

**Special Features This Issue**  
The Wooden Boat Show  
Sailing the Woods Hole Spritsail Boat

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# messing about in **BOATS**

Volume 18 - Number 7

August 15, 2000



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29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 18 - Number 7  
August 15, 2000



Published twice a month, 24 times a year. U.S. subscription price is \$24 for 24 issues. Canadian and overseas subscription price is \$36 U.S. funds drawn on a U.S. bank or by international money order.

Address is 29 Burley St., Wenham, MA 01984-1943. Telephone is 978-774-0906. There is no machine.

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment is by Office Support Services.

## Looking Ahead...

Sharon Brown brings us her photos and comments on June's "John Gardner Small Craft Meet" at Mystic Seaport; John Kohnen visits the "Depoe Bay Wooden Boat Festival" on the Oregon coast; and I have a report on "The Blackburn Challenge" race that was indeed a challenge at Gloucester, Massachusetts.

Ed Tucker recalls some adventures in "The Cape Cod Knockabout"; and Nathaniel Bishop carries on into Chapter 11 of "Four Months in a Sneakbox."

Jim Michalak introduces "More New Boats"; Robb White brings us "An Update on the Update on My new Skiff"; and Phil Bolger & Friends present an "Auray Punt Update".

I expect to bring you our next pedal powered small craft report, "The Ozone Experience".

Chuck Wilson details how to build "Masts on the Cheap"; and George Fulk summarizes "Ten Years of Micro Maintenance".

## On the Cover...

Action on the waterfront at the 2000 WoodenBoat Show in Mystic, Connecticut, as the four man crew aboard the Antique Boat Museum's 88 Class Racing St. Lawrence Skiff face a challenge from an R/C Vintage Model Yacht.

## Commentary...

Bob Hicks, Editor



I spent Friday and Sunday at the Wooden Boat Show roaming the show looking for news for this issue and visiting with the boat builders and equipment suppliers of interesting stuff. Jane spent those days sitting in our booth in the Boat Shed out on Lighthouse Point so I would be free to roam. On Saturday Jane stayed home to tend her greenhouse and so I spent the entire day sitting in our booth. Between visiting with those of you who stopped by, and selling sample copies to those expressing interest, along with some subscriptions, I had time to absorb the view from the booth and relate to my neighboring exhibitors.

On my left was Frank Valentino, the used British Seagull guy from Birdland Classic Motors in S. Dennis, Massachusetts on Cape Cod. Frank had about a dozen Seagulls of various vintages racked up around his booth, with one row looming directly over my shoulder. Frank brought them hoping to sell some, but mostly was engaged in listening to war stories from many, many show goers, each with his own Seagull horror tale.

I soon tuned out these conversations, but one time I was aroused from this inattentiveness to the goings on in Frank's booth when I heard the "thut-thut-thut" of an ancient two stroke being cranked over. "You're not planning to start that, are you?" I queried the young man helping Frank, appalled by the prospect of the noise and the smoke from that 10:1 fuel/oil mix. "Oh, no," he responded, "it won't start, we had to drain the tanks."

On my right was a new exhibitor to the show. Kent Pitcher had brought a supply of British Aerodux 500 resorcinol glue from his CP Industries business in Newark, Ohio, on the recommendation of a friend that he try interesting the boatbuilding industry. Kent and his wife were old hands at doing shows in the furniture and hobby woodworking industries, but boats were a new thing. They found it was indeed a new thing, for people don't buy stuff at the WoodenBoat Show to lug home, they mostly come to look, or maybe order. And here was the old standby resorcinol waterproof glue of bygone times, pre-epoxy era, being offered up to the current generation of builders and wannabee builders who think epoxy.

Once this all became apparent, the Pitchers relaxed and devoted themselves to educating the occasional showgoer who stopped by to look into glue about the advantages of resorcinol glue, especially for those overly sensitive to epoxies.

Across the aisle three used maritime book dealers had pooled their stock in a long triple booth, a library setup of all sorts of old books, photos, artwork and charts. Lou Howland, of the Howland family of Concordia Yacht fame, who operates as the Howland Company in Jamaica Plain, Massachusetts, was joined by Greg Gibson of Ten Pound Island Books of Gloucester, Massachusetts, and Orville Haverman of Connecticut River Books of Connecticut in this unique co-op boat show effort. I was somewhat constrained from excessive browsing myself by having to keep an eye on my own booth, but the presence of all this good old printed matter about our favorite subject was most tempting.

And then there was Alex and Clare Bridge with their Nors Sport apparel and nautical ephemera display, lots of shirts, hats, postcards, mugs, knives, even a camp axe. Readers may recall Alex's earlier venture in this field, his Watermark Co. with its "Row Hard" emphasis and "Workboat" motifs. Alex sold that business a while ago, but found he could not live without this sort of boating sideline to his advertising business. Hence, Nors Sport has appeared, with Norse overtones obviously, including a new newsletter, *Runes, a Journal of Nors Sport & the Nors Graphica Society*.

Well, Alex had hats and noticed I was wearing a sort of weird cap with an extra wide bill to shade my eyes in the noonday sun. It was a woman's sunhat I had learned after buying it last year, but so what, it provided far better shade than the long billed men's caps. While it did not trouble me to use a woman's sunhat it did trouble others. So, Alex arrived at my booth with one of his long billed men's caps insisting I wear it, a generous gesture on his part, abetted by Jane.

Reluctantly I swapped caps, but in a few moments as I prepared to again go out on my rounds Alex re-appeared with my old cap, announcing that maybe the new cap he'd given me "just didn't do it" and perhaps my old cap was best after all. In the interim he had emblazoned on its brim, *National Boat Enquirer*.

I eagerly seized upon this and placed it upon my head, to the horror of Jane and Alex, who apparently thought I'd find the publication name unacceptable. Actually I thought it would be good fun to wear it visiting around the show amongst those who knew me and those who did not and enjoy their reactions. But, it was not to be, dismay at my enthusiasm instantly resulted in the offending cap being snatched back.



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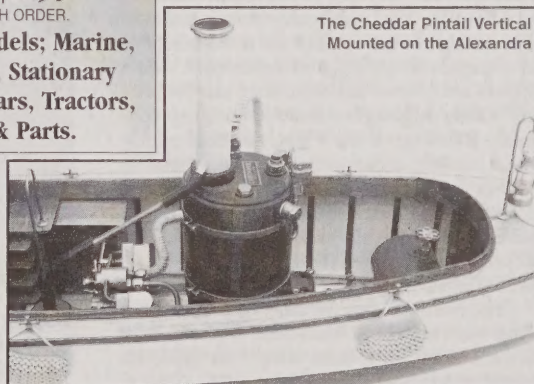
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Length: 37" (940 mm)

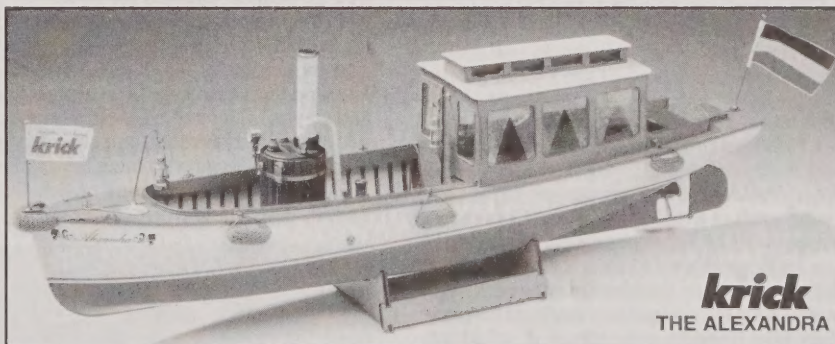
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## Activities & Events...

### Family Day at IYRS

Admission is free for the Fifth Annual Family Day at the International Yacht Restoration School (IYRS) in Newport, Rhode Island, starting at noon on Sunday, August 27 at the school's two-acre harborfront campus at 449 Thames St. Family activities include harbor tours aboard historic sail and power boats, demonstrations of maritime arts and skills, tours of *Coronet*, the 1885 schooner, puppet shows and circus skills workshops, games, and musical entertainment.

IYRS, 449 Thames St., Newport, RI 02840, (401) 848-5777

### 18th Annual Boston Antique & Classic Boat Festival

The flash of polished brass and varnished wood across the water will be the order of the day as elegant vessels of yesteryear sail into Boston Harbor on Labor Day weekend, September 2-3, for the 18th Annual Boston Antique & Classic Boat Festival. Classic sailboats, powerboats and hand-powered craft will be on display to the public at Boston Waterboat Marina on historic Long Wharf.

The classic fleet ranges from 1890s steam launches to 1920s-30s era mahogany runabouts and cabin cruisers to the comely sail flotilla, sloops and sharpies to yawls and schooners. Meet skippers and crews and vote for your favorite boat! Other highlights include judging (optional), Blessing of the Fleet, nautical exhibits and market, and musical entertainment.

For boat entry information, please call (617) 666-8530 or (617) 868-7587. Boats don't need to be in "show" condition. The spirit of the Festival is to gather the grand old craft and those who love them.

The Festival sponsor, Lowell's Boat Shop of the Newburyport Maritime Society, is a non-profit working boat shop and museum located in Amesbury Massachusetts.

Pat Wells, Somerville, MA

### 4th Annual Newfound Rendezvous

Newfound Woodworks, Inc. will host its Fourth Annual Newfound Rendezvous for owners/builders of stripper canoes, kayaks and rowing craft at the Geneva Point Conference Center on Lake Winnepesaukee, New Hampshire on September 15, 16 and 17. We are expecting over four hundred participants. It is our intention to create a neighborly atmosphere where boat builders and enthusiasts of all levels have an opportunity to learn from each other through the exchange of ideas and methods of small boat construction and recreation.

This year's demonstrations will include kayak rolling, cedar strip construction, stitch and glue construction, epoxy and fiberglass application techniques, paddling techniques,

paddle making, marquetry, as well as safety and rescue methods. Other events will include a discussion on tool sharpening, and a historical account of the Rangeley Lakes Boat.

There will be an open forum of canoe and kayak designers answering questions pertaining to design and construction. Many activities have also been planned for the younger members of the family, so make it a family weekend.

We will also be hosting our first annual "Christening of the Strippers", so hurry up, finish that stripper and christen it with others at this year's Rendezvous. . . no excuses! There will be over 100 different strip built and stitch and glue boats (built by Newfound Woodworks and our customers) for enthusiasts to test paddle. We recall how beautiful last year's dawn paddle was with the mist rolling

## Information of Interest...

### Any Interest in *Blueberry*?

It has now been a dozen years since *Blueberry* first graced the waters of the Connecticut River and the shoreline of Long Island Sound. It was on the cover of *Messing about in Boats* about ten years ago. Both the book which I wrote about her and the boat still provide great satisfaction but my ability to singlehand the boat seems to be decreasing as I progress through my seventies. Sooner or later. . .

I am in no great hurry to sell and haven't placed an ad as yet. I would like to know if other readers might have an interest in this little cruising auxiliary sloop. I would like to invite correspondence with someone who has read about *Blueberry* and would be interested in buying her. Although the book *Blueberry, A Boat of the Connecticut Shoreline* is theoretically out of print, I have a few dozen copies left and manage to keep the book store at the Mystic Seaport stocked for now.

The boat is in excellent shape and I plan to give her a professional painting this winter. The two cylinder Vetus diesel is totally reliable and this season she is wearing a new main and staysail. The gaff rig continues to earn lots of favorable comment and thumbs up hand signals from those who meet her on the water.

David Hume, 340 Darling Rd., Salem CT 06420, <clhume@worldnet.att.net>

### Sun Cat is Alive & Well

Tom Shaw wrote in the July 1 issue about his hunt for his perfect boat, and finding it in the Sun Cat by Clark Mills. I did also, and bought # 69 used from the Youth Sailing Squadron at the Sarasota Sailing Squadron, Florida. I wanted to trailer it but it was too heavy for my car so I sold it to a gentleman in Venice, Florida, who keeps it on the water.

I then bought its smaller brother, the Picnic Cat, from Hutchins Co., 1195 Kapp Drive, Clearwater, FL 33765, (727) 443 4408, www.boatshow.com. It is 14', 500lbs, and has many new features. It is gaff rigged so that it gets under most of the bridges here on the intercoastal waterway, or the gaff can be dipped, or the whole rig dropped easily. It sails and motors well.

Surprise! Hutchins is again making the Sun Cat, only now it has a small cabin.

Mark H. Hamilton, Port Charlotte, FL  
The Sun Cat by Com-Pac  
Yachts/Hutchins Co. Inc.  
Designer: Clark Mills  
Specifications  
Length: 17'4"  
Beam: 7'3"  
Draft, board up: 1' 2"  
Draft, board down: 4' 6"  
Displacement: 1,500lbs

Builder's Remarks: Clark Mills wanted to design a shoal daysailer that would rig and sail easily, quickly, and comfortably, as well as accommodate his family and friends. The Sun Cat was designed as an easily driven, roomy day boat and overnighter with a shoal draft to gunkhole along coasts and in harbors not accessible to more burdensome yachts. Outfitted with the Mastendr quick rig sailing system and stainless steel centerboard/trunk (as installed on her little sister the Picnic Cat), the Sun Cat will provide convenient trailering and maintenance-free enjoyment. Individuals who appreciate timeless design and quality fabrication, who wish to explore coastal waters and quiet creeks, and who demand value from a yacht, will warmly relate to the "new tradition" that the Sun Cat brings.

The Picnic Cat by Com-Pac Yachts/Hutchins Co. Inc.

Designer: Clark Mills

Specifications:

Length: 14'0"

Beam: 6'6"

Draft, board up: 2'8"

Draft, board down: 0'6"

Displacement: 500lbs

Builder's Remarks: The Picnic Cat is from the drawing board of Clark Mills, designer of our 16 CB and 23/3 as well as the Optimist Pram and the Windmill One Design. Unlike her sister Com-Pacs she has no keel, and with her centerboard up she is beachable. Her broad hull form and low center of effort, gaff-rigged sail make her very stable. And her huge self-bailing cockpit and ample stowage offer unsurpassed comfort in a small, easily handled package. She's built of solid, hand-laid glass, with aluminum spars and stainless centerboard.

### Pedal Powered Multihull

Considering your interest in pedal powered small boats, I suggest a multihull consisting of a narrow center pod with two narrow outriggers (trimaran style) as a design concept. The pod would be low, partly in the water, and the entire boat would offer great stability with the three narrow hulls. No windshield, flat canvas top, easy in and out of the cockpit. It could easily be made of 1/8" plywood. I understand the pedal drive units can be purchased.

Ken Currie, Ft. Wayne, IN

## Pedal Power Pioneer?

I came across this photo while doing some research for the maritime program at Historic Spanish Point in Osprey, Florida. The caption states:

"Date: 1895. Jack B. Leffingwell in pedal boat in Manatee River off Corry's Point. (May be a skiff converted by Paul Duckwell in July, 1889)."

Evidently the bike wheels were converted to paddle wheels. Steering may have been through a rudder connected to the handlebars? This old sidewheeler is possibly 111 years old and was an interesting use for an old sharpie skiff. I wonder if Mr. Leffingwell's outfit was typical boating attire for the time?

Charley Canniff, Anna Maria, FL



## Historic Pedal Powered Boats

A local to you example of pedal powered small boats are the famous Swan Boats still in use in Boston's Public Gardens. They have been continuously pleasing the public there since 1877. I hope to write an article on them soon.

The Ozone drive looks very promising, I am wondering if I should give it a try in an adaptation. I recently took my Dorycycle you featured in an October 1986 issue along with my Skiffcycle to the Wooden Boat Festival on Lake Union. I have plans available for building both.

Phil Thiel, 4720 7th Ave. NE, Seattle, WA 98105

## Potters & Geezers

Thank you for publishing John Marotzke's article about our 1999 Midwest Potter Sail this past winter. We again held the gathering this spring, but John was unable to attend. We had five P-19s and three P-15s and very little wind.

This year our "Geezers Go North" crew will head for the area around Grand Traverse Bay on Lake Michigan. We expect to have a Helms 25, a Compac 23, a Potter 15 and my Rob Roy 23. If Alan Hankinson does not have his 24' Atkins schooner finished in time (he's been working on it for several years), he will probably come along again in his Venture 17. I hope to stay longer this year as I have now retired.

Tom Grimes, Muncie, IN

## Durable, Replaceable Rowing Grips

On my return from having been away for months, I went to row and my handgrips came apart. It would take days to get new ones and if they were shipped next day air it would cost another few bucks.

I found carpet tape for sale in the hardware store, it is rather wide double sided sticky tape, some brands are thick. I keep some around anyhow for things that come up unexpectedly.

I wrapped my oar grips where the rubber grips had come off with the carpet tape. I then cut strips of terry cloth from an old towel and wrapped these around the tape, making a nice grip. Had this been too small, a double wrap of terry cloth over another layer of carpet tape would solve this, or I could have used the thicker carpet tape, which can be doubled if even more thickness is needed.

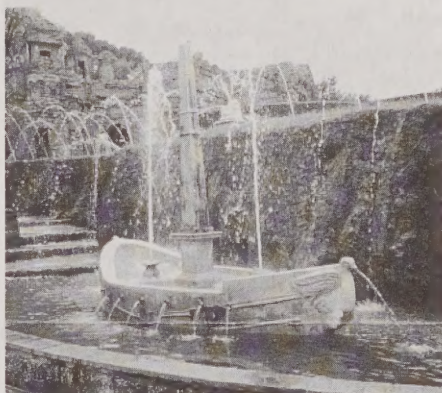
The result was a durable replaceable very nice grip.

Stephen duPont, PO Box 1081, Old Saybrook CT 06475

## Self Bailing Italian Vessels?

This photo was taken on our visit to the Villa d'Este in Tivoli, Italy. Does the fountain's vessel suggest that the Italians had self bailing vessels in the 16th century?

Alicia Moore, New York, NY



## The Robert B. Hicks

I thought you might like to see how the derelict plywood dinghy you gave me a year or so ago turned out after we restored it. It now serves as our dinghy dock taxi for our sailboat in Maine summers. In appreciation for your generosity we have named her after you.

Dave Kelland, Lexington, MA



## Opinions...

### PWCs Have Control Problems

PWCs pose two sorts of problems. They are ecological nightmares, not only dumping vast amounts of petroleum but, especially in shallow waters, also destroying peace and wildlife. Those reasons alone may be enough to ban them, as Maine bans them, from all inland waters. Additionally they present a safety issue about which few non-PWC operators seem to know.

After witnessing a collision in Albermarle Sound in which a college-age guy on a rented PWC tried to splash his girlfriend on another and wound up ramming the young woman broadside, breaking her right leg, and running up and over her and her PWC in what turned into a really hideous accident, I decided to rent one and try to understand how the collision occurred, since the guy most definitely turned away from the girl and cut his throttle, intending only to splash her with his very considerable wake.

I spent a few hours at very slow and quite high speeds, and still marvel at what I learned. To my utter astonishment, I found that PWCs (at least the one I rented) are most unlike motorcycles, they cannot steer without the engine moving them forward. Once the throttle is cut, the handlebars do nothing. This is apparently how the collision happened, and while one can argue for instruction at rental places, licensing, and so on, the real problem lies with a device that lacks both brakes and stopped-engine steering ability (and that unlike a balance-requiring motorcycle, can be operated by a drunk).

I sail a 65 year-old ship's lifeboat and lots of big power yachts and speedboats come very near to look at it, and sometimes their wakes really scare me. Most of the time, though, their operators throttle way back and yell questions about the oars or the lugsail or something. PWC operators are equally curious and polite, but they are often clearly puzzled by how to approach a lumbering boat they find moves faster than they estimate.

Slowing down defeats their inexperienced ability to maneuver. Moreover, they often accelerate to avoid kayaks and rowboats they meet in confined waters, something that appears rude and is surely unsafe if they inadvertently head into additional hazards. While a small boater confronted with imminent collision can at least stop the engine and still steer, the PWC operator is utterly trapped by the limitations of what is, in the end, a very simplistic, indeed crude device that even in experienced hands has trouble moving along a finger pier up to a submerged trailer.

Everyone, especially those of us in small boats, must be wary of PWCs, for the look of strained horror on the face of a PWC operator suddenly out of options is the look of the torpedo headed straight at the old freighter. My hunch is that after some especially damaging collision, some enterprising attorney will sue not only the operator but the manufacturer of the "Saturday-night special" of the motor boating industry.

John Stilgoe,  
Norwell, MA



# The Wooden Boat Show

The Wooden Boat Show was back at Mystic Seaport for the turn of the millenium, the Show has an every other year contract with the Seaport to appear there. Ideal early summer weather favored the three day Show and it appeared to us to be again a successful bringing together of wooden boat people from both the builder/supplier side and the enthusiast/consumer direction.

The show stretches the full length of the Seaport, but has a sort of hiatus between the southern and northern portions. Most of the small boats were gathered at the southern end adjacent to the shipyard and small boat buildings, a sort of "midway" atmosphere pervaded the narrow stretch of dirt road between the main entrance building and the small boat mooring basin, the road lined with landside exhibitors, many of whom had boats in the water right alongside behind their booths

The larger yachts were docked "up north" near the New York Yacht Club clubhouse, with adjacent landside exhibitors chiefly suppliers of boatbuilding materials and supplies, gear, and tools. Anyone intending to do an exhaustive tour of the exhibits had to spend more than a day, we met some who were making it a three day weekend outing.



## The Wooden Kayak Show

One could not miss the proliferation of wooden sea kayaks at this year's Show, both as finished boats and offered as kits. As the sea kayaking world continues its explosive growth, supplied with numerous fiberglass and rotomolded plastic craft, those who prefer to offer wooden kayaks have found increasing opportunity to sell their handcrafted designs to discriminating prospects. Some have decided that offering kits for the do-it-yourselfers has become large enough of a niche within this niche to reward their efforts and investments. I counted no less than nine exhibitors of wooden sea kayaks, herewith a look at each:



### Caretta Kayaks

Charlie Reese brought a fleet of his strip built kayaks all the way from Savannah, Georgia. Charlie is one of several designer/builders who specialize in building woodstrip designs with fancy inlay patterns of contrasting woods. His inventory is now up to six designs, ranging from the 12'x 28" Geechee, to the 23'x 26" Caretta Expedition 23

Caretta Kayaks, Inc., 415 W. Boundary St., Savannah, GA 31401, (912) 231-0170, [www.carettakayaks.com](http://www.carettakayaks.com)



### Chesapeake Light Craft

The volume leader in stitch and glue kayak kits, CLC is now owned and operated by John Harris, formerly the shop manager for original owner/founder Chris Kulczyk. A total of 18 stitch and glue designs are offered in kit form, ranging from the 13'x 29" Mill Creek 13 to the 21'x 30" Chesapeake Double/Triple. John says he now has 12 employees turning out the CNC fabricated kits to meet demand.

Chesapeake Light Craft, 1805 George Ave., Annapolis, MD 21401, (410) 267-0137, [kayaks@clcinc.com](mailto:kayaks@clcinc.com), [www.clcboats.com](http://www.clcboats.com)

## Guillemot Kayaks

Nick Schade displayed a full range of his creatively decorated stripper designs, featuring contrasting wood inlays on sleek high performance hulls. His inventory of eight designs ranged from the 11' x 28" Little Auk to the 25-1/2' x 21" Guillemot Fast Double. Nick builds to order, sells building plans, and kits of his designs are available through Newfound Woodworks.

Guillemot Kayaks, 824 Thompson St., Glastonbury, CT 06033, (860) 659-8847, [www.KayakPlans.com/a](http://www.KayakPlans.com/a)

Adjacent to Nick's display was a special design Nick had done, a 25' long double, the Double Helix, built by Clark Eid. Clark decorated his boat with a rose vine pattern that wound around it in the double helix pattern of a DNA strand. The boat, paddled by Clark and his partner Kurt Zimmerman, is to be entered into The Great Mississippi River Race for Rett Syndrom in May of 2001. Clark's daughter Amanda is afflicted with this devastating disease which affects thousands of little girls and young women, and so Clark is not only taking part in this fund raising effort for bio-medical research into this disease, but is also working on organizing the event. That'll be a 2,348 mile non-stop ultra marathon!

The Great Mississippi River Race for Rett Syndrome, c/o Rett Syndrome Research Foundation, 4600 Devitt Dr., Cincinnati, OH 45246, [www.dreamkeeper.org](http://www.dreamkeeper.org)



## Laughing Loon

Rob Mack is basking in the growth of appreciation for his high end works of stripper art. Rob was early into the building of such beautiful stripper kayaks, coming from his earlier canoes. He offers three models ranging from 16-1/2' to 18', his North Star model a baidarka inspired design built stripper style. Rob has found that his presence on the Internet has attracted prospects worldwide for his kayaks, he still finds it amazing to hear from people a half a world away who want to do business.

Rob builds to order, supplies plans for home building, and has kits available through Newfound Woodworks.

Laughing Loon Custom Canoes & Kayaks, 833 S. Colrain Rd., Greenfield, MA 01301, (413) 773-5375, [www.LaughingLoon.com](http://www.LaughingLoon.com)



## Little Dubber Kayaks

Peter Hunt displayed the most whimsical concept, his 7-1/2' and 9' Little Dubbers are not for serious ocean paddling but for those who wish to build easily and quickly for protected water paddling. The tumblehome side decks allow a broad beam stability with ease of reaching the water with the paddle. Peter offers a 76 page building plans manual which he says is "humor filled", befitting the smiles that his little craft elicited from passers by.

Shed for Sail Studio, 46 Evergreen Rd., Norton, MA 02766, (508) 285-4984, [peterahunt@hotmail.com](mailto:peterahunt@hotmail.com)



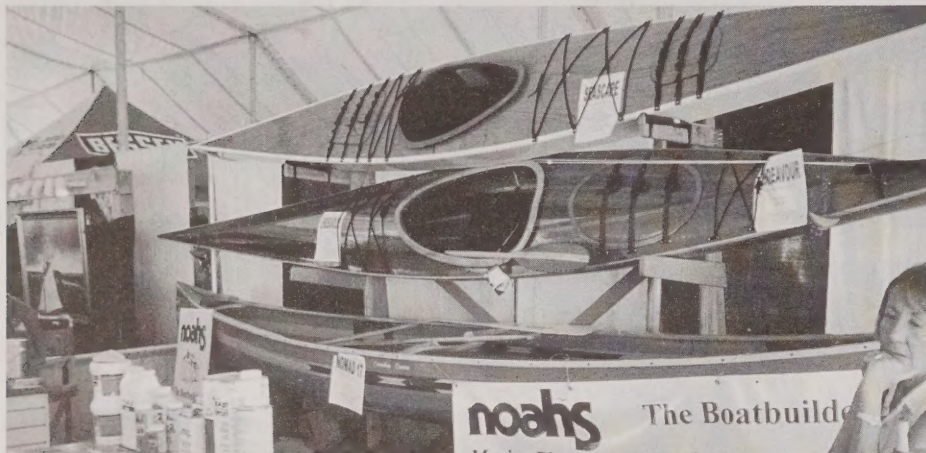


## Newfound Woodworks

Michael Vermouth displayed a new design concept he calls "Hybrid Kits," based on several of Eric Schade's Shearwater designs he now offers in kit form. The concept combines stitch and glue hull panels with a strip built deck. This construction is available for four Merganser sizes, 16'6"x 21" to 18'x 22", and will soon be offered for the Baidarka and Eider designs.

Newfound is also stoked about the impending September gathering of builders of stripper kayaks and canoes on New Hampshire's Lake Winnepesaukee, over 300 are expected to attend this 3rd annual gathering.

Newfound Woodworks, 67 Danforth Brook Rd., Bristol, NH 03222, (603) 744-6872, <info@newfound.com>, www.newfound.com



## Noah's

Prominent in the display of this boatbuilding supplier's products were an array of wooden sea kayak designs. Noah provides building plans, building materials packages and complete kits for three Aquarius designs; and plans and building materials kits for two Glen L. designs, one Ray Folland design and five Pygmy designs. They further announce that they can provide building materials kits for "any other design".

Noahs, 54 Six Point Rd., Toronto, ON M8Z 2X2, Canada, (416) 232-0522, <noahs@noahsmaine.com>, www.noahsmaine.com



## Roy Folland Wooden Kayaks

Roy Folland came down from Hudson, Quebec with his stitch & glue plywood Sea Wolf and Sea Lion 17'3"x 23-1/2" kayak kits. The latter is a larger version of the former for larger paddlers. Ray has had input from his area's serious paddlers in developing his designs.

Roy Folland Wooden Kayaks, 130 Como Gardens, Hudson, PQ J0P 1H0, Canada, (450) 458-0152, <Kayak@royfolland.com>, www.royfolland.com



## Shearwater Boats

Another member of the Schade family of kayak builders, Eric, builds an extensive array of six stitch & glue plywood and two strip built kayaks. Several models come in a range of sizes, for a total of twelve stitch and glue and three stripbuilt. They range from the 12'6"x 28-1/2" Eider Splash to the 21'x 26" Baidarka double. Selected models are offered as kits. Plans and materials are also offered to home builders.

Shearwater Boats, 22 Soundview Dr., Stamford, CT 06902, (203) 359-6431, <shearwtr@connix.com>, www.shearwater-boats.com

# Looking Around...

## Gadfly was For Sale

Moored alongside the seawall in the small boat basin was Ed Gallagher's 1925 motor yacht, *Gadfly*, which immediately won my heart. This William Hand design measures 26'8" by 8'4" with a 34" draft. The plumb stem, transom, and cabin house sides evoked recollections of my father's drawings on the flyleaves of his textbooks from the '20s while he was a prep school student. It was his dream to own one of these one day but the Great Depression put an end to that youthful hope.

This was an owner restored and enjoyed old boat, not the product of professionals, so it had a comfortable patina of hominess about it. Ed had decided it was time to sell his boat and was pleased to find a buyer who will be enjoying it this summer out of Essex, Connecticut.

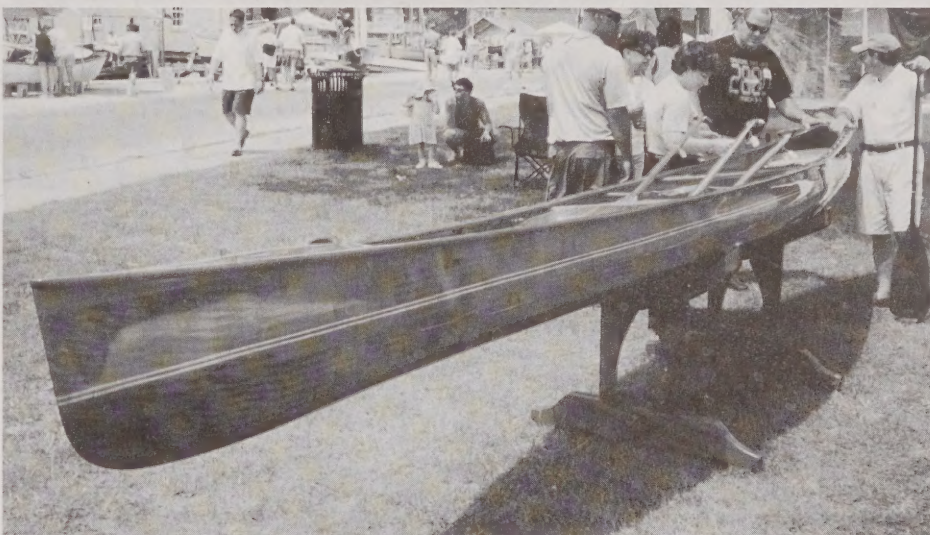


## Wood Song Canoes

Remarks made to me about a \$20,000 canoe displayed at the show led me to have a look at the gleaming work of art displayed by Phillip Greene, Artisan, proprietor of Wood Song Canoes. The price I had heard was no exaggeration, Phillip confirmed that yes, indeed, he sells his canoes for that price, and as he told me this he seemed quite comfortable with it. Well, I'm not one to judge, apparently there are those who wish to invest that sort of money in craftsmanship of this fine furniture level and still take it out on the water from sandy beaches.

Phillip's brochure tells us that he offers over 40 different models of wood canoes ranging in price from \$10,000 to \$20,000, as well as canoe and kayak paddles ranging in price from \$255 to \$995, all of the same "impeccable craftsmanship".

Wood Song Canoes, 425 Jessie Ln., Round O, SC 29474, (843) 835-8137, <pgreene@lowcountry.com>



## Woodworkers' Club

There were not so many ongoing boatbuilding demos this year, especially with the family boatbuilding a non-starter, so when I came across Aimee Fraser at work on a hard chine plywood skiff in the tent where most of the tools guys had been setup, I stopped by to see what she was up to. Aimee's whole effort is explained in some detail in a letter we published in the July 15 issue on the "You write to us about..." pages, so it was nice to meet this energetic woman boatbuilder.

Woodworkers' Club has been set up by Woodworkers' Supply in Norwalk, Connecticut, to encourage owners of tools bought from that firm to us them. Aimee has hooked up her Travelling Boatworks with them to run classes for this specific project, a 14'8" plywood skiff she designed for ease of building and use by non-boat folks.

Woodworkers' Club, Norwalk, CT, (203) 947-9663, [www.woodworkersclubnorwalk.com](http://www.woodworkersclubnorwalk.com).

Traveling boatworks, (203) 247-1338, <aimee@travellingboatworks.com>





## Alden Wherry Kit

Amongst all the sea kayak kits lining the waterfront it was a change to come upon Dana Avery's display of an Alden Wherry kit. The 19' plywood hull has a 36.5" beam and weighs 56lbs. It will accept solo or double sliding riggers and with extra freeboard, fine entry, constant flare and wide outwales, can handle less than ideal rowing conditions, and can carry larger loads. The kit comes as a "Boat in a Box" with everything one needs to build it. The well written, full color illustrated assembly booklet is aimed at the novice builder.

Dana Avery, Mystic River Boathouse, 55 Spicer Ave., Noank, CT 06340, (860) 536-6930.



## Nors Sport

I comment some in this issue's "Commentary" on a hat presented to me by Alex Bridge from his Nors Sport stock of nautical clothing and ephemera. Nors Sport is Alex and Clare Bridge's current venture in this field, and while it features some Norse overtones, Alex has not let this restrain his sweeping vision of what we all might like to buy from him to wear and use while messing about in our boats.

One example is his "Authentic Batteau Gear". Alex explains that "Since 1671, the batteau has been recognized as a true workboat, influencing the design of dories, skiffs, western driftboats and Adirondack guideboats." In recognition of this historical influence, Alex offers the following gear: Batteau T-Shirt, Batteau Crew Shirt, Big John Batteau Hat, Batteau Crew Cap, Batteau Camp Axe, Batteau Rescue Knife and Batteau Marlinspike.

If you're tempted by this glimpse of Alex's wares and want to know more, when you inquire also ask for a copy of his newsletter, *Runes, a Journal of Nors Sport & the Nors Graphica Society*. Alex has more fun than just about anybody selling his wares, I cannot help but envision him long ago, a rag merchant in a bazaar in Istanbul.

Nors Sport, HC 33 Box 180, Bath, ME 04530, (207) 985-6134, <bridge@cybertours.com>, www.norsboat.com



## Showing the Flag

Damian McLaughlin tucked this N.G. Herreshoff design Buzzards Bay 25, as example of his craftsmanship, into a nook near Lighthouse Point, with a placard on the rear deck announcing his identity as builder. Otherwise he was not personally in attendance at the boat. "Just showing the flag," was Damian's explanation.

Damian McLaughlin Jr. Corp., N. Falmouth, MA 02556, (508) 563-3075.



## A Knee Tree

When Newman Gee reserved his spot in the show to display his hackmatack knees, he said he would require a 3' deep hole in which to plant his "tree" pictured at left. The Seaport demurred, so Newman had to brace his upside down hackmatack with some of the natural knees he cuts from such root systems. He offers his "Natural Knees with Character" to master shipwrights, master boatbuilders, naval architects, timber framers, recreational boat builders and log home builders. They come in all sizes, but he had only the smaller sizes on display. His pocket size catalog is chock-a-block full of interesting information about knees as well as his price structure entitled, "Newman's Knee Reckoner".

Newman's Knees, 281 Hartland Rd., St. Albans, ME 04971, [www.newmansknees.com](http://www.newmansknees.com)



## Swamp Yankee II

Bob Sparks' had his latest design on display, a decked Rob Roy double paddle canoe pictured at right. Bob has specialized in building just one boat, a stitch and glue version of Rushton's Wee Lassie, for which he offers building plans. The new Rob Roy is available from Bob only as a built boat to date, he is not yet ready to offer plans for his unique tortured ply hull technique.

Who were "Swamp Yankees"? They were certain Connecticut inhabitants in colonial times who, after undertaking depredations against the property of the English King, hid out in the swamps when the King's men came looking for them.

Swamp Yankee Boats, 36 Soundview Hts., Branford, CT 06405, (203) 488-5932.

## Williamsburg Mobile Marine

Andrew Moore brought his Little Cod replica wood burning cabin stoves pictured below from Brooklyn, New York, the design and patterns for castings he obtained from the original builders, the Lunenburg Foundry in Lunenburg, Nova Scotia. Andrew told us he spent a month camping out near Lunenburg while negotiating the deal to the rights to reproduce the stove. As a sculptor, Andrew was taken with the little stove and is offering it with porcelain enamel finish in custom colors, shipped in those rather nice wooden boxes pictured.

Williamsburg Mobile Marine, 68 S. First St., Brooklyn, NY 11211, (718) 486-8049, [sporeprint@worldnet.att.net](mailto:sporeprint@worldnet.att.net), [www.marinestove.com](http://www.marinestove.com)

## Antonio Dias Design

Moored at dockside in the small boat lagoon near the shipyard was this lovely strip planked 23' sailboat pictured below, unriggered. *Bittersweet* was built by Mark Raymer from Indiana, for daysailing and occasional weekending, to the Antonio Dias design, *Annabelle Two*, which was featured in a design analysis by Joel White in the September/October, 1996 issue of *WoodenBoat* (#132).

Tony and Kay Dias were on an adjacent dock with their keelboat serving as a site for displaying his designs, handy for pointing across to *Bittersweet* and saying, "there's one of them right there."

Antonio Dias Design, 171 Cedar Island Rd., Narragansett, RI 02882, (401) 783-4959, [www.diasdesign.com](http://www.diasdesign.com)





## Action on the Water...

While there were a number of small boats cruising the Mystic River along the show waterfront, demonstrating different builders' craft, it was the irrepressible Danny Sutherland and his crew of acrobats sailing a new replica 88 Class St. Lawrence Skiff from Clayton, New York's Antique Boat Museum, who stole the show with the spectacular performance of this hugely overgigged racing skiff.

Antique Boat Museum Curator Rebecca Hopfinger obtained an \$85,000 grant from the Empire State Partnership which funded the building last winter by alternative school youth of two of these exciting 1888 boats, one at the Antique Boat Museum in Clayton, the other at the Alexandria Seaport Foundation in Alexandria, Virginia. At the latter location, Joe Youcha, already deeply involved with inner city youth boatbuilding projects, led the project, while at Clayton, Danny Sutherland, a fourth generation boatbuilder who operates Sutherland Boat & Coach in Hammondsport, New York, directed the building.

The 88 Class Skiff is 22' long with a 4' beam, only 5'8" of its deck is cockpit for the four man crew, who sit on the side decks with legs in the cockpit. The huge two masted fully battened rig requires fast action shifting all this live ballast, and Danny and his crew, still learning to sail the boat launched earlier in June at the No Octane Regatta in the Adirondacks, went for swims on a couple of occasions.

The Antique Boat Museum, long famed for its collection of motorboats of the Thousand Islands area of the St Lawrence River, along with its annual Antique Boat Show and bi-annual Raceboat Regatta, is experiencing an exciting growth in small craft activities, with its new Fred Thomas Skiff Livery and projects such as the 88 Class Skiff. It was wonderful to have Rebecca and Danny and their crew enliven the on-the-water scene at Mystic on this WoodenBoat Show weekend.

The Antique Boat Museum, 750 Mary St. Clayton, NY 13624, (315) 686-4104.



## The Yachts

At the north end of the Seaport, a fair piece from the small boat area at the southern end, a number of elegant large yachts were docked, most flying banners announcing the firm responsible for either building or restoring each. This was for the deeper pockets showgoers, and as I walked past, ogling yachts like the two big "W Class" racers, *White Wings* and *Wild Horses*, I acquired a keen sense of exclusivity when noting the posted signs screening those who might wish to venture aboard. As I was not a potential client I did not have an appointment, of course, but even if I had I dunno if they'd have wanted MY bare feet on their immaculate decks.

# View from the Boat Shop Door: Sailing the Woods Hole Spritsail Boat *Roberta* at Mystic

By Sharon Brown

A multi-page Christmas letter prompted me to send by return post an Aunt Sophie's Snap-Card. My card featured a view of the Mystic River estuary from the back door of Mystic Seaport's Gray Boat Shop, south toward the Route 1 Bascule drawbridge. I tried to convey in earnest and without sarcasm or discontent the difference in lifestyles. Whereas her family had engaged in an incredible amount of travel and work-related adventure over the previous 12 months covering all points of the compass, two coasts, and various European countries, I, too, had had a very busy year and all largely within the confines of the scene in the photograph.

Not only is this portion of the Mystic River the locale of my employment, it is also the base for most of my water born recreation. I have a plethora of small craft to row and sail at Mystic Seaport's Boathouse. I may row the Chamberlain dory skiff upriver to look at the *Charles W. Morgan* at sunset or a Good Little Skiff to the town dock of a Sunday morning for the New York Times and a cappuccino, but sailing is my first love. I can sail Beetle Cats, *Wilbur Langdon*, *Elvira G. Tucker*, *Lisa*, *Leo J. Telesmanick*, and *Pip*. I sail the Seaford skiff, *Helen Packer*, or the Woods Hole Spritsail boat, *Sandy Ford*, and the Good Little Skiff, *Waldo Howland*. All within the confines of Aunt Sophie's lens. And all convenient to The Boathouse.

However, after work, most of my sailing in the last two years has been on a rather special very sweet boat, the Woods Hole Spritsail boat, *Roberta*. She is a classic New England catboat with a traditional heritage. Evolved from working boats designed for inshore fishing in Vineyard Sound and Buzzards Bay, Woods Hole Spritsail boats are responsive,



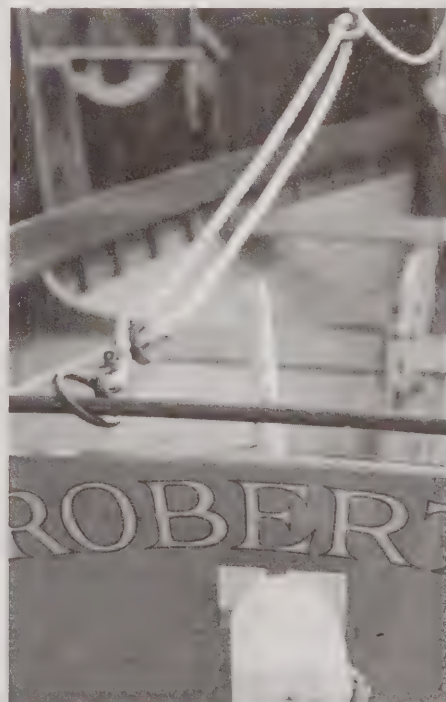
Owner, John McLaughlin, at the helm of *Roberta*, preparing to duke it out downwind with the Crosby catboat, *Brent Marshall*, helmed by Captain Ted Stanton (Sharon Brown Photograph).

agile, and suited for gunkholing, and this hull is representative of the fleet of fine racing models once active at Woods Hole.

Commissioned by John McLaughlin of Mystic, she was built in 1996-97 by Taylor and Snediker Woodworking of Mystic to lines purchased from Mystic Seaport Ships Plans of the E.E. Swift design built by him in 1913 for his brother. Unnamed and never sailed, the original is on exhibit in the Catboat Shed at Mystic Seaport. A fine cabinetmaker living in Woods Hole, Massachusetts, Eddy Swift built two other Woods Hole Spritsail boats of similar dimensions, 13'6" x 6', *Spy* ca. 1898, and *Susie* 1896.

*Roberta* was built by craftsmen of exceptional reputation of the finest materials, Atlantic white cedar, white oak, and Honduras mahogany, and silicon bronze fastened. Her

This view from the recent WoodenBoat Show exhibit is of the sheet arrangement leading from a ring on the traveler to the block on the clew of the sail, back through the bullseye and finished with a figure eight stopper know in the end. Historically, proper sheeting angles for the sprit rig involved leading the sheet to one of three pin positions on the stern quarter knee making off with a fisherman's hitch under a turn on the pin in the aft location for a beat, the middle for a reach, and the forward for a run (Sharon Brown Photograph).



*Roberta* reaching scross the Mystic River estuary in a southerly (Sharon Brown Photograph).



sails were built by Nathaniel G. Wilson. She is top-drawer quality and won a prize in recognition of her credentials at the 1997 WoodenBoat Show held at Mystic Seaport.

After the Show she was launched in Quaimbaug Cove, Stonington, and has been sailed almost daily from May through October for three years. Frequently she is the only boat sailing in vespers on the river of an evening or afternoon, long after the tourists have abandoned their shore retreats for school and work.

*Roberta* sailed her first season out of Bruce Avery's Noank yard on Beebe Cove. And for the last two years she has been leased by a gentleman who lives on the west side of the river just north of the Route 1 bridge in Mystic.

Access to *Roberta* is conducive to frequent use. She hangs by the bow from a short bridle on a clothesline tackle running between a post on a small dock by the river bank and a block on an anchor marked by a float just off the shore. From start to finish it takes no more than five minutes to rig and push off from the dock. Perhaps ten if you need to pump after a rainfall or seven minutes if you forget your sunglasses in the car, or eight minutes if you are coordinating moves with crew at the beginning of the season. She is the epitome of a perfect marriage between form and function. It is no wonder that the sprit rig was the most popular yacht tender rig in the late 1800s on the New England coast.

First, you release her clothesline and gently pull her toward the dock, fending off and release the clip on her stem pad-eye. Secure the clothesline to the dock. Secure *Roberta* to the generously fendered dock with bow and stem lines. Step aboard and install her rudder and pin the tiller. Free the sheet from the coil, and pull the pin to drop her centerboard. Move forward and unwrap the becket holding the

sail furled to the mast with the sprit. Secure the becket on a cleat on the mast. Release the snotter from its cleat, drop the sprit on an angle toward the water and then push up to put the tenon in the small stop on the peak of the sail. Put the heel slot at the bottom end of the sprit over the snotter and draw the snotter taut to establish the right tension on the sail. You may wish to take shape or power out of the sail if the winds are puffy, or leave it just slack enough to take any crease out of the sail that runs from the throat to the clew. Secure the snotter on the mast cleat. Run the sheet, which deadends on a ring on the traveler, through the small block on the clew of the sail back through the bullseye at the traveller and tie a figure eight stopper knot.

Prepare for departure. This may require returning to the car to retrieve two eager Yorkies and PFDs. Release the bow and stem line and push off. Minutes from arrival to departure from the dock. This is ideal sailing. No fuss. And could not be simpler.

*Roberta* is a pleasure to sail. She is delightful. Perhaps a wee bit demanding in a blow, but overall, sweet and responsive. Much fun can be had, standing aft with sheet held gently and allowing her neutral helm to remain untended, balanced by shifting weight and sheet tension. Fun!

Sailing on the river is a challenge. Wind is blocked by buildings and deflected against points of land by 45 to 60 degrees. And the tide is running, particularly up near the bridge where the channel is constricted. The current, faster in the channel runs slower over the flats, where depth becomes a factor and with care you can take advantage of the back eddies near shore. *Roberta* is up for this. She does not require much wind and responds well to the helm, tacking or gybing with ease. She draws only 16" or 26" with centerboard.

In a summer southerly you can run all



*Roberta's* interior is open and comfortable with ample carrying capacity, wide benches and thwarts and yet narrow enough to row if necessary (Sharon Brown Photograph).

*Roberta*, ready at the dock with one Yorkie aboard. Whereas it is possible to rig the sprit at the mooring, it is a luxury to do it from the stable platform of the dock (Sharon Brown Photograph).



the way from the Route 1 bridge to the I95 bridge with perhaps one gybe near Lighthouse Point. No fear as *Roberta* responds well and is not likely to react inappropriately if the helmsman's concentration is undermined by an osprey overhead or Yorkie kisses. There is no boom to hit your head (or the water) if you have not timed your weight shift. Downwind, the only thing to watch for is the dreaded goosewing gybe which results from complacency, or a sudden shift in the wind when sailing by the lee with inadequate tension on the sheet. But even this can be remedied by an immediate gybe to the old tack. Some sailors may prefer to tinker with the tension of the snotter, or the angle of the lead of the sheet from the clew or, simply set the sprit and with sheet in hand, enjoy playing the back eddies and windshifts, in a magnificent shoreline setting.

Despite her classy looks and yachty finish, *Roberta* is very "shippy." She is rugged and well-designed. A winner. A classic, traditionally built, small boat from the 1890s which is as functional today as then.

*Roberta* is conducive to pleasant gentlemanly sailing or "geriatric sailing" as her



On bow watch, exuberant young Yorkies Sam and Bobbi, enjoy a lively ride on *Roberta* (Sharon Brown Photograph).

owner, John McLaughlin states. You can even put the kids in with a picnic lunch. But there is a lot more potential in her design for those who wish the challenge of racing a small boat as Eddy Swift designed his boats with a keen eye toward the competition at Woods Hole and he aspired to win as this account from the Saturday, July 9, 1898 *Falmouth Enterprise* attests:

"First Regatta of Woods Hole Yacht Club A Grand Success.

The first race of the season, under the auspices of the Woods Hole yacht club, was sailed here July 4th and was a grand success. There were two classes of boats started, the catboats being sent across the line at two o'clock followed five minutes later by the spritsails.

The course was the five mile run starting in Great Harbor thence into Vineyard Sound and finishing off the club house. The wind over the first half of the course was very brisk from the southwest, but it moderated to some extent during the close of the race, although there was enough to make some very close and exciting finishes in one or two instances.

A large crowd viewed the boats as they sped over the course, and as the winners crossed the finish line they were greeted with cheers, tooting of horns, while *Young America* saluted them with firecrackers and torpedoes. Much interest was aroused in the performance of the *Spy*, the new boat built by E.E. Swift the past winter. This boat was launched on the morning of the race and Mr. Swift feels justly proud of her. Her success in capturing first prize is due in no small part to Fred R. Gifford who sailed her in the race, and whose skill and ability in managing this class of boats is well known in this section. It is likely that Mr. Gifford has won more prizes for spritsails than any other skipper in this place, and at the close of the race he was the recipient of most hearty congratulations.

In the spritsail class there were 13 entries. The *Spy*, the *Florence* and the *Dude* capturing the three prizes in the order named, the other boats following with but very few seconds difference."

On Saturday, July 21, 1900, the *Falmouth Enterprise* reported:

"The second race of the season for spritsails

was sailed off the clubhouse of the Woods Hole Yacht club in a brisk northwest wind last Saturday afternoon. There was a very pretty contest between E.E. Swift's *Spy* and the new Eldridge boat, *Emma*, built the past winter for Commodore Ferris. The *Spy* again won by 2 m. 48 s. corrected time, demonstrating clearly that she is one of the fastest of her type afloat, and this is no little satisfaction to the local boating fraternity inasmuch as she was built and designed by her present owner, and in all but one contest has been sailed by her present skipper, F.R. Gifford, who rates 'A No. 1.'"

And, also reported in the *Falmouth Enterprise* dated Saturday, September 8, 1900:

"Labor Day was celebrated here in a thoroughly sportsmanlike manner. The principal event of the day was the race for spritsails in the afternoon in the first good racing breeze for the past two years. Fourteen boats started in a snarl but soon spread out and began a dead beat to windward with E.E. Swift's boat, *Spy*, in the lead, Trilby, J.K.P. Purdum, and K.T., W.M Ferris, following in close order. The *Spy* came in a winner by five minutes and over. The *Susie*, E.E. Swift, which won the commodore's cup last week, and the *Spy* have clearly demonstrated that they are too swift for the average class B spritsails and while this is greatly to the credit of their builders and owners, still the fact remains that they have had the best handling that can be obtained and had any other skipper than Fred G. Gifford been at the helm, their record would have been far below what it now is. There is some curiosity to know how these boats would stand against the crack Herreshoff boat, *Wiz*, owned by W.F. Harrison and a race between these three boats would be a very interesting contest."

These accounts contain interesting, informative remarks by people who took racing performance and design seriously and fre-

John McLaughlin enjoys an evening sail on *Roberta* sporting her Nat Wilson built tanbark-colored sail (Sharon Brown Photograph).





John McLaughlin toasts the gods for allowing him a late October sail aboard *Roberta*, his Woods Hole Spritsail boat, and just behind his right shoulder, the back door of Mystic Seaport's Gray Boat Shop (Sharon Brown Photograph).

quently modified hull design to achieve an advantage. Today it is still true in racing that local knowledge of the waters of the denticulate New England coastline is a critical component of tactics used by top place finishers. And in Eddy Swift's day, boathandling skills were honed on the job by men who made their living under sail, when local knowledge of waters was essential to survival.

The best for me personally is when I answer the phone with the tide in mind. "Time to go sailing. *Roberta* is leaving in 20 minutes." I put the computer to bed. Grab my sunglasses, hat and life jacket and walk to town with anticipation in my step and a smile. Fifteen minutes and I am at her dock ready to rig and kibitz.

For no small reason was the sprit rig once the most popular rig in small craft on the East Coast. The two spars of near equal length, unstayed mast, easily stowed in the boat and the running rigging a minimum, snotter and sheet. And Woods Hole Spritsail boat hull shape, less beamy than the typical catboat length:beam ratio of 2:1, makes rowing a possibility when sailors are drawn upriver at sunset and the wind dies.

At the owner's request, *Roberta's* sails are not of racing size so reefing has not been necessary yet. While she may never compete seriously or willingly sail in a blow, it is comforting to know that her design results from a maritime heritage tested in the tricky, challenging waters of Woods Hole and vicinity, and that her predecessors, the working models sailed by fishermen, spent the safe night in Eel Pond at Woods Hole. She is a thoroughbred.

Taylor and Snediker Woodworking on Bayview Road in Mystic are hoping to build another and have exhibited *Roberta* at the Maine Boatbuilders Show in 1998, the Woods

Hole Marine Laboratory in 1998 and WoodenBoat Show in 2000, and in 1999 gave a slide presentation of her construction at the 29th Annual John Gardner Small Craft Workshop. *Roberta's* owner would like to see the

John McLaughlin became smitten by the Woods Hole Spritsail boat during a Traditional Boathandling Class at Mystic Seaport's Boathouse when he sailed most of an afternoon in the Springsail boat, *Sandy Ford* (Sharon Brown Photograph).



fleet revived and would be tickled to see them sail on the Mystic River.

*Roberta* is a river stable mate, so to speak, of *Sandy Ford*, the Woods Hole Spritsail boat reproduction of the Wilton Crosby built *Explorer* (ex. TC), built by Syl Costelloe and John Gardner in the Gray Boat Shop in 1972. On summer Tuesday nights you can often watch both Spritsail boats competing with Beetle Cats and other Portsmouth Handicap Class participants in the Racing Series sponsored by Mystic Seaport's Boathouse, as captured by helmsman Dick Dixon in the recently published photo book, *The Mystic Coast Stonington to New London*, by Pilot Press Publishers of Newton, Massachusetts. And more than one artist has depicted *Roberta* in paint or print exhibited in downtown Mystic galleries. People watch her from the shore or the bridge or their restaurant dining room tables. She is eye-catching.

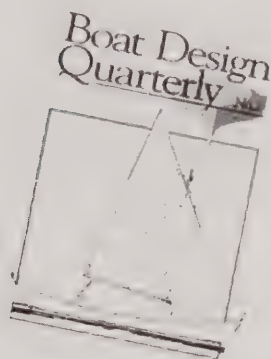
The view from the Gray Boat Shop door is always changing and affords plenty of opportunity to admire traditional hulls, compare rigs, test boathandling skills, and observe life at an enduring pace. Perhaps my travelling horizons will broaden in the future as my graduate school friend leads, but for now I feel very, fortunate to be working with national treasures and after hours sailing a classic in such a unique setting.



Sailing solo in the evening light, *Roberta* catches a favorable eddy by the shore. Her owner would like to see a whole new fleet of Woods Hole spritsail boats plying the waters of the Mystic River (Sharon Brown Photograph).



Matthieu Guillet prepares to land the Woods Hole Spritsail boat, *Sandy Ford*, during a Boathandling Class at Mystic Seaport's Boathouse (Sharon Brown Photograph).



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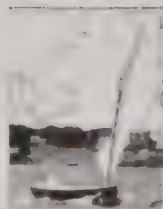
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"Whale to Starboard!": The crossing from Love Cove to Five Islands was just a short sail, but the experience and added confidence I gained was well worth it. On the following day, when I had some distance to cover and the wind would still be honking with much larger seas, I would feel comfortable. The self-confidence gained from experience is what ultimately makes sailing enjoyable.

Five Islands is a gorgeous harbor. It is formed by a group of islands situated on the west side of the river. This is a small summer resident and fishing community. On the large wharf, there is not one, but three, small but terrific food shops; a lobster pound where you can get fresh steamed lobsters, a fried clam and fish shop, and an ice cream shop. One orders dinner, then goes to one of several wooden picnic tables scattered about the wharf, protected from the sun or rain by brightly colored umbrellas. This was absolutely grand (it never entered my mind to think about cooking), and when I talked by phone to Margie, I know she was more than envious. This was how it used to be when I was a youngster and vacationing in Maine with my parents (except for the prices, that is; Maine fishermen are no longer poor!). This is the only way to really enjoy Maine seafood, but you won't find anything like it along the busy Route 1 tourist coastal road.

On this day, there would be some added excitement. Unknowingly, I had arrived on the first day of the tuna fishing season, and lo and behold, while savoring a large plate of delicious fried clams and chips, I noticed that a crowd was gathering at the end of the pier. Below, there was a fishing boat backing up to the wharf with a gigantic tuna lying across the aft end of the boat's cockpit. What a marvelous creature it was! I couldn't help feeling pity for the fish, yet at the same time, I was happy for the fishermen.

No doubt there had been a major battle between the tuna and fishermen, with no certainty as to the final outcome right up to the end (the Atlantic tuna catch is closely regulated, and trolling with sporting-type rod and tackle, during a short season, is the only way one may catch the fish). For the better part of an hour, we watched as the big fish was laboriously hoisted from the boat into a refrigerated truck that had come rushing down the wharf. The truck was barely big enough to hold the catch. It was obvious from the excited talk and the grins on the fishermen's faces that this fish was quite a prize and not an everyday event.

Sunday, September 6th: Another bright sunny morning, with a cloudless sky and a

Five Islands. This is a small summer resident and fishing community. On the large wharf there are not one, but three, small but terrific food shops; a lobster pound, where you can get fresh steamed lobsters; a fried clam and fish shop, and an ice cream shop. It is a gorgeous harbor formed by a group of islands situated on the west side of the Sheepscot River. I anchored among several small boats near shore.



## Thread of Life - Conclusion Ten Days of Adventure on the Coast of Maine in a 16' Sailboat

breeze that made only small ripples on the water. I had anchored among several small boats near shore. Finding an open spot big enough for the Wayfarer to swing in had taken some searching around. The night had been pleasant, but cool. After my usual quick breakfast that only required boiling water, I washed up in a bucket, and then made a trip ashore to replenish my water supply.

It was getting gusty again. The forecast was a repeat of the day before, 15 to 25 knots with higher gusts, except this time from the southwest. What fantastic luck I'd had! For almost a week now, the weather had been nearly perfect. That would soon change. By Monday afternoon rain, drizzle, and fog were due to arrive and then persist for the next several days. It was time to turn back in the direction of home port. Once again, under a double-reefed main, but also with the small jib set, I headed *Blue Mist* south down the wide Sheepscot River. This time, instead of taking the short cuts, I sailed around the outside, ending up at "The Gut" (town of South Bristol) on the Damariscotta River. It was an easy sail of just under 12 nautical miles.

It is the presence of land that causes winds to be gusty. Once I was beyond half a mile from land, the strength of the wind gusts diminished considerably. I was enjoying an exhilarating sail in the big seas running up from the open ocean. By the time I was abreast of Cape Newagen at the southern tip of Southport Island, the waves were on the order of 4' to 5', with a ground swell of 6' to 7'. This was very thrilling to me, as I never get to sail in seas like this on the Great Lakes (Lake Superior will develop large, ocean-like waves, but Lake Erie, even though it can get extremely rough and dangerous, has waves that are short and steep.)

Beyond Cape Newagen, and having come around to an east-northeast heading, *Blue Mist* was running with the wind. Its strength was easing, so I shook out the number two reefs in the main. Sitting on the floor, back to the aft bulkhead, it was a delightful and relaxing downhill ride going with the waves. About two miles to starboard was barren and desolate Damariscove Island. She

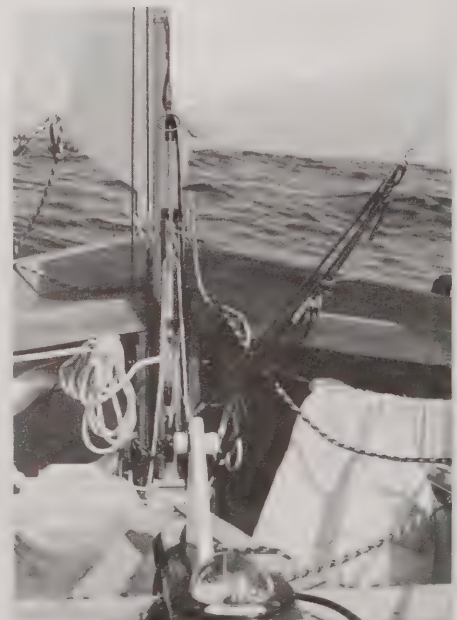
beckoned to me. "Here I am, so lonely and far out to sea; come visit!" she seemed to say. For a brief moment, I was strongly tempted. Damariscove Island has been on my list of places to see and explore for some time. Taft speaks of her in such interesting terms. But trying to be a good husband, I kept to my course. I had promised Margie not to do anything foolish on this trip.

What was that sound? Just a very faint and peculiar "whoosh", clearly not part of *Blue Mist's* murmuring in the waves. Then again the blow, this time closer and nearly abreast to starboard. I have company! A small whale (it was a Minke) was traveling my same course. Wow, what excitement! How wonderful to meet such a creature, one on one, on the open sea. I am only allowed a couple of minutes to admire him, as Minkes are not that sociable. Still, he does come close, possibly within 60 or 70 meters of me as he moves on by. Finally, I have the camera out, but he is now far away. On film, he appears to be nothing but a tiny distant speck, but I know he was there!

"Where is the Ending?": Margie again asks the question, "Where is the ending to this?" After weeks of proofreading, she is tired. If you have the task of proofreader, you can't enjoy the tale. Besides, to her, all my stories sound much the same (readers, be thankful my wife is a wonderful proofreader). To me, though, there probably will never be an ending. That is one aspect of small boat cruising that is so wonderful, I can go on telling tales and reliving experiences forever. But now it is time to bring this story to a conclusion.

The "Gut" is a small, yet serious fishing harbor. Crammed with fishing boats, it presents a maze of jumbled masts, booms, and rigging that confuses the untrained eye. These are the larger, steel-hulled, broad-shouldered offshore trawlers, not the small lobstermen's boats. It is a very interesting place to visit because one is made vividly aware that seafar-

Out beyond Cape Newagen and having come around to an east-northeast heading *Blue Mist* was running with the wind. Sitting on the floor, back to the aft bulkhead, it was a delightful and relaxing downhill ride going with the waves.



ing is much more than just yachting. The following day was Monday and once more I rounded Pemaquid Point without the lion baring his fangs, the formidable headland was just a pussycat as the wind was again light. However, the weather was changing, and by the time I got to the Muscongus Bay side, light rain was falling and the wind had dwindled to nothing. New Harbor was close by, but it seemed awfully crowded. So I continued on for Round Pond where I had started from a week ago (it already felt like a long time had passed since then).

The last couple of miles were almost all rowing and by the time I arrived it was getting dark. I was wet, cold and tired, but luck was with me. The general store was still open and my friendly lady made me a nice hot tasty pizza. That night I slept like a log, except for an occasional irritating drip on the face from rain seeping through the weathered canvas of my old boom tent.

Tuesday morning, I awoke with a much improved outlook on things. Though it was still dreary and damp, I no longer had that strong yearning for the warmth and comfort

of home that had overcome me the night before. There were still several nearby places in Muscongus Bay that sounded interesting and worthwhile visiting. As long as there was some wind, a few light showers now and then I could handle.

When Wednesday arrived, the forecast was getting more ominous, a cold front, with heavy showers and stronger winds, was due later in the day. But that morning, as I sailed the round about way back to Round Pond from Friendship Harbor, I enjoyed the most pleasant breeze and periods of bright sunshine that anyone could possibly ask for. An invigorating touch of fall was in the air.

The emotions one feels on the final leg of the homeward bound journey are difficult to describe. Out on the bay was the lighthouse on Franklin Island, nearly 60' high. It had been a familiar beacon for many days. I was reluctant to say goodbye. Yet I missed the companionship of my wife and was glad to be safely on my way home. I had just spent a week and a half gathering memories that would last a lifetime, and I had only grazed the surface of what these

waters have to offer. There were places I had missed, such as lonely Damariscove Island, that I would have to come back to visit another day.

Later, as I packed up and got ready to leave, I watched the guys from the local boatyard busily hauling out yachts for the winter. Maine's sailing season was pretty much over, but I was already thinking of next year. I felt content and at peace with the world. Once again my thoughts turned to that phrase, "Thread of Life", just a name that had caught my imagination earlier. It seemed to capture my feelings about these wonderful waters and the cruise just completed. The experience was now truly and permanently woven into the fabric of my life. Yes, this was a "thread of life" to me!

## About Dinghy Cruising

A one-week cruise can seem more like several weeks. Cruising for two weeks feels like you've been gone for a long time. Ordinary ocean waves may appear to be big seas. What might be a routine passage for most cruising sailors can be a challenging open water crossing. When coastal cruising single-handed in a 16' dinghy, many aspects of cruising become a bigger challenge and can take on a larger significance. That's what makes dinghy cruising a lot of fun. Being able to decide practically on a moment's notice to drop whatever I'm doing at the time, pack up the car and boat, and go cruising is great. I'm very fortunate to have an understanding wife. In this world, I love my wife above all else, but my Wayfarer is my most prized possession!

Margie and I reside in Euclid, Ohio, just east of Cleveland. I have been an avid Wayfarer enthusiast for over 20 years, and had always assumed that when I retired I would buy a big boat and do some cruising. Then unexpectedly in 1993, at age 57, I found myself taking early retirement from my job as a senior engineer with the local electric utility company. That summer, I made a two-week cruise on Georgian Bay on Lake Huron in my beloved, 16' wooden Wayfarer, *Blue Mist*. All thoughts of moving up to a bigger boat were dispelled. Since then, I have managed to get in at least one, usually two, cruises every year. In the winter, when the Great Lakes are mostly frozen over, I retrieve my logs from the previous summer and weave tales of the sea, reliving my adventures sailing *Blue Mist*. Among the places I have sailed are Lake Superior, the coast of Maine (three different occasions), the Chesapeake Bay (several times), Lake Michigan and the North Channel. I am the U.S. Wayfarer Association Cruising Captain and frequently write for the U.S., Canadian, and UK Newsletters, as well as for other small boat publications.



The Gut is a small yet serious fishing harbor. Crammed with fishing boats, it presents a maze of jumbled masts, booms and rigging that confuses the untrained eye. These are the larger, steel hulled, broad shouldered, offshore trawlers, not the small lobstermen's boats.

I continued on for Round pond where I had started from a week ago. The last couple of miles was almost all rowing and by the time I arrived it was getting dark.



The Santa Rosa Island shore was so desolate and unattractive that we left it, and crossed the narrow sound to the north shore of the mainland, where nature had been more prodigal in her drapery of foliage. Before noon a sail appeared on the horizon, and we gradually approached it. Close to the shore we saw a raft of sawed timbers being towed by a yacht. The captain hailed us, and we were soon alongside his vessel. The refined features of a gentleman beamed upon us from under an old straw hat, as its owner trod, barefooted, the deck of his craft. He had started, with the raft in tow, from his mill at the head of Choctawhatchee Bay, bound for the great lumber port of Pensacola, but being several times becalmed, was now out of provisions. We gave him and his men all we could spare from our store, and then inquired whether it would be possible for us to find a team and driver to haul our boats from the end of the watercourse we were then traversing, across the woods to the tributary waters of St. Andrew's Bay. The captain kindly urged us to go to his home, and report ourselves to his wife, remaining as his guests until he should return from Pensacola,—“when,” he said, “I myself will take you across.”

This plan would, however, have caused a delay of several days, so we could not take advantage of the kind offer of the ex-confederate general.

Having considered a moment, our new friend proposed another arrangement.

“There is,” he said, “only one person living at the end of Choctawhatchee Bay, besides myself, who owns a yoke of oxen. He can serve you if he wishes, but remember he is a dangerous man. He came here from the state of Mississippi, after the war, and by exaction, brutality, and even worse means, has got hold of most of the cattle, and everything else of value, in his neighborhood. He can haul your boats to West Bay Creek in less than a day's time. The job is worth three or four dollars, but he will get all he can out of you.”

Thanking the captain for the information, and the warning he had given us, we waved a farewell, and rowed along the almost uninhabited coast until dusk, when we crossed the sound to camp upon Santa Rosa Island, as an old fisherman at Warrington had advised us; “for,” said he, “the woods on the mainland are filled with varmints,—cats and painters,—which may bother you at night.”

On the morning of the 21st we rowed to the end of the sound, which narrowed as we approached the entrance to the next sheet of water, Choctawhatchee Bay. There were a few shanties along the narrow outlet on the main shore, where some settlers, beguiled to this desolate region by the sentimental idea of pioneer life in a fine climate, known as “FLORIDA FEVER,” were starving on a fish diet, which, in the cracker dialect, was “powerful handy,” and bravely resisting the attacks of insects, the bane of life in Florida.

Seven miles from the end of Santa Rosa Island the boats emerged from the passage between the sounds, and entered Choctawhatchee Bay. As the wind arose we struggled in rough water, shaping our course down to the inlet called East Pass, through which the tide ebbed and flowed into the bay.

Here we encountered an original character known as “Captain Len Destin.” He was a fisherman, from New London, Connecticut, and had a comfortable house on the high bank of the inlet, surrounded by cultivated fields,



## Four Months In a Sneak-Box

By Nathaniel H. Bishop, 1879  
(1837-1902)

### Chapter 10

(continued)

### From Biloxi to Cape San Blas

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A New London Fisherman - Catching the Pompano - A Negro Preacher and White Sinners - A Day and a Night with a Murderer - St. Andrew's Sound - Arrival at Cape San Blas

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where he had lived since 1852. Having married a native of the country, he settled down to the occupation of his fathers; and being a prince among fishermen, he was able to send good supplies of the best fish to the Pensacola markets. His *modus operandi* was rather peculiar. Having rowed along the beach on the open Gulf, a boat-load of fishermen, with their nets ready to cast, rested quietly upon their oars in the offing, while a sharp-eyed man walked along the coast, peering into the transparent water, searching for the schools of fish which feed near the strand. The fishermen cautiously follow him, until, suddenly catching sight of a lot of pompanos, sheep's-heads, and other fish, he signals to his companions, and they, quietly approaching the unsuspecting fish, drop their long net into the water, and enclose the whole school. Drawing the net upon the beach, the fish were taken out and carried to Captain Len's landing, inside of the inlet, where they were packed in the refrigerator of a fleet-sailing boat, which, upon receiving its cargo, started immediately for Pensacola. In this way the pompano, the most delicious of southern fishes, being repacked at Pensacola in hogsheads of ice, found its way quickly by rail to New York city, where they were justly appreciated.

Captain Len generously supplied our camp with fish; so making a good fire, we broiled them before it, baking bread in our Dutch oven; and finishing our sumptuous repast with some hot coffee, we turned a deaf ear to the whistling wind that blew steadily

from the north-east. A little schooner of four tons was riding out the gale near the landing. She was bound for Appalachicola and St. Marks, Florida. Her passengers were crowded into a cabin, the confined limits of which would have attracted the attention of any society for the prevention of cruelty to animals, had it contained a freight of quadrupeds instead of human beings. The heads of white and black men and women could be seen above the hatchway at times, as though seeking for a breath of pure air.

The Reverend Mr. B., a colored preacher, crawled out of the hold, and visited my camp. Finding that I sympathized strongly with his unfortunate race, he opened his heart to me, telling of his labors among them. He also gave me an account of his efforts to encourage some observance of the first day of the week among the white inhabitants of Key West; he and other colored Christians having petitioned the mayor of that city to enforce the laws which require a decent respect for the Lord's day. He grieved over the sinful condition of the inhabitants of that ungodly city, and gave me a sketch of his plans for improving the morality of his white brethren. He had been travelling, like St. Paul, upon the sea, to visit and encourage the weak negro churches in Florida. His address was that of a gentleman, and his heart beat with generous impulses.

I rowed out to the little craft in the offing, and found in the diminutive cabin eight FIRST-CLASS NEGRO passengers, while in the vessel's hold, reclining upon the cargo, were four white men who were voyaging SECOND class. The cordage of the little craft was rotten, and the sails nearly worn out, yet all these people were cheerful, and willing to put to sea as soon as the young skipper would dare to venture out upon the Gulf.

The gale finally exhausted itself. On the 24th we rowed along the southern wooded shore of Choctawhatchee Bay, towards its eastern end. The sound is put down on our charts as Santa Rosa Bay, though the people know it only by its Indian name. It is nearly thirty miles long, and has an average width of five miles. Its shores are covered by a wilderness, and the settlements are few and far between. As we had not left Captain Len's landing until afternoon, we made only ten miles that night, and camped, supper-less, on “Twelve Mile Point,” but making an early start the next morning, we reached at noon the eastern shore of the bay near the log cabin of the man of murderous deeds, to whom we were to look for assistance in the transportation of our boats across the wilderness to the next inland watercourse.

A tall man, with a most sinister countenance, but rather better dressed than the average backwoodsman, soon made his way to our boats. I plainly stated my object in calling upon him, and expressed a wish that he would not be severe in his charges, as in that case I should return to Captain Len's landing, put to sea, and follow the coast instead of the interior waters to the inlet of St. Andrew's Bay. He agreed to make the portage for ten dollars, stating that the distance was about fourteen miles; and we in our turn promised to be ready to attend to the loading of the boats the next morning.

As we walked about the plantation, its owner became quite communicative, even pointing out the spot where his wife's nephew had been shot dead, leaving him heir to five hundred head of cattle. He spoke of his differences with his neighbors, and assured us that

nothing but lynch law would "go down" in their wild region, where, he said, no law existed. He had been a physician in his native state of Mississippi, but there were so many widows and orphans who could not pay his fees that he gave up his profession, and came to the Gulf coast of Florida, where he met a widow, who owned, with her nephew, one thousand head of cattle, which roamed through the savanna bottoms of the coast, requiring no care except an occasional salting. Having married the innocent woman, his first victim, he then, according to the testimony of his neighbors, hired a man to shoot his nephew, and had so become the sole owner of the whole herd of cattle, which roamed over thirty square miles of territory.

Here was, indeed, a cheerful guide for two lone voyagers through the uninhabited wilds! Saddles and I made up our minds, however, to accept the inevitable gracefully, and at nine o'clock the next morning the boats were lashed into the wagon, and the retired physician, with two of his men on horseback, accompanied by Saddles and myself on foot, slowly left the clearing, and defiled along an almost undefined trail through the forest. I noticed that the men were well armed, and all on the alert. Occasionally one of the men would be sent off to the right or left to search for cattle signs, but our guide himself hung close to the wagon, seeming to consider prudence the better part of valor.

Opening the conversation with this quondam physician, I asked his opinion in regard to several well-known remedies, and discovered that he used but three. The best medicine, he said, was CALOMEL, the next QUI-NINE, and what they would not cure, GLAUBER'S SALTS would. In fact, he considered salts the specific for all diseases. Leading gently to the subject, I spoke of his nephew's death, when he assured me the cruel deed had been done by a settler named Bridekirk, who had squatted upon some land belonging to the young man, and though the intruder never had it conveyed to him by government, he considered it his own. Anxious to protect his nephew's interest, the physician took up the claim, and moved his family to the disputed territory. "Bridekirk," he said, "swore my nephew should never live on what he called HIS claim, and a short time afterwards took his revenge. I had sent the boy for a spur I left at a neighbor's, and when just outside my fence a man who was concealed in a thicket shot the poor fellow. I KNOW it was the devil Bridekirk who did it."

"Did you find his trail?" I asked.

"No," he answered; "we could not pick it up. It was all stamped out. No one could recognize it, but I know Bridekirk was the assassin. lie threatened my life too; but he's dead now."

"Dead!" I exclaimed; "when did he die?"

"Oh, about a week ago. He lived a few miles from here, and one morning SOMEBODY shot him in his doorway."

"Who could have done that?" I inquired.

A savage gleam lit up the physician's eye, as he said, slowly:

"My wife's nephew had some relation in a distant state, and it was reported they would see that Bridekirk got his deserts."

"They came a long way to take their revenge," I remarked.

"Yes, a very long way," he answered; and then added: "This Bridekirk would have been

arrested for stealing my cattle if he had lived a week or two longer. Me and a neighbor was out looking up our cattle round here, not long ago, and we saw there were a good many fresh burns in the woods, and as we knew that cattle would go to such places to nibble the fresh grass that starts up after a fire, we set out for a big burnt patch. While we were in the woods, towards sunset, we saw two men on horseback driving an old bell-steer and four or five young cattle, all of which we easily recognized in the distance as part of my herd. We followed the men cautiously, keeping so far in the woods that they could not see us, when they mounted a little hill, and the last rays of the setting sun striking upon them, we saw that it was Bridekirk and a neighbor who were stealing my stock.

We hid in the swamp until nine o'clock at night, and then rode to Bridekirk's clearing. There was a stream in a hollow below his house, but his cattle-pen was on the rising ground a little way off. We tied our horses in the woods, and crawled up to the cow-pen. There we found all the cattle the thieves had stolen excepting the bell-steer. There was a fire down in the hollow by the stream, and we could see Bridekirk and the other fellow skinning my bell-steer, which they had just killed. Said I to my friend, Now we have 'em!' and I took aim at Bridekirk with my gun. My friend was a LAW man, so he said, No, don't shoot; there is some law left, and we have EVIDENCE now. Let's go and indict them. Then if the sheriff won't arrest them, we can find plenty of chances to pull the trigger on them. I go in for law first, and LYNCHING afterwards.' Well, it was a hard thing to lose such a chance when we were boiling over, but I put my gun on my shoulder, and my friend let the bars of the pen down, and we drove the other cattle out as quietly as possible into the woods.

"Next day, Bridekirk's neighbor, who had helped kill the beef, left for parts unknown. Why? because, when he found the bars let down, and the cattle gone, and measured our tracks, he knew WHO had been watching him, and he thought it safest to skedaddle. Bridekirk then kept close in his cabin. He knew who was on his trail THIS TIME. We got the men indicted, and the sheriff had the order of arrest; but he held it for a week, and probably sent word to Bridekirk to keep out of the way. So law, as usual in these parts, fizzled, and it became necessary to try something surer.

"Now I was told that one morning last week, before daybreak, Bridekirk and his hired man heard a noise in the yard that sounded as though some animal was worrying the hens. He suspected it was somebody trying to draw him out into the yard, so he would not go, but tried to get his man to see what was up. The man was afraid, too, for he had his suspicions. At last the noise outside stopped, and the sun began to rise. As nobody seemed to be about, Bridekirk stuck his head out of the door, and, not seeing anything, slowly stepped outside. Now there were two men hidden behind a fence, with their guns pointed at the door. As soon as that cow-thief got fairly out of his house, we—THESE FELLOWS, I MEAN—pulled trigger and shot him dead. The authorities held a sort of inquest on the case, but all that is known of the matter is that he came to his death by shots from unknown parties."

Little did this cold-blooded man suspect, while relating his story to me, that his own end would be like Bridekirk's, and that he

would soon fall under an assassin's hand. I became thoroughly disgusted with my companion, who kept close to my side hour after hour as we trudged through the wilderness. One of his arms was held stiffly to his side, and seemed to be almost useless. He had attempted a piece of imposition on a man who lived near the creek we were approaching, and had received the contents of the settler's shotgun in his side. Most of the charge had lodged in the shoulder and arm, and the cripple now inveighed against this man, and advised us to keep clear of him when we rowed down the creek. "I have nothing against Mr. B.," he said; "but he is no GENTLEMAN, and you better not camp near him."

Before sunset we entered a heavily grassed country, where deer were abundant. They sprung from their beds in the tall grass, and bounded away as we advanced. At twilight the oxen finished their long pull on the banks of a little watercourse known as West Bay Creek, so called because it flows into the West Bay of St. Andrew's Sound. Here we camped for the night.

The two hired men left us to visit a friend who lived several miles distant; but the doctor remained with his oxen in our camp all night. When the tent was pitched he was permitted to enjoy its shelter alone, for Saddles and I took to our boats, leaving the murderer to his own uneasy dreams. I settled his bill before retiring, so he decamped at an early hour the next morning, having first found out where I had hidden my cordage, and purloining therefrom my longest and best rope. This was a loss to me, for it was used to secure the boats when they were being hauled from place to place; but I would gladly have parted with any of my belongings to be free from the presence of my unwelcome guest; and how resigned his neighbors must have felt when, a few weeks later, they read in their newspapers that "W. D. Holly was shot last week in his house, in Washington County, Florida, by some unknown parties"!

We made a hasty Sunday breakfast of cornstarch, and pulled down the creek, anxious to put some distance between ourselves and the doctor. Four miles down the stream, where it debouched into West Bay, we found the homes of two settlers. The one living on the right bank was the man who had given Mr. Holly his stiff arm, the other had built himself a rude but comfortable cabin on the opposite shore. Though there was one delicate-looking woman only in this cabin, without any protector, she hospitably asked us to make our camp at her landing, adding, that when her husband returned from the woods she might be able to give us some meat.

Soon a dog came out of the dense forest, followed by a man who bore upon his shoulders the hind-quarters of a deer which he had killed. He bade us welcome, while he remarked that there were no Sundays in these parts, where one day was just like another; and then presenting us with half his venison, regretted that he had not been aware of our arrival, as he could have killed another deer, his dog having started fifteen during a short ramble in the woods. In the thickets of "ti-ti," which are almost as dense as cane-brakes, the deer, panthers, and bears take refuge; and in this great wilderness of St. Andrew's Bay expert hunters can find venison almost any day.

On Monday morning we rowed through West Bay, across the southern end of North

Bay, and skirted the north coast of the East Bay of St. Andrew's, with its picturesque groves of cabbage-palms, for a few miles, when we turned southward into the inlet through which the tidal waters of the Gulf pass in and out of the sound.

We were now close to the sea, with a few narrow sandy islands only intervening between us and the Gulf of Mexico, and upon these ocean barriers we found breezy camping-grounds. Our course was by the open sea for six or eight miles, when we reached a narrow beach thoroughfare, called Crooked Island Bay, through which we rowed, with Crooked Island on our right hand, until we arrived at the head of the bay, where we expected to find an outlet to the sea. Being overtaken by darkness, we staked our boats on the quiet sheet of water, and at sunrise pushed on to find the opening through the beach. Not a sign of human life had been seen since we had left the western end of the East Bay of St. Andrew's Sound, and we now discovered that no outlet to the sea existed, and that Crooked Island was not an island, but a long strip of beach land which was joined to the main coast by a narrow neck of sandy territory, and that the interior watercourse ended in a creek.

Our portage to the sea now loomed up as a laborious task. We needed at least one man to assist us, and we were fully half a day's row from the nearest cabin to the west of us, while we might look in vain to the eastward, where the uninhabited coast-line stretched away with its shining sands and shimmering waters for thirty miles to Cape San Blas. There, upon a low sand-bar, against which the waves lashed out their fury, rose a tall light-tower, the only friend of the mariner in all this desolate region. We could not look to that distant light for help, however, and were thrown entirely upon our own feeble resources.

Going systematically to work, we surveyed the best route across Crooked Island, which was over the bed of an old inlet; for a hurricane, many years before, washed out a passage through the sand-spit, and for years the tide flowed in and out of the interior bay. Another hurricane afterwards repaired the breach by filling up the new inlet with sand; so Crooked Island enjoyed but a short-lived notoriety, and again became an integral part of the continent.

Our survey of the portage gave encouraging results. The Gulf of Mexico was only 400' from the bay, and the shortest route was the best one; so, starting energetically, we dragged the boats by main force across Crooked Island, and launched them in the surf without disaster. We then rowed as rapidly as the rough sea would permit along the coast towards the wide opening of St. Joseph's Bay, the wooded beaches of which rose like a cloud in the soft mists of a sunny day. The bay was entered at four o'clock in the afternoon, and, being out of water, we hauled our boats high on to the beach, and searched eagerly for signs of moisture in the soil.

Leaving Saddles to build a fire and prepare our evening meal, I proceeded to investigate our new domain, and soon discovered the remains of a cabin near a station, or signal-staff, of the United States Coast Survey. Men do not camp for a number of days at a time in places destitute of water; and the fact of the cabin having been built on this spot proved conclusively to me that water must be found in the vicinity. After a careful and patient search, I discovered a depression in the high sandy coast, and although the sand was perfectly dry, I thought it possible that a supply of water had been obtained here for the use of the United States Coast Survey party—the same party which had erected the cabin and

planted the signal near it.

Going quickly to the beach, I found the shell of an immense clam, with which I returned, and using it as a scoop, or shovel, removed two or three bushels of sand, when a moist stratum was reached, and my clam-shovel struck the chime of a flour-barrel. In my joy I called to Saddles, for I knew our parched throats would soon be relieved. It did not take long to empty the barrel of its contents, which task being finished, we had the pleasure of seeing the water slowly rise and fill the cistern so lately occupied by the sand. In half an hour the water became limpid, and we sat beside our well, drinking, from time to time, like toppers, of the sweet water. Our water-cans were filled, and no stint in the culinary department was allowed that evening.

The flames from our camp-fire shot into the soft atmosphere, while the fishes, attracted by its glare, leaped by scores, in a state of bewilderment, from the now quiet water. St. Joseph's Bay has an ample depth of water for sea-going vessels, while its many species of shells make it one of the best points on the northern Gulf coast for the conchologist.

Although sorry to leave our limpid spring, we launched the boats at seven o'clock the next morning, following the north side of the bay until we arrived at the deserted site of the city of St. Joseph. It seemed impossible to realize that on this desolate spot there had been, only thirty or forty years before, a prosperous city, with a large population and a busy cotton-port, accessible to the largest vessels, and threatening a steady rivalry with Appalachicola. Railroads were the enemies of these southern cities as they diverted the cotton, grown in the interior, from its natural channels by river to the Gulf of Mexico.

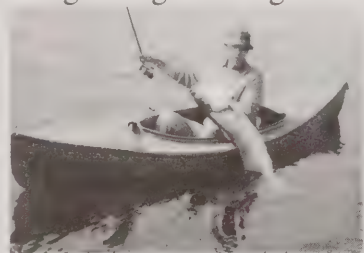
The system of "time-freights," on railroads to the eastern Atlantic ports of Charleston and Savannah, had reduced the once promising city of St. Joseph to one shanty and a rotten pier. Appalachicola also felt the iron hand of competition, and her line of steamboats lost the carriage upon her noble river of the cotton from the distant interior. Railroads were rapidly constructed running east and west, and the rivers flowing to the south were robbed of their commerce.

Beyond St. Joseph city the scenery became almost tropical in its character, and palmettos grew in rank luxuriance on the low savannas. The long narrow coast on the south side of the bay trended suddenly to the south, and terminated in Cape San Blas, while the sound was ended abruptly by a strip of land which connected the long cape to the main. The system of interior watercourses here came to a natural end; and pulling our boats upon the strand, we landed by a large turtle-pen, near which was a deserted grass hut, evidently the home of the turtle-hunter during the "turtle season." Leaving the boats on the salt marsh, we entered the woods and ascended the sand-hills of the Gulf coast, when a boundless view of the sea broke upon us. The shining strand stretched in regular lines four miles to the south, where the light-tower on the point of the cape rose above the intervening forest. Greeting it as the face of a friend, we rejoiced to see it so near; and standing entranced with the beauty of the vision before us,—the boundless sea, the most ennobling sight in all nature,—we congratulated ourselves that we had arrived safely at Cape San Blas.

(To Be Continued)

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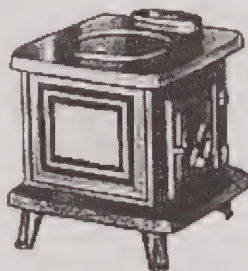
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From time to time I have made noises that would indicate that I thought those early pioneers who came from China, Japan, even from the area north of the Himalayas, all the athabaskan speakers, like the Navajos, as late as the 13th century, did not cross the Pacific. All this started with the idea, fostered by good old Columbus himself, that all you had to do was to sail out into the boundless ocean yelling "Westward, Ho!", or something else equally insane. No wonder that many in academia have never been able to "see" such type of migration. The failure of both the junk, *Tai Ki* (Knoebel), and the bamboo raft, *Hsu Fu* (Severin), to cross the Pacific, should make us re-evaluate such an undertaking in ancient times, yet there is the archeological evidence of Chinese and Japanese settlements on this side of the ocean.

We now know (Prof. Coins Cuenca) that Columbus, rather than going on a wild goose chase, chose an old and well-known (by certain ancient mariners) route, making the actual ocean crossing in twenty days, as he had predicted. Henrietta Mertz, in her later research, suggests the same route for the Argos. The fact that they knew where Colchis was located, on the other side of the South American continent, should point to earlier knowledge. As Prof. Hapgood suggests that Columbus' map was from an original made approx. 10,000 yrs ago, did the Argonauts, in about 1,000 BC, have another copy of the original(s?), showing them the lay of the land (and sea)?

Anyway, if Chinese and Japanese migrants reached California and regions south of there, in an organized migration as described in ancient texts, with thousands of participants, they did not, in my opinion, dash wildly across enormous expanses of water, to be eaten by toredoes, or to fall apart, like the *Tai Ki* (the former) or the *Hsu Fu* (the latter), they went coastwise.

The distance between Kamchatka and the nearest island of the Aleutian Chain, Commander Island, is 100 miles. In the seventies, when there was less smog, one could see San Clemente Island from Newport Beach practically every day. The distance is 50 nautical miles. Fishermen on that coast must have spotted Commander Island early on. After all, Belgian, Dutch and French fishermen fished the Grand Banks off the America coast, for ages; the Basques hunted whale and had temporary (seasonal) settlements on the Canadian coast just as long, it seems. The Norsemen from Greenland found their way to L'Anse aux Meadows across 500 miles of sea. So did the Icelanders for whom the distance was even further.

There is an island east of Commander Island from where Attu Island is about 200 nautical miles. Making such jumps, as obviously has been done in the past, is a little different from braving the endless storms (read *Tai Ki* and *Hsu Fu*) taking the Kurillen current across for 3,000-4,000 nautical miles.

Here I am reminded of something that happened on my trip across the North Atlantic, from Bremerhaven, Germany, to New York. We had a thousand immigrant passengers aboard, and the weather was, and had been, ferocious. Standing at the railing I was approached by a young couple. The young man must have been much very stressed out over his seasick young bride. He said that he wanted to get off the ship immediately. Here we were

## Dreamboats Sailing to China

By Richard Carsen

halfway across!

In a cruel and unkind manner I pointed across the railing to the waters below, and must have mumbled something like, "Be my guest." The young man looked somewhat surprised. "I mean at the nearest port," he said.

"Well," I answered, "that's where we are going." This may bring into focus the difference between coastal travel and crossing the boundless deep. Only after Columbus made his trip and assured people that, indeed, there was land "over there" and you wouldn't fall off the edge of the world, that people started to make trans-Atlantic crossings (and immediately started to design and build the type of ship you might be able to do that with).

Now, once you start thinking "coastwise", you're in a different game. The ancients obviously, by the records they left us, (Homer, the Phoenicians), would land as often as possible, nightly if possible. This was something they could do, because their ships were small and light. We find even Columbus bewailing the clumsiness of the *Santa Maria*, saying that the smaller caravels were much better suited for exploration.

Taking the foregoing as a clue, I would think that actually the smaller and lighter your craft, the better your chances are of completing your trip. I remember that someone cruised up the desolate coast of Newfoundland in an outboard powered craft. On an earlier preparatory trip or trips, they had put up caches of gas along the coast. In a serious attempt to get even to Kamchatka, there should be exploratory trips, not only to spy out good landing places, but maybe too leave caches of supplies.

If someone can go in a small outboard-powered dinghy, one could certainly go in any of the many small multihulls. People make long coastal trips on Hobie cats. These can be landed through surf and are fast. The

Malibu outrigger was specially designed to handle surf. My proposition here is based on the Mal-ibu because there is no shunting, it's an unidirectional single outrigger proa.

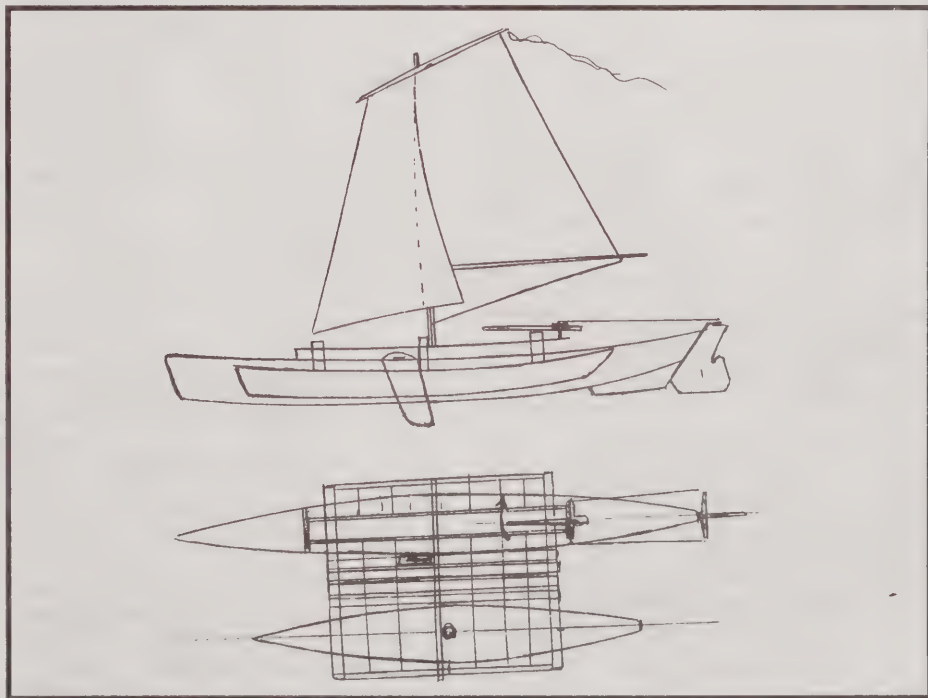
In the 25th anniversary issue of *Multihulls*, someone proposes an outrigger with the sail on the ama. The craft, the *Harry 2*, is already past the experimental stage. The main hull houses all the amenities for living aboard. The ama has the double set of board/rudder like in the *Cheers*. It seems to me safer than any other type of outrigger so far. (Rob Denney, 8 Carrington St, Paddington 4064, Australia).

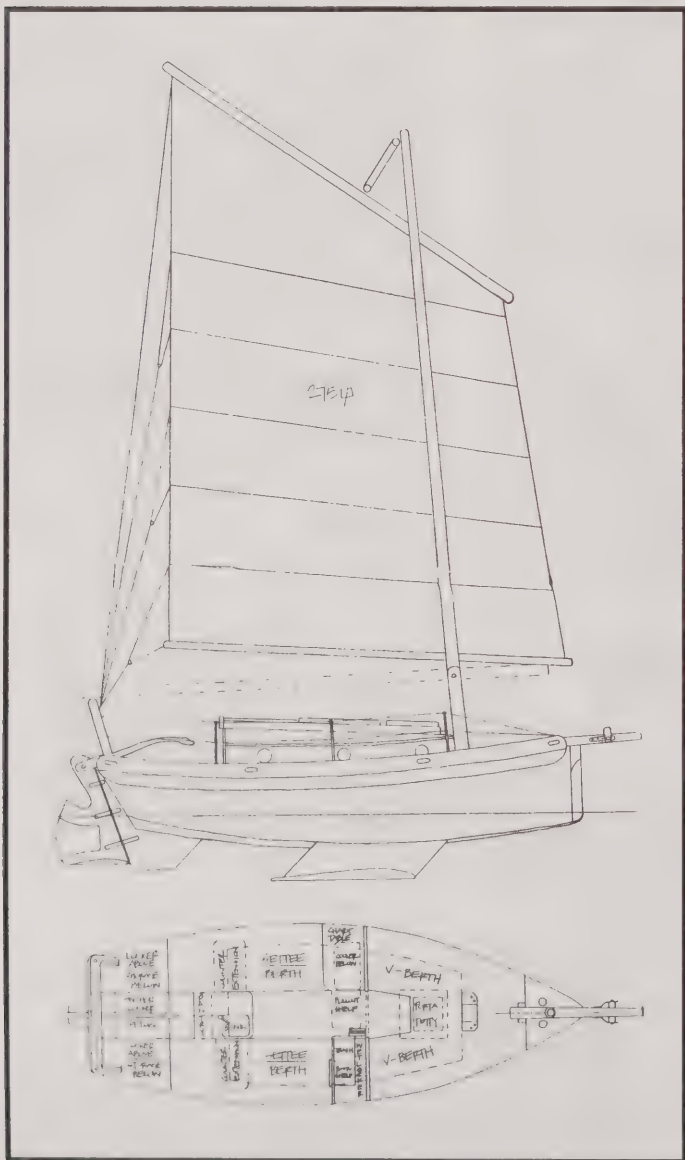
I think that the reason that the ancients could undertake long trips on small ships is because they did easily without all the amenities we tend to think of as absolutely necessary. The Polynesians seemed to have taken water and food that would keep for a long time. Following Prof. Fell's reasoning, the Polynesians circumnavigated the Pacific, starting in Indonesia and stopping and creating settlements on the way.

Japan? Northwest coast of America, before continuing downstream to Hawaii, Tahiti and eventually New Zealand? This, I suppose, took generations. But even in an effort spanning a few years, a reasonable circumnavigation can be effected. A wooden outrigger can be repaired when needed (or replacements made before repairs are needed). Frequent landings will solve the toredoe problem. Cooking, setting up a tent, recuperating a few days from the rigors of the trip.

People have "done" the Caribbean Isles in canoes, no harbor fees for one. This was after this particular couple had been doing it in a 46' ketch. They found the ketch "too restrictive". They did, however, sometimes turn over in surf.

The craft I show here is basically a very narrow long sharpie hull with an outrigger which has the sailing rig. I've given the craft shown the Maduran set-up for the rudder. A paddle blade on a very long loom could function as a flexible and removable leeboard. I've done this on a small scow, and it worked without trouble.





## Kamakai

(Hawaiian for "Child of the Sea")

Designed and built by Dave Wellens, 555 Saturn Blvd. #403, San Diego, CA 92154, (619) 423-8277 Ph & Fax. With generous consulting contributions by Donald Paterson N.A., Encinitas, CA

Home Port: San Diego, CA for So. Cal. coastal cruising

Launched: 11/11/99, Veteran's Day

### Specifications:

LOD: 19' 10"

Beam: 7' 10"

Displacement: Approx. 4000lbs.

Ballast: 1500lbs, 750lb twin keels, 200lbs internal

Draft: 2' 6"

Sail Area: 275sf Chinese lug rig, 6 oz. dacron

Auxiliary Power: 24v 671b thrust Motor Guide saltwater trolling motor

### Construction Method/Materials:

Construction Time: 4-1/2 years of weekends

Stitch & glue (50 gal of epoxy.

Hull bottom: 1/2" Douglas fir (DF) marine ply covered with xynol polyester cloth saturated in epoxy inside & out

Hull sides: 1/2" DF ply with cloth/epoxy outside

Decks: 3 layers 1/4" DF ply with cloth/epoxy

Cabin trunk: 1/2" DF ply with epoxy.

Bulkheads: 3/4" DF ply epoxy-filletted to hull

Mast, Yard & Boom: 1/2" DF ply hollow box w/rabbetted solid stock corners covered with cloth/epoxy, walls tapering to 2-1/2" thickness within 1/4" galvanized tabernacle. Secured with 4 galvanized thru-bolts housed within galvanized nipple sleeves. Interior filled with crumpled aluminum foil acting as large radar reflector. Deck-stepped. Tabernacle secured to 1-1/2" thick forward cabin trunk bulkhead and 3/4" foredeck with 10 3/4" galvanized thru-bolts. Yard, boom and battens are redwood. The mast is freestanding.

All other solid-stock used was old-growth Douglas fir, and all exterior woodwork was sealed with epoxy before painting.

### Features:

Electrical system has two battery banks each with 2 Group 27 absorbed-glass-mat batteries switchable for 12v or 24v configuration, 50w Siemens solar panel, all LED interior lighting, brass kerosene running lights retrofitted with Davis "Mega Lights"

Four 6'6" berths, V-berth with insert is 7' wide at head with no mast intrusion

Galley 6' counter, gimballed stove, cooler, sink, manual faucet

Chart table with additional pullout extension

Wetlocker

Double anchor locker forward, single anchor locker aft under cockpit footwell

2 teardrop-shaped 1" acrylic bottom ports

12 fixed 3/8" Lexan bronze ports

2 bulkhead-mount lighted compasses

VHF radio

Stereo/tapedeck

Clock/barometer/ship's bell

Smoke/CO detectors

2 fire extinguishers

2 Dorade ventilators

All bronze hardware

6 28" solid bronze stanchions with double lifelines

Lexan-sectioned "fish-fin" rudder with 12" wide bottom plate for sculling when necessary

18-ply mahogany harbor seal-head carved tiller

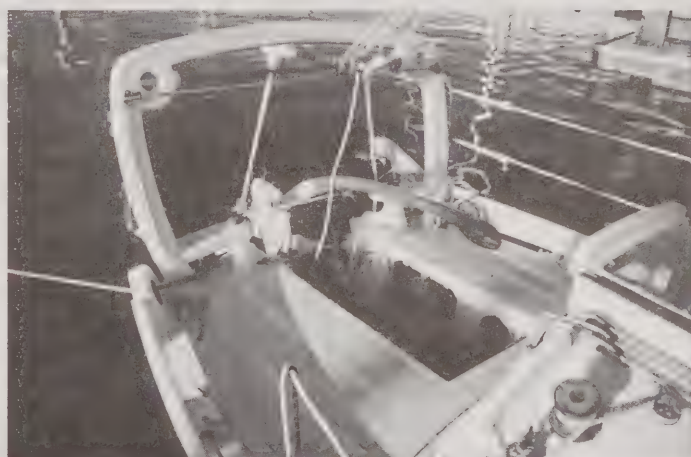
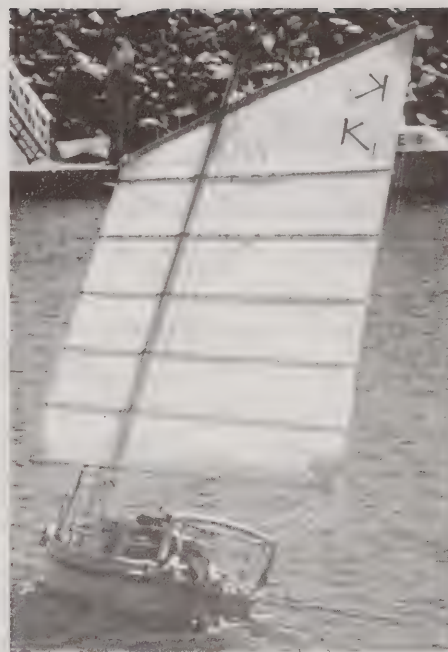
Lexan-covered sliding companionway hatch with full turtle

Lexan-covered forward hatch with reversible hinges

Cabin & cockpit Whale Gusher bilge pumps

Ground tackle consists of 25lb CQR with 50' 5/16" chain & 350' 1/2" nylon 3-strand; 22lb Bruce with 25' 5/16" chain & 250' 1/2" nylon; & 12lb Danforth stern anchor w/ 25' 5/16" chain & 250' 1/2" nylon

No thru-hulls below the waterline.



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## Bolger on Design Steel Auxiliary Sailing Narrowboat *Weston Martyr* Design #487

45' LOA x 6'9" Beam x 1'6" Draft with  
 bilgeboard raised, 6'0" draft with board  
 lowered. 6'3" bridge clearance with masts  
 lowered. 17,000lbs displacement in  
 normal trim. 525sf of working sail

This design was supposed to realize a New Zealander's vision of cruising the English canals (an important and interesting section of which have locks which fit this breadth and no more), emerging from the Thames to sail over the North Sea to the German *Riddle Of The Sands* coast; thence, with Weston Martyr's *The £200 Millionaire* in hand, by river and canal to the Mediterranean, or the Black Sea, or the Baltic. All this for a family of four. When the design began to take shape there was a suggestion that she could sail to Europe from New Zealand. This last, though not physically impossible, would certainly be an exercise in endurance with her endless heel. The rest of it is perfectly realistic, for some-

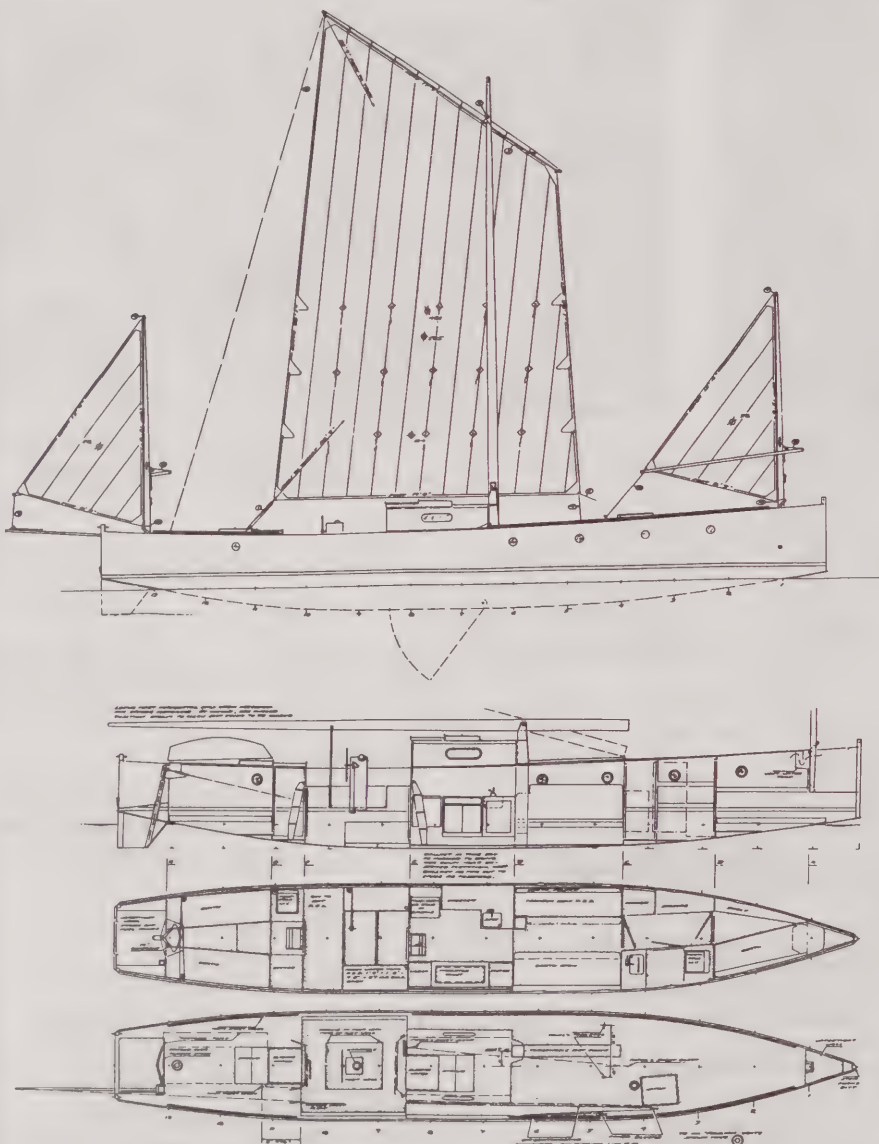
body, sometime; a pleasant fantasy for most, and for most, better in the imagination than in the doing.

It remained a fantasy in this case, but a disciplined one as far as we were concerned. The boat could be welded up (rightside up) very quickly. All the major panels are expanded on the plans for prefabrication, she could take shape almost overnight although a lasting finish is a longer (and rather nasty) business. She can be outfitted with minimum expense and go anywhere the dream envisioned. With her strong construction, heavy ballasting, and high buoyancy relative to her breadth, she is a very seaworthy boat though she would sail on her ear much of the time.

For quick crossings of the North Sea etc. she would need less prudence than a very high proportion of conventional cruising boats, and with the big dipping lug set (the North Sea and the English Channel, or La Manche, are the home of the dipping lug) she would make spectacularly fast passages. The little jib-headed foresail and mizzen are for maneuvering into and out of ports and inlets, helping and being helped by the small outboard motor. Eighteen-inch draft with her invulnerable bottom of half-inch steel plate opens up unheard of refuges and forgives many piloting errors. A 10hp outboard would drive her six knots, or better if it was a modern four-stroke with a large prop. For going upstream in the Rhine or the Rhone, 25hp would drive her well above 8 knots, presumably with a lot of extra fuel lashed on deck!

Nominal bridge clearance is 6'3", and it's available in a few minutes from all sail set. The 421sf dipping lug, an immensely powerful sail comparable to a modern genoa jib except for not being quite as close-winded, is set on a mast less than 26' above the tabernacle pivot axis and very light at the top. It is partly counterweighted, and could be fully counterweighted if it seemed worthwhile, to go up and down with one hand. (Our own *Resolution* had a very similar mast and sail; we speak from experience). The 16' foremast and mizzenmast can simply be lifted out of their steps and partners, sails and all.

The off-center mainmast and single bilgeboard clear out a stark cabin with tolerable ergonomics, as long as the boat is not sailing at a characteristically sharp angle of heel or anchored in rough water. There would be good privacy for three people, with two occasional berths. The bare steel interior would be uninhabitable in a European winter and not very pleasant at the best of times. We're not sure whether in warmer climes such a narrow hull with this much waterline heeled is not actually "watercooled" enough to do without much insulation efforts, assuming a white/white deck. With steel bulkheads to conduct and radiate the shell temperature, insulation or sheathing would have limited effectiveness. The only recourse is well-chosen clothing, and



reflections on the incomparable economy and strength of the steel structure.

We have done some serious thinking about the conductivity of steel structures such as in the context for an arctic survival machine with an honest R-value well beyond Federal Housing Standards. But really effective solutions are too labor-intensive to be in keeping with this design (the usual solutions being too much trouble, besides not working very well). The cabin and deck plans are not very detailed, and these days would, among other things,

need more attention to matters like holding tanks than the plans show.

Perhaps flying the flag of New Zealand would protect her somewhat from the EU bureaucracy which we hear has been showing some spectacular cases of ignorant meddling in small boat matters.

Undoubtedly she looks bizarre to most people, but subject to the reservations noted this is a perfectly practical design, all the features of which have been well demonstrated. When seen in the context of other sharpies of

ours she is neither particularly narrow or low, but she sure is long. She is exceedingly economical to realize for her unique and very desirable capabilities. Think about where this boat could go, where nothing at any cost could follow her. She will challenge "categorizing" authorities worldwide.

Plans of Design#487 *Weston Martyr*, on four 22" x 34" sheets are available for \$400 to build one boat, from Phil Bolger & Friends Inc., 66 Atlantic St., Gloucester, MA 01930-1627, Fax (978) 282-1349.

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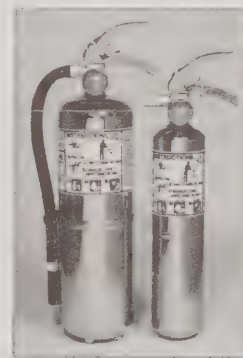
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In the April 1 issue of this valuable tome Robb White had a meandering and entertaining article (they usually are) in which he mentioned problems with persistent metal corrosion in an outboard engine that gets dipped in Florida Gulf salt water most of the time. Robb said the engine corrosion seemed to be faster on a boat that had stainless steel sheet attached to the hull.

This got me to thinking back to a couple of summers fifteen years ago when I did corrosion research for NASA at the Marshall Space Flight Center at Huntsville, Alabama. The research focus was to evaluate the ability of various greases to protect the steel of the solid rocket boosters after they parachuted into the ocean. In the labs there we could speed up the metal corrosion a hundred times or so to get a quick read on how well the greases worked.

Robb's problem of accelerated corrosion on the outboard fastened to a boat that had stainless steel (especially with the salt water environment) is not surprising and I want to give you a few principles to understand what goes on when metals corrode. Please forgive me if I sound like a chemistry teacher. Forty years of being one has given me some kind of brain damage that makes me too professorial at times.

Metal corrosion is an electrochemical process. Electrons are released by more active metal atoms and flow toward less active metal atoms. When the electrons get to the surface of the less active atoms, they usually react with water to form hydrogen gas which is released to the atmosphere. Of course, the presence of salt in water furnishes ions that provide an easy pathway for the electron flow. Distilled water with very few ions is a lousy conductor of electrons, but dirty and soapy water, and most solutions have plenty of ions to speed possible corrosion.

An important point is that salt water does not cause corrosion, but it sure does make it go faster. Washing and flushing metal surfaces after exposure to salt water is a good idea because it helps eliminate conducting surfaces.

Now comes the bad part. The metal atoms that lost electrons (and become ions) get kicked out of the metal atom lattice. When a few zillion are lost, a pit, hole, or void occurs on or in the metal surface and we call this corrosion.

If there were no areas to which these electrons could flow, there would be no corrosion. It is a cooperative arrangement between the more active metal atoms that lose electrons and the less active metal atoms often in another location that accept these electrons.

Robb's stainless steel served as a friendly host to the lost electrons and as strange as it seems, speeded up the corrosion in the outboard some distance away. Copper sheet or some similarly inert conducting surface would act the same way as the stainless steel completing the circuit for the electrons.

There is an electrical potential difference between the more active and less active metal surfaces and this voltage can be measured. It is usually 2-4 volts. This kind of corrosion can be called galvanic corrosion and sometimes is mistakenly referred to as electrolysis. For a chemist the electrolysis is the reaction of the electrons with the water molecules.

Even an object of one kind of metal can have areas of metal atoms more prone to lose electrons than somewhere else on the same

## When Metals Corrode

By Ward Knockemus

piece of metal which permits corrosion of the more active metal area. An ordinary nail, for example, has zones more "stressed" than other places on the same nail. For some reason, the stressed sites tend to lose electrons and thus corrode.

Active metal sites are said to be "anodic" and those sites accepting electrons are described as "cathodic". When two different metals are in physical contact or connected by an electron conductor of some kind, one metal is always anodic and the other cathodic and galvanic corrosion eagerly occurs. Obviously, in Robb's boat the stainless steel served as the cathode and some part of the engine served as the anode and as usual, the anode metal disappears.

What about the role of atmospheric oxygen and is it needed for metal corrosion? How can corrosion occur under painted and protected metal surfaces? Can galvanic corrosion be prevented or at least slowed down? The role of oxygen in this fairly simple process called corrosion is surprising and I will now consider this along with some corrosion prevention strategies.

All you old Salts out there know that the contact of two different metals leads to the corrosion, sooner or later, of one of the two metals. Moisture and air speed up the process. Recently I noticed some pitting on an aluminum Hobie 16 mast where a stainless steel bracket was attached. This is inevitable though it may be slowed with a non-conducting spacer of some kind between the different metals. But remember water is always present in one form or another to complete the circuit allowing electrons to leave the more active metal (the anode) and go to less active metal (the cathode) which results in the destruction of the more active metal.

Even a single piece of one kind of metal can have cathode sites and anode sites and corrode without the assistance of a less active metal in the vicinity as most of you have observed on a rusty nail. However, very pure iron with more internal homogeneity is less susceptible to corrosion.

An example of greatly accelerated corrosion of one kind of metal is observed when the metal (such as aluminum, zinc, magnesium, iron, and many others) is dipped into hydrochloric or sulfuric acid. The metal dissolves as hydrogen gas bubbles off; hydrogen for man-carrying balloons hundreds of years ago and for observation balloons during the Civil War was prepared this way, the only problem of course was the great combustibility of the hydrogen as evidenced in the Hindenburg and Challenger disasters.

The much higher concentration of hydrogen atoms (actually hydrogen ions) in acid solutions is the reason for the faster corrosion of metals in acid partly because the positive hydrogen ions from the acid attract the negative electrons of the corroding metal.

How does atmospheric oxygen affect corrosion? Sometimes it slows it down as observed with the ubiquitous aluminum cans in the environment persisting for years and sometimes oxygen speeds up corrosion as in the case of iron and its countless alloys. Fortu-

nately, (or unfortunately when roadside cans litter) the very active metal aluminum forms a thin, impermeable, protective coat of oxide and so protects the underlying metal from further corrosion. Magnesium behaves the same way. Stainless steel and Nichrome also form protective, impervious oxide coats in air.

But what about the rusting of iron? The corrosion of iron and many of its alloys to form hydrated iron oxide known as rust requires both water and oxygen. Iron will not rust in oil even if oxygen is present, nor if water is absent, or in very basic solutions above pH 9.

Here is how iron corrodes and rust forms.

An iron object always has (as an example of nature's perversity) cathode sites and anode sites. As always the anode sites are eager to lose electrons that migrate to the cathode sites. At the cathode sites the electrons react with oxygen and hydrogen (from the water) to form more water. Water permits the electron migration, particularly salty water.

The iron atom having lost two electrons now makes its way to the greater oxygen concentration at the cathode where it loses another electron, joins with oxygen atoms and water molecules and becomes hydrated iron oxide or rust (see the figure). The rust forms where the oxygen supply is greater, which may not be where the pitting or corrosion has occurred. I am sure you have noticed that while pitting occurs under a broken paint surface the actual rust is where the air (oxygen) is more accessible. A shovel stuck in moist dirt for a few weeks shows pitting under the dirt, but the rust has formed where oxygen is more available at the air-dirt interface.

Obviously we prime and paint iron surfaces to keep air and water away. But if the protective seal is broken by a scratch or scrape to expose bare metal, look out! The metal dissolves under the paint since it is there the metal is deprived of oxygen and becomes the anode, while the bare metal from the scratch (serving as the cathode) is where the rust appears. As the supporting surface under the paint dissolves, the corrosion steadily eats its way under the remaining protective coating until the whole area is a rusty mess. I saw this many times on car fenders and rocker panels during the several shivering years I lived in Iowa and Pennsylvania where salt used to melt road ice could do its damage in a single winter.

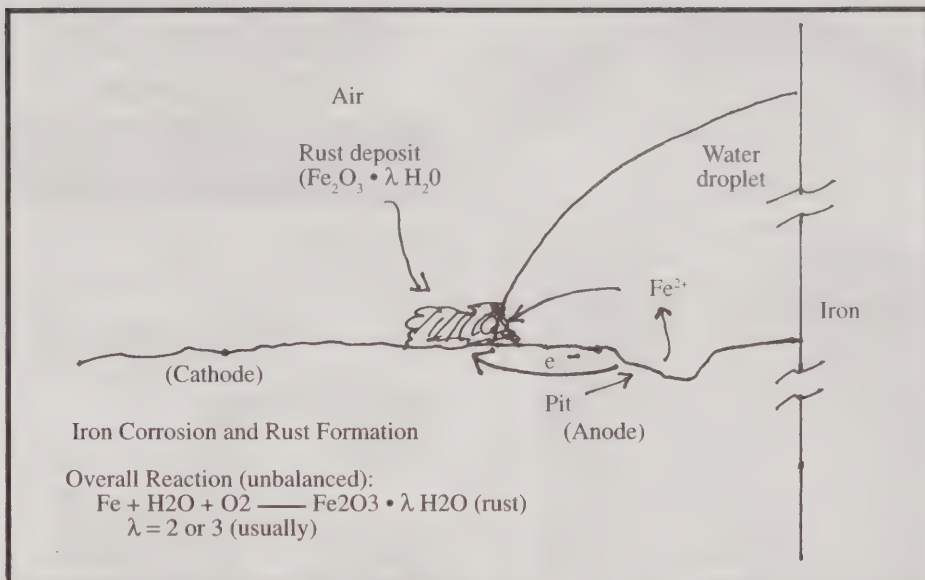
I observed many years ago an amazing example of a site-specific disappearance of iron in an instructional film. A tight rubber band was wrapped around a 4"x8" iron panel 1/16" thick and the panel submerged in water into which was bubbled air. Over a period of several weeks, time lapse photography showed the rubber band eating its way through the iron panel just like a wide hack saw powered by an invisible source. Robb White has told me that even stainless steel with 3M 5200 sticking to it will corrode disastrously under the adhesive where no air is present.

The protective coating of zinc with galvanized iron works in a different way than paint. Zinc is a more active metal (chemically speaking) than iron. This means that whenever the zinc contacts the iron, the zinc is always becomes the anode. So the zinc dissolves not the iron. Even if the zinc coating is abraded through to the iron, the zinc is still the anode and dissolves being "sacrificed" in the protection of the iron. This is called "cathodic protection" and the metal doing the protect-

ing is known as the "sacrificial anode".

Galvanized iron is protected from corrosion by the sacrificial anode surface, the zinc; the greater the surface area of the zinc, the better the protection. Often, buried iron pipes for their long term preservation are connected by conducting wire to buried magnesium blocks that serve as sacrificial anodes; the iron pipe does not corrode as long as some magnesium metal is present.

Finally, a word about the "tin" can. The thin tin coating on the iron can is unreactive to foods in the can, while the more active iron would dissolve in acidic foods (tomatoes some fruits). Now, what would happen if the less active tin plate is scratched through to the iron? The large area of the tin (the cathode) encourages corrosion of the iron and before long the can leaks, but the Tupperware people have known this for some time.



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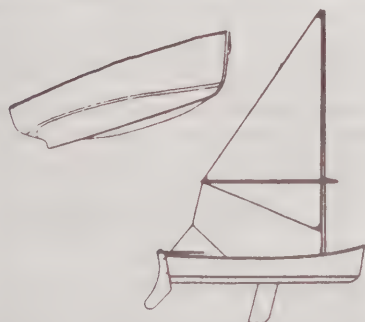
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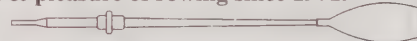
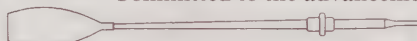
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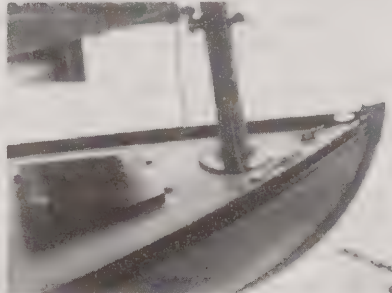
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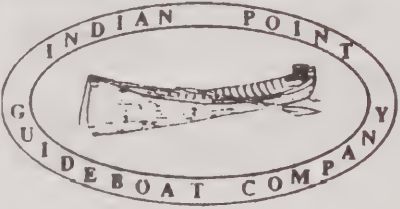
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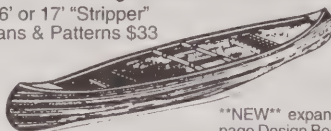
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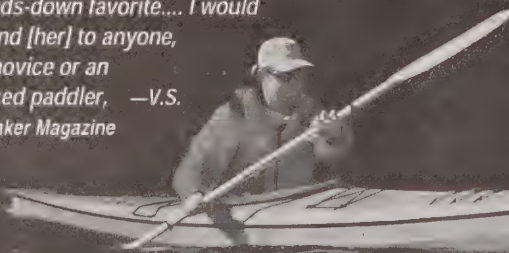
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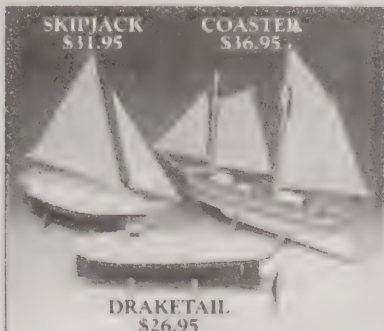
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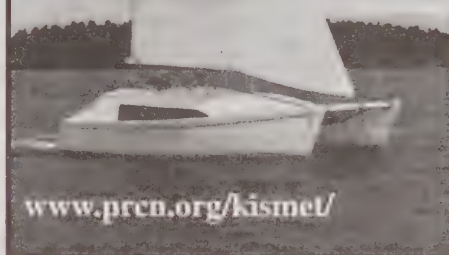
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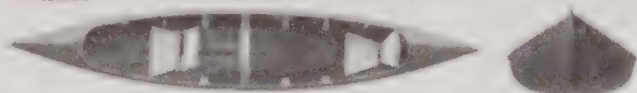
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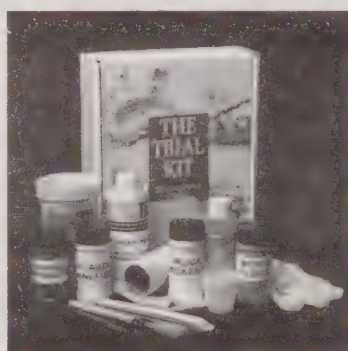
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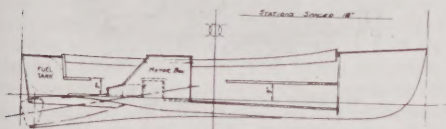
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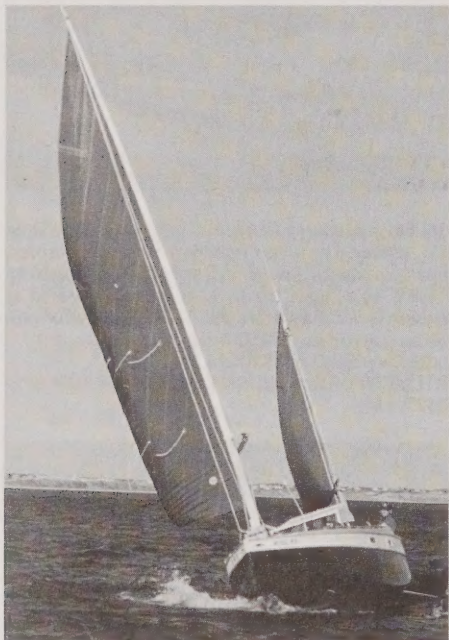
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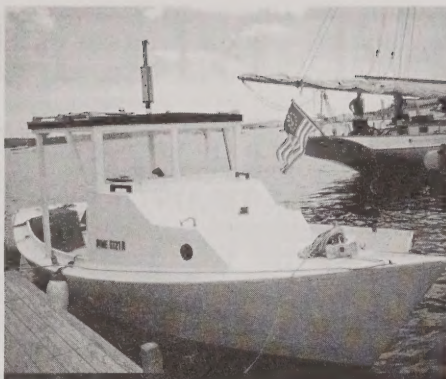
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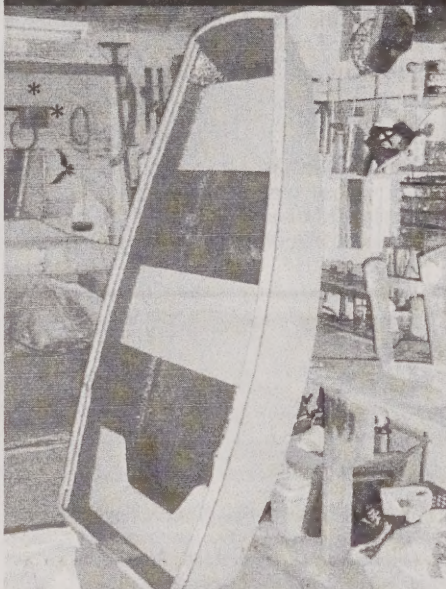
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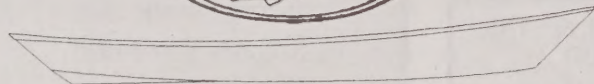
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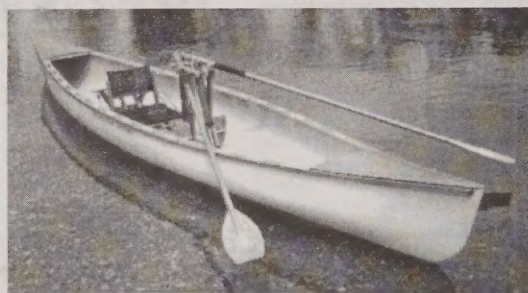
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