

Special Features This Issue
John Gardener Small Craft Workshop
Blackburn Challenge - Depoe Bay Wooden Boat Festival

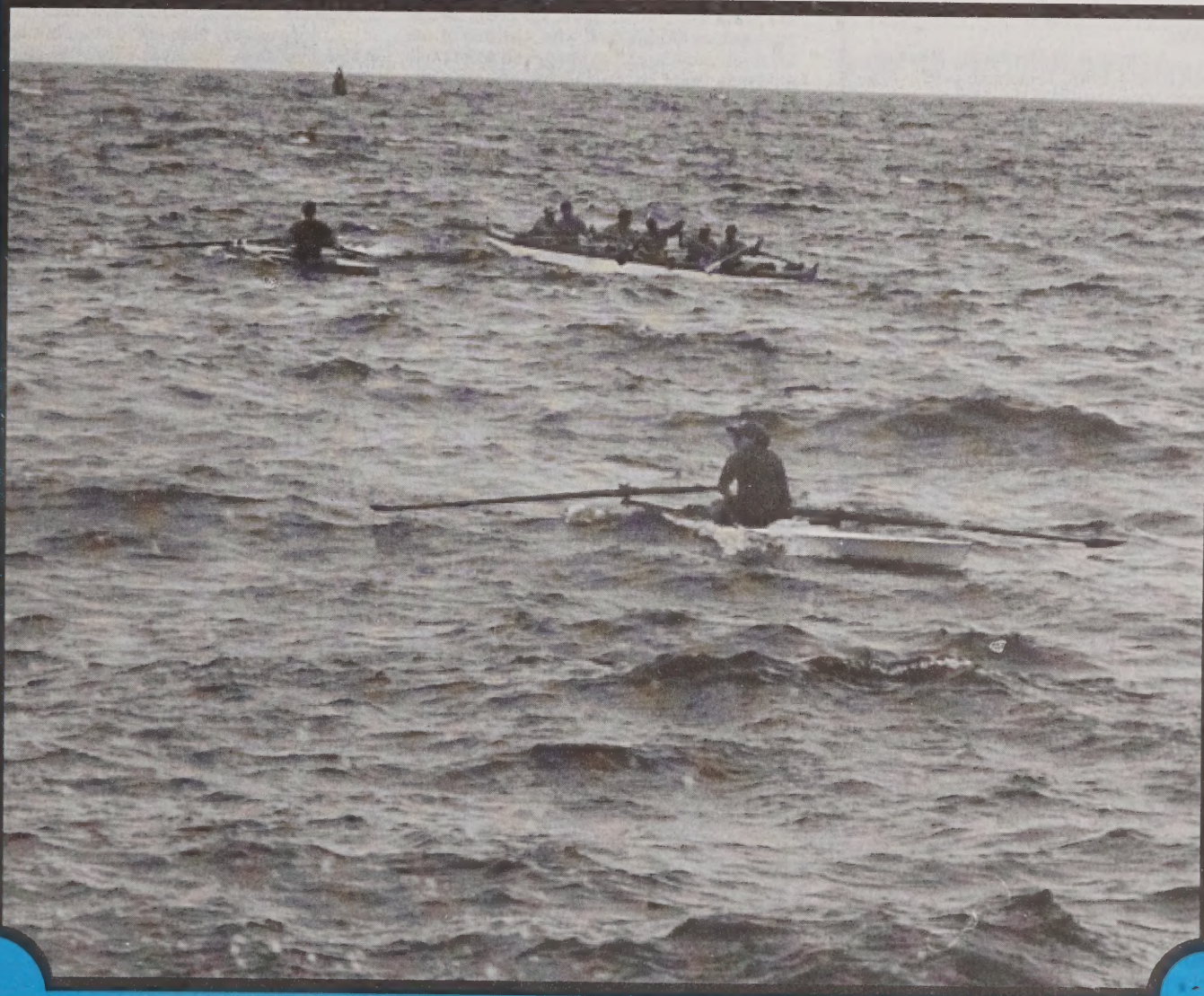
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messing about in **BOATS**

Volume 18 - Number 8

September 1, 2000



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messing about in BOATS

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Commentary...

Bob Hicks, Editor



Looking Ahead...

Mary Nell Hawk reports on "Messing About Opsail" in small boats during New York's tall ship extravaganza.

Jim Salmon relates "The Last Voyage of the *Damn Foole*"; Harold Wolfson describes the "First Cruise" for a daysailer; and Nathaniel Bishop enters the last leg of his "Four Months in a Sneakbox".

Jim Betts offers some "Helpful Tips" to wannabe boat builders; and Dick Wagner chronicles the "Birth & Growth of the Center for Wooden Boats".

Platt Monfort reveals his latest geodesic design, "Ebenezer"; Robb White tells us all about "The Chickenfeed Boat"; I'll introduce you to the rather unique "Campanoe Concept"; and also perhaps have a report on "Ozone's Hyper One Pedalcraft"; Richard Carlsen's "Dreamboats" discusses "Living Aboard a Ship"; and Phil Bolger & Friends present "The Auxiliary Ketch *Jack Hanna*".

Kenneth Spring suggests a different way of dealing with bending boat planks in "Just Throw It in the River".

On the Cover...

Three participating boats in the Blackburn Challenge prepare to round the Eastern Point breakwater for the final two miles of this year's very demanding race.

My interest in the Blackburn Challenge this year had an added stimulus in that my Seda Tango double sea kayak would be taking part. No, not with Jane and I at the paddles, "them (racing) days are gone forever", but with two young men eager to test themselves against the demands of the distance and the sea conditions. Dave Burnett grew up in our neighborhood, as did his dad, who was one of our local motorcycle racing gang who went on to national fame in our sport, winning the Daytona 200 professional road race in 1961. Dave, who is a bi-athlete (biking/running), has developed a serious interest in kayaking, but his kayak double is a low end rotomolded model that would surely be a slowpoke.

Our Tango is not a racing kayak but it is quite fast and seaworthy at 21' and 25' beam, with cockpit spacing far enough apart to not require synchronized paddling. Dave and his teammate Dan Healy borrowed it from us and went out and placed second in the touring doubles class of eight entrants, albeit about 45 minutes behind the winning Timothy Dwyer and Glen Baller in the 25' Guillemot Fast Double (the 8th fastest boat overall). The two young guys came ashore at the finish soaked but stoked, it had been an exciting and, at moments, scary adventure for them in open ocean paddling.

Their experiences reminded me of our more modest but still adventurous experience about a dozen years ago when Jane and I ventured out from Brave Boat Harbor near Kittery Point, Maine, in our Folbot double kayak onto a heaving sea of what seemed to us to be very large waves. We were taking part (not seriously racing even then) in the Annual 'Round Gerrish Island Race. As it was this year at the Blackburn, the start was on a placid tidal river leading behind Gerrish Island to Brave Boat Harbor. It was when we rounded the southern point protecting that small harbor from the open ocean that we perceived the scale of the seas waiting us. The scene gave us pause...

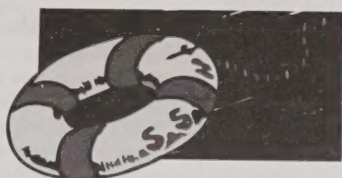
The course from this point of decision would take us southwest through these seas along the exposed open rockbound coast about four miles to the entrance of the Piscataqua River leading to the finish on a small island within protected waters again. We had never been out on such big (to us) water, the seas,

while not breaking other than on the rocky shore and submerged ledges, were relentlessly coming ashore and we'd be dealing with them diagonally off our port bow much of the way, requiring unrelieved effort at directional control (we had a rudder) and offering a sort of corkscrew ride as we climbed each face at an angle and dropped onto its backside.

I was sorely tempted to abort our adventure right then, Jane was willing to abide by my decision. In what may have been one of my last "go for it" decisions when faced with a serious challenge to my skills and strength (and in this case the potential for some real danger should we miscalculate or run out of gas), I said "let's do it". The Folbot was a fiberglass version of their old Super fabric covered model, built only for one year, and it was big, wide and stable. We had a full double cockpit cover also. All went well, we stayed well out off the ledges where the seas would hump up, and soldiered on.

We pulled into the finish exhausted, not just from our physical efforts, but also from the unrelenting stress of not allowing our subjective incipient fears of the seas we pressed on through to rise up. Coming ashore, our concerns vanished, and elation overwhelmed us. As racers we had been inconsequential, but as middle aged, increasingly cautious and conservative would-be adventurers, we had surmounted the challenge of no longer feeling up to what we had undertaken to do.

As I observed Dave's and Dan's elation at the conclusion of their adventure, that old longing to once again be able to go out there and "do it" with youthful vigor and willingness to take on whatever the challenge might be, flooded through me. When I was doing just that in my younger years, I was unaware of it, and now that I am aware, I am cursed with the conservatism of age. Having lived a long, exciting, risk taking youth well into early middle age, I accept that my past is past, and settle today for less risky adventuring more suited to my capabilities that don't fire up that cranky little voice inside that keeps urging me to back off. It's just that when I again find myself submerged in an adventuring ambience such as at the Blackburn, that old debbil "go for it" surfaces.



Small Boat SAFETY



Tom Shaw

Share The Knowledge

In the course of doing vessel safety checks at local ramps, I come across a great many husbands and wives boating together. Quite frequently, I offer to check out the boat while the husband is parking the trailer and it is distressing to find how many wives are passengers rather than crew.

"Where are the life jackets and the throw cushion? And may I see the flares?" I ask.

"Oh, I don't know where they are," is too often the reply.

"Can I check the lights, please?"
"I'm sorry, I don't know how to turn them on."

"Do you carry a fire extinguisher?"
"I think so, but I don't know where it is."

If, while boating, something should happen to the husband, the wife too often has no idea where emergency equipment is kept nor how to operate the radio to call for help. She is, in other words, a "passenger" rather than a member of the crew and has never been briefed

on the most basic operation of the family boat.

This is dangerous in the extreme and it is a danger that could, and should, be easily averted.

Before a Coast Guard Auxiliary vessel starts a patrol the coxswain briefs the crew, even a crew who has sailed with him many times before, on the location of all the gear. "The fire extinguishers are here and here, the dock lines are in these compartments, the flares are here, the anchors are there and there, the manual bailer is there." It is his responsibility to be sure that everyone on board knows where all essential gear is stowed and, because his crew have gone through training and testing, he can be sure they know how to use the equipment in time of need, even if the coxswain is incapacitated.

Passengers on recreational vessels may not need formal training for an afternoon jaunt, but they do need to be briefed on basic boat operation, on the location of emergency gear and on how to use the radio to call for help. They should not, in short, be "passengers", they should be "crew". With even minimum training everyone on board would be significantly safer.

In a perfect world, both husbands and wives should take one of the Auxiliary or Power Squadron boating safety courses together. It would be an enjoyable and a most profitable investment of their time.

Power Line Safety for Sailors "Be Alert, Look Up, Stay Alive"

(Brought to you by Delmarva Power & Atlantic Electric Utilities)

Be alert, look up, and stay alive. These are the keys to boating safety. For the unprepared sailor, power lines pose a potentially life-threatening situation. Don't endanger yourself or your passengers by ignoring the hazards. Practice these safe boating tips to safeguard everyone.

Avoid contact with overhead power lines by checking the clearance before raising or lowering your mast or spar. Remember, both wooden and metal spars or masts can conduct electricity.

Consider tides when determining clearances. Low tide clearances may be inadequate at high tide.

Keep all drying sails and sheet lines from blowing into power lines.

Be aware of signs that indicate underwater electrical cables. Don't anchor your boat

near these areas.

Remove or lower antennas or flags from large cruise vessels and sailboat hulls before transporting your boat over land. Know the total height of your trailer and boat with and without the mast up.

Don't haul or sail your boat unless you have at least 10' of clearance between the highest point of your boat and the lowest point of the power line.

Be careful when pulling your sailboat on the beach or when docking between waterways. Always look up for overhead power lines.

Watch out for overhead power lines when removing your boat from the water. Ask another person to direct you so that you can safely clear the lines.

Protect yourself and your family from the dangers of overhead power lines. Observe these

tips and have a safe and enjoyable boating season.

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Activities & Events...

Delaware River TSCA Messabout

The Delaware River Chapter of the TSCA will host its Messabout 2000 on September 9 from 9am to 6pm, rain or shine, at the Union Lake Sailing & Tennis Club in Millville, NJ. The family oriented event is open to non-members. Activities will include rowing and sailing races for all ages and genders and traditional maritime craft demonstrations. Interested readers are invited to call for further information and directions.

Tom Shephard, Pittsgrove, NJ, (856) 691-4053

Short Ships Rowing Regatta

We will again be hosting the Annual Short Ships Rowing Regatta on September 10th at Snow Marine Park on the harbor at Rockland, Maine for all manner of rowing and paddling craft, including outriggers, kayaks, traditional boats, you name it. A picnic lunch follows the race. Interested readers are invited to inquire for further details.

Atlantic Challenge Foundation,
Rockland, ME, (207) 594-1800,
<info@atlanticchallenge.com>

News of Interest...

Mariners' Museum to Conserve 120 Historic Native American Canoe Models

Through the support of a \$15,591 grant from the Institute of Museum and Library Services (IMLS), The Mariners' Museum in Newport News, Virginia, will begin conservation of its Adney collection of North American native canoe models. This unique collection of 120 canoe models represents the boatbuilding traditions and daily vessel use of thirty different Native American peoples. A combination of the IMLS grant and a partnership between the IMLS and the Canadian Conservation Institute (CCI) of Ottawa, Ontario, will allow The Mariners' to complete extensive conservation and ready this historical collection for exhibitions, publications, and programs that will give the public and scholars access to this incomparable collection.

"The canoe in Canada and among the northern boundary waters of the United States was as important as the horse to the American West. The Adney collection of model canoes and the extensive archives that accompany them constitute a museum within The Mariners' Museum. Adney's scholarship and research were impeccable," said John Hightower, president and CEO of The Mariners' Museum. "His models are the three-dimensional manifestation of his extraordinary knowledge and insight into the native cultures that created them. This important grant from the Institute of Museum and Library Services will make it possible to present them for public viewing once again after a long

period in storage."

In addition to the 120 one-fifth-scale models, the Adney collection also contains volumes of sketches, photographs, and written documentation of Indian canoe-building techniques and designs. The models are extremely detailed in that the bark, roots, gum, and other materials used in creating the original vessels are also found in the individual model canoes. The Mariners' partnership with CCI is critical in that the Institute's conservators have extensive knowledge of the ethnographic materials of the native cultures represented in the collection. CCI will provide specialized knowledge in conservation science during an estimated 438 hours of hands-on treatment of 72 of the 120 canoe models.

Edwin Tappan Adney (1868-1950) spent much of his life researching and documenting Indian traditions and ways of life that are quickly disappearing. He traveled widely to consult English and French archives; read the writings of explorers, missionaries, and traders; and visited districts where the last canoes had been built. Adney interviewed and observed the last canoe builders and gathered information on fur trade canoes from a Hudson's Bay Company agent who supervised canoe-building at company posts. Adney's voluminous technical documentation took the form of models, drawings, notes, and photographs.

Among the thirty different peoples represented in the Adney collection are Malecite, Abnaki, Micmac, Algonquin, Beothuk, Ojibway, Eastern Cree, Sioux, and Passamaquoddy. Canoes made by native peoples of Michigan, Maine, Minnesota, New York, and Alaska are also part of the collection. Its geographic scope covers Alaska to Eastern Canada and Northern New England, with the greatest concentration being from the Eastern Woodlands. The canoes are adapted to a variety of purposes: Hunting, trading, rice harvesting, family transportation, salmon fishing, porpoise hunting, and sport.

The detail in each canoe offers a fascinating illustration of the cultural diversity of Native Americans. Each canoe differs from the others in details significant to their makers: The curve of the stern, the size and spacing of the lashings, the carvings of the paddles. Each reveals the ingenuity with which humankind adapts to the materials, environment, and tasks at hand. Materials used in the collection include bark (primarily birch but also spruce, elm, hickory, and basswood), moose hide, seal skin, a variety of woods, spruce root for lashings, sinew, leather, and gum.

Many Native American full-size canoes are permanently lost. The Adney model canoes therefore represent a significant connection to the rich culture of Native American groups of the Eastern Woodlands and beyond.

The Mariners' Museum acquired Adney's models in the 1940s after Director Frederick Hill tracked him down in New Brunswick and began a relationship that endured until Adney's death. The Mariners' became custodian for most of Adney's models and the voluminous archives that supplement them. For more information about the Adney collection please

call (757) 596-2222 or (800) 581-7245, or visit www.mariner.org.

The Mariners' Museum, 100 Museum Dr., Newport News, VA 23606.

Opinions...

Why *Jingo* is For Sale

To respond to your note regarding my reason for selling my 36' Crocker centerboard ketch, *Jingo* (see classified ad in July issues), I came to realize that I was playing in a game I couldn't afford, big boats. You've either got to have plenty of money to pay someone to maintain a boat of this size for you, or you've got to make it your only thing in life. I have neither the money nor am I willing to make it my only thing in life, doing all the upkeep myself. I knew I didn't have the money but was somehow unable to figure out the latter until more recently. I love working on wooden boats and sailing them, but there are many other things I'd like to do before I die, and the hundreds of hours I'm having to spend working on the boat are getting in the way.

The decision is for the sake of the whole family. The experience of "making the dream come true" has been a positive one and I have no regrets. However, only one of my four children has really taken to sailing as a result, and even he knows that there should be more to life. For the rest of the family, *Jingo* could easily become a problem were she to continue to demand so much of our time and energy. It's time to move on.

I hope to replace *Jingo* with a smaller fiberglass boat and continue sailing of course. (I've been working on getting a mooring in Manchester harbor for about ten years now and my name is at the top of the list. Can't give that up!) We had a Pearson Ensign before *Jingo*, and I'd happily go back to something like that. She took all of about two days of maintenance each year and afforded us plenty of great sailing out of Manchester whenever we wanted.

Jingo is looking the best she has in years and is about to go back in the water. We're half hoping no one buys her for a while so we can get in a few good sails. On the other hand, naturally, I'm eager for the right person to come along and take over. This isn't an easy thing. Maybe there's a buyer out there, a crazy frustrated boat builder person who'd like to spend the rest of his or her life working on a big old wooden boat!

Chris Finch, Lowell, MA, (978) 458-3896

Why People Hate PWCs

Regarding your editorial on why a lot of people like to hate PWCs, my observation is that speed differentials are not a new phenomenon related to PWCs. We've always had fast boats. We used to call the old Chris Crafts "speed boats" because alongside our 10hp Johnsons they were ballistic by comparison.

The trouble with a lot of PWCers is that they've got a lot of speed at hand and little knowledge about what constitutes prudent seamanship. They go fast in close quarters, they frequently appear reckless and one of their ideas of fun is tearing about in diminishing circles spewing great wakes, polluting hydro-

carbons and wasting energy in a very conspicuous way.

Other boats waste energy too, but a PWC underway also emanates a sound that's not much less irritating than a black fly buzzing around your ears. And, these things are rented out by the thousands to operators who've not a clue and don't care about putting the effort into getting one. It doesn't take many encounters with folks of this ilk to form firmly entrenched negative views.

Lastly, to a lot of folks they hardly seem like craft that can be taken seriously. They seem frivolous, momentary, purposeless toys and thrill rides and while there's nothing wrong with thrills and toys, a little intelligence associated with their use could help their cause.

David Buckman, Gilford, NH

It's a Complex World Out There

I enjoyed your editorial about PWCs in the July 15 issue. Do you know that at Lake Tahoe they've outlawed all two-stroke engines, effective either this past spring or next spring, because their water quality was degrading? That seems like a good way to go, since it doesn't single out one type of watercraft, but goes right to the source of the problem. I've tried to get the ACBS to ease up the rules and let outboard runabouts be judged without a penalty for modern 4-stroke engines, but there doesn't seem to be interest there.

A recent piece in the *Boston Globe* reports on a protest by paddlers against the cutting back of maintaining minimal flow levels on the Housatonic River in western Massachusetts and Connecticut. The strict environmentalists prefer a natural rather than a regulated flow, so in this case, even the human powered boaters seem to be at odds with someone. It's a complex world, but I'm all for giving up some of my options and "privileges" in the interest of at least slowing the rate of environmental decline.

Boyd Mefferd, Canton, CT

Some Thoughts About Bygone Boats

Although there were some fast inboards and a few fast outboards, most of the powered boats in the Adirondacks in the late twenties and early thirties that I remember were displacement designs with limited hull speeds, powered by either two cycle engines with huge flywheels, or automobile engines, or early outboards.

To start some of these old engines one had to squirt a little gasoline into priming cups and then pull the flywheel thru until the engine started, not always easy. Most were hotshot battery and coil ignition, some had magnetos. A very few were make and break.

Outboards; I remember when they were called kickers. I can still see some guy with a big hat sitting in the stern of a flat bottomed rowboat with the bow up in the air poking along ahead of a cloud of smoke. There were Elto, Caille, Evinrude, Johnson and some others.

We had an Elto twin with hotshot battery ignition and rudder steered. To start, the first thing we did was "tickle" the carburetor. There were two valves underneath the float bowl that we pushed until gasoline flowed over our fingers. We then lifted the knob on the flywheel and bumped it against compression. If the tim-

ing lever was in exactly the correct position, the spark plug gap exactly right, and all else went as planned, the engine would start in the opposite direction. Sometimes it actually started on the first try.

To reverse, there was a latch to be lifted up and held while we killed the ignition with a button on the timing lever. The engine would itself bump against compression and start the other way, one of the beauties of a two cycle engine. If the latch was not held in, the whole engine would jump out of the water when it reversed. Any fingers in the way were smashed. This was before litigation became the foremost national pastime.

I think all internal combustion engines had diabolical dispositions in those days and would never start when needed most. I remember a long night's paddle back to camp from a place called Brandy Brook.

It seemed then that the journey was as important as the destination. I think we miss too much now because we no longer have time for what we consider unimportant things.

Sometimes I imagine I can still smell the combination of gasoline, oil, pipe tobacco smoke and fly dope. There was much to enjoy at 6 miles per hour.

William R. Fuller, Dewitt, NY

How a Boy Becomes Interested in Boats

Referring to your editorial comments on the grand story of his boyhood growing up in Camden, New Jersey by Howard Richmond Hannold in the June 15 issue, I've often thought about how a boy becomes interested in boats.

My wife and I had nine children, four being boys. I have to disagree somewhat with your assertion that children growing when ours were, were not as challenged as we Depression era youngsters were. There was no explosion of "middle class affluence" after WWII. Yes, there were more jobs but the pay wasn't all that much better especially since it had to be spread among the larger families of the typical postwar period. So, our boys were certainly challenged then as much as Howard and his pals were in the 1930s. They walked to school, they walked or rode their bikes to ball games and playgrounds and ponds and streams and woods. They learned to swim on their own pretty much and they carried the old Old Town canoe to the local pond on their backs. All of this in the second largest city in New England.

As far as I can see, the affluence didn't explode until the boomer generation had their children. That is, if they had children. That is, once they had acquired much of what we call comfort and the toys that go with it. And, of course it meant that they fled the city for the suburbs and boonies and put themselves in the hands of the commuter automobile and soccer van and those nature destroying monsters called the SUV.

It's their children whose lives are so different from ours and our children's. Trapped in their houses on those lonely roads behind those picket fences, allowed out only to enter a van that takes them to another building like a gym or the shopping mall or some sort of organized outdoor activity, where are the outlets for their spontaneous, truly personal explorations? One obvious direction is through the virtual reality of the computer monitor.

Sitting in a darkened room, alone for hours on end, they can't help but become entranced by what they might receive or cyberconstruct there. Only problem is, how much of that will ever be translated into the reality of the kind that we might call naturally healthy. Oh, I know, Bill Gates would caution against condemning nerds lest we end up working for one. There are nerds who build boats, too, I'll bet.

An encouraging phenomenon is that the neighborhoods in the city that were vacated by the boomers are being filled by people of rainbow hues. And, as our cities are beginning to prize what's left of our natural environment and ponds and parks and offer boating programs of long standing, the children of these newer arrivals will have the chance at the sort of childhood that we had, that the children of the boomers are being deprived of in so many instances.

As Archie would say, "leave us not despair just yet".

Dan Dick, Worcester, MA

Lobster Yachts & Pedal Boats

Living out here on the left coast, I am very interested in the Maine lobster boat, it seems to come in a range of sizes. Please consider doing an article about those adapted for pleasure use.

As a 68 year old kayaker and mountain biker, I have special reason now to be interested in pedal boats. In separate spills I have managed to hyper extend both elbows, so paddling is not a lot of fun right now!

John Parks, 5350 Emerson Rd., Sacramento, CA 95820-6626

A Vacation Wish

High on my vacation wish list would be a vacation place that had *MAIB* readers in mind, located on the water with a fleet of boats at our disposal, included in the room rate. The more variety the better.

Joe LaGrasso, Fenton, MI

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Depoe Bay, Oregon, is an interesting place; a tiny pothole protected from the sea and wind by a high wall of basalt, and connected to the open ocean by a 30' wide, dogleg channel through a crack in the solid rock. It is the safest harbor on the Oregon coast, but once you're through that crack (the "Hole" to the locals) you're out in the open Pacific, it's only a few hundred feet from the harbor to the sea. This has made Depoe Bay a popular base for charter boats, and now whale-watching boats, since the late 1930s. Of course getting back in when the weather kicks up can be a bit like threading a needle with a camel.

But most tourists pay little attention to the tiny bay, they spend their time up on Highway 101 at the strip of shops and roadside attractions, or across the highway watching the surf pound the rocks and spout through clefts and holes in the basalt, often flinging spray high over the watchers and onto the roadway. For a much different experience I turned off the highway this past April and spent a couple

The 2000 Depoe Bay Wooden Boat Festival & Crab Feed

By John Kohnen

of days bothering boats down by the harbor, which really is the nicest part of the town.

After a meager turnout last year the organizers of the Depoe Bay Wooden Boat Festival and Crab Feed decided to do something to revive the event. Luring potential exhibitors with free crab dinners to get them to bring their boats might have been their most successful ploy. I took the bait and loaded up my Six-Hour Canoe and hauled it over for the weekend. According to the official count 44 boats were on display this year. The weather

was perfect and there was a lot of activity on the water, a bit of a messabout really.

There were demonstrations of steambending and scarfing; a lecture by a Britisher about his theory that Sir Francis Drake had landed a few miles from Depoe Bay at Whale Cove instead of somewhere down in California; a table full of models, and lots of boats! Big boats and little canoes, gold platters and more utilitarian craft, but all interesting. Best of all was the crowd of boat nuts eager to stand around talking about boats! I think it's safe to say that a fine time was had by all. The crab was delicious, too.

I can hardly wait for next year. The 2001 Depoe Bay Wooden Boat Festival and Crab Feed will be held April 28th and 29th. For information about the festival contact: Jack Brown, PO Box 899, Depoe Bay, Oregon 97341, <mjbrown@netbridge.net>

You can see these photos and more of the festival in color on the World Wide Web at <<http://www.boat-links.com/DepoeBay/>>



Looking through the entrance into the harbor. The wide angle lense makes the harbor look bigger than it really is, the Coast Guard station isn't that far away!

Jim Hitchman of Waldport was back again this year with his English style sailing dinghy *Skylark*, designed and built by Paul Gartside.



The largest boat displayed at the festival was Bill Child's restored 1925 salmon troller *Robin*.



Dan Pence brought his electric launch *Ginger* from Portland.

Forrest Lee from Lincoln City was back with his 1956 VW engine *Putt Putt*.





James McMullen built these nice skin kayaks, one an Aleut design and the other Inuit.

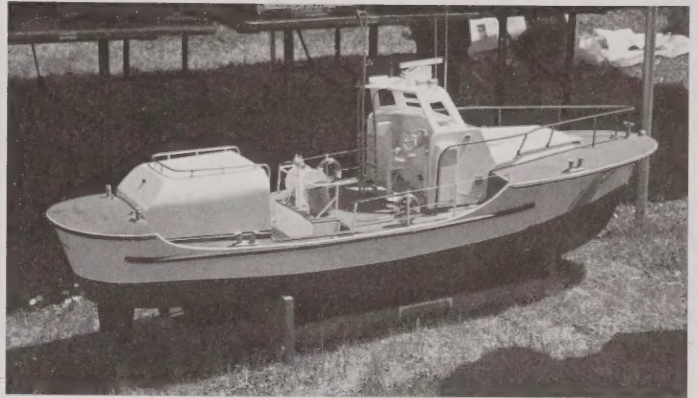


Dan Pence tries out James McMullen's sailing canoe, which was built mainly of scraps and leftovers from other projects. Except for the sails, less than \$50 went into this beauty!



Joe Molvik built the 19' replica Norwegian Nordlandsbot *Mary Ellen* for the Tri Cities, Washington, Sons of Norway lodge.

The Sons of Norway were giving free rides around the harbor in *Mary Ellen*.



Depoe Bay's "Hole in the Wall Gang" Coast Guard built this model of their 44-footer.



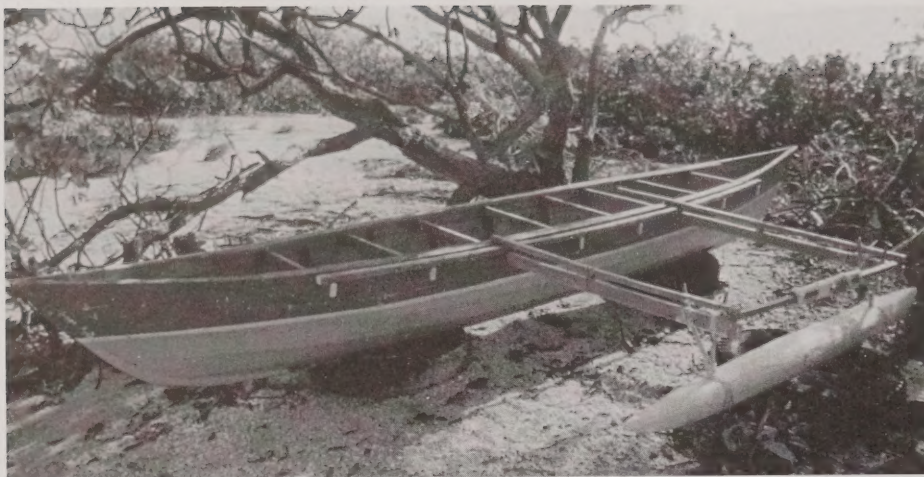
Scott Malvitch of Corvallis built this Banks dory in the traditional way, out of oak and Port Orford cedar.



I hitched a ride from Scott Malvitch for a tour of the harbor. Here we meet Scott Marble in his skiff.

The harbor tour took an exciting turn when we took a detour out through the "hole" into the Pacific.





Paddling canoe, Christmas Island, Republic of Kiribati.

A Christmas Island Canoe

By George Fulk
Photos by Don Boxer

This past winter I visited Christmas Island to fish for bonefish. Near Banana Village, a hamlet of 957 souls, I saw a paddling canoe of interesting construction, with plywood strakes laid carvel, and entirely without metal fastenings.

Christmas Island is located about 1,300 miles south of Honolulu, Hawaii, 119 miles north of the equator. It is part of the Line Island Group, Republic of Kiribati, and gained its independence from Great Britain in 1979. The area was previously known as the Gilbert Island group. The island was named by Captain Cook who visited on Christmas Eve, 1777.

The island is low-lying, and only 12' above sea level at its highest point; 5' at the airport. It has a large interior lagoon, with many shallow flats suitable for sight fishing while wading. The local population engages

in copra production, some commercial fishing, salt extraction, and guiding for sport fishermen who come for the superb bonefishing.

The canoe which I saw was apparently use for subsistence fishing in the interior lagoon, and was a paddling canoe. My friend Timiona Taom said it was used for gill netting milk fish, a very tasty, but bony fish used for food. It was made of plywood, over sawn frames, and assembled entirely without metal fastenings. Lashings were coir twine, made by twisting coconut husk fiber.

The shape was traditional, with outrigger, but the hull was symmetrical. The narrow 2"-4" plywood strakes were edge butted like regular carvel, but sewn with 4-5 turns of coir lashing every 6" or so. Plywood was 3/8" thick. Butt blocks were small narrow strips and also lashed. There was some kind of sealant between plank joints and the boat was painted. There was a central keel about 1- 1/2" wide by 2" deep with garboard strakes butted to its beveled upper corners. The keel may have been gum as were the guard and frames.

Although the hull was symmetrical, the outrigger was slightly asymmetrical, and curved most on the side towards the hull. Usually, western Pacific paddling canoes have asymmetrical hulls curved more on the port side to offset the drag of the outrigger. Thus a right handed paddler, paddling on the starboard side would cause the boat to track straight. Apparently the effect of more curve on the outrigger is the same, but I'm not sure about this.

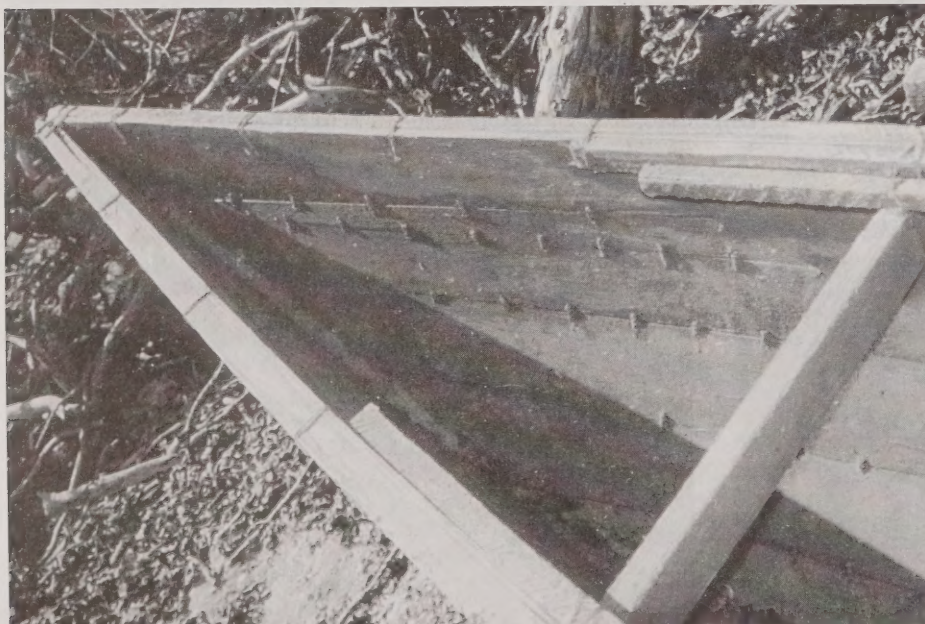
The boat was light, perhaps about 120lbs, and about 20' overall length. Sawn frames were on about 20" centers. The outrigger was about half the hull length. There was a high level of craftsmanship and parts were well fitted with tight joints. Plank and frame lashings were uniform and evenly spaced. Surprisingly, there was no sign of plywood delamination.

Equipment onboard consisted of a stainless steel table knife and a foam rubber block used as a bailing sponge. There was no mast step, and apparently the owner had taken the paddle home.



The hull is symmetrical, but the outrigger is curved more towards the hull side.

Coir plank lashings were evenly spaced.



Butt block and sawn frame.



Mystic Seaport's 30th Annual John Gardner Small Craft Workshop: Jellyfish, Captain Hook, and Kids

By Sharon Brown

The future of traditional small boats lies with youth as John Gardner so eloquently stated. And by this measure alone, the 30th Annual John Gardner Small Craft Workshop at Mystic Seaport, Mystic Connecticut on June 3 and 4 was a big success. For not only were members of the "old guard" like Sidney Whalen, Ed Steever, Steve Jones, Rob Pittaway, Bruce Thurston, Lance Lee, Myron Young and Eleanor Watson present, but there were many new young faces out on the water. The children of the Jordans of Braintree, Massachusetts, the Hearn of Dover, New Hampshire and Rathbones of Larchmont, New York are at home in small boats and have grown up attending the workshops. However, this year there was a significant contingent of first time participants under the age of 18.

The weekend was blessed with perfect weather and declared an unqualified success at the staff wrap up. "The best ever." Or the

Ten-year old Clark Husted glows with satisfaction and pleasure that comes from model building, and shows off his model of the Mystic Seaport Jellyfish, *S. S. Clarkease*, which he built in the spring with his father (Sharon Brown Photograph).



In a contrast of construction materials and propulsion, 12-year old Blair Fleming uses foot power to propel the 14-foot Hobie Mirage Kayak brought by Gail Ferris, while Curran Behney paddles his brother's irresistible Mystic Seaport Jellyfish, Hull #3, *Moon Jelly* (Sharon Brown Photograph).

best in our memory.

This was the outcome of a good deal of preliminary planning involving event coordinator Peter Vermilya, his assistants Carole Zapp and John Blaiklock, and Pat Wilbur, Mindy Matheson and Ellen Stone from Ships Plans. Helen Packer prepared for her first workshop since 1978 working feverishly as a volunteer having retired in March after 26 years at Mystic Seaport. Bill Kinsella cut out

boat model parts at the bandsaw and Lee Treffeisen sewed sails. At The Boathouse we cleaned up the shop, washed down the livery fleet, touched up varnish on the oars, and spliced more lines. Dean Seder and Doug Butler of Shipyard wrestled new docks into place and repaired the old. Wade Smith, Supervisor of the Boat Shop rebuilt thole pins on the four-oared gig, *General Lafayette*, and worked late on Friday evening with Sarah Blachly and

Young Eben Hearn enjoys the fruits of his labors paddling the Tom Hill designed 11' 6" ultra light canoe which he built over the winter (Sharon Brown Photograph).





Mystic Seaport Director, J. Revell Carr, announces the renaming of the Boat Shop in honor of the man who started the Workshop in 1970, the John Gardner Boat Shop (Sharon Brown Photograph).



Kevin Collins and daughter, Lena, prepare to launch their Jellyfish, Hull #4. Unnamed at the launch, their Jellyfish has been used almost every afternoon in a lake near their Preston home (Sharon Brown Photograph).

An appreciative crowd attends the christening of *Captain Hook*. A reproduction of the 12-foot pulling boat from Southport, Maine, *Captain Hook* was built in the newly named John Gardner Boat Shop by Barry Thomas, Wade Smith, Sarah Blachly and Alexys Hanczar and is available for rent at The Boathouse (Philip Behney Photograph).



Alexys Hanczar to finish painting the new pulling boat *Captain Hook*. Only hours earlier, the door was shut to visitors while Alison Pyot lettered the name on her shiny black transom and last minute prep work was completed without interruption. Early in the spring Wade, Sarah, and Mark Starr held two new adult/youth boatbuilding classes in which each team built a double paddle canoe of white pine. The cost of the course instruction included an invitation to each team to attend the John Gardner Small Craft Workshop with their newly painted boats. A mass launch of this new class, the Mystic River or Mystic Seaport Jellyfish, was planned. Anticipation of the workshop was palpable as we paused to consider that the empty beach would soon be a blaze of small boats.

And in the wee hours on Sunday morning, Maurice Baron of Shipyard phoned Security to remind the guard to plug in the coffeepots. He and Ava Kovach decanted coffee into thermoses and delivered the food, beverages and serving accoutrements to the Shipyard dock. They helped Karel den Tex load up the launch for the downriver row on the 7:15 AM Route 1 bascule bridge opening. Then Ava and Maurice accompanied the fleet downriver on the garvey chase boat, *Maynard*

The condition of Bill Sauerbrey's fine 5/8th scale 18-foot whaleboat *Grace* belies the distance she has been rowed in waters around Mystic and between Nantucket and Cape Cod since her launch in 1997 (Sharon Brown Photograph).



Bray, Maurice, Scott Noseworthy and Richard Birnn of Shipyard launched and hauled boats all weekend, and assisted participants, many of whom they knew by name, with glitches in rigging. From our perspective things ran smoothly but only because we invested time and energy beforehand.

The workshop is the premier weekend of the year for some Mystic Seaport staff. Revealed by their badges, they walk the docks, discuss construction details with owners, and use the boats. Weekend hits included the launch of the Jellyfish and *Captain Hook*, riveting hoop bracelets, small boat model making, a kayak paddle workshop, a lapstitch workshop and the Saturday night films—*Amphibious Man* by Ivars Silis and a restored version of *In the Land of the War Canoes* by Edward S. Curtis.

About 275 registrants attended bringing 64 boats which were launched early Saturday morning. People were drawn to the boats spreading out across the river, making their way to the beach or the floats. People exchanged boats and crews took turns sailing or rowing the whaleboats. *Amistad* crew, Eric Chanu, Abigail Crain, Dan Bregman and Dennis Burroughs, sailed and rowed the ship's boat *Margaru* built by students of the Sound School, New Haven, Connecticut.

The elegant 27-foot 4-oared gig, *General Lafayette* plied the waters. *General Lafayette* is a copy of the *American Star*, built by the Chambers Brothers of Brooklyn, New York circa 1820 and presented to General Lafayette on the occasion of his last visit to the United States in 1825. John Gardner built the *General Lafayette* in 1975 and documented her construction in his last book, *Wooden Boats To Build And Use*, published by Mystic Seaport in 1996. It is always a treat when she is splashed, and this year a number of people were lucky to be included in her crew, ably coxed by Wade Smith.

Registrants paused for lunch, spread out to watch the waterborne parade of activity or crowded in under the Boat Shed to hear the lunchtime speakers.

Peter Vermilya paid tribute to Helen Packer who held many positions over her 26 year Mystic Seaport career. Lacking an official title, Helen often referred to herself as a secretary, but she personally performed tasks beyond secretarial services. Each prospective Boatbuilding Class student felt special and held out hope as Helen kept them appraised of their standings on the waiting lists. She sold the Boat Plans and distributed the lists, and she handled most of the paperwork for the Small Craft Workshops, including selling mugs and T-shirts. She remains friends with many of the people she corresponded with over the years. Last year, at the 29th Annual John Gardner Workshop, the Seaford Skiff, built in the Museum Boat Shop by Barry Thomas and Wade Smith was launched and named in her honor. Today, the *Helen Packer* is available to visitors to rent at The Boathouse.

Lee Scarbrough of Cape Cod discussed the Atlantic Challenge Programs and his crew displayed their rowing techniques as they put *Loyaute*, their 10-oared 38-foot Bantry Bay Gig through its paces. Wade Smith discussed the successful new Mystic River Jellyfish Boatbuilding Classes, where teenagers team with an adult to build a 35 pound 14-foot double paddle canoe of white pine over a weekend. He then invited the crowd to fol



Victor and Kevin Rathbone enjoy sailing their Pete Culler designed 17-foot wherry, *Seagull*, which Kevin built in 1976 (Sharon Brown Photograph).



Rob Pittaway helps lift the 16-foot strip-built Adirondack Guide Boat built in 1992 by William Maher of Granville, Massachusetts from Rushton plans obtained through the Adirondack Museum, Blue Mountain Lake, New York (Sharon Brown Photograph).

Author Steve Smith of Noank, Connecticut confers with Geoff Conklin of Old Lyme, Connecticut (Sharon Brown Photograph).



Traditional Small Craft Association executive members, Frank Durham of Hollis, New Hampshire and Eleanor Watson of Noank (Sharon Brown Photograph).





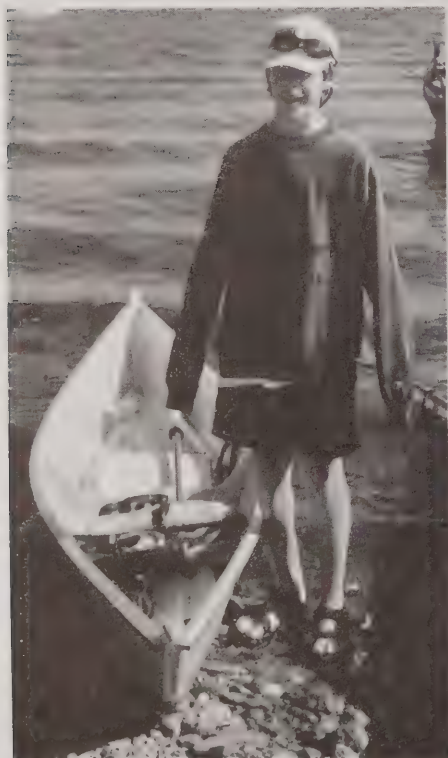
Sally Ostlund of Mystic Seaport's demonstration squad, helms the whaleboat heading downriver Sunday morning. Among her crew on starboard are Jay Ludvigh from Florida and Jim Blackaby head of Information Services at the Seaport (Sharon Brown Photograph).



Chauncy Rucker prepares to beach the Shellback Dinghy *Ruckus*, which he and his wife Nancy built in June 1998 during a week long course at WoodenBoat School, Brooklyn, Maine (Sharon Brown Photograph).

Sean McQuilken paddled his Mystic Seaport Jellyfish Hull #10 to Mason's Island (Sharon Brown Photograph).

James Riemer takes his mom out for a row in the Good Little Skiff, *Waldo Howland* (Sharon Brown Photograph).



low him to the beach. There J. Revell Carr spoke briefly to the participants to announce the honoring of John Gardner by renaming the Gray Boat shop or Small Boat Shop where he worked from 1969 to 1995, in his honor, the John Gardner Boat Shop.

John would have been tickled by what followed. The launch of the Jellyfish. Sarah announced each team, the name, and the hull number and one at a time they carried their boats to the beach where each teenager poured a little sparkling cider over the bow and after a healthy draw from the bottle, paddled proudly out into the river to loud cheers and enthusiastic clapping. It was infectious. Young people waded into the water to get a closer view and negotiate a turn at the double paddle.

Next, was the launch of the latest boat to be built in the newly named John Gardner Boat Shop, the reproduction of the 12-foot round-bottom pulling boat from Maine, the *Captain Hook*. After a few celebratory remarks by the author in recognition of builders, Barry Thomas, Wade Smith, Sarah Blachly, and Alexys Hanczar, *Captain Hook* was christened with champagne and underwent her maiden voyage with all aboard. Amid much laughter, Wade rowed and demonstrated her carrying capacity and easy handling characteristics. She too is available to rent at The Boathouse. The original *Captain Hook*, built circa 1920 by an unknown builder is still on exhibit in the Boat Shop, and will eventually return to the permanent collection in the Rossie Mill.

In The Boathouse, Mark Starr, an avid kayak enthusiast, held a workshop on kayak paddles, while across the way in the White Boat Shop, John Blaiklock discussed his most recent construction project, a 26-pound Chesapeake Light Craft 12-foot Sassafras.

Throughout most of the afternoon children gathered at the podium under the Boat Shed and with volunteers, John and Pat Sparkman, built model boats until the parts supply was exhausted. They sailed their creations in the railway and towed them behind rowboats. At the open back doors of the John Gardner Boat Shop children of all ages riveted steam bent white oak hoop bracelets with Sarah and Wade. All too soon, it was time for dinner at Lighthouse Point followed by films at the Meeting House. Some tired participants retired to their accommodations on the *Joseph Conrad* in anticipation of an early morning call for the annual downriver row.

Sunday morning dawned still and bright with dew on the boats and the models sitting on stern sheets or rails, their bright sails barely moving. Groggy people emerged from under boom tents or straggled in from the parking lots. Speaking in muted voices they sponged out hulls, stowed back packs, dragged boats to the shoreline or untied from the floats, and shipped the oars. One by one the boats began to leave, heading downriver for the 7:15 AM bridge opening. It was a splendid morning and the row peaceful. Norman and Helen Packer waved from the town dock and other early morning risers stopped to admire the unique parade.

Down at Mason's Island, about two miles away, people drew their boats up on the beach, stretched, and helped off load the coffee and doughnuts. A brightly attired amorphous crowd gathered. People talked and caught up on the past year's events, while others chose to walk the beach scrutinizing each boat, supplementing mental notes with film docu-

mentation. Children gravitated together fascinated by the intertidal life and hermit crabs scurried from eager hands.

Demonstration squad members broke off first with the whaleboats and headed back to begin work at 9 AM. One by one the boats were readied, some with auxiliary fuel, a last cup of coffee or doughnut, and hands took to the oars, paddle, and sails for the return upriver trip. Peter and Peggy Vermilya were the last to leave in the Rangeley Lake boat. They surveyed the spit for errant garbage and took a lingering look at a beautiful location we are privileged to use. Although there remains ample opportunity for boat use before the final haul out at 4 PM, it is a pivotal occasion as we know the end of another Small Craft Workshop is imminent. This year the weather pre-vailed.

The Annual meeting of the Traditional Small Craft Association was held outside, and we used the boats to the last possible minute. For the second year in a row a generous donation by the Traditional Small Craft Association enabled Mystic's Boat-house to not only put workshop attendees in the livery fleet without charge, but also the public in general. This was part of a conscious attempt to make the weekend more accessible to a larger audience, and potentially impact as many families as possible. It worked. Our docks were packed with people getting in and out of boats and sitting on benches turned to face the on the water entertainment. Not including the downriver row of seven livery boats and 17 people, we put 351 people and two dogs, Garvey and Goliath, on small boats at The Boathouse over the two day weekend. *Breck Marshall* carried 95 passengers, *Resolute* carried 60, and 196 people were in the livery fleet. This despite the strong north-west wind that impacted rentals Saturday morning. We initiated five new volunteers and introduced two young people to the workshop. Recipients of scholarship money provided by Boathouse volunteer, Judge Morton J. Siegel of New York, Shaun Bennett of Tolland, Connecticut and Ben Ragsdale of Mystic, were ecstatic with the choice of boats to use. Shaun, whose preference leans to kayaks and small canoes, found the workshop like a candy store. At the end of the day his parents discovered him sitting in the shade of the Australia shed, his face revealing exhaustion, happiness, and overexposure to the sun. Ben ended up helping us at The Boathouse dock putting people out on the water and recounted his experiences in an excellent article published in the Mystic River Press.

Comments in The Boathouse Guest Book reflect the visitor experience. Dr. Jay Ludvigh of Florida, a workshop attendee, wrote appreciatively, "Rowing almost all the boats helped me decide what the next one I will build will be. This was a great help in making a big decision. Thanks!!" The Picton and Gilchrist Families from western Connecticut wrote, "Had a marvelous day on the water rowing and sailing!" and Mark Picton reminded us that he, "bought a Piscataqua River Wherry here five years ago from Chris Rawlings and has had wild adventures with her ever since." Ethel Tyson of Martha's Vineyard wrote, "Mystic's Boathouse is a terrific opportunity to experience classic small boat rowing. A real pleasure." Visitors from New York City, added "We thought we were lost at sea. Tow, tow, tow your boat." Dave Luchsinger from Yaphank, New



John Summers gets a hand to help move his fine St. Lawrence skiff to the beach. Designed by Moses Sauve circa 1890 John built the boat in 1997 from lines taken from the original (Sharon Brown Photograph).



Lee Scarbrough and crew from the Cape Cod chapter of Atlantic Challenge, sail *Loyaute*, their 10-oared 38-foot Bantry Bay Gig, back upriver Sunday morning (Sharon Brown Photograph).

Seasoned gunkholers, Abigail, Craig, Kathy, Drew and Garvey Jordan, head to Shipyard for haul out on Sunday while the young ladies behind them learn to row a Good Little Skiff (Sharon Brown Photograph).



York quipped, "When I said I was signing the waiver in case my daughters were lost at sea, I was only kidding." Bill Palifka of Hartford added, "It was just like Dawsons Creek! Thanks to the TSCA!" Andy Giblin of Noank, wrote, "Love the *Green Machine!*", while Holly and Rebecca wrote, "SOS! SOS! SOS! Never Got Past the Dock!" And in careful print, Jon and Jesse Daniels wrote, "I got to row!" and "I saw a jelly fish." Each experience so different, and each I believe will come back to haunt a reverie, a reminder of a good time on the water in a good boat, and all made possible by the generosity of the members of Traditional Small Craft Association on a special weekend. The association is an advocate for small craft, promotes traditional design and construction, and publishes the quarterly journal, *Ash Breeze*.

When John Gardner planned the first Rowing Workshop at Mystic in June of 1970 with then Curator, Ed Lynch, it likely did not occur to him that it would still be running strong, 30 years later. Despite his anxiety during the planning stages, he was elated at the outcome as he recounted, "The workshop proved a great success in spite of the rain. Upwards of 200 attended, counting women and children. Between 40 and 50 boats. All the New England states were represented. Also New York, New Jersey, Maryland, and one naval architect from Seattle, Washington who came over the road, picking up a 12-ft. varnished "Whitehall" at White Bear Lake, Minnesota. ... A credit to the Curatorial Dept." (letter to Kenneth Durant, June 13, 1970).

I believe the workshop has continued for two important reasons. The location, and the inspiration of John Gardner.

The workshop location presents an ever-changing dramatic backdrop, i.e., the river, the museum and vessels on exhibit, and the diversity of landscape on the downriver row, through the heavily packed marinas of plastic, to the pristine location of the spit at Mason's Island. We share the river with the

oyster catchers within sight of the village of Noank and the islands off the mouth of the river in the early morning quiet. It is a unique waterfront setting, whether it be the Route 1 bascule bridge or the Amtrak swing bridge, or the steeple of the Noank Baptist Church, or the sails of the *Charles W. Morgan* and *Joseph Conrad*, and now, the dramatically raked masts of the new schooner, *Amistad*. We share the channel with whaleboats and museum classics like *Sabino*, *Breck Marshall* and *Resolute*.

It is not only the physical attributes of the landscape, but the resources of the museum which make it natural that small boat people would be attracted to Mystic Seaport. The Boathouse makes an important contribution to the workshop given that boats in the livery available for use represent the most significant block of traditionally constructed boats. And plans, reasonably priced, are available. The Boat Shop is still involved in research and construction of traditionally built boats, and the teaching of traditional methods of boatbuilding. There are over 400 boats in the collection available for study.

For whatever reason—perceived ease of construction, lightness of hull, lifestyle, and lack of materials—over the years there has been a gradual reduction in the number of traditionally built boats registered. A majority of the boats at the workshop are now traditional in design only, made of plywood, veneers, of glued lap with liberal applications of epoxy. Regardless, many of the builders were influenced by John, and the likes of Pete Culler or Andy Steever or George Kelley, or those from earlier times. For example, John Blaiklock who brought his Chesapeake Light Craft *Sassafras* and lead the workshop on Lapstitch, was inspired by John Gardner's teaching and writing, and submitted his first Iain Oughtred designed glued lap boat for John's perusal. John admired the workmanship and it wound up fodder for his *Comments Here and There* column in the *National Fisherman* (October, 1988).

We keep in touch with our mentors as we know them by their boats, their legacies to us. Masters were well represented at the workshop by the boats. Platt Monfort was unable to attend, but Chuck Raynor of Richmond, Virginia brought Gator his dog, a new 15'6" Adirondack Guide Boat strip built from lines taken off the original 1904 Henry Dwight Grant hull, and Snowshoe, the 14-foot Platt Monfort Geodesic canoe. Bart Hawthaway was also unable to attend, but Bulkeley Smith, Jr. of Noank brought *Fido* his Bart Hawthaway designed and built Rob Roy 10'6" double paddle, decked fiberglass canoe. Likewise, Richard Koolish of Arlington, Massachusetts brought a 10'6" Bart Hawthaway Double Paddle Canoe.

George Kelley was sadly missed. But the double paddle canoe *L. Francis* was available at The Boathouse, and Dean Matthews of Doylestown, Pennsylvania fulfilled a dream and wrote, "Paddled *L. Francis* today! Only waited 25 years! What a wonderful boat and how nice to feel the vibes of George Kelley again." Pete Culler was not present, but Good Little Skiffs were available and now due to the generosity of Ruth Kelley and family, Pete Culler plans are available for sale at the Ships Plans Division of the G. W. Blunt White Library.

And John has been missing for five years but Steven Bauer and family of Portland,

Maine brought their new 14-foot Sail and Row skiff featured in *Classic Small Craft You Can Build*, published by Mystic Seaport in 1993. Aside from museum owned boats, other John Gardner boats included the 12-foot Bank Dory from *The Dory Book* (1987, p. 144) built by David Barber of Groton Long Point, the 16-foot Swampscott Dory brought by the Jordans, the Chamberlain Dory Skiff brought by Philip Kendrick and Simone Masse of South Berwick, Maine, a 17-foot Swampscott Dory built by Howard Mittleman of North River Boatworks, Albany, New York, an 18'6" Marblehead Gunning Dory based on plans in *The Dory Book*, and Richard Sleeper and family from Troy, New York brought *Witches Sail'em*, a 14-foot John Gardner dory skiff, built with students at Bennington School, Vermont in 1992.

How many of the other boats, perhaps now only traditional in the design sense, owe their existence to a back yard builder yielding to an awakening interest in traditional small boats due to the teachings of the masters like John and Pete Culler. And how many of the young people who were out on the water during the 30th annual John Gardner Small Craft Workshop will one day in turn inspire another uninitiated to the fun that comes from using boats that are part of our maritime heritage, which stem from a time when the waterfront was alive with variety in watercraft, all hand built, and necessary for work and exploration as well as play.

It takes a lot of effort to get a boat to Mystic and a stay in the region is no longer an inexpensive venture. We appreciate the investment registrants make. Some of the boats that came and their owners are included here. Only space prevents inclusion of all.

Steve Bauermeister of South Berwick Maine, brought a 17' Georgian Bay Kayak he built from Laughing Loon Kayak plans.

Stephen Connell of East Derry, New Hampshire brought *Oak Dog*, an 11'6" x 4' Herreshoff Columbia Dinghy which he built from the book, *Building The Herreshoff Dinghy*, written by Barry Thomas and published in 1977 by Mystic Seaport.

Guy Hermann of Mystic, brought *The Great Arthur*, a traditional 15'9" sharpie skiff, a copy of WB, in Mystic Seaport's collection, built by Gary Weisenberger, students and Walter Ansel. Walter's father, Willits, built another replica which is in the Boathouse fleet. Kathleen Donovan of South Berwick, Maine brought a Georgian Bay kayak built by Steve Bauermeister in 2000 from Laughing Loon Kayak plans.

Paul Erickson of Norwalk, Connecticut brought *SKAL*, the 17-foot V-Bottom Pulling boat designed by Don Rosencranz and built by Paul and Harry Erickson in 1973-1974 as a father son project, and the 17-foot Queen Charlotte Design kayak he built from plans sold by Pygmy Boats.

Joel Flather of Little Compton, Rhode Island brought a 10'5" canoe built by Compass Canoe from lines of a 1880 J. H. Rushton canoe sold by the Adirondack Museum.

Ben Fuller of Cushing, Maine brought *Fresh Breeze* a 19-foot traditional Afjords Faering, built by Jon Etheridge in 1985 in Norway.

John and Rebecca Leonard of Pownal, Maine brought *Freestyle* a 16-foot Whitehall built by James Purinton of West Bath, Maine from lines published by Chapelle.



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When DBMS offered a wooden boat building class at the end of last summer, the school didn't know what the response might be. There certainly was no expectation that the class would produce five craftsmen with an average age of 70, who would work long after the class ended to finish their project.

The advertising for the class generated serious interest from only two people, Don Muirhead of Duxbury and Scituate's Paul MacDonald. Faced with the prospect of an inadequate number of students, Don Muirhead's boundless enthusiasm took over, and he managed to convince, or perhaps coerce, Alex Stohn, Charlie Cousins and Sherm Hoyt to enroll.

Although this cast of characters had spent many years messing around in boats, only Paul MacDonald had significant experience in working with wood. The class knew little about the mysteries of wooden boat construction or how to convert a pile of lumber into a classic 12' dinghy that both handles well and is a thing of beauty, at least to the nautical eye. The Catspaw is constructed of copper riveted white cedar lapstrake planks laid over steam bent oak frames. Her stern is wine-glass shaped and constructed from mahogany.

The class began in early October under the direction of Jeff Grey, the proprietor of Snug Harbor Boat Works and a tenant of the school. Jeff's company specializes in wooden boat construction and repair. He has built a number of classic sailboats that grace Duxbury Bay, and Jeff's crew is presently building a 38' Carrol Lowell designed motor boat using the cold-molded West system. She will be the largest boat constructed in Duxbury in many years.

Initially, the class reviewed the design of the Catspaw and learned about the frame on which the boat would be built. The students had a head start as Jeff Grey had previously constructed the frame while building another Catspaw. The next step was construction of the mahogany transom and the keel and stem, both of which were built from white oak. That process was time consuming because the keel had to be carefully grooved so that the lower end of the ribs, or frames, would fit snugly into the keel.

Once the keel was ready, long 5/8" by 3/8" strips of green oak were cut and inserted into a steam box. The box is ingeniously fashioned by setting a large pressure cooker over a propane burner and transferring the steam to a long wooden box through a rubber hose. After about 45 minutes in the box, the oak strips become flexible enough to be inserted into the keel and bent and clamped over the frame to form ribs. Once the ribs cool and dry out, they retain their shape permanently.

The next stage involved shaping the planks used to form the boat's bottom and sides. The process, which is called "spiling", is very complicated because the shape of each plank must be taken from the lines of the frame on which the hull sits and transferred to a cedar plank. The plank is then shaped so that it both conforms to the shape of the hull and fits over the edge of the adjacent plank. When the proper fit is achieved, the plank is ripped in half lengthwise to produce two planks, one for each side of the boat.

By the formal end of the class in mid-December, the hull was partially planked. Putting aside the question of whether the boat should have been finished by then, there are

Catspaw Dinghy: A Labor Of Love

Reprinted with permission from *Bay Tidings*, Newsletter of the Duxbury Bay Maritime School



Catspaw dinghy constructed by Snug Harbor Boatworks in 1999.

reasons why it wasn't. The primary explanation is that the students spent more than a little time engaged in conversation that was not remotely connected to the task at hand. On many

evenings, it seemed as though more time was spent in swapping tall tales and trading jokes than in working on the boat. Although the DBMS administration was aware of this situation, it decided that the evolving sense of camaraderie within the student body would accomplish more in the long term than any disciplinary action might.

In any event, the end of the class has not spelled the end of the effort to complete the Catspaw. Since mid-December, the students have appeared several times per week to line off, shape, and fasten additional planks so that the boat is really taking on the appearance of a finished product. Virtually all of the additional work has been performed without the supervision or even the assistance of Jeff Grey. According to Don Muirhead, "When the boat is finished, we're going to have one hell of a christening party!"

The five students who started out in October have plainly caught the wooden boat building bug. The learning process goes on, but something else is also at work. The additional element is the appreciation, fascination, and satisfaction that come with creating a thing of beauty with one's hands. What began as a wooden boat building class has now become a labor of love.

(The Duxbury Bay Maritime School can be reached at P.O. Box 263A, Duxbury, MA 02331)



Paul MacDonald and Don Muirhead put the finishing touches on the frame.

View with the planking completed.



A portage now loomed in our horizon. The distance across the neck of land was one-third of a mile only, but the ascent of the hills of the Gulf beach would prove a formidable task. I proposed to Saddles that he should return to the boats, while I hurried down the beach to the point of the cape to find a man to assist us in their transportation from the bay to the sea.

While discussing the plan, a noise in the thicket caught my ear, and turning our eyes to the spot, we saw two men hurrying from their ambush into the forest. We at once started in pursuit of them. When overtaken, they looked confused, and acknowledged that the presence of strangers was so unusual in that region that they had been watching our movements critically from the moment we landed until we discovered them. These men wore the rough garb of cow-hunters, and the older of the two informed me that his home was in Apalachicola. He was looking after his cattle, which had a very long range, and had been camping with his assistant along St. Joseph's Sound for many days, being now en route for his home. Two ponies were tied to a tree in a thicket, while a bed of palmetto leaves and dried grass showed where the hunters had slept the previous night.

These men assured us that the happiest life was that of the cow-hunter, who could range the forest for miles upon his pony, and sleep where he pleased. The idea was, that the nearer one's instincts and mode of life approached to that of a cow, the happier the man; only another version, after all, of living close to nature. One of these wood-philosophers, taking his creed from the animals in which all his hopes centred, said we should be as simple in our habits as an ox, as gentle as a cow, and do no more injury to our fellow-man than a yearling. He was certain there would be less sin in the world if men were turned into cattle; was sure cattle were happier than men, and generally more useful.

Upon learning our dilemma, the good-natured fellows set at once to work to help us. We cut two pine poles, and placing one boat across them, each man grasped an end of a pole, and thus, upon a species of litter, we lifted the burden from the ground and bore it slowly across the land to the sea. Returning to the bay, we transported the second boat in the same manner; and making a third trip, carried away our provisions, blankets, &c

It was now evening, and viewing with satisfaction our little boats resting upon the beautiful beach, we thanked our new friends heartily for their kindness. The owner of a thousand cattle gave us a warm invitation to visit his orange grove in Apalachicola, and then retired with his man to their nest in the woods, while we slept in our boats, with porpoises and black-fish sounding their nasal calls all night in the sea which beat upon the strand at our feet.

In the morning the wind arose and sent the waves tumbling far in upon the beach. After breakfast I walked to the extremity of the cape, and dined with Mr. Robert Colman, the principal light-keeper. He was a most ingenious man, and an expert in the use of tools. The United States Light House Establishment selects its light-keepers from the retired army of wounded soldiers. In all my voyages along our coast, and on inland waters, I have found the good results of the perfect discipline exercised by the superintendents of this bureau. These keepers live along a coast of some thousands



Four Months In a Sneak-Box

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

Chapter 11 From Cape San Blas to St. Marks

A Portage Across Cape San Blas - The
Cow Hunters - A Visit to the Lighthouse -
Once More on the Sea - Portage Into St.
Vincent's Sound - Apalachicola - St.
George's Sound and Ocklockony River -
Arrival at St. Marks - The Negro Postmaster
- A Philanthropist and his Neighbors - A
Continuous and Protected Water-way from
the Mississippi to the Atlantic Coast

of miles in extent on the Atlantic and Pacific oceans and the Gulf of Mexico, many of them in isolated positions, but honesty, economy, and intelligent skill are everywhere apparent; and these men work like an army of veterans. I have intruded upon their privacy at all hours, but have never found one of them open to criticism. There is no shirking of the onerous duties of their position. Too much praise cannot be given to these light-keepers in their lonely towers, or to the intelligent heads which direct and govern their important work.

As I was leaving the light-house, a young woman approached me, and introducing herself as a visitor to the keeper's family, said she had a favor to ask. Would it be too much trouble for the stranger, after he reached New York, to inquire the price of a switch of human hair of just the shade of her own flaxen locks, and write her about it! Of course such an appeal could not be disregarded; but I confess that as I gazed upon the boundless sea, and along the uninhabited strand, and into the unsettled forests, I wondered where the men or women were to be found to appreciate the imported New York switch. Would it not "waste its sweetness on the desert air" in the unpeopled wilderness?

The boisterous weather kept us on the beach until Friday, when we launched our boats and rowed along the coast three miles to a point opposite a lagoon which was separated from the sea by a narrow strip of land. While pulling along the beach, great black-fish, some of them weighing at least one thousand pounds, came up out of the sea and divided into four companies. The first ranged itself

upon our right, the second upon our left, the third, forming a school, proceeded in advance, while the fourth brought up the rear. Unlike the frisky porpoises, these big fellows conveyed us in the most dignified manner, heaving their dark, shining, scaleless bodies half out of the water as they surged along within a few feet of our boats.

When we arrived at our point of disembarkation, and turned shoreward to run through the surf, our strange companions seemed loath to leave us, but rolled about in the offing, making their peculiar nasal sounds, and spouting, like whales, jets of spray into the air. A landing was accomplished without shipping much water, and we immediately hauled the boats across the beach, about three or four hundred feet, into a narrow lagoon, the western branch of St. Vincent's Sound.

Indian Pass was two miles east of our portage. It is an inlet of the sea, through which small vessels pass into St. Vincent's Sound, en route for the town of Apalachicola. Heavy seas were, however, breaking upon its bar at that time, and it would have been a dangerous experiment to have entered it in our small boats. Emerging from the lagoon, the broad areas of St. Vincent's Sound and Apalachicola Bay met our gaze, while beyond them were spread the waters of St. George's Sound.

Following the coast on our left, numerous reefs of large and very fat oysters continually obstructed our progress. We gathered a bushel with our hands in a very few minutes; but as the wind commenced to blow most spitefully, and the heavy forests of palms on the low shore offered a pleasant shelter, we disembarked about sunset in a magnificent grove of palmetto-trees, spending a pleasant evening in feasting upon the delicious bivalves, roasted and upon the half shell.

The tempest held us prisoners in this wild retreat for two days, and during that time, if we had been the possessor of a dog, we might have supped and dined upon venison and wild turkey. As it was, we were well content to subsist upon wild ducks and the fine oysters, with bread from fresh wheat-flour, baked in our Dutch oven, or bake-kettle, and coffee that never tastes elsewhere as it does in camp.

At last the gale went down with the sun, and we rowed in the evening thirteen miles up the bay to Apalachicola, and went into camp upon the sandy beach at the lower end of the town. While sleeping soundly in our boats, at an early hour the next morning some one came "gently tapping at my chamber-door," or, in sea phrase, pounding upon my hatch. I soon discovered that my visitor was Captain Daniel Fry, United States Inspector of Steamboats. His pretty cottage, environed with beds of blooming flowers, was perched upon the sandy bluff above us. The captain, in a nautical way, claimed us as salvage, and we were soon enjoying his generous hospitality. In this isolated town, once a busy cotton-shipping port, there was a population of about one thousand souls, among whom, conspicuous for his urbane manners and scientific ability, lived Dr. A. W. Chapman, the author of the *Flora of the Southern United States*.

While at New Orleans I had addressed a letter to the postmaster at St. Marks, Florida, requesting him to forward my letters to Apalachicola, but the request had not been noticed. The mystery was, however, explained by Lieutenant N., of the Coast Survey schooner *Silliman*, who one day called upon me, and

said that when he stopped at St. Marks for his mail, a few days previous to my arrival at Apalachicola, he saw about thirty letters addressed to me lying loosely upon the desk of the negro postmaster of that marshy settlement. My letter of instruction had been received, but as the postmaster could not read, no notice had been taken of it. The coast survey officer had kindly gathered my letters in one parcel, and had deposited them for safe-keeping with the postmaster's white clerk. The responsible position of postmaster was filled by an ignorant colored man, because his politics were those of the party then in power.

Nor was this an exceptional case, many such appointments having been made, as an inevitable result of a peculiar enfranchisement in which there is no restriction, and where license stands for liberty. While on my *Voyage of the Paper Canoe*, I met in one county in Georgia, through which flows the beautiful Altamaha, the colored county treasurer, who lived in a little backwoods' settlement a few miles from Darien. He could neither read nor write, but his business was managed and the county funds handled by a white politician of the "reconstructing" element then in power, which was sapping the life-blood of the south, and bonding every state within its selfish grasp by dishonest legislative acts. The poor black man was simply a tool for the white charlatan, living in a miserable log cabin, and receiving a very small share of the peculations of his white clerk.

We left the kind people of Apalachicola, and crossed the bay to St. George's Sound, with a cargo of delicacies, for Captain Fry had filled our lockers with various comforts for the inner man, while our friend, the cattle-owner, whom we had met at Cape San Blas, and who had now returned to his home, stocked us with delicious oranges from his grove on the outskirts of the city.

Four miles to the east of Cat Point we saw the humble homes of Peter Sheepshead and Sam Pompano, two fishermen, whose uniform success in catching their favorite species of fish had won for them their euphonious titles. We camped at night near the mouth of Crooked River, which enters the sound opposite Dog Island, having rowed twenty-four miles. If we continued along the sound, after passing out of its eastern end, we would be upon the open sea, and might have difficulty in doubling the great South Cape; so we took the interior route, ascending Crooked River through a low pine savanna country, to the Ocklockny River, which is, in fact, a continuation of Crooked River. The region about Crooked and Ocklockny rivers is destitute of the habitation of man.

About midway between St. George's Sound and the Gulf coast we traversed a vast swamp, where the ground was carpeted with the dwarf saw palmettos. A fire had killed all the large trees, and their blasted, leafless forms were covered with the flaunting tresses of Spanish moss. The tops of many of these trees were crowned by the Osprey's nest, and the birds were sitting on their eggs, or feeding their young with fish, which they carried in their talons from the sea. So numerous were these fish-hawks that we named the blasted swamp the Home of the Osprey. We spent one night in this swamp serenaded by the deep calls of the male alligators, which closely resembled the low bellowing of a bull.

About noon the next day signs of culti-

vated life appeared, and we passed the houses of some settlers, and the saw-mill of a New Yorker. At dusk our boats entered a little sound, and by nine o'clock in the evening we arrived at the Gulf of Mexico, in a region of shoal water, much cut up by oyster reefs. The tide being very low, the boats were anchored inside of an oyster reef, which afforded protection from the inflowing swell of the sea. We shaped our course next day for St. Marks, along a low, marshy coast, where oyster reefs, in shoal water, frequently barred our progress. From South Cape to St. Marks the coast, broken by the mouths of several creeks and rivers, trends to the northeast, while for twenty miles to the east of the light house, which rises conspicuously on the eastern shore of the entrance to St. Marks River, the coast bends to the southeast to the latitude of Cedar Keys, where it turns abruptly south, and forms one side of the peninsula of Florida.

The great contour of the Gulf of Mexico, into which St. Marks River empties, is known to geographers as Apalachee Bay. On that part of the coast between the St. Marks and Suwanee rivers, the bed of the Gulf of Mexico slopes so gradually that when seven miles away from the land a vessel will be in only eighteen feet of water. At this distance from the shore is found the continuous coral formation; but nearer to the coast it is found in spots only.

While traversing this coast from St. Marks to Cedar Keys, I observed the peculiar features of a long coast-line of salt marshes, against which the waves broke gently. With the exception of a few places, where the upland penetrated these savannas to the waters of the sea, the marshes were soft alluvium, covered with tall coarse grasses, the sameness of which was occasionally broken by a hammock, or low mound of firmer soil, which rose like an island out of the level sea of green. The hammocks were heavily wooded with the evergreen live-oaks, the yellow pine, and the palmetto. From half a mile to two miles back of the low savannas of the coast, rose, like a wall of green, the old forests, grand and solemn in their primeval character.

The marshes were much cut up by creeks, some of which came from the mainland, but most of them had their sources in the savannas, and served as drains to the territory which was frequently submerged by the sea. When the southerly winds send towards the land a boisterous sea, the long, natural, inclined plane of the Gulf bottom seems to act as a pacifier to the waves, for they break down as they roll over the continually shoaling area in approaching the marshes; and there is no undertow, or any of the peculiar features which make the surf on other parts of the coast very dangerous in rough weather. The submarine grass growing upon the sandy bottom as far as six or eight miles from shore, also helps to smooth down the waves.

When the strong wind blows off the coast on to the Gulf, it is known to seamen as a "norther," and so violent are these winds that their force, acting on the sea, rapidly diminishes its depth within twelve or fifteen miles of the marshes. A coasting-vessel drawing five feet of water will anchor off Apalachee Bay in eight feet of water, at the commencement of a "norther," and in four or five hours, unless the crew put to sea, the vessel will be left upon the dry bottom of the Gulf. After the wind falls, the water will return, and the equilib-

rium will be restored.

We ascended St. Marks River; and passed the site of a town which had been washed out of existence in the year 1843 by the effects of a hurricane on the sea. These hurricanes are in season during August and September. The village of St. Marks consisted of about thirty houses, the occupants of which, with two or three exceptions, were negroes. The land is very low, and at times subjected to inundation. A railroad terminated here, but the business of the place supported only two trains a week, and they ran directly to the capital of Florida, the beautiful city of Tallahassee, eighteen miles distant.

The negro postmaster courteously presented me with my package of letters, and I had an opportunity to observe the way in which he fulfilled his duties. When the mail arrived, it was thrown upon a desk in one corner of a small grocery store, and any person desiring an epistle went in, and, fumbling over the letters, took what he claimed as his own.

The railroad agent, a young northerner, I found sleeping soundly in his telegraph office, though the noonday sun was pouring in his windows. He apologized for being caught napping, but declared it was his only amusement in that desolate region of damps, and assured me a man would deteriorate less rapidly by sleeping away his idle hours than by keeping awake to what was going on in the neighboring hamlet. Besides the United States Signal officer, his only intelligent neighbor was a brother of the Rev. Henry Ward Beecher, who had purchased a property, two or three years before, in the once flourishing town of Newport, a few miles up the river. He spoke feelingly of the efforts of the Rev. Charles Beecher to educate his enfranchised negro neighbors; of his inviting them to his house, and laboring for the welfare of their souls. All the patient and Christian efforts of the philanthropist had proved unavailing, and thieving and lying were still much in vogue.

It has been proposed by engineers to connect all the interior Gulf-coast watercourses from the Mississippi River at New Orleans to the Suwanee River in Florida. To achieve this end it will be necessary to excavate several canals at points now used as portages. From St. Marks to the Suwanee River there are some rivers which might be used in connecting and perfecting this great interior water-way.

I mentioned in my "Voyage of the Paper Canoe," that preliminary surveys, under General Gilmore, had been made for a continuous water way across northern Florida to the Atlantic coast, via the Suwanee and St. Mary's rivers. Detailed surveys are now in progress. Those interested in this enterprise hope to see the produce of the Mississippi valley towed in barges through this continuous water-way from New Orleans to the Atlantic ports of St. Mary's, Fernandina, Savannah, and Charleston. The northwestern as well as the southern states would derive advantage from this extension of the Mississippi system to the Atlantic seaboard, and its execution seems to be considered by many a duty of the national government.

There has been little written upon the water-courses of northwestern Florida, but several of the central, southern, and Atlantic coast rivers and lakes have been carefully explored by Mr. Frederick A. Ober, of Massachusetts, a young and enthusiastic naturalist.

(To Be Continued)

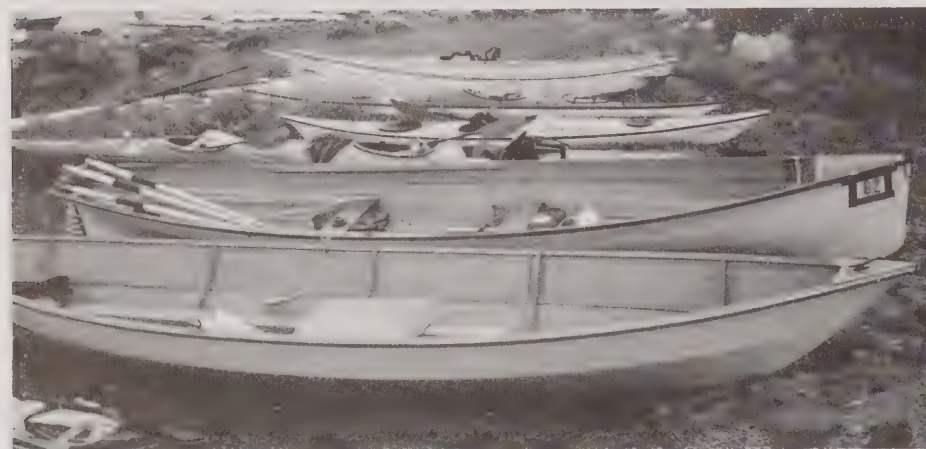
The Blackburn Challenge 2000...the Wind She Blew



Joe Holland and Dana Gaines launch their Kingfisher double.



The Banks dory fleet, ten were entered.



Variety: Stitch & glue plywood dory, strip built Whitehall, strip built double sea kayak, fiberglass sea kayaks (2), and a Monfort geodesic skiff.

Tom Mailhot and John Zeigler will be racing across the Atlantic in 2001.



The sea breeze sprang up at our place, three miles inland from the Atlantic and 100' above sea level, midday on Friday, July 14, and never let up all night long. On Saturday morning it was still blowing a steady 18mph, no longer what we thought of as a sea breeze but an unrelenting onshore wind with which the 124 boats entered in the 20 mile Blackburn Challenge Race circumnavigating Cape Ann on the Massachusetts north shore would have to contend.

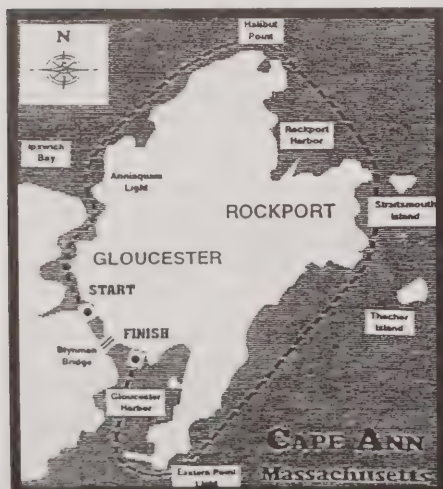
It was deceptively calm and mild at the launch area on the Annisquam River, and only a few ripples disturbed the water at the start. All along the northwestern coast on the lee side of the Cape the flat water continued to mislead the participants. While watching them pass by at Lane's Cove, about five miles along the course, I noted on the high ground behind me a flag snapping right out straight towards Ipswich Bay. It was still blowing around the other side of the Cape, the open ocean side.

The truth was faced when the participants rounded Halibut Point and headed southeast into the wind across Sandy Bay towards Straitsmouth Island. The wind had built up a choppy sea of 2'-3' waves on top of a moderate swell. It was a tossing and turning sort of sea that came onto their beam as they rounded the point at Straitsmouth and headed southwest along the shore for the Eastern Point breakwater and lighthouse about eight miles away. This would challenge the rowers and paddlers severely to not only make good time but also try to hold their headings.

That 88 of the 109 boats that started (15 opted out before the race) went all the way was testimony to the seriousness with which most who enter this major annual event undertake the challenge. The majority of the 21 who did drop out did so when they came face to face with the wind at Sandy Bay, where they could turn off the wind and run into Rockport's sheltered harbor. Others persevered, one outrigger capsized but the crew re-entered and carried on. A recreational shell rower was overtaken by race organizer (and participant) Tom Mailhot, plugging along semi-submerged, his shell full of water, unwilling to drop out. He was persuaded to head to the nearby shore before he sank. And an unfortunate kayaker who capsized was the object of a rescue by local Coast Guard and Gloucester Harbor Police boats. The organizers had eight picket boats patrolling the course, but they couldn't be everywhere at once.

After viewing the easy procession along the Ipswich Bay shore I decided I should go across to the Eastern Point breakwater, a half mile long granite barrier which protects the historic fishing port of Gloucester from noreasters, where I could view just how challenging conditions were and how the participants were dealing with them. Just sitting out there in the unrelenting wind with the spray flying off the waves crashing on the granite was tiring as I awaited the leaders.

As on the first part of the course it was Dana Gaines and Joe Holland who first appeared handling their long Kingfisher double sliding seat racing shell with great skill so as to not only maintain their high rate of speed as the boat lifted, surfed and fell in the lumpy seas but also keep it pointed where they



wished to go. While the next boat, the Manu'iwa Masters outrigger canoe finished about nine minutes behind Gaines and Holland on overall time, they had started much later, so it was a long wait. Will there be more, I got to wondering?

Eventually they began to appear, and it was obvious that the six person outrigger canoes were in their element, with ultimately six of them placing in the top ten overall. Probably those who race these canoes in the really big seas between the Hawaiian Islands would be unimpressed with our lumpy little ocean on this morning, but it appeared that our local east coast paddlers were taking things seriously.

When Ken Parker, Gina Lampassi and Shelagh Donohue, in their banana yellow triple dory, came by it was obvious that they were taking it seriously, Gina had become violently seasick and for awhile had been unable to pull her oars. That they still placed 11th overall was quite an achievement. Paul Neil, winning solo oar-on-gunwale races everywhere this year in his Kaulback Adirondack Guideboat, was busy looking, yet somehow calm and collected, while Joe Glickman in his Mako surf ski and Larry Thomas in his Wave Excel racing kayak, just sort of knifed through the lumpy seas seemingly unconcerned. They probably were not as easy about it as they appeared, but were not experiencing the tossing and turning the larger boats were.

Despite the challenging conditions, the worries of the organizers about the potential of serious danger for those taking part were finally dispelled late afternoon when all had been accounted for. Those who I saw coming ashore at the finish were soaking wet but elated, it had been quite an adventure for them to go the distance, a Blackburn that will not soon be forgotten.

This 25' Guillemot Fast Touring Double was paddled to 8th fastest time by Tim Dwyer and Glenn Baller.



Joe Glickmans' Mako surf ski was the first solo finisher in 5th overall.



Angela Morrissy and Julie Geary went all the way in their Banks dory.



Patrice Roux brought his unique sliding seat racing single over from France.



Ted Van Dusen's Zephyr touring sliding seat single.

Top 10 Finishers, Classes (Entrants), Boats

Joe Holland & Dana Gaines, Sliding Seat Racing Double (1), Kingfisher	2:47:57
Manu'iwa Masters, Outrigger Canoe Multi (14), Force 5	2:56:50
Northeast Outrigger, Outrigger Canoe Multi (14), Force 5	3:04:01
NewYork Outriggers, Outrigger Canoe Multi (14), Unlisted	3:05:51
Joe Glickman, Surf Ski Men (7), Mako	3:14:37
Michael Hartnett & Crew, Outrigger Canoe Multi (14), Unlisted	3:21:29
Larry Thomas, Kayak Racing Single Men (4), WaveExcel	3:24:36
Timothy Dwyer & Glen Baller, Kayak Touring Double (8), Guillemot Fast Dble	3:32:50
Jim Hall & Crew, Outrigger Canoe Multi (14), Force 5	3:35:53
New England Outrigger #2, Outrigger Canoe Multi (14), Kaniela	3:42:21

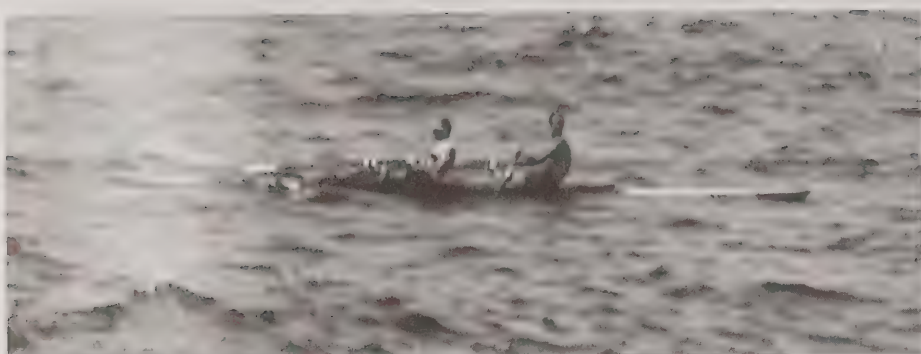
Other Class Winners (In Order of Winning Times)

Multi w/o Cox (1), Ken Parker, Gina Lampassi, Shelagh Donohue, Decked Dory	3:44:44
Sliding Seat Racing Single Men (5), Patrice Rioux, Unlisted	3:50:41
Kayak Touring Single Men (41), Dan McCraigne, Eddyline Falcon	3:51:24
Sliding Seat Racing Single Women (1), Kinley Gregg, Maas 24	3:51:54
Sliding Seat Touring Single Men (7), Ted Van Dusen, Zephyr	3:58:13
Fixed Seat Single (10), Paul Neil, Kaulback Adirondack Guideboat	4:02:31
Fixed Seat Double (5), Tom Mailhot & John Zeigler, Whitehall	4:05:13
Kayak Touring Single Women (5), Sarah Evertaon, Surge	4:17:05
Banks Dory Doubles Men (6), Fenton Cunningham & Russell Atkinson	4:41:33
Banks Dory Doubles Women (2), Angela Morrissy & Julie Geary	6:27:58
Open (2), John Lucide, Wherry	6:38:12
Banks Dory Singles (2), No Finishers	
Sliding Seat Touring Doubles (2), No Finishers	
Outrigger Single (1), No Finishers	
Kayak Racing Singles Women, No Entrants	
Multi w/Cox, No Entrants	
Surf Skis Women, No Entrants	

Entries 124 - Starters 109 - Dropouts 21 - Finishers 88

Almost Home After 10 Miles

I photographed the first dozen boats as they came by the miles of rough open water going. Due to the staggered start



Dana Gaines & Joe Holland, Kingfisher Sliding Seat Racing Double - 2:47:57



Manu'iwa Masters, Force 5 Outrigger Canoe



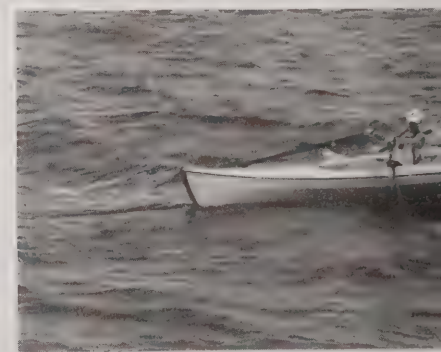
New York Outriggers, Outrigger Canoe - 3:05:51



Joe Glickman, Mako Surf Ski - 3:14:37



Timothy Dwyer & Glen Baller, Guillemot Fast Touring Double Kayak - 3:32:50



Ken Parker, Gina Lampassi, Shelagh Donohue

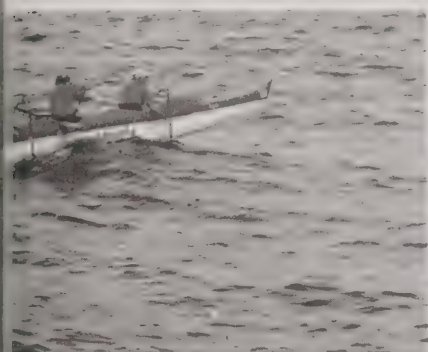
Kinley Gregg, Maas 24 Sliding Seat Racing Single - 3:51:54



Ted Van Dusen, Zephyr, Sliding Seat Touring

Rough Open Ocean Rowing

n Point breakwater with two miles to go after nearly ten
asses, they were not all amongst the fastest ten overall.



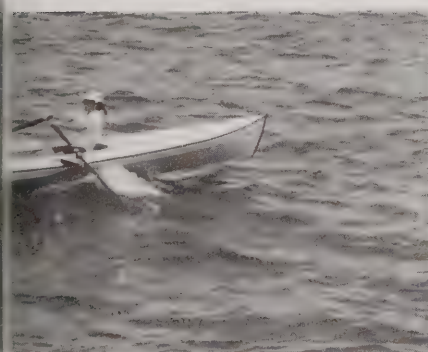
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Silver Barracudas, Force 5 Outrigger Oanoe - 3:04:01



Larry Thomas, WaveExcel Kayak Racing Single - 3:24:36



lti w/o Cox - 3:44:44



Patrice Rioux, Sliding Seat Racing Single Men - 3:50:41

e - 3:58:13

Paul Neil, Kaulback Adirondack Guideboat Fixed Seat Single - 4:02:31



Adventures in a Cape Cod Knockabout

By E. A. Tucker



H. Castonguay's knockabout.



Off to Hyannis from my Chatham shop.

Paul Henson's knockabout.



The knockabout was first built by the Cape Cod Shipbuilding Company of Wareham, Massachusetts. She was built of cedar on oak frames with galvanized nail fastenings. She was 18' long with about a 6' beam, sloop rigged.

I was first introduced to the type when two men asked me to build a couple for them out of mahogany, with Everdure screw fastenings, that they could finish themselves. I didn't have a shop at that time so I asked my aunt if I could use her garage. She said it was all right if it was big enough. I took the lines off an old knockabout that was given me for that purpose, and built a form to build a boat on. This was set up inside the garage and work proceeded.

The two men were Harold Castonguay and Dr. Paul Henson, who were beginning to form the Hyannis Yacht Club with Ireton Bradshaw, Harold Andrews, Howard Marshall, Henry Murphy, Bill Hickey and their families. Harold took his boat home and finished her himself while Dr. Henson hired an old caulker to do his. They both did excellent work.

The first race began with me splicing the jib stay as we headed for the starting line. We didn't do too well so I asked my uncle Joe why we didn't go well to windward and he told me to try putting the centerboard down further. I did and the next race we won by a long ways.

Harold Andrews tried to improve his boat by sanding down the hull until it was only a half an inch thick. He raised the mast and shortened the boom but he didn't improve her much. He could beat the other knockabouts but he still couldn't touch us. The only thing that could really improve a knockabout was the removal of ballast. They carried three hundred pounds of ballast, all inside.

One day I was racing a knockabout on Pleasant Bay. There were two Lightnings that started five minutes ahead of us. I had taken almost all my ballast out because of the light air and I finished between the two Lightnings. I never tried removing ballast in a breeze, but with a reef it in might have been a good thing. We ought to have tried various amounts of ballast to see what was best.

There was a hurricane about the end of the season and the boat that I was sailing washed ashore and somebody backed down with a truck and stole her. I built five more of them and the one I built for an owner in Chatham turned out to be the fastest one of all.

One day the whole fleet of knockabouts sailed from the Hyannis Yacht Club over to Edgartown on Martha's Vineyard for the annual races that they held. There were all kinds of boats there from knockabouts to thirty foot sloops and yawls. The big boats were to race around the island while the knockabouts were racing in the bay. There were boats from several yacht clubs on the Cape so there was quite a bunch to race. There were so many boats that they raced in two groups. I don't remem-

ber how we finished but it was somewhere up front.

After the race we gathered on board Ross Barrett's old thirty foot sloop to have a round of drinks before we went ashore to a restaurant for supper. Harold Andrews came along side in a dinghy and came aboard. He was all dressed up in a sport jacket and white shirt and pants and talking a mile a minute. I think he had a few drinks before he came aboard. At any rate he jumped in his dinghy to go ashore without looking, but someone had moved her ahead and Harold landed in the water. He went all under. He came up sputtering and cussing and wanted to know who had moved his dinghy. We couldn't help laughing at his situation as we dragged him aboard, gave him a drink, and sent him back to his boat to change his clothes.

After we all had supper in a restaurant we all went aboard our boats and sailed home to Hyannis, arriving there after dark. But we all made it and a good time was had by all, especially on Ross's sloop.

We finished the season winning every race and when the club held the end of the season banquet, Harold was presented with a prize for winning first place for the season, and I was introduced as not only his crew but the builder of the boat. This ended the season and Harold sold his knockabout and bought a Wianno Senior and raced it one year before the war broke out and I was called into the service. So ends my knockabout experiences.

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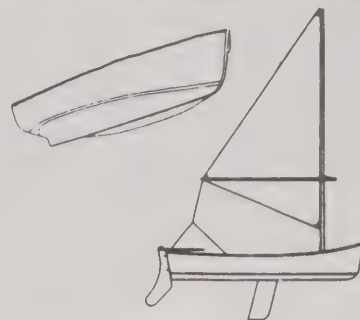


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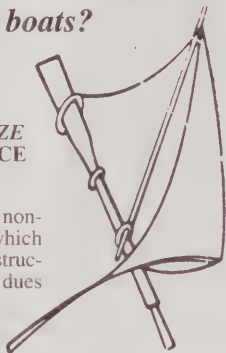
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Ten Years of Micro Maintenance

By George Fulk

Ten years and six months ago I launched *Frogger*, a Micro designed by Phil Bolger. If only I knew then what I know now. I thought I'd collect my thoughts about what I have learned about maintenance of a wooden boat, in hopes that it may be of use to someone building their first boat.

The Micro is a wonderful design. She is a 15'4"x6' cat/yawl with full-length keel containing 400lbs of lead ballast. Total weight is about 1,000lbs. She draws only 2.5' of water. The cabin has sitting head room and plenty of air circulation but is totally water tight. The cockpit is self-bailing and seats four comfortably. This boat can be easily trailered and makes a great pocket cruiser. We have had a lot of fun with this boat.

Frogger took me about two years to build, since I was able to squeeze in only a couple of hours of boat building time during a typical week. Some months went by without any progress at all. When I got close to the end, I became so anxious to get her on the water I actually launched her with many things still unfinished. I spent another four months after the official launch, finishing various details.

The only major deviations from the Bolger's plan was my use of 3/8" ply instead of 1/4" and a solid wood keel instead of a hollow, plywood keel. The lead ballast fits into a notch in the keel which is attached to cross members with 1/2" stainless bolts. The keel has worked out really well. It was built of Douglas fir 4" x 12" header material planed down to 3" thickness. When the boat is on the trailer, the keel dries out and cracks, but swells up again when left in the water. I have plenty of Sikaflex around the keel bolts and the boat has never leaked.

The major maintenance problems have been rot where rain water collects, especially around the mast partner. The boat spends most of its time at a dock in the hot Oklahoma sun. The sun peels the paint, exposing the wood to rain. Once I had to remove half of the bow transom, which was rotting away, with a Sawzall. I felt like a Civil War surgeon. However, it was easy enough to rebuild it. One thing nice about a wooden boat, you can always fix it.

The fore and aft compartments are free-flooding. I should have sheathed the bottom and sides of those compartments with fiberglass set in epoxy, but got too anxious for the quick launch and just painted those areas. Subsequently I have spent a lot of time removing that paint and applying epoxy to the bare wood. So far that has prevented any rot, but those are potential trouble spots.

Originally I had her topsides painted grey. That was a big mistake. The deck would get so hot, you could not walk on it with bare feet. The paint began to peel in just a couple of months. Covering the grey with two coats of white helped, but the paint peeling problem was solved only after stripping all the paint off and covering the cabin top and cockpit with fiberglass embedded in epoxy. The two-part



water-based epoxy paint by System Three over the fiberglass has worked out well. That paint has not peeled, but it does require renewal every third year.

The bottom and sides were sheathed with fiberglass and epoxy before launching. Regular green, oil-based house paint over Kilz primer has worked out very well. I repainted the sides only once in 10 years.

My brother, an experienced boat builder, suggested I make the rudder post out of stainless steel. Again anxious to get the thing finished, I opted for a wooden rudder post as specified in the design. That rudder post lasted 10 years. This summer it cracked while I was

out in a big wind with five people aboard. The rudder post had become rotten at the water line. I just finished rebuilding the rudder and replacing the wooden rudder post with one made from a 1.5" schedule 80 stainless steel pipe. It's good to have a strong rudder I can depend upon.

Algae build-up is a big problem in the lake where I dock the boat. I painted the bottom and sides below the water line with a copper-based, ablative paint by Gloucester. It requires renewal every year, which is a nasty job lasting four hours on a Saturday and four more on a Sunday. However this paint really does reduce the algae build-up. What algae

does collect is easily removed at the car wash. I suspect using Micron by Interlux as a bottom paint would have saved me a lot of work.

I built two racks out of wood, one to hold the gas tank and the other for the port-a-potty. They were bolted to the bottom in the aft-compartment, exposed to sun and rain. I rebuilt them three times, but will not do so again. Now they are built from galvanized steel girders, available at the local lumber yard.

The bottom line is this: Cover all wooden surfaces with fiberglass and epoxy then keep them well painted. That way you can spend more time on the water having fun and less time in drydock.

You know I told you that I couldn't get a cut-off switch for the Evinrude four-stroke fifteen that would stay working for any length of time. I was going to make one because I believe that it is possible for a common American working man to make something like that that will work but one day while I was scavenging down at the dumpster, I found an almost whole outboard motor. I think it might have been a Tohatsu or a Suzuki but it was hard to tell because it looked like it had hopped off of some fast moving vehicle and tumbled about half a mile down the highway.

While I was marveling at all that destruction, I noticed what looked like an undamaged cut-off switch dangling by two wires so I cut it off (is that a pun?) and took it to the shop. I know Mr. Ole is squirming down under the frozen soil of Wisconsin at this but I have had a lot of experience with Japanese outboard motors and the cutoff switches generally hold up much better than those sixty buck jobs that have been on this Evinrude so I took mine out of the handle intending to see what I had to do to get the Japanese switch to fit in that American hole.

When I got it out (I am getting good at it) I hooked up my ohmmeter to the two little wires coming out of its tail again and worked the button five or six times to see if it really didn't do anything and it didn't. Then somehow, the devil took control of me and I grabbed that offending switch by its tail and beat it sixty six times on the cast iron outfeed table of my big diesel driven sawmill planer

Outboards DO Have Personalities

By Robb White

like I was trying to kill a rat. You got it, been working ever since.

I was taught in science class not to anthropomorphize and give things like switches personalities and animals' emotions. I did my obligatory lip service and said, "I know that's right," when actually I knew better. I mean, just because a man is certified by the state don't mean he knows everything... shoot, all you have to do to raise a little doubt is to think about who did the certifying. I hate to get off on another subject right in the middle of this but, you know it takes a special sort of person to stand up in front of a bunch of people and explain things as if he is positive that he is the only one in the room with any sense.

Machines do have personalities and animals do have emotions. A stepped in yellow jacket nest is pretty good proof of that last thing and I offer this to prove the first: I had a Scott Atwater one time that was a diabolical genius at cat and mouse games. It would start on the first pull, cold or hot, anytime it was within sight of the boat ramp but when you were ten miles back in the wilderness or a tiny speck way out on the flats, it would only start after you had pulled the flywheel off the crankshaft and wiggled, wiped and filed everything un-

der there and dropped the Woodruff key in the bilges under the floorboards. If you left off that last step.... if the Woodruff key stayed in the groove, you would have to pull the flywheel again.... there are some women just like that.

I hated that motor and it hated me. One time I was out there about eleven miles away from everything and I had caught a huge cobio (which took all afternoon and is another story but not now). After I got the fish cut up into pieces small enough to go in the ice box and pulled the rope to crank up, naturally the damned Scott Atwater (the Scott "Afraidawater" 14 had a pressurized remote gas tank shaped like a lozenge) didn't do anything but dribble a little gas out of the carburetor. I sat down on the seat and explained how I felt to the engine. I told it that dark was coming soon and I was ready to go home.

It just sat there smugly and stank but I knew it was listening to me. I looked over at my oars under the seats on the port side to make sure both oarlocks were still dangling and I put one hand on the rope and the other on the first clamp screw and said "I am fixing to head for the hill, you want to go with me!" That Evinrude switch was made in Mexico but even though I know a little shrimp boat Spanish, I don't have to say a word. All it takes is a glance. That pindejo knows what I'll do.

Epilog: I still have that lozenge shape gas tank. With that pressure pump, it is handy for dispensing lacquer thinner...ain't ever give me a bit of trouble.

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Bruce Given's AF4Breve.



Greg Rinaca's Jonsboat.

Chuck Leinweber's Jonsboat



More New Boats

By Jim Michalak

Here are two new small power designs that have made it through the prototype stage into my \$1 brochure which now has over twenty designs. These two have traditional character but use modern jigless plywood construction.

AF4Breve

You might recall my AF4 design, a simple 18' flat bottomed camping cuddy power skiff that I built for myself a couple of years ago. I got a letter from Bruce Given of Virginia Beach, Virginia, about that one. He liked it but an 18' boat would not fit in his shop! So we scrunched AF4 down to 15-1/2' long while keeping the beam at 5' and the cabin depth at 3-1/2'. Now the cabin is 7' long instead of 8', the cockpit is 5' long instead of 6', and the motor well is 6" shorter. Often shortening a design like this doesn't work well visually, but the photo of Bruce's AF4Breve prototype look very nice to my eye.

It can sometimes be possible to shorten or stretch even a jigless design by altering all of the length dimensions by the desired percentage, especially for a flat bottomed design where the bottom is fitted like a pie crust. The original bevels won't be correct. And on multichine hulls, where all of the panels including bottom and bilges are cut to predefined shapes, it may not work well at all. Anyway, for AF4Breve I made up a complete new set of drawings. Two additional changes made from my AF4 experiences were a slightly thicker bottom to reduce bottom flexing in choppy water, and a raised bottom to the bow anchor well. Now it is easier to reach to the bottom of the well. The volume under the well became part of the cabin.

I'm still suggesting a 10hp motor maximum for the boat, although I'm a chicken about such things. The 18' AF4 goes 17mph with a 45 year old Johnson 10 and a solo skipper, about 550lbs total. I had it out recently with myself and two large men and I think the loaded weight was around 1,000 pounds. She still planed but not happily as she does when solo. Bruce uses a new 5hp 4-cycle engine, I believe. Im not sure if he can plane with that but his miles per gallon will be far beyond that of my rig.

AF4Breve uses simple nail and glue construction with four sheets of 1/4" plywood and four sheets of 1/2" plywood. Plans are \$30.

Jonsboat

Jonsboat is just a jonboat. But where I live that says a lot because most of the boats around here are jonboats and for a good reason. These things will float on dew if the motor is up. This one shows 640lbs displacement with only 3" of draft. That should float the hull and a small motor and two men. The shape of the hull encourages fast speeds in smooth water and I'd say this one will plane with 10hp at that weight, although "planing" is often in the eye of the beholder. I'd use a 9.9hp motor on one of these myself to allow use on the many beautiful small lakes we have here that are wisely limited to 10hp. The prototype was built by Greg Rinaca of Coldspring, Texas.

I usually study the shapes of commercial welded aluminum jonboats. It's surprising to see the little touches the builders have worked into such a simple idea. I guess they make these things by the thousands and it is worthwhile to study the details. Jonsboat is a plywood copy of an aluminum boat I saw turned upside down for the winter. What struck me about that hull was that its bottom was constant width from stem to stern even though the sides had flare and curvature. When I got home I figured out they did it and copied it. I don't know if it gives a superior shape in any way but the bottom of this boat is planked with two constant width sheets of plywood.

Another Jonsboat was finished about the same time by Chuck Leinweber of Harper, Texas. In the photo of Chuck's boat you can see the wide open center that I prefer in my own personal boats. To keep the wide open boat structurally stiff I boxed in the bow, used a wide rigid wale, and braced the aft corners.

Greg Rinaca eventually put a new 18hp Nissan two-cycle engine on his boat. The installation presented a few interesting thoughts. First, I think the Coast Guard would suggest a limit of about 25hp on a hull like this, the main factors being the length, width, flat bottom, and steering location. Greg reported no prob-

lems with 18hp and a top speed of 26mph.

Second, if you look closely at the transom of Greg's boat, you will see that he has built up the transom in the motor mount area about 2". When I designed Jonsboat I really didn't know much about motors except that there were short and long shaft motors. I thought the short ones needed 15" of transom depth and didn't really know about the long shafts. Jonsboat has a natural depth of about 17" so I left the transom on the drawing at 17" and did some hand waving in the drawing notes about cutting down or building up the transom to match the requirements of each motor.

I think the upshot of it all is that short shaft motors need 15" from transom top to hull bottom and long shaft motors need 20". There was a lot of discussion about where the cavitation plate, which is the small flat plate right above the propellor, should fall with respect to the hull. I asked some expert mechanics at a local boat dealer and they all swore on a stack of tech manuals that a high powered boat will not steer safely if the cavitation plate is below the bottom of the hull, the correct location being about 1/2" to 1" above the bottom. But Greg had the Nissan manual and it said the correct position is about 1" below the bottom.

Kilburn Adams has a new Yamaha and its manual says the same thing. So I guess small motors are different from big ones in that respect.

But it seems to be not all that critical, at least not for the small motors. Greg ran his Jonsboat with the 18hp Nissan with the original 17" transom for a while and measured the top speed as 26 mph. Then he raised the transom over 2" and got the same top speed!

There is nothing to building Jonsboat. There are five sheets of plywood and I'm suggesting 1/2" for the bottom and 1/4" for everything else. It's all stuck together with glue and nails using no lofting or jigs. I always suggest glassing the chines for abrasion resistance but I've never glassed more than that on my own boats and haven't regretted it. The cost, mess, and added labor of glassing the hull that is out of the water is enormous, although coating with both fiberglass cloth and epoxy usually eliminates checking of the plywood. My pocketbook and patience won't stand it. Glassing the chines is a bit different because it won't show and fussy finishing is not required.

Plans for Jonsboat are \$25.
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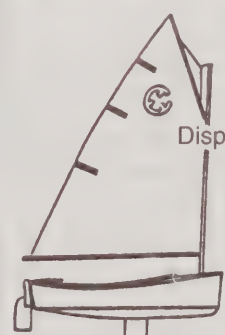
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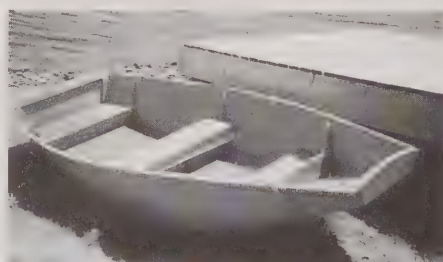
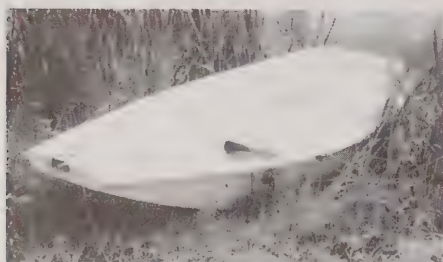
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Bolger on Design

Design #599 Auray Punt Update

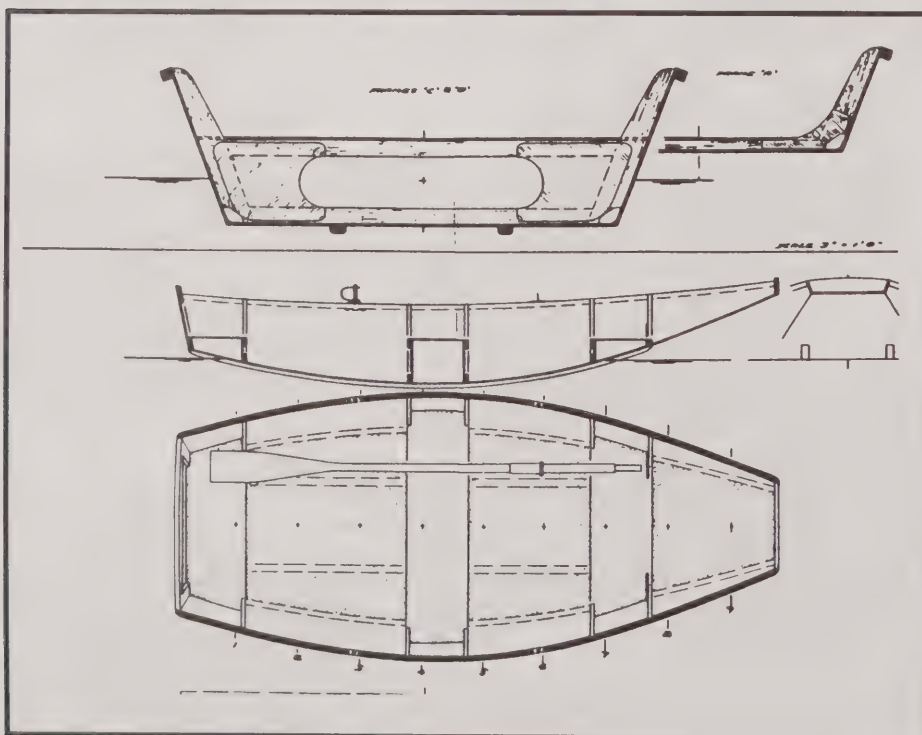
In *Messing About* of February 1, 1993, we published the plans of the Auray Punt described by Claude Worth in his 1910 book *Yacht Cruising*. The boat was 9'9" long by 4'9" breadth at the gunwale. Worth saw several of them while cruising on the south coast of Brittany (Bretagne in French). They were carried and towed as tenders to the local fishing luggers of the small port of Auray, and Worth commented on their many good qualities, "For steadiness, carrying capacity, landing on the beach, or dragging over mud, they would be difficult to improve on. Any amateur carpenter could build one.... We saw one of these punts being towed in a fresh breeze, it seemed to be skimming along the top of the water like a hydroplane. The long bow is said to improve their towing qualities and to keep them dry in rowing to windward."

We smoothed up Worth's rough drawing and adapted the construction for taped-seam plywood, keeping it as light as could be expected to stand hard use. Dynamite Payson made one of his pretty models to test the accuracy of the panel expansions for prefabrication.

Since then several of them have been built and behave very well. The one in the grass, with the decked-in bow, was built by Larry Sedgewick in Wisconsin (he also built and cruises a very yachty Champlain canal cruiser, and the only example of our House Mouse pocket cruiser, both designs commissioned by him). The deck was primarily for the convenience of a lady handicapped by MS, who can sit on it and rotate into the boat, but it also mitigates a weakness of these proportions, which is that if you try to get out of the boat over the bow while it's afloat and has no weight aft, you can easily put the thin snout underwater and swamp the boat.

The other two shown were built by Hans Waecker of Cliff Island, Maine, one for a Nova Scotia customer, the other shipped in kit form and assembled in Panama, both reported as giving very good service.

Plans for the Auray Punt, Design #599, are available for \$35 ppd. to build one boat from Phil Bolger & Friends, Inc., 66 Atlantic St., Gloucester, MA 01930-1627.



Reading "Sailing on the Cheap", by Charles Mantis, I was surprised to learn that Phil Bolger, "disparages a split-lug". To him it seems that the split-lug solution was designed in an office. An office maybe, but certainly not in a present day office, as Chapman already uses it to rig his Finnish Archipelago fleet. Although Nathaniel Herreshoff actually used a lug mainsail (standing lug), I have seen pictures of it (and I was surprised), on one of his racing designs, to my knowledge he used it only once. The people who sailed those gorgeous but huge yachts, certainly would have felt at home in any office, complete with office mind, I am speaking of the owners and their cronies, not the crew, but as the experiment was not repeated, I suppose the message fell on deaf ears and blind minds.

In 1937, Colonel Koolhaas, old seadog, square-rigger captain, and instructor for seamanship for the Dutch Navy's naval officers school, told us that "nobody today knows how to handle or understands the the square-sail or the lug-sail". Even the most fertile imagination, in an ultrasupreme effort, could not have conjured up the image of this man having an "office mind". He was an absolutely practical, hands-on seaman, as no-nonsense as they come, and afraid of neither God nor devil (or the admiral himself). But it was for the very reason "they don't know how to handle it", that he chose the split-lug for the navy's life-boats. And in my opinion, I think that Chapman chose it for the Finnish Archipelago Fleet for the identical reason.

There is something in our west-European/white American mental makeup that balks at the handling of the lug. I am reminded of Magellan's story that certain islanders actually "could not see his ship". We are accustomed to believe that what we see is objectively what is there. Just listen to eyewitnesses in a court case. Their stories do not agree, and if you were there yourself, you find yourselves disagreeing with all of them. You see what your mind tells you what you see. If your mind has no reference, it cannot explain it, and you do not see it.

This was the case when I was first anchored in Alexandria, during WWII, and looked at all those harborcraft around me, all under sail, no motors, and all tacking back and forth with their Arabian lugs. I was most interested to learn how they did it, but, no matter how long I looked, and although they performed right in front of my very nose, I could not see it! Shades of Magellan and his invisible ship.

Finally I sat down and tried to make sense out of what I was observing. This led to me mentally concluding as to what most likely was going on. After some more observation, which seemed to bear out my mental ruminations, I chartered one of these craft, My hands-on experience proved me right, single-handing a thirty footer and putting it thru every possible maneuver, was a blast, or rather a breeze. I found the boat most responsive, the rig highly efficient, and the combination an utter delight.

By the time this took place, I had already handled the split-lug on several types of vessels and in various combinations. But handling the split-lug had given me absolutely no clue as to how to handle the lug which was then (twenties, early thirties) still being used on commercial small craft, but fast disappearing.

Far from looking for the origins of the lug-sail in northwestern Europe, its origin is

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much more likely have been in the Mideast, the East, and the Pacific. There the way the lug should be handled when tacking is obviously common knowledge on a multitude of sail and boat types, it is an eastern, not a western, mindset. It probably came to northwestern Europe during the crusades. The participation of people from the Dutch archipelago, the province of Zeeland, has been documented. It is interesting to note that the shape of some of the native craft is strongly reminiscent of the boom, the ubiquitous trading vessel in the mid-east and on the Indian ocean.

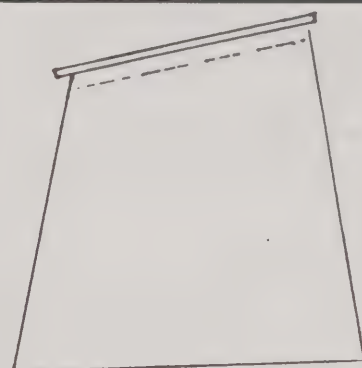
The author on a book on dhows, shows the structural resemblance of the kog, or koggeship, with the boom. The kog appeared suddenly, seemingly out of nowhere, on the Dutch and surrounding coasts. The British and Scandinavians stuck to their Viking type craft, yet the Flemish kogge seems to have dominated even the trade in the Baltic Sea. There is again the suggestion that the Dutch/Flemish picked it up during the Crusades. The lug never appealed to the highbrow mind, and it could only be the hands-on acquaintance of the crews who did the actual shiphandling that possibly could have brought the lug to northwestern Europe.

It is realised that handling the lug in tacking never was understood nor did it appeal to the western mind. Its use hung around the lowest regions, like fishermen and small-boat men. When those regions eagerly adopted the engine, the lug simply disappeared. The split-lug was thus rather the on-the-spot solution of an NCO commanding a longboat, totally frustrated with the intractability of his green pressganged crew, who took his knife, cut the lug along the mast and attached a sheet to the forward piece and a downhaul to the tack of the aft piece, finding to his surprise that this worked very well, thank you. I know very well how he felt. I have tried to explain the tacking of the lug by word of mouth, and in print or drawing, and the glassy eyes tell me that no-one ever really gets it. The simple solution simply boggles the western mind.

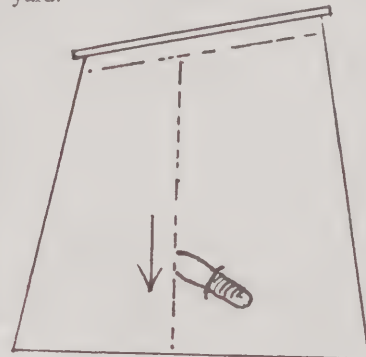
After the invention of the split-lug, which turned out to work very well indeed when tacking into the wind, modifications followed which almost automatically led to the sloop rig and the cutter rig. The gaff was what was left of the split-lug yard, and indeed it was originally held from sagging by stays on each side of the end.

However, if it comes to "produced by the office mind", the prime example must be the modern high-peaked rig, especially those used on racers. The entire world of deep keels and towering rigs was certainly never produced by fisherfolk and other boatmen, who needed to be able to run their craft on the beach; those rigs are total officebrain (and mentality) produced, inefficient, elaborate, high-cost productions of "the mind that knows it all". The lugriggers, who were the crews for those big yachts in the off-season, never fell for it, and went straight for the more practical engine, having had enough of rocking for hours at the oars.

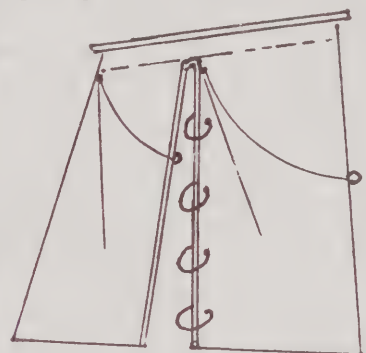
Think it over!



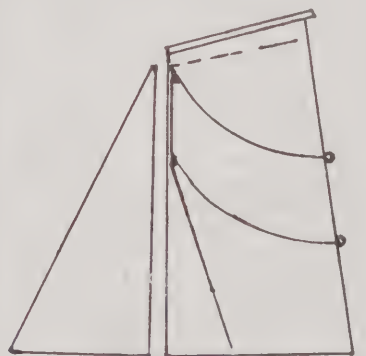
Original high northern lug with short yard.



NCO commanding longboat, frustrated with his green, pressganged crew, cuts sail at mast and improvises first split-lug.



The finished product: Cut has been edged, brails added for control, loops added to keep luff to mast. This is exactly the way the ones looked which I used in my youth.



Birth of sloop and cutter rigs. The cumbersome fore-part has been cut off. The triangular foresail is no longer attached to the main. The gaff is permanently fixed to the mast and held by stays.

I am going to tell you this first thing. I don't think there are but just a few things more dangerous than solvent style two-part paint and varnish....rattlesnakes and automatic pistols ain't in it. I think the name of the poison in the solvent is called "isocyanates" and though the book on NIOSH masks says "for organic vapors" they ain't talking about that stuff. I won't even open can "A" unless I have on my outside-air-fed hood and my zoot suit. If the wind changes and the fresh air inlet picks up even a whiff, I drop everything, hold my breath and sprint upwind like an old half-shot deer. One time when I did that, I scared the meter reader into a short fit of apoplexy.... said he thought I was a space alien and he knew he was a goner when he felt that hose I was dragging whip around his shanks.

If you can manage to keep it from aggravating you to death or killing you on the spot before you get it on there right, it is the hardest and longest lasting kind of varnish but it is tricky to work with. For one thing, it doesn't brush out worth a flip. Those of you who grew up with the the wonderful working, good smelling (I open a can and take a little sniff every now and then just for the nostalgia) old regular phenolic resin "spar varnish" will be horrified when you try to smear this crap on your good boat. It doesn't actually flow out at all unless it is thinned so much that it runs like water and you better run too because the pot life is so short....only costs three brushes to the coat if you're quick.

The Italians have invented a formula that they claim is for brushing and I tried it but I still don't like it. The best way to brush it is to thin it about 30% with the poisonous thinner and put it on very quickly with a cheap, natural-bristle brush that has had the bristles clipped back to about 3/4" long then tapered with a razor, frazzled on a sander and de-thatched with a rotary wire brush (new, rinsed in acetone), some tape and a vacuum cleaner. Do not let the thin varnish puddle up anywhere at all because it will cure chemically before the solvent can escape and the resulting jelly will never get hard and will eventually shrink away from the wood. It is, altogether, the most aggravating stuff to paint with a brush that I ever saw. I would much rather put oil stain up under the exposed rafter ends of a barn with a broom than to try to brush that mess on a boat. It sprays well though, just about like nitrocellulose lacquer.

I am going to digress right here for a little bit. It is my understanding that the Italians are the ace varnishers of the world. Though I have never been to Italy or actually seen a Riva boat, some of my customers have and that's what they say. I assume that if the Italians use that two-part like I do, they must be spraying them \$250,000 16' boats and for that money, they are probably able to do a pretty good job....about like the paint on a Lamborghini. 'Though I am not real widely traveled, I have been far enough to see a few boats that had a fair varnish job. I guess the Italians are the best spray gun artists in the world, but if you want to see what a regular, brushed on spar

Two-Part Polyurethane Varnish

By Robb White

varnish finish is supposed to look like, I suggest you go to New Orleans. Somebody down there knows what they are doing.

Here in the south, a boat that stays outside has to have somebody working on the varnish almost full time. Regular phenolic resin varnish is the best thing to put on a boat that you can't keep in the shade because it is easy to get off when the sun cooks the goody out of it. The first sign of sun damage to two-part polyurethane is when it starts to come off the boat in sheets. Until then, it stays shiny, clear and amazingly hard and abrasion resistant (oyster shells won't cut it much) but when it does reveal that it is time to do something, you have a real mess.

It would be alright if it all got ready at the same time you might be able to just grab a corner and pull the whole thing off sort of like the skin on a catfish but unfortunately, it doesn't do that. You have to sand (the hardness that makes it resist abrasion resists sanding too) and peel and fool around for a long time to get the boat ready to re-do the varnish job and then you won't be able to get it right. The new varnish will always reveal places where the old is not stuck well underneath.

Two part varnish is best for a boat that can be kept out of the sun most of the time but if you can do that, the varnish job will hold up for a very long time. I use it for boats that are completely varnished on the inside and even some that are varnished all over. The inside of a small lap-strake boat with all those hard to sand places is a nightmare to re-finish even with regular spar varnish so, fight that it is, I put the best thing I can find on there. Maintenance of such a boat that sees a lot of sun is a good Scotch Brite scuffing and another coat of the two-part every now and then.

The preparation for a two-part job is different too. It doesn't work to just start painting. For one thing, the stuff is too expensive to just let it soak into bare wood. (by the way, what is "single malt Scotch"?.... must be some of that stuff that comes in those glass bottles). Back when Bruno Stoppini was still alive, the Italians sold this special two-part primer which sanded just like lacquer sealer when it cured and it cured quick. When I was using it, I could, by working a marathon session, completely varnish a little boat (some nine coats all-told) in twenty four hours. Bruno is dead now and I don't even know if the successors still make that sealer or not and I don't care because I found out something.

The best, longest lasting, and most economical undercoater for two-part polyurethane varnish is two-part solventless epoxy (I use Gougeon 105/207). Not only does it stabilize the wood, it makes it look prettier and somehow makes the varnish last longer. I don't know exactly what it is but a comparison test with the same mils of total thickness on the same piece of wood tells the tale. The wood without the epoxy looks kind of lackluster under the varnish to start with and very soon becomes bleached out and bad looking and the varnish comes off sooner. The wood that was varnished over the epoxy undercoater contin-

ues to hold the shine where the cell walls were polished into facets by the smoothing operation (I use cabinet scrapers instead of sandpaper) and the color stays rich even after the varnish peels off. A good job almost looks as good as real varnish.

There are two caveats for using epoxy as an undercoater for two-part polyurethane (watch out using it under single part polyurethane....some ain't compatible... I have a long story about that but not now): The first thing is that it has to be sanded so that a microscope reveals a completely scratched surface with no shiny places at all and that's a tall order. If you miss a little place like the nook where a frame is jogged out for the lap in a clinker built boat, that's where the varnish is going to turn loose first but if you do it right, the varnish will stick wonderfully. The second thing is that you can't let water sit in the boat or leave a boat that is varnished on the outside sit in the water for too long because when the solvent evaporates from the polyurethane, it leaves the coating a little bit permeable by water and that water will slowly migrate in between the polyurethane (mine is "polyurethane-acrylic") and the impermeable epoxy.

In a normal situation, that water will evaporate out by way of the same little pores that it got in by but if you leave bilgewater in the boat for days and days and then dip it out and leave the boat out in the cooking sun, that water might evaporate so violently that it makes enough pressure to force the varnish loose before it can ease out through the solvent holes. The worst thing you can do is to leave a boat that is varnished on the outside in the water for a long time and then take it out and turn it upside down in the hot sun. We carefully choose our customers so that they have sense enough to understand things like that.

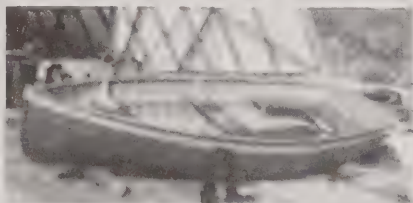
Epoxy undercoater seems to work well for old style varnish too. It stabilizes the wood and somehow protects the color and shine of the wood's surface after the varnish starts to break down, makes refinishing go easier. I'll tell you why they stick with regular varnish in New Orleans. None of these modern stuffs make wood look as wonderful as umpteen coats of plain old-time spar varnish put on with a dearly beloved, well broken in varnish brush. I despise cheap hand tools and a junk paintbrush is one of the most despicable. There is a real contrast between the frantic smearing of polyurethane and the skillful flowing on of the real thing... and the smell of it even after it is dry is pure joy....especially when a little spray blows back....clang.

I would follow this article with something about how to get a good job of epoxy coating which is another tricky business but I already sold that to *WoodenBoat*.... of course, they ain't paid me yet and they won't until they finally find a little room for it in amongst all them full-page ads. Another one of the troubles with dealing with a magazine that only comes once every two months is that an old man like me is apt to forget all about part one before part-two comes out, whereas I know just exactly what that Boat Nut was up to on the back side of the Statue of Liberty and where Nathaniel Bishop tied up last. Can't wait for him to get around here to Apalachee Bay.... my stomping grounds... I'll teach him about the wonderful, cheap Korean butane camp stove.

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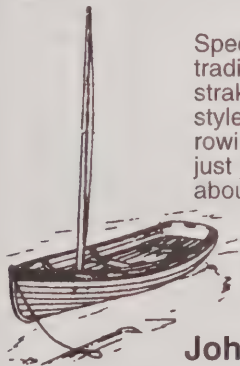
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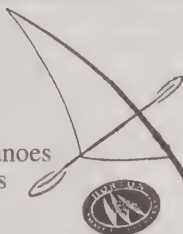
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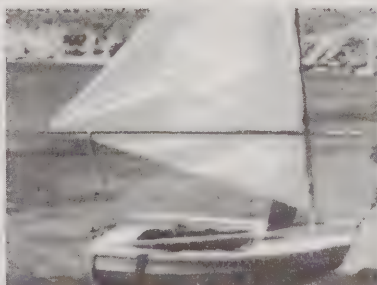


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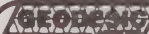
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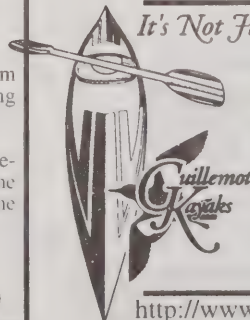
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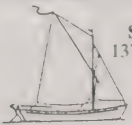
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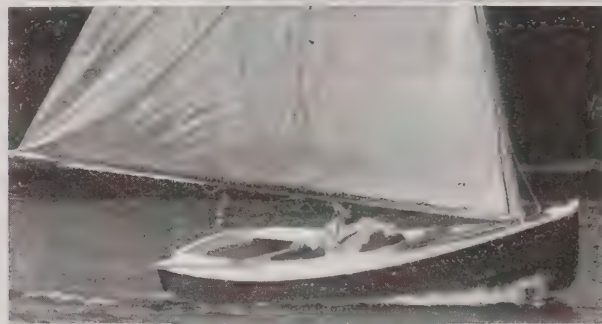
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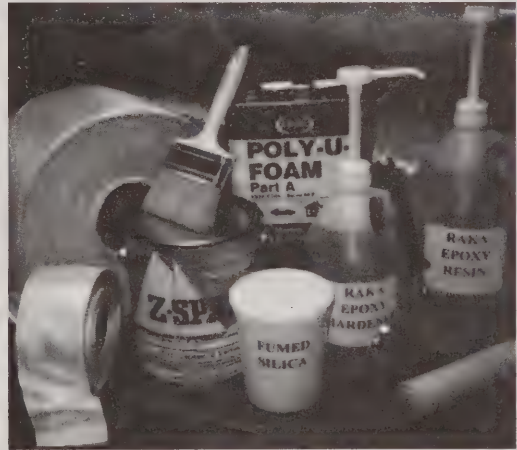
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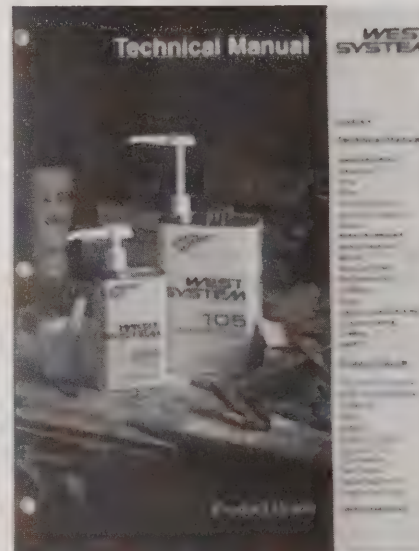
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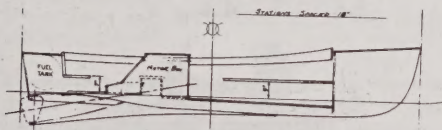
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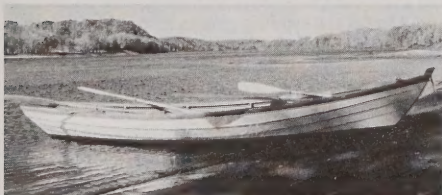
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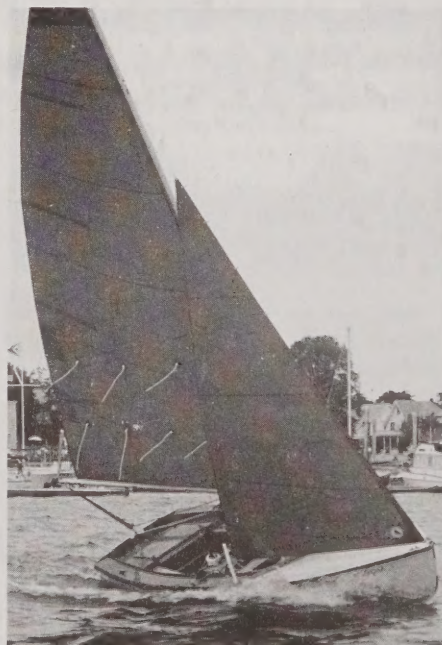
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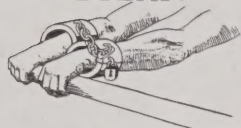
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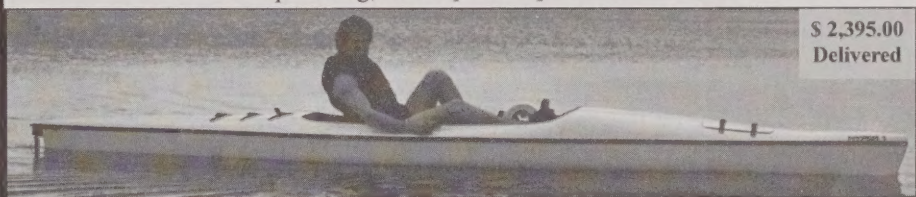
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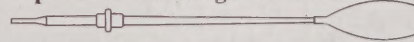
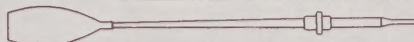
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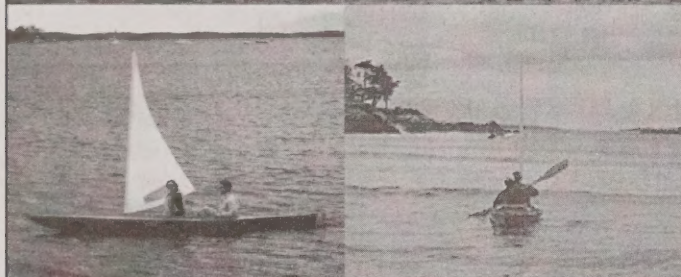
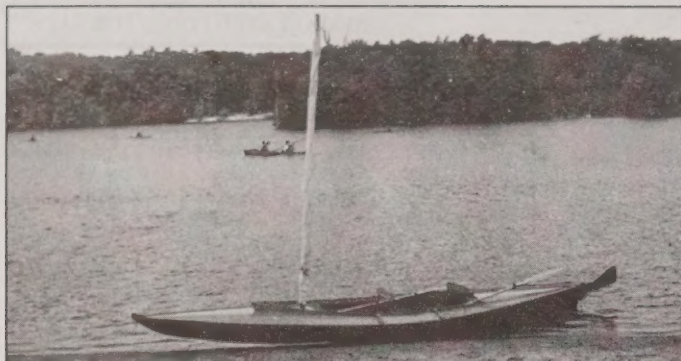
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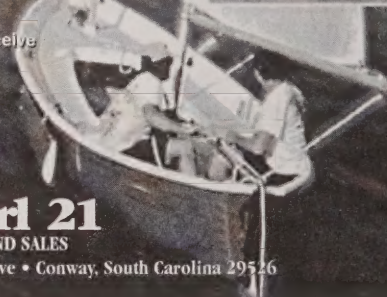
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