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messing about in **BOATS**

Volume 19 - Number 8

September 1, 2001



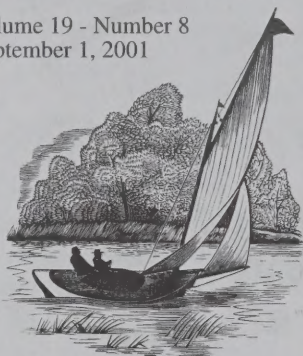
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Special Feature This Issue
"Blackburn Challenge" - "Designers' Recognition"
"Origami Pirate Boat" - 12' Garage Cruiser"

messing about in BOATS

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

Volume 19 - Number 8
September 1, 2001



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Looking Ahead...

Lionel Hill reports on "The Tasmanian Wooden Boat Festival" and his efforts there to sell a 10' skiff he built.

Hugh Hagan III tells us about "The Pleasures of Paddling Charleston Harbor"; Hal Schweizer describes "Scallop Hunting at Anclote Key"; and we belatedly reclaim Robert Nelsen's story on "The Erie Canal at Leisure" from where we misplaced it earlier this year.

Robb White entertains us with comments on "Amateur Boatbuilders"; Bill Gamblin details designing and building his sloop "Clytie" in 1957; Ron Denman found an article he wrote ten years ago for us on building, rowing and sailing his 10' skiff "Puffin"; and I plan to tell you about Reuben Smith and his "Rolling Boatshop".

Lots of design stuff in hand: Dick Schneider reveals how Jesus enjoyed sailing according to the Bible in "A Boat for Fishers of Men"; Jim Betts sent some photos of "The First GP-16 Hits the Water"; Don Stucke sent an internet story on the importance of "Resonance in Concrete Canoe Design"; Weston Farmer's tough little Nipigon logging workboat appears in recreational form in his "Mini-Max" design; Dennis Davis presents Part 5 of his "Design Rules - OK" series; and Phil Bolger & Friends offer a design for a "Racing Schooner".

Don Elliott's "Capsize" series concludes with Part 13.

Commentary...

Bob Hicks, Editor



When I learned that the Lawley Boatowners Association planned to hold their Lawley Homecoming 2001 at the Eastern Yacht Club in Marblehead, I decided to look in on the affair, and asked Albert Hickey, the driving force behind this group, about what arrangements I should make as visiting press. "Just plan on buying your lunch," he responded. I did so, and thus indulged in dining in the posh Eastern Yacht Club dining room amidst gleaming cutlery, crisp linens and black jacketed waiters, overlooking yachty Marblehead harbor, a fleeting impression of affluent boating as practiced here since 1870.

The choice of venue was inspired by the fact that Lawley built yachts had been owned by Eastern Yacht Club members since the club's inception, George Lawley & Son having opened for business just four years prior to the founding of the club to cater to the yachting needs of what was known in those times as the "carriage trade". The Club's official welcome to today's Lawley enthusiasts was tendered by a past Vice Commodore, as the current reigning triumvirate were all at sea in the club cruise to Cape Cod.

The gathering was a small one, about 35, but the shared enthusiasm and display of obvious affection for various of Lawley's boats lent a sort of family reunion ambiance to the affair, that of an extended family coming together. Some very real "family" overtones were present in the form of Jonathan Price, grandson and biographer of Frank Paine, who designed many Lawley built boats and managed the Lawley yard in its later years, and several participants who announced in the round robin introductions that they were there in search of more information about ancestors who had worked for Lawley.

These round robin intros, in which each participant announced who they were and why they were there, provided a fascinating insight into the mystique surrounding the Lawley yachts (and tenders), designed by the pre-eminent yacht designers of the golden age of yachting and built in Quincy, Massachusetts, by George Lawley & Sons to order of the affluent yachtsmen of the times. I came to realize that the Lawley addiction ranged from historical and family connections to past ownership of Lawley yachts, to present day owner-

ship of both yachts and tenders, and in some cases to ongoing efforts at restoration of surviving boats.

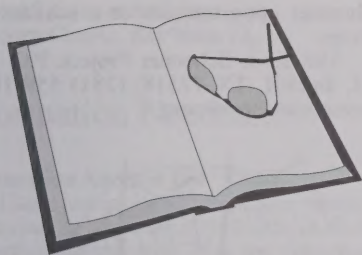
The morning session program featured another of Lewellyn Howland III's theatricals in which this current bearer of a most respected bygone yachting family name, and seller of old nautical books (he hustled a couple of current titles neatly into his scenario) undertakes to be George Lawley, Sr. engaged in some aspect of his business. This year's scenario was "George Lawley and Frank Paine Meet their EYC Customers" and Jonathan Price got into the spirit of the thing as his grandfather Frank Paine, the pair rather good actors of bygone ways of expressing oneself. The "customers" were from the audience by pre-arrangement, and the thread of the free form drama evolved into George Lawley & Sons undertaking to build today a modest 75' daysailer.

Several exhibits displayed the history, and in some cases the current status of, bygone Lawley yachts *Elf*, *Yankee*, *Invader*, *Moslem III*, *Hornet* and *Good Hope*. That of the ongoing restoration of the 1888 37' yawl *Elf*, which pioneered offshore cruising in 1893 with the first successful small craft cruise round trip from Marblehead to Halifax, Nova Scotia, is now in its 30th year. The story of this monument to tenacity of purpose by Rick Carrion, within the non-profit Classic Yacht Restoration Guild which he organized to finance the undertaking, will be an upcoming feature for us going into winter.

The day was to conclude, after an afternoon of workshops and lectures, with a cocktail party on the yacht club veranda and visits to Lawley yachts on hand at the club dock, *Taygeta*, *Chautauqua*, *Tamasese*, *Adelia* and *Old Glory*. As I could not stay the afternoon, I had hoped for a preview peek at these boats as subject for a feature article, but they were nowhere to be seen midday. Bill Skinner, the Lawley fleet captain, informed me that they could not come to the dock until late afternoon, "after the Eastern's youth sailing program concluded for the day". I had to content myself with a look at the two tenders on trailers on the dock, *Adelia* and *Hi-Esmaro*, before returning to my everyday world from this brief visit into yachting's golden era.

On the Cover...

Dominating the tough 20 mile open ocean Blackburn Challenge race for the second year in a row, Joe Holland and Dana Gaines head for the finish line in their Kingfisher racing shell. A major spread on the event is featured in this issue.



Book Reviews

Backyard Boatbuilder

How to Build Your Own Wooden Boat

By John Welsford

Reed Books, 39 Rawene Rd., Birkenhead, Auckland, NZ

1999

(No price given)

Reviewed by A. Bennett Wilson, Jr.

As the title implies, this is another book aimed at the amateur boatbuilder. The author is an unabashed fellow who starts the first chapter with "Messing about in boats is, for some, a lifetime affliction, and so it has proved to be for me." His book is based on many articles prepared for New Zealand boating publications and *Boating World*.

Backyard Boatbuilder is divided into two parts: Methods and Equipment and The Designs. Part 1, Methods and Equipment, takes up the first 80 pages of this soft cover book and is very instructive concerning the use of plywood and taped seam construction.

The remainder of this 200-page book is devoted to descriptions of 21 boats designed and built by the author, from whom the plans are available. The designs consist of three Yacht Tenders, seven Sailing Dinghies, three

Recreational Rowing boats, two Sailors, two Light Powerboats, and four Dream Ships. Most of these designs, I believe, will appeal to readers of *Messing About in Boats* and will be useful to the person who is trying to decide on which he or she would like to build. The costs of the plans appear to be quite reasonable. Although the author gives in the description both metric and English units of measurements for length, I suspect that the detailed plans contain measurements primarily in the metric system.

Build Your Own Canoe

By Dennis Davis

The Crowood Press Ltd.
Wiltshire SN8 2 England
1997

Distributed in the U.S.
by Trafalgar Square,
North Proffret, VT 05053
\$29.95

Reviewed by A. Bennett Wilson, Jr.

There are available many books on building canoes in many different ways, from the original birchbark of the North American Indians to the strip plank reinforced with fiberglass. But I am not aware of one that describes construction using the "stitch and tape" method using plywood, except for the *Six Hour Canoe* available from *Woodenboat Magazine*. Surprisingly, *Build Your Own Canoe* comes

from England where the "Indian" (or "Canadian" in the British vernacular) canoe is relatively rare. Nevertheless, the idea is intriguing since the result is a useful canoe without the many man-hours required in building a more conventional one.

The author, who has considerable experience in designing canoes, begins with a short, interesting history of kayaks and canoes in both North America and Britain. He concludes this first chapter with reasons for one to build an open canoe with plywood, namely low cost and ease of construction for the amateur. The history chapter is followed by a chapter on design principles and how the design contained in this book is a good compromise for the recreational canoeer who wants to get on the water inexpensively while obtaining the satisfaction of "building your own."

A chapter on the materials and tools required to build the design suggested in this book, an open canoe of approximately 16', is followed by details on building the hull and fitting it out with seats, thwarts, and buoyancy. The next and concluding chapters tell the reader how to make paddles, poles, and sailing gear, instructions and hints for getting the canoe in the water and enjoying its use, and recommendations for maintenance. Of especial interest is an annotated bibliography in the appendix.

This is an excellent book for the person who would like to get into canoeing in an inexpensive, uncompromising way. The only drawback for Americans is that all dimensions are given in the metric system but this, of course, can be overcome if you can acquire metric scales.

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Activities & Experiences...

Raceboat Reunion at Buffalo Launch Club

If your grandfather or your father was a powerboat racing man, it is a cinch that he raced at the Buffalo Launch Club in his racing days. The club, founded in 1903, is the oldest powerboat club in the country and has held some of the finest regattas ever put together.

Here you'll find good fellowship and hospitality like nothing you have experienced in years. The pits are directly in front of the clubhouse and the clubhouse and its facilities are at the complete disposal of the drivers and their entourage.

Our 2001 Antique Boat Show and Raceboat Reunion at the Buffalo Launch Club on September 7, 8 and 9 will be like "old times". You can enjoy the same great time that Gar Wood enjoyed when he raced at the club in his top hat and tails in 1924, and drive the same course where Guy Lombardo blasted the *Tempo* to a new world record in 1948. Re-live the roostertails of the *Miss Bardall*, *Miss Budweiser*, *Maverick*, *Atlas Van Lines*, *Wildroot Charlie* and *Miss Madison* all fighting for the lead into the first turn.

Interested readers should contact Alan Frederick at (716) 692 3611 or Tom Frauenheim at (716) 873 8288 for registration or questions.

Buffalo Launch Club, Buffalo, NY



Launching Ramp Fiasco

I thought readers might enjoy reading about a local newspaper report that I just had to laugh about.

A routine launching ramp incident turned into a Rube Goldberg series of minor catastrophes that resulted in two trucks being submerged in salt water and several hundred dollars in damage done to the city's public dock.

A tourist was in the process of launching his 19' aluminum boat about 4:30pm on a Friday afternoon when the emergency brake line broke in his pickup, and boat, trailer and truck all rolled into the Kennebec River, the pickup settling underwater with only its antenna above the surface.

The tourist called police for help at 4:35pm. Police arrived, notified the state Department of Environmental Protection and Coast Guard, and called for a tow truck to retrieve the vehicle. A tow truck arrived with divers who waited until the tide began going out about 6pm and the top of the truck became visible. Then they went underwater to hook chains and cables to the truck so it and the

trailer could be hauled from the water. The boat had come unattached and was taken to the town landing.

When they started pulling the truck out the trailer became caught under the landing dock and began ripping the dock apart. The operator stopped the tow truck, slacking the cable line so the trailer would roll back, freeing it from the dock. At the same time, a volunteer from the city's public works crew jumped into the pickup to disengage the clutch. The truck then jumped back and the weight of the truck and trailer caused the wrecker to jump its blocks, and everybody watched as the wrecker slowly followed everything else into the river.

While the public works crew moved the damaged dock out of the way, the towing service brought in its biggest wrecker to finally to pull the two trucks and trailer from the river. The entire salvage operation took about three hours.

The towing service ended up stuck with the truck, because the tourist did not have the money to pay him for the salvage. Because the truck was under saltwater for almost three hours, it probably is unusable.

Roy Youmans, Brunswick, ME

Minnow II on the Lakes

Here is a photo of my downeast lobsterboat style cruiser *Minnow II* on the Congamond Lakes in Southwick, Massachusetts.

Dennis Goldie, Southwick, MA



Information of Interest...

The Scow Schooner Project

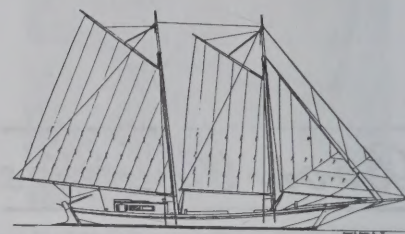
The Scow Schooner Project is an educational and promotional program organized with the goal of creating a marine museum, estuary education center and recreational boatbuilding school. The historic importance and the ecological significance of Texas' Galveston Bay are the themes that this combined system will explore. Our first project is the construction of a working replica of a cargo schooner that worked Galveston Bay during the late 1800s.

We plan to explore the past, present and future of Galveston and Trinity Bay through the building and use of traditional small craft, and the building of a replica of the Gulf Coast Scow Schooner as a focal point, interest attraction and floating classroom.

Our intent is to create a system that will nurture a sense of pride in craftsmanship and an appreciation for the natural environment. Call or write for membership information,

volunteer opportunities or a schedule of classes.

The Scow Schooner Project, P.O. Box 641, Bacliff, TX 77518, (281) 559-1092, www.scowschooner.org



Catboating Advice 100 Years Ago

I was reading some essays written and published about a hundred years ago, plus or minus a decade or two, and in one came across a lovely thought. It was phrased in the elaborate language of those days when "Dick has a dog called Spot" would be inscribed something like "Richard was in possession of a tame canine possessing a name reflecting its unusual coloration patterning." For the delectation of those readers who have ever sailed or presently sail a catboat, I quote the pertinent parts of a rather long sentence:

"...no great seamanship is implied in the competent management of a catboat, in which it is said only a lubber or an expert navigator ever comes to grief..."

Isn't that a lovely, perceptive observation? I can only wonder if members of the Catboat Association are nodding in agreement.

Hugh Ware, Manchester, MA

Masthead Floats

I read with great enjoyment Brad Lyttle's masthead float article in the July 1 issue. Yes, I have seen those floats. The Gougeon brothers had one on their 32' catamaran. Catamarans are really hard to right if they get upside down. But if the mast hits the bottom of the lake or the ocean in the middle of the excitement a masthead float is unlikely to solve any of the problems.

When my boys were too small to right a turtled Sunfish, I found a half gallon Clorox bottle tied to the end of the upper spar worked fine. After that they were just as happy with the boat laid down as standing up straight. I bet just one Clorox bottle (gallon or gallon and a half) would keep your Flying Junior from turning turtle. Just tie it to your headboard before you raise the sail and when the water is warm, test it out. Don't wait until the mainsheet is wrapped around your leg again.

The Laser has a two section mast and the top section is sealed. It floats and the boat will float on its side with two or three feet of the top of the mast submerged (if no one is hanging onto the mast or clinging to the deck side of the boat). The racers sometimes lay the boat down on purpose between races, sitting high and dry on the high side. When it is time to go again, they learn back toward the bottom of the boat and then scramble into the cockpit as it rights itself. The side decks are wide enough and cockpit small enough that it doesn't get any water in it. I once sat out a fifteen to twenty minute thunderstorm like that. When the wind eased up so I could handle it, I righted the boat and sailed home.

Capsizing is lots of fun if you don't lose

your stuff, have to bail, etc.
Sam Chapin, KeyWest, FL

Information Needed...

Information About a 1940 Snipe

I have just acquired a mahogany planked Snipe class sailboat, sail #3920. Jerelyn Biehl, Executive Director of SCIRA, the Snipe Racing Association, has been very helpful. She told me that the sail number was issued to a Wm. J. Silhan of Chicago, Illinois, but since it was not measured for racing no more information about this specific boat is available.

Ms. Biehl went on to say that sail #3914 was built in 1940 by Thompson Boats in Chicago and that #3921 was also built in 1940 but by Emmons Boatworks in Brewerton, NY. Both of these boats were plank built with an oval cockpit and a pivot centboard as is mine.

I will be renovating this boat over the next few months. It's in good condition considering that it has been sitting, mostly covered, for about 15 years. It's primary need is recaulking and refinishing, there seems to be no rot or broken frames.

All of the original boat appears to be here, mast, boom, standing and running rigging, sails (of Dacron, did they make Dacron sails in 1940?), rudder, etc. The floorboards are loose inside the boat along with some other wooden pieces that I have yet to determine the use of. A set of plans would be helpful and I am willing to pay any reasonable amount for them.

I'm following a lead from the internet about Thompson Boats but would like any information that is available.

Monte Rhodes, 5803 Shoalwood Ave., Austin, TX 78756, (512) 453-4525, <rhodesm@apple.com>

Whisp, Moondance or Green Heron

I am thinking of building either a Whisp or John Thomson's Moondance or Green Heron. It would be great to correspond with anyone who has already built any of these boats.

Thomas Kayser, 23 Duncott Rd., Fairport, NY 14450, (716) 248-5418

Opinions...

More on "Dirt Road..."

I could not agree more with your Commentary in the July 1 issue. I have two phone lines, a cell phone, an answering machine and am internet connected. I hate the sound of the phone ringing even though it sometimes means more sales for my business which I run from my home. When I have to drive somewhere, or go to my cabin in the mountains, the phone is off!

You are so right, the phone is only convenient for the caller.

Joe Cathey, Hauser, ID

And More Yet...

Alas, a well-known publishing persona announces his personal thoughts about the internet and the "era of the information highway".

Having achieved a modicum of personal success as an established unknown public persona I too am without the proverbial computer, and represent over forty per cent of Americans who are also without that ubiquitous box of bytes and chips. That high percentage is either due to financial obligations preceding the need, or personal feelings against owning such.

Retiring twelve years ago at the age of forty-eight, my personal beliefs against the alleged need to be on-line and communicating via e-mail have proven positive. Am I a hermit? Being financially comfortable with my boats, cars, homes, properties, other materialistic trappings, and most importantly good health, obviously not.

My communications for accounting, finances, insurance, legal and purchasing services are from my word processor via snail mail or FAX on a dedicated unpublished phone line. Both means providing me with unfettered verification. A non-published separate phone with an answering device and caller ID effectively weeds out unwanted calls. My cell phone is known to three individuals and carried only in my car or yacht. I literally cringe (almost cell phone rage?) when I'm out kayaking alone or with my wife and encounter another messing about boater babbling away with some inane conversation into his or her's pocket ego. Why don't those people go to some indoor tank replete with mechanical chirping birds, running water sounds, aluminum trees and fluorescent lights daintily shimmering to the tunes of those poorly written '70s rock music. Arrgh!

Yes, just about all of my relatives, friends and associates have computers with their email, giga this, hard-drive that, and are forever pontificating about why I should "get online". Will I? Never. Thanks but no thanks to Big Brother.

Yes, my wife fully shares my feelings. Our daughter on the other hand...

Michael Sherwood, Bourne, MA

Talkers vs Doers

I pursue a similar policy of no email, no fax, and no answering machine in my business and it suits me just fine. The people who want to reach me about something important seem to manage to do so, and if others are frustrated because their attempts at obtaining free information aren't instantly fruitful, so be it.

I see this desire for ever more instant access to information as just another skirmish in the war between the talkers and the doers, where information is substituted for action, and more information and more instantaneous information is seen somehow as solving a problem or getting something done.

Our civilization was built on the idea of apprenticeship and on-the job-training, but now formal, and often useless, education is held in such high regard that many would-be boat hobbyists need to believe that "how to" books and articles by their favorite expert, or preferably 'experts in the plural, are substitutes for learning the hard way. The more experts someone calls and bothers, the more comprehensive he regards his research. The only modern communication innovation that I really like is caller ID.

The way you spend the time you gain by refusing to be instantly accessible anytime is manifest in the quality of the magazine which

holds the interest and enthusiasm of so many people, year after year.

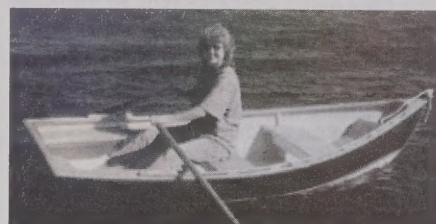
Boyd Mefferd, Canton, CT

Projects...

Jim's Last Boats

Here are photos of a couple of Jim's last boats. He became allergic to epoxy and has had to close his Rose Bay Skiffs business.

Carla Sauers, Port Orange, FL



10' tender.



15-1/2' sailing/rowing skiff.



Fly fishing flats boat

This Magazine...

Folksy Magazine

I love this folksy magazine just as it is, please don't retire.

Bob Pedersen, Massapequa Park, NY

Editor Comments: This retirement topic arises periodically, as does concern for my health. I have no plans to retire, I love what I do and the modest income enhances our Social Security, even though it requires me to pay back some in the form of the 15% self employment tax to which I am subject. I always viewed retirement is an escape from employment one does not love. My health continues to be something I do not notice so it must be okay.



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Antique and Classic Boat Society, Inc., 422 James Street, Clayton, NY 13624, (315) 686-BOAT (2628), <ahqs@acbs.org>, <www.acbs.org>
Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (978) 281-4440.
N.E. Chapter Antique & Classic Boat Soc., 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 184100, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.
The Thompson Dockside, 10061 Riverside Dr., PMB 143, Toluca Lake, CA 91602.

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Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445. (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Bayfront Center for Maritime Studies, Foot of Holland St., Erie, PA 16507, (814) 456-4077, <eriesailing@hotmail.com>, <http://www.goerie.com/bcms>.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Chesapeake Boats Bayou, Baltimore, Washington & Annapolis, (410) 903-4284, www.chesapeakeboatsbayou.cktl.com.
CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162.
Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145. (215) 755-2400. <pwbf@libertynet.org>
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Washington County Technical College, RR1 Box 22C, River Rd., Calais, ME 04619, (207) 454-1000.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.
Wooden Boat Workshop of Door Cty., 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

Directory of Activities & Events Organizers for 2001

As the center of a small boating communications network, *Messing About in Boats* hears from many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are often asked by individuals to direct them to some special interest group or event. To expedite this networking we publish this listing of all organizations and individuals we know of who offer events and activities.

We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we do not wish to spend a lot of time on the phone or answering letters from individuals inquiring about specific opportunities of interest to them. As an alternative we publish this directory and urge readers to contact those who seem to offer what it is they are looking for.

In 2001, this directory will appear six times only, in the January 1, March 1, May 1, July 1, September 1, and November 1 issues.

CONTEMPORARY YACHTING

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

ELECTRIC BOATING

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

MARITIME EDUCATION

Duxbury Bay Maritime School, Box 263, Snug Harbor Sta., Duxbury, MA 02331. (781) 934-7555.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, PO Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950. (978) 462-8681.
Delaware Bay Schooner Project (Schooner A.J. Meerwald), 2800 High St. (Bivalve), Port Norris, NJ 08349, (609) 785-2060, <AJMeerwald@juno.com>
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (978) 768-7541.
Galveston & Trinity Bay Marine Museum, P.O. Box 641, Bacliff, TX 77518. (281) 559-1092, www.scowsschooner.org.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Iowa Great Lakes Maritime Museum, P.O. Box 726, 243 W. Broadway, Arnolds Park, IA 51331, (712) 332-5264, <captainsteve@ncn.net>, www.okobojimuseum.org.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marblehead Dory & Schooner Museum, Gary Kissal, Curator, 5 Bessom St. #101, Marblehead, MA 01945, (781) 631-2567, <jmorgan@marblehead.com>
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 592-1765.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (757) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, P.O. Box 1448, Treasure Coast Mall, U.S. Rt. 1 @ Jensen Beach Blvd, Stuart, FL 34995.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
Newburyport Maritime Museum, 25 Water St. Newburyport, MA 01950.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Hist. Soc. & Mus., 155 W. Bay Rd., PO Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.
Penobscot Marine Museum, 5 Church St., Searsport, ME 04974, (207) 548-2529.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Bank Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, Roy Wheeler, 295 Washington St. Bath, ME 04530. (207) 442-0097.
Model Guild of the Ventura City Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035 (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945. (781) 631-4203.

ONE DESIGN SAILING

Albacore One-Design Class, c/o Peter Duncan, 550M Ritchie Hwy. #144, Severna Park, MD 21146. (410) 431-05480; e-mail sailfaster@aol.com; website <http://www.my-town.com/sailing>.

American Canoe Assoc. Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084. Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC. (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

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

New England Beetle Cat Boat Assoc., c/o Wells Pile, 476 Wayland Ave., Providence, RI 02906. (401) 455-3430. <wmpile@excite.com> <www.beetlecat.org>.

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

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

West Wight Potter's Assoc., Southern California Chapter, c/o Bill Beddow, 1333 Corby Ave., Norwalk, CA 90650

PADDLING

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

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

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

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

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

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

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

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

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

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

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

Wooden Canoe Heritage Association, PO Box 226, Blue Mt. Lake, NY 12812 <wcha@wcha.org> <www.wcha.org>

ROWING

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

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

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

Cape Cod Viking Rowing Club, c/o Jeff McLaughlin, 121 Sheffield Rd., Brewster, MA 02631. (508) 896-5363. <www.c4.net/viking>

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

East River Crew, c/o Tori Gilbert, 22 E. 89th St., New York, NY 10128.

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

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

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

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

Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.

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

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

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

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

Saquis Rowing club, c/o Mike Jenness, 2142 Washington St., E. Bridgewater, MA 02333, (508) 378-9986

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

SAFETY EDUCATION

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

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

"Scuzbums" (Southern California Small Boat Messabout Society), 4048 Mt. Acadia Blvd, San Diego CA 92111, (858) 569-5277, Annie Kolls <Scuzbum@aol.com>

West Coast Trailer Sailing Squadron, c/o Ron Hoddinott, 12492 104th Ave. N., Largo, FL 33778, (727) 391-7927.

STEAMBOATING

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

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

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

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

TRADITIONAL SMALL CRAFT

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

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 362-2628.

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

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

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

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

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

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

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

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

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

Sacramento TSCA, c/o Robert T. Ratcliff, 2861 San Carlos Dr., Walnut Creek, CA 94598. (925) 939-4073.

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

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

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

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

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

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

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

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

TRADITIONAL YACHTING

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

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

S.S. Crocker Association, 8 Lane's End, Ipswich, MA 01938. (978) 356-3065.

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

TUGBOATING

International Retired Tugboat Association, c/o N.A. Foraker, 250 N. 50th, Longview, WA 98632. (360) 423-4223, <tugsname@aol.com>

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

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

WATERCYCLING

International Watercycle Assoc., 265 Santa Helena, Suite 110, Solana Beach, CA 92075-1538.

WATER TRAILS

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

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

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

WOODEN BOATS

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

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

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

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

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

Wooden Boat Found., Cupola House, 2 Pte. Hudson, Port Townsend, WA 98368, (360) 385-3628.

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

VISIT
newburyportshop.com



Nearing the end rounding Eastern Point breakwater into Gloucester harbor with 2 miles to go, Joe Holland and Dana Gaines in the Kingfisher double take over the "first on the water" lead from the Scilly Isles gig *Mike Jenness Sr.*, which had gotten out front early in the race.

Blackburn Challenge 2001

By Bob Hicks

Registration was at 5:45am, skippers' meeting at 6:30am and the start of the first class at 7:30am so it behooved me to get over to Gloucester for this year's Blackburn Challenge early. The day was going to be a golden mid-summer one, clear dry air, bright sun, at this hour still casting long shadows over the westward facing Pavilion Beach on Gloucester's inner harbor. An initial lookaround gave me the impression that it was all about Hawaiian outriggers, the 13 big canoes took up so much beach space. But further along the beach the more traditional New England small boats were gathered, while most of the 73 sea kayaks and their surf ski derivatives were still on roof racks, they start last in the event.

My shoreside coverage of this 20 mile circumnavigation of the Cape Ann peninsula on the Massachusetts north shore has become formalized, after 15 years, into a four part approach. I once tried covering the event by boat in one of the chase boats but had no way to control which boats I saw where so I've since stuck to the land.

First I visit the race starting area to see what is to be seen, as mentioned in the first paragraph. I then drive to a spot at the end of a private road overlooking the start area on the tidal Annisquam River which makes Gloucester and Rockport effectively an island. Here I'm too far away (unless I trespass on a private boardwalk to a private riverside dock) to get decent telephoto photos but watch the various classes get underway through binocu-

lars.

At 7:45am, five Banks dories get away, four doubles and one solo. Next come four multi-oar with cox boats; two Scilly Isle gigs, and another Banks dory, this one with a crew of four, and one four place ultra sleek fiberglass Mainville Pilot. Eight fixed seat singles are next; three bright finish Adirondack guideboats standing out against the plain painted Swampscott dories, dory skiffs and a Monument River wherry. Fixed seat doubles conclude the traditional fleet, six of them; a mix of Swampscott dories, stretched Gloucester Gulls, a Jersey skiff and a stretched Monument River wherry.

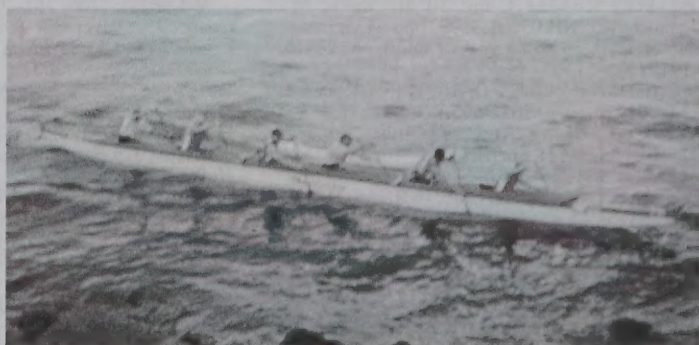
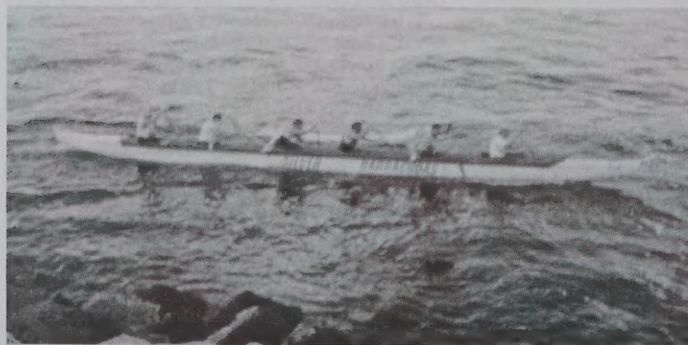
Now comes the sliding seat fleet, led off by four sliding seat touring singles; two Aldens, an Annapolis wherry and Henry Szostek's unique homebuilt bright yellow *Wizard's Advocate*. Hot on their sterns come nine racing singles; Peinert Dolphins, a Kingfisher, Alden Stars and a Rec racer. At this point an odd couple depart, the Open Class entries, Ken Parker's Yellow Banana triple sliding seat rig (which would finish 9th overall) and a double K2 sprint kayak. Three

women in singles follow next, Kinley Gregg's racing Maas 24 quickly pulling away (she would finish 24th overall). Three doubles complete the sliding seat contingent, an Alden and an Atlantic Star touring class and the racing Kingfisher double *Kookaboora* of course record holders, Holland and Gaines. Then the eleven outrigger canoes filled the river, banking to banking, and in the hectic getaway one went aground in the mud alongside the saltmarsh overhang and took some time to extricate itself.

As the enormous fleet of sea kayaks gathered, I left for Lanesville about six miles up the west shore along the course where a minor cape of shoreline granite accessible to the public brings the fleet close alongshore for photo ops. I expected to arrive in time to see the Scilly Isles gig *Mike Jenness Sr.* out front at this point, and they were, apparently, but as the first of the smaller traditional boats appeared it dawned on me that I had missed them, they were moving along at such a pace. Soon the Kingfisher double appeared, slicing through the slower boats, and I speculated as to whether or not they were bound for a new course record in these most benign race conditions in several years.

After watching the two leading outriggers rush by, Manuiwa Master A and Silver Barracuda a scant few lengths apart, I departed for Eastern Point breakwater on the ocean side of the Cape at the entrance to Gloucester harbor where, at about mile 18, more or less, the race

The Manuiwa Master A crew (individuals not identified) heading for the Outrigger Canoe Class win and second overall in 2:30:35 (9 minutes behind the Kingfisher double) closely pursued past Eastern Point light by the Silver Barracudas; Dick Ulbrich, Gary Aprea, Mike Fairchild, Tom Walton, Doug Howard and Nick Lysiak. The latter were unable to overtake the Manuiwa Masters in the two mile sprint to the finish, their time of 2:30:45 a scant 10 seconds short, but good for 3rd overall.





Dan Gorrigan in his Peinert Dolphin won the Sliding Seat Single Class in 2:33:36, 4th overall, 6:08 ahead of Ed Joy, winner of the Surf Ski Class in his Mako, 5th overall.



course brings contenders to the last turn for the dash across the harbor to the finish at Pavilion Beach.

This breakwater is accessed by a "Private Road" entered through an imposing stone gateway guarded by young men in "Security" uniforms. All this tends to convince rubberneckers that they should not enter, which is the intent of the Eastern Point property owners and yacht club. Their privacy would be totally blown by hordes of summer tourists driving by. But, the road is open to the public to access the breakwater, from which many locals fish. One has to observe the 20mph speed limit on the narrow road lined with opulent summer homes, and only a small rough gravel lot at its end by the Coast Guard station provides parking. I smiled and waved at the "Security" guys as I drove through and found space still available in the lot. A short hike around the perimeter fence of the Coast Guard station (now "privatized" except for the automated light) led to the half mile breakwater hike, but at last I was out at the end and found I was still in time to see the drama of the leading on-the-water contenders come into view around the point just to the northeast.

I was not disappointed for first into view came the *Mike Jenness Sr.* but a bit offshore from it came *Kookaboora* implacably overtaking all before it, as Holland and Gaines pressed on seemingly untiringly towards their new course record. Of course the two were hard at work doing what they do so well, but an unaware onlooker might think of them as some sort of mechanized device, so regular, consistent and powerful were their strokes after 18 unrelenting miles. The *Jenness* rounded the breakwater not far behind, still stroking strongly, they too enroute to a class record and 14th overall.

With the initial drama of the on-the-water leaders now past, I watched the growing fleet arrive. More close contest drama ensued as the Manuiwa Masters A and the Silver Baracudas came around, still going at it a few lengths apart and still in the same order, they would finish 2nd and 3rd overall. Dan Gorrigan's Peinert Dolphin soon appeared, he placed 4th overall. After this it was not possible to guess at possible overall placings due to the staggered starts, but when late starter Ed Joy's Mako surf ski came by (5th overall) followed shortly by Tim Dwyer's West Side Thunderbolt racing kayak (10th overall) I had

seen the fastest and called it a day. By 11am I was out there battling through the choking up summer tourist traffic of Gloucester before

breaking free for home on the open road. With awards not scheduled until 3pm, I wasn't planning to hang around.



Ted Van Dusen, Ken Parker and Shelagh Donohue charging home in their Open Class winning 24' decked dory. They finished 9th overall in 2:45:06.



Still charging after 18 miles at a record pace for their class, the Scilly Isles gig *Mike Jenness Sr.* crewed by Mike Jenness, Andy Parks, Jon Daley, Christine Snow, Tim Snow, Burt Jenness and David Siereveld easily topped its three boat class in 2:47:49, 14th overall.

Finishing close behind the *Mike Jenness Sr.* was this ultra light Chuck Mainville Pilot gig crewed by college crew youth Miriam Tabela, Rosamund Hoaley, Joe Stanley and Scott Bradford, their time of 2:51:20, 19th overall.





Donald and Dustin Carter topped the Fixed Seat Double Class in their stretched Monument River wherry in 3:15:57, 44th overall. Paul Neil in the Adirondack Guideboat again topped the Fixed Seat Single Class in 3:25:45, 54th overall.



Fenton Cunningham and Russel Atkinson showing the power they apply to their bulky craft for 20 miles to win the Banks Dory Class and take 81st overall in 3:42:47, 32 seconds ahead of Tom Mailhot and John Zeigler in their Atlantic rowing race contender, *American Star*.

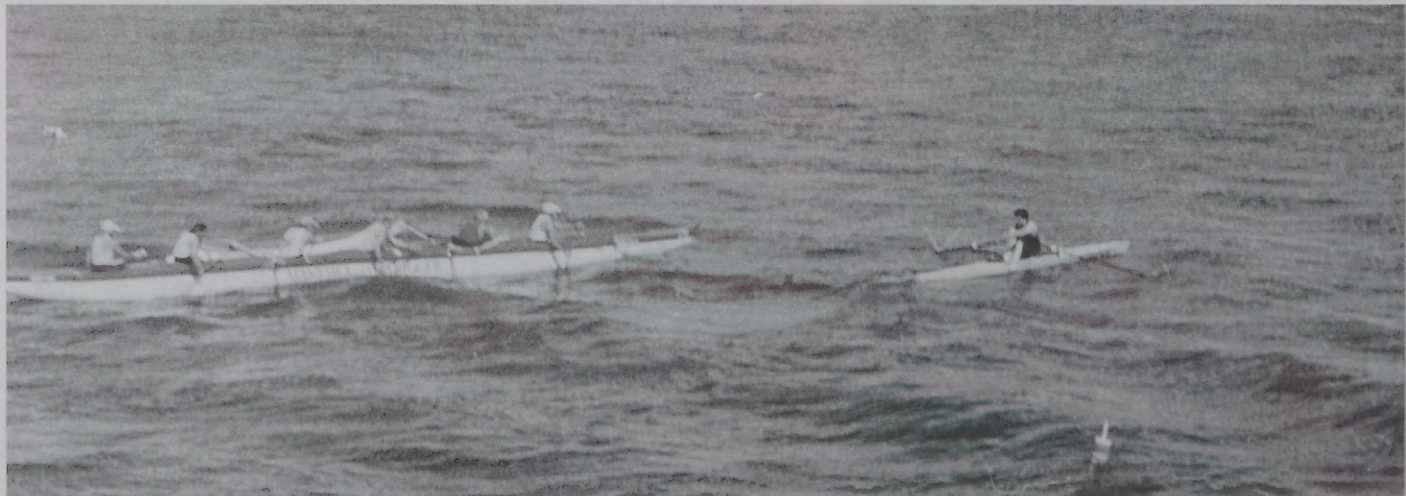


Fixed Seat Single Class contenders Michael Cushing in an Adirondack guideboat and Jon Aborn in his own designed Monument River wherry side by side early on. Later Jon went on to finish second in class, about 7 minutes behind Paul Neill in 3:33:01, 68th overall, while Michael dropped back to 3:46:40 for 3rd in class and 88th overall.



The Scilly Isles gig *Saquish* turned out with an all-women crew; Cathy Jenness, Peggy Woll, Ingrid Carlson, Pine Dubois, Janine Delaney and Jen DeFreidap. They finished 100th overall in 3:56:04.

Is this solo sculler intimidated? It would be no surprise if he were with that 6 man outrigger canoe bearing down on him into the final sprint across Gloucester harbor.



For the second consecutive year this team of long distance open water scullers topped the Blackburn fleet, setting a new record in their Kingfisher sliding seat double of 2:21:45 in ideal conditions, beating back the persistent challenge of the leading 6 man outrigger canoe, Manuiwa Masters "A" by 8:50. Looking back over prior Blackburns it is interesting to see how this winning team has come together, in retrospect seemingly an inevitable development.

In 1992 Dana Gaines first appeared as a Blackburn winner setting a new course record of 2:58:08 in a Maas Vancouver racing double shell, edging Russell Smith and Ben Lathrop's Small Craft double by only 17 seconds.

In 1993 Gaines dropped back to 4th overall in an Alden Star in 3:11:24 behind Bradford Smith's Maas Aero fastest 2:57:46, the Small Craft Double of Russ Smith and Ben Lathrop and the Wave Excel racing kayak single of Chip Coward.

Dana bounced back in 1994 to again set another course record of 2:48:00, topping the sliding seat singles in good conditions.

In 1995 Joe Holland appears on the leaderboard finishing 2nd in sliding seat single class in his Kingfisher in 2:35:41, also 2nd overall just 38 seconds behind class winner Michael Dreher's Rec Racer II. Gaines was

Joe Holland & Dana Gaines

just 10 seconds behind Holland for 3rd overall and in class in a Maas Aero.

Outrigger canoes first appeared in the 1996 Blackburn, which was not covered on our pages for reasons I no longer recall, so I have no record of how this pair of sliding seat scullers fared.

Holland took the overall victory in 1997's breezy sunny event in 2:44:50 in a Kingfisher single, besting the looming outrigger challenge for the top spot from Bob Zaverall & crew by only 1:27. Gaines placed 3rd overall, and second to Holland in the sliding seat singles in his Dolphin 24 racing shell in 2:53:41.

1998 saw Holland set back to 3rd overall in a Kingfisher single, winning the class in 2:37:40, but 8:04 behind the winning Silvernell outrigger's 2:29:36 and 2:09 behind Ed Joy's surf ski. The outrigger threat had now succeeded to the top spot, and how about this surf ski? Perhaps this is what prompted Joe to move up to a double in 1999 to combat the 6-man power of the outriggers. Gaines had doubled up with Tom Mailhot to win the Kayak Touring Double class in 2:46:34 paddling one of Nick Schade's 26' Guillemots to

6th overall.

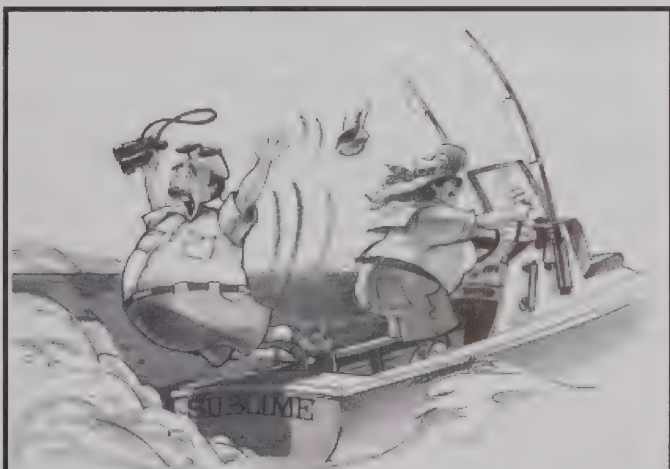
In 1999 Holland teamed up with Linda Kennett in a Kingfisher double to retake the overall win in 2:26:17, turning back the outrigger efforts of Silvernell and crew by only 2:19 in benign conditions. Gaines paddled to the Kayak Touring Singles win in a Necky Looksha III in 3:12:05, 11th overall.

Holland and Gaines finally joined forces in the Kingfisher double in 2000, beating the fleet despite a strong northeast wind building a steep chop on top of rolling seas in 2:47:57, besting the Manuiwa Maasters outrigger, this time by a wider margin of 8:53. The sliding seat double had successfully handled the rougher waters that might be thought to favor the big Hawaiian rigs.

Now with their second consecutive overall victory in 2001, Joe Holland and Dana Gaines have demonstrated their mastery of open ocean long distance rowing in the sort of racing shell one envisions most suitable for flatwater rivers. Sliding seat rowing craft have dominated most of the Blackburns since the last late '80s wins by racing solo sea kayaks. The oncoming 6 man outrigger canoes still loom as real threats, though, and with an overall win in 1998 as inspiration, will no doubt return in 2002 to again challenge the Holland/Gaines team.



Early morning on Pavilion Beach we found David amongst the Goliaths, an array of 45' OC6 Hawaiian outrigger canoes lining up against the race winning, record setting Kingfisher double shell of Joe Holland and Dana Gaines. It's not Hawaii though, that coastline gives it away.



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Results

Top Ten Overall

- 1 - Joe Holland & Dana Gaines
- 2 - Manuiwa Master "A"
- 3 - Silver Barracudas
- 4 - Dan Gorrigan
- 5 - Ed Joy
- 6 - Manuiwa Sr. Master
- 7 - Joe Glickman
- 8 - G. Bousquet & Co.
- 9 - Shelagh Donahue, Ken Parker, Ted Van Dusen
- 10 - Timothy Dwyer

Sliding Seat Racing Double (Kingfisher)	2:21:45
6 Man Outrigger Canoe	2:30:35
6 Man Outrigger Canoe	2:30:45
Sliding Seat Racing Single (Peinert Dolphin)	2:33:36
Surf Ski (Mako)	2:39:44
6 Man Outrigger Canoe	2:42:48
Surf Ski	2:44:50
6 Man Outrigger Canoe	2:44:57
Open 3 Man Sliding Seat	2:45:06
Kayak Racing Single (West Side Thunderbolt)	2:46:26

Single Banks Dory

John Giulietti 5:44:50 (130th Overall)

Double Banks Dory

Fenton Cunningham, Russel Atkinson 3:42:47 (81st Overall)

Multioared w/Cox

Mike Jenness, Andy Parks, John Daley, Christine Snow, Pilot Gig 2:47:49 (14th Overall)
Tim Snow, Burt Jenness, Dave Siereveld

Multioared wo/Cox

Bill Baumann, Geoff Calderone, Peter Mulholland, Banks Dory 4:16:15 (112th Overall)
Bill Sweeney

Single Fixed Seat

Paul Neil Adirondack Guideboat 3:25:05 (54th Overall)

Double Fixed Seat

Donald Carter, Dustin Carter Piscataqua River Wherry 3:15:57 (44th Overall)

Men's Touring Single Sliding Seat

Ernie Derushie Alden 2:58:16 (26th Overall)

Women's Touring Sliding Seat

Maureen Carne Alden 3:49:14 (91st Overall)

Men's Racing Single Sliding Seat

Don Gorrigan Peinert Dolphin 2:33:36 (4th Overall)

Women's Racing Single Sliding Seat

Kinley Gregg Maas 24 2:58:29 (27th Overall)

Touring Double Sliding Seat

Bill Wolback, Andy Larkin Alden 3:30:08 (59th Overall)

Racing Double Sliding Seat

Joe Holland, Dana Gaines Kingfisher 2:21:45 (1st Overall)

Men's Racing Single Kayak

Timothy Dwyer West Side Thunderbolt 2:46:26 (10th Overall)

Women's Racing Single Kayak

Denise Radtke Seafarer Sprint 3:43:21 (84th Overall)

Men's Touring Single Kayak

Maury Eldridge Necky Looksha III 3:02:13 (34th Overall)

Women's Touring Single Kayak

Alexandra Landrum Unidentified Boat 3:43:16 (82nd Overall)

Touring Double Kayak

Dan Healey, Sarah Evertson Guillemot Fast Double 3:17:57 (49th Overall)

Men's Surf Ski

Ed Joy Mako 2:39:44 (5th Overall)

Open

Shelagh Donahue, Ken Parker, Ted Van Dusen 24' Decked Dory 2:45:06 (9th Overall)

Outrigger Canoe

Manuiwa Master "A" (Unidentified Crew & Boat) 2:30:35 (2nd Overall)

The Designer's Recognition Rendezvous

By Lionel W. Taylor

On June 15-17, 2001, Mystic Seaport in Mystic, Connecticut, held a Designer's Recognition Rendezvous in honor of the design team of Sparkman and Stephens, and in particular for Olin Stephens II, one of the originators of the company in 1929 and who, at the ripe old age of 93, attended. It was a wonderful opportunity to experience an entire weekend celebrating the magnificent achievements of one of the world's most successful yacht design firms. Sponsors for the event included Rolex, Heritage Marine Insurance, Mystic Seaport, and *WoodenBoat*.

On land and dockside Mystic Seaport's fantastic grounds and facilities were the perfect stage for viewing more than 60 of the most significant and magnificent boats and yachts Sparkman and Stephens have created. Some examples of these were *Brilliant*, *Intrepid*, *Courageous*, *Yankee*, *Warbaby* (ex *Dora IV*), *Stormy*, *Saraband*, and *Bolero*.

Although these big boats were magnificent to see, I felt it was Olin Stephen's small boat designs that were the attraction of the Rendezvous. They outnumber his larger well-known designs. Their popularity was displayed by the large number of Rendezvous attendees who, throughout the day, gathered about them.



Prospect of Whitby on the Seaport's lift dock.



Primrose, a 15' sloop built in 1936 and presently owned by Thomas Kiley.

The first *Lightning* #1.



The International *Lightning* with a parachute spinnaker.



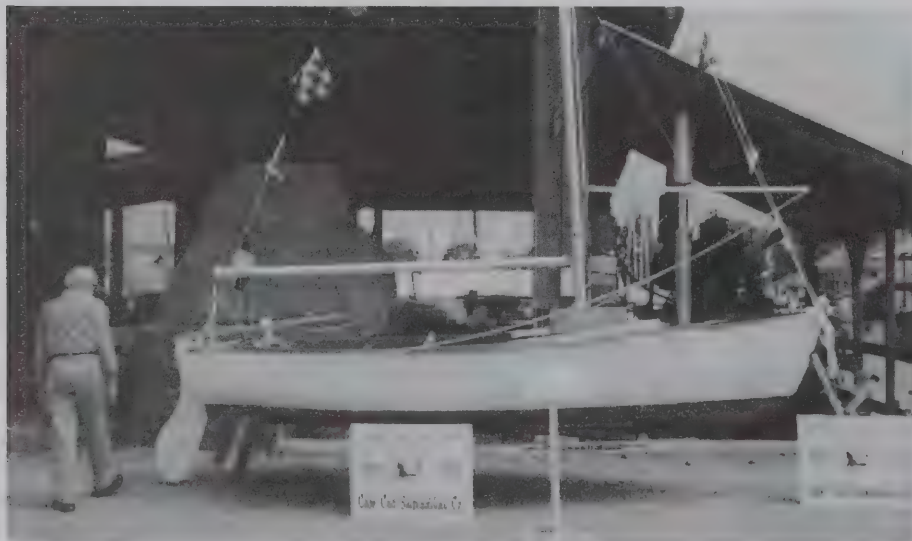


A Blue Jay, the "biggest" little one design sloop of her size today.



Tempest, a Six Meter Sloop built in 1986 and owned by Frank Pearl.

Mercury Class fiberglass sloop, still an active racing class.



Being a small boat owner myself, I joined the crowds at the small boat displays, beginning at the south end of the Seaport where most of them were dry hauled, intending to make my way to the north end, planning to miss little on the way.

Having said this, I must admit my attention was first drawn, however, to a wooden sloop drawn up on the Seaport's lift dock. She was the beautiful *Prospect of Whitby*, 41'6" long with a beam of 11'1". Stairs and platforms had been erected alongside so spectators could see into the cockpit and deck. She had been built in 1964, ostensibly for the English Admiral's Cup Race in 1965. She also participated in the arduous 1966 Sidney to Hobart Race.

Sitting just off *Prospect's* bow on a trailer was the neat little daysailer and double ender *Primrose*. This well-maintained wood 15' sloop with a beam of 56" was built in 1936 and is presently owned by Thomas Kiley. She was designed in 1935, S&S design #128.

One unfortunate aspect of the Rendezvous was the fact that few owners or reps of the small boats were in attendance at their boats. It could have been a lot more interesting for the viewers to listen to their tales and "natter" with them about their boats.

The Lightning Class boat display was the exception and the number of people surrounding three sloops emphasized this fact.

Among a number of people talking to and displaying their boats was Mary Huntsman, present Lightning Class President. Gracious and seemingly everywhere around the boats, she made everyone welcome. A nice touch in the class display was the drawing of a Lightning Class sloop that any present or former owner could sign with the year and number of his boat.

The International Lightning boat, a trailerable centerboard sloop, was an S&S design of 1938. There were over 15,000 built and still going strong with more than 500 fleets worldwide. She is 19' long with a beam of 66".

Also on display was the first Lightning #1. Although on trailers, sails were raised on all the boats, including a parachute spinnaker on one (that's what we called the sail in the 1930s).

Alongside and also on trailers were two Blue Jay class sloops, rigged but with no sails. Some of the displays were made as a partial sales pitch and the new fiberglass boat here was one of them.

The original wood Blue Jay was designed by S&S in 1947 and had a length of 13'6" with a 5'2" beam. The fleet is still active today and is claimed to be the "biggest" little one design sloop of her size afloat today.

Across from, the Lightning display was the beautiful Six Meter sloop *Tempest*. I didn't realize that Olin Stephens II was one of the most successful designers of this racing class. He also designed the well remembered and successful Six Meter yachts *Goose* and *Djinn*. Thirty-two feet long with a slim 6'3" beam, *Tempest* was built in 1986. Her present owner is Frank Pearl.

Another display made for what I feel was mostly sale purposes was the fiberglass sloop of the Mercury Class. Sales literature points out that the Mercury, designed originally by S&S, is still an active racing class with fleets in Maine, Massachusetts, New Jersey, New York, Rhode Island, and Florida. Some 200

Mercuries were built of wood between 1940 and 1952. She is 15'0" long with a beam of 5'5".

Just across from her was the pretty one design, the Shields Class sloop. Named for the famous yachtsman and Long Island Sound racing champion Corney Shields, she is fiberglass, 30'2" long with a beam of 6'5" and designed by S&S in 1962. No owner's name was given.

Not being able to stay away long from the beautiful "bigger" boats of S&S design, I traveled down to the Seaport's west boat slips where I found *Etoile Filante*, a Tartan 34 class sloop, currently a well known manufacture. She was designed by S&S and built in 1978. Her present owner is Kai Sturmand.

Also at the Mystic River slips was the Dolphin Class yacht *Marionette*. Built in 1960, she is 24' long. Her owner is Ron Breault.

In the same area was located the Loki Class yawl. One of the few two-masted vessels Olin Stephens designed, she is the *Safari*, built in Hamburg in 1953, designed in 1952.

Rounding out the "big" boats I saw, I felt the most magnificent Stephen's design was the famous yacht *Bolero*. Laying to a Seaport quay, I heard many oohs and aahs from the spectators about this beauty.

But I had to return to see the remainder of the small boat display again. Three Interclub dinghies lay on trailers north of the boatyard, another successful small boat design by S&S. Interclub dinghy #2, built in 1945, was there. Sixty boats of this design were built, 15 of them wood and still active.

Also shown was Interclub dinghy #70, a cold molded plywood manufacture. This racing class catboat was designed in 1945 and is 11'6" long and has a beam of 4'7". The sail was raised on dinghy #21 to the delight of the spectators. These boats have enjoyed a long history of frostbite racing on Long Island Sound and other East Coast locations. I remember as a kid seeing their predecessors race at Larchmont Yacht Club before World War II.

Not far away was Olin Stephen's first design, a Manhasset One Design Class sloop now fully restored and called the *Olin Express*. She was built in 1929. Her present owners are Prokap and Jack Anitnori. Twenty-one feet six inches long with a 5'10" beam, she is the "longest continually sailed Stephen's design." A platform was built alongside so people could see inside her cockpit. A beautiful old timer.

I spent little time looking over the really "big boys," but I couldn't return to my home base at the Seaport's North Gate without going by the Lighthouse Point berth of the famous Olin Stephen's design, the schooner *Brilliant*. When asked about his design, he called her a good boat, well maintained, but not a great design. *Brilliant*, Mystic Seaport's sail training vessel, had just returned from a 12,000-mile, 10-month transatlantic expedition.

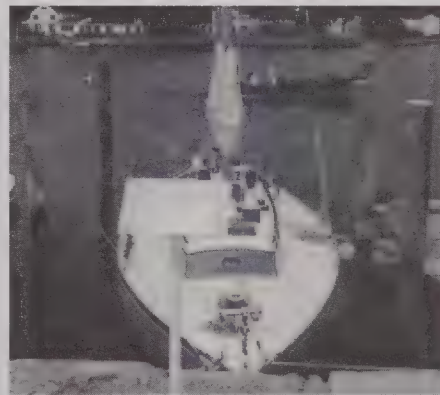
Other aspects of the Designer's Recognition Rendezvous included a cocktail party/reception on Friday and a dinner and award presentation ceremony on Saturday for participating vessel's owners and crewmembers, sponsors, and producers.



A Shields Class sloop, named for famous yachtsman and Long Island Sound racing champion Corney Shields, designed in 1962.



Marionette, built in 1960 and presently owned by Ron Breault.



A Loki Class yawl, *Safari*, built in Hamburg in 1953.



Interclub dinghy #2.

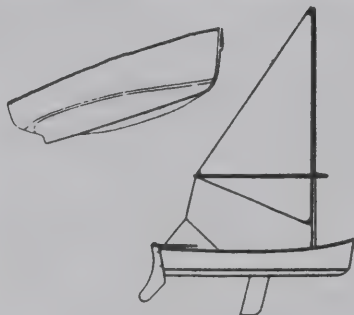


The sail was raised on Interclub dinghy #21 to the delight of the spectators.

Olin Stephen's first design, a Manhasset One Design Class sloop now fully restored and called the *Olin Express*.



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Olin Stephens II *All This and Sailing Too*



However, it was S&S founding partner Olin Stephen, 93, who attended and added the human touch to the weekend. In addition to signing copies of his autobiography, *All This And Sailing Too*, he held a question-and-answer session Saturday for an hour that held all of us attending (and there were many) spellbound. He was asked many detailed questions about the old days of S&S and his designs, which he handled with clarity and humor.

In talking about the Lightning Class sloop, Olin said he was only paid \$500 for the complete design (15,000 were built). He has been kidded since about this from a business point of view.

One question went back to the 1930s at Copenhagen, the Little Mermaid, when

Olin and his brother Rod sailed a small boat backwards in that little harbor. It is true that a boy in a small boat came alongside Rod Stephen's *Mustang*. Rod asked the boy if he could sail the boat backwards. Rod got in the boy's boat and sailed her backwards (manipulating the sail). Rod was known for getting boats into small harbors with no engine.

Someone asked, "In view of the success of (your schooner) *Brilliant*, why weren't there more like her?"

Olin replied, "There were a lot of boats like her. Her success was due to her strength. She was not all that special. She was a nice boat, extremely well built. I would not consciously design another hull like her. Maybe I shouldn't say that but...*Brilliant* was one step. Further steps could be taken. She isn't anything that should be worshipped."

Another question arose as to why Olin thought he wanted to be a naval architect. He said he had always drawn boats from the time he was a youngster. He knew he always wanted to draw boats. He said he didn't feel the same about it right then!

Question: "Looking forward to the next 50 years, how do you plan to influence sailboat design?"

Answer: "Not very much!"

Question: "Hull shape had more tumblehome in boats in the 1950s than in the 1930s. What about the sailboats of today?"

Answer: "Modern boats have more beam today to get the crew on the rail. But who wants to sit on the rail all night long?"

Discussing sailboat overhang vs. plumb stem boats of today, Olin quipped, "it's rather funny to me that all new sailboats are plumb ended and all new skeg boats have overhang!"

Question: "What do you feel was your worst design?"

Answer: "There were three new boats made for the '70s America's Cup. One was the brand new *Valiant*, which was the worst boat I ever had anything to do with!"

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Suwannee River Sojourn

Part II

By Reinhard Zollitsch

Day 6 took me another 22 miles down the river to a small sandbank island at mile #92 below Luraville. A strong headwind made going harder today, keeping me in my boat for 6:40 hours (including 40 minutes for breaks). But I saw my first real big spring today, Blue Spring, gushing from two pools on the right into the river. Even though I had a hard time seeing the blue color, it was clearer than the river and was flowing quite strongly over a stone dike into the main river. At the beautiful Route #51 suspension bridge I had lunch but was appalled by the trash and beer bottles along its banks there. I had never seen anything like that. In Maine and most other New England states all bottles have a deposit and one hardly ever sees a bottle lying around anymore.

Furthermore, most of our popular rivers or hiking paths, like the Appalachian Trail or Maine Island Trail, have groups or individuals who have adopted a stretch of trail and take care of it, including keeping it clean. That is what this river needs, an active stewardship program in which hiking, boating, fishing, outfitters, or nature clubs adopt a stretch of river near their home base and keep it clean, monitor its use, and feel responsible for it. If people don't want a state agency to come in to protect the river with all kinds of restrictions, they should become responsible users themselves, advocate the new policy, and discourage the old abusive attitude towards rivers.

Compared to the Northeast and other parts of the country I have seen, this area has a long way to go. It is sad and seems shameful how such a unique and beautiful river is disfigured by human negligence and misuse. The Suwannee River Water Management District seems to be working in that direction but needs more active help and support from the actual users of the river.

But the river does not let you linger long, not even with thoughts like this. It pushes on like the river of life. Then suddenly there was a guardian from the past, a wide open railroad swing bridge, long abandoned and rusting out, an eerie reminder of the past.

Since Dowling Park I also noticed more and more camps and houses along the river's edge, most of them with multiple decks or platforms halfway down the bank with elaborate stairways of pressure-treated or cypress wood. But I never saw anybody sitting on those platforms sipping mint juleps, Southern Comfort, tea, coffee, or what-have-you, not once all the way down to the Gulf; but decks definitely were the thing to have.

At mile #92 I had gone another 22 miles and found a lovely sand bar attached to a small mid-stream island. A perfect stop for the night. Next morning was very windy and, with the river widening, I had to slug my way through whitecaps. But when the going is rough, one digs deeper. So I still covered the 16 miles to Branford, "the diving capital of the world," as local people proudly refer to their little town. in about four hours. Since it was Sun

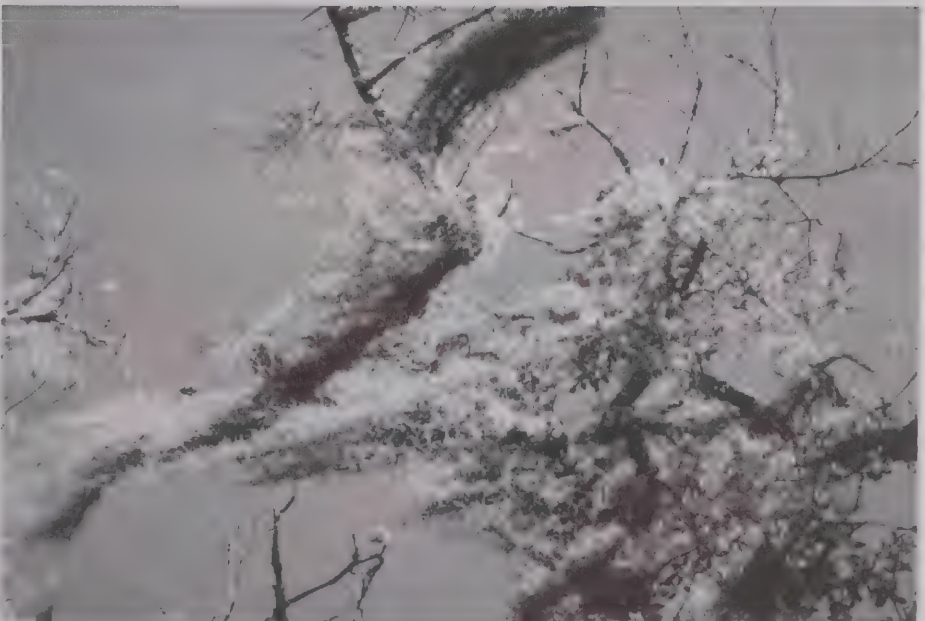


Defunct railroad swing bridge.



Manatee Springs State Park.

Spanish moss.





Vulture roost overnight.



Giant lily pads.

The Gulf of Mexico.



day, I noticed some people swimming at some springs on the right and left of the river, but the powerboat traffic was still minimal, which surprised me nicely. But four Sea Dos can make quite a racket, and I was glad I was on my way again after the necessary service stop.

Sandbanks became rarer below Branford and homes and summer camps more frequent. The mouth of the Santa Fe River would have been a nice stop for the night but was simply too far, so I opted to pull out at a minimal sand bar at mile #69, which served me just fine. I had barely set up my tent when the rains came down again. Fortunately my tent spot was a bit elevated, so most of the water flowed around, not under, the tent and ground cloth. The rain kept coming down almost all night and into the morning. The trees and vegetation along the banks were soaked and were steaming in the first sparse rays of the sun. There was time for a second cup of coffee before heading out in Goretex.

The Santa Fe area looked as enticing as anticipated and would be well worth exploring. But the river and my time constraints pushed me along towards the Route #340 bridge instead, where I had a brief conversation with some cave divers who had come all the way from Exeter, England. A few miles further down the river I surprised two good-sized alligators basking on the warm mud flats, the first on this trip so far.

I had thought of stopping for the night at or near the Wannee boat ramp, but was unmistakably reminded that there was no overnight camping in Gilchrist County "for sure." So I made myself inconspicuous again and disappeared somewhere towards Sun Spring on a level spot on the riverbank. I won't tell where exactly.

The night was cold again. I wore wool socks and a sweater in my sleeping bag but was feeling great, fascinated by the delightful conversations of the eight-hooter owls in the tall trees around me. With the mist slowly rising over the river, I pushed off refreshed and hopeful because I felt I was finally getting somewhere. Manatee Springs State Park for the night, what an exciting thought. And then only one more day to the mouth of the river and the Gulf of Mexico.

Six hours, a couple of gators, and lots of turtles later I paddled up the outlet stream of Manatee Springs. There I beached my boat and inquired about camping facilities. I was told to come to the front gate, a good mile-and-a-half up the road, to check in. I thought someone was surely jesting but no, they insisted. Not wanting to rock the boat, being an out-of-stater, I hitched a ride with a ranger vehicle, but when I found out where I would have to camp I asked the driver to return me to the river. The camping spot was almost a mile from the water. Fat chance that I would carry all my gear there and back again to the river the next morning. And no, I could not camp in the little grassy area near my boat, I was unmistakably told.

I was very disappointed that the park only catered to campers arriving by car or who were picked up by car finishing their river trip here. There was no policy in place to accommodate small boaters who were going on like me. So I decided to jump back into my boat which, by the way, had floated off the beach and could have gone to Suwannee without me had I not tied it to a tree. I was unaware that the outflow volume from the spring fluctuated, the

water level had risen several inches.

Back on the main river, I looked around for a break in the trees, a level spot for my tent, a take-out, and found it more or less across the river, but it looked like I would have to share it with about 50 buzzards, not a pretty thought. One by one, very reluctantly and with a lot of groaning, they left for another tree roost, I suppose, and did not come back till early in the morning, to dry out or warm their wings in the early rays of the sun. I pitched my tent to one side of their roosting tree, pulled my boat up on shore and out of sight, and was ready for some serious reading, writing, and supper, the high point of each day.

I even went swimming here as I do every late afternoon wherever I travel, very carefully, just floating in shallow water and facing the river. Then a pileated woodpecker decided to attack my tree and showered my tent with wood chips, but that was better than what the vultures dropped when they came back early next morning. I tried to shoo them away, but too late, they had already bombarded my tent. I hurried to get out of there, rinsed off my rain fly, and ducked to my boat. No free overnight this time. I should have known who was in charge here.

The character of the river changed yet again. It widened into a formidable river, the banks got lower, and eventually receded behind a curtain of humungous lily pads and grasses. The tall, often still bare trees were gradually replaced by lush green mangroves, and the grasses got even taller. My map and chart confirmed my observation. The river was now winding its way through an extensive marshland and swamp. Yellow Jacket and, a bit further down, Fowler's Bluff were the only human habitations. It felt very Evergladian all of a sudden, as this river was about to dissolve itself into grassland and the endless shallows of the Gulf of Mexico.

I was suddenly thinking of all the great river stories I had read in my life, from Mark Twain to Hermann Hesse, and especially the concept of the "River of Life." The Suwannee, I thought to myself, was a perfect example of that, with its beginnings in the Okefenokee swamp, its brief whitewater rebellion, its decisive cut through a limestone canyon, an old ocean floor, past towns with people and commerce to an even bigger swamp, and the ocean eventually, from where it will evaporate and start the circle of life anew as rain in some other watershed.

But my drifting off into thought was suddenly stopped at mile #7 when I noticed the tide was coming in, and quite vigorously at that. But by 1:15, 5:45 hours after leaving Manatee State Park, I arrived at Miller's Marina in Suwannee, the last take-out point on this river. Another 22 mile day for a total of 213 miles in 10 days, and I still had one day to play with. I liked that.

So the last day was spent exploring the mouth of the river, as I had hoped to do when I first planned the trip. I drifted down West Pass with the end of the ebb tide to the very mouth of the river. I saw lots of big gators sunning themselves on the mud banks or cruising right by me like beavers or muskrats in my neck of the woods. I then went around a myriad of flat, grassy islands, swinging north, occasionally walking my boat over sand bars and mud flats back up all the way to the top of Salt Creek. At the stand-pipe I hoped to find a crossover into the marinas on the river side,

but couldn't, though I tried several arms. There was nothing else to do but to portage across the obstacle, the only street into town, to the river side which would get me back to Miller's eventually. In the end I had added the 17 miles I had to forfeit in the Okefenokee to the Gulf side of the Suwannee, which brought the trip total back to 230 miles in 11 days. Not bad for an old geezer like me, I thought.

As I was sipping my coffee, leisurely sprawled in my Crazy Creek chair in front of my tent, thinking thoughts of accomplishment and wondering what I was going to do next spring, my old Everglades friend Thornton drove up with a hearty hello. I had told him before I left on this trip that I would try to make it to Miller's Marina by high noon on March 23, but did not really expect him to come all the way over here from Sebring to

visit for a couple of hours. I was flattered and honored by his trust and friendship, and impressed that he found me. Thanks, my man.

And it was oh so nice to see Dave at 6:00 AM the next morning, reliable and cheerful and right on time for the ride back to Jacksonville, from where I would fly home to Maine. What a trip this has been. Now back to the cold northland of Maine and another month of winter.

For more info, check out: www.paddleflausa.com (Canoeing in Florida); www.canoeoutpost.com (Suwannee River Canoe Outfitter); www.srwmd.state.fl.us (Suwannee River Water Management District river map); NOA chart # 11408 Allen de Hart: *Adventuring in Florida*, The Sierra Club Travel Guide to the Sunshine State, Sierra Club Books, 1991.

Trip's end at Miller's Marina, Suwannee.



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On my first 10 days off (we worked 20 on and 10 off) I went down there to see if I could find out what it would take to buy that old *Roulette* from the court. I found out that the boat was sunk up in a slough off the Jackson River and would probably go pretty cheap. I borrowed a skiff boat and went to see what kind of shape the machinery was in. When I got there, I was in for a surprise.

First, only most of the hull was sunk. All the guts and the screen wire part were still sticking up above the surface (at least at that stage of the river). I wandered around looking at the junk and thinking how I could have the damn thing back to running in about two days if I could get a big pump down there when I noticed a little pig tied by one leg to the stove. I poked around a little and found a dry box of matches and a small stash of porno magazines and I knew what was up. I left in the skiff like I was going back to Apalach, then I slipped back on the bank and caught the ex-slave feeding crawfish and fish heads to his pig.

I spent the night on there with him and we caught some stumpknockers and one speckled perch (that's black crappie to some) to go with his palm cabbage for supper. We got to talking about his prospects. Though the wreck of the *Roulette* was a good camp for him, it was sort of exposed to traffic in the river and the wheelman of every tugboat that came by felt obligated to study it intensely with the carbon arc light. He said that fishermen were starting to come displace him on weekends to stay in the screen wire and run trot lines and drink beer. "Wouldn't leave a full can behind for nothing," said the ex-slave. He was wondering about the prospects of getting on with us.

"Y'all still got all them magazines under the seat in the galley? Reckon I'd get caught?" he wondered.

"Yeah, we still got every single one and you probably would get caught, but nobody would pay any attention to it. Everybody looks at those magazines," says me.

"Naw, goddamnit, I mean do you think somebody would find out who I was and send me back to Chattahoochee? Ain't no telling what that old asshole would do to me if I got locked up in there with him."

We talked about the isolation of the tank farm in Yankeetown and how we never had much communication with any boat in the Gulf. After I told him a thing or two about New Orleans, he decided to take a chance. He went to Chalmette and got on with one of the other crews as cook. I tried to warn him about that mean engineer but there was hardly any opportunity. Besides, I figured if he could deal with the captain of the *Roulette*, he wouldn't have any trouble with the chief of our boat. But it was a complicated situation and the way things turned out, it would probably have been best if he had known how it was on there.

The old captain had had a cataract operation that had turned out not to be very satisfactory because of some disorder of the retina of both eyes. He was pretty close to his retirement time when all this happened and he knew he had to keep plugging until then. I don't know how he worked it, but he managed to keep his license even though he could barely see the bow of the barge. The mean engineer had been with him all that time. When the captain got so that he couldn't see, he and the engineer just sort of swapped jobs. When I was on the crew with them, I handled the boat in

The Slave's Recipe

Part 2

By Robb White

the refinery and at Yankeetown and didn't tell anybody.

When I wasn't on there, the engineer knocked down the pilings at the refinery and Yankeetown and rooted up the trees along the river. I ought to give the devil his due. He was a pretty good wheelman. He wasn't the ace that I am or the old captain when he could still see but he could, in his slow and sloppy way, get the barge to the dock. He didn't have a license and it would have been hell to pay if he had hit anything, but as the old captain had said, "What the hell they going to do, pull my license and take my goddamn Cadillac? Hell, I'm 70 years old. I got 30 dollars. I'll catch the goddamn bus just like you with yo' sorry ass. Just go live with my daughter, at least she can cook."

I said, "Look out now. Don't be complaining about the cooking. You would starve to death before you could work that first Vienna sausage out of the can as blind as you are, and you never would get them saltines gummed open"

The whole criminal conspiracy would have worked fine except for one thing. The engineer was one of those damned aggressive, dangerous sodomites like you find in jails. That's how the fugitive managed to get on so easy. There are supposed to be three men on each crew. Because of the engineer, there was usually a vacancy on that one. Mostly that was no problem because the short towline method required a minimum of decking and both the captain and engineer were old hands at it. After the engineer ran off each new deckhand, the boat just ran short-handed until another desperate fool like me or the fugitive showed up.

When our crew relieved the other crew, including the new cook-deckhand from his very first trip, we changed crews while the boat was tied up in the Mississippi waiting to lock into Industrial Locks and on out into the Gulf for Yankeetown. When we got to the boat there were a bunch of New Orleans policemen in the galley talking to the old captain and the new cook and drinking coffee. All the business was tended to already and the crew change went normally. The way the locking was going, it looked like I might have time to set the valves on one engine before our turn came, so I didn't get into any of the discussions but went straight down to the engine room to try to do something during that rare time when the engines weren't running. As it turned out, we had to go in the lock before I got all the valve covers back on, and I had to start the engine and just let the oil run down.

By the time I got it all wiped up and washed off (never a drop in the bilge) and had a chance to come up we were already through the lock and it was time to put the barges on the towline (barges have to be made up to go through the locks no matter what kind of hotshot tugboat man you think you are). Turned out that all the hullabaloo with the law was because the chief had disappeared while they were tied up in Chalmette at the refinery. Couldn't find him anywhere. One theory was that he might have gone ashore and got messed

up. I doubted that. The mean-assed bastard never went ashore. I always thought it was because he was afraid somebody might decide to find out just how much there was to him.

As it turned out, later, there wasn't quite enough. We found out that his body washed up in the bushes along the bank of one of the distributaries down in the delta. He had been cut wide open with a real sharp knife. The way we found out about it was that the Coast Guard sent a helicopter to intercept us way out in the middle of the Gulf. They said on the radio ("switch to channel 22 Alpha") that they wanted the deckhand. They let this man down on a 1/4" cable in a bosun's chair to get him. It was hard to communicate with him after he got down because of the racket of the helicopter and the feeling from that machine gun they had up there looking right down our noses. I was volunteered to go with them since I was the closest thing to a "deck hand" they had.

It took a long time in New Orleans, what with my crew and alibi still on the boat plugging for Yankeetown. I don't want to issue no sweeping prejudicial statement, but it's not good to get locked up in New Orleans, even if you aren't the right man. I was lucky and able to stay single because of my age and the ferocity of my response to proposals which was taken as comical by the old hands in the jail. I finally got turned loose when my Momma called up some people she knew down in the parish. Everybody apologized and went on and on about how they didn't know I was a friend of Mr. this and Miss that.

By the time they finally got hot on the trail of the fugitive from Estiflanulga, he was hid out back in Tate's hell swamp. I don't guess he would have stood a chance if they could have sent a real delta swat team up there, but those regular old Florida honkey-boy refugees from the big screen TV and the can of beer couldn't get far enough from the four wheel drive and the metal flake bass boat to find him.

The embarrassment of the Coast Guard fiasco with the wrong crew and the commonness of a dead asshole floating up in the Mississippi River sort of cooled the pursuit after a while. I got transferred onto the old captain's crew and took over in the wheelhouse just about like the other engineer. It was a good winter over all, sort of calm some trips, little Withlacoochee river to Yankeetown so beautiful. The old captain, without the burden of his regular engineer, hired a good man for the engine room and took over as the unofficial cook-deckhand. I couldn't help teasing him a little because his reactions were so comical, but I only got my plate taken once or twice. Actually, he was a pretty good cook, biscuits just as light and fluffy as anything, even made lasagna. About the only thing I could think of to complain about was how often we had that damned peach cobbler.

Two men from South Carolina bought the *Roulette* from the court, put it about halfway back together, and skirted around in the shallow water next to the woods between Apalach and Tarpon Springs to take it around the peninsula through the Keys. They were trying to get to the Dismal Swamp canal where they thought they would get rich pushing in that shallow water. The whole thing was a desperate low budget operation.

When they got to the Keys, they messed up and went through, under the bridge, at channel five and into the Atlantic. I guess they were thinking that they would just ride the Gulf

Stream up to the Carolinas like the big ships do and save fuel, but the waves started batting the back sides of the paddlewheels, stripped the pinion out of the differential in the truck axle, and the whole mess washed up on a pretty coral reef and tore up hundreds of years of work by the tiny commercial polyps. Four or five agencies of the government tried to fine them to help pay for the salvage operation, but those fools didn't have anything to pay a fine with.

Things got to running so smooth on our old boat that it got boring. Some of the crew even went together and bought a damned TV. Fortunately we were out of range on most of the Yankeetown run, but it finally got so that the most exciting thing on there was trying to find the place to drive another stob in the bottom. When I finally got tired of standing up there in the wheelhouse listening to all those people with cartoon character voices on the radio and decided to jump ship again, the old blind, toothless captain still had about seven or eight months to go to get his pension.

I was itching to go (had complete, full-size patterns for a set of molds for a sailboat under my mattress), but I couldn't leave the old man in such a fix as that. What he needed was a good reliable wheelman who didn't communicate with the authorities too much.

Soon as crew change came, I went to Apalach and borrowed the same skiff boat as the other time and headed up the river.

It was spring by then and the mighty Apalachicola was high and swift from all the rain. It took me a long time to get up beyond the mouth of the Jackson River because I had to stop to dump the water out of that silly-assed aluminum butt-head skiff (called, appropriately, a "honkey drownder" by black folks around here) a bunch of times because it had metal fatigue and split all along the bottom of the transom and the duct tape wasn't up to the job. Once I had to take the spark plugs out of the nine-point-nine when I waited too long and the boat sank and immersed the engine.

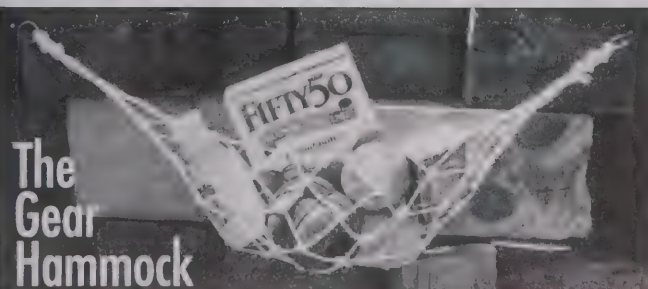
It was dark and cold when I finally came to the place where we used to tie up the *Roulette's* empty barge. It didn't take me long to smell smoke and slip up on my man so I could back up to his fire while we cut us a deal.

The last time I saw him was in New Orleans. He was driving the captain's old Cadillac convertible down the street, just as bold as brass. He had two very fat, freckle-faced, red-headed ladies in the back seat holding up those little celluloid whirligig propellers like we used to give children at parties a long time ago. I couldn't tell if they were coming from a party or if it was just getting started.



Here's the slave's recipe: Peach Cobbler

While you preheat the oven, put the frying pan on top of the stove and melt one whole stalk of butter in it. (I said butter, not yellow-colored Crisco which, during WWII, they packaged the coloring stuff separately, ain't got it the right color yet.). While the butter is melting, open two cans of peaches and drink the juice out of one can. Pour the rest in with the butter and turn off the fire. Broadcast a whole handful of flour, more or less evenly, on top of the butter and peaches, then sprinkle a whole handful of sugar on top of that. Poke it around a little bit, but don't stir. Put the frying pan in the oven and look at the porno magazines until the sugar gets good and brown. It'll make you fat if you don't look out.



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This boat started as a project to make a small boat for my grandson to paddle. I had been looking around for a boat for him as he is eight years old and quite the "little pirate". I wanted to have a little boat for him to mess about with this summer. The little plastic kayaks did not appeal to me so I started to look around for plans for a little plywood boat. I stumbled across an internet link to one of the postings on Yahoo's group "boatdesign". I was not familiar with groups at Yahoo and after following the links found myself in the midst of a group of fellows discussing small boat design. For those with internet connections the

Origami Pirate Boat

By Les Webster

Yahoo groups are worth a look, there are discussions of small boats at "microboats", "Bolger" and "openboats".

While discussing small boat design the subject of building a boat from one sheet of plywood came up. I thought this was an interesting concept, building a boat from one sheet of plywood" intrigued me. After looking at some of the designs available I decided that I would like to take a shot at designing my own boat.

Many of the one sheet boat designs seemed to have a lot of waste and not fully utilize all the material available in a 4' x 8' sheet of plywood. I drew up a grid pattern on a sheet of vellum at 3" to 1' scale and started to doodle out boat designs. After the first hour I was no further ahead than the designs I had already seen. It seemed that the available boat designs were using what they could of the one sheet of plywood, I couldn't see any improvements possible.

Then something came to mind, I remembered furniture designing that I had done in the past. The piece of furniture had a curved front piece on the top of a desk that was made by kerfing the plywood to bend. It suddenly occurred to me that by taking a piece of the plywood from across the full width and kerfing it so it would bend I would end up with a piece of material that would go around a circular stern and up the sides. Using this piece of material, it was possible to make the hull sides

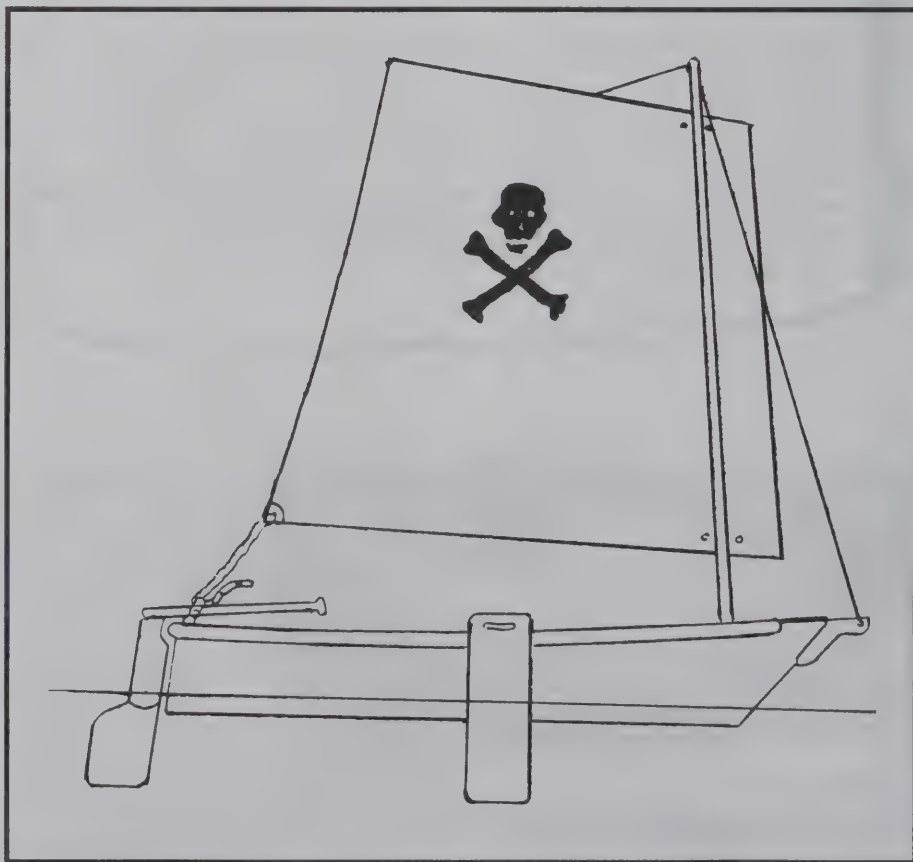
extend past the hull bottom giving me a little boat that was 8' long by 31" beam with a 12" freeboard.

I was happy with this design and made a model from stiff cardboard to the same scale as the drawing. Sure enough, it all fit together. When I showed the model to my grandson, he was still not happy. He thought the boat lacked character. I changed the bow to a clipper bow and added a bowsprit made from laminating two pieces of 1/4" plywood stock together. This gave the boat a definite "Pirate Ship" appearance. Since kerfing and bending the plywood reminded me of the Japanese art of Origami I named the boat the Origami Pirate Ship.

My grandson and I laid out the grid on a sheet of 1/4" ACX fir plywood and transferred the lines. My grandson helped me build the boat. There was some minor adjusting but the plans worked and we were able to successfully finish it. He was thrilled to have his own boat and we had a great time together. We used the epoxy stitch-n-glue technique to build the boat without frames or chine logs. It was easy to stretch all the material from the one sheet of plywood to finish the boat, no additional lumber was used.

We finished it off with two coats of oil base primer and two coats of oil base paint. The gunwales were stiffened by cutting a 3/16" groove in 1" PVC pipes 5' long and gluing them to the plywood. These were then finished off with flotation by splitting 4" diameter foam swimming noodles and gluing them over the PVC pipe. This provides flotation for the boat and also gives it a nice finished appearance.

We sea trialed the boat and were quite surprised by how well it paddled. My grandson weighs about 110lbs and it was perfect



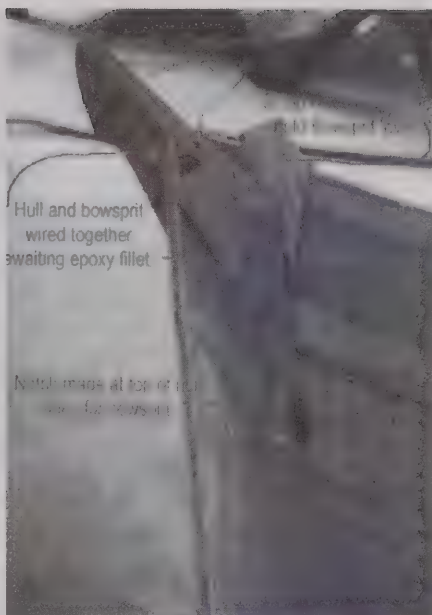
for him. We had an adult weighing 200lbs paddle it, definitely on the high side of its displacement. We are working on the mast, sail, rudder and leeboards and my grandson hopes to sail the boat soon.

I was so happy with how he responded to the project that I have designed a couple more small boats which he wants to get started on right away. Working with a kid on a small boat is a perfect way to learn patience and what is truly important.

You can order the plans for a nominal fee at <http://www.travelback.com/Origami.htm>.

Les Webster, 26982 Terrytown Rd., Sun City, CA 92586

The bow and stern are unique for so small a plywood craft. The bow has a bowsprit fitted and the apparently staved barrel stern is achieved by kerfing cuts on the inside of the plywood piece and then bending it around a form with the kerfs inside closing up in the bending.





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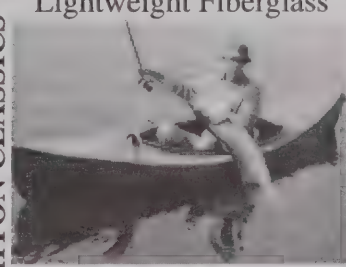
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Given clean lines and a powerful rig, heavy small boats can sail extraordinarily well. In light to moderate air, a boat like this might pace a poorly sailed Laser.

The idea with this unusual boat was to create a serious cruiser that would fit in a one-car garage, MY one-car garage as a matter of fact. The resemblance to some of the record-chasing ocean crossers is not coincidental, the pilothouse keeps the crew dry and warm and enhances stability while the deep and heavy hull improves the motion and provides storage space. This boat is not meant to cross oceans, however, the design brief was for a miniature cruiser that would be comfortable to sail on the Chesapeake in the colder months, maybe for a week at a time.

I wouldn't support an Atlantic crossing in a boat like this, although it's stimulating to consider the possibility. At first glance the boat would seem to be self-righting from 180 de-

12' Garage Cruiser

By John C. Harris

grees, certainly a requirement for an offshore cruiser. I tend to doubt this ability, however. In order for it to work reliably, the big hatch atop the house would have to be shut and dogged at the moment of capsize, not always a possibility while working the sails. Gear inside the boat would also have to be carefully stowed, or in an inversion it might all end up on the overhead along with the surprised crew, acting as effective ballast.

Among the most compelling arguments against a 12' cruiser is that a faster, lighter,

roomier sailboat could be built for the same time and money. A simple 20' Sharpie comes to mind; it would cost the same or less, have more sprawling room, and sail better upwind and down. But I doubt if the cost equivalent Sharpie would be as comfortable on a blustery November afternoon, and then there's the storage of a boat that long. This is the ultimate pocket cruiser.

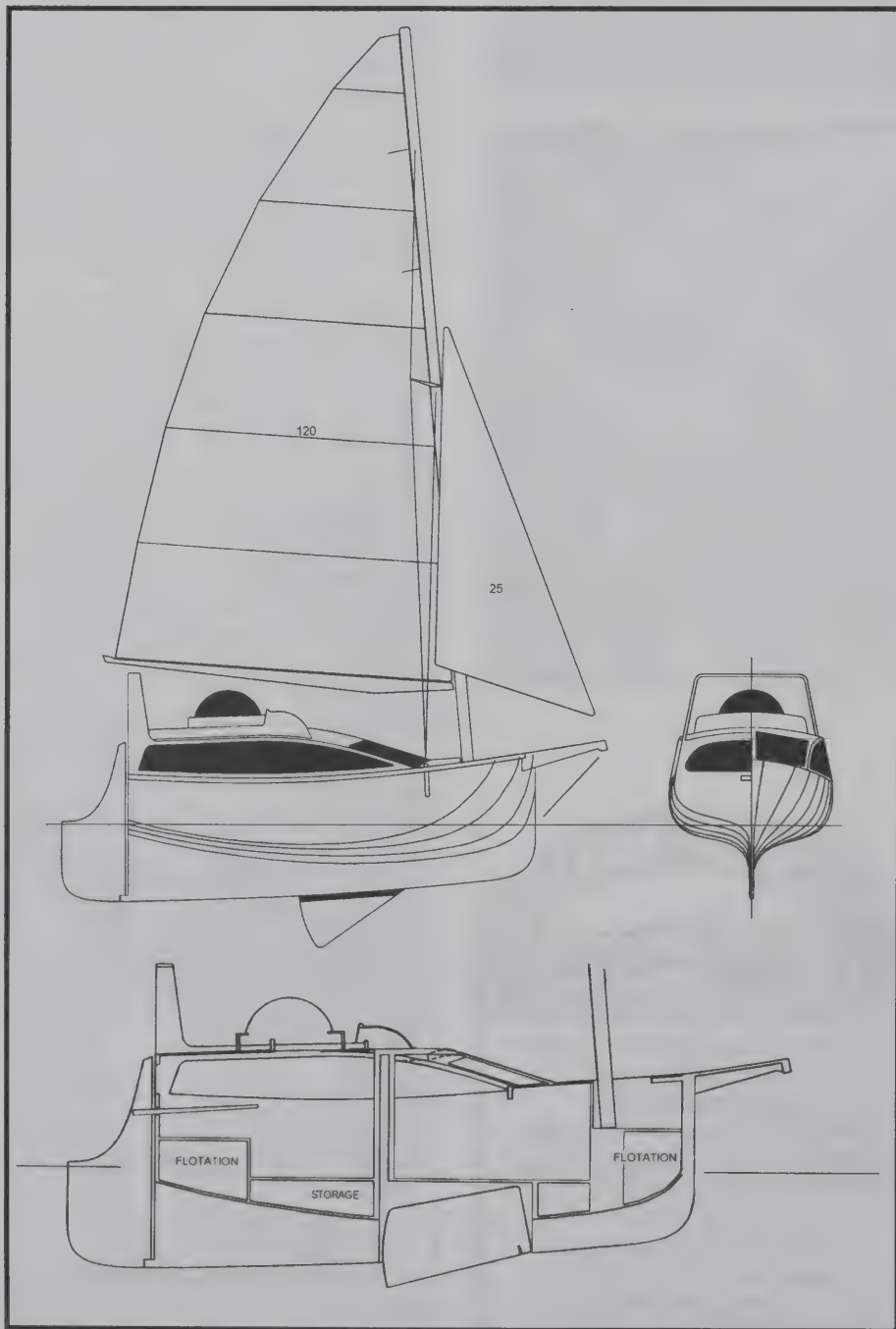
The interior is mostly empty; there's an 8x5 expanse of smooth cypress floorboards with only a support post rising from the centerboard trunk to break it. The post allows an exit for the centerboard pendant far above the waterline, a sturdy place to mount the compass, a deck support (which simplifies the deck structure), and a brace for the crew. Positive flotation is in the compartment aft and forward beneath the anchor well. The aft compartment could be a storage locker as long as the access hatches were watertight. It will serve as a handy shelf and work table.

The 1/2" thick steel centerboard is for ballast mostly. It will be valuable when trying to make headway to windward when small, shallow boats can be at a serious disadvantage; the wind sets up a surface current that costs you a lot of leeway. Between the ballast effect and the depth gained it's hoped that it will be possible to tack through 90 degrees in choppy, windy conditions. The rest of the time the centerboard wouldn't be necessary. I don't think it's reasonable to expect a boat this small to be able to tack off a lee shore in a gale, but the ability to reach an upwind anchorage in a timely fashion is always appreciated.

The wineglass midsection is draggier than necessary, but there are two good reasons for it in a cruiser. One, it gives space beneath the floorboards for bilge water, stores, and inside ballast, all of which this boat may have. Two, the deep buoyancy eases the jerky motion a little. It will still probably be a wild ride in rough conditions, but any improvement is worthwhile. I know of choppy patches on the Chesapeake that would cause the crew to feel as if they had been stuffed in a bottle and shaken like soda.

The rig is that of a catboat with a jib to improve windward sailing. The jib is small and easy to handle, requiring only a quick pull on a roller-furler to stow it. It can be rolled up for maneuvering without balance issues. The mainsail is huge and powerful, on a 23' mast, and likely would be reefed much of the time. The full battens allow deep roach for more area and some ease in flaking the sail. I suppose there could be a reacher/drifter tacked to the bowsprit, but it would be hard to set and retrieve.

Construction is of 3/8" cypress bead-and-cove strips, heavily 'glassed on both sides. The false keel is three layers of 3/4" plywood without any outside ballast, as the thick steel centerboard and inside ballast will suffice. The wide, flaring stem is shaped from solid wood, a real iceberg smasher. The pilothouse construction is elaborate and tricky but should yield a strong structure with pleasing curves. There aren't many hull frames, which would take up too much room inside, but it's still hoped that the boat could be washed onto a sand beach by breaking waves without serious harm. I've been in a situation where I contemplated driving a small boat onto a lee shore rather than trying to claw my way off. That's an attractive possibility for a boat this small, but not an option for a 30-footer.



As Fall 2000 got colder and I was being forced indoors, I found myself without a boat building project for the coming winter. No unfinished boats carried over from last year waiting in the shop. I should get something started soon, I thought.

Having built a catboat from a kit last spring for the Wooden Boat Show, continuing restoration of an old dory skiff of unknown pedigree still in progress, and spars of our Friendship sloop to repair and maintain, and promising to complete some household projects that keep getting set aside... I noticed that I had a large pile of wood laying around. I also had two sheets of rather pricey marine fir plywood.

The wheels began to turn. Could I get a boat out of all that? Yes, I just may be able to stretch a 12-footer out of it. Nothing too fancy, but a simple rowing skiff seemed a very real possibility.

So why not build it? It wouldn't cost me anything, and I might be able to sell it and make a few dollars? I'll at least get it started. I can always do that other stuff as I go along. I believe I'll give it a try.

Well, my bride, the lovely and talented Naomi, didn't have the same belief. She had questions, lots of questions. She is most inquisitive. She wanted to know about all the boats gathering in the back yard. Why do I need another boat? Where will I put it? (Don't even think it.) What will I do with another boat when I can only use one at a time? Wouldn't my time be better spent fixing things around the house that I have been putting off for so long? And look at all that "stuff" in the yard! Why can't that be moved and made tidy? Have I thought about a little landscaping and yard work or about the new shed that I was to build last year?

Well, of course I've thought about all that, my pet. And these are all reasonable questions you ask. It is very high on my priority list of things I want to do for you. And I plan to get to everything, because I want you to be happy and content. And you deserve it, my Princess.

She seemed dubious as I explained how I would build this boat just for her. Not to be rowed by her, but that I would sell it, and use the money to buy her expensive jewelry and exotic vacations in far away places. Maybe a beautiful yacht. A vacation home, perhaps? But I must get started. For you, my dear.

And so when the angry looks and many questions subsided, I began building. Just for her.

Everything was all there. I had mahogany and cedar from the catboat. I had 1/4 plywood that I purchased three years earlier for a dinghy that never happened, oak left over from making rubrails for *Sea Dog*, our Friendship sloop, and 5/4 pressure treated lumber from the new back deck.

I had 5-oz. fiberglass cloth scraps and pieces and plenty of epoxy, fasteners, and hardware of all sorts. A pattern from an 8' skiff I built as my very first boat building project and my first article for *MAIB*.

I used the profile of this pattern to get the bow angle and a piece of salvaged wood that was once the stern of an old skiff. This became the pattern for the shape of the transom after altering the angle a bit. The gunnels were PT lumber ripped to length, as were the seat risers and the stringers. Sides and bottom were the good marine fir ply with some additional leftover pieces from other boats. The

Leftovers

By Greg Grundtisch

bulkhead and deck were pieces of pine ply from a cabinet backing.

The sides, bottom, transom, and deck are glassed and epoxied in 5-oz. cloth, all scrap pieces from various boat projects of the past.

The seats and floorboards are cedar and finished bright. Paint is exterior latex high gloss, black hull with red deck. Oak rubrail, mahogany inwale, and splash board bright. Bronze bow cleat and oar sockets.

I haven't had a chance to get it in the water and test it. I liked it so much that I'm considering some changes to fit it out as a sail-

ing skiff. Add a trunk, daggerboard, rudder, and tiller (all these parts I have salvaged from other boats). I would change the seats for sailing, also. Maybe a small after deck and side deck. I think a spritsail with a small jib would look good, or maybe a cat rig.

Whatever I decide it will certainly fetch a good price, and will go a long way toward getting the lovely Naomi rigged in fine jewelry.

Naomi doesn't know it yet, but because of my love for her and my desire for her to have the very best, I have purchased another sailboat. This will add considerably to the value of our collection of boats. It will undoubtedly be a good investment. And, it will be a strong hedge against inflation. It can someday be sold at a high profit to purchase vacation property in tropical climes, for her. I sure spoil that girl.



The last section left us considering the best method of increasing the underwater volume of the dinghy to cope with our required displacement of 700 lbs.

We saw that having the lwl and chine coinciding was not necessarily a good idea, both from the viewpoint of appearance and ease of construction. This leads to considering two moves toward a displacement of 700 lbs.; move the maximum draft forward from the mid-section to produce a better sailing keel line, and allowing the chine to curve. The latter will permit us to have the chine just in the water at its lowest point, thus increasing the underwater volume.

Since windward performance is likely to be improved if the forefoot is in the water, and we do not wish to have the transom dragging, we shall also have the forefoot a little below the lwl and the bottom of the transom a little above it.

On your drawing, or a new version of it, modify the keel line on the profile so the maximum draft of 6", leave it at that for the present, is moved forward to between stations 3 and 4. Have the forward end an inch below the lwl and the bottom of the transom an inch above it. Now draw in a curved chine beginning at the corner of the transom and ending about one-third to halfway up the stem. At its lowest point, the chine can be allowed to go just below the lwl, say one measurable inch.

Having the chine finish on the stem some way above the lwl is suggested to ease twisting the bottom ply to meet the stem. The chine line should be compatible in appearance with the sheer line, adjust it accordingly, if it looks correct, it probably is!

Design Rules - OK!

By Dennis Davis

Reprinted from *Afloat!*

You will now have to re-draw the body plan to take into account the changes we have made. It may be a good idea to draw it to a larger scale to make easier the measuring of the underwater areas.

The simplest way of doing this, lacking a planimeter, is to take each area as a triangle plus a rectangle where necessary.

Altering the underwater shape as we have done results in a calculated displacement of about 680 lbs., still a little less than we require. However, if the draft is increased by 1/2" and the displacement re-calculated, you will find it has increased to over 800 lbs., so we can probably leave the drawing as it is in the safe knowledge that when our dinghy is afloat, it will be within the required parameters. Also shown is the new LCB calculation which brings the LCB almost at station 5; this is probably not unreasonable since there will be the weight of the mast and gear near the bows and the crew will be expecting to sit somewhere near the centre of the hull.

It is, anyway, quite easy to move the LCB further aft by increasing the curve of the keel line aft of station 5. This would also have the effect of increasing the displacement a little while retaining the original draft. It will be seen from the drawing that the lwl is very hollow

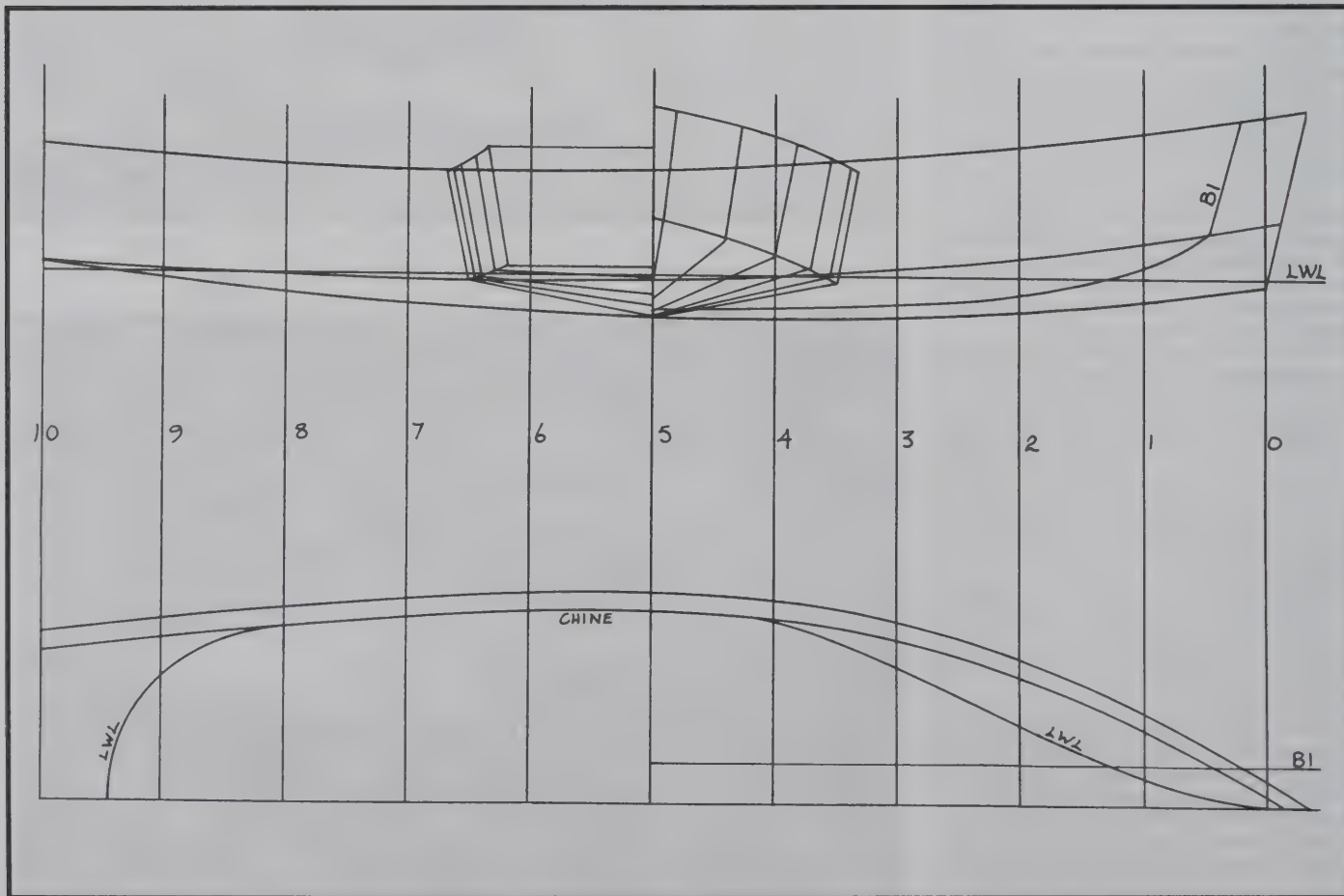
at the bow. This may be considered too extreme and can be adjusted by judicious manipulation of the chine; e.g., if the chine is lowered at the stem, this will have the effect of making the underwater sections rather more full. Since you are unlikely to get something for nothing, this will probably be paid for in terms of building difficulty.

Note that all points of reference on each of the three parts of the drawing must coincide exactly if the lines are to be fair; e.g., height of the chine on station 4 must be same on both the body plan and the profile.

Even if your drawing comes out completely fair at the first attempt this will be no guarantee that the hull is buildable. The obvious way of checking is to build a scale model, and if this is done carefully it can provide an excellent introduction to the full size craft.

However, card or model maker's plywood may not behave exactly the same as the full size material so, if you want to be a little more certain of what you are going to obtain before going to the bother of model making, it is possible to make the bows and stern, where necessary, conform to a conic projection, thus ensuring that they can be built from flat sheets of ply without the need for a lot of brute strength.

Some clarification is necessary for here we are thinking in terms of conventional ply on frame construction, and it is in making the ply conform to straight sided frames which creates most problems. As already mentioned, the ply wants to curve across its width as it is both curved and twisted, so if the frame shape does not conform to a conic projection, problems arise. With stitch and tape construction,



where there are probably no frames in the bows, the ply can take up its natural form as it is twisted to produce the hull shape. In this case, the hull shape is conforming to the ply rather than the other way about.

A method of avoiding twist in the bottom panels is to have the deadrise angle constant throughout the length of the hull. An advantage of this is that the developed shape of the hull panels can be calculated fairly easily, which is helpful for stitch and tape construction.

However, constant deadrise does impose its own restrictions upon the design which may prove unacceptable. So far the framework for our design has consisted of station lines dividing the hull vertically along its length, a waterline dividing the hull horizontally, and the plan centre line dividing the hull into two across its width.

Additional waterlines can be added both above and below the lwl plus extra station lines where the hull shape is changing rapidly; e.g., at the bow in order to check the fairness of the hull. Similarly, lines called buttocks can be added parallel to the plan centre line. These are not strictly necessary for hard chine craft unless the lines are being developed conically; they are drawn parallel to the plan centre line at any convenient spacing from it and will appear similarly spaced on the body plan.

In the next issue we shall look at lateral resistance and sails.

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2	0.208	2	0.416	3	1.248
3	0.406	4	1.624	2	3.248
4	0.542	2	1.084	1	1.084
5	0.751	4	3.004	0	6.364
6	0.657	2	1.314	1	1.314
7	0.496	4	1.984	2	3.968
8	0.347	2	0.694	3	2.082
9	0.083	4	0.332	4	1.328
10	0	1	0	5	0
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Displacement = $\frac{2}{3} \times 10.648 \times 1.5 = 10.648$ cu. ft.

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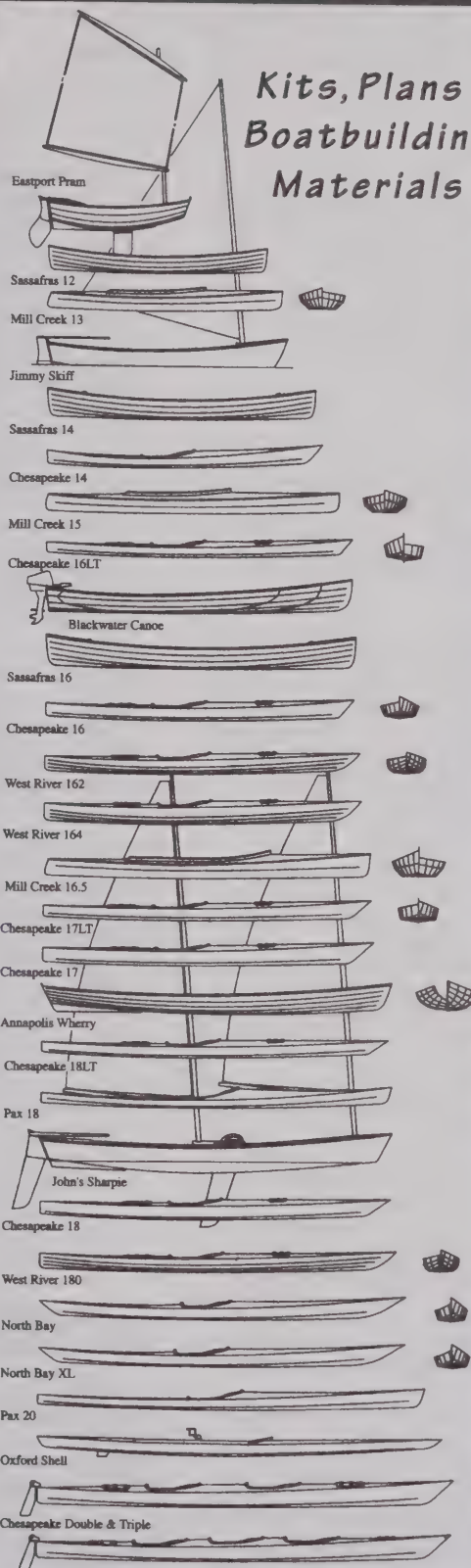
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Size and Weight

A boat intended to travel along rivers and coasts over long distances with the intention of putting ashore must be light. Size and weight are linked closely together. Of course, that can be taken to extremes and the boat could be too fragile for its service. This was a concern of Mr. Bishop's with regards to using a kayak for his trip.

Ideally there will always be that perfect beach or shore to land on and weight would not be a big concern, but what if there isn't? What if that shore is rocky or that beach is very steep?

To land on such a shore, only the lightest of our four possible candidates would qualify, the Rob Roy or some type of kayak or canoe. See illustration:



If you recall in a previous section there were shortcomings to using a kayak or canoe for a long trip. It was pointed out that they are poor at sailing, therefore, will require a great deal of paddling. If you can live with these limitations, you have made a good choice.

Mr. Hammit lists the following in his basic requirements for a boat:

"The boat must hold and support the cargo and the accommodations as needed."

If your needs are such that you want to carry more cargo and you would like better accommodations than a kayak or canoe can offer, say like sleeping onboard, then you would have to pick something like the sneak boat, beach cruiser, or *Squeak*. If you select one of these over, say the Rob Roy, then you will find yourself restricted on the number of potential landing locations.

You then must pick your cruising grounds carefully and do some careful planning. The sneak boat, beach cruiser, and *Squeak*, of course, can be anchored and slept aboard due to the fact that they have the accommodations. If you do plan to sleep aboard, you would have to find a safe bay or cove to anchor in. Another approach to avoid anchoring out is used by Ida Little and Michael Welsh. They do what they call "beach anchoring." What you do is you land at the highest tide and, as the tide retreats, you are high and dry until the next tide comes. Until then you are secure and no anchor watches are required.

Can you find *Squeak* in the following illustration?



Capsize, a Study of an Adventure

By Don Elliott

Introduction

This is Part 12 of a series of articles which began in the March 1 issue which will be an interactive study of a small boat adventure, an analysis of events described in Chapter 12 of Stephen Ladd's book *Three Years in a 12' Boat*. Each article will include a question or questions for interested readers to consider answers. Suggested answers will be included in the following articles.

The purpose of this series is to look at the problems facing people who go off adventuring in small boats. Stephen's boat was self-designed and self-built. Was it designed correctly for the conditions it might face? That question is the focus of this study, to look at not only Stephen's boat but also design aspects of all boats used for such adventures.

Safety of the boat and its crew must be the very first thing any small boat designer must consider when he designs a boat.

All of your travel on a trip of the type Stephen Ladd made may not always be over the water on the boat's bottom. It may, as in Stephen's case, be transported over land by vehicle or stored aboard a larger ship for transport. Also, at times the boat may need to be stored where there are limited stowage facilities. If you have a larger boat, you might find yourself in a dilemma under certain circumstances. Notice that all the boats for a single crewmember (sneak boat, beach cruiser, and *Squeak*) are less than 13'. Around this length appears to be the most popular choice for beach cruisers.

The weight of a beach cruiser is important, if it is unnecessarily heavy it will be difficult to haul it ashore. Its weight is also critical at launch time. See the following sketch:



Weight not only affects hauling the boat out and launching it, but it also affects the ability to right the boat if capsized. That is the most important factor when considering how much a small boat should weigh. It would be in your best interest not to own or operate a boat that is intended for this type of travel that cannot be righted by its crew in any condition.

The boats given are only examples. There are, of course, many boats that will qualify, but only if they can meet the requirements outlined above.

The next section will study the possible choices for lateral resistance for a beach cruiser.

Stop Sliding

Your performance to windward will be poor without the aid of some sort of lateral resistance, and beach cruisers need it just like any other sailing craft. The decision on what form of lateral resistance is more critical to the beach cruiser than other sailing craft. The reason for this is they operate in shoal water more frequently than other boats and are required to be hauled ashore often. What are the pros and cons of various types of lateral resistance as far as beach cruising?

If you made a list of what were necessary in the operation of that lateral resistance for beach cruising, it would look something like this.

1. It must not endanger the craft in any way.
2. It must keep the boat from sliding sideways when required.
3. It must be easy to operate while sailing.
4. If you strike some object while sailing, it should not do any major damage to the boat or its equipment.
5. It must be easy to maintain and repair.

These are the primary demands; some of the other advantages are not critical to the operation of the boat but fall in the area of "nice to have."

Let's look at the possible forms of lateral resistance. They are listed in alphabetical order.

1. Centerboards.
2. Chine runners.
3. Daggerboards.
4. Leeboards.

Of the four boats given as examples in an earlier article (the Rob Roy, sneak boat, beach cruiser, and *Squeak*), two used leeboards, one used a dagger board, and the other probably used nothing more than his paddle for lateral resistance. As you see, you can get along with just about anything for lateral resistance if you have to, but here we'd like to see what would make the best choice that would give you the least trouble. Whichever you choose you will have to live with its all characteristics.

Centerboards are the most commonly used form of lateral resistance used in today's small boats. Is it suitable for extensive beach cruising? What aspects of the centerboard are undesirable? The major disadvantage is if the beach cruiser is swamped, it is impossible to bail the boat due to water coming out of the top of the board case. The second major disadvantage is it intrudes on the precious little interior space that a small beach cruiser has. Centerboards are complicated to build and difficult to maintain, requiring the board's removal from its case, not always an easy job. It compromises the structure by the long slot along the length of the hull. The long slot creates a lot of drag when the board is raised for downwind sailing. Rocks and shells can and will jam the board in its case. If struck hard enough, it could do major damage to the hull.

Every boat I've owned with a centerboard has pumped water out of its case into the bilge. Once it did this when I could not leave the helm and could only watch as my boat was getting flooded, not a safe situation.

Chine runners are a very good choice for a beach cruiser. They are not well known. They are protrusions that stick out sideways from the hull along the chine. They allow you to

To Be Continued



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Tony Groves had been sailing his 19'6" single-handed camping schooner (the "his" of the "his and her schooner" combination) in various southern California schooner and gaffer races and was thinking about throwing a real shock into the handicapping committees for these events. We made this cartoon study to his wish list. It went no further on account of more practical projects taking precedence.

He intended to cold-mold the boat. She would, of course, have had no ballast beyond her active crew of four and would have planed spectacularly in the right strength of wind. The sail plan is quite modest and low compared with the Australian dinghies she somewhat resembles, but they need bigger crews and cost a lot more. An 1880's New York sandbagger would have had a still bigger sail plan in all directions, but with their numerous crewmen, hundreds of pounds of shifting ballast, and crude construction, they were so heavy that they were only fast in very light breezes. A boat like this one, or any sizable modern dinghy, would sail right by them whenever there was any weight in the wind. The heavy sandbagger would bog down in its own waves.

The boat would have been well compartmented. The four-man crew should be able to right her and carry on after the capsize that would happen sooner or later. The buoyant bow and stern would be good for hard driving in rough water. The rolled-in after quarters were a cosmetic suggestion, a hint of her pre-

Bolger on Design

Small Racing Schooner Concept Study

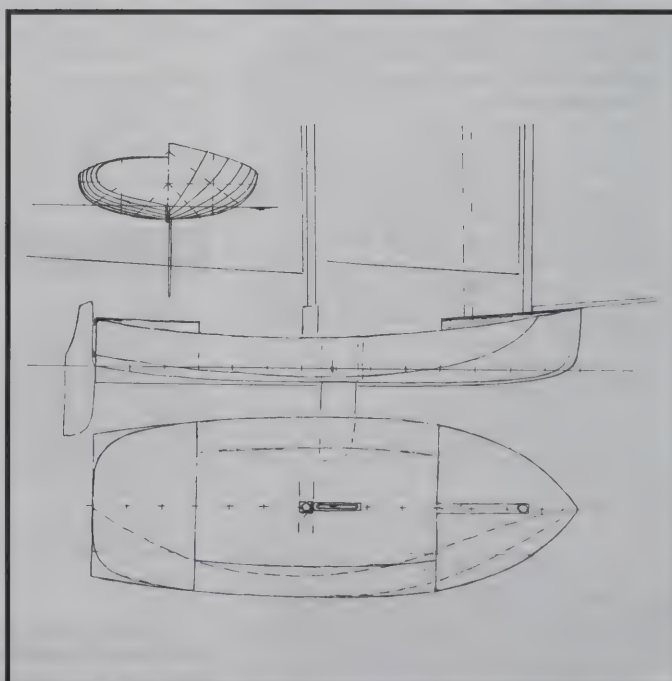
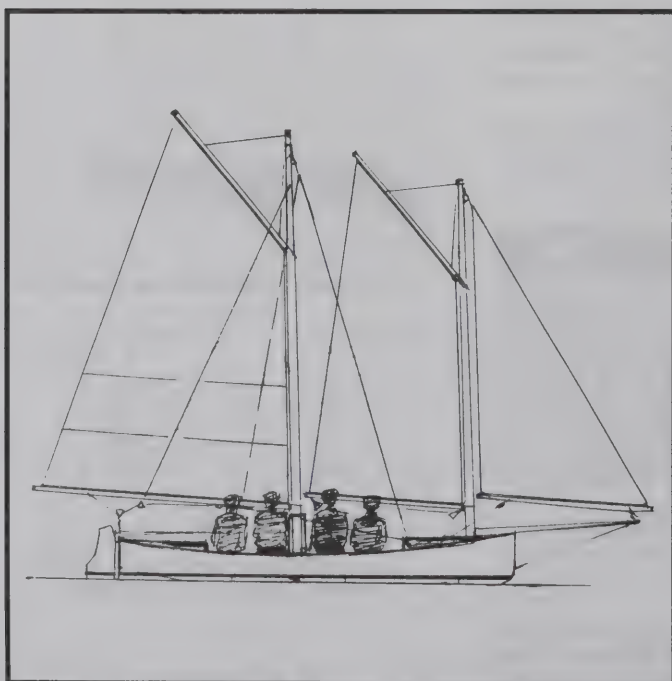
21'0" length
 7'10" breadth
 9" / 4'0" draft

tensions to "old gaffer classic" status. The daggerboard, drawing 4', and the fixed rudder were concessions to simplicity. Not very sensible, and we would do something about it if we did any more about the concept.

The sail plan is by way of a throwback. A couple of centuries back, all schooners had the foremast far forward like this because they had evolved from cat schooners without headsails and then grown bowsprits to allow jibs to balance longer main booms, all to set more sail without going higher. This rig sets over 400 square feet of sail area with the ag-

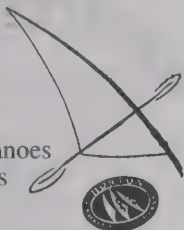
gregate center only 10-1/2' above the waterline. It looks old fashioned partly because it will stand without a lot of staying (though for racing with a four-man crew it would have backstays on both masts to keep the jib and main staysail from sagging out of shape). The other part is that it dates from a time before people who ought to know better began equating "efficiency" with "drive per square foot" without any consideration of the height of the sail plan. This dogma that a small, tall sail is "more efficient" than a big, low sail is obviously wrong, in spite of having been practically unchallenged for generations. To the extent that it has any basis, it's due to the importance of "induced drag" in aircraft, which do benefit by long, narrow wings. But they would not benefit if they had the "parasitic drag" of the exposed stays and struts that tall sailboat rigs have. Induced drag is not significant in boats; the criterion of efficiency in a boat rig is what will drive the boat best, and a low center of effort is a major plus factor in the equation. That's true even if cost and reliability are not factored in at all.

Enough. This boat has a very fast hull if it's not allowed to heel much, and the rig will drive it very fast with comparatively low cost for its drive. If the cost of all those sails is too much, it would sail quite well and not need four fit people with the main mast stepped in the alternate position marked and just the mainsail bought and paid for.



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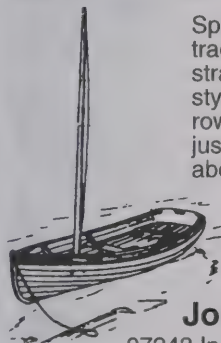
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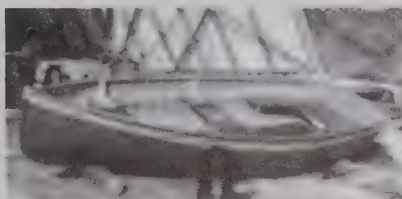
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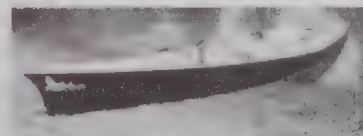
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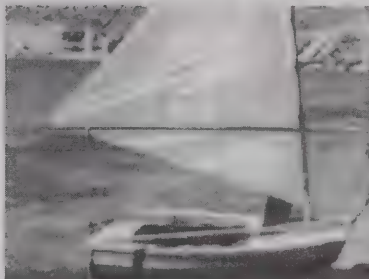
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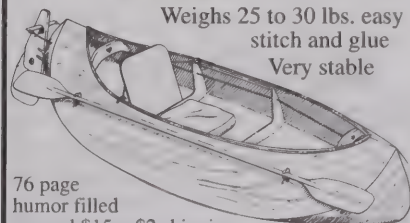
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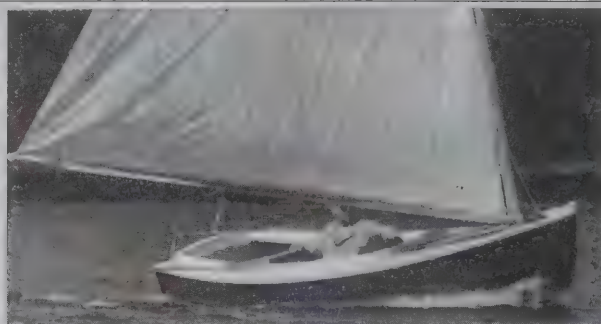
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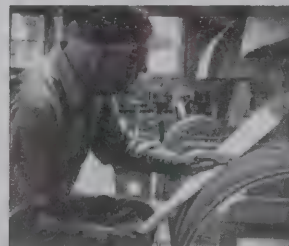
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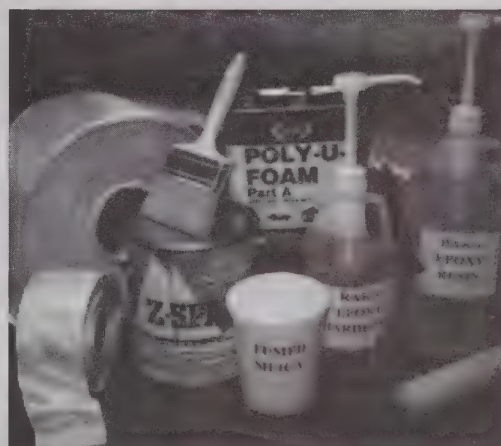
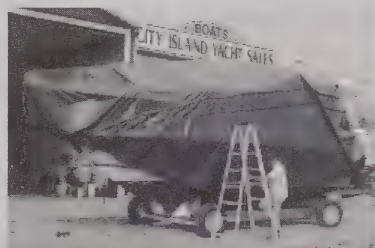
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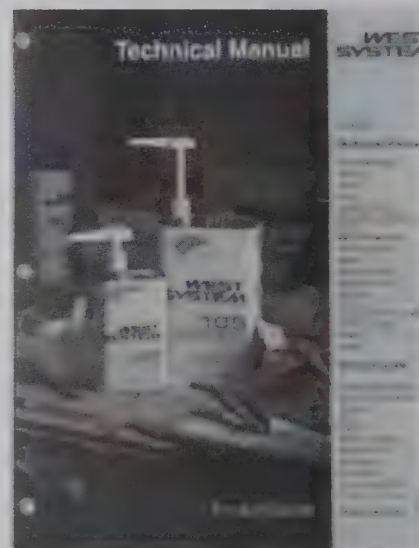
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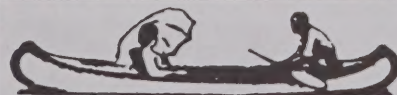
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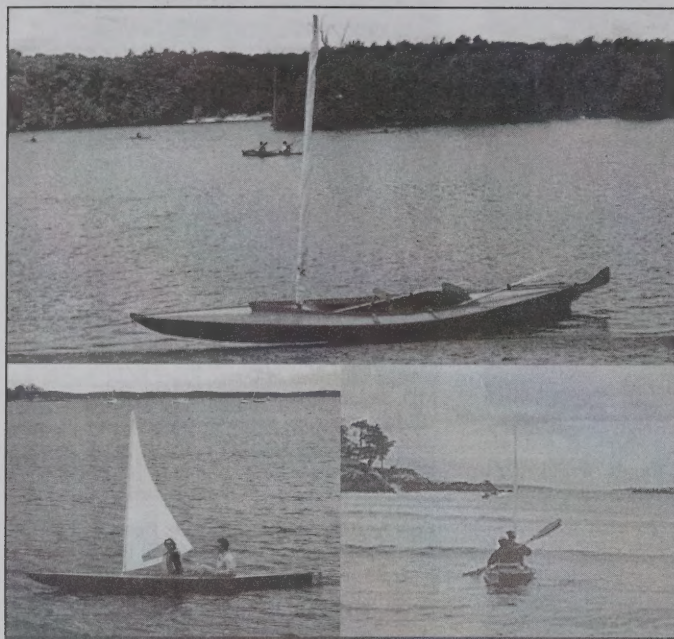
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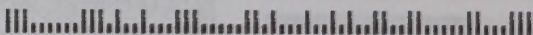
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