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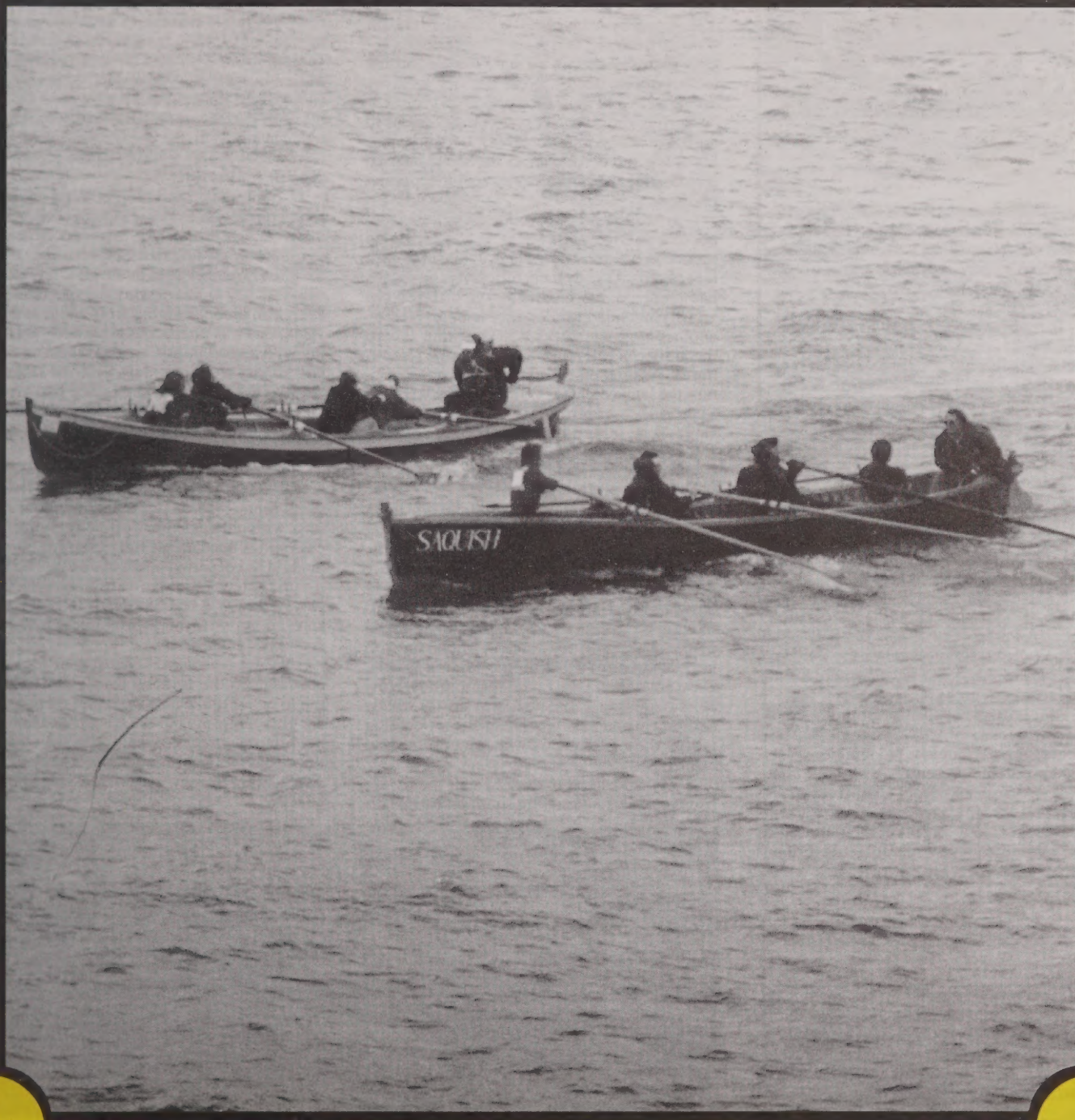


messing about in BOATS

Volume 16 - Number 24

May 1, 1999

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Special Features This Issue
"Annapolis Wherry" - "Snow Run '99"
"Building Occam's Razor"

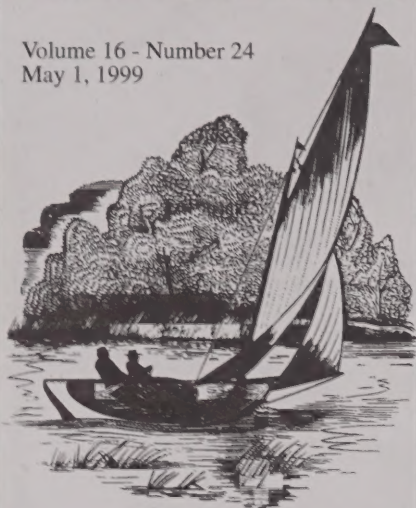


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Volume 16 - Number 24
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In Our Next Issue...

I will bring you our annual coverage of the Maine Boatbuilders' Show.

Robb White is back with his tale of "Jubilee...a Boat Ride"; Smiljka Fitzgerald describes "A Perfect Christmas Eve Sail"; Paul Browne tells us about "Pete & the Pelican"; and "Track of the Typhoon", Chapter IX finds our adventurers in the Azores.

Paul LaBrie details his "Building Spark, a Newick Trimaran" and Steve Anderson tells us about "A Snake in My Woodpile".

Mark Steele presents "A Model Schooner for All Seasons"; Joel Flather describes his canoe "Sweet Lassie"; Richard Carsen's "Dreamboats" looks at the Hawaiian double canoe Hoku Lea; and Phil Bolger & Friends have yet to reveal what they will have for us.

On the Cover...

After rowing three miles in rough blustery March winds on Hingham Bay, two multi-oared pulling boats sprint for the finish line in the 1999 Snow Row at Hull, Massachusetts. We have a major feature on the event and its sponsoring Hull Lifesaving Museum in this issue.

Commentary...

Bob Hicks, Editor



On a dull gray weekday in mid-February my sister called to tell me her daughter had seen "a big wooden sailboat on its side" on Rt. 128 in nearby Danvers. The location is about 4 miles from me, it is a very busy limited access highway that is a ring road around the metropolitan Boston area, heavily used by commuters and mall shoppers.

Well, the curiosity that disaster seems to arouse in many of us impelled me to jump into my truck and drive over to the scene near an interchange that services two major shopping malls.

It wasn't a big "wooden" sailboat, but about a 36' fiberglass yacht. It was laying on its side in the breakdown lane against the curb (see photo). Already local official rescue squads had gathered, the huge wrecker pictured obviously intended to pick up the boat. Nearby another large car hauler was winching aboard the trailer/cradle, and a huge flatbed semi-trailer awaited on the exit road to pull out to take the boat when it was lifted by the wrecker. State police controlled passing traffic to a single lane, local police with several cruisers, and firemen with fire engines and ambulance stood around, a crowd of perhaps 100 onlookers had gathered.

I inquired of one young woman using a very professional looking camera as to what had occasioned this disaster. She proved to be an Associated Press stringer and had already determined what had happened. It was not at all what I had surmised, some local boatyard moving a customer's yacht, but rather a new owner starting off for home in Michigan with his new (to him) yacht for the coming season. He'd not gotten very far on that journey. Now he stood amidst this welter of costly rescue equipment and personnel helplessly watching while they picked up the pieces he had dropped.

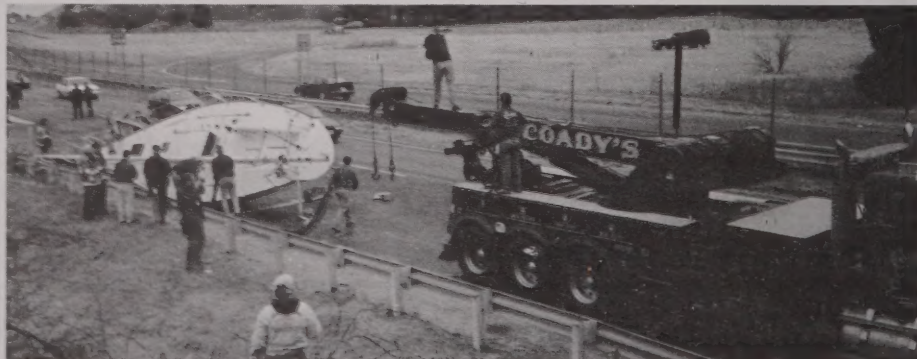
My informant explained that the owner had crested a rise heading south on Rt 128 af-

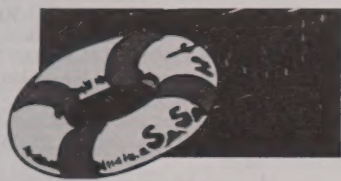
ter picking up his boat at a north shore boatyard on his flatbed trailer. As he accelerated down-grade towards an overpass the trailer apparently got into a pendulum act, swerving side to side, and soon jerked his sport utility tow vehicle around so bad he lost control. The trailer eventually got around sideways far enough that the next swerve toppled the boat off onto the pavement. The badly broken up wooden cradle on the homemade looking tandem wheel trailer testified to the collapse of support for the lofty hull.

The middle aged man pointed out to me as the unfortunate owner looked somehow, if looks can tell, as if he was experienced in boating, somewhat grizzled and wearing a well used foul weather coat in the cold drizzle. He stood mostly alone viewing the spectacle, and I left him alone. Judging from the size of the yacht, this was no low budget boater, yet hauling with a sport utility so large a boat so far on an ordinary wooden cradle, on what looked to me like the flatbed trailer I once had welded up for me for \$500, suggested some budgetary limitations. Now that budget was being plundered.

I was going to hang around to watch the actual liftoff of the boat but since all the rescuers seemed to be just standing about chatting, with only desultory effort being made to pass slings beneath the hull, I left for home. I thought as I departed how little we realize what it can cost today to make a mistake on the highways. Society's rescue squads will come for sure but so will the astronomical costs that accompany them.

I have no idea if some sort of insurance coverage on the vehicles involved would begin to cover this man's expenses on this drizzly gray morning, but if such an occasion was not foreseen in his coverage, this man was off to not only a very sad, but also a very expensive, start to his new season messing about in boats.





Small Boat SAFETY



Tom Shaw
Division 10
U.S.C.G. Auxiliary

Alternative PFDs

By Tom Shaw

Since most of my boating hours these days are on Coast Guard orders and I am required to wear a PFD at all times, I have fallen into the habit of wearing one whenever I'm on the boat. I must admit, however, that on some hot summer days I'm tempted to cruise without a life jacket. Recently, I took a hard look at the relatively new Coast Guard approved inflatables and am now encouraging my family to give me one for a June birthday. They seem to combine both comfort and that extra element of safety, especially for those of us who boat alone. I commend them to you.

For spring and fall, my problem is solved. A couple of years ago I invested in a float coat which is a good and warm wind-breaker and is also a PFD which I can wear in total comfort. Mine is made by Mustang, but I understand there are several manufacturers. The float coat meets my on orders PFD requirement and gives me that extra margin of safety when I'm out on my own, especially since I have added a whistle and some small flares to the pockets. It's also comfortable on night patrols even in the summer. It's an item you might want to add to your wish list.

Pan - Pan

By Tom Shaw

Reader John Fisk asked about the derivation of the radio call Pan - Pan.

My response may be of general interest.

Pan - Pan (pronounced "Pahn - Pahn" and spoken three times) is derived from the French like May Day (from "aidez-moi") and Security (pronounced "se-cur-ee-tay"). I'm not sure just why the French exerted so much influence on our emergency calls, but they certainly did. One cancels this call with Pahn - Pahn fin-ee, again the French influence.

Pan - Pan is the second highest radio call in order of priority, with precedence over everything except a Distress (May Day) call. It is used when there is a life-threatening situation but the vessel is not sinking. To quote from the Auxiliary Communications Manual, it "indicates that the calling station has a very urgent message concerning the safety of a ship, aircraft, or person."

The example in the manual is a call from a ship that had lost a rudder, was drifting towards rock, and urgently needed a tow. I have used the call only once when I came across a vessel with an unconscious woman aboard and a skipper/husband to upset to take any sensible action. I got immediate response: her life was saved, but the paramedics said it was a very close call when seconds counted. I can testify that it got immediate action from the

Coast Guard who got an ambulance to meet us at the nearest dock in the nick of time, and from a bridge tender on the ICW who kept a bridge closed so the ambulance could get across to the dock on the ocean side of the ditch.

While I'm not sure why our key radio terms come from the French, I'm fascinated by the derivation of Pan - Pan. Apparently it is a phrase used by French children at play. In the English-speaking world youngsters playing with toy guns shout, "Bang - Bang! You're dead." French children, or so I am told, cry, "Pan - Pan!" From this childhood phrase, Pan - Pan has become an attention-getting device. Like May Day and Security, it is quite different from our normal radio conversation, and when we hear it we immediately (and very properly) pay close attention.

A more prosaic explanation of the root of Pan - Pan is that it is derived from the French word "panne" which means "urgency."

Five French Phrases You Should Know

By Wallace Venable

In the March 1st issue John Fiske asked about the "Pan-Pan" radio call. This is one of five French phrases which any marine radio user should know. "Pan-Pan" is often phonetically spelled "Pahn-Pahn" in American books because the "a" is pronounced in the romance language manner, as in Maria or senorita. It is the same "pan" as used in Pan American, and means "all". A "pan-pan" call is an "all stations" call used for emergencies which are serious but not life threatening.

Everyone knows you call "Mayday" when lives are in danger. Many do not know that this is actually "M'aidez", French for "Help me!"

A third priority is "Securite", pronounced "Saycureetay". This is used for general safety messages like the river towboat call "Security, Security, Security, towboat *MegaMonster* downbound Tricky Bend with thirty loads," which translates "I'm pushing thirty barges around the corner and I can't see where I'm going, get back to me if there is a problem."

The other two are "Silence", pronounced "Seelonce". This is used by a vessel in distress or an authority controlling a rescue to tell everyone else on an emergency to shut up. It is terminated with "Silence Fini", pronounced "Seelonce Feenee".

I can't say exactly when these came into use, but they were established by international conventions several decades ago. To smooth distress traffic, the same lingo is to be used by speakers of all languages everywhere in

the world. You will find them in most current how to boat books. They are not in my 1956 Chapman.

Not a Refreshing Swim

From the Quincy *Patriot Ledger*

This was the title of a news item which appeared in the Quincy (MA) *Patriot Ledger* in late February concerning a 17 year old youth who capsized while kayaking and had to swim 200 yards to shore, where his frantic mother had been watching and waiting with two construction workers who had already phoned police.

The youth, an experienced surfer and kayaker, was anxious to get out on the water. He went out 10:30am and kept the shoreline in sight because of the rough seas. Just as he decided to return to shore because of the conditions, a huge wave flipped the kayak and knocked him into the water.

An uneasy feeling prompted his mother to check on him about 10 minutes after he left the house. She heard his voice and then saw him bobbing up and down in the water and yelled for him to turn over on his back and kick. It was the only way he was going to make it to shore. She was afraid hypothermia might have set in and he wouldn't be able to understand her.

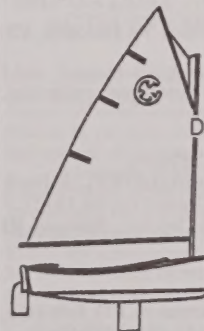
Afterwards he was quoted as saying, "It was pretty rough, but I talked my mother into letting me go out. I had lent my wetsuit to a friend because he surfs and needed it more than I did for kayaking. When it flipped I tried to right the kayak, but it quickly filled with water and sank until just a few inches was above the surface. My thick alpaca wool sweater filled up like a sponge. It must have weighed 50lbs but I couldn't get it off without taking off my life jacket, and there was no way I was doing that. I knew I was in trouble. I started yelling for help while swimming for shore."

Rescue workers arrived on the beach within 3 minutes. The youth was so cold, he couldn't talk. Rescue workers said he was about 2 minutes from losing consciousness. He was in the water for about 8 minutes, according to the construction workers on the beach.

He spent about two hours at Jordan Hospital in an insulated blanket of plastic bubble-wrap that blew 120-degree air on his body and monitored his blood pressure and temperature before going home that afternoon.

The Picnic Cat

by Com-Pac Yachts



14' length overall
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draft: 6" board up
32" board down
Displacement 500lbs
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ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (978) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445. (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.
Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 725-0640.

MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331. (781) 934-7555.

Activities & Events Organizers '99...

A new year is now here and we'll soon begin to dream about our opportunities for messing about in boats (in winterland areas anyway) when the on-the-water season gets underway in a few short months.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950. (978) 462-8681.
Delaware Bay Schooner Project (Schooner A.J. *Meerwald*), 2800 High St. (Bivalve), Port Norris, NJ 08349, (609) 785-2060, <AJMeerwald@juno.com>
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (978) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (757) 596-2222.
Maritime & Seaford Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 3551 NW Federal Hwy., Jensen Beach, FL 34957.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530. (207) 442-0097.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.

New England Beetle Cat Boat Assoc., c/o Wills Pile, 476 Wayland Ave., Providence, RI 02906. (401) 455-3430.

San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosse@juno.com>

Sparkman & Stevens Association, NE Area, 54 Chauncy Creek Rd., Kittery Point, ME 03905.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.

Kahakai Outrigger Canoe Club, P.O. Box 134, Seal Beach, CA 90740.

Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202. (617) 727-1614 XT360.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

Wooden Canoe Heritage Association, c/o Julie McCrum, 1075 Winchester Ln., Aiken, SC 29803-9667, (803) 643-3800.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.

Ring's Island Rowing Club, c/o Alice Twombly, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

Whaling City Rowing Club, c/o Lucy Iannotti, 57 Arnold St., New Bedford, MA 02740, (508) 993-8537, email: <kiresilk@msn.com>

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (781) 282-4580.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.

New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. (410) 326-2042.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Puget Sound TSCA, c/o Larry Feeney, 59 Strawberry Pt., Bellingham, WA 98226. (360) 733-4461. email: <larry@cedarcroft-press.com> www: <http://www.seanet.com/~jrweiss/tsca-puget>

Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (781) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (978) 356-3065.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,500+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

You write to us about...

Activities & Events...

Boatbuilders Invited

Our Tenth Annual Lake Champlain Maritime Museum Small Boat Show on July 10th and 11th will be one of the high points of our season. We generally have 25 to 30 exhibitors, some showing several boats, and others handmade nautical items. Some exhibitors offer demonstrations of their work. Boats can be tried out in the water at North Harbor, just down the hill from the exhibit area.

Our show is small, typical attendance is 1,200 to 1,600 for the weekend but many come because they have a serious interest in hand-built boats and accessories. The atmosphere is relaxed, the setting is beautiful. The lake is available for rowing or sailing.

The cost is only \$25 to exhibit your wares for sale, \$10 for amateurs who just want to show off their projects. If you'd like to take part this year contact me for a registration form or further details.

Pierre Laroque, Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491

1999 Northern Waters Cruise

Two British Wayfarer sailors, both highly accomplished dinghy cruisers, are flying over from the UK specifically for a two-week cruise with me this summer along some of the wildest and most beautiful shores Canada has to offer. The plan is to sail the northeastern shore of Lake Superior starting at the Michipicoten River and possibly going as far as the Slate Islands (Rossport). With Marty Cooperman, I made this sail in 1994 and so am well acquainted with the particulars of the area and its dangers. The planned dates are Sunday, June 20th, through Saturday, July 3rd.

We are looking for one, at most two, Wayfarers (or dinghy cruising enthusiasts) to join us. Boats, as well as crew, must be fully prepared for challenging conditions. Lake Superior is cold, frequently foggy and can get very rough. At the very least we need a fourth person to round out the group. If you wish to bring your own boat it must be a Wayfarer. If you would like to know more details about the cruise or would like to participate contact me. The maximum number of boats we will accept is three.

Dick Harrington, 101 East 196th St., Euclid, OH 44119, (216) 481-3183

Sassafras Messabout II

We're planning another Messabout in Betterton, Maryland on May 21-22-23. Our last Messabout drew 13 people over 2 days, not bad for the first attempt. We had Clyde Wisner and his Bolger Lily, Ron Gryn with his Redmond Whisp, Bob Cavenagh with a boat that we rigged a Chinese Lug on, kayaks, pirogues, and like that. I sailed my proa models. Maybe this year I'll have my full-size proa ready. As this is pre-Memorial Day the power boaters will not be whizzing by, which can be a distraction during high season on the Chesapeake.

For further information contact me.
Craig O'Donnell, Box 232, Betterton MD 21610, <dadadata@friend.ly.net>

Adventures...

Memories of *Shenandoah*

I read with interest in your February 15, 1999 issue "Boatshop News" about the George Washington Creif Boat Shop. This brought back some memories of my summer spent aboard the schooner *Shenandoah* in 1964 while fitting out in the Harvey Gamage Shipyard in South Bristol Maine. Now what, you may ask, in the world has this got to do with George Washington Creif? It was during this time that local boat builder to be, Dick Shew, had decided to give up his job at Goudy and Stevens Boatyard in East Boothbay, to build small boats. His first commission was to build two 16' Whitehall pulling boats for *Shenandoah*. One evening at the Cove Side Inn in Christmas Cove, where we stayed until moving aboard *Shenandoah*, bosun Bill Bunting was reading a book about boat building and came across a picture of George Washington Creif, and decided to give this name to our friend, Dick Shew. Now I don't know if Dick would remember this, or admit to it if he does, but the name stuck at least for the duration of our stay in South Bristol.

With a deadline to get underway from South Bristol to meet our goal of reaching the New York Worlds Fair for the parade of sail the pressure was on to finish rigging *Shenandoah* and stock her with provisions for her maiden voyage. It was at this time that Dick Shew became ill and needed help to complete the finishing touches on the Whitehalls. I was assigned to this job, while across the cove the rest of the crew was busy stepping the masts and rigging *Shenandoah*. Up the coast a bit Arno Day was busy putting finishing touches on *Shenandoah's* yawl boat.

Captain Bob Douglas expressed an interest in taking a group of Sea Scouts on this first voyage, but had not been able to locate anyone. At this time I made a call to my father in Marblehead and asked him to contact Herb Haskell, who was in charge of the Marblehead Sea Scout Ship. Herb replied enthusiastically that of course he would be interested and that he would share this privilege with the boys from Beverly.

Finally everything was ready and we prepared to leave South Bristol for our rendezvous with thirty eager Sea Scouts. The trip south saw heavy winds and *Shenandoah's* lee rail was buried much of the time, with the bottom of the Whitehall hung in davits being kissed by the waves. By dawn the wind had gone calm and fog had set in. It took us the rest of the day to round Cape Ann, and push *Shenandoah* into Gloucester Harbor, where the Sea Scouts had been waiting all afternoon for our arrival. So far so good. We could still make the World's Fair Parade of Sail, if we got underway immediately.

However, this was not to be. During that

first night the heavy winds had stretched the *Shenandoah's* new cotton sails so badly that her main boom was dragging on the strongback which supported the davits for the yawl boat. Both the main and fore had to be removed and taken ashore to the local sail loft for alterations. Two days later we set sail for Vineyard Haven very disappointed at having missed by just this time the New York Parade of Sail, after having worked so hard for so long to witness this event. However, we did enjoy this first voyage and it was certainly something none of us will ever forget.

Steve Willard, Marblehead, MA (Steve was an AB aboard *Shennandoah* during her first season carrying passengers out of Vineyard Haven Massachusetts.)

Opinions...

Computer Game Cannot Compare

The article in the March 1st issue about the Tin Boat Regatta was fantastic. Instant gratification would be an understatement. I can't believe that a computer game would compare years down the road in the memories department.

Several years ago I was an instructor in a local boatbuilding program. There were some good parts but I think that we tried to do and teach too much and there wasn't enough fun for the amount of work involved. The Great Tin Boat Regatta is the way to go.

Damian McLaughlin, N. Falmouth, MA

"Yes, But..."

Bob Hicks' and Wallace Venable's views on boater licensing in the March 15th issue are well taken. After experiencing Royal Navy submarine training where the slogan on the wall was writ large for all to see, "Submarining is safe, as long as you remember it's dangerous", I have ever since studiously eschewed the temptation to take the sea and its mercurial ways for granted, and have always done my homework thoroughly before tackling it.

When my American wife and I presented ourselves for the interminable U.S. Coast Guard documentation process before taking the American flagged 53' motor-sailer, *Zorra*, whose building we had overseen, on trials, I happily answered, "Me, of course," to the question, who was to be the captain? I then produced my CV in small boat sailing which included two trans-Atlantics and (up till then) four passages through the Bermuda Triangle.

"Uh, uh," mumbled our inquisitor, shaking her head. "You're a Brit, and that disqualifies you from operating a U.S. registered vessel."

"So then I played my trump card, and produced my Minister of Transport and Civil Aviation authorised Certificate of Service as Master of a Foreign-Going ship [unlimited tonnage], dated 1959, granted as a result of my time in command of several of Her Majesty's submarines.

She stared at it blankly, and then addressed my wife. "American citizen?" she asked, briefly.

Ann nodded.

"O.K. So you gotta qualify for a U.S. Coast Guard 100-foot Operator's License, and then we'll talk business."

Having previously circumnavigated the world under sail, Ann didn't find the subject

matter too challenging, and passed with flying colors.

An amusing sidenote arose at the form-filling stage, Ann was asked if she had any distinguishing marks. The grim-faced clerk nearly fell off her chair when Ann answered, "Well, yes, actually. I have a whale tattooed on my right thigh. Like to see it?"

So we sailed for Bermuda and the Caribbean, with Ann as skipper and me (Foreign-Going Master's ticket and all) as cabin boy.

My point is, if licenses are mandatory, I fully agree. And if the desk bound bureaucrats can be trained to interpret them, so much the better.

Michael Badham, Bath, ME

Rigging That Lugsail

I'm moved to reply to the letter about rigging lugsails from Jean Gosse in the March 15th issue. When in San Francisco for the Festival of the Sea and the annual meeting of the Museum Small Craft Association last September, I had the chance to look over the rigging of the lugsail on the Pelicans, and I thought it was in some ways a little less handy than the way I rig the same kind of sail on the Adirondack Goodboat.

Gosse says, "No one has found a satisfactory way to install a vang on a standing lug rig because the boom is attached to the mast only with a line from the tack end of the boom, through a cleat on the mast." I noticed this system on the Pelican, with the accompanying downhaul for the forward end of the yard, and I didn't think I'd like it quite as much as I like my arrangement, which in fact does permit a vang.

My sail is boomed too, but with the difference that the boom has a jaw at its forward end. The jaw prevents the boom from going forward and permits the boom to be positioned variously up and down on the mast. This allows me to tension the luff and peak the yard via a downhaul on the boom, just aft of the jaw. We raise the yard chockablock and belay it with a simple hitch on a pin at the partner, then adjust luff tension with this downhaul.

This downhaul has always had a bit of vang effect. And incidentally, with it there is no tendency for that jaw to escape the mast, though the sheet is led so as to have a forward vector which would also tend to keep it on. In recent versions such as the new LakeSailer model (I ought to write you a little piece about that long-promised version of my Goodboat), I have been putting a small tackle on that downhaul and fastening it a little further aft on the boom for more vang effect, and also leading the line back within comfortable reach of the sailor. I'll do anything to keep people from sailing Goodboats with a wrinkle between the throat and the clew!

I suppose that with a jaw on the boom you could have both a downhaul and a vang, but I find this one line combines the functions well, and with a good outhaul adjustment sail control is tolerably complete. The jaw-and-tack downhaul arrangement also permits the yard (with a parrel) to be raised to various heights on the mast, whether reefed or not, to give you some trade-offs between heeling moment and head-clearance with given sail areas.

One fellow there in San Francisco told me mine was all very well and good but you had to rig the Pelican the way the class rules



My goodboat Lakesailer has decks all around, a daggerboard and a sprayrail.

told you to rig it, whether you could think of a better way or not.

Mason Smith, Adirondack GoodBoats, Long Lake, NY

Useful Information...

New England Rowing & Paddling Events Scheduled

The 1999 season of rowing and paddling events around New England has been scheduled by event organizers at a late January meeting. While the schedule is biased towards fixed seat open water rowing, most events cater to sliding seat rowers and kayakers also.

For the current (March) listing, send me a stamped, self addressed envelope.

Frank Durham, 70 Hayden Rd. Hollis, NH 03049

About Atlantic Proas

I have enjoyed Richard Carson's series of designs but felt it important to clarify things he mentions relating to the Atlantic proa, Dick Newick and Phil Weld. Phil Weld was not involved with that project. Dick Newick did design *Cheers*, a 40' Atlantic proa, built by Walford Galloway and sailed by Tom Follett to 3rd place in the 1968 Observer Single Hand Transatlantic Race (OSTAR), with a time of 27 days, 13 minutes from Plymouth, England to Newport, RI. First and second places were taken by two larger monohulls. There were no handicap adjustments. The first, *Sir Thomas Lipton* did the race in 25 days. The average time for the 18 finishers was 38 days. The *Cheers* team received a special award from the Amateur Yacht Research Society for "making the greatest contribution to research". It should be mentioned that Jim Morris privately financed the work of this highly talented team. More details can be found in ref. 1 and 2 at end of this letter.

Phil Weld is also connected to Dick Newick. The two had a long boating relationship which culminated in the 1980 OSTAR race. Dick Newick designed *Moxie*, a 50' trimaran built by Walter Greene, and sailed by Phil Weld, then aged 65, to first place in a time of 17 days, 23 hours and 12 minutes. The first six places were held by trimarans, followed in 7th place by a monohull. Again there were no handicap adjustments, first home was first place. 72 boats finished that race. More

details can be found in ref. 3.

Dick Newick is one of the very rare designers who know how to combine visual elegance, structural integrity and superb performance.

References: 1. Tom Follett, Dick Newick, Jim Morris: *Project Cheers*, Adlard Coles, Ltd., London, U.K., (1969). 2. John Morwood: *The Single-Handed Trans-Atlantic Races*, Bulletin No. 71, January 1970, The Amateur Yacht Research Society, Box BCM AYRS, London, WC1N 3XX, U.K. 3. Philip S. Weld: *Moxie, The American Challenge*, Little, Brown and Company, Boston (1972).

Walter Giger, Jr., Wethersfield, CT

Casco Bay Message Board

I recently put the Casco Bay Message Board on line. I did it for the fun of it as a community service, and perhaps it may lead a few people back to Handy Yacht Brokerage (where I work). All nautical and regional subjects are appropriate. There is a hyperlink from the <yachtworld.com/handyboat> home page or it can be reached directly from <www.ncia.net/handys/wwwboard/index.html>

Tony Betz, Falmouth, ME

Unjustly Omitted

Different types of ways to row have often been mentioned in *MAIB*, but stand-up is one that is unjustly omitted. Our boat is a Bolger Sweet Pea designed with this in mind. However we found that the oarlocks for this method of rowing would cost \$80, a third of the cost of the boat itself! So this is what I came up with.

I used 1/2" ID thin walled tubing with 1/2" OD PVC pipe rammed inside. I drilled out the PVC at one end to accept an oarlock. A 6" 2"x4" was placed amidship and drilled to accept the pipe, using trial and error to find the right length which for me came to 16" to 18". I then screwed a 12" threaded rod up the bottom until it was flush.

I've used this stand-up rowing setup on Kentucky Lake beachcombing and on the Flint river rowing upstream when the water was running high and have yet to come close to bending them. Standing up is also great for seeing what's under the water too. For me, this is the only way to rock and row.

Jon DeGroot, 1513 Stocker Ave., Flint, MI 48503

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1. The gig *Mike Jenness Sr.* with its British coxswain (see following interview) crewed by its builders, the Jenness family and friends. (34:15)



2. The gig *Kittery*, crewed by Hull kids, was bought for the museum by parents of many of the kids who had participated in Hull's youth rowing program when the original builders from the Kittery, Maine area could no longer properly support and campaign the boat. *Kittery* had just been renovated in Hull's boatshop (see following article). (38:10)



3. The Steve Kaulback strip-built Adirondack guideboat owned and campaigned with great success by New Yorker Paul Neil. (40:20)



4. Mike Cushing's light dory *Roisin Ban* (Gaelic for Black Rose) crewed by Mike and Bob Powers. (42:20)

5. The gig *Port of Boston* crewed by Navy yard folks from Charlestown. (42:40)



Snow Row '99

By Bob Hicks

The snow didn't start to fall on March 6th in Hull, Massachusetts until after the 1999 Snow Row was over, just as in 1998 the fog didn't roll in until after the race. But unlike last year's sunny springlike day, the 1999 event was held under sullen gray skies with a brisk, biting southwest wind creating a short but sloppy chop on Hingham Bay. The chop was messy enough to prompt the organizers, the Hull Lifesaving Museum, to cancel the class for the sliding seat boats, to the dismay of some of that persuasion who felt they'd be okay. It wasn't just that they might capsize, but that the water temperature was in the 30's, deadly quickly.

And so the Snow Row was an all-oar-on-gunwale event, with again the largest turnout of multi-oar boats we get to see in one event. The overall turnout was down from 1998 too, no doubt last year's promise of spring brought out many who chose to stay away in this year's winter chill. And the huge crowd of onlookers that turned out a year ago also stayed away.

To nobody's surprise the Jenness family and friends in the Cornish gig *Mike Jenness Sr.* came home a convincing winner, four minutes ahead of the surprising performance of Hull's youth crew in the revitalized gig *Kittery*. No question, the power of numbers in the big gigs prevailed, taking five of the top ten places, but here in third overall scarcely two minutes behind *Kittery* came Paul Neil in the Kaulback built Adirondack guideboat. "That guy's a real athlete," someone remarked. True enough, and Paul has firmly established that the Adirondack guideboat, although an inland lake design, can handle the ocean going stuff as well as any.

The only other solo boat to make it into the top ten was Jon Aborn in ninth in his Monument River Wherry, in a close finish up against the one-time Gloucester Women's gig, *Siren Song*. In fourth came the first double, Mike Cushing and Bob Powers and in eighth the second double crewed by the Halls. The only coxed four in the top ten was the *Mighty Her-ring* in seventh, crewed by the Navy yard kids from Charlestown.



I followed *Legend* the dozen miles from the highway to Hull...

6. The gig *Pilot*, first of Hull's cold molded gigs to be built several years ago, crewed by a Hull adult crew. (43:15)



7. The Times Square Coxed Four *Mighty Herring* (built to the Floating the Apple design) crewed by Navy Yard kids from Charlestown, partly decimated by flu. (44:35)



8. The light dory crewed by the Halls. (44:55)

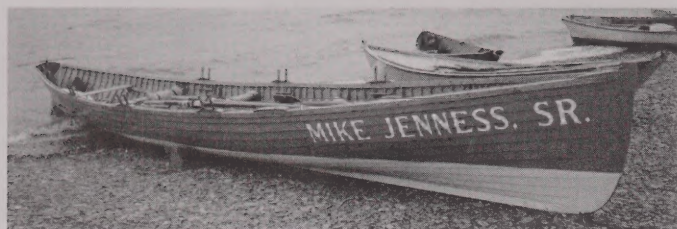


9 & 10. Just after a race for the finish, John Aborn in his own designed and built Monument River Wherry and the gig *Siren Song*, built ten years ago for a Gloucester all-women's crew, the Gloucester Sirens, today partly crewed by sliding seat scullers whose class was cancelled due to the conditions. (45:01 & 46:00)



...and found out on arrival that it was one of the Floating the Apple's Times Square Fours crewed in part by long time creative smallboat designer/builder Don Betts and contributing columnist (Old Ed Stories) Eric Russell from Brooklyn.





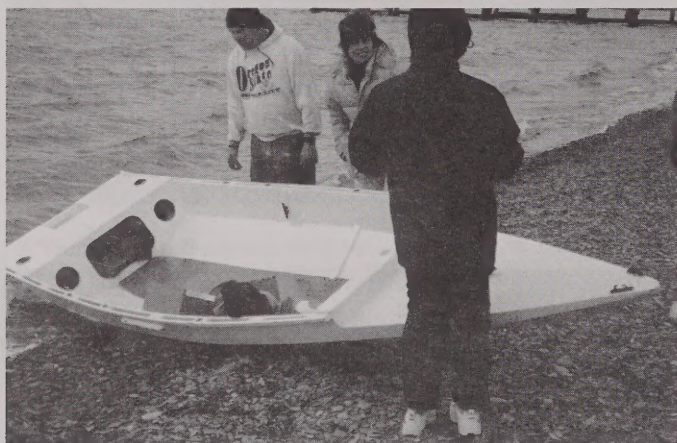
The gig *Mike Jenness, Sr.* has been getting a lot of press on our pages, it's the second gig built by the Jenness family and their friends (*Saquish* was the first) and is named in memory of their recently deceased dad who enthusiastically participated in the project, but did not live to see it completed.



The renovated gig *Kittery*, a monument to the enthusiasm of a crew of rowers from Kittery, Maine, led by Dan O'Reilly, who built and raced her for several years, now back in action, rescued by families of Hull's maritime youth program when the Kittery gang could no longer support and campaign her.



The *Mighty Herring* and the *Sacred Cod* are two of Hull's Times Square Fours that New York's Floating the Apple has successfully fostered as a youth rowing boat, over a dozen have now been built.



They weren't all big boats, nor workboats either, here's one of Dynamite Payson's Thomaston Galleys and a nice little Whitehall skiff seen on the beach.



How to get that boat built? Enter in race. The Rings Island Rowing Club youth decided they wanted something faster than the big high sided Banks dories they've been rowing for years and built this light dory, launching it for its very first time at Hull.

One of the just renovated barges with a youth crew from Hull turned back after the low freeboard craft began to take on water in the messy chop out on the bay, a decision prompted by

Martin, you live in Cornwall, right?
Yes, a little fishing village called Polperro in Cornwall.

Yeah, I've been there as a matter of fact, as I was telling you before. Right on the coast, as I recall.

That's right.

Very pretty little town.

Beautiful.

You grew up there?

I did, my parents did, and my grandparents are buried there, so we are well rooted in Polperro.

Oh, so you can probably trace your family tree back a long time.

On my Mother's side to about 1230.

Wow!

Yes we have been there a while.

My God! 1230. Do you have an old church there?

The church is, yes, 12th century.

Is it really?

Yes.

Fantastic! And what do you do for a living?

I work for a printing company.

What kind of work do you do there?

I'm what's called a planner, an illustrator, I do all the graphics and illustrations, graphic designs, and make the printing plates.

Is it a magazine?

We do magazines, brochures, posters, leaflets. We do a lot of work for the Japanese music industry, the Sonys and the Panasonics and that sort of thing. Make all their instruction manuals. You buy a CD player with instruction manuals, I probably printed it.

That's great. And you were telling me you get up to London a few times a year.

Yes I get around England quite a lot. Sometime through the rowing, as there is a race in London every year on the Thames. I've got family up in London, so I get around.

Where do they race on the Thames, from where to where?

It starts in Richmond and finishes at Greenwich, a 22 mile race.

Yes I've been to Richmond, I've been to Greenwich. They are both fascinating places. I just read a book written by an American called, you've probably heard of it, called *Longitude*, about the gentleman from England in the 18th century who invented the sea clock whereby seafarers finally accurately find longitude, and avoid shipwrecks.

Yes, that's right.

How did you get interested in gig racing?

Well, in the village where I was brought up, I mean all the kids at 8, 9 years old start rowing in the dinghies and stuff around the harbor, so you virtually learn to row before you can walk. And we've got a little small rowing club in Polperro. We row what are called flash boats, which are Cornwall boats. So I started in them when I was 10, and I had my first gig race when I was 15. So I've been doing it now for 20 years.

Here today at this race, the Snow Row in Hull, you were coxing.

Yes.

But normally I guess you are not a coxswain.

No, normally I row. And I can row anywhere in the boat, stroke, bow, or somewhere in the middle, depending on what crew is available on the day.

As you know, I was out on Scilly for this



Meet Martin Langdon Cornish Coxswain

Interview by Lawrence A. Ruttman with Martin Langdon of Caradon Gig Club, Salt Ash, Cornwall, England, 3/6/99 at the Snow Row, Hull, Massachusetts.

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last championship last May, and your boat, the *Mary Newman*, won.

That's right.

And it won in the previous three years before that?

We've won 4 years now. Not all in the same boat. Because the *Mary Newman* was new 2 years ago.

And what was the other boat?

The *Anne Glanville*.

That was there this year too?

Yes, we've got an "A" and "B" crews.

And the "A" crew came in first. And how did the other boat do?

Our "B" crew, I think they were 11th out of the 60 odd boats.

And you were rowing in the "A" crew?

Yes, right, yes.

Okay, so how many of these past several years have you rowed in the "A" crew?

I've always been in "A" crew.

So you're a real winner. Are you thinking of taking the *Mary Newman* here to race in the United States at any time?

There is a possibility next year. There is supposed to be a race in Boston we might come to. If that falls through we might even come and do the Snow Row here.

So the Snow Row would be one, and the other one I think might be for the celebration of the year 2000 when the tall ships come to Boston Harbor that summer.

That's right, yes.

And you might come for that?

We might do, yes.

And bring over the *Mary Newman*?

Yes, bring the *Mary Newman*. I think Holland wants to bring their gigs as well, so you might get 10 or 20 gigs from Cornwall, and maybe 4 or 5 from Holland, and put on a good show for you.

That would be fantastic! You taught these fellows from Team *Saquish* rowing technique, the English rowing technique in the last few weeks?

That's right.

How long have you been here?

Two weeks.

How do you think they have done?

Yes, they won today, didn't they!

Well they won, they won by a long way. Are they good students?

Oh yes. They are willing to learn. I think they realize that the stage they got to wasn't getting them anywhere, and they had to change course, and learn a different technique.

Well, it would interest you to know that I had a telephone conversation, well, I think you heard the other end of the conversation, with your host, and the Captain of the Team *Saquish*.

Mike.

Yes, Mike Jenness, and he told me that he used to think a lot of it was brawn and strength, but after being with you for a few weeks, he now realizes how important technique is.

Technique is everything.

Tell me something about the technique that makes it everything.

I am a good example I'm one of the biggest in our crew, and yet I'm not, as you can see, I'm not exactly massive.

No, but you are good size.

I'm of reasonable size.

Yes, not huge.

Not huge, and if there are crews out there that are bigger and stronger than you, you've got to think of another way to beat them. You've got to work on fitness, experience, technique, being efficient. In a race like today, the boat was rocking and people were missing strokes, even though I taught them, they were still missing strokes. You've got to learn to concentrate and look at what you are doing, not look around. I mean, it takes experience.

How about the actual putting of the oar in the water, is that part of the technique?

Everything, every tiniest little detail. I mean diet, the way they have been eating, everything, you have got to change everything. If I can correct maybe 8 or 9 tiny little faults of each individual rower, and maybe the sum total of all these corrections makes the boat go forward, say a quarter of an inch more, that's the sort of things you're talking about. A quarter inch here, a quarter inch there, gives you a 6 minute lead, as we had today.

So you think that have been good students?

Oh yes, nobody has said no, I'm not changing, or no, what do you know, or whatever. Yes, they have all listened, and taken it all in, and the results today, I think prove it.

Tell me this, I realize this is imperfect, you can't really say, but as you observe them learning what you have taught them in the last few weeks, in this race, which I think took about 33 minutes, how much of that 33 min



Team Saquish got the *Mike Jenness Sr* off the beach flawlessly in the Lemans start under Martin's coaching.

utes do you think they gained under your tutelage, as opposed to what they would have done without that?

That's a very difficult question. I can only really judge what the lads were saying, Mike and some of the other lads, because last year was perfect conditions. Absolutely like a mill pond, and they did it in 30 minutes. Now I said, well okay, if it is the same conditions, I'll be looking to knock off 3 or 4 minutes from that time. But when Mike came here today, and saw the bad conditions, he thought they would add about 15 minutes to their last year's time, i.e. 45 minutes. But as it happened, we only added 3 minutes. So if he thought they were going to add 15, and we only added 3, then maybe I have been of some use.

Well that would be a lot of minutes, about 12 minutes!

That's right.

That leads me to another question, and that is, these fellows went over there the last couple of years to the Isles of Scilly, and they did very well considering that they were in a borrowed boat, and they didn't have their own boat, and they didn't know the English techniques, and they are all over 40, they are older fellows, so do you think that they could possibly go over to England and either win or place high in a competition over there?

If they came over now, as they are now, if they are coming this May, in an equal boat,

I would guess they would be somewhere in the top 15, which is a big improvement on the top 25 or 30 that they had last time. To get to the top 5 or 6, they've got to improve a hell of a lot, and they know that. I mean they are racing against crews like ours that have been doing it for 20 years, and you aren't going to learn that in two weeks, or two months, or two years. But certainly they would come over and make a good accounting of themselves. I would say it would be about 15th or 16th, something like that.

Do you think that the boat they are racing in, that they built over here is just like an English gig, or is it not quite?

Not quite. It is very close. She runs nicely, they've got it set up quite nicely. The weight is different, the strength is different, it isn't quite as strong. But know they have done a good job, they are only amateurs, I mean it's sort of like you and me building a boat.

How do you account for the success of the *Mary Newman*? Is it a combination of people and boat?

It is a combination, and we've got the right size people, with the right type of people doing it. I've been doing it for 20 years. Our least experienced crew member has been doing it for 10 years, that's our least experience.

How about the *Mary Newman* herself?

Yes, she's probably the best. We had her adapted with very slight modifications to suit

our crew. We have a tall crew, there are a couple that are taller than me, so we spaced the seats a couple of inches more apart, to give us a bit more reach. And made a few little modifications, but the rules are very strict, there is not a lot you can do to change the boat in terms of its shape, or the weight, or whatever, it is very strict.

Are there specifications that are specifically drawn for the building of the gigs?

Oh, very strict, yes. Here, today, all the gigs are different, you have fiberglass gigs, plywood gigs, all sorts, which is fine if it works over here, but in Cornwall they are all as nearly as possible exactly the same.

For an English gig, the kind that races in the Scilly competition, or other Cornwall competitions, where are those specs obtained?

The Cornish Gig Association has the official copy.

Where are they?

The Secretary, I presume, has them. I think he lives in Helston in Cornwall. But anybody who is going to build a boat would have to buy or borrow, or whatever, a set, a copy of those original specs from the Gig Association, and build a boat very strictly to those specifications. They do stress that, I think it's at three stages throughout the building of the boat that they have to send along an official measurer to check that the boat is coming along in the right shape, right dimensions, and so forth.

So it is very precise?

Very precise. The gigs are almost identical, which is what makes the racing so close.

Tell me, where is the big competition in England when it comes to gig racing? Is it the one on the Scillies, or are there others as well?

The Scillies is the World Championship. There is a Cornish County Championship. There are other championships over the season, it varies, you gather up points over the season. There is a big race on the Thames every year, a very good one, you get about 300 boats in that one.

So how many big gig competitions are there?

There are about 30 odd clubs now in England and Cornwall, and every weekend there is some event going on somewhere, starting from May at the World Championships in Scilly, right on through to the Dutch Championships in Holland in November.

Which people in England, is it the Scillionians or is it the Cornish, who think that gig racing is really theirs, so to speak?

Well, I'm Cornish, so I'll tell you the Cornish people. If you asked a Scillionian, he'd probably tell you the Scillionians.

So is there some sort of a tension between the Cornish and the Scillionians on this score?

It's not a tension, it's a healthy rivalry, which helps good sporting competition. There is no sort of animosity between the mainland and the islanders. Not that I am aware of. The Scillionians don't like the fact that we keep going over there and beating them. We've won it the last four years now, and hopefully we will win again this year.

Previously, had the Scillionians been winning?

Yes, they won it for the four years before that, but with different crews; not the same crew. We've won it with the same crew.

Do the Scillionians come over and race on mainland?

They do occasionally yes. They take part in the Cornish Championships.

How have they been doing in those?

Not so well, the main reason being that there is no competition for them in the Scillies. They've got 4 or 5 islands, each island has their own team, and some have 2 or 3 teams, but they are all racing against themselves week in week out, so the technique and the competition hasn't improved as much as it has on the mainland.

Martin, how did you become interested in Team *Saquish*, how did you get to know them, and coming over here is a big thing, how did all that happen?

Well, a couple of years ago they came over to the Isles of Scilly, and they are Americans, they are coming over and doing a big thing, so we looked them up and talked to them, and became friendly, and showed them the local pubs, and all sorts.

Oh, it was a very friendly atmosphere when I was there last year.

Again, last year they came over, and I reckon I spoke to the guys again, I already knew them, so I got talking to them again, and most of them were going to row in the Veterans Race, which should have been on the Sunday in amongst the other racing, but it was canceled as it was too rough. So they postponed the Veterans Race to Monday morning. Since my Club did not have a Veterans crew out on the Isles of Scilly last year, the guys on Team *Saquish* got talking to me about using the *Mary Newman* in the Veterans Race, because they had the *Socoa*, which is a usable boat, but it is not the best boat in the world. I told them it would not be possible to use the *Mary Newman* but said sure, you can use the *Anne Glanville*.

Which is the other one from your team.

Our other boat.

What's the name of your Club?

Caradon.

Okay, go ahead.

So I said you can use the *Anne Glanville*, by all means, borrow our oars, our kit and whatever. They said well can you cox us? I said, yes, why not. So I went down on Monday morning and sat as cox in the *Anne Glanville*. When you race in the Scillies, you've got to row out about a mile or so to the start line, and line up, and race back. So in the mile or so row down to the start line, I tried to sort of correct what I thought they could improve upon quickly for the race. I mean you can't sort of teach somebody to race in 10 or 15 minutes, but with a few things I thought I could improve upon, which I did, and they took notice, and we practiced a different start to what they had done before, that sort of worked.

So the race started, I think there were about 12 or 13 boats, and they went away in virtually last place, it wasn't a good start, and they weren't together, but as the race went on, so I was shouting, and they were listening and learning and getting it right, and we passed boat after boat after boat after boat, and right at the end we were only about half an inch down on the winning boat. Had it been another 200 yard race, we'd have probably won it. So I suppose they thought, well, you know he's done that in 10 minutes.

Sounds good.

Get him over and see what I can do in two weeks or whatever, so they asked me over. I said well, great, yeah.

Are you paying your own way over here?

No, they put me up, they've fed me, they've watered me, they've bought me shirts

and clothes and hats and taken me to museums and strip clubs, and everything!

Is this your first trip to the USA?

First trip to the USA.

How do you like it?

I've had a wonderful time. It is totally different to where I'm from.

Well that's great, I'm glad you are having a good time. I guess you're going home tomorrow, right?

Flying back tomorrow if I don't get snowed in.

As to the rivalry between the Scillionians and the Cornish, let me approach it this way. What is the name of the main competition in Cornwall for gig racing, and where does it take place?

The name of the main competition is probably the County Championships at Newquay.

And you say the Scillionians come over to that, and they haven't been rowing too well.

No, they probably got, I think, to about the semi-finals last year. The last few years they have only been getting to the semis.

And has Caradon been winning that one too?

Yeah.

In the *Mary Newman*?

Not always, because in the County Championships you change boats, you draw the boats, but we still win most of them.

I had thought, perhaps I'm mistaken, that there is some sort of a little rivalry going on, not only in the gig racing itself, but between the Scillionians and the Cornish, for the site of the major competition, the one which will be thought to be the major gig racing championship in England.

The way it's looking at the moment, the World Championships has been in the Isles of Scilly, I think, for 10 years now. This year there'll probably be 65 boats. If it gets to be a lot more, the logistics of getting all the boats to the islands, together with the physical space and accommodations for spectators and competitors required, all that is obviously limited on a bunch of islands. So I don't want to sort of say what may or may not happen, but I can see it becoming very difficult in the Scillies if

there were 100 crews going over there in 3 or 4 years time. Where is everyone going to stay? How are they going to get the boats over? There's the food, the water, whatever, your just not going to cope, in my opinion. Now whether or not that's part of this rivalry in trying to get the World Championships back onto the mainland, or whatever, I don't know. That's the only possible problem I can foresee.

Has this possible rivalry as to the site of the World Championship taken any form in the media?

Not as far as I am aware. Really, until you sort of just mentioned it just now, I've never really considered it any major problem. But I can see it might well come into effect in 3 or 4 years time.

I suppose the Scillionians might be a little bent out of shape if that took place.

Of course, yes, and I don't blame them. If they can work out of a system of holding it over there, I don't know, perhaps limiting clubs to only one team, or whatever, a system to make it more feasible, then I would love for it to stay in the Isles of Scilly, they've had it for 10 years very successfully, why change it? If they can cope with it, you know logistically.

If they can cope with it?

If they can cope with it. I mean, the organization, the racing over there is perfectly adequate, and it's a great place to go, you can take your family for a week, it's a nice place to stay, and makes a nice holiday.

Nothing wrong with Cornwall though?

Nothing wrong with Cornwall, no.

Has this rivalry as to the site taken any sort of a form by any sort of political activity, so to speak?

Not as far as I am aware. Like I said, until you mentioned it, not as far as I am aware. I'm not on the committee of the official gig organizers, but as far as I am aware, there isn't and hasn't been a problem.

Tell me something Martin, what is the main value you get out of gig racing yourself?

I've had a free trip to America. I've had a trip to America, I've met some wonderful people, maybe if I'm nice they'll invite me back next year. I mean, I wouldn't get to do this just playing football necessarily, or any

Mike Jenness Jr. and Martin celebrate the resounding Team *Saquish* victory.



thing else.

But over there, when you get into gig racing, it takes a lot of practice, it takes a lot of effort. Why do you do it, what does it mean to you?

Because we win. Winning.

Winning is the thing?

Forget this rubbish about taking part, it's not the winning that counts, that's rubbish. It's

the winning that counts, believe me.

It's the winning that counts?

Yeah.

Well, we'll leave it at that. Winning that counts. Martin I want to thank you very much for talking to me.

No problem.

And I wish you bon voyage, a good trip home, and I'm glad you found our country to

be hospitable, and these are a great bunch of guys.

Yes, definitely.

Absolutely, and you stayed with Cathy and Mike Jenness?

That's right, yes.

You know Cathy is my Legal Assistant.

That's right, yes.

She's a wonderful lady, he's a nice guy.

Thanks again.

What's Happening At Hull's Lifesaving Museum

Over the many years we have attended the annual Snow Row in Hull, Massachusetts we have watched the growth of the sponsoring Hull Lifesaving Museum from the struggles of a few determined volunteers to today's renovated Lifesaving Station home and paid professional staff. Several views into what has been happening can be gleaned from a couple of extracts (edited for timeliness) from the most recent (December 1998) issue of the Museum newsletter *Station Log*.



A New Sport Gains Momentum

By Ed McCabe

The salient story that is unfolding before our eyes right now is the dramatic and incremental growth of our sport, fixed seat open water rowing, along the northeast coast.

A cautionary note: We seem to spend a lot of time talking about competition. This is America in the waning days of the twentieth century, and sports, focused on winning and losing, are subjects of great interest. One might assume that we are rearing a generation of long, gnarly, finish line kids who only think about speed over water. Nothing could be further from the truth. Over the course of any given year, a total of two to four hours are spent specifically in competition. A corresponding amount of time is spent honing the appropriate skills to do so and traveling back and forth to various venues to ply those skills.

The vast majority of the year is spent simply messing about in boats. Our young rowers, arguably the best of their sort in the country, spend their long hours in a boat swanning about the numerous nooks and crannies of their

respective ports having fun, making new friends, living in nature, and discovering learning. The value of racing is multifaceted, but one of the byproducts is a fast track skill development that otherwise might take months or years. A youngster who can face the pressure of a starting line, can face the danger of a sudden wind shift and reach down for resources to row into the face of difficulty. A crew who can meld together seeking the perfection of a race, can pull together when the situation is real and demands a deeper kind of perfection.

Currently, there are a dozen schools and institutions in the country that field open water teenage crews. Each year, the one time that nearly all meet is at the museum-sponsored Icebreaker (held in December), where unfamiliar crews line up side by side and test themselves.

In 1991, *WoodenBoat* magazine asked us for a sidebar to accompany an historical piece on the pilot gigs of the Scillie Isles. The upshot was a sister piece that talked about the Boston Pilot Gig and the programs and organizations built around the boats. The article sought to take the iconoclastic aura away from the craft, and to focus on the people who make boats go. At that time, we touted our own brand of community organization and predicted that in six years there would be a dozen pilot gigs floating around the east coast with numerous accompanying crews.

Now, six years later, the steady growth of pilot gigs continues, but the real surprise is the explosion of crews in coxed-fours from Floating the Apple in New York City. Originally conceived as a blue space advocacy group looking to pry open the city's waterfront, FTA quickly realized that "ye cain't hike on waves". They turned to us for a program model, and then promptly went out and designed their own signature rowing craft, the Times Square Four. These boats were created specifically for the New York Harbor area and

are built in a storefront boatshop in the Port Authority (to whit, the name).

In New York, a good idea can proliferate like mushrooms. In five years, 14 Times Square Fours have been built and passed among communities, acting as catalysts for embryonic crews. One such crew, a Brooklyn based High School ROTC crew, made the trip to Boston for two races last winter, and now view themselves as blooded vets. Newburgh High School, with a sliding seat crew that rows on the Hudson, has entered the traditional boat/open water world with a loaner from Floating the Apple.

Perhaps most exciting is St. Thomas Moore High School, in Ledyard, CT, where old friend Russ Smith (of Mystic Seaport and New England Oarmaster fame) is taking a stab at coaching in the prototype Four, *John Gardner*. This contingent will be joined by the Sound School from New Haven and, perhaps, Portsmouth Abbey School, RI, each with their own versions of the coxed-fours. Our Hull Lifesaving Museum has its own two coxed-fours, *Sacred Cod* and *Mighty Herring*. The fun of these boats is that an inexperienced crew can learn basic lessons in a fairly intimate configuration and quickly thrive. By the same token, an experienced crew can step into a four and make it dance.

To accommodate the growth of the sport, old plywood boats we call barges are being pressed into service for developing crews. Thornton Academy, along the banks of the Saco River in Maine, is leaping into the sport in a loaner from us. The Boston Housing Authority will have three or four crews this fall, including the very youngest in the circuit (age 11).

In turn, the more vintage clubs, with an investment in the larger six-oared pilot gigs will meet to establish bragging rights in the big boats. Deere Isle, ME will be defending their hard won title as undisputed New England Open Water Champions against highly

motivated crews from Hingham, Hull, and Cohasset. Due to the massive turnover in our ranks last year, with the graduation of an entire generation of youth rowers, nearly two thirds of the competitors will be newcomers to the sport. If the evolution holds true to form, two or three years from now the laurels from the annual Icebreaker will travel to Bridgeport, CT and Saco, ME, or some community that, today, has yet to set oar upon the water.

What's Going On In the Boatshop

By Reuben Smith

It is exciting to look back over the year and see what has developed, and look ahead to the changes that are coming. Much effort has gone into the infrastructure at the Life-saving Museum, and it is beginning to pay off in efficiency. In a promising development, we are purchasing \$10,000 in shop tools, courtesy the Massachusetts Charitable Mechanics Association. By winter '99, the museum's Windmill Point Boathouse will be a fully functioning, professional level shop which will help us strengthen current programs and effectively maintain our substantial wooden boat fleet. The future looks bright.

Even under the constraints of the existing shop, we accomplished a great deal during the past year. In last summer's job-training program, we made important headway on the new, cold-molded pilot gig *Blue Hill*, which is ready to come off the moulds. The hull is fair and strong, and its slightly heavy keel and slightly light wales should reduce rolling in seas. To all those who think they have fast boats, this is fair notice: We have a quick one here.

We also put a substantial refit on *Kittery*, our clinker-built, plywood plank pilot gig, giving her new foot stretchers, relocating the oar pads, and refinishing her inside and out. (Editor Comments: *Kittery* was purchased by the museum from her owner/builders from the Kittery, Maine area when they could no longer support their boat financially, with funds raised from parents of Hull area youth who had been participating in the maritime program). Both of our coxed fours have been overhauled and completely refitted and strengthened, with newly positioned thwarts, pads, and stretchers, as well as structural stabilization.

When the garboard and floors of the Beebe McClellan surfboat *John Warren* of Cohasset were broken last spring when she landed on a mooring block at low tide in Cohasset Harbor, we repaired those parts. The balance of that repair is scheduled for winter of '99. One of our hardworking barges in the city was hauled, repaired, and refinished.

And, last winter, we ran boatbuilding skills workshops that explored the design of the surfboat *Nantasket*. We worked in the museum's basement, carving cherry half-models, and measuring *Nantasket's* offsets. We intellectualized about hullforms and construction methods and mixed in the good exercise of sculpting hardwoods. It was fun, and despite all participants stating upon arrival that they had no woodworking abilities, ev-

eryone produced a stellar half-model, and we now have a good set of offsets for the *Nantasket*. Finally, restoration of a wood-canvas canoe was begun as well.

In addition to the work outlined above, wear and tear on the fleet required many quick, on the fly, repairs. We remember all too well running up and down the floats during the Icebreaker last year, drills and screwdrivers in hand, doing Indy 500 style pit stop repairs on the boats between heats. Then there was the chewing gum or anything else that will stick almost repair of the *Mighty Herring* on the beach at Windmill Point, during a frantic three minutes prior to the starting gun of the Snow Row. Not a pretty sight. But time heals all wounds.

Now, the work on the *Blue Hill*, as well as all the boats we restored last year, is being performed with an eye toward permanence. The boats are repaired with rot resistant woods and stainless or bronze fasteners (or, when appropriate, epoxy, which we use by the gallon) and finished with several coats of paint and varnish. Barring the inevitable accident, each restoration should endure several years of the kind of hard work our programs deliver.

One of our goals this past fall was to make the Windmill Point Boathouse more of a public resource (currently, it is the home base of the Maritime Program's operations and the launching point for our South Shore fleet). This past November we launched the Open Shop, which will import the fun and energy of last winter's skills workshops into the boathouse and onto the working fleet.

The Open Shop will not be a private, commercial space, but will be a public workshop open twice a week. Anyone wanting to learn the fundamentals of wooden boatbuilding will be welcome to come into an active shop and participate. If your boat is hauled for the winter and needs recaulking and a few floors replaced, or just refinishing, come in, ask, and we will give you information that will get you started.

If you want to build yourself a boat or restore the hulk rotting in the backyard, come in and work with us, and learn tool-sharpening techniques, how to bend frames, replace planks, and more. Open Shop is on Wednesday evenings, 6-9 pm, and Saturdays, 10-3 pm. With the exception of holiday weekends, the program will run continuously through the spring.

In 1999 we plan to complete *Blue Hill*, and have several boats tapped for refit in our Open Shop. When *Blue Hill* is on line, we can afford to bring the stalwart *Pilot* into the shop and give that boat the treatment it deserves. *Pilot* was the first of the museum's coldmolded pilot gigs, and in many ways is the best performing boat around. She has seen hard use, however, and this is beginning to show.

The 38' *Liberte* is also slated for repairs. This is a good project if you are interested in traditionally built boats. *Liberte* is built batten-seam, and has the usual strengths and weaknesses of that construction. She needs some frames replaced, planks repaired, and a full recaulking and finishing. If you want to learn about planking, steambending, or how to shape oddball replacement parts, then we are ready to show you how.

John Warren will be in the shop, as well, getting new frames and refastening. We also anticipate beginning the restoration and powering of our 1940s motorized whaleboat, *Prim-*

rose. Also, you can learn from the contract work being done at the boathouse. Right now, a wood-canvas canoe, a Thompson runabout, and a lapstrake Whitehall are underway. We also have been given John Gardner's personal boat, a Chamberlain gunning dory, built by the man, himself. It awaits our care.

Every wooden boat, even boats of the same type and built by the same builder, has individual characters and problems that require individual solutions. You never know what you are in for until the paint is stripped and you have started cutting out the broken planks or the rotted transom. Wood that can look fine on the outside might be rotted badly on the inside from nail sickness. Or a keel that looks terrible might only need to be scarphed at the stern end. For any problem in the boat, there are sixteen repair methods, and since boatwork is, by definition, incredibly time-consuming, we are always trying to figure what is the most expedient, most solid repair.

The aim of the Open Shop program is to put boats back on the water. By coming in and participating in the museum's projects, you can get a sense of how to attack problems on your own boat. Questions regarding where to use epoxy or 5200 on a traditionally built boat, how to select lumber, and what fasteners to use in what situations will be hot topics. If you walk away understanding why epoxying a cedar garboard to an oak keel is a terrible idea, then you have a sense of how your boats frames, planks, and fasteners all work together. Or, if you walk away understanding why metal fasteners can weaken your epoxy laminate boat, then you will have a good sense of where your boat gets its strength.

The ethics of boat restoration is the subject of ongoing debate. Every boatbuilder has a personal position on what is the right level of restoration, and often too many restored boats sit unused in boathouses or in restaurants. Boatbuilders and restorers (myself included) are often rightly accused of putting on too high a level of finish, using exotic lumber irresponsibly, and converting what were workboats into yachts. Of course, you do what the customer asks, but a boat is not a sculpture or folk art kitsch, but a tool, and it is most beautiful when moving through the water.



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Not long after that I went to Mystic, attended the non-denominational service and watched the keel-laying ceremony that marked the official beginning of the *Amistad* project. The day at Mystic opened my eyes as to what, in a more personal way, can be done with the subject of slavery. Through readings, song and dance, and dramatization the subject of slavery was brought alive in a healing way. And it got me thinking.

Though the *Amistad* is seen by some as an educational endeavor that includes sail training and historical interpretation, it remains, or so it seems to me, primarily a memorial. An eighty foot boat with a big mission. And wherever tall ships gather in an international way, as they tend to do, I hope the *Amistad* will be there, for she speaks of the Atlantic too, she casts a shadow far, far beyond her size. She is not celebration, she is confrontation, she is the savage side of human nature, she demands acknowledgment. And today, not all that far from half a millennium since the introduction of slavery on the Atlantic, she's still got a battle to fight. The *Amistad* is icon.

The *Amistad* Project is put together with intelligence and skill not often seen. And perhaps, especially in the way the project has been organized, it will pave the way for similar, yet quite different projects. Perhaps a sail-oriented program that can serve American youth in a day-in, day-out kind of way. We need something along such lines. And we need it as soon as we can get it.

This last notion flows out of a just passed summer that saw my daughter spend two weeks on the *Lettie G. Howard*, a turn-of-the-century fishing schooner of 125' out of South Street Seaport in New York City, that was part of a sail education program run by the Harvey Gamage Foundation along the coast of Maine in July, and, later, in September, spending five days on the *Lettie G. Howard* with my daughter. During that time the boat participated in Gloucester's harbor festival and schooner race, over eight boats of a hundred plus feet, and, after the festival, sailed to Manhattan, a three day run down the coast.

The time spent on the *Howard* was good to Elizabeth. She went on the boat at a perfect time. And the boat taught. Responsibility, smooth interaction, following directions, simple and complex, looking out for each other, making every move efficient and making every move count, working with a will, pulling one's weight. In the capable hands of Captain Thomas and the *Howard*'s core crew, a crew that knew the merits of such instruction, the results of that experience will go far beyond the boat for Elizabeth.

And the *Lettie G. Howard*, like most boats of this type, historically oriented schooners recommissioned for use in educational setting, had a science and environmental program in place also. And there were other experiences for Elizabeth, too, out of the sight of land for the first time, the ocean in its summer magnificence. And one story I've heard more than once, the great shark seen from the bowsprit, Elizabeth in safety harness I might add. And the places: Jeffreys Ledge, Isles of Shoals, Massachusetts Bay, Boston Harbor, Gloucester. The Gloucester Festival marked the town's 375 anniversary. That's 375 minus 1998, that's 1623. This is beginnings. The comings and goings of these boats are awash in history. And it did not escape my notice that

A Modest Proposal - 2

Being Part 2 of a Notion that Seemed to Create Itself As the Result of a Bit Of Reading Attending the Keel-Laying Ceremony of the *Amistad* at Mystic Seaport Last Spring and Getting Involved in a Bit Of Sail Training Education this Summer

Liz was lucky. Many, many aren't, and many, many deserve the opportunity that came her way.

But my thoughts began to drift, again. Cuffe. In my reading he had a way of re-appearing, especially in *Black Jacks*. And a fascinating individual Cuffe was, a coasting captain (captain and owner) who, with his Afro-American crew, traded in the slave states sixty years before the Civil War. What a complex, careful yet fearless man he must have been. He gets one behind 1800 in process, just opens the door on things long past. He provides a look back as well as a look forward. A sail education program could be created that uses history, in this case, Cuffe, in a thematic manner. Here there is adventure, danger, seamanship, yet, always, as is always the case with a businessman, a sense of working against the odds in a positive way, the sort of common sense that, win or lose, keeps us all going. He is Everyman. In Cuffe there is something any boy or girl can identify with, can use to move forward in his or her life.

This is American History, the very roots of American History, and if these boats are well kept, there is plenty of time left over after housekeeping chores, sailing and science, to see this history from the perspective of Captain Cuffe and his era. There is room for the dramatic interpretation that is so necessary to bring the period to life, there is room for the hope and fortitude that Afro-Americans have always, through thick and thin, used to move forward, to build a life amidst adversity, to round a Cape Horn fraught with storm with nearly no boat at all, save that of effort, faith and willpower.

There are stories of triumph over adversity that need telling here. And it is an adversity that this century is coming to terms with. And though there are history lessons here, there are also lessons that are far beyond that, and lessons that are far beyond the color of one's skin. There is not a man, woman or child born that will escape the difficulties that life sooner or later brings, it's part of being born. To move forward, to have faith in crisis, to not fold, to do one's best when things aren't what we want, these are timeless lessons that all must learn. It doesn't hurt to learn that the ups and downs of life are a well worn path, that others in other ways have carried far heavier burdens.

Well, add all these thoughts up and there's a concept for a fleet of schooners serving our youth along our coasts. In a sense, some of this is available now but available at a price that puts it beyond reach the reach of so many. We need more boats and programs that can handle these young ones. And between his-

tory, chores, sailing, environmental education and, maybe, some boat related math and physics, these will be busy boats. There is nothing like hands-on learning to keep everyone busy.

How can this come about? Perhaps this is a leap of faith, but how about a fleet of 180' steel schooners that can handle 50 youths a trip? The practical trick, ultimately, is cost effective big boats. There are schooners of suitable design around: the *Liberty Clipper* out of, I believe, Boston, it might be the type that would work, or at least a starting point for the design of such a class of boats. And though such boats would not be cheap, they would not be that expensive, and they would be big enough to be economically feasible, it is absolutely critical that they be as cost effective as possible, and safe, period. A fleet of such boats is a goal worth working toward. And modern sailing schooners can do what the historic boats do, indeed there will not be much difference.

If such an idea were talked about and worked up carefully, it should work. It's all in being dead right in the approach. This Cuffe Schooner Fleet, that's as good a name for it as any, could use the organizational structure that has been responsible for the creation and recommissioning of many boats and on-the-water projects. The *Ernestina* comes to mind, as well as the on-going effort with the *Adventure* in Gloucester. They, like the *Amistad*, are projects known for community involvement. Community involvement is the key factor. And when all is said and done, this might just create an amazing organizations held together by the fabric of history and well defined outreach programs that can relate to all youth.

And Cuffe is key. He is a cross-over figure. He is the bridge, his life, his struggle is beyond race or culture or color. It will characterize these boats, create ships out of American gulfs, coastal and river cities that are unique educational resources. There can be ocean races, real stuff in a class of similar big schooners, and harbor events. What city wouldn't like to host a gathering of ten to twenty such vessels fresh from a coastal race with the hundreds of kids and sailors about rippling with the excitement that such sailing brings? It will be a proud time for fathers and sons, mothers and daughters. A time for dances and rowing and celebration, for ship visiting, and stories not a week old to be told, for "out there" where these big boats run there is often great beauty, it's a place that gives as good as it takes, leaves all for the better.

And before it's over it, down the road a bit, these boats and their ways will become a part of our larger culture. We're looking at, amongst other things, indigenous American harbor festivals, distinctly American celebrations based on our old coastal ways that can surround the nation's shores. It's hard to imagine anyone with maritime or alongshore interests not showing up. The traditional sailors with their rigs, big and small will be there. Those with alongshore interests will be there. And the rowers will have their say, won't be long before there'll be harbor races, perhaps in Cuffe Class wherries, incredible boats, perhaps along the lines of those fostered by the late John Gardner during his time at Mystic Seaport. Maybe the schooners will develop a class of traditional racing gigs, who knows, but one thing is true, along the way it will help kill a beast with a four hundred year old history.

And there is no question that schooner race/harbor festivals work. I saw it work this summer at Gloucester.

But on, on to the subject of small craft. Such craft, and the organizations often built around them can easily have an important place in the development of this schooner concept. As one captain involved in the use of big boats with inner city children, and large traditional sailing boats are being used in urban contexts, said, "But right now it comes down to just a boat ride. There's no follow through." Perhaps small craft organizations can fit in here. The big boat work is, perhaps, best seen as an extension of the in-place outreach efforts designed to attract and hold the interest of our youth in the small craft organizations already out there. Or perhaps it might be organized so a variety of church and community organizations would work with the big boats directly or via a variety of small boat organizations. There are any number of possibilities.

What is so interesting here is the fact that the broad outlines of a notion like the Cuffe Schooner Fleet and its much needed shoreside organizations already exist. There are traditional small craft organizations along our coasts, to say nothing of the more modern rowing and sailing clubs. There are community and church groups looking for ways to help bring the youth they work with along, and that is to say nothing of the parents looking for activities for their children.

And there are many schooners out there. There are schooner races and festivals, very successful ones. There are a core of captains and crews, and these are not just your average sailors, these are sailor-teachers in the best sense, and these people could put such a fleet together. The captain and crew of the *Howard* of South Street Seaport are examples. They know how to sail, they know how to break in a crew, they know how to use the boat as a metaphor for the betterment of all concerned. There is the Harvey Gamage Foundation.

Opportunities that can pave the way abound. On the Chesapeake, there is the schooner race down the bay. There are ample traditional small boat organizations in the area. The same, however, can probably be said for the Massachusetts Bay area, but it is a good guess that boats in this area will lean towards an offshore fisheries theme, not a coasting theme. And that just makes things more interesting.

And there are other possibilities. On the Great Lakes there is activity. In the Washington, DC area there is very fine activity on the Alexandria side of the Potomac. On the west coast, there is the work of Dick Wagner and associates at The Center for Wooden Boats, always a source of vibrant, meaningful, socially aware programs. And there are other numerous and active west coast organizations. And I've certainly missed more organizations and boats than I've named.

There is so much out there that can be pulled together. Perhaps a way to envision things, at least at first, is to see this Cuffe notion as but one aspect, or program, of the current multi-use schooner fleet, and for small craft shore side organizations to see the Cuffe Schooner Fleet in the same light, another aspect of their ongoing interests. The trick is to get something going and let common sense come into play. What is needed is out there. A way must be found to pull things together, not a patchwork deal that leaves a project active one year and in the lurch the next, but an ef-

fort that is financially secure enough to give the notion a run for the money. Perhaps a pilot project that is adequately funded over a, say, five year period. A program that, if it shows promise, has built in structure for its duplication along our coasts.

A good bet might be the Long Island Sound, New York Harbor area. In Connecticut, on Long Island Sound, we have Mystic Seaport with a large schooner that just sits. Perhaps it could be put in shape, it's a large Grand Banks boat that might be brought to life economically. There is the Thames River, as fine a gathering place for schooners as one could hope for.

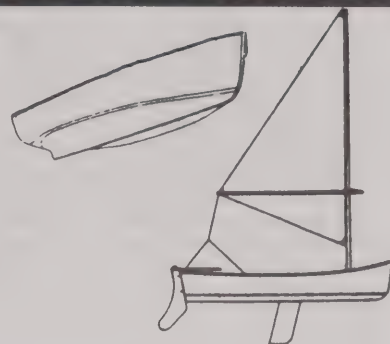
And there are many small craft organizations along Long Island Sound's shores. At the mouth of the Connecticut River there is the Connecticut River Oar and Paddle Club. They have developed a family oriented rowing gig designed for river and Long Island Sound use and have a community outreach program. Just up river, above Essex, there is a small boat club that has always had an extensive summer sailing program. And, by the way, more than one old time coasting schooner made its way up the Connecticut to Middletown, just below Hartford, it is about as old a North American coasting port as one will find. On the river at Hartford, there is community rowing along competitive lines, traditional boatbuilding, outreach, and the city is in the process of putting up a boathouse, and there is talk of a Hartford based big boat.

Long Island Sound is just long enough, just right for an overnight schooner race, from Watch Hill to Execution Rock, west to east or visa versa, it's an interesting ride. Old grounds.

And that gets us to New York City and the Hudson. Here we have South Street Seaport and their two schooners. The City also has Floating the Apple. And Floating the Apple has developed a harbor rowing boat that is quite interesting and considers community outreach an integral element of their work. What an amazing place for a schooner gathering, anything's possible.

And there's New Haven and its harbor. New Haven is central to so much that is on the sound. The harbor is home to the Sound School. And sitting at a pier out front? Schooner Incorporated with an 80' or so boat that uses the sound as its classroom. As for the harbor, plenty of room here for big boats. And Long Island and its museums and programs have not even been mentioned. It's a matter of pulling things together. Everything's there.

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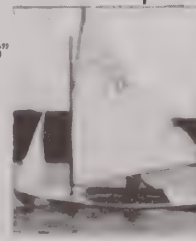
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I have seen a lot of seasickness in my day. I have participated in a good little bit of it too, but this will deal mostly with the seasickness of others.

My first observation of the effects of this terrible ailment was when my father decided that he wanted to go to Europe and write. He was an imaginative man, and I imagine that he imagined that he was something like a Hemingway. Unfortunately for the romance of the excursion, he was unable to play the part of the man in Spain who had the dysfunction that kept him from consummating anything of a family nature.

My father had to take all of us trailing along behind him when he went to the bars and bistros in search of the wormwood stuff that will poison you if you drink too much. I am afraid we children sort of killed the mood when we crowded around to see if it actually did cloud up when poured in water like it said in the book, and if he showed any early signs of the approach of death after he drank it.

It was on the voyage over that I saw my first seasick person. We went on the *U.S.S. Constitution*, it was a rough trip. My father took some home movies on board of the ship. One scene is of me and this unidentified other little kid sloshing from one side of the pool to the other. Another scene is of me playing ping-pong with some of the crew. The ball looks like it has a lot of English on it, but it ain't the ball, it's the table. It was so rough that they had to shut down the shuffleboard on the promenade deck because the pucks caroming off the bulkheads kept tripping up the few promenaders.

The seasick person I saw was my oldest sister, and boy, it was pitiful. When she found that she was the only young girl in First Class, she got ready to cut a wide swath through the old men, middle aged men, and boys in both the passengers and crew. She rummaged in her suitcase and had her bathing suit on before we cleared the Verazano Narrows Bridge. By the time the crew got the deck lines stowed, she wasn't looking so hot anymore. I never saw so much skin that pale before in my life. She stayed out of sight until we docked in Naples.

I saw that same ailment again very soon on that first day out. I conned my way right back through second class to the stern so I could look over the taffrail at the wide white wake. It was amazing to me how the ship was

Seasick

By Robb White

straightening out so much water. I was fascinated by the roils of turbulence kicked up by the propellers so far down under the counter. I turned to one of several other people who were also looking down over the stern to comment.

When I spoke, the man turned. I noticed his lips were sort of pursing and un-pursing in a peculiar way and that his eyes were rolled back so that they were looking at something inside his head. He had blue lines radiating out from his nose across his cheeks and lips kind of like a baboon. He didn't look like he was interested in talking about the interactions of the ship and the water, and I decided to discontinue the conversation.

When my wife and I were young, we had a little 12' Caribbean sailboat. We decided to sail with young friend to Vieques Island in it. We had the steady, strong trade wind to reach both ways and we set out. We had both had a lot of experience sailing around the coast of Puerto Rico in boats like that and were confident. Everything went fine until we got out into the open ocean. There the waves were pretty high and very far apart. There was no danger in it, but the little boat stayed becalmed in the trough about half the time. Then she would rise up to where the wind was and sail for a little while, then drop back down into the bottom and stop and drift until the next wave came. I got seasick as anything.

We hadn't been married long enough to be completely over the shyness, so I sort of hid my condition behind the sail when I could. Later after we got so that we communicated better, my wife said that she had gotten seasick too and that she had hid behind the sail just like me. Many years later I saw the friend again. He said, "Remember that time we sailed to Vieques in that little boat? I bet you never knew I was seasicker than anything. Had to hide behind the sail so you guys wouldn't find out." "Why," says me, "I thought you were a seasoned sailor like us." Now that I think about it, we must have been chasing that little sail all over that boat.

Some seasick people aren't so passive. One time I worked on what they call a "head boat" cutting bait. A head boat is one of those boats that will take you out deep-sea fishing if you show up on time and buy a ticket. There is no need to make special arrangements like you do on a charter boat. The way the people who worked on there were paid was that the crew's share of the ticket money was split up according to a formula. If the bait boy or anybody else on the crew couldn't do their job, they would have to forfeit their share, even if they were incapacitated for just a short time.

There was this one son of a bitch who tried to provoke seasickness in the other crew members. If there were a bunch of people on there, he would wait until all the bait was cut and we were on the way back, rolling with the following sea breeze. Then he would make his sandwich, big piece of bread, a can of mustard sardines, extra mustard, and a big slice of onion. That, in itself, usually was not enough to cut the victim loose from his share, not even the first watery squirt of mustard from the squeeze bottle. It was when he drank that yellow juice from the sardine can that got them. I saw more than one resolute man fall under that spell just before the money was made. Once

he did it three times on three trips to the same silent little man. I don't know why the fella kept coming back, but he did.

He cut up bait all day long rolling at anchor and then he'd fall for the damned "money sandwich" just before we went into the river. The last time it happened, the little man watched the construction of the sandwich and just as the money man was fixing to tip the can to drink the juice, "You drink that and I'll feed you that sandwich, can and all," said the little silent man. The man drank the juice anyway, fool.

Years went by and I never got too far away from boats and ships. I worked, off and on, for 30 years on this little seagoing tug that towed two barges across the Gulf of Mexico from someplace like Chalmette, Louisiana, to Yankeetown Florida. This particular tug was a legendary roller. When it was built, the plans called for 95', but the company who owned the boat found out that the dry-dock in Mobile that they always used could only handle 80', so they left out the middle. That must have been where all the steady was.

One legendary trip the damn thing rolled so bad that it rolled one deckhand out of the lower berth and another out of the top. Then she snapped back the other way and rolled the top man into the bottom bunk as he fell. The bottom man slid down the ladder into the bathroom which was a good thing. They were so seasick that they just stayed where they were. The engineer washed the bottom man off with the hose.

I had my worst experience with seasickness on board that same little cut-down tug. I was cooking on there one winter. I got the job, not because I was such a good cook, but because it was winter. Even the little Gulf of Mexico can get sort of rough, and it is hard to keep a whole crew on a rolly little thing like that in the wintertime. One morning I was holding onto the stove with one hand and the frying pan with the other, watching those sausages turn themselves over, when the notion struck me that the sight of those sausages rolling around in that grease was the most nauseating thing I had ever seen in my life.

I took the frying pan with me to the lee door, but I lurched wrong and sloshed some of the grease out onto the steel deck. Then I stepped in it and down I went. I helped that damned sausage grease spread completely all over the whole galley. They promoted me to engineer that same morning.

There are a lot of things that people say will cure seasickness. I have heard that all you have to do is stand up straight and look at the horizon. Yeah, right. Some people say that a little hair of the dog will do it. Just jump in the ocean. That might work good if you are in a rowboat in the bay, but what you gonna do if you are 50 miles out in January and in the company of unsympathetic people?

My mother (who was never seasick) always said, "Well, you just keep on doing your job, that will take your mind off of it and it will soon go away." It used to infuriate me to hear that. I even went so far as to take her out 30 miles in my old surplus motor whaleboat (a roller with few equals) to take a video of flying fish. When it got dark and breezed up, I put her beam to and opened my can of mustard sardines and broke out the bread and cut the onion. When I tipped up the can, she said, "Damn, that is a good looking sandwich, save me a little of that juice."



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If Ferrol were typical of all Spain, we'd be perfectly content to let the week we spent there suffice for the rest of our lives, but it isn't. Ferrol, like all other naval and military posts the world over, is provincial, stupid, and complacently benighted. About the only virtue that the place possesses is its picturesque-ness; in this respect it lives up to the backdrops of the Metropolitan Opera. In every other respect it leaves much to be desired except for its harbor, which ranks among the finest of all Europe.

No sooner had we dropped the hook between the quay and the ancient walled dockyard than a boat put out from the landing stage bearing a young man who proved to be the amateur sailor of the town. I say the amateur sailor for, while there were several other men in the place who owned sail and motor craft and used them occasionally just for the fun of the thing, they were unique in a town in which there seemed to exist no interest in sport, at least of the outdoor variety. The young man's name was Martin. He is the son of the British Vice Consul and was educated in England, which may account for his interest in boats.

He and his father and the Vickers engineers, who build the battleships, needed no further explanation from us than that we were cruising because we liked that sort of thing. Most everyone else in town, including the *Pin afore* naval officers, seemed to consider us either liars or fools. I've been thought a fool in a good many different languages "including the Scandinavian" and I don't mind it at all. In fact, it is a relative sort of term implying a difference of opinion and therefore is more or less of a compliment coming from some quarters; but I still object to having my veracity impugned.

Following on the heels of Martin came the customs officials in a steam launch, a benighted bunch with an interpreter who seemed to have great difficulty in explaining to them that we were merely one of those incomprehensible yachts that occasionally descended on them to disturb the even tenure of their existence. Our Canadian rye seemed to be the only thing on the ship that was perfectly understandable, and when they appeared reluctant to leave I thought it a subtle compliment to the liquor.

It seemed, however, that I had neglected a very important part of all such formalities. I had not come across with the usual gratuity, an oversight that was corrected after I had been delicately reminded by one of the officials. Whether grafting is inherent in the temperament of these people or is a necessary result of the inadequate pay that everyone in the government employ receives, I can't say, but since the art is practically universal, I imagine that both explanations apply.

The interpreter, Senor Tome, very decently volunteered to pilot us about the town which proved to be much larger than it appeared from the water, numbering something over 3,000 souls. The narrow streets, which are paved with flagstones extending to the buildings on either side, ramble along picturesquely except in the newer part of the town, which is more systematic and consequently less interesting. The buildings, even the shops which are dwellings above the first floor, are all balconied in the true Spanish fashion, and from many of these balconies black-eyed senoritas leaned and bridged with their eyes the barrier that convention maintains between the

The Track of the Typhoon

By William Washburn Nutting



Chapter VIII Typhoon in Sunny Spain

sexes. In this rather backward part of Spain the assumption seems to be that women are characterless creatures that must be kept virtuous by coercion.

Therefore, the respectable ones are carefully guarded until they are safely married and then, after a few weeks of social equality, they again retire into oblivion until their daughters are old enough to be taken out. The men, on the other hand, flout the laws they make for the other sex and seem to recognize no restrictions. They are a soft lot as a whole without a vestige of sporting spirit, they are puny both mentally and physically and seem to spend most of their time telling of their decidedly unromantic adventures.

That first evening we all had dinner at a quaint little sailors' restaurant where native fishermen sat and smoked over their vino tinto or sang to the accompaniment of a guitar and violin. These Gallegos, as the natives of the

ancient province of Galicia are still called, are a hardy, honest, industrious lot. They work with their hands and work hard and they were more to our liking than the gentlemen of the restaurants and cafes. And so, as the food was plentiful and the vino was likewise, we began to feel more reconciled to Spain.

Before going aboard that night we took another turn about the town which, like most Latin cities, began to liven up at nightfall. Here and there we came upon public fountains where crowds of women gathered with huge jars on their heads to obtain the next day's supply of water. It seems that but few of the houses in Ferrol are provided with modern plumbing and the water must be carried in this way. I can see now how it is that the majority of the populace, not being particularly energetic, feel that the effort necessary to keep clean is too great a one and let it go at that.

There was the usual following of small boys wherever we went, who begged for pennies or cigarettes, and many of whom seemed to be soliciting patronage for the demimonde. At the cafes along the principal thoroughfare naval officers and languid scions of Ferrol's best families sipped coffee or liqueur at tiny tables set in the street under cheerfully striped awnings, and pensive senoritas with the ever-present duenna or watchful parent minced their way along the flagstones. It was all very romantic on the surface, but rather medieval to western eyes accustomed to a degree of independence and equality of the sexes.

The next day was spent largely in cleaning up ship. We never seemed to be able to catch up with this job while underway, due to the fact, I presume, that the skipper is a rather shiftless sort of person himself and fails to impart a spirit of industry to his crew. And then there was an article to get off and shopping to do, which was engineered by our friend of the day before, Senor Tome, who insisted on providing the crew with a combination guide and beast of burden in the form of an amply proportioned lady of middle age.

Through the good offices of this shrewd person, all sorts of interesting provisions were bought at the municipal market at fair prices.

Launching a trawler at Ferrol is an important occasion demanding the services of a priest. *Typhoon* may be seen at anchor in the background.



They were carried to the ship in a huge basket on her head. In the evening, having had enough of the town for one day, we staged an elaborate dinner on the *Typhoon* which, as it proved, was most appropriate, for this day, September 14th, was the skipper's birthday, a fact that dawned on him the following morning.

As we worked our way into the harbor we had noticed several shipbuilding establishments along the shore, with husky wooden trawlers under construction, and on the following day, at the invitation of Mr. Martin, who owns one of these yards, *Typhoon* sailed across the bay to witness a launching, which proved to be quite a social event and attracted the flower of Ferrol. On the way across we encountered a boatload of ravishing señoritas having some difficulty in managing their craft with the aid of a single youthful male, and so

mustering what few phrases of Spanish we could remember, bolstered up with elaborate pantomime, we offered them a tow, which was gratefully accepted.

Dropping the hook, we rowed ashore to inspect the trawler. In model she was a decidedly interesting little vessel with pronounced sheer, quite hollow waterlines at the bow, and a gracefully modeled stern. The construction was unusually heavy and while the joinerwork was not of the finest finish, it showed considerable skill on the part of the local boatbuilders. The cost of the job, we learned, was about a quarter of what it would have been in this country.

In launching the ship a method entirely new to us was employed. There was no cradle and no ways, except a short track for the keel ending at the water, which was a fathom or so deep right up to the bank. There were bilge blocks to support the hull until it got way on, but once started she just slid down on her keel and before she had time to list over she was waterborne at the stern and slid off the bank as gracefully as a seal. It was the prettiest launching I have ever witnessed, and it proves that someone in Spain is using his brain for the purpose that the Lord intended.

After the launching there was a reception at the home of Mr. Martin, and it was here that we met our friend Ashburn, a young lawyer from Newfoundland, who was spending the summer pitting his wits against the red tape of Spanish officialdom in an endeavor to have one of his father's schooners released from some legal entanglement. It was through Ashburn that we met the members of the English club, the personnel of which is that of the Vickers organization, and from then on,

due to the kindness of these gentlemen, Mr. Ashburn and Mr. Martin, our time was well taken up.

An interesting afternoon was spent inspecting the dockyard where the Spanish naval vessels are built, the same establishment in which Philip II built the Armada in the sixteenth century. Modern machinery had been installed in the ancient stone buildings and, while the volume of work turned out was not large, the two vessels then under construction, a battleship and a cruiser, stacked up favorably with the most up-to-date naval practice.

Over at one side of the navy yard basin there was a British ship, the *S.S. Grangetown*, whose skipper we had met at the English club. She was discharging coal, not a particularly interesting process ordinarily, except in Spain, where the work is done by women. A hundred or so disheveled females of assorted ages formed a continuous line up and down the gangplank carrying the coal in baskets on their heads with the breakneck speed of a funeral procession.

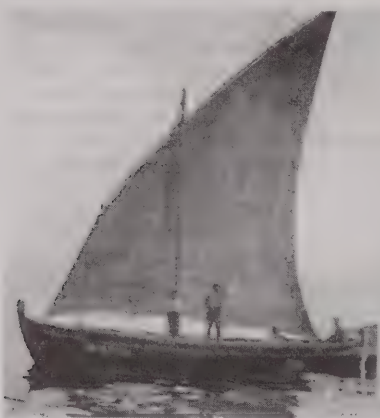
The coal was shoveled into the baskets by men, who received twice the wages paid to the women and who seemed to play favorites, as some of the baskets were but a third full. At the shore end the ladders were exhorted to greater effort by an energetic matron chosen, I presume, because of her facility in juggling the Spanish swear words. The demurrage on a few jobs of this kind, which seem to take forever, ought to be sufficient to install a modern system. What hope is there for a country that totes the coal used for its navy on the heads of women?

Captain Oliver of the *Grangetown* proved to be a most unusual man. A Canadian by birth, he had served throughout the war and his record was an enviable one. He had been aboard the *Vindictive* and was one of the 28 survivors of that heroic landing party of 220 men that stormed the Zeebrugge Mole and wrote one of the most brilliant pages in naval history. One of Captain Oliver's first commands was the ill-fated submarine, *E-13*, that ran aground off Copenhagen in an endeavor to reach the Baltic in the summer of 1915.

Some of the readers may recall an article on this dramatic event by the writer, who was on his way from Russia to Copenhagen when it occurred. While lying helpless on the Island of Saltholm, which was in neutral territory, the unfortunate craft was shot up by a German cruiser and a number of her crew were killed. When the little Danish gunboat that had tried to intervene approached to rescue the survivors, Captain Oliver had presence of mind enough to jump into the sea, and because of this fact had to be treated as a distressed seaman, escaping the internment which was the fate of the remainder of the survivors. He returned to England on a Danish battleship with the bodies of his dead.

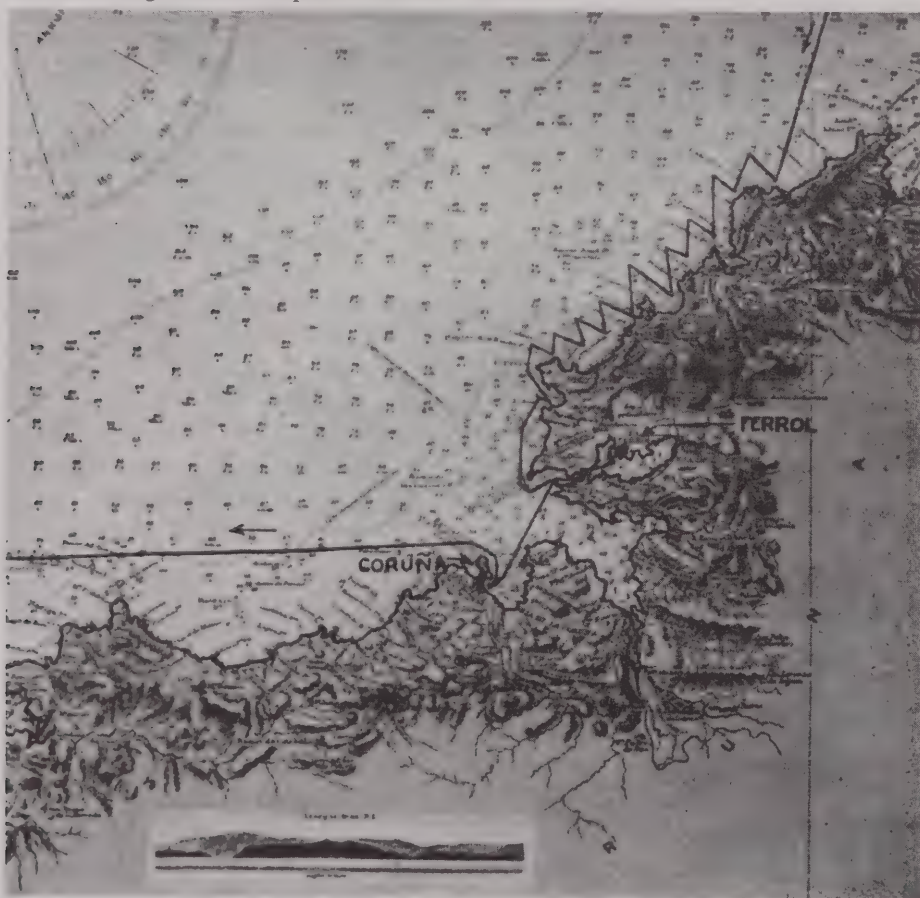
It was strange that I should have met up by accident with the very man whom I would have risked my neck to interview in those early days of the war.

It was on Sunday, September 19, that *Typhoon* finally got underway again, but whether to put in at Coruna or to make directly for the Azores was still undecided. Coruna, from what we could gather in Ferrol, was not much of a place. To be sure, Coruna did have railroad facilities and a bull ring, obvious advantages that even the civic pride of Ferrol could not dispute. But other than that there



A lug-rigged fisherman of the Death Coast of Spain.

Our track along the coast of Spain to Ferrol and Coruna.



seemed to be little virtue to the place.

At 2:00 in the afternoon we weighed the hook and started a long beat out the narrow passage against both wind and tide. Several of the small fishing boats were going our way and when we found that it required all we had to overhaul them, our respect for these little craft went up another notch. Not all of these boats have the dipping lug rig as we first thought; some of them use the straight lateen with a long yard extending practically to the stem head and with the reef points along the top of the sail. They are not only fast but seem to sail almost as close to the wind as a sloop.

It took us two solid hours to beat out the fiord, for the wind coming down the ravines was erratic and the tide was strong. By the time we reached the fortified point where the fiord joins the bay the wind died, leaving us slatting about in rather too close proximity to the rocks. At 5:30 a light northwest breeze sprang up and by 6:00 we had crossed the middle bight and cleared the eastern point of the large bay on which Coruna is situated. As we skirted this rocky promontory, the hills ahead of us were purpling in the evening shadows and the heavy swell coming in from the sea broke in fantastic designs 60' to 80' up the rocks. Then, just as the lighthouse began to flash and the lights of Coruna opened up across the bay, the wind died again and left us wallowing amid a school of porpoises.

By 8:00 it was pitch dark and as we made our careful way into the harbor, a big liner, all lit up "like a grand hotel," got underway and bore down upon us with both red and green lights showing. We were in an awkward situation, with only about a knot steerage way, and it took a bit of quick work to get our port light in place in time to prevent being run down. (We had been conserving our precious kerosene supply, which we had been unable to replenish at Ferrol.) When the big fellow was nearly on top of us, he changed his course and passed within 20 yards of our stern.

With a light sou'west breeze, we felt our way in with the lead and anchored off a brightly lighted waterfront on which there seemed to be some sort of an amusement park like a miniature Coney Island. There was great excitement as Jim sighted a tram car. It must have been designed after Fontaine Fox's "Tooneyville Trolley," but it was still a tram car and it stood for progress, and we began to feel that Coruna was not the insignificant place that Ferrol considered it. Lying quietly at anchor among the shadowy shapes of all sorts of interesting craft, we resisted the temptation to row ashore, prepared a good dinner and turned in.

Our stay at Coruna was a short one, 18 hours after we dropped the hook we were again on our way, but in this short time we saw enough of the town to neutralize the bad impression of Spain we had formed during the previous week. A sail about the harbor that had seemed so mysterious as we felt our way in at night gave us a pretty good idea of the place even before we went ashore. Several sizable ships gave evidence that it was a port of considerable importance, an intimation of which fact had been conveyed to us rather forcefully the night before by the liner that had nearly run us down.

To make up for the rather inadequate docking facilities, there were scores of heavy lighters lying at anchor and looking far less romantic by daylight than they had at night.

An ancient battleship returned our salute promptly and the crew of a trim little coasting vessel with a sort of lateen schooner rig waved us a cordial greeting as we gained headway under jib and mizzen for a look around. Over at the north end of the harbor, near the cigarette factory, scores of trim trawlers of the type we had seen launched were berthed along the piers with nets slung up to dry. Tugs and workboats steamed or putted their busy way in all directions.

We had never had much opportunity to maneuver *Typhoon* in tight places and it was good sport, this picking our way about among the craft of the harbor with a good fresh breeze. She handled beautifully. Completing the circuit of the harbor, we shot into the inner basin through a narrow opening in the outer pier and luffed up alongside the quay, lost headway, and had our lines over the bollards with a snap that seemed to meet with the approval of the crew of a little coasting vessel moored just ahead of us. And then, of course, there gathered the usual curious throng.

Wherever you go in your own little ship you are pretty sure to find someone who "speaks your language." Why bother, then, with letters of introduction when the only people you really care to see are the ones that are most likely to see you coming? This time it was Senor Jose Pan Naya, a gentleman in the shipping business who had lived for 12 years in New York and consequently did literally speak our language. Under his guidance we did the town, or rather Fox, Dorsett, and I did, for Charles, having run the spout of an oil can through his foot, was compelled to stay on the ship.

Now Coruna is really a remarkable place. It is the capital of that subdivision of ancient Galicia, now known as the province of Coruna, and numbers between 40,000 and 50,000 inhabitants. While its early history is shrouded in legend, it is pretty generally believed that originally the town was a Phoenician settlement. At any rate, it is mentioned under an earlier name by the historian, Pomponius Mela, who wrote in the first century. Its churches and some of its fortifications date from the 12th and 13th centuries and its later history is most interesting.

In 1588 Coruna sheltered the Invincible Armada on the eve of its departure for England. In 1598 the city was captured and burned by the British under Drake and Norris, and in 1747 and again in 1805 it was the scene of a naval victory of the British over the French. While knocking about the town, we found in the Jardin de San Carlos a statue to Sir John Moore, who was mortally wounded in an engagement between the French and English during the Peninsular War in 1809, and was buried in the ramparts.

As may be gathered from the photograph of the waterfront, Coruna is as up-to-date as any town of its size in Europe, with an added picturesque quality that stamps it immediately as a part of Spain. The streets are clean, the parks are well kept, and the people have a healthy, intelligent look in contrast to the provincialism of Ferrol. Over on the ocean side of the little peninsula on which the town is situated there is a beautiful beach where Sorolla might have painted his famous bathing group; in the outskirts of the town there is an athletic field (a significant feature), and of course there is the bull ring without which no city in Spain would be worthy of the name.

As none of us had ever seen a bull ring, Senor Naya looked up the caretaker, or whatever he's called, who piloted us about the works. We found him in a quaint little shop adjoining the amphitheater, busily engaged in building, of all unexpected things, a modern motor cruiser. The little boat, a 30-footer, I should say, was of the raised deck type and, except for a bow that reflected extreme originality on the part of the builder, and huge bulging portlights like the lenses of those old-fashioned bullseye lanterns, she might have stepped bodily from the pages of *Motor Boat*.

The bull ring was a modern concrete structure capable of seating half the population of Coruna. There had been a bush league fight the day before and the gruesome evidences of it were everywhere apparent. Behind the scenes it was much as if we had penetrated the training quarters of an American ball park, except that the paraphernalia had a more sinister look than the bats and gloves and other gear of the diamond. Here was the sword with which yesterday's bulls had been dispatched, bent and black with blood, the handle wrapped with tire tape like Babe Ruth's favorite bat; there the broken gaudy remnants of barbed banderillas that are thrust into the neck of the bull to enrage him.

Convenient to one of the exits from the ring was an efficient looking sort of a butcher shop where the carcasses of the bulls are cleaned for market, and out behind there was a repair yard or service station where the gored horses are patched up and sent back to the ring to satisfy the blood lust of the multitude. Everything was there just as Blasco Ibanez told of it in his novel, *Blood and Sand*. There is an undeniable fascination about a bull ring, but you go away rather ashamed to look a horse in the eye.

A stroll back through town, a dinner at Senor Naya's favorite restaurant, and we were ready to be off for the Azores.

(To Be Continued)

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as simply messing about in boats.

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I've wanted to design and build a wherry for many years. In fact, the lines for this boat have lived on my computer for three years now. Refining them provided a pleasant diversion during free moments at the shop. So, when we decided Chesapeake Light Craft should include a pulling boat in its lineup, I had only to make a few final adjustments to the design. In addition to being the first kit boat to showcase our new LapStitch™ building method, this was to be my personal boat. My current pulling boat, an old Alden Appledore 19, weighs 135 pounds and I'd had quite enough of that. The Annapolis Wherry had to be as light and manageable as a kayak. If I couldn't carry it on my shoulder or load it onto a roof rack alone, it was too heavy.

The Annapolis Wherry resembles a traditional fast pulling boat. She is 17'9" by 38" and has a shallow, easily driven hull with a very fine and flat run. No, her transom is not

The Annapolis Wherry

By Chris Kulczycki

shaped like a wineglass, that particular affectation adds nothing to a boat's performance. Her weight is but 65 pounds and her burden is about 400 pounds (not including rowing rig).

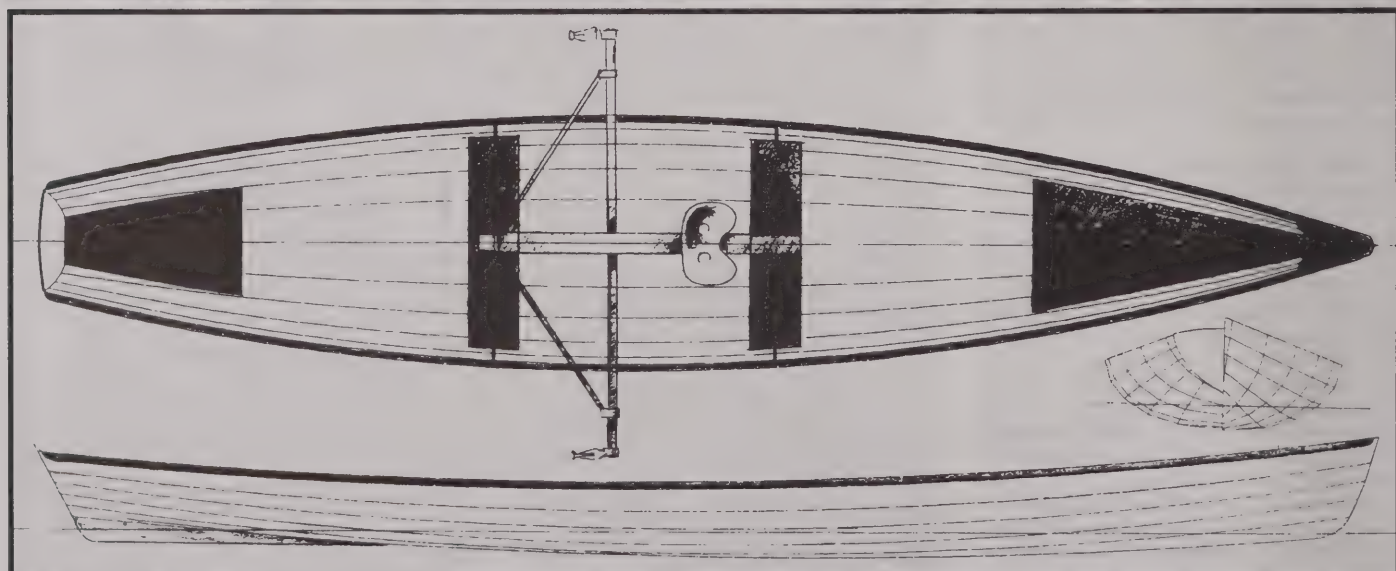
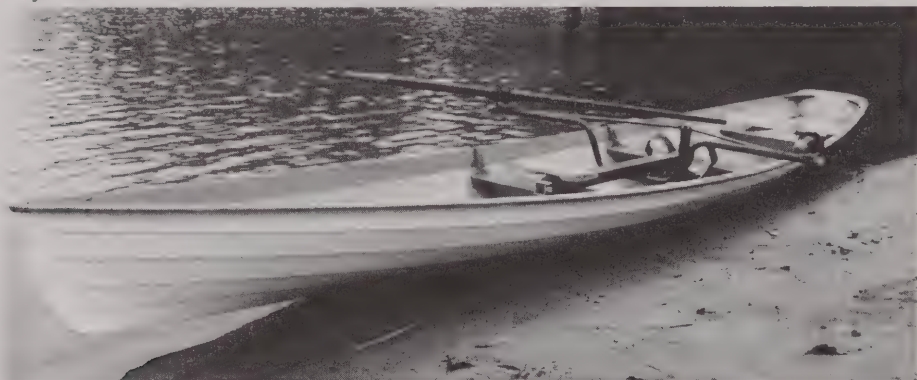
I've found the Annapolis Wherry makes a splendid open water exercise shell; on week-ends she'll serve as an elegant "picnic boat" for two. She can be rowed fixed seat, or a Piantadosi sliding seat and riggers may be installed, or removed, in under a minute. With a sliding seat she displays a rewarding turn of speed while having enough stability for a nov-

ice oarsman. We've rowed her in steep chop and felt little need to slow down. She should make an good showing in a double fixed seat class should you want to go racing.

Her construction is of 6mm okoume (African mahogany) with Honduran mahogany outwales, breasthook, and knees. The construction method is the new LapStitch™ technique, so no strongback or forms are required. The hull is simply wired together, two web frames are inserted, and everything is glued together. The garboard strakes are reinforced with 6-oz. fiberglass for abrasion protection. There is little in the interior, those two web frames support the seats, and two small watertight tanks provide extra flotation. There is no inwale, only an outwale/rub-rail, so it'll be easy to keep the interior clean. Building time is, are you ready for this, about 70 hours.

Though I enjoy my new boat's speed, light weight, and simple construction, it's her appearance that appeals most. More than one visitor has described her as the most beautiful and sophisticated kit boat available. Any boat designer should be able to produce competent and seaworthy designs on a day-to-day basis, but drawing a really pretty boat is a special challenge.

Chesapeake Light Craft now produces a complete kit for the Annapolis Wherry. It costs \$829 and includes all the pre-rabbeted strakes, and the pre-cut frames, knees, and other parts. Epoxy, fiberglass cloth, fasteners, and instructions are also included. The kit has proven very popular; several dozen were shipped just in the first few weeks of production. More information about the Annapolis Wherry is available on CLC's web site (www.clcboats.com).





About LapStitch™ Construction

Though I usually design stitch-and-glue boats, I think lapstrake construction is the most beautiful way to build a boat. The overlapping strakes, and particularly the shadows cast by them, accentuate the graceful lines of a hull. Traditionally, these strakes were nailed or riveted together. With the advent of epoxy they could be glued, making for very stiff but light hulls. Of course, most lapstrake hulls are built on a mold by boatbuilders of considerable skill; they are certainly not projects for novice wood workers.

We have been working on a way to simplify lapstrake construction. Using computer designed hull shapes, I was able to create boats that will assume their intended shape without a mold. But the problem of complex rolling bevels and gains on the edge of each plank still made the boats too difficult for novice woodworkers to tackle. These rolling bevels

are also difficult to program and cut on our CNC machine. Even if the bevels were pre-cut, a mold would be needed to assemble them. Eventually, I hit on the idea of cutting a rabbet on the bottom of each strake, or plank so that it fits right over the strake below. This allows the hull to be stitched together like a stitch-and-glue kayak. Now, only a frame or two could define the hull, no mold was needed.

With the hull stitched together, epoxy is injected into the joints and a fillet is made at the stern and hull-to-transom joint. Fiberglass cloth is required only on the garboard planks. Any bulkheads or frames are installed with epoxy fillet, and the boat is ready for sanding and paint or varnish. In short, a non-woodworker with a few free weekends can now build a beautiful lapstrake boat.

We're now building prototypes of three ultra-light canoes using the LapStitch™ method. And several more LapStitch™ designs are on the drawing board.

More information is available from Chesapeake Light Craft Inc., 1805 George Ave., Annapolis, MD, 21401, tel: 410-267-0137, www.clcboats.com.

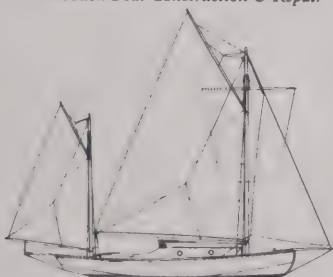


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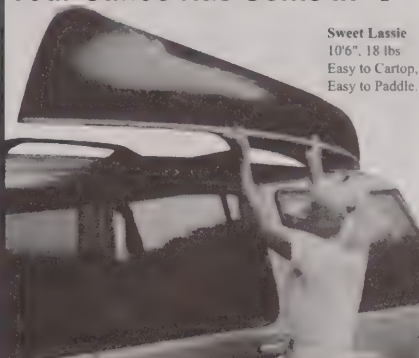


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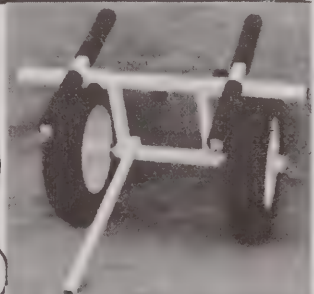
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A stern view of the boat, David Unruh aboard with a bamboo quont. The bamboo is used to pole the boat around, and doubles as an emergency paddle, which works well even without a blade. The sunburst on the stern is part of the (still emerging) Victorian decoration.

I suffer from a difficulty that many of you share with me. It's not a terrifying malady, and it's not fatal. But it's chronic, and it grabs my attention almost every boating week of the year. I love boats, I love boating, I love boatbuilding. I love maritime museums, inter-library loan of rare boating books, and design catalogs. That's not the problem.

The Problem

My wife doesn't. It's not that she hates boating, although she's impatient with the fuss that happens between leaving the house and getting out on the water. It's just that she's not a fan. Now I love my wife more than boating, but the real trick is to get her to share my passion. I could write a long article on what doesn't work. But what I really needed was a boat that she would enjoy along with me.

We both liked the Catalina 22 we had. I named it after her. Unfortunately (for my boat-building plans), we bought a nice house with no landscaping, and a new car, and after the engine died, and the swing keel needed repair, and a near-tornado hit the marina, I had to agree that we were paying a pretty high price for an occasional use of a boat. We put the boat up for sale.

Unsuccessful Solutions

Before the Catalina was sold, I built a 9' flatiron skiff dory, which looked awfully big in the shop and awfully small in the water. I should have picked up the clue from the plans advertisement, the captain was a girl who weighed in at about 35 pounds. Together, my wife and I weigh 10 times that. It's clear that the dory has a load-carrying shape, but I understand that freeboard of 2" is considered to be a narrow safety margin. You haven't lived as a boater until you've been frightened by 2" waves.

The 12' Sharpie sailboat (a Bolger Teal) did not appeal to her, and the pair of Six-Hour

Building and Launching Occam's Razor Michalak-Designed "Harmonica" Class Mini-Shanty

By Chris Crandall

Canoes got her out on the water only once. By now I had built four boats and failed utterly in generating enthusiasm. (I could always set my standards lower, I managed to generate tolerance more than once.) I needed to find a boat that met her needs as well as mine.

So, what does this woman want? Actually, it was very simple, she wanted peace and quiet, the ability to relax, comfort, and room to snooze. How can this be provided on a budget that does not admit yearly slip fees? I decided we needed a shanty boat.

A Better Solution

Shanty boats are flat-bottomed houseboats. They are usually built on a shoestring, they almost always reflect the personality of the builder, and they are not designed for seaworthiness so much as comfort while afloat. There's one big problem, a big shanty boat was outside the budget. I had to be able to purchase the materials from my own personal weekly operating fund, that is, walking around money. I had one advantage, on almost every wood and materials purchase made for the house, for furniture, for shelving, I had "accidentally" purchased too much wood, paint, fasteners, and glue.

This meant I had a terrific stock of material, and when it came time to compare my

stock to the bill of materials, I found that I could build a shanty boat for about \$200. Seemed like a pretty good price, but one must assume that (1) I wasn't counting the cost of my back stock, and (2) I was underestimating things dramatically.

Still, shanty boats are supposed to be cheap, and I wanted to uphold tradition. I got a set of plans from Jim Michalak for a boat that I never built, but was captivated by the plans for Fusebox, a small box of a boat designed for electric power. Jim considered his design, and realized it (1) needed to be a little bigger, and (2) recharging batteries ain't all it's cracked up to be, and the redesign became, ultimately, the Harmonica. It's radical cheap.

The boat is a big box, really, with a cut-out slot top, a swept-up transom bow, topped by a "porch" of a deck. It looked easy, cheap, able to be built with lumberyard materials, and if not handsome, at least it looked jaunty. I suspect that what really sold me on the design was the drawing of a man on the bow with a foot up, drink in hand, hat forward over his eyes. This boat spoke to me, it said "easy-to-use."

Building Harmonica

I bought the plans from Jim, and set out to build it. It could hardly be easier. The boat is built by creating four bulkheads/frames, all of which are flat and square, using 2x2 pine and 3/8" plywood. To this, 1/4" plywood sides are added, some extra dimensional framing, a hull bottom, and a semi-covered top deck. The building process itself took about six months; I began in the fall and launched it in the spring.

There are no photos of the building process. I'm extremely happy about the boat, and proud of it, even, so why are building photos so scarce? I am an eager boatbuilder and like woodworking a lot, but I am a poor workplace maid. I simply didn't keep the workplace clean enough for construction photos that would not cause me shame.

This boat is extremely easy to build. The difficulties are in the size of the project. I rolled this boat over (and back) three or four times. Only once did I get any help to roll it. But building this boat takes space, planning, and the willingness to put one's back at risk. As I push 40, I'm starting to worry about back injuries, I don't want one. I felt a pop or two while rolling; I will seek help next time I roll (or stick to smaller boats).

If you can build a square box, then the Harmonica will pose no particular difficulties. OK, OK, I admit, I have trouble with building a square box. Still, the Harmonica is large enough that modest deviations from square are invisible. The couple of errors I made have even disappeared from my vision, only my building partner David Unruh knows the truth, and he's a pal, he's not telling.

Decoration Design

I like the idea of the shanty boat and really enjoy what I know about them. There are two acceptable theories for decoration of a shanty boat. The first is what I'll call "pure shanty," but you might call "sophisticated junk motif." (I'm not referring to Chinese freight-carrying sailboats.) While useable, it's hard for me to be proud of a floating pile of junk.

The other theory is to go for an American vernacular architectural style, and the most appropriate, in my opinion, is Victorian.

Shanty boats were just taking shape as a phenomenon at the tail end of the Victorian era, and so the style has a whiff of authenticity to it. Plus, Victorian style is made for woodworking, and the colors look good. Victorian homes are mostly highly decorated boxes, the homes are square but with lots of detail added, a perfect model for a shanty boat design originally named Fusebox. I set down to do some research.

I was lucky. The Psychology Department at the University of California at Berkeley invited me to give a talk on cross-cultural research on prejudice toward fat people (it's easy to be the best in your specialty area when you're the only one in it), and we added a side trip to San Francisco to do research on Victorian architectural style. What it really meant was traipsing around the city looking at marvelous homes with unbelievably detailed (and expensive) paint schemes, and taking a trip down to the Maritime National Historical Park at Hyde Street Pier.

On a trip to Ghirardelli Square, I found an incredibly detailed and richly colored book on Victorian exterior paint schemes, complete with paint chips, brand names, and the theory of Victorian coloration. It was the first time I was able to engage my wife in boatbuilding decision making. The enthusiasms we acquire in pursuit of connubial bliss!

We had the good fortune to stay in a hotel in Chinatown, and on the next block was a Chinese linen shop. Chinese decoration is consistent with Victorian style, and we bought a tablecloth and some placemats to cut into curtains for the boat's windows. Very authentic and radical cheap.

Parsimony

With construction well underway, a paint scheme selected, curtains sewed, it was time to name the boat. Harmonica is the name of the design, but I needed a name for my vessel. We settled on *Occam's Razor*, which in philosophy of science means the law of parsimony, the simplest theory that fits the facts should be preferred.

But other synonyms of parsimony are "cheap" or "tight with a nickel." In boatbuilding, the law of parsimony means that the cheapest version of a boat that fits the water should be preferred. As the shanty boat of a shallow-pocketed scientist, *Occam's Razor* celebrates both good science and small budgets.

Launch Date

I promised, late in the fall, to have the boat ready for the Midwest Small Boat Messabout on Rend Lake, Illinois, that Jim Michalak organizes every year near Father's Day. I kept promising, but the boat did not progress according to my fanciful timetables. I started spending every spare hour in the basement. I was obsessed!

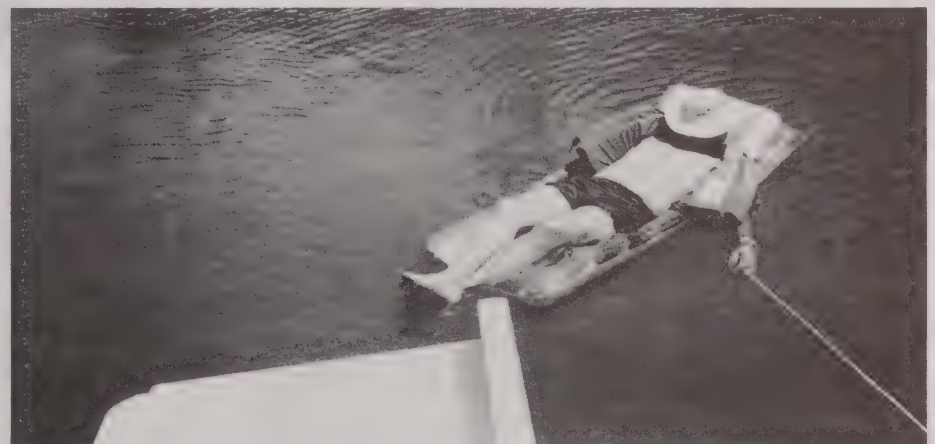
My building partner David started coming over two and three times a week, then his family, and then even my wife ventured downstairs. Soon, entire gangs of us worked on painting, gluing trim, fitting windows, sanding primer, spreading epoxy, drilling holes, and so on, as the deadline approached. A deadline is a very useful thing for ensuring you'll finish the work, but there's no guarantee that you'll enjoy the process. We did not complete the boat (is any homebuilt boat every truly completed), but we got it launchable.



Getting ready to load Occam's Razor onto the trailer. Note the replaced glass doors at left.



A side view of the Harmonica-class shanty boat. Two plastic lawn chairs sit on the bow, the railings are ball-and-post, taken from a Victorian porch roof design.



How we really use the boat. Anchored in a protected cove, David's asleep.

Excavating the Shanty Boat From the Basement

On the Thursday before we were scheduled to leave we had to pull the boat out of the basement. We live on the side of a gentle hill, and our daylight basement opens up onto our yard by way of a two-panel glass sliding door. Prior to selecting Harmonica as a design, I had carefully compared the plans to the door jam, to ensure that her beam did not exceed the opening in the door frame. There were nearly two inches to spare. David and I secured the

able backs of a half-dozen men from our poker buddies, and we planned an earlier evening transfer from the basement to the trailer. Everything was in place.

Until I discovered that the second glass panel was screwed and nailed into place. We had to hire a glass-and-door crew to come and completely remove the door assembly. Removal would cost \$50, and replacement the next morning would cost another \$50. For a \$200 boat, this was a significant expense! The glass-and-door crew was pretty amused at the sight of a large boat in a small basement, and

after removing the door they helped David and me remove *Occam's Razor* (no charge for boat moving), and they reinstalled the door for free.

I nearly passed out with relief, I hadn't told my wife about disassembling the side of our house, and I had no way to explain the gaping hole in our home that door removal would have left. (Still, it was smaller than the hole in marital peace it would have created.) That evening, five guys easily lifted the boat up onto the trailer with no strained backs.

Short Drive to Lake

The following day, we prepared the boat for a trip to the Messabout, a mere 400 miles away. We tied the boat to the trailer, hitched the trailer to the car, and drove to Rend Lake. We arrived in the rain, set up camp in the dark, and awoke to rain and no stove. We drove out of the park for a hot drink, the rain broke, and we launched her for the first time. She floated. Although the boat is pretty big (14' x 5' with no narrowing at the bow or stern), she's light. I jumped on and the boat tried to dump me immediately. I now board more gingerly.

Occam's Razor was launched with power from a handy-dandy, corn-popper sounding, shrill-but-paid-for Tanaka 1.2hp outboard. It's not enough. The boat moved reasonably well, but we were reluctant to go out into the lake itself. We stayed the day in a tiny arm off the main lake. It was a great day of life at anchor, admiring and sharing other people's boats. After that first-rate day, we drove 400 miles back home.

How We Actually Use the Boat

This is the section you should take most seriously. Almost anybody who sells you a boat design, or plans, or a finished boat, sells you a dream. Bluewater boats sell to hopeful sailors who never sail out of the bay. *Occam's Razor* is a dream, too, but a modest one. Our hope was to take the boat out on lakes and rivers, anchor out once we arrived, and eat, drink, swim, sleep, read, and talk. We have succeeded, and spectacularly.

When the temperatures have reached 98°F, we've gone out to the lake and floated lazily in our PFD's, slept inside in the shade, or snoozed on an air mattress while afloat, tied to the boat. *Occam's Razor* is the single most relaxing place in Douglas County. Our ambitions have been remarkably modest, and the Harmonica class boat has delivered. We've had as many as six aboard (three adults, three children), and as few as one. Two or three is the ideal number, four if everyone gets along.

We've replaced the 2-stroke tiny Tanaka with a 4-stroke 5hp Nissan outboard. The difference is substantial. The motor isn't really quieter, but the pitch is bass instead of soprano. It's more powerful, pollutes much less, and doesn't jangle the nerves or deafen the ears.

Will the Wife Go Shanty Boating?

David and I like the boat a lot, it's been a great success and we used it all last summer and fall. But how does my wife feel about *Occam's Razor*? She likes it. She's not crazy about it, but she's comfortable aboard, and enjoys a weekend day reading the paper or a

novel and eating a lunch I've made for her. She's not crazy smiling while aboard (like I am), but she enjoys the process. We're still hoping to get more people afloat, everyone likes it, but we're stingy with our quiet afternoons afloat.

More Info About Harmonica and Shanty Boats

The plans are available from Jim Michalak Designs, 118 E. Randle St., Lebanon, IL, 62254, and are two blueprint sheets plus instructions. Jim describes it this way: "Harmonica soaks up four sheets of 3/8" plywood and six sheets of 1/4" plywood and uses very simple glue and nail jigless construction. Blueprints with keyed instructions are \$25."

A favorite book of mine is Harlan Hubbard's *Shantyboat: A River Way of Life*, which was first published in 1953 and is still available from the University Press of Kentucky for about \$14 (ISBN 0-8131-1359-8). I can strongly recommend its account of river life on the Ohio, Cumberland, and Mississippi Rivers in the 1940s.

For more about life afloat on houseboats and other affordable on-the-water lifestyles, the best current reference is *Handmade Houseboats: Independent Living Afloat* by Russell Conder, published in 1997, available from McGraw-Hill for about \$20 (ISBN 0-0715-8022-0) Some Internet Resources for the Harmonica: <http://www.apci.net/~michalak/page21.htm>; <http://www.friend.ly.net/user-pages/d/dadadata>; <http://euler.sfasu.edu/Shantyboats/index.html>

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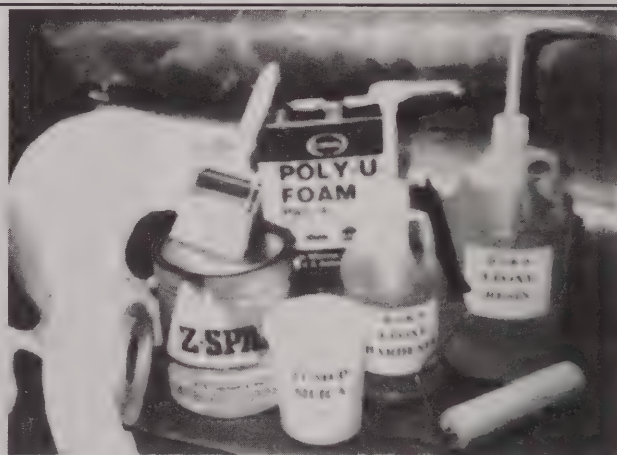
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"The Old Ed Stories"

By Eric P. Russell



Buying the Next Boat

It is the middle of winter. It is also the most dangerous season for boat people. Now is the time for boat shows, for depression, and for GHAB (Gotta Have A Boat) Syndrome. GHAB is similar to MDD (Marine Deprivation Disorder). Sufferers from both feel the need to buy a boat, but GHAB covers both boat owners and people who have no operable boat at present (MDD). Obviously, the normal state of humanity is to be possessed by a boat. While a certain number of boats are sold at boat shows, most boats that change hands are not new. Many, in fact, are nearly worn out.

I have bought several boats in my career, some during the summer and some during the winter. Winter is the worst time for GHAB. The sufferer from either GHAB or MDD feels frantically deprived by the inability to get afloat. The only cure is a dose of boat. Most boats are laid up out of doors (at least in the northern half of the country). They (should) have covers protecting them. All that is visible of most of them is a beautiful, sensually curved bottom. Bottoms, even when dirty, tend to look reasonably fair and clean.

People wander the boatyards drinking in the lines. Some are there in response to ads. They are often joined by boat owners, whose sole motivation is to get rid of this old wreck so that they can pay for and take delivery of the new boat coming into their lives. Used car salesmen have nothing on boat owners. The primary difference is that a used car salesman usually knows that a customer will buy a car because they need it.

No one needs to buy a boat except at the visceral level. GHAB sufferers need a boat because they need a boat to feel whole and for the sense of freedom a boat gives them. They exhibit most of the same symptoms as any addict. The only thought is for satisfying the need to get the boat. There is no consideration of the fact that the boat has to be taken care of. There is no recognition that if the boat were so good, the previous owner would not be getting rid of it.

All boat sellers are motivated. They don't just want to move the boat, they need to do so. It's another form of GHAB. If the buyer is lucky, the only reason the seller is moving the old tub is that the new boat is going to be bigger to accommodate the needs of a larger family, parties of friends, or some other fantasy.

The stronger the need, the less likely the truth will be told. Especially in the winter, how likely is the owner to tell the prospect that the dream boat is a pig to windward, that the cockpit is so designed that getting from the helm to the cabin is likely to be a death-defying balancing act, that the galley has no surface large enough for two people to eat without carrying half the plates in their laps, or that at anchor the boat tends to dance in such a way that the fantasy of lovely evenings admiring the sunset is just that, a fantasy?

There are only two things understood by any seller: Never, ever sell a boat to someone you wish to keep as a friend, especially a family member. The boat must be sold, no matter what.

After agreeing to sell the boat, the most critical move is selection of a surveyor. There are several types of surveyors. The one every buyer needs is the guy who will insist on going over every bit of the boat, going to where the batteries are stored and testing them, checking every joint in the boat and every surface, examining the rigging, sails, spars, and power system and drawing oil samples for analysis, checking all the plumbing; in

other words going over the boat as though they were considering it for themselves. He then draws up a list of things the boat needs and recommendations on how to repair them.

There are, however, at least two other types of surveyor. One is the guy who notes that the boat has another recent evaluation and bases his survey on this. An extreme example of this was a surveyor in Cape May who didn't even bother to board the boat in question. The assumption was that the guy knew what he was getting into when he agreed to buy the boat. He looked at the hull, asked a few questions, and wrote his report.

Somewhere in between is the surveyor who does a superficial report but tailors the report to the perceived needs of the buyer who, after all, is the one who hired him. Often the primary reason for the survey is that the boat is being donated to a nonprofit organization, or that the owner needs to insure the boat or get financing. In both cases, the owner wants the boat to look as good as possible. He is doing himself a disservice in that he is not getting the information he is paying for.

If you are enjoying (or suffering from) a case of GHAB, remember that it is up to you to protect yourself. You are the one who will have to live with the boat you buy. It is far better to know what you may be getting into than to find out six months down the road that your dreamboat has a problem you cannot afford to fix. The surveyor's job is to make a case that can get through to you in your GHAB-induced state and, maybe, get you to understand that your dreamboat should be someone else's.

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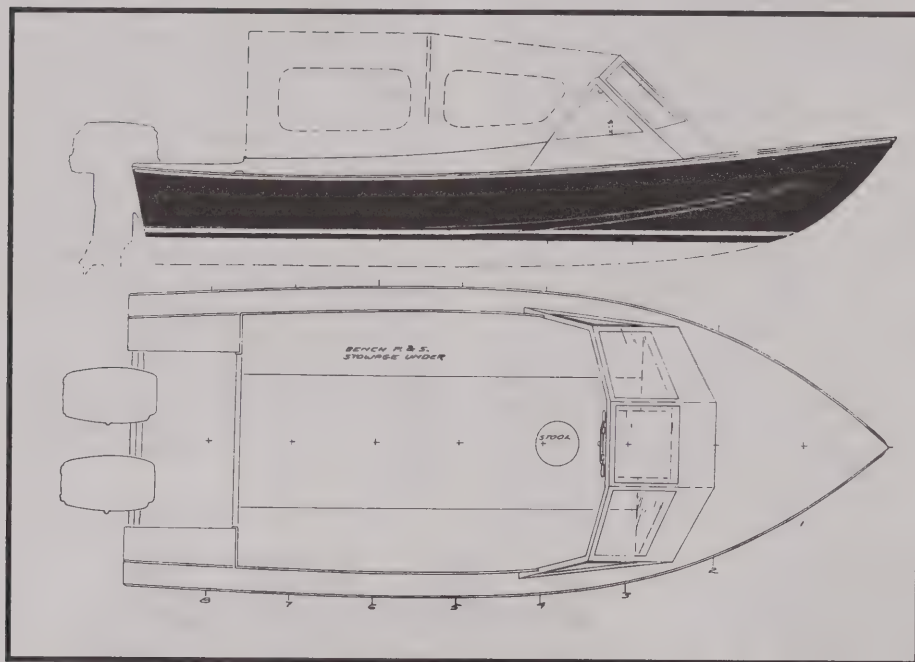
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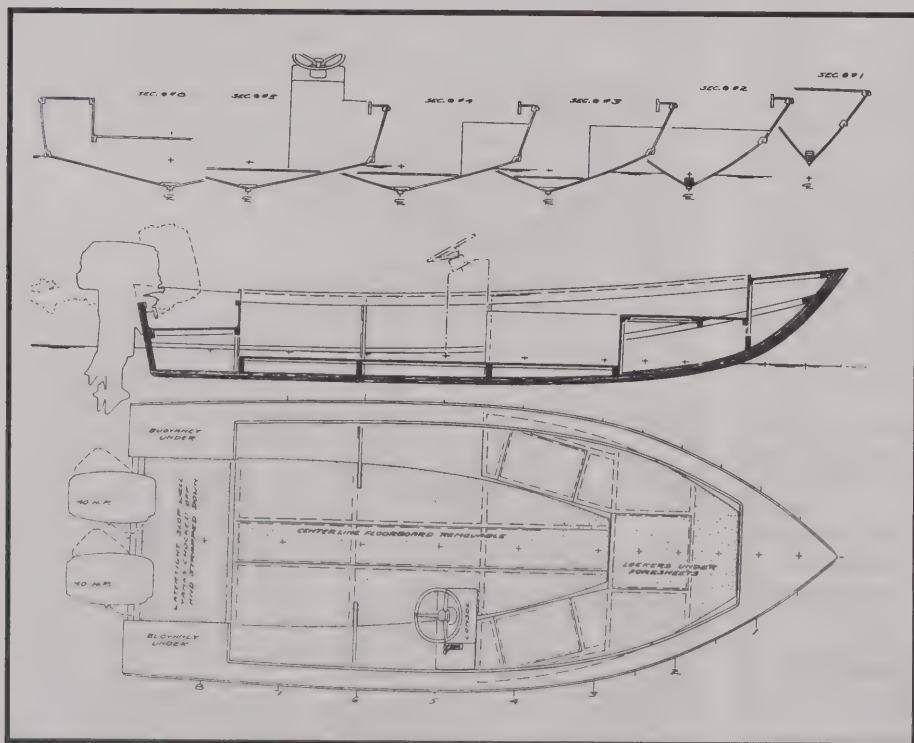
The commission was for a ferry launch to service an island home, with lots of room for cargo and/or several guests, with reasonable shelter in cold and wet early spring and late fall. Hence the somewhat unfashionable high windshield and forward helm. The client stated a preference for the conventional moderate vee hull. There was some question as to whether the design was worth doing since there are quite a few extant designs of this type, but we tried to justify it by making her easier to build than most of them. They tend to have stem profiles like planked or molded boats with a pronounced chin in their stem profiles.

If any edge of a plywood sheet has a hard place in its curve, the unfairness will propagate across the rest of the sheet and can make the sheet hard to bend in place. Here the two edges of the bottom panels are fair sweeps from end to end, with the stem profile blending very gradually into the straight keel line aft. The resulting long bow overhang reduces her capacity slightly, which not only makes her easier to build, but reduces any tendency to broach on sharp turns or in following seas. The sections show that she has plenty of reserve buoyancy, with nothing to trip her when the bow runs into a wave.

Having made the hull shape and construction drawings, we added a sheet with a more usual layout, better for fishing, for instance, since it is possible to put a foot out to the chine. These "bowrider" layouts are attractive in many ways, we started suggesting them back in the '60s, but they can be risky unless there's plenty of height and buoyancy forward. A year or so ago we watched one, overloaded forward, go through a standing wave in a fast tidal stream. Her bow was not high or buoyant enough to clear the crest. She shipped enough water to put her much-too-low "self-bailing" cockpit sole below the waterline.

She filled through her stern scuppers and proved her manufacturer's claim that she was unsinkable by stabilizing in a vertical attitude with perhaps a foot of her bow showing above water. That was all due to bad handling, but they would have gotten away with it in this design here, if only because she doesn't have a "self-bailing cockpit" to make a bad situation worse. Scuppered watertight decks or double bottoms are a trap for the ignorant and unwary unless they're on the order of a foot above the normal waterline. Otherwise there's a "monitor effect," the boat is just barely floating, and she'll go down on small provocation.

Twin motors were shown, by request, because some people want them, and because



in a boat with substantial deadrise, like this, they can be mounted a little higher. The last is the only good reason, and good enough only in boats with much more deadrise than this one. Over a single outboard-powered craft there is just minor maneuvering advantage with differential throttle and gear, it should not be a serious issue at all because if you can't control a single-screw 18' outboard adequately, perhaps you should stay off such boats anyway. The reliability argument is largely bogus, since by far the most common problem is inadequate or dirty fuel, and a small

get-home motor will take care of the rest of the hazard much more efficiently, if it has a separate fuel supply.

Two motors are almost always heavier and less economical than one, and many set-ups don't even allow the sensible differential tilting for one-engine- in-the-water economy; counter rotation is sold as high-end-only high-tech, but could matter here. We keep urging running one of the standard boat tests of a twin-motor boat, then removing one of her engines and repeating the test. The results, how little is lost and how

much is gained, would shock a great many people. Among other things, the single motor version might get around faster in many waters, since her no wake speed would be faster. At any rate, we show, in both versions and including the possible single motor version, an efficient slop well to contain any water coming in over or through the transom, and enough positive buoyancy to carry the motor power heads clear of the water and stable in a completely flooded boat. This boat isn't likely to get her bow under a standing wave, but she might rip herself open on some obstruction.

Dreamboats Uncle Gabe's Skiff

By Richard Carsen

The skiff hereby depicted was published in *Boatbuilding in Your Own Backyard* by Sam Rabl, N.A. Sam, during WWII, when the German subs were sinking more ships than we could build, traveled for the government around the country, showing small shipyards how they could build small parts of Liberty ships, that then could be transported to a central yard and assembled.

When I built this craft, I had lots of adverse comments. Never mind that this design appeared, as sketches, in a publication from the hand of a well-known and accredited naval architect who certainly could not afford to endorse a design that wouldn't work.

Rabl's book is in libraries across the country, and if you wish to build "just a boat" (Rabl) you need no other information. In Basil Greenhill's *Archeology of the Boat*, you will find this craft mentioned as a basic design, still being used.

You will find that the bottom line of the sideplank is shaped in an S. When I suggested we make a model, I was greeted with gales of laughter and utter derision. From a cardboard box I cut two sides to scale with the S-shaped bottom. These I bent around the scaled down middle mold. Scotch tape held the stems of the sides together. The sides were bent around the mold and I didn't even bother with a transom, but held the ends at the proper distance with tape. Voila! The S-shaped bottom became a smooth rockered bottom line.

Amazement, surprise, wonder and silence. You cannot argue with a simple demonstration like that can you now? Obviously the "it's got to be designed and build just so" crowd can. There was no doubt, it would sink. How a boat built entirely from 1" planking, could sink even when swamped, is a mystery to me. But even when I wrote the would-be owner that I had launched the craft and it had indeed sunk, as a joke, which I thought he would understand, he lapped it up like the cat her milk, and was totally confused when I suggested, on his return, that we go sailing in his boat.

"I thought it had sunk", he said.

"You believed that wild letter?" I asked.

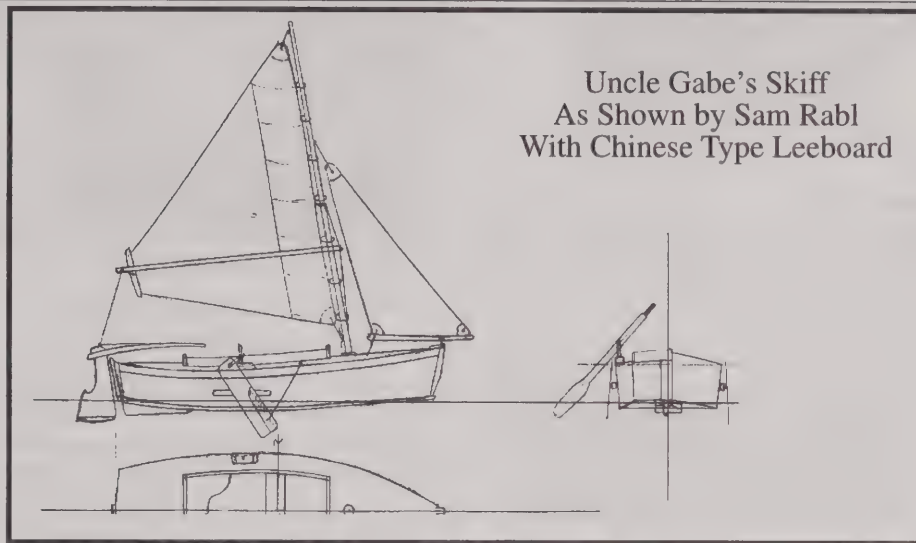
This is one of the reasons why one of my

dictums is: People will believe absolutely anything but the truth. As a former teacher of mine said, "When everybody laughs, you probably have it right." It is one of those rules-of-thumb that will save you a lot of heartache, especially if you are emboldened to set out and build a boat.

I gave my boat the two-masted sharpie rig. It also had a leaky centerboard case. I hadn't caulked it properly. But I assure you, in spite of that shortcoming, it never sank, although I didn't bother to take it apart and recaulk it. At least in my day all wooden craft seemed to leak somewhat somewhere. It was not considered any big thing by the professional users.

I show you a deck and a Chinese leeboard. The leeboard, if you want to use the rowing pin, will probably have to be longer than shown. Make it 50% longer. It is easier to cut off than to add on.

Uncle Gabe's Skiff As Shown by Sam Rabl With Chinese Type Leeboard



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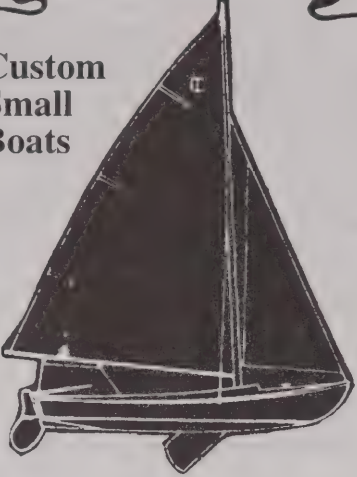
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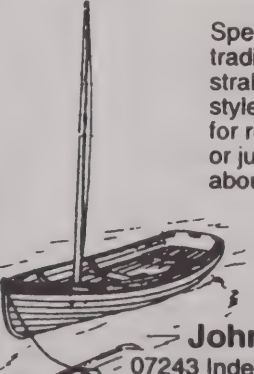
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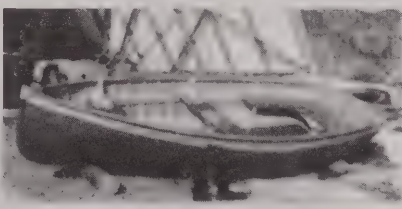
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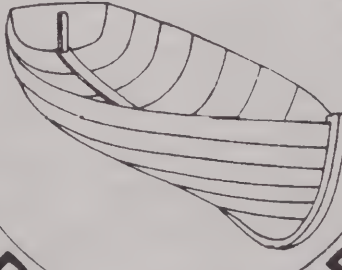
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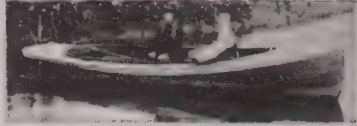
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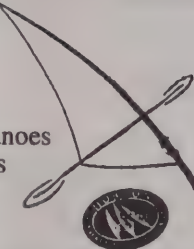
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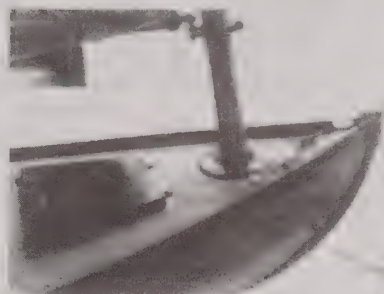
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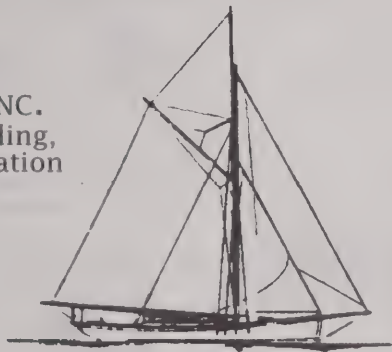
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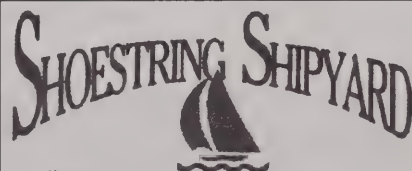
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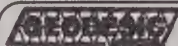
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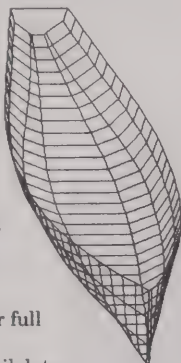
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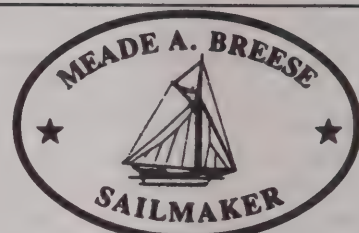
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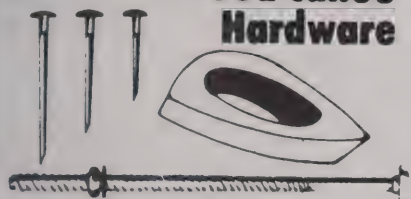


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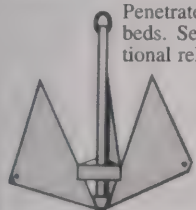
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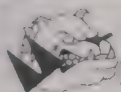
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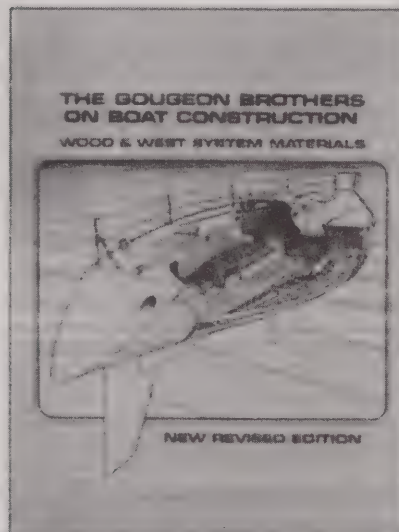
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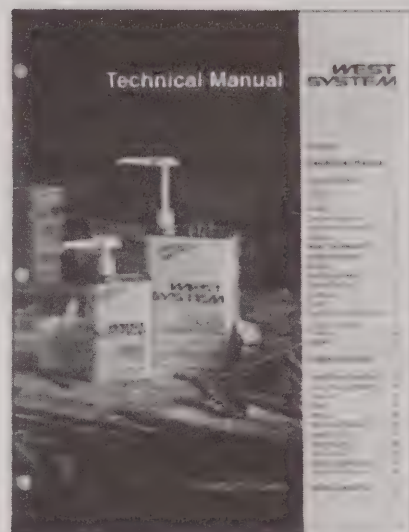
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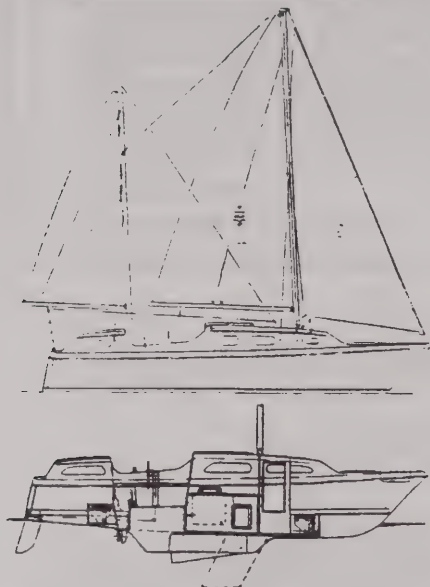
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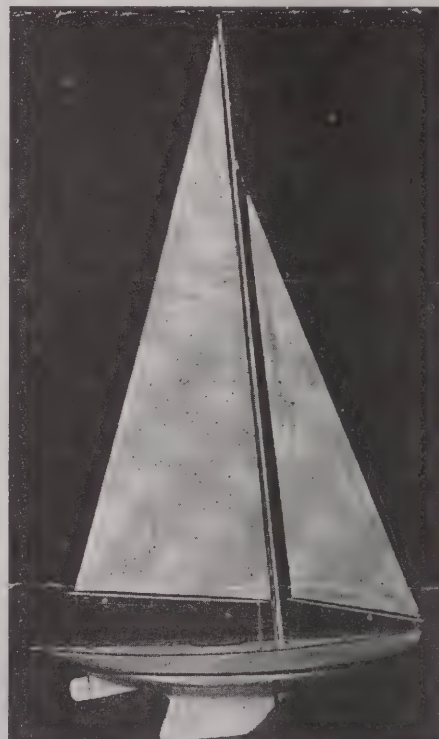
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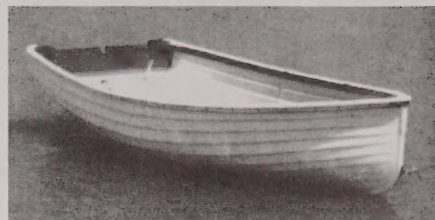
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11-1/2' Old Town Sailing Dinghy, wood/canvas, AA grade w/mahogany transom, seats, gunwales, & rudder. 24" mahogany deck w/mast hole, step pad for sail. No cracked ribs or planks. Orig canvas & varnish. A rare find. \$1,950. **14' Old Town Boat**, wood/canvas, 3' mahogany deck, AA grade. No cracked ribs or planks. Nds canvas. \$650. PAUL LITTLEFIELD, Rochester, NH, (603) 332-4876. (1)

21' 2-Man Racing Canoe, *Cheetah*, African mahogany ply by Kirk & Storgaard of Denmark. Patched but still beautiful. THOMAS GALE, Logan, UT, (435) 752-1642, <Gale@xmission.com> (1)



1916 Chaisson Built Motor Launch, 20' Kingston Lobster Boat. 5hp one-lunger, orig hrdwre & fittings. Museum quality restoration. Also custom blt trlr. Deliver anywhere on east coast. FRANK VALENTINO, Dennis, MA, (508) 385-8510, (508) 385-2507, <seagull508@aol.com> (24)



9' Fatty Knees Sailing Dinghy, '88 w/all equipment & trlr. \$1,200 OBO. JIM BARTHOLOMEW, 3858 S. 57th St., Milwaukee, WI 53220-2051, (414) 541-132. (24)



15'6" Bolger Sharpie Jinni, cat yawl sprit rig, '98. Marine ply & mahogany, WEST System, wood cleats & custom hrdwre. Teal hull, sand decks, varnished mahogany trim. Fully battened tanbark dacron sails by Dabbler. Fitted winter cover. \$2,500. BURKE LIBURT, Orient, NY, (516) 323-2438 home, (800) 615-6305 office. (24)

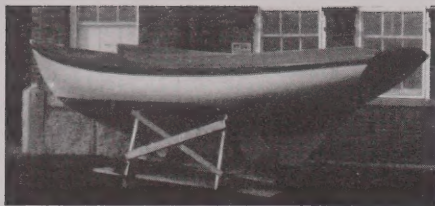
Old Town Canoes, 12' & 14'. \$500 ea. ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (1)

18' Swampscott Sailing Dory, *John Dory*, lapstrake Iain Oughtred design, planked cedar/pine, copper fastened, mahogany seats, varnished bright in & out, sail & sprit. \$4,800. TOM BRITT, Arlington, MA, (781) 641-5986, <TMB@massed.net> (24)

12' Geodesic Nimrod, ultralight canoe designed by Platt Monfort. Blt '98 stored inside, used just a few times. Spruce stringers w/ash ribs covered by heat shrink dacron. Painted sea green, wood varnished bright. Weighs about 18lbs! \$450. BEN THACKER-GWALTNEY, Charlottesville, VA, (804) 971-7942, <bensusan@mindspring.com> (1)



24' Melody, by Harrison Farrell. Prof blt '51, K/C (2'3"), Kermath Sea Twin, 4 berths, Marine ply on oak, mahogany cabin & coamings, Sitka spars. Hull sound but nds completion of cabin work. Plans, engine manual & trlr include. Vy graceful lines, stable sailer. \$3,900. JIM FLORENCE, Neenah, WI, (920) 722-5761. (24)



Buzzards Bay 14, 17' Herreshoff sloop, '99. Classic daysailer, L. Francis Herreshoff's Bermuda rigged enlargement of the renowned Bullseye. Planked mahogany on oak w/teak decking, copper fastened, 800lbs lead ballast, bronze hrdwre. Incl sails. \$25,000. (24)
TOM BRITT, 20 Academy St., Arlington, MA 02476, (781) 641-5986.

Alden Ocean Shell, 20th anniversary model (quarterdeck compass, removable), rarely used (never in '97 & '98, owner's lower back problems), carbon fiber sweeps, sliding seat w/pad. Exc cond. \$1,200 OBO, or trade for ltwt kayak or canoe.
CHARLES HEWINS, Philadelphia, PA, (215) 487-1849. (1)

'88 Seaward 24 FG Sloop, vy clean trailerable cruiser, shoal lead keel & SS CB. Realistically slps 4. New mast, wheel steering, teak trim done w/ Sikkens, roller furling, spinnaker, sail & wheel covers, awning, Ritchie compass, VHF, Ioran, 2-burner alcohol stove/oven, porta-potti, 9.9hp Sailmaster OB. Exc galv trlr w/4 new tires. A stiff sailer. \$10,000.
RICK LAPP, Muncie, PA, (570) 546-8372. (3)

Nimble 20 Yawl, like new. Trlr, sail covers, bimini, 7.5hp Honda 4-stroke, 5 sails incl spinnaker, much more. Contact Nimble website for more info on boat at <http://www.nimbleboat.com>. \$8,750.
CHARLES KIRK, Corpus Christi, TX, (361) 949-8465. (1)

Maas Aero Rowing Shell, white hull & deck, self bailer, large fin. Carbon fiber oars. Vy gd cond. Make offer.
DAVID KRAMER, Greenwich, CT, (203) 698-4939. (1)

'74 Old Town Guide Canoe, wood/canvas, recently restored, exc cond. \$2,000 OBO.
CHARLIE COSTELLO, Rowley, MA, (978) 948-5569. (1)



32' Golden Hind Sloop, ocean crosser, hull #78, prof blt in England. '69. Ply/epoxy hull factory GRP sheathed, 3'7" draft, 6'3" hdm. Tabernacled alum/SS rig in exc cond, 2 sets sails plus roller blooper, all exc cond. Sailcovers, awnings, spray dodger, bimini. 20hp Lister diesel. QME windvane. Minor damage nds attention. \$6,500 OBO.
JIM SUMERLIN, New London, CT, (860) 443-3996. (2)

38

Rare '31 Penn Yan Playmate, 15' canvas covered cedar motorboat, restored in every detail. Incl restored '31 Johnson A25 OB & vy gd trlr. \$3,900.
'52 Penn Yan Trailboat, 14' canvas covered open Seagoer model in exc cond w/gd 5hp Sea King OB & trlr. \$2,900.

GIL CRAMER, 03583 Rd. 13, Bryan, OH 43506, (419) 636-1689, <gcramer@williams-net.com> (1)

Little River Rowing Wherry, exquisite FG, sliding seat, teak trimmed. Never used. New \$4,200, sell for \$3,200 OBO.

DON MAHARAM, Jupiter, FL, (561) 622-0639, after April 30, (516) 883-0913. (1)

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Boat, Canoe or Kayak, have computer system w/ recent upgrades to trade.

MARK REVEAUX, Stony Creek, CT, (203) 766-1525, <paddle98@snet.net> (24)

Grumman Sportboat.

BARRY TARGAN, 259 Mahaffey Rd., Greenwich, NY 12834, (518) 692-9409, <btargan@aol.com> (24)

Boats & Marine Equipment, not-for-profit Christian ministry nds donations of lg/small, power/sail, coastal or blue water cruisers to bring God's word the waterways of the world. Tax benefits.

CRUISING MINISTRIES, INC., 6110 Florida Ave., New Port Richey, FL 34653, (727) 849-3766, <graced@gte.net> (24P)

Rowing Shell, light single recreational type (Maas).
BARBARA EDWARDS, Essex, CT, (860) 767-0543, <bedwards02@snet.net> (24)

Tiki 21, 23, or similar catamaran, in nd of work or unfinished okay.

THOMAS GALE, Logan, UT, (435) 752-1624, <Gale@xmission.com>

SAILS & RIGGING FOR SALE

Sails: Main 17'8" leech, 16'0" luff, 9'4" foot. Jib 11'6" leech, 12'3" luff, 6'4" foot. Like new cond. \$200 OBO.

MIKE KELLEY, Old Saybrook, CT, (860) 395-0934. (24P)

Wood Spars, from 10' Turnabout, mast, boom, fittings & shrouds. \$30. **12' Spruce Boom**, w/track & gooseneck, simple oval design. \$25.

DARRELL STREET, Medford, MA, (781) 391-3035 after 8pm. (24)

Mylar Genoa Jib, for 20-24' sailboat. Luff 24' 10", foot 13' 5", weight only 8lbs. 11 snap hooks. A-1 cond. \$150pp.

RICHARD KNIGHT, 321 Burning Tree Dr., Naples, FL 34105, (941) 262-5303. (24)

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Sunfish or Sailfish Rig, compl for budget project. Will buy parts or -plans to make them. Willing to travel.

FRED MOLLER, 40 Endless Brook Rd., Wells, VT 05774, (802) 325-3411. (24)

GEAR FOR SALE

British Seagull OB, 4hp vintage unknown. Proclaimed as "the best outboard for the world". Simple & reliable. Orig owner's manual & unique mounting bracket incl. Exc cond. Asking \$450.

RON PATTERSON, Wilton, NH, (603) 654-9687. (24)

Marine Fuel Tank, certified 94gal, diesel or gas. 14"x 26"x 60". New, never used. Cost \$600, sell for \$150.

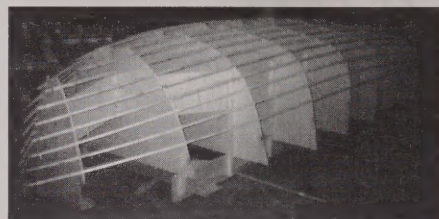
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JIM FLORENCE, Neenah, WI, (920) 722-5761. (24)

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British Seagulls, dead or alive. Cash paid, any cond.
FRANK VALENTINO, S. Dennis, MA, (508) 385-8510, (508) 385-2507 anytime, email: <seagull508@aol.com> (TFP)

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Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. **DOWN EAST DORIES**, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

Cockleshell Kayak Plans, 3 wknds & about \$150 puts you on the water. 11.5' LOA, 24lbs, step by step instructions, full size patterns. \$35. **ERIC C. RISCH**, HCR33 Box 117, S. Thomaston, ME 04858. (TFP)

The Odd-A-Tea, by Tom McGrath. Wandering the New England Coast like Ulysses in *The Odyssey*. Paperback, profusely illustrated. **TOM MC GRATH**, 684 Chestnut St., Lynn, MA 01904. (TF)

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\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE. **DAVE CARNELL**, 322 Pages Creek Dr., Wilmington, NC 28411-7850. (TF)

Old Boating Magazines, approx 100 from '60 thru '92 include *Rudder*, *Sail*, *Small Boat Journal*, *Boat Journal* & others. All for \$50 plus shipping. **VI BEAUDREAU**, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869, <vbeaudreau@thehartford.com> (24)

I Hear You Bought a Boat, Tom Shaw's book written for the new boat owner, though veterans may glean some useful info. Give a copy to a friend just starting out in boating. \$3 incl mailing. **TOM SHAW**, 3915 Appleton Way, Wilmington, NC 28412, (910) 395-1867. (TF)

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin. **WESTON FARMER ASSOCIATES**, 18972 Azure Rd., Wayzata, MN 55391. (TF)

BOOKS & PLANS WANTED

Wanted Books & Plans: Boat Plans, preferred rolled; nautical books, soft & hard, gd cond; hunting & fishing books; old boating magazines, *Rudder*, *Motor Boating*; *Motor Boating* "Ideal Series Books"; nautical charts; boat models, any cond, no plastic. **THE BOAT HOUSE**, 15 State St., Newburyport, MA 01950, (978) 462-2072. (TFP)

Old Canoe Catalogs. **LEROY SAYERS**, P.O. Box 386, Smyrna, DE 19977, (302) 653-2628, (302) 653-9487. (TFP)

Paying \$100 & Up, for mint cond magazines, *American Yachtsman*, 1886-1895. **T.A. EASTLAND**, P.O. Box 95, Old Lyme, CT 06371. (1)

Small Boat Journal, #1-#33, #39-#50, #61, #63, #80. **GUNNAR JOHNSON**, 383 Laird Dr., Freeport, FL 32439-4630, (850) 835-3221. (24)

Shantyboat, authored by Harlan Hubbard, published '77 by University Press of KY. Prefer to purchase, if not possible would like to borrow & photocopy. **LESTON RICE**, 70 Ackerman Rd., Warwick, NY 10990. (1)

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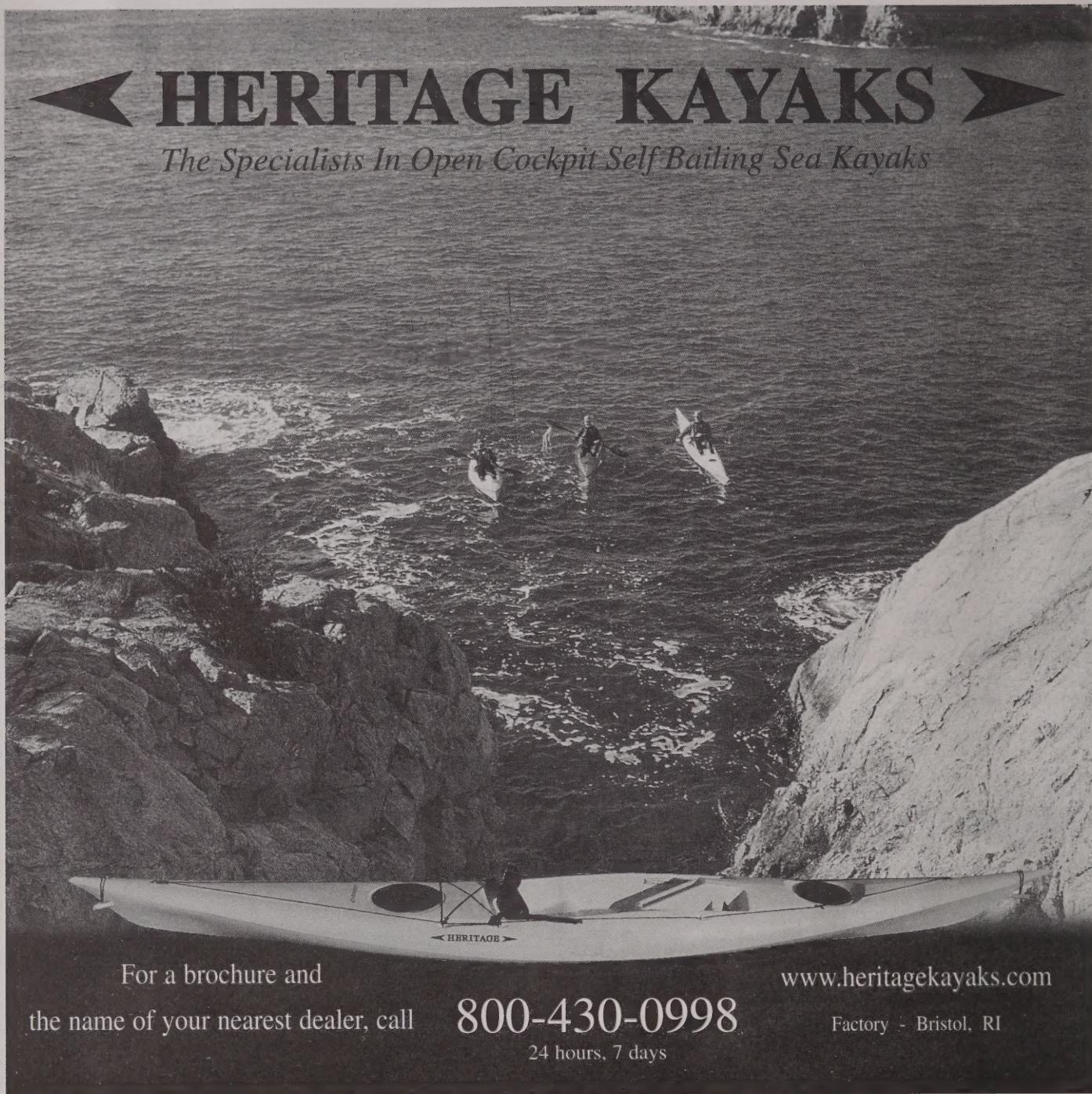
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