on a beach except, of course, to be pleasantly surprised."

After a moment of silence, the young man said, "I'll be going now, I've got to catch up to you."

"I'll try to hang in there until you do," I said.

We said "goodbye" in unison and continued walking in opposite directions.

I carried the trash to a village and asked a resident where I could put it.

"You can't leave it here," I was told. "You have to pay to have trash taken away."

Then I shall throw it back on the beach."

"Can't do that, you'll be fined for littering," he said.

I returned to the boat to await the next day.

(To Be Continued)

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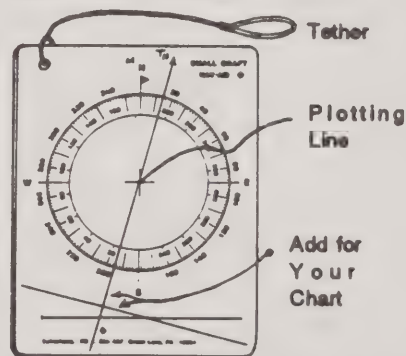


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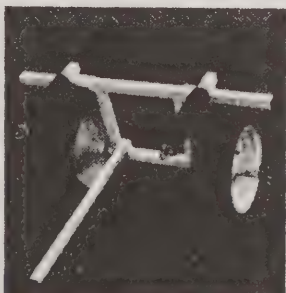
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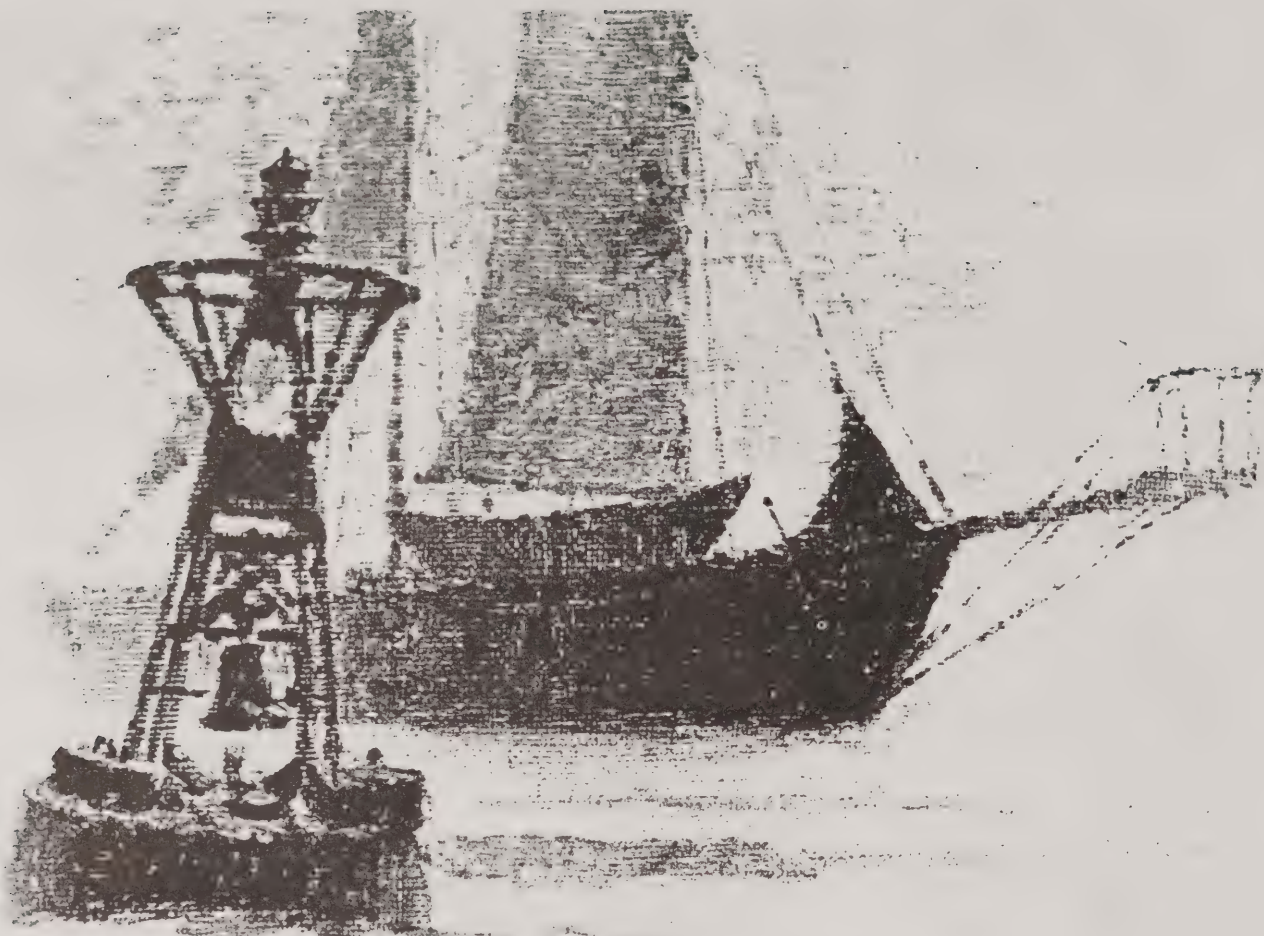
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Sailing. Being out there alone with no one to guide you. Being in the middle of a fog. The world closed in but the boat still under you.

All this was some thirty years ago when my uncle was still around to show me what to do. Strange how it is thirty years and the same rocks are there. Also the same water that flows in and out twice a day.

All these thoughts occur to me as I remember a day when I was sailing my boat. Not long before that I would have said it had been my uncle's. It was an Atkin designed, gaff-rigged sharpie. She was heavily built, and the most remarkable thing about her was the mainsail. A perfectly setting 308 square feet of wonderful, soft cotton. With a few tweaks on the hal-yards it would set perfectly. My friend Jim was sailing with me on the outside of the Elizabeth Islands heading for Quicks Hole where the tide comes and goes with a force that is unimaginable. We were headed there a good bit before the tide would change in our favor. At that point the tide would be flowing into Buzzard's Bay from west to east.

What I remember is that we were sailing along the back (west) side of Nashawena Island headed for Quicks Hole. The fog was all around us. I was trying to decide what to do. When we got there we would be too early for the tide and we could not see well enough to know just where we were. I had to do something. Those islands are surrounded by rocks and the wrong turn would mean disaster. But what to do?

Suddenly, in the fog there appeared a ship. Not any ship. But a ship with square

Fact or Fancy?

By Rob Pittaway

Which is what we were doing now. Like a duckling under a much larger grownup's wing.

But now I had to assess the situation. Locked in by the fog. When could we yards and at anchor. Were we back in the 19th century? We were too close for speculating. A quick pull on the tiller and we cleared her stern. As we came alongside there was just enough time for a quick hail and a shout that there was good holding ground just astern of her. No sooner did I see what was happening than a quick jibe was needed to clear her bowsprit. We were now on the other side heading for the stern again.

Frantic activity. You take the tiller! I ducked below and got the anchor which was already shackled to the line and the line made fast to the mast and laid out properly. Up through the fore hatch. Bring her into the wind! Splash! Is it holding? Pause. Yes, the boat swings into the wind with sails flapping and the reef points making their characteristic patter.

Whew! That done, it's time to take a breath. That certainly was a close call! What was that ship? Where are we?

Well, it turns out that we had not sailed into a time warp. That was "Shenandoah" doing what we should have been about to do anyway. She was anchored close to Nashawena waiting for the tide.

move? When would the tide turn through the Hole?

I had my trusty Eldridge ready. It seemed that the tide would turn in about 2 1/2 hours. That would make it fairly late. Well, at least we would get through. Then where we wound up wouldn't matter. We were headed for Westport Point but Padanarum would do, even Fairhaven.

As the day was slowly getting to the point where the light would begin to fade, it was important to get through as soon as the tide turned. However, we might have to "feel" our way through if the fog was still hanging around. And on slack tide we should be able to maneuver all right. So, we had to sit and wait it out. Meanwhile we talked over our situation. I could even heat up a little something and eat. I was hungry by then, having used up a little bit of adrenaline. Just let the boat lie quietly and wait patiently. Would the fog clear in time?

I had made up my mind to make sail and try to get through the Hole even if the fog did not clear. I was waiting for the tide. Then one of those fascinating things happened. Just as Eldridge said the tide was to turn, the fog disappeared. It was a beautiful sunny day. I have heard of this phenomenon but, I don't understand it and have never witnessed it again. I wonder what makes it happen?

But where was the ship? Had it left before the tide was completely turned? I had not heard the sound of an engine or the rattle of any rigging. Or was it a miraculous vision? In any case we got through the Hole in good shape and sailed on home.

Seaquake in Long Beach

By Michael Briggs

Last year I had an interesting experience and the best part was I got to experience it on my small boat, a West Wight Potter 15. I like to spend a day or three living aboard when I get the chance and I rent a guest slip at the Long Beach Marina. The Long Beach Marina is owned by the city and has about four thousand slips. The marina facilities are divided between the Alamitos Bay slips and the Shoreline Village slips and are about eight miles apart. I like to launch in one basin and sail to the other and spend the night. Toilet and shower facilities are well maintained so I don't really rough it too much. Good restaurants are nearby too. There isn't anywhere else to go since the nearest island is Catalina Island, 28 miles out in the Pacific. I envy you because you have the inland waterway and all those islands and harbors but we do have something here you don't have.

Last September I launched at Alamitos Bay and sailed over to Shoreline Village and rented a guest slip and had a nice evening. I went below to bed about eleven P.M. and heard a strange noise. Peeking out the hatch, I saw a California sea lion swimming by about ten feet away. I could see him/her well because it is so bright here that the clouds (when we have clouds) are white at night. It was nice to see such a big mammal inside the marina because one always wonders about water quality. Well I finally got to sleep and I woke up about 4:45 A.M. and laid there listening to the silence so rare in the big city. No one was up and about, and no boats were moving and I could hear things that were a long way off. Nowhere else could I experience such satisfying peace and quiet and relaxation except on my small boat.

All of a sudden I was lifted up about six inches by a boat wake. Wait a second, I hadn't heard a boat and I noticed that the bouncing didn't stop and instead of rocking like usual, my Potter was bouncing straight up and down, a most unusual motion. I stuck my head up out of the hatch and looked around and what did I see but a full blown earthquake in progress. Of course, I and my Potter were experiencing a "seaquake". This was a first for this 47 year old native Californian. I like earthquakes, having experienced dozens of them, and never having gotten hurt or suf-

fered any damage to anything. I like quakes because they relieve the boredom of perfect weather year round and beautiful girls everywhere.

Then I looked at the horizon and it was filled with bright blue flashes constantly for about half a minute where the power lines were hitting each other. My Potter was only bobbing just a little. Can't say as much for the thirty to forty foot sailboats all around me though. Hundreds of them were rocking wildly. The masts on all were swaying through an arc of about 80 degrees. Lots of halyard noise and creaking and boats hitting the docks and then I saw the eighteen inch thick concrete pilings shaking like they were setting in nervous puddin' (jello that is). That shaking of the concrete pilings was the thing that got me to thinking about a tsunami (tidal wave) possibility.

We have so many faults out here (and I don't mean weaknesses in character) that the earth's crust is like a smashed cracker and an earthquake can happen literally anywhere. I decided rapidly that sitting in the dark at the seaward end of a 150 yard long dock was no place to be if a wall of water came smashing in from the sea. Then sanity prevailed and I realized how well my Potter rode out the quake and how I probably couldn't run two miles inland before the water got to me anyway, so I decided to stay put.

Well, I stayed, but I didn't exactly stay put. We had many aftershocks for several hours and I kept watching the pilings bounce around, along with all the big sailboats around me, but my little Potter just felt like it was riding out an easy four inch wake. There wasn't any tidal wave since the quake was inland. I laid around part of the morning, enjoying the bumping and grinding of Mother Earth and watching pilings, sailboats and shoreline relocate. I had a shower and breakfast and later that day had a much less eventful sail back to the launch ramp. We here in California enjoy a little something extra in our boating pleasure that we wish the rest of you could share.

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New England's Logboats:

Four Centuries of Watercraft

By Ann Marie Plane
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"Bulletin of the Massachusetts
Archaeological Society.

Dugout boats provide an untapped resource for understanding the ways in which the inhabitants of New England have lived and worked at different times in history. Yet when unearthed from ponds or enshrined in museums, these vessels are often mistaken for artifacts from the pre-contact Indian past. My study of New England's dugouts, or logboats as many prefer to call them (McGrail 1978, vol. 1: 2)1, has shown that most surviving boats date from a later period, when both Indians and Euro-Americans made such boats. Irish, English, French, African, and native American designs converged to create New England's logboats. From their all-purpose uses in the seventeenth century, to their survival in the north woods of the twentieth, New Englanders preferred logboats to other, more sophisticated craft. Far from being pristine artifacts of Amerindian experience, all but a handful of the surviving logboats discovered in New

England as of this writing appear to date to the contact or historic period.

By studying these logboats from New England we can glimpse the ways in which the people, English, French, and Amerindian, made and used these boats within specific regional economies. The dynamics between these three groups varied widely in different regions and different time periods. Further, the examples remind us once again that people shape their material world according to cultural needs and expectations, in combination with environmental conditions and resource availability. As students of material culture have argued, all material objects reflect the

culture that produced them. The cultural and material worlds are intertwined in the design, construction, and use of common objects. As Robert St. George put it, when read "socially," artifacts must be "interpreted as related parts of a larger puzzle" (St. George 1988:9). Logboats, like other artifacts of the material world, have a great deal to tell us about the cultures that made and used them.

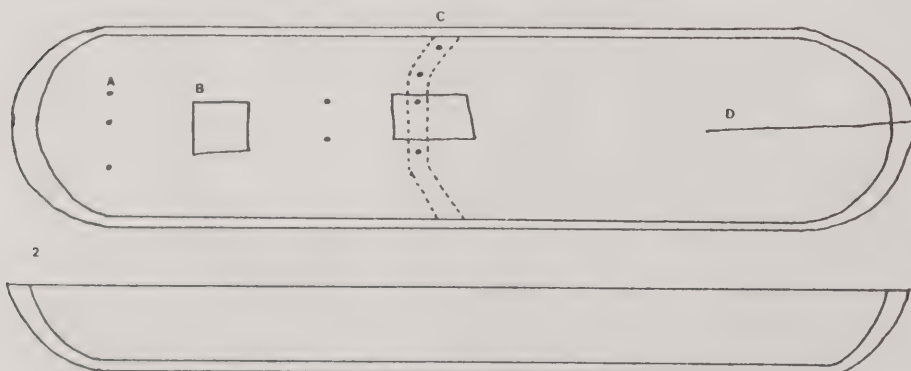
Elsewhere I have argued that New England's logboats fall into two loosely defined types: a coastal/riverine type found from Connecticut to Nova Scotia, and an inland lake type prevalent in northern New England, New Brunswick, and Quebec (Plane 1990:2,38). My conclusions were based on the study of surviving canoes from New England and Canada, in combination with references in historical documents. Of the thirty odd boats I located, all but three survive in some form. Probably many more canoes were excavated in the early part of this century but did not survive. I was able to study eleven boats of the sample in detail, recording ten of them by means of photography, drawings, and detailed description. I also looked at other researchers' surveys of these boats when available. Eight boats I studied via published or unpublished reports. I compared my sample to surveys of similar boats from Nova Scotia, New Brunswick, Ontario, Virginia, and North Carolina, as well as England and Ireland, in order to identify regional characteristics, common stylistic sources, and so forth.

For detailed reports on these vessels, I refer the reader to my unpublished essay (Plane 1990: Appendix). But, in brief, of those surviving boats that have been radiocarbon dated, only four, located at three underwater sites in Vermont, predate the period of contact with Europeans. Those which appear to be of early contact period native American origin (see Figures 1, 2) tend to have rounded ends and less angular appearance, whereas the Euro-American are more likely to have a pointed bow and a square or truncate stern (Fig. 3). Common features of historic period boats are pegs, mends, nails, seats, and mast braces. As with any highly individuated artifact, however, New England's surviving logboats vary tremendously in design and appearance.

Before Europeans 'discovered' the region now called New England, the Indian peoples of New England and Canada made two main types of boats, each adapted to the specific cultural needs of the group. The Indians of northern New England and Canada used canoes made of birch bark, stitching the bark into a pouch, bracing the bark into a pouch and then bracing this with a wooden frame. The design of these vessels varied according to the tribe, as well as to the conditions and purposes of its use, but all were lightweight and easily carried around impassable waters (Adney and Chapelle 1964:13,27,58-153). In the agricultural regions of southern New England, the birch (*Betula papyrifera*) did not grow large enough for ca-



Figure 2a and 2b. Weymouth logboat, photo and plan. This boat was discovered in Weymouth's Great Pond during the drought of 1965. It may have been made with aboriginal technology, but it has several nails associated with it, as well as faint lines marking a possible rib. Perhaps it was an Indian boat with contact period additions made by either Indians or Euro-Americans. A detailed recovery report exists (see Keavitt 1968). The boat was excavated by the Weymouth Historical Commission, and is now located at the Weymouth Historical Society Museum, Tufts Library, Weymouth, MA (photo by Ann Marie Plane). 1) Plan View: A: Nail fragments in hull; B: Faint depression in hull; C: Discoloration, nails, possibly from a rib; D: Large crack. 2) Profile view: 3.185 m length; 68.6 cm overall width; 29.2 to 29.9 cm depth; all measurements from Keavitt (1968). Locations of features approximate as the canoe is in a closed case.



noe making (Peattie 1950:165). Peoples from Massachusetts Bay southwards along the coast all the way to Florida made and used logboats (Salwen 1978:164; Roberts and Shackleton 1983:63-80). But Indian people chose to make either log or birch-bark canoes for reasons beyond the simple availability of materials. For example, the Abenaki used both birchbark and log canoes, depending upon the body of water traveled (Day 1978:148-59). In the extreme north, trade networks supplied birch bark to Indians beyond the paper birch range (Taylor 1980:9). In later years, both Euro-American and Amerindian inhabitants of the Maritime Provinces and Quebec made log canoes (Roberts and Shackleton 1983:91-5). Rather than simply being determined by the range of the paper birch, the heavier logboats of southern New England's natives may have better suited the more sedentary life of these peoples.

Europeans recorded some detailed descriptions of the construction and use of Indian logboats in the early seventeenth century. John Smith, William Wood, and Samuel de Champlain all described logboat making, the former from Virginia, and the latter two from New England. First the Indian felled a large tree, usually pine or chestnut, using fire and stone axes to do the job. He shaped the outside, and, using heated pebbles or slowburning coals, he alternately burnt the inside and then scraped the charred wood out with stone scrapers or clam shells, carefully controlling the process to obtain the desired size (Fowler 1976: 1-3). As William Wood described it in his accounts from 1629-34,

"Their Cannows be made...of Pinetrees, which before they were acquainted with English tooles, they burned hollow, scraping them smooth with Clamshells and Oyster-shells, cutting their outsides with stone-hatchets" (Wood 1898:96).

Archaeological evidence seems to corroborate the historians' accounts. A site in North Reading, Massachusetts may have been used for logboat making. A large mass of charcoal, 6.1 m square by 28 cm deep was found 1.8 m above Skud's River and Martin's Pond. Excavators recovered five large, undamaged stone woodworking tools from the site. Each tool appeared to fit a different phase of logboat construction. In addition, the larger pieces of charcoal each had one smooth side, as if scraped from the wood by a sharp tool. By the presence of a full grooved axe, the site could be tentatively dated to the middle or late Archaic Period, approximately 5000-1000 B.C. (Fowler 1976:4; Dincauze 1976: 121). Thus, perhaps the peoples of early Massachusetts used particular locations for logboat manufacture, places close to both the trees needed as well as near the water.

While European reporters suggest that Indians made boats for individual use, at least some of the boats must have belonged to the kin-group or the wider community. Roger Williams' 1643 account notes that a man would go alone into the woods, taking some food along and building a temporary shelter for himself. Williams wrote,

"but so hee continues burning and hewing untill he hath within ten or twelve

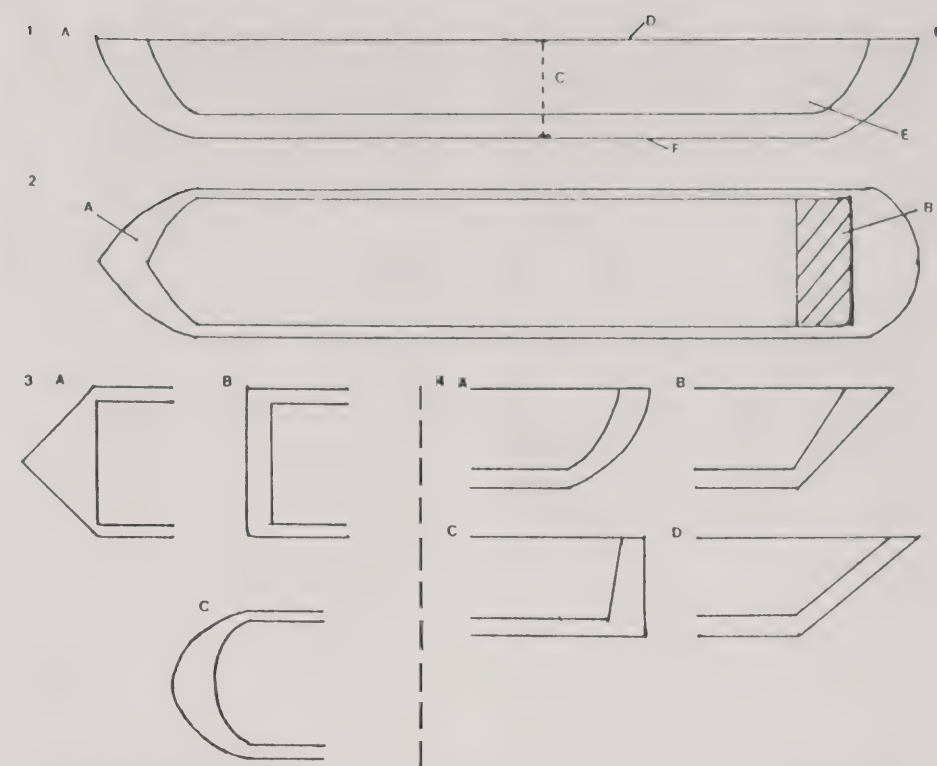


Figure 1. Terminology for logboats. As regional studies of logboats increase in number, the need for standardized terminology also becomes greater. I am indebted to Michael Alford of the North Carolina Maritime Museum, Beaufort, NC, for his suggestions for a standard vocabulary. 1) Profile View. A: Bow (front); B: Stern (back); C: Depth; D: Gunwale (top edge); E: Hull; F: Bottom. 2) Plan View. A: Endpiece; B: Deck or seat. 3) End Shapes. A: Pointed End; B: Truncate or Square End; C: Round or Curved End. 4) End Profiles. A: Spoon; B: Raked; C: Upright; D: Steeply Raked.

dayes (lying there at his worke alone) finished, and (getting hands,) lunched his Boate; with which afterward hee ventures out to fish in the Ocean" (Williams 1971:108-9).

But Williams was writing as an English man, and, as we shall see, the English of the 1630's counted dugout boats as personal possessions, made exclusively by individual men. Many explorers reported large canoes, filled with many natives, especially in more southerly regions, near the Hudson River. The largest of these logboats were 12 or 15 meters long and could carry forty men (Salwen 1978: 164). Did the members of the group own these boats in common? Did they share in their manufacture? European accounts do not answer these questions.

From the first years of their settlement throughout New England, English colonists also made their own multi-purpose log canoes. In William Wood's 1634 account of New England, he described some of the ways in which Euro-Americans made and used these boats. He also noted that logboats were especially popular in particular areas, writing of Salem, Massachusetts,

they crosse these rivers with small cannowes, which are made of whole pine trees, being about two foot & a half over, and 20. foote long: in these likewise they goe a fowling, sometimes two leagues to sea; there be more Cannowes, in this town than in all the whole Patent; every household having a water-house [water-horse] or two (Wood 1898:35).

"Cannows" show up frequently in probate and court records of the Plymouth Colony from a very early date. In 1638, a jury of inquest into the death of one John England found that he drowned while "sayleing in a canow of Mr. Thomas Burne's betwixt Greene's Harbor and Plymouth...by reason of the insufficiency of the said canow, to make way in stormy weather..." (Yentsch 1986:57). Within a decade of year-round settlement, Europeans were making and using their own dugout canoes.

Where did Europeans learn of dugouts? Was it from the Indians? The Irish? Their own tradition? The evidence sometimes seems confusing. Certainly, as Sean McGrail has documented, the English and other Europeans had made logboats of various types, usually of oak (*Quercus* sp.), which McGrail has described as the ideal wood for logboat construction (McGrail 1978, vol. 1: 117). By the seventeenth century, wood shortages had limited English logboat making to the extreme northern and western areas of the British Isles (McGrail 1978, vol. 2: fig. 206). In Ireland, "tree-boats" of oak or ash (*Fraxinus* sp.) were made right up through the end of the eighteenth century (MacDowell 1983, vol. 1: 16, 43). Henry Glassie has suggested that logboats were only fully accepted into Anglo-American culture when that culture included African and Irish elements (Glassie 1972: 158), and certainly English contact with the Irish and African peoples familiarized them with such vessels.

But it seems likely that Amerindians

had an enormous influence on boat technology in this region. The word itself, canoe, originated in the Americas, as a post-Columbian borrowing from the Carib word for logboat, canoa (Adney and Chapelle 1964: 13). The small numbers of African and Irish Americans in seventeenth-century New England suggest that they may not have had much direct influence. Undoubtedly, the presence of a lively tradition of Indian canoe use in the region stimulated the adoption of logboats with such enthusiasm by the English.

The documentary record shows that logboats remained popular with colonists into the eighteenth century, and they used them for everything from ferrying passengers and goods across rivers to hauling manure, salt marsh hay, and other large loads (Plane 1990: 16-34)². People apparently even reserved certain trees for making canoes. In 1679 in Essex County, Massachusetts, Robert Cross, Jr. testified that one Samuel Pipen "sold deponent a canoe tree that grew upon the north side of a hill amongst ledges of rocks" (ECCR 1913-19, vol. 7: 203). Canoe trees were also protected by law in some areas, as in

Springfield, Massachusetts, where they could not be felled without general consent (Bacon 1970:306)³. One survey of household inventories from Suffolk County, Massachusetts (excluding Boston), in the period from 1675 to 1775, turned up only four canoes out of all 109 inventories (Cummings 1964:v.276), perhaps so few because of the largely inland focus of the study. These four were used in Dedham (1681), Chelsea (1761), and in Dorchester (1768 and 1771). All four inventories also included salt marsh property, such as "Canoe meadow" valued at 9 pounds in the Dedham estate, and "ten load salt hay at 36/load" for a total of 18 pounds in the Chelsea estate. The Chelsea inventory also listed a great deal of livestock and a "Negro man," who perhaps brought African or African-American notions of boat design to New England.⁴ All this shows that throughout the colonial period, canoes fitted comfortably within the system of petty enterprise and private ownership common to New England's Euro-American coastal settlement. In certain pockets of the coast, logboats continued in use right up to the twentieth century.

Despite depletion of local wood resources by the late eighteenth century (Cronon 1983:112-3), logboats were used for oyster-tonging in the New Haven (CT), flats until the early twentieth century. Three which survive have histories that link them to a specific maker in the first quarter of the nineteenth century. According to Ernest E. Ball, the son of the original owner of several such boats, dugouts were made at Cayuga Lake, one of the "Fingerlakes" of upstate New York by "a man called Uncle John Smith who was a veteran of the war of 1812" (Ball 1938). Smith floated the canoes down the Erie Canal and the Hudson River. Oystermen of New Haven preferred these boats, presumably because they were uniquely suited to work among oyster flats.

In northern New England, sparser settlement and an economic dependence on hunting and fishing encouraged lively use of small logboats on ponds and lakes right into the twentieth century. These inland boats survive in relatively greater numbers than either the coastal/riverine or the aboriginal types. Sunk in ponds and marshes, they are discovered and excavated with some frequency. Their common characteristics include flat bottoms 6-7.5 cm thick, sides rising at near ninety degree angles, and square or pointed bows. These boats tend to range from 3-6 meters in length, while the coastal boats run from 6-9 m in length. The inland boats in general look rougher than the coastal and river logboats, their lines are sharper, and they sometimes still bear the blade marks from the tools used to make them. Examples of this type of pond or lake boat cluster in northern New England, although some examples exist elsewhere.

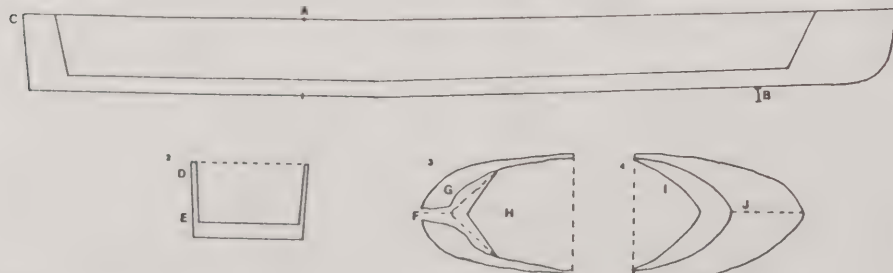
Boats such as these seem to have been used on one pond or lake, for fishing, transportation, and fowling up into the twentieth century. The Adams Family of Fair Haven, Vermont, made and used one such boat on Lake Champlain. John Tracy Adams described its manufacture and use in some detail after its purchase by the Vermont Division for Historic Preservation. Adams reported that the dugout was made in 1881 or 1882, "to use for hunting and trapping muskrats" (Adams n.d.:1). Adams' ancestor, James E. Adams, made the boat with a friend, Benjamin Smith, who had built about thirty dugouts. Adams notes,

In the summer of 1881 Mr. Smith and Mr. Adams started searching for a fine log large enough to make a dugout. They finally found one in Benson, Vermont and purchased it, to be cut when the snow was deep to save log from any breaking or splitting damage when falling. When the snow was deep in the winter, they drove their team and sleighs up on the lake to Benson Landing, then to the tree which they fell, loaded on the sleighs, and started back to West Haven. As they drove up the lake, they chopped off the rough sides of the log to start the outside shape of the dugout (Adams n.d.: 1-2).

After the outside shape was complete, the men bored holes in the curvature of the boat to serve as thickness gauges. They cut red cedar pegs to the desired finished thickness, drove them into the holes, and then removed wood from the inside. The boat was repaired several times, once when



Figure 3a and 3b. Hopkinton logboat, photo and plan. Very well preserved boat found in Hopkinton's Jo-Sylvia Lake (NH) in the early twentieth century. It has overcut marks from an axe and such European maritime features as a pointed bow and a barely discernable stem or keel at the stern. This vessel is now at the New Hampshire Antiquarian Society, Hopkinton, NH (Photo, Robert B. St. George). 1) Profile view: 4.39 m length; 58.4 cm width; 39.4 cm depth at point A; B: This boat has an angled bottom with approximately a 10 cm rise at point B; C: A missing upper portion of the stem has been reconstructed in this drawing. 2) Section view, taken at point A of plan 1. The sides vary in thickness from 1.0 cm at D to 3.8 cm at E; the bottom is 7.6 cm thick. 3) Plan view of stem. F: Location of small projection at the bottom of the stern. The upper portion of the stern, approximately 15.2 cm long, is missing; G: Top of endpiece; H: Floor to chine line (where the floor ends and the endpiece begins its rise); Entire detail: 14.3 cm length. 4) Plan view of Bow. I: Floor to chine line; J: Length of endpiece is 38.7 cm.



the side was cracked, and again when the heartwood from the bow rotted away. Adams reports that the boat was in use for about seventy years, which would mean that his family stopped using it in the 1940's or 1950's (Adams n.d.:2-3).

To be sure, other than the four Vermont finds, there are no surviving logboats from New England that clearly reflect a flourishing and unchanged native American culture; no such unchanged culture could exist. However, boats from Canada demonstrate ways in which the material world of the Indians both responded to and influenced Euro-Canadian society. Both in New Brunswick and in Ontario, Indians made logboats that responded to birchbark designs as well as to European design challenges. Several canoes as well as oral history from Ontario suggest that, as Indians became more sedentary they adopted logboats, which remained in use well into the twentieth century (Rogers 1965:458). A canoe from New Brunswick demonstrates similar influences from birchbark design on the log canoes of Indians in eastern Canada. Its light design and delicate hull reflect birchbark traditions as well as similarities to the light French-Canadian pirogue, which springs from the same influences (Plane 1990:424).

Euro-Americans also felt the influence of Indian boats, sometimes adopting Indian styles intentionally. As early as the late eighteenth century, Indians and their boats had begun to hold some romance for white New Englanders.⁵ By the mid-nineteenth century, the Indian was firmly entrenched as a romantic figure in the American mind. From Thoreau onward, whites traveled to the northwoods of Maine and Canada for 'back to nature' experiences.⁶

It is this romance that shapes our attitudes about logboats even today. As I have shown in this paper, logboats did have a source in the native American cultures of this area. But they also were integrated into Euro-American culture, and this integration persisted beyond the point of initial frontier contact into the twentieth century in many areas. When we can keep this tradition in mind, then we can better understand and more accurately interpret the artifacts before us. I hope that this essay has demonstrated some of the real history of New England's logboats, and the people who made them. Indians belong in this story, but not as they have been romantically portrayed. Rather, the Amerindian traditions form one strand of many which converged to create the logboats of New England's past.

Acknowledgements: I would like to thank the many museums, historical societies, and individuals who opened their collections to me. I am also grateful for the advice and criticisms of Mary Beaudry, Robert B. St. George, Timothy Kent and Elizabeth Little. Of course, any errors in the conclusions presented here are mine.

Author's Note: If you discover a logboat, contact your state archaeologist before excavation. In southeastern New England you may also report logboats to the archaeology department at the Peabody Museum, Salem, MA, (508) 745-1876, or to the Massachusetts Archaeological Society, Middleborough, MA, (508) 947-9005.

END NOTES:

1. Sean McGrail has argued that the term dugout connotes a method of construction which may not have been used, and also that these boats should be considered along with rafts and multi-log boats (McGrail 1978, vol 2: 2).

2. In 1654 a servant to Thomas Williams of Winter Harbor [Maine] was presented to the court, "for Emptying a conow that was laded with dressing for ground on the Lords day & for caring the said conow to the side of Richard Moores boate" (See Case of Sylvester Page, June 29, 1654, Yorkshire County, Maine Province and Court Records, vol. 2: 31). In 1664, Nicholas Cole of Wells (Maine) was granted "lyberty to keepe the Ferry over Cape Porpus River for the Tearme of Seven Yeares, hee providing a Conow & making bridges for conveniency of passage & travelling....(An Act establishing a ferry, July 5, 1664, Wells, MPCR, vol. II: 158). In Essex County, Massachusetts, in 1670, a dispute over a piece of salt meadow led to the seizure of hay allegedly cut illegally. William Hascall, Jr. deposed that he went with the Constable's deputy "to Goodman Harradine's dock where there were two loads of hay on canoes" (Edward Harraden vs. James Steevens and Anthony Day, Ipswich Quarterly Court, ECCR, vol. III: 442).

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ECCR: See Essex County Court Records. Essex County Court Records, vol. III, IV, VII, VIII. 1913-19. The Essex Institute, Salem, MA.

3. Springfield, due to its location on the wide Connecticut River and its early settlement, may have used boats like those of the coastal regions.

4. Estates of Sgt. Henry Wight, Dedham, April 2, 1681; Jonathan Bill, Chelsea, Nov. 19, 1761; Samuel Pierce, Dorchester (Yeoman), Nov. 22, 1768; James Foster, Dorchester (Gentleman), Nov. 22, 1771 (Cummings 1964:34, 185-7, 221-4, 246-8).

5. In 1773, a Connecticut-born white student of Dartmouth College, John Ledyard, left school in a dugout he made himself. As described by an unspecified alumnus of the college, Ledyard "absents himself for three months without leave in rambling among the Indians of Canada and the Six Nations. Leaves the college in a canoe made with his own hands and descends the Connecticut alone to Hartford." To complete the romance, Bacon's sources inform us that Ledyard took only a bearskin, a shelter made of willow branches at one end of the canoe, and Ovid and the Greek Testament along with him. Ledyard went on to explore the world, writing accounts of parts of Africa and Siberia and chronicling Captain Cook's last voyage to Hawaii (Bacon 1970:384).

6. For an account of Thoreau's journey and an example of the continued allure of the north woods, see McPhee (1975:69-73, and throughout).

MPCR: See Maine Province and Court Records.

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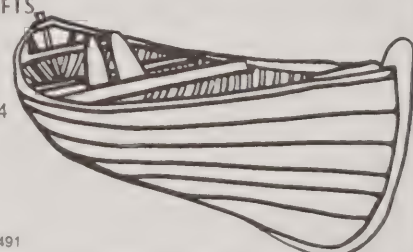
A lengthy list of secondary references is also available. Readers with scholarly interest in this subject should contact the Massachusetts Archeological Society in Middleborough, Massachusetts at (508) 947-9005.

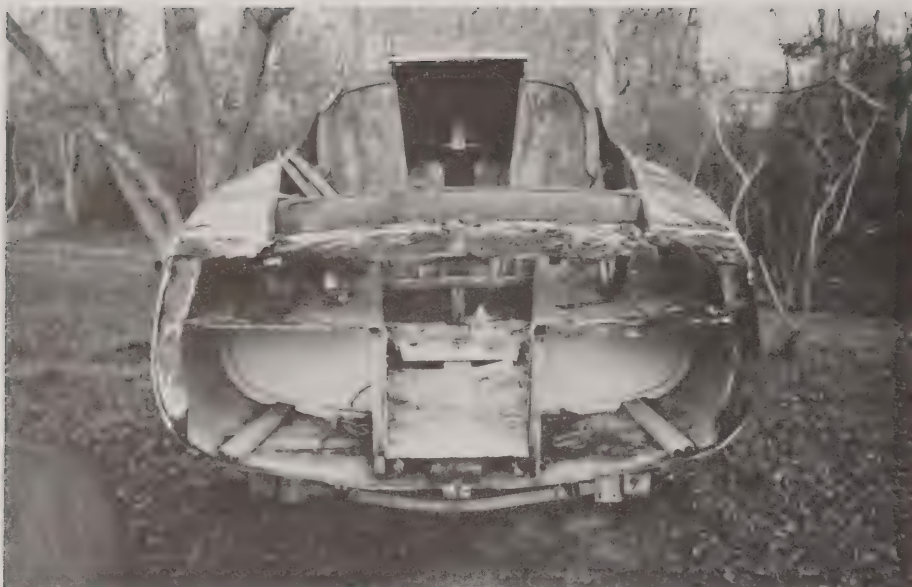
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Can This Boat Be Saved?

Well, OK. Should This Boat Be Saved?

By Jim Thayer

Any certifiable boat nut, even though he may have one or more boats at home, will, given the opportunity, wander idly around a boatyard or marina looking at the boats for sale and remarking from time to time, "Gosh, that's too good to pass up". He is safe only if he's iron willed, broke, or his wife is in the car.

This same fellow, confined to the house, will pore over the ads in "Messing About in Boats" or "Soundings" exclaiming now and then over the incredible bargains. When questioned he will explain that it's only prudent to keep up with the market.

Now I have a good friend and excellent customer who tends to fit the above description. Cortes Pauls showed up at the yard one day with a "thing" on a trailer. It did in fact resemble a boat, from the front at least. He proceeded to expound on its virtues: Good spars, sails, heavy rigging, incredible lifting keel and brand new trailer. It was, need I say it, "Too good to pass up."

He was all gung ho to whip it into shape, just as soon as he got some time. It sat for a time quite at home under the pecan trees and then one day I noticed it had covered itself with a nice blue cocoon. Evidently it had settled in for the winter.

In the spring it stirred not, nor did it show any signs of life when I returned from Colorado in the fall. Sensing my return, Cortes dropped by the yard one fine October day to nurse a brew and chew the fat in time honored boatyard fashion.

As I mentioned, Cortes is a splendid customer, having bought, I'd guess, five boats so far. He currently has a "Rocket" and a fancy "Joli Fille". He had recently unloaded a Scottish motorsailer which had gone from "bulletproof" to a classic "hole in the water" in one trip down the Bay. He was extolling the virtues of small boats.

Over the years we had discussed the possibilities of putting a schooner rig in one of my hulls but I had never had anything really large enough. On this particular day he was showing interest in the plug for the 19 foot "Mountain Girl" which had been lying there a couple of years awaiting transformation into a gaff-topsail cutter with housing bowsprit. I allowed as how it would make a dandy schooner but a better

cutter. Cortes gazed off at his blue cocoon and remarked that "life was too short to spend time on ugly boats". I knew what was coming.

It was straight across and I got the trailer. Let's take a hard look at this project in hopes that it will save some poor soul a lot of grief.

She's a cold-molded (maybe hot) English built sloop about 20

feet on deck and around 8 foot beam with full underbody and moderate deadrise. She had pounded her transom out on a pier and sunk. The salvager got her for free, bought the new trailer, hauled her home and parked her under a tree with a blanket over her. Needless to say, he never got to her. A good chance missed. He finally decided to cut his losses and Cortes was next in line.

Cortes had talked of building a hull to use the rig and keel and encouraged me to do the same. It is an attractive idea but I'm realistic enough to know it would never happen. I've got a half-dozen rigs hanging in the rafters now. If you have decided to build a hull and want to go shopping for a used rig, fine, but it doesn't work the other way round.

I put her right in the shop, ostensibly to dry her out, but since she pretty well fills up the place she will have to get a quick fix or a Viking funeral. There is no middle ground, no working around her, no in and out, no putting off. We blocked her up and left for Colorado next day.

Let's look her over and estimate just how crazy we have to be. The sheer and hull are fair except for the bottom which is obviously soft. One roller had gone clear through and the fenders were making considerable dimples. There isn't a splinter of transom left and no rudder. There is, however, solid landing for a new transom.

Up on deck, watch our step, things look pretty awful. The plywood is badly delaminated and there are gaping holes. She is innocent of hardware save for a traveler. The hatch cover still slides but is in terrible shape. Between the rails is a large hole. Around the edges it crumbles at the touch, producing something resembling potting soil. On the whole the molded ply cabintop appears structurally sound.

In the cockpit we find rather nice lam-

inated seat tops in fair shape and quite an attractive coaming. The seats are fixed and the voluminous lockers below are accessed only by quite small ports in the face of the seats. One must need some sort of hook to fetch anything from the bottom. A missing cover of some sort shows that the lifting keel (centerboard) is right up against the cockpit sole.

The interior looks as if a bomb had gone off. There are all sorts of scraps of what may have been furniture, a vagrant head (Baby Blake?) lies in one corner, and the bilge has about six inches of damp humus under which the hull gives to the touch. No need for an icepick here! Dwarfing everything is the monstrous mechanism for raising the keel. There is a vertical I-beam which goes clear to the cabintop as a base for the mast. There is heavy horizontal bracing, and a jackscrew with crank. The screw turns easily but the keel (1,000 lbs maybe?) doesn't move till stomped on. There are three capstan heads protruding from the side of the case. One is the pivot but what can the others be? Clamps of some sort?

A gauge on the screw indicates that she draws six feet with the keel fully extended. On a 20 foot boat, wow. She ought to go to windward like a scalded orangutan. The cast iron keel seems rather too much for the hull which is only about 3/8 in thick. We will definitely have to beef up the bottom.

Sitting on the remains of what may have been a bunk and trying to conjure up a shipshape cabin with turquoise wavelets chuckling at the hull I keep losing it and begin mucking about in the debris. Here's a pair of bronze jib sheet tracks, and a cast iron stemhead fitting, and a couple of windows. Well that's encouraging. No telling what we may unearth (ha) down here.

Prudence requires that we sit down with pencil and paper and give this project a good pessimistic going over. I have a gut feeling that we can make it fly, well, at least float, but that's the road to ruin. The long winter nights here in the Rockies will encourage sober reflection. There's no chance to go out and look at her and get all excited, no way to start on some little project, no danger of getting mired down before I've really analysed all the details.

Careful, Sober, Hard-Headed Analysis: I spent last night grubbing around in an attic loaded with what appears to be coal dust. At any rate I came out looking like I had spent a day in the pit. I mention this only to appraise you of my masochistic propensity. I undertook the house project despite plenty of good advice to the contrary and without once setting pencil to paper. There is, however, a good chance of making a few bucks but I'm sure to be disappointed if I keep track of the hours. There can be no thought of making money on the boat. One's time is free.

"Wooden Boat" to the contrary, I tend to hold with the old saying, "You can't make a silk purse out of a sow's ear." Strictly speaking I guess we should say, "Making a silk purse out of a sow's ear will result in a negative bottom line". I'm sure Murphy will back me up. Well this little discussion has produced results already. The boat's name will be "Sow's Ear". None of that romantic garbage for this girl.

Let's work out some ground rules and techniques before we go any further. We just want to make her seaworthy. Makeup, jewelry, and other fancy trimmings can come later if we really grow to like her. Lay on the glass but don't sand it. Go for the cheapest ply around. No Bruynzeel for this babe. "Quick and Dirty" should be printed on the hull to start. A burnt stick would be suitable.

We are faced with a lot of rotten delaminated plywood here. How to deal with it? The "proper" approach is to rip it off and put in new. It will be an awful job to get the fastenings out and there won't be much left for a pattern. Two galvanized ring bolts are the only evidence on the whole boat that the British have discovered zinc. Any disassembly will call for hatchet and wrecking bar.

Without having tried it, I think the thing to do is to treat the old ply as a core material. We will just load the old ply up with epoxy and lay new material over it. What about those gaping holes? How about we glue a piece of 1/8 ply underneath temporarily held up by drywall screws. I recently covered an old "Nina" male mold with 1/8 ply strips using epoxy and drywall screws. Using a cordless drill they are fun to put in and even more fun to take out.

The procedure for deck and cabin top will go like this: Back up with 1/8 ply, fill hole with matching ply (probably 2 or 3 layers of 1/8) and lots of fine (bandsawdust) thickened epoxy. We can use polyester and sawdust if the epoxy budget gets out of hand. Sand fair and cover with finish layer of plywood. Most exterior surfaces, except the topsides will get a finish layer of glass.

Here we go with the time budget:

1st day: Patch hole in cabin top, backup and fill holes in deck, use 1/8 ply to make a pattern for the transom, cut transom out of 1/2 ply (on hand). Muck out the bilge and clean up, coffee in the cockpit while trying to figure out how to rearrange it.

2nd day: On deck with the sander. Clean up everything. Look for evidence of deck fittings and record anything I can deduce. Cut complete layer of 1/8 ply (possibly 1/4) to cover deck and put it down with lots of thickened epoxy. Hold it down with ring nails, drywall screws,

bricks. This may well have shot the day but maybe we can resurrect the two hatch covers and even work on some blocking for the transom.

3rd day: There is a trim piece 6-8 inches down from the deck which serves as a cove stripe. There is quite a heavy half-round at the deck edge which seems fairly solid and would probably be a job to get off. Three chain plates each side are less than a foot long and bolt through the hull, which ain't what it used to be.

We could just back up the chain plates with blocking inside but while looking at the thing it occurred to me that an eight inch strake the length of the hull on the outside might be a good idea and easy as well. I will probably use 1/4 ply and just rip off the trim piece. We'll be careful to get the bottom edge perfectly fair and probably paint it a dark color to lower the topsides. There's a temptation here to fool around with a strake wider in the middle to give the appearance of a sweeping sheer but remember our resolve. If we start thinking about her looks she'll lead us down the primrose path lined with bronze cleats custom cushions, brass binnacle and all like that. Harden my heart.

Today, with luck, we'll get this strake on, glass the deck and cabin top (10oz) and do something with the cockpit. I hate to lose the high seats but the cockpit should be smaller and self-draining.

4th day: With inspiration we will get the cockpit sorted out and get the transom on.

5th day: Assuming we have gotten all the above done the boat should be quite rigid and it will be safe to roll her a little past 90 to work on the bottom. The worry is that big keel. I'll have measured it and figured the weight before now but it looks mighty heavy. It might just squash the hull out of shape. If we can get it out the hull will be easy to handle. On second thought it might be a terrible job to get it back in. If we can get the keel extended we can put a hoist on the end and lift it up thus rolling the boat on her beam ends. How about we hook the truck to the distal end of the keel and as we pull it out it will roll the boat right out to about 60-70 degrees?

This keel problem is something that we just can't really work out ahead of time. The important thing is to make all our moves so that the thing keeps moving in one direction. Unless we've got a forklift we could be in for a lot of jacking. I think we'll play it safe and screw a lot of 1x4's to the side that is going to be down.

This could be a long day or it could be several days. With luck and some good planning we can lay her over, take off the little bilge keels (probably have to saw the bolts) give her a quick once over with 36 grit and put on two layers of 1/8 ply up to the boottop. By the time we have the glass on we've shot two days for sure. Remember: Safety first. This thing is heavy.

7&8th days: Do the other side. If we're going into salt water and use the right kind of stuff we could bottom paint while we're at it.

9th day: With a fairly solid bottom under her we go inside, soak up the rotten wood with epoxy or polyester and give it several layers of plywood or a heavy layup of fiberglass, well screwed to the solid

wood. No fooling around with the interior. Forget the Baby Blake. This thing is just a daysailer for now.

10th day: Mount the deck hardware. Figure out what to do about the windows. Paint and varnish, slop it on. It is assumed that we have been refinishing the spars in our spare time as we went along.

11th day: Cobble up some sort of rudder. Pull her out and set up the rig.

12th day: GO looking for all the damm tags and stickers we need to go sailing.

If we are done, fine. Go mow the grass or something. If not we have a couple of days of vacation left yet.

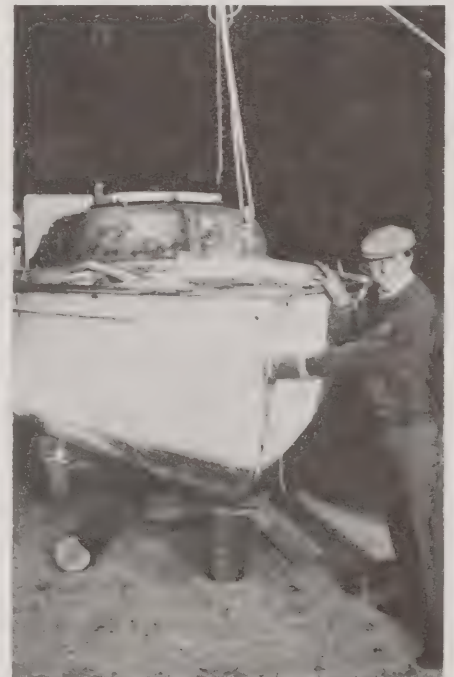
Lordy, this is my project isn't it? When I started out I thought maybe we could blitz it in a week. Boatbuilder days of course, 16 hours.

Well, it still looks like a reasonable project.

What It's Going to Cost: More than we think, no doubt. It's really impossible to tell how much epoxy is needed but I would guess ten gallons will leave a little bit for something else. Just off hand for a boat 20x8 I would guess 14 sheets of 1/8 ply. Fiberglass is easy to estimate quite closely but we've got plenty so I'm not going to bother with that. Pretty sloppy eh?

We'll put a flag on her, and a masthead streamer, and I wouldn't go out without an anchor. We've got a spool of half inch nylon that's been waiting 15 years for a project like this and we've got an old outboard that may run. Bahamas here we come.

When we get back to Virginia this is really going to happen. Just like we planned. Watch for the continuing "Saga of Sow's Ear"



Portrait of a happy man. Cortes Pauls unloads the "Sow's Ear" on the writer.

Editor's Comment: The next installment of the "Continuing Saga..." has already appeared in the February 1st issue as "Westward the Wreck". From now on they'll appear in proper chronological order. Whenever Jim gets around to them.



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What You Are Building



BUILDING "LARK"

Building Ken Brown's 9' "Lark" dory cost me more than his suggested \$25 and took me longer than his estimated four hours but I am completely satisfied with the results of this first boat building ven-

ture. The simplicity of the plans and the building method are very impressive.

Ken's kayak featured in the January 15th "What You Are Building" now looks interesting to me.

Reid Diggs, Jr., Machipongo, VA



WHAT'S HAPPENING AT RIVERSWEST

In a past issue you included an article about our RiversWest Small Craft Center out here in Oregon. RiversWest is doing well and our growing membership is building boats and planning to build more boats.

Currently Bernie Wolfard (of Common Sense Designs) is finishing out

his Bolger designed, 31 foot launch and we've used our soon to be completed, Joe Dobler designed 24 foot yawl boat as a teaching tool for several taped seam classes last summer and fall. In addition, member Dan Pence is completing his 10 foot Acorn Skiff. Another member is scheduled to bring in his 16 ft. Century runabout for restoration. All this activity has justified doubling our leased space at Portland's Oak Park. More classes are to be scheduled for spring and summer.

Now that our somewhat mild winter is waning we are beginning to think of spring cruising. We have picked April 23rd as a date for a Willamette River Messabout. So you can see that we are alive and well out here in our corner of the Pacific Northwest. We're blessed with rather mild weather here and we do worry about you guys back there when we hear those very harsh weather reports.

Bob Young, President, RiversWest Small Craft Center, Inc. 16612 Maple Circle, Lake Oswego, Oregon 97034.

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"Kayeau"

New 16' Kayak-Bateau
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By Joe Reisner

When I began the initial calculations for "Kayeau", simplicity and easy, "instant" building were major objectives. But so were seaworthiness, stability and extreme ease of paddling. The first requirement - simplicity - led almost automatically into low cost; less than \$175 for the completed boat, including two quarts of high-quality gloss industrial enamel.

In terms of seaworthiness and stability, "Kayeau" takes her basic design from the best qualities of sea kayaks and classic small bateaus. At full displacement, the combination of her own dry weight of less than 60 pounds plus another 235 pounds of occupant and gear, she offers a midships freeboard of eight inches. Keeping out the spray while keeping down the weight are ripstop nylon spray cover-decks fore and aft. And while her beam is only 30 inches, "Kayeau's" flat bottom and generous flare give her exceptional stability, both initial and reserve.

"Kayeau" is 15'9" long on deck, close to 14' at the waterline, giving her a hull speed of approximately 4.8 knots; very easy to reach and to hold even for long stretches of paddling. The essential kayak hull shape moves very easily, creates no bow wave and virtually no wake at all. All kayaks and bateaus are displacement hulls. It's this ease of paddling that translates into speed.

On the inside, "Kayeau" has two lightweight, laminated plywood mold-frames around which the sides are bent to form the hull shape. Stem and stern pieces anchor the sides. A rigid-but-lightweight plywood floorboard covers almost all of the 3'6" cockpit, taking the weight of the paddler off the 3/16" plywood bottom. Raised an inch or so off the bottom, the floorboard leaves a little "sponge space" around all its edges so that what little water enters, mostly from dripping paddle blades, ends up in the bilge and can easily be removed. A flotation cushion provides the paddler's seat, although a molded, commercial kayak seat could easily be installed. But as her prototype was built, and as she has been used through an active



1993 summer season around the Great Lakes, she is as comfortable, roomy and secure a small solo boat as any in recent memory.

No jigs or fixtures are used to build "Kayeau". 3/16" lauan plywood underlayment board from the local lumberyard is pre-cut on a table saw and butted to make the sides. The two mold-frames are prefabricated. With the sides bent around and secured fore and aft at the stem and stern pieces (cut from 2x4s), a 1x3x16 pine, fir or cedar plank is ripped to make two rubrails for gluing and screwing in place around the gunwales. Then the same plywood goes on the bottom, cut slightly oversize and trimmed down piecrust-style. Sika-Flex or 3M 5200 are used as adhesives at all mating surfaces and on continuous beads along the inside of the chine. Outside, 3" tape and epoxy resin are applied at the chine. The resin is also used as the laminating adhesive for the frames and floorboard. When the nylon cloth is stretched and stapled fore and aft, a thin,

flat molding is resawn for a 1x2x16 and nailed over the staples and cloth edges, along the gunwale. Cut out and mount the little "figurehead" (which is also a carrying handle), paint her and "Kayeau" is ready to go!

A set of large, clear drawings and full step-by-step written instructions, plus a materials list (so you can place just one mail order for some items not always locally available) with sources can be ordered from the designer for \$20. Write Joe Reisner, 9600 Seventeen Mile Road, Marshall, MI 49068.

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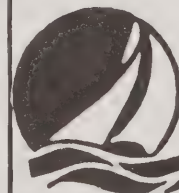
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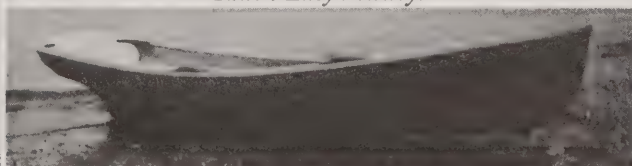
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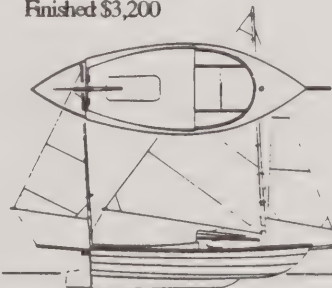
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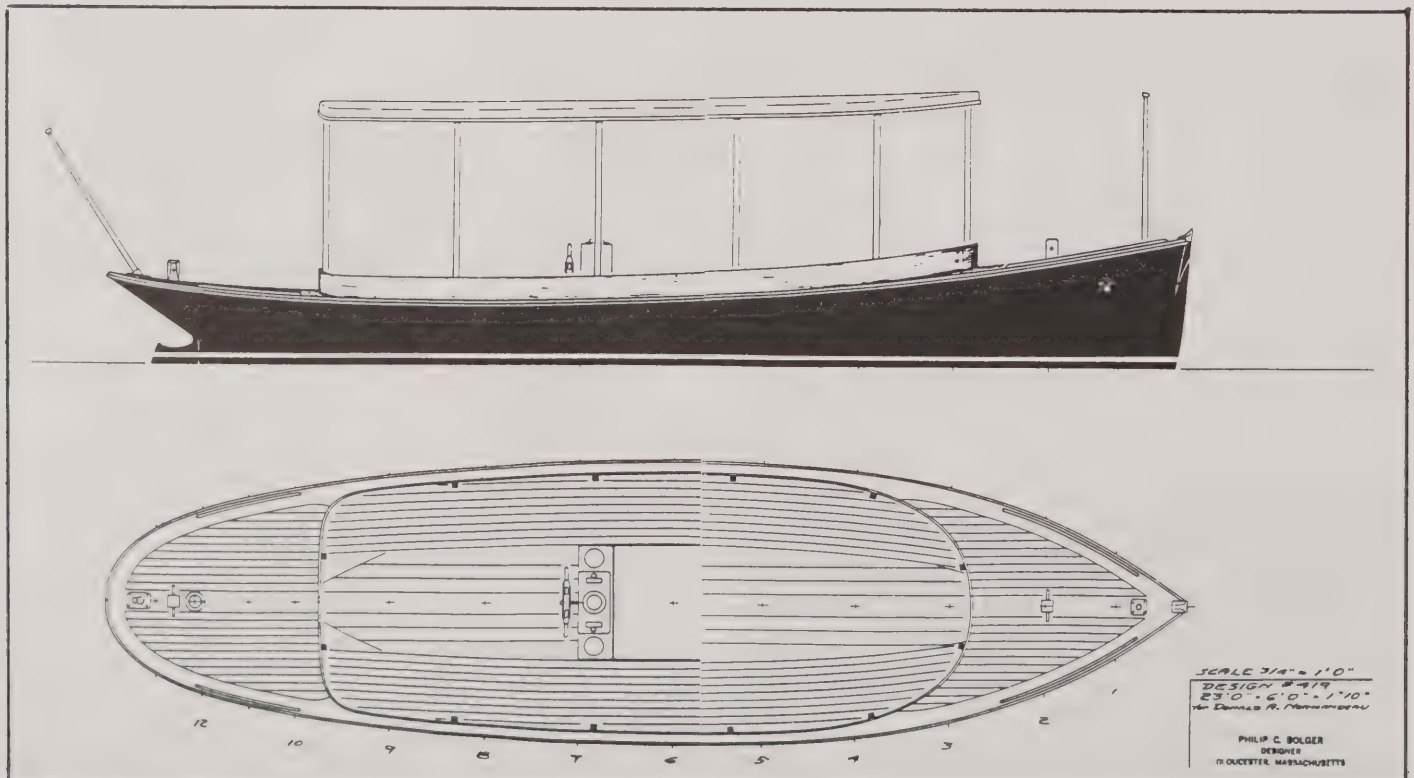
#67, Design #419, Fantail Launch 23'0" x 6'0" x 1'10".

Larry Dahlmer built "Poor Boy" at East Gloucester for Davies Browne. I see her go through the Annisquam River regularly in summer on her way to Wingersheek Beach, with flags flying, no wake, and no noise from her smooth little Westerbeke diesel. Larry built the

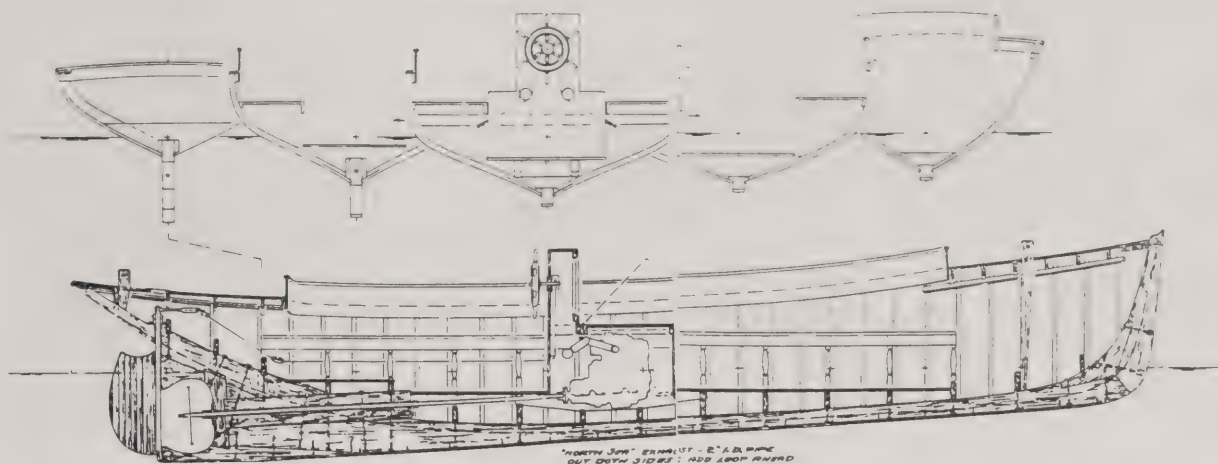
sawn-frame stern on a bench, separately from the main hull, and he got the cock-up of the sheer exactly right, something you don't see often. The boat fulfills her justification as mobile sculpture.

The plans are sold by "Wooden Boat" magazine. They include both cold-molded

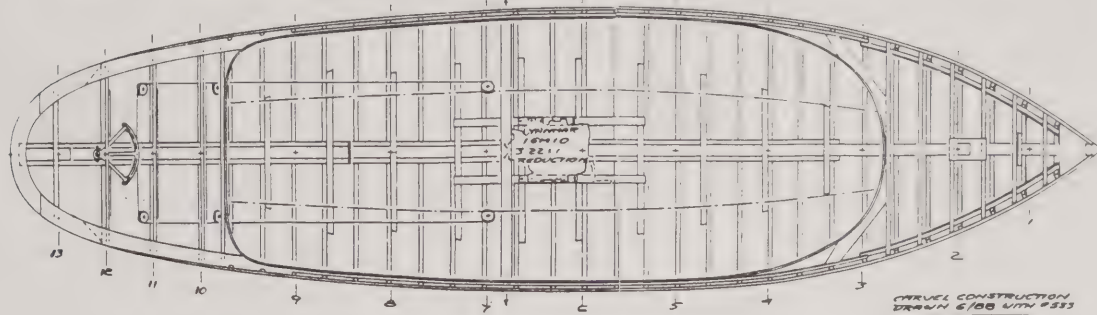
and bent-frame carvel versions ("Poor Boy" is carvel). The boat is fundamentally economical but has to be very carefully lofted and set up; the visual effect which is the excuse for such a model is very easily degraded.



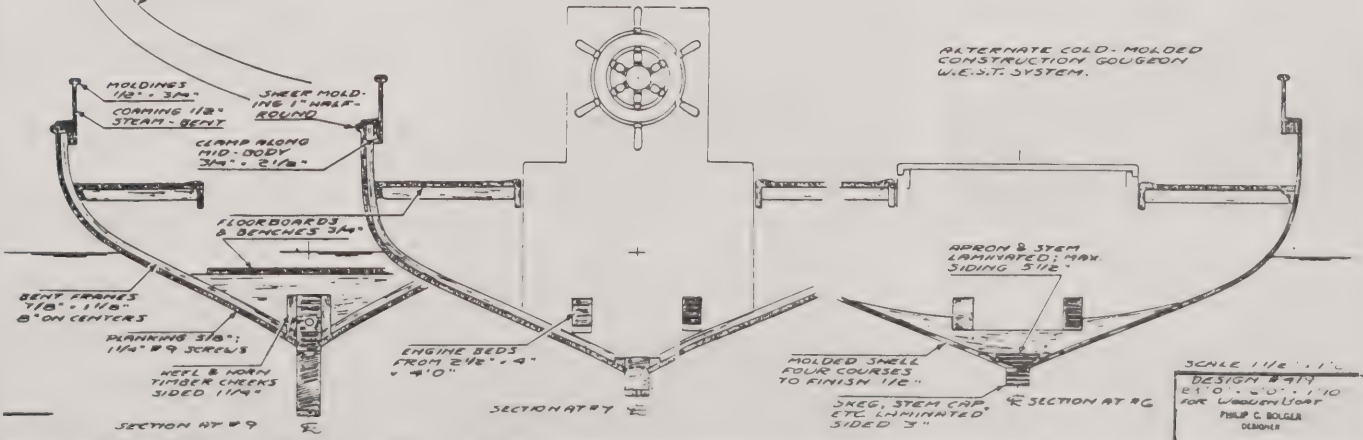
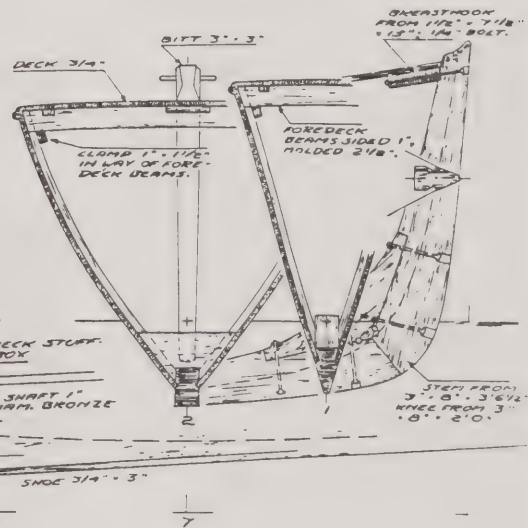
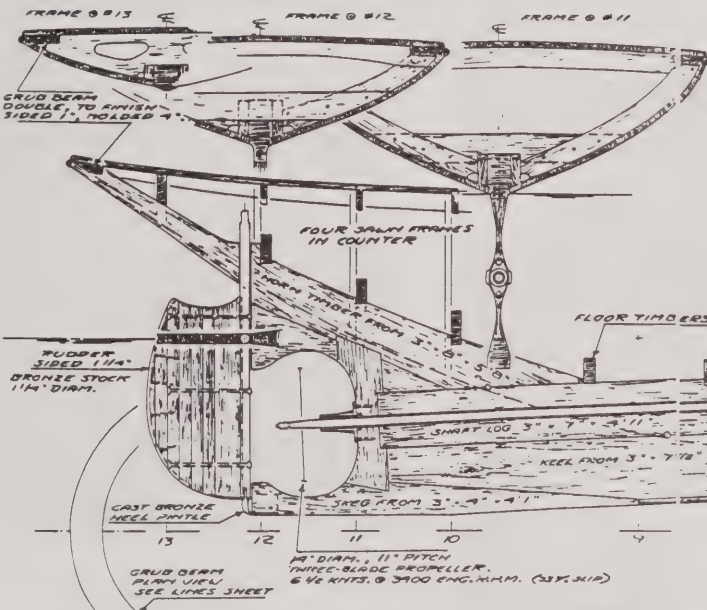
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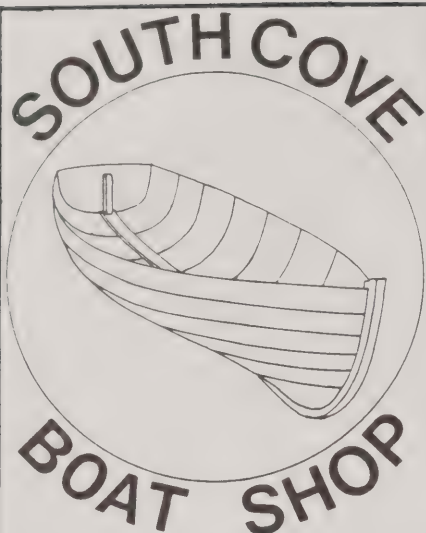


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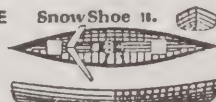
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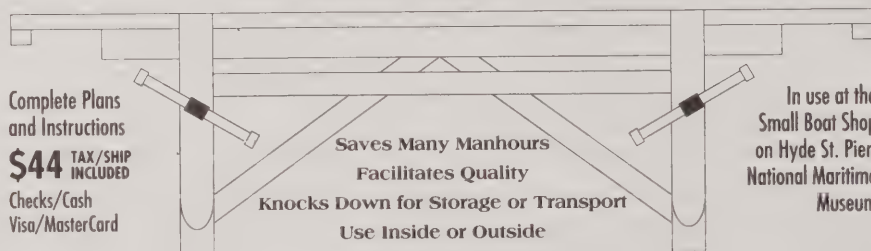
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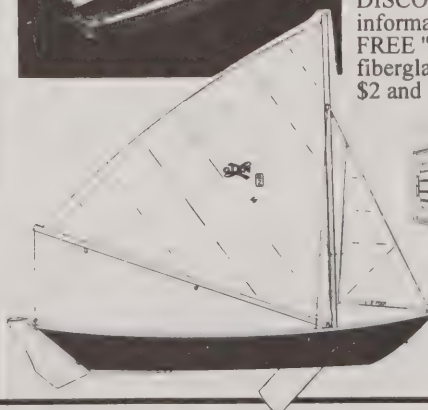
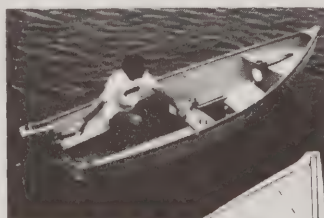
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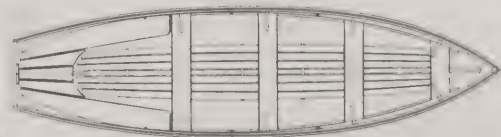


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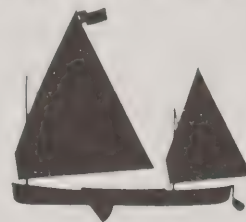
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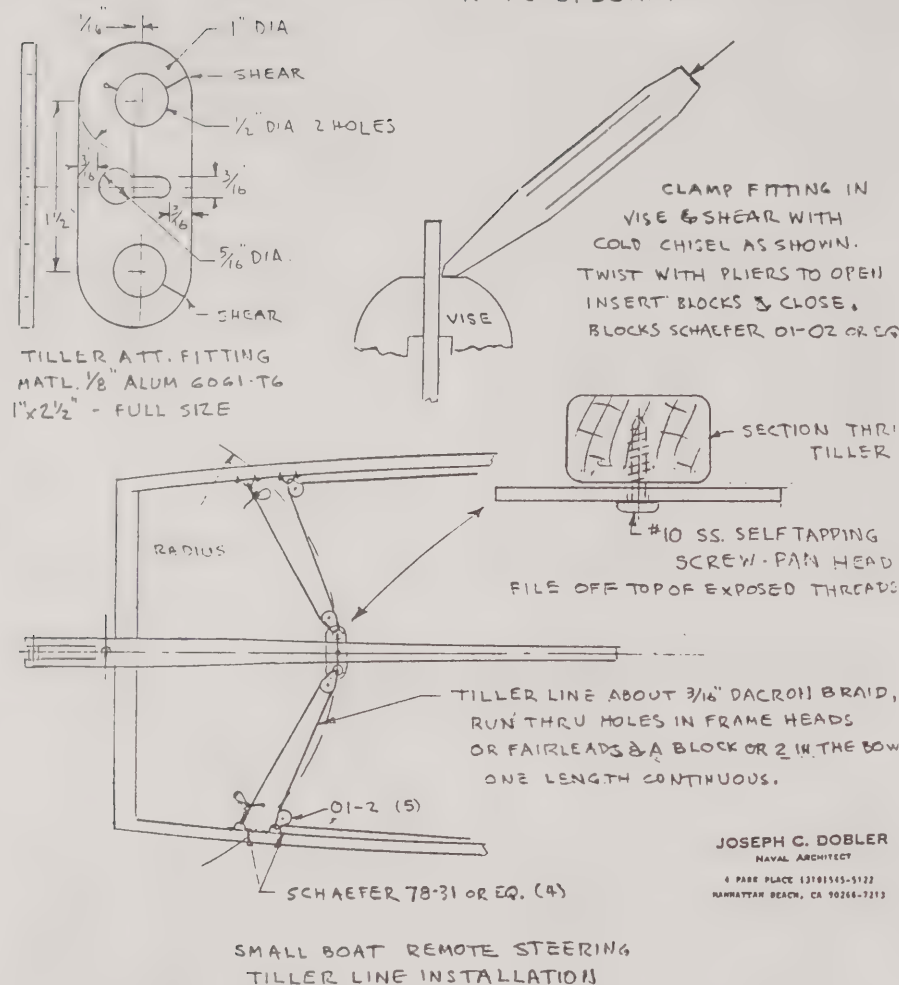
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ROPE STEERING

The solo sailor sometimes finds that two hands are not enough. The story by Marty Cooperman in the December 1, 1993 issue presents a good case in point. To quote: "I was amazed when I looked up momentarily to find myself sailing directly for one of the docked boats. Letting go the jib I flung myself to the stern to yank the tiller over. Dashing back to the jib, I wound it up once again and secured it. By this time the mainsail had jibed, narrowly missing my head and I found the boat sailing for the nearby opposite shore directly into a cliff. Once again a frantic rush to the tiller averted disaster."

The human body is not really designed for that kind of exercise. Something like a spider monkey configuration, with four hands and a prehensile tail would be better. However, we are stuck with the existing system and will have to make the best of it. A minor modification of the boat will eliminate most such problems.

I refer to rope steering, which I have used on several of my boats and find indispensable. I had it on my Beachcomber Dory, which I kept on a mooring behind

the Santa Monica breakwater. Fouling was a problem, but I was able to scrub the bottom under sail. I had a brush on a long handle and I leaned out on the weather side, while keeping one hand on the steering line. It is useful in any situation where both hands are needed for something other than steering. It permits steering from anywhere in the boat.

The rigging is quite simple and the installation is an easy modification on most boats. The only custom part is the tiller attachment fitting, which is a simple shop project. Suitable blocks are made by Schaefer, Harken and others, and go for about \$6 a copy. For a hardship case, clothesline pulleys from the local hardware store might be used. With web frames the line may be led through holes drilled near the frame heads, otherwise, suitable fairleads should be installed. Friction may be controlled by adjusting the tension in the line and should be enough to hold a tiller setting. The boat may be tiller steered with the line attached to the tiller, but it is easily released by unhooking the fitting.

Joe Dobler, Manhattan Beach, CA.

STICKING THINGS TO POLYETHYLENE

I may have a solution for Dave McDermott ("Converting a Canoe for Sailing", January 15th) or anyone else trying to stick things to polyethylene. Our John Deere lawn tractor had a hole wear through from abrasion at the right angle bend of the chute carrying grass clippings from the mower deck to the collection bags. Replacements are expensive so my parsimonious Yankee soul was inspired to find a fix. Patches-metal or inner tube pieces from Interstate road kill-either caught clippings and plugged the chute or tore off.

I cut a patch from a detergent bottle and used my hot melt glue gun to stick it in place and cover the edges smoothly. I also used the hot melt glue to fill small holes in the chute. After a year in use the repaired chute was coming loose at the edges just a little. I did a neater job of laying down hot melt glue beads and after another year it is still sound. The glue did not melt the chute, but stuck firmly to it.

I believe this is because the hot melt glues are hydrocarbon waxes similar in composition to polyethylene. In fact, some of the glues are most likely low molecular weight polyethylenes. The patch was linear polyethylene and I do not know what resin the chute is made of. I expect the method can be used to repair any polyethylene, polypropylene, or ABS article. There are a number of boating applications for this repair and fabrication technique. Any polyethylene kayak or canoe that is damaged can be repaired with hot melt glue. Antifreeze and detergent jugs are sources of patch pieces. The technique should work, too with ABS watercraft.

David Carnell, Wilmington, NC.

BATTERY POWERED RUNNING LIGHTS

Reader Tom Harrison's inquiry in the November 1st issue possibly referred to a working set of lights I still have from about 1950. Perhaps the spec's may help someone find them. The red and the green have gray plastic bodies and rounded cone screw down lenses which turn them on and off. Galvanized clips and chain with safety pins are attached. They were made by Delta Electric Co., Marion Indiana, 3050-P. My white light is metal with a similar lens held on the body by a screw. It turns on and off with a sprung bolt-like switch at the rear and is attached by a tension spring to a clamp.

Since the fifties these lights have served my father and I as primary and backup running lights on boats 14' to 28' from the Detroit River and Lake St. Clair to the Catalina Channel, as well as on some lakes and rivers between. If still available these lights would probably be cheaper and more dependable than the West Marine lights, which I've seen, suggested by reader Betts in the December 15th issue.

Joel Daskal, S. Pasadena, CA

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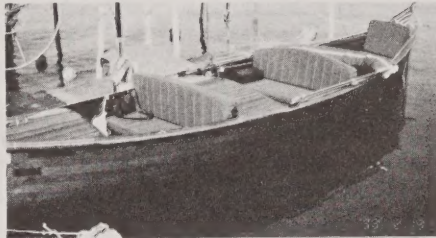
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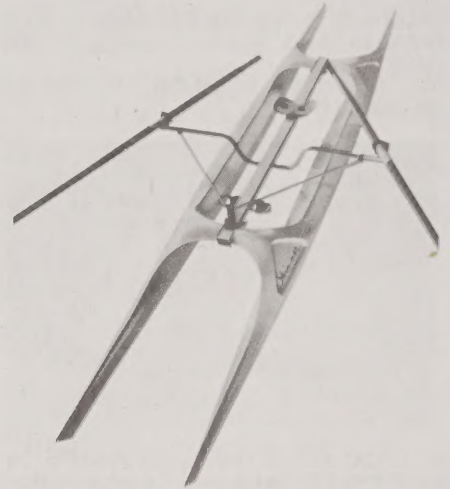
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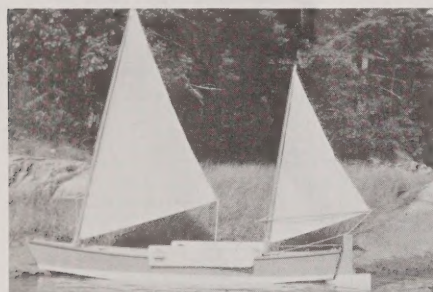
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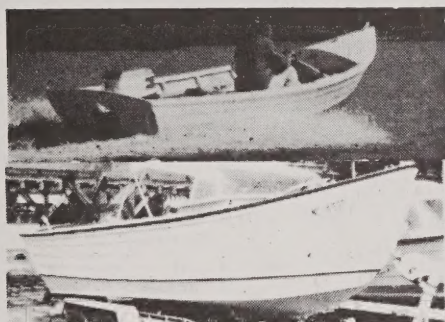
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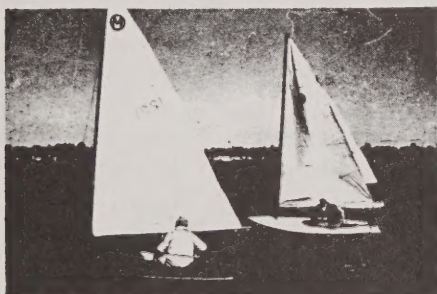
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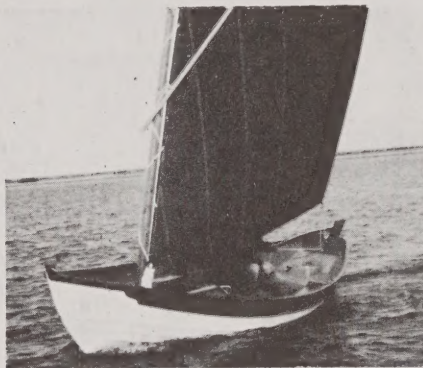
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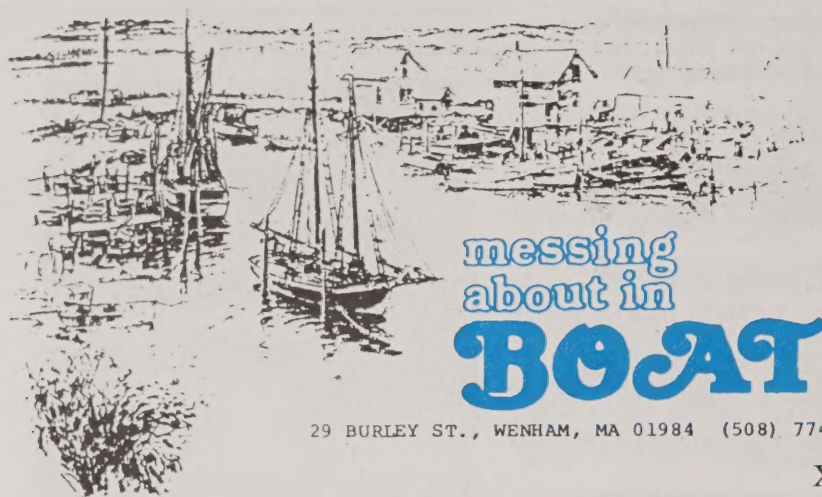
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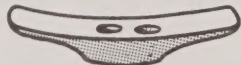
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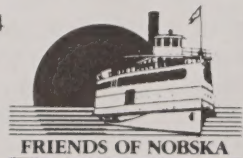


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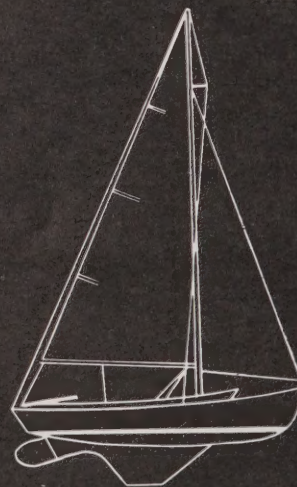
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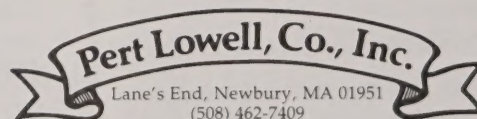
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