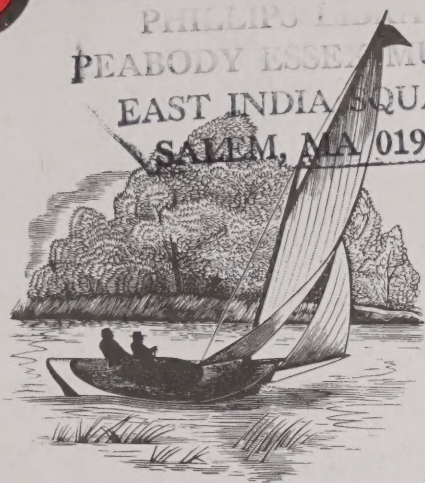


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messing about in **BOATS**

Volume 22 - Number 10

October 1, 2004



Special Features This Issue
"Wooden Boat Show 2004" - "Building Fairehope"
"Annapolis Towards Ocracoke"

messing about in BOATS

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

Volume 22 - Number 10
October 1, 2004



Published twice a month, 24 times a year. U.S. subscription price is \$28 for 24 issues. Canadian and overseas subscription prices are available upon request.

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

Editor and Publisher is Bob Hicks. Production and subscription fulfillment is by Office Support Services.

Circulation inquiries and problems: contact Roberta Freeman, Office Support Services, 978-777-3557, e-mail: officesupport@comcast.net

Commentary...

Bob Hicks, Editor



In my report on the Wooden Boat Show in this issue I mention that the \$15 admission price seemed to me to be pretty steep for a boat show. I hadn't noticed an admission price in the Show ads this year, but assuming I'd just get working press credentials, I hadn't really looked too hard. So it took me by surprise.

Looking over the ad in *WoodenBoat* now as I write this, I see no admission price listed, but as this is the era of the "on-line" lifestyle one could order advance tickets on-line and so presumably then learn what the price was. Perhaps this accounts in part for the astonishing absence of show goers. But if you travel a ways to attend and only then find the admission price to be a bit steep, well, what do you do? Turn around and go home, or shrug and pay the price?

Perhaps it is I who am out of step. Perhaps \$15 is not too steep a price to pay to attend a boat show. Perhaps I am just no longer "with it." But yet, where were all the *WoodenBoat* "dedicated readers" (over 100,000) invited in the show ads to come to this special show celebrating the 30th Anniversary of *WoodenBoat* magazine? Did some of them go on line and find out what it was going to cost?

I have come to note the steadily escalating prices being charged to get into some boating events or locations. Earlier this year the John Gardner Small Craft Meet at Mystic Seaport had a price tag on it of \$50, up from the \$30s in a couple of years. This did not impact on us as the folks responsible for the meet at the Seaport know I am there to do a story on their event and issue me working press credentials. But attendance was down even as number of boats were up. Only those bringing their own boats seemed really ready for the latest price uptick. My inquiry about the price increase drew one response about how the box lunch alone cost \$17! This for a sandwich (very good) potato chips, a large cookie, and an apple. C'mon, surely there are caterers in Mystic who could do better than that? Or cut out the lunch altogether and drop the price back to \$35, we can buy a good lunch a lot less expensively than that at the on-site restaurant.

I continue to hear that museums are suffering declines in attendance as admission prices escalate. Our local Peabody/Essex Museum in Salem recently jacked up its admission price after a costly multimillion dollar redo and now is desperately trying to attract enough visitors. How desperately? They advertise on Boston radio that they are "only

five stops" on the "T" (the commuter rail) from downtown Boston. They do not mention that this is a 17-mile, 40-minute train ride, not a local subway trip. And you don't find out the admission price until you get there.

An interesting indication to me that increasing admission prices are creating customer resistance was learning from a friend, who was a long term Mystic Seaport member, that on a visit a year or so ago he was asked to produce a photo ID in addition to his membership card before he, a member and supporter, would be allowed in for free. Free Seaport admission is a membership benefit. Could it be that a large enough number of people were now borrowing friends' membership cards to avoid paying the steep admission price, that this has become a financial problem of large enough scale that it's worth alienating loyal members over? Alienating? Yup, my friend felt that since Mystic Seaport Museum no longer trusted him as a loyal, paid up member, he would cease to be one and he let his membership expire.

There are two divergent courses of action taken when business falls off. As buyers disappear, some increase prices to those who still come to buy to make up the shortfall, and this slips into a self defeating downward spiral. Others cut their prices and attract more people at the lower prices, coming out ahead. Henry Ford was the first automobile manufacturer to cut the prices of his cars so more people could buy, while the rest kept their prices up for the affluent few willing to pay high prices. Ford changed the consumer world.

It has been explained to me how everything is costing more these days and so prices must go up, but I also feel that ambitions (pretensions?) are sometimes outrunning resources available to achieve them, resulting in pressure to increase what the public must pay until it will pay it no longer, and then where'd everybody go? Two weeks after the Wooden Boat Show I attended the Boston Antique & Classic Boat Show in nearby Salem, where there were more showgoers at a \$5 admission price than on the Friday I was at Newport. Over 40 wooden boats were on the docks, from rowing skiff to exotic commuter. The show was unpretentious and low key. Several exhibitors who had also been at Newport were all smiles, they'd paid one-tenth as much for booth space and had people looking at and buying their stuff. After their disastrous experience at Newport they were now looking at doing more of the affordable smaller shows next year.

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On the Cover...

Turner Matthews' traditional gaff rigged wooden sloop *Fairehope* is a 1946 Nelson Zimmer design. Turner tells us all about building and sailing her in this issue.

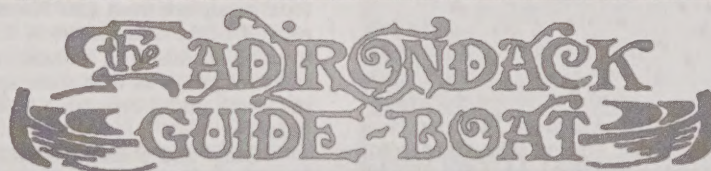
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July 30-Aug 1 Shelburne Museum, Shelburne, VT
Aug 6-8 Antique & Classic Boatshow Clayton NY
Aug 6-8 Hildene Arts Fest, Manchester, VT
Aug 13-15 Maine Boats & Harbors, Rockland ME
Aug 20-22 Lake Placid Art Fest, Lake Placid NY
Sep 10-12 Port Townsend Wooden Boat Fest WA
Sep 23-6 Norwalk Boat Show, Norwalk, CT
Sep 24-6 Eastern States Expo, Springfield MA
Oct 1-3 Hildene Arts Fest, Manchester, VT
Oct 8-10 Stowe Arts Festival, Stowe, VT
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"Once you get into one of these boats you won't want to get out." Vogue

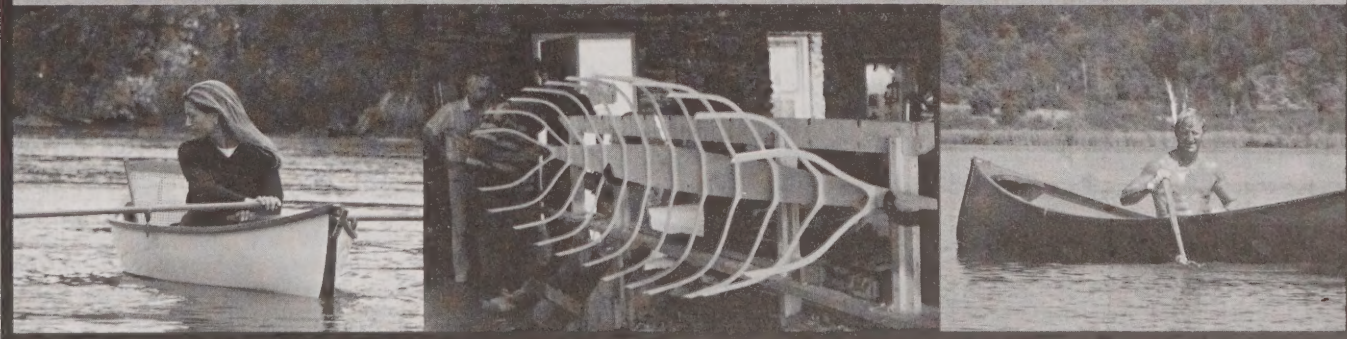
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You write to us about...

Adventures & Experiences.

Puget Sound TSCA News

Since March we've had eight different events.

There was the messabout at Cama Beach in April, where Rich Kolin organized a flotilla of row and sail boats from the Center for Wooden Boats fleet there, and we were treated to "Mariner" hot dogs and hamburgers on the barbeque. A few people sailed across to Baby Island and back, others just tried out rowing the various boats, and some of us just enjoyed the sun and fresh air.

In May the tempo picked up and we had messabouts at both Bowman Bay and Lake Forest Park. Stan did a masterful job on the burgers and we had plenty of other food to go around.

In June Larry hosted the Lake Wiatcom messabout at his house since the Park was unexpectedly closed. This may have been a record for the number of women attending. It must be the spaghetti that attracts them, right, Larry? The lack of an available ramp prevented a few of the boats from launching but it didn't take away from the good time that we all had.

Also in June Ralph organized the Jetty Island circumnavigation. The winds were light, so the sailboats got strung out at times, but we all had lunch together on the beach before the last downwind leg.

We had two events of our own in July plus the Western Oregon Ole' Coot's Club, which attracted four of our members up at Sucia Island. The Chapter had a very respectable showing this year at the Wooden Boat Festival on Lake Union. The Center for Wooden Boats graciously provided us with our own float plus space for Jim Compton's 50' *Ranger 7* on the adjacent float. Rafted out from *Ranger* were the *Calleas' Czarinna*, Lynn Watson's *Katie Mae*, and Harry's *Nord Vinden*. We had no less than 11 small boats, many for the full three days. This year we also had variety. Each of the small boats were distinctive and demonstrated that we are a diverse group, if anyone didn't know that already.

The third July event was the SeaPearl Regatta.

What strikes me about these past five months is that some of us had feared in prior years that having too many events too close together might mean poor attendance. It would appear that possibly the opposite might be true. What I am sure of is that a great number of people this year have gone to extra efforts to contribute to the chapter in hosting events and/or attending these events enthusiastically and drawing others in. I do believe that it is this spirit that has made the difference. My thanks to you all and I hope to see you on the water.

Al Gunther, President, Puget Sound Chapter TSCA

Florida Trailer Sailor Tries Cape Breton

In July I visited Bob Wood in Maine and we trailered his 19' O'Day Mariner up to Cape

Breton and the Bras d'Or Lake in Nova Scotia, intending to cruise the lake with the New England MacGregor's Club and the Shallow Water Sailors. Although we did get to meet these other sailors and sailed the lake with them for several days, we chose to not go on their week-long cruise of the lake because of the cramped conditions for two aboard the Mariner and the forecast of rain and storms. Instead, we daysailed for a few days right from St. Peter's Lion's Club Marina, near the canal that connects the Atlantic Ocean into the southern end of this oceanic lake.

We sailed by Chapel Island, a sacred part of the Micmac tribe's reservation. We then met a Micmac chief who had written three books of poetry, who explained the history and culture of the Micmac tribe and the importance of Chapel Island to their people.

The people of Nova Scotia and the city of St. Peter's were the kindest people I've ever met. The Lion's Club put on a chowder dinner for all the sailors one night and a pancake breakfast the next morning! They also allowed Bob and I to set up our tents on their front lawn since the accommodations on board were so limited.

We also participated in a musical evening in the clubhouse. Bob and Carol Ahlers from the Shallow Water Sailors played fiddle and guitar in the style of the Acadian people of Nova Scotia and were joined by two local musicians from a 26' Nonsuch who also played fiddle and guitar. A foot stomping evening of reels, jigs, waltzes, and dirges followed. I joined in with some spirituals from the south and a broadside ballad from England.

Gary and Brenda Bent, who own a MacGregor 26X motorsailor, and their nine-year-old daughter Jennifer spent the most time with us and even joined the Squadron! They will be heading south this winter to investigate purchasing a winter home base for their boat. We really enjoyed their warm hospitality and hope to see them here in Florida this winter.

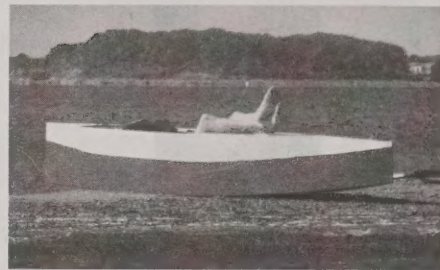
When the weather turned bad, we headed back to Maine where I spent another few days helping Bob get his boat on its mooring at the Northport Yacht Club at Bayside Maine, and attending some local festivals. Bob and Carlin's hospitality was outstanding. If you ever get a chance to go to Nova Scotia, do it. The people and the sailing are fantastic!

Ron Hoddinott, Largo, FL



Napping on Namaquoit

Sailor/kayaker Pete Corbett takes a nap in his Bolger boat on a Sunday morn near Little Pleasant Bay in Orleans on Cape Cod. Barrey Donahue, Orleans, MA



Information of Interest...

Newick Nautical Design Expands

Dick Newick and Scott Lambert are pleased to announce their collaboration to expand Newick Nautical Design, Inc. Scott is an experienced seaman who, for many years, had his own successful computer firm. He recently was a graduate and teaching assistant the Landing School design program.

Scott will be in charge of the Maine office at 19 Long View Terrace, Kennebunk, ME, 04043, phone (207) 985-8655.

Dick has been designing, building, and sailing a wide variety of multihulls since 1956. He will establish a new branch office on the west coast of Mexico, north of Puerto Vallarta, in October. His interim address is P.O. Box 2341, Sebastopol, CA, 95472. New mail, phone, and email contacts will be announced when they are set up.

Current projects are updating and adding to the stock design list and catalog. A recent collaboration is a 48' power catamaran that will cruise comfortably at 20 knots with modest power.

Dick Newick, Sebastopol, CA

Opinions...

Living Free

While reading Robb White's ongoing stories and your Commentaries, I hadn't considered that living free can take many different forms but, of course, this is true. I have never thought of myself as living free but, compared to the average 49-year-old, I guess I am. I haven't worked for a boss since 1979, and 12 years later the recession freed me from the constraints of a legitimate business with full-time employees. Since '91 I've been pretty much doing my own thing, still managing to raise a family.

There is something in this living free that seems very close to the wild heart of messing about in boats. When we get together we enjoy the fun and companionship, but behind those events are hours and days and years of mostly lonely, mostly difficult work building, using, and learning. Sweating in the garage sanding plank, screaming in the middle of the bay trying to secure a sail, I've often asked myself, "What for?" Some may be in it for the challenge of voyaging in a small boat, some to test their craftsmanship, some to try to make the least possible concession to industrial civilization, some to save old things,

but behind it all is the drive and desire to do something independent for, by, and with one's self. The feeling we get in boats we have designed or built or bought or just loved is truly elemental. It is an antidote to the emptiness so common nowadays in everyday life.

Sharon Brown's excellent and especially enjoyable article about John Gardner helped me to realize another reason for Robb White's appeal. He is so very generous in sharing his life story with us. It is hard to connect with a person if you know nothing about him. Robb gives us so much information it's hard not to connect with him. This is also one reason I avidly read your "Commentary," because from time to time you share gems that help me to know you. I relish the information Sharon shared with us about John's personal life. John as a father, homemaker, scholar, laborer, activist, it's fascinating. In many ways the personal stories are as, or even more, meaningful to me than anything John wrote about boats.

I can relate to John in so many ways now. My mom went to grad school at Columbia about the same time as John and my dad was forced out of work when he refused to testify about the people he worked with on the Henry Wallace campaign. My wife also works at night, leaving me to feed and tuck in our daughters and to bring them to the library for our nightly reading material. And I am in big trouble if my wife finds out that John managed to fix up the house while working and building boats!

No matter how you cut it, Bob, there is a great deal of wonder in your little big magazine. From the purely technical to core questions about life itself, it's all in there! Your work has enriched my life and I thank you for it.

Tom Pappell, Dix Hills, NY

Dear Frail, White-Haired, Motorcycle-Crazed Editor:

It is the lazy writer who merely comments on the contents of the latest issue, and I am nothing if not lazy. Also, a few things in *MAIB* 7/15/04 caught my eye. I am inclined to agree with Mississippi Bob (mentioned in Irwin Schuster's letter) about the expense of having the Coast Guard rescue nautical dim-bulbs. Actually, there are several private companies that do the same sort of work and they charge enormous fees. Now that would be fine except that the fees are covered by insurance, and that's one reason insurance costs keep rising.

Next up is Denis "Copper Bottom" Bradley, who makes me wonder about the sturdiness of 1/32" copper sheathing in the face of those beaches he keeps running up on. Mainly though, I'd like to comment on ring-shanked nails and plywood. Ring-shanks are OK but for one problem, they cut the wood when driven home, so although they hold pretty stubbornly, once they pop they pop for good and all. Ordinary nails force their way between wood fibers and are hard to pull out for much of their length. Also, ply usually has some crummy softwood sandwiched between better-grade plies, so I wouldn't trust ring-shanks in ply if I didn't have to. Maybe spiral-shanked nails would be better, they go in like screws and don't cut the wood.

Finally I come to Robb White's latest lucubrations, which are always a pleasure. The SU carburetors are, I believe, a hateful

British invention, long loathed for being fiddly, unreliable, and misspelled (they insist on "carbureters"). I recall SUs being popular about the time ('50s, '60s) they were used by British carmakers alongside the infamous Lucas electrics, headlights, and other fittings so unreliable that the company was routinely referred to in car magazines as "Lucas, the Prince of Darkness" with no fear of libel.

While White calls the Volvo B18 "a sleeping bomb for real," I believe the term is more accurately applied to the more-or-less contemporaneous Renault Dauphine, a little rear-engined sewing machine I came to know during a summer's internship at Stanley Buckowski's Mobil station. The fuel fill was up front under the hood and it always created excitement because any time I raised said hood the driver would erupt from the car screaming for me in terror. White-faced, he would then point out that French engineers had arranged that the fuel fill and the radiator fill would be side-by-side pipes with identical caps and absolutely no distinguishing marks.

Finally, I will say that the Autocanoe looks mighty tempting and that as soon as plans for the steam-powered version are released I will unjackleg the toolbox and clew-garnet the gooseneck for sure.

Bill Marsano, New York, NY

P.S. OK, maybe not finally after all. I must add the one of the pleasures of reading White's *How to Build a Tin Canoe* is realizing that he is among the last of that race of heroes who knows the difference between a Philips and a Reed & Prince.

Things to Watch Out For

When examining a boat for sale one must be careful to avoid nests of yellow jackets and especially putting one's hand into a nest. In the midst of pain and erratic leaping come difficult thoughts about abandoning the vessel, if one's wife should abandon first, and how anyone jumps from a cradled boat onto the usual debris surrounding such boats.

Also, if one gets one's truck and trailer stuck in a muddy launching ramp on an incoming tide and salt water floods the rear of the truck before another vehicle extricates said truck from the tide, reliable mechanics suggest replacing the rear axle lubricant and cleaning the rear brakes. Messing about is sometimes very instructive.

John R. Stilgoe, Norwell, MA

Projects...

Sport Boat Improvement Project

During the summer of 2003, Robb White wrote articles in the May 1, May 15, June 1, and August 1 issues on his development of the "Grumman Sport Boat Improvement Project." My hobby is collecting and restoring old outboards and this looked like the perfect platform to run my old motors on.

In the April 15, 2004 issue there is a picture of the salvaged engineered floor trusses that were used as a strongback and the plywood station molds with the first three cedar strips tacked on. The enclosed picture shows the two deviations from the very thorough (20 pages) plans. I made my inner stem permanent and I built the boat upside down. The influence of the high school canoe building class is shown in the woven nylon rope seats,

which I might add are quite comfortable even for extended cruises. The hull is built from 1-1/4" x 1/4" Atlantic white cedar bead and cove strips. The transom, frames, gunwales, stems, seat frames and breasthook are made with African mahogany. At completion, it weighed 96 lbs.

The outboard I fitted is a 1950 Chris Craft 5-1/2hp I restored. As Robb says, the narrow hull shape along with the throwdown causes it to go directly on plane with no bow wave to climb over. It planes nicely with two aboard and provides a very comfortable ride.

Henry Champagne, Greenback, TN



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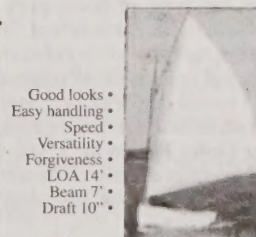


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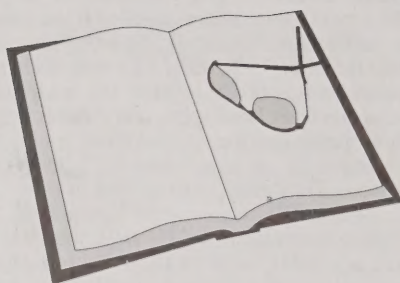
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Reviewed by John Mover



Book Reviews

It is doubtful that anyone with more than a drop of red blood in their veins is not inspired by the sight of a sailing ship, sails billowing, and a white-capped bow wave sliding aft. Further, I am certain that if asked for a one word description of such a ship that word would be "romantic."

As recently as the late 19th century the harbors of the world were crowded with forests of masts as they served the working fleets that plied the oceans far and wide. Now, at the beginning of the 21st century, those vast fleets are ghosts, living only in old photographs and dusty books.

Fortunately there are people and institutions who care about preserving our heritage so that we can pause in our busy modern lives and recapture an experience, now rare and unique, that was commonplace to our great-grandparents. Such an institution is the American Sail Training Association that has sponsored the book *Tall Ships*, written by Thad Koza, a pictorial and text presentation of over 200 sailing ships from flags and home ports the world around.

Exactly what is a sailing ship? Author Patrick O'Brian, who has written a number of stirring tales of the British fighting navy in Nelson's era and who is a reputed stickler for period authenticity, answers that question in *Master and Commander* thus: "She must have three square rigged masts, sir, and a bowsprit; and the masts must be in three, lower top and topgallant for we never call a polacre a ship."

Thad Koza is more liberal in his definition of a sailing ship and includes an eclectic assortment ranging from the five masted Royal Clipper of 439' to the oddly rigged 55' bisquines of the Normandy coast fishing fleet. Included are the *USS Constitution* as well as the *HMS Bounty* and caravels that carried Ferdinand Magellan on his circumnavigation and the *Nina* that sailed with Christopher Columbus in 1492. Page after page of these interesting ships are presented in alphabetical order, an orderly way to organize this material but unfortunately lacking any cross references for size, rig, type, or home port.

Each page also has short historical, informative, and descriptive narrative concerning the ship. Also, there is a short table of vital statistics that I would prefer to have more inclusive. The one included is akin to describing country singer Dolly Parton as 5' tall at 95 lbs. There is more information of interest available to complete the picture. No ship's lines or plans are included.

Missing also is any discussion of the extensive modifications required to bring these historical ship designs up to contemporary seaworthiness standards. For instance, the British frigate *HMS Rose* is described as being built in the Lunenburg shipyard, Nova

Scotia, to original Admiralty plans from 1757; further that she was extensively rebuilt between 1985 and 1991 to bring her into compliance with modern requirements. Noted naval architect Phil Bolger states in his book, *30 Odd Boats* (1982), that his office prepared 25 sheets of drawing for the *Rose*. Even so, to further quote Phil Bolger, "the builders had to fill in a lot from their experience." Obviously there is much of interest in the additions and modifications made to each of these historical vessels that would be a story worth telling.

This book belongs in the library or on the coffee table of any boat maven or enthusiast for winter evenings of armchair sailing or just plain browsing. Surely it will inspire the young at heart to actually sign on for a sailing cruise on one of these appealing ships and to find for themselves the romance of sailing ships and their exotic ports of call.

(John M. Mover is a retired professional Mechanical Engineer, a lifelong boating enthusiast, and was the owner and builder of several oceangoing boats at Redondo Beach, California and Huron, Ohio).

The Annapolis Book of Seamanship

By John Rousmaniere

Designed & Illustrated by Mark Smith

3rd Edition, 1999

Simon and Schuster

403 pages, \$40

Reviewed by Al Fittipaldi

You can count the really good how-to sailing books on one hand, David Seidman's *The Complete Sailor* and John Rousmaniere's *The Annapolis Book of Seamanship* being two of the very best. Well, one of these best books on the theory and practice of sailing and boat handling just got even better. Readers of *MAIB* and other boating publications know that John Rousmaniere is one of the most knowledgeable sailing authors of our time. His many works range from *The Sailing Lifestyle*, *Desirable and Undesirable Characteristics of Offshore Yachts*, *America's Cup Book*, *Fastnet*, *Force 10*, *The Golden Pastime: A New History of Yachting*, to the subject of this review, the classic *The Annapolis Book of Seamanship*. He also offers himself as our personal sailing mentor in a marvelous set of instructional video tapes that cover

such topics as "Cruising Under Sail," "Heavy Weather Sailing," "Safety at Sea," "Sailboat Navigation," and "Daysailers: Sailing and Racing," which I also heartily recommend. All of this is simply to say that, when it comes to sailing, Mr. Rousmaniere knows whereof he speaks.

What makes this third edition of *The Annapolis Book of Seamanship* a must have work for our library is the way Mr. Rousmaniere is able to clearly and incisively describe and show (the graphics by Mark Smith are superb) the art and science of sailing seamanship. When the book was first published in 1983 it quickly established itself as the new bible for serious sailors, ranking with Chapman's *Piloting*, *Seamanship*, and *Boat Handling*, the powerboat classic. Now, with the 1999 extensively revised third edition, *The Annapolis Book of Seamanship* is simply the best in-depth sailing book on the market today. And besides being an excellent reference work on all aspects of sailing, the book is eminently readable and user friendly. The illustrations alone are worth the price of the book, and with the third edition, Mr. Rousmaniere has also expanded the "Hands On" sidebar feature of previous editions to treat in simple and practical terms such topics as "Bathtub Naval Architecture," "Furling the Smart Way," "Making Turns," "Two Speed/Time/Distance Tricks," and "Anchoring Hints."

As Mr. Rousmaniere notes in his preface, *The Annapolis Book of Seamanship* is intended to cover the fundamental and advanced skills of modern sailing seamanship. A minor quibble. The book's title might have stated its sailing orientation, unless one is supposed to equate Annapolis, which smugly bills itself as the sailing capitol of the country, with sailing. To the author's credit, his revised edition hits the target and then some. It is truly both a primer and a graduate course on sailing.

As Mr. Rousmaniere points out, much has changed on the water since the 1983 first edition and the 1989 second edition. Black buoys are now green, the Global Positioning Satellite navigation system (GPS) is now commonplace, and new technology, anchors, and sails have appeared, not to mention the growing numbers of multihulls.

The book is organized into 18 chapters and four appendices, with basic skills in the early chapters ("The Boat," "Getting Under Way," "Sail Trim") leading to such fundamental topics as weather, knots, safety, rules of the road, navigation, the compass, anchoring, heavy weather sailing, and emergencies. The appendices deal with required equipment, the Coast Guard, cruising and racing, and children and sailing. The book concludes with a glossary of sailing terms, a list of recommended books and magazines, and answers to quizzes on navigation and special piloting techniques presented in Chapters 11 and 12.

To those seduced by the glitz and gadgetry that seem to have infested the slick boating magazines, Mr. Rousmaniere offers a cure, "Save your money and use it to work on your basic sailing skills. Go sailing, preferably in a small boat where your mistakes are obvious." My advice is to buy this book and use it to build your knowledge of, and confidence in, your boat handling skills and by all means go sailing, with a wink and a nod to John Rousmaniere.

When the weather broke for a few hours on the 20th of July, we took advantage of the calm between storms to get out and sail up to the Parker River. The tide was rising in the final push up harbor and we had a modest breeze of two to three knots to assist us northward.

Sailing anywhere near the saltmarsh around here from mid summer onward is a gamble, newly hatched winged carnivores are on the prowl seeking a meal. I refer to the Greenhead flies, Greenie M, Transylvanian Mosquitoes, or *Oralius Horribulis* Verte, whatever you care to call them, they'll appear without warning en masse and make life near the marshes miserable for four weeks, then just disappear.

A local fact in the real estate business is that many houses are available for rent to out of area people who "can't believe their luck" to be able to rent for July and August! Their questions to the neighbors about those black boxes stretching in arrow straight lines just off the roadway across the Great Ipswich Salt Marsh don't get a satisfactory answer. "Greenhead Box" somehow doesn't convey any useful information. The real answer comes as these folks are rigging their boat for the first time when the wind dies down and the hungry hordes burst out from the grass to target their calves and arms.

For some reason, the face gets only a flyby, but the lower extremities are locked into the bug's internal radar with unfailing accuracy. For the uninitiated, that first bite feels like some one took an ax to the shin-bone, and chopped out a 2" wedge. Others have described the experience of having a small bird ricochet off them when the fly alights on a body part, the actual bite is then described as having a root canal without anesthesia. Unlike mosquitoes, the bite doesn't seem to itch much after the fact, it could be that the size of the mouth part is so large that the gushing blood washes away the anticoagulant bug spit.

These T Rexes with wings are legendary, there are several communities that sell their own brand of Greenhead root beer (and a few made with hops and barley). There are at least two Greenhead Pubs, the postcards are numerous, and outdoor events are named after the uninvited participants. Recently our yacht club's Educational Foundation sailing school hosted several area club's youth members in the annual Greenhead Challenge race meet. People "from away," as they say down in the Elizabeth Islands (both Martha's and Nantucket) are, to an individual, amazed that the natives can coexist with such rapacious insects. The answer may lay in the foreknowledge that it is only a short period of time that the flies are going to be a real threat to life and limb, and the perverse side of our Yankee heritage that has side wagers laid in bars as to when the fly will first appear/depart.

Local farmers have learned that it's prudent to keep their livestock inside during the day and let them graze at night. Cattle and horses have taken out miles of fencing trying to escape the onslaught of a flock of flies. In fact, the design for the squat boxes has its origins in the underbelly of cows. It seems the fly has evolved to know that the most tender and swat free meal can be had up under the belly of large grazing mammals. The man who designed the boxes used the fly's preference for the dark/shaded area and the pre-



Window on the Water

By Chris Kaiser

Oralius Horribulis Verte

dilection to fly up to latch onto tender groin flesh.

The boxes heat up in the sun, perhaps fooling the flies into seeing it as an odd-shaped meal ticket. The fly flies about the four "legs" and heads up in an instinctive flight path to where the blood rich thin flesh should be...only it's not there so they bat about, flying around and fall into a diabolical trap from which they can't escape. Rather like a lobster trap, easy to enter, impossible to leave. Eventually they beat themselves to pieces in the effort and die of exhaustion and dehydration.

I have observed red winged blackbirds sitting on the tops of these traps in the morning and early evening, perhaps to get a bit of warmth rising off the box, or to snatch flies that approach the box as their metabolism slows due to the cooler air. Whatever the total caught in these boxes, it certainly helps a great deal. If only the same fellow could design a deer fly box to sprinkle through the forested walking trails...

As of the 20th of July I had not been bothered by the Greenies while working in my garden which sits 30' above the water and well removed from the nearest marsh. Helping the Captain rig *Marshmelon* reminded me just why I had smeared a liberal coating of the local pharmacy's bug juice on before leaving home. I felt the thumps and bumps of incoming flies which had targeted my legs and couldn't veer off course quickly enough to avoid the collision with this noxious (to them) vanilla scented repellent. One can imagine the scene later that night as the survivors congregated in the tall grass waiting for the next day's hunt. "Eiow, George, get a whiff of Harry...gee whiz man, go hang out down wind...where'd you pick up THAT smell?" Or perhaps Gloria telling her betrothed, "NOT tonight honey...go wash that crap off first!"

Setting sail without a bite was pleasant, but the moment we got into the boat and set off, the ravening hordes descended. The repellent is NOT waterproof and we hadn't top dressed it with a waterproof sunblock, so our legs were washed and prepared for the flies' delectation. Reminiscent of a 1930's slapstick scenario, we fought the bugs off with waving arms and flapping chart package, AND managed to not sail into any anchored boats as we got clear of the mooring field. I was able to get our legs dry and reapply the repellent before much blood was lost. When we returned to the club, I made a small wager as to when (I can hope!) the Greenies will be gone.

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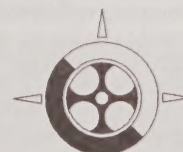
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We haven't been to the Wooden Boat Show for the past several years as it was off in Rockland, Maine, too far for day trips and too costly for overnighting at the height of the Maine coast tourist season. So when the advertising came out this year inviting one and all to attend to help celebrate *WoodenBoat* magazine's 30th Anniversary at Ft. Adams Park in Newport, Rhode Island, only two hours away, we decided to renew our acquaintance with the show.

On arriving at the entrance to Ft. Adams Park, a large historic fort set on a peninsula enclosing the inner harbor at Newport, we were met by a young man who waved us off to a remote parking spot on a hilltop a half-mile from the show site. Apparently the parking lot adjacent to the show, which normally serves visitors to the Fort, the Newport Yachting Museum, and several harbor sailing clubs, was reserved for those who regularly made the local scene. Soon a school bus arrived at our hilltop parking field to transport us to the show entrance.

Alighting from the bus and stretching legs unaccustomed to 3/4-scale seats, we spied the credentials table and inquired about obtaining working press credentials for our planned survey of the show for material for publication in this show report. The nice young lady informed us that there were no working press arrangements, apparently it had not been contemplated that anyone from the media might have any interest in covering the event, despite its significance. The credentials were for exhibitors only. So we hiked on to the ticket takers and learned it was to cost us \$15 each for me to go to work. We shelled out the \$30 to be able to bring you this report and went on in.

As we passed on in we noted off to our right on the grass a display of wooden rowing shells, the first ever Wooden Rowing Shell Rendezvous sponsored by Epifanes, yet another specialty preservation effort. Nobody was there to talk with, maybe later. Epifanes NA, Inc., 70 Water St., Thomaston, ME 04861.

Then, over towards the Museum of Yachting building, our eye was caught by what appeared to be a large, odd-shaped, free-standing varnished wooden bar under a colorful large umbrella, complete with stools, all made from what appeared to be knees, yes as in wooden boat building. By golly, it was Newman's Knees, "natural knees with character for your ship, boat, or cottage," no doubt chosen for display with the Newport locale in mind. As yet nobody was imbibing.

Michael Wise's New Zealand designed outrigger canoe.



Celebrating *WoodenBoat* Magazine's 30th Anniversary at the Wooden Boat Show

By Bob Hicks

Newman's Knees, 281 Hartland Rd., St. Albans, ME 04971.

Next along were two open-sided tents set up adjacent to the Museum of Yachting. One was for scheduled demonstrations, the other for Family Boatbuilding, the concept promoted nationwide by *WoodenBoat*. The sponsor here was the Museum of Yachting. A few people were in the demo tent for the scheduled blacksmithing, but nobody was around doing family boatbuilding, the parts for a single boat were laid out on horses. Later the family involved spoke to us, telling us that they were it. Has enthusiasm for family boatbuilding run dry?

Rounding the corner of the fort to gain our first look at the extensive lawn area where the land exhibits were set up we saw that it seemed kinda sparse looking, lots of room for every exhibitor and only scattered individuals wandering amongst the exhibits, not the bustling scene we had anticipated based on our last *WoodenBoat* Show at Mystic Seaport several years ago.

Was it because there was more space available in which to set up exhibitors, or was it that there were fewer exhibitors? And where were those invited to come and celebrate on this bright sunny Friday opening day, the day when the serious wooden boat people usually attend in order to avoid crowds of weekend tourist types? What was going on (or not) here? Time to look into this.

I try to do a systematic tour so as to not miss anything, so we headed off first around the land display area. Our first stop brought us to old friends Ralph and Joanne Johnson of Pert Lowell Company, but where was the Townie? "It's down in the basin," explained Ralph. Their landside display focused on "nautical ephemera," all sorts of marine décor items made from mast hoops and such with an eye to the Newport tourists who might wander by. Pert Lowell Co., Inc., Lane's End, Newbury, MA 01951.

And right next to them was Lou Carrera of Woodcarver's Knot with his array of wood carvings with nautical motifs for both boats (nameboards) and shoreside (wooden chests). Woodcarver's Knot, P.O. Box 1054, Shirley, MA 001464.

Moving along we came to wooden boat broker John Jay with one of the harbor launches he specializes in, but he was talking with an interested onlooker. John Jay Marine, Inc., 500 Rt. 1, Suite 4, Yarmouth, ME 04096.

Next up came a fairly large freestanding tent that appeared to be an outdoor wooden furniture exhibit, but then we noted the canoes racked up alongside it. This was American Traders, long an importer and dealer of wooden canoes made in Canada. They, too, apparently had an eye on the Newport tourist crowd anticipated for the weekend. American Traders, 627 Barton Rd., Greenfield, MA 01301.

A word aside here, many, many exhibitors at bygone wooden boat shows, including the original Newport shows in the early '80s (unaffiliated with the magazine), have displayed supplementary products for sale, not necessarily nautically related, in case the boat stuff doesn't do it. Gotta pay for the cost (considerable) of being in the show.

Getting past the furniture we spotted up ahead in the far corner of the grounds what appeared to be a small bright finished sailboat resting on the grass in lonesome splendor. At last, a boat. Close-up inspection revealed it to be a strip built outrigger canoe complete with sail rig. Nobody was around but happily the info card mentioned where we could find the builder in one of the large tents. We found the builder, Michael Wise, a cabinetmaker from Portsmouth, New Hampshire, working for a friend in a tool supply booth. He had done outrigger canoeing in bygone times in Hawaii and happened on this New Zealand design. It was a beauty, but he wasn't soliciting orders.

Well, since we were now into one of the two large tents housing purveyors of gear and stuff, we decided to do them next. We have sat many years in our booths in just such tents scanning the faces of passers-by awaiting some interest in our little magazine. So we had some sympathy for what it was like. Just like most who used to walk past us with a cursory glance, we too moved right along, for we're just not interested in much that is on display.

But then one sign grabbed our attention, "The Fulton Project" it said, and on the table were scattered several rather rough looking ship models. What's this? Another replica project budding, maybe Fulton's steamboat? We walked to the rear of the booth to investigate a large display panel and the proprietor approached us. We were, it seemed, the very first of the day to show enough interest to actually enter the booth and examine the display materials. Well, it turned out this was not another replica project but rather another effort at "creating an alternative maritime based educational environment for the emerging adolescent." It is still in its embryonic stage, looking for funding, and has just established a partnership with the Marine Museum at Fall River (MA). The prospectus is ambitious, proposing a melding of maritime experience, history, and knowledge with computerized technology "nurturing young

people to become innovative, critical thinkers..." Certainly a worthwhile objective and if you think it worth looking into you can contact Roger W. Bourassa at 475 S. Main St., Sharon, MA 02067.

We were interested to find System Three, the epoxy people, on hand and said hello to Dick Anderson, their vice president for marketing. System Three has been a loyal supporter of this magazine for years as an advertiser and it was nice to see they felt the market here back east is worth the time and trouble to be on hand in Newport. System Three Resins, Inc., 3500 West Valley Hwy. N., Auburn, WA 98001

Passing the large display of books and plans set up by Tiller Publishing, we had a chance to talk with proprietor Jay Benford, who handed us several of his business cards, one of which identified him as "Janitor," another identified him as "Acquisitions Editor," and to be sure his primary role was not overlooked, a third identifying him as "Publisher." Jay has an awful lot of nautical books and also many, many plans for home builders. A busy guy. Tiller Publishing, 605 S. Talbot St. Suite 2, St. Michaels, MD 21663-3750.

Passing by the Shaw & Tenney booth we stopped in surprise, for where were genial proprietors Paul and Helen Regan, fixtures at boat shows we've known going way back to the 1982 Wooden Boat Show over at the Newport Yachting Center across the harbor from us? The unfamiliar man in the booth was talking with a prospect so we left him be, and a bit later we met Paul and Helen, who told us they had sold the business after 25 years, retirement time. We returned later to meet Steven Holt, the new owner, and wished him well. "Manufacturers of Oars & Paddles Since 1858," Shaw & Tenney is carrying on in the 21st century with its next ownership. Shaw & Tenney, 20 Water St. Orono, ME 04473.

A large display of model boats next caught our eye, many of well-known bygone traditional craft. A glance at the price tags was a shocker. These really nice looking, all wood, hand built models were priced between \$100 and \$250, far, far below the prices such hand built models usually command. Inquiry revealed that the hands which built them were Chinese. Dave Wickland's Sail Classics had come all the way from Washington State to introduce his fleet, and to be sure to attract attention of show goers he had purchased the inside front cover of the show program for a full page ad. Sail Classics, Inc., P.O. Box 747, Lake Bay, WA 98349.

A bit later on far out on the grass we spotted a lone fellow sitting under a pop-up awning with a table of ship models. Richard Duvall had come up from Florida with his scratch built models of wooden boats from Florida and the Caribbean. A glance at the price tags revealed them to be about ten times the price of the Chinese built models. Commenting to him about this, I elicited from him a somewhat glum response about not being able to compete. Richard's card identified him as a "Maritime Artist." He certainly is, his models were exquisite. It appears, though, that the ship model artist now faces ship models being marketed as commodities. The Small Craft Shop, 1109A E. 6th Ave., Tallahassee, FL 32303.

Gary Piantedosi had one of his RowWing drop-in sliding seat rigs setup in his booth, and while we chatted about his re-

cent experience in the Blackburn Challenge using a 24' racing canoe, I mentioned sliding riggers again, asking about the one that Peinert down Fall River, Massachusetts, way used to market. Funny, Gary remarked, I was the third or fourth person to ask about them already today. Turns out Gary has the tooling, etc., for them now and even had one set up in his booth for the eccentrics who are attracted to the rowing rig banned from all national and international rowing competition since some Germans used it in the '60s to whip the sliding seat crowd. Piantedosi Oars, P.O. Box 643, W. Acton, MA 01720.

While on the subject of rowing we digress momentarily from our tour to comment on new developments we found appearing on its horizon. We noted Ron Rantilla's well-developed FrontRower, on display in one of the tents, now had some company in what appears to be a budding interest in trying to turn rowing around. Front Rower, 30 Cutler St., Warren, RI 02885.

All the way from Minnesota came Mike Nesseth with his EZ-Row, a drop-in aluminum and stainless steel rig to convert any rowboat into a forward facing setup. As it happens, the "try it" model was set up on the grass

Mike Nesseth touting the virtues of his EZ-Row forward facing drop in rowing rig.



in a (shhh) plastic canoe. This was a very techy looking, all metal device. Mike said he was aiming it at fishermen types, hence the canoe. Amongst wooden boat aficionados, could there be prospects for this little bit of plastic and metal in a sea of wood? E-Z Row, Inc., 21215 Iverson Ave. N., Lake, MN 55025.

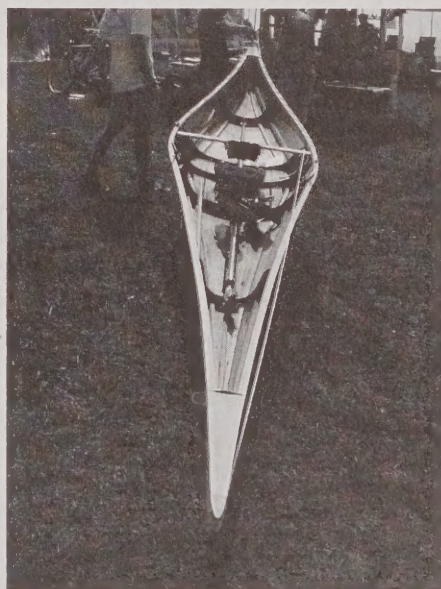
The more radical approach to this matter of seeing where you are going while rowing was Warren Loomis' ForwardFace!, a complete craft (1/8" woodstrip built) shaped much like one of those delta bodied racing canoes, wide amidships and real skinny immediately fore and aft of where the rower sits. The designer had managed to also eliminate the oars, substituting a set of pull handles, much like the ergometer rowing machine of the gym, pulling on a pair of stainless wires disappearing into the stern. Thereon was mounted a very small outboard unit much like a miniature electric outboard into which the wires disappeared, which converted the pull-push of the sliding footboards into rotary motion driving a propeller at its lower end, the lot being able to be tipped up for obstacles.

Warren asked that I not photograph too closely the cutaway view showing how the cables turned the prop shaft, but I can say that the cables wrap and unwrap around a drum on the prop shaft as the back and forth goes on up top. With no commitment to traditional "how it is done" views, Warren adopted sliding footboards (rigger without the outrigger/oarlocks) rather than seat to eliminate the inertia shift of a sliding seat rig. Forward Face LLC, 55 Wallace Farm Rd., Norwich, VT 05055.

Back to our tour. Coming out into the sun again we turned our attention to finding some wooden boats and spotted a large rack of kayaks way down towards the basin where some of the small boats were on display afloat. The rack was the CLC display and until you see the various models offered for home builders you can not realize the scope of John Harris' offerings. Chesapeake Light Craft, 1805 George Ave., Annapolis, MD 21401.

John wasn't there and so we moved on to a short row of small boats just beyond a sign announcing them as being the "I Built It Myself" exhibit for amateur builders, sponsored by Interlux Yacht Finishes. We counted a scant half dozen and wondered where were

Warren Loomis' ForwardFace propellor driven craft.



all those whose efforts we read about in Mike O'Brien's "Launchings" in *WoodenBoat*? We later learned that it had been anticipated that there would be 50+.

All the boats did their amateur builders proud, really nice work. The one that grabbed us most forcefully was Gene Scarf's "Gentlemen's Motorized Kayak", a long, sleek, bright finished, decked kayak strongly resembling an early era narrow beam elegant motor launch, and it was a motor launch indeed with its electric power.

Others to be admired were Herb Pollock's Nutshell Sailing Dinghy, George Weinbrenner's Shellback Dinghy, Charles Ficke's 12' Fishing Kayak; Bill Boyd's Caledonia Yawl, and Andrew Kitchen's JII Yawl, the Caledonia's larger sister. One of Berkley Eastman's Candu EZ tugs was also on the seawall on its trailer, but when we passed by the skipper/builder was in the wheelhouse with a 10-year-old boy who was at the helm savoring the thrill of tugboat driving,

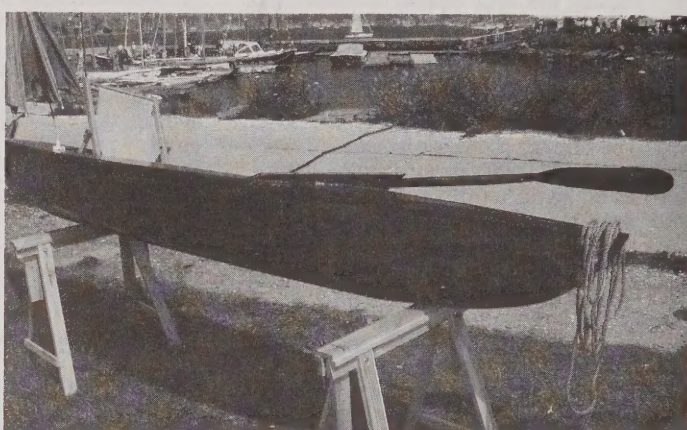
and we never got back to ascertain who this was, a nice job of work it was.

As we reversed our way back to land, a quick look into the boat basin revealed about a dozen and a half small craft moored to an array of floats. There was no sign of anyone around at the moment at any of the boats so we deferred a visit until later and went on back landside to see what else turned up of interest.

Back on land we found on her trailer *Lizzie G*, the Florida based sharpie which appeared in the September 1 issue and whose fate at the hands of the insurance industry we discussed in our "Commentary" in the September 15 issue. Alas, all the way from Florida, *Lizzie G* sat on her trailer, unable to be launched to sail Newport harbor in the midst of her element, wooden boats. Adds a bit more to my already substantial disrespect for the insurance industry.



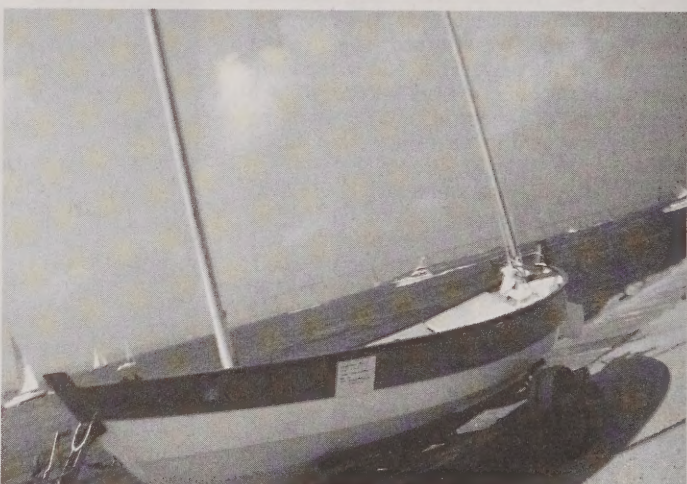
Gene Scarf's Gentlemen's Motorized Kayak.



Charles Ficke's 12' fishing kayak.



Herb Pollock's Nutshell Sailing Dinghy.



Bill Boyd's Caledonia Yawl.

George Weinbrenner's Shellback dinghy.

Andrew Kitchen's JII Yawl.



A surprise next, behold here was Phil Bolger and Susanne Altenburger under a pop-up awning, ready to talk about Phil's Birdwatcher design which had recently been featured in *WoodenBoat* (and on our pages, too, of course). Phil's not one to go out to face the unruly multitude, but with Mason Smith at his side and Mason's Birdwatcher moored just off the show site ready for inspection and even test sailing, Phil braced himself to meet his public. He told me later it had been a great experience. Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930.

The Mason family presence also included son Reuben, who operates his own boatbuilding business in Duxbury, Massachusetts. Reuben was, however, promoting a fall series of programs in southeastern Massachusetts entitled the "Maritime Artisans Speakers Series 2004." The concept is to get area traditional boat tradesmen to talk about their work for the edification of area boat people as to all that is going on in their neighborhood. The program is already underway, but dates still are scheduled through December 16, so if this grabs you, call the Hull Lifesaving Museum at (781) 925-5433 for details.

Rounding up the landside displays we headed for that boat basin with its small fleet of small boats. Last on land as we approached the ramp was Harry Bryan and his wife with their boats and bags (canvas) exhibits. Harry has become very well known with lots of coverage in *WoodenBoat* for his low power energy/hydrodynamic efficient boats, but it was his wife's Topsail Canvas setup of canvas bags that filled my viewfinder, nobody around but her as the afternoon waned. She keeps a bunch of her female relations busy all winter sewing up these bags, a tremendous variety of styles, helping out the local New Brunswick economy as well as the Bryan family fortunes. But she, too, is casting a wary eye at the Chinese-made stuff coming in. Topsail Canvas, 329 Mascarene Rd., Letete, NB E5C 2P6, Canada.

I just don't know what to tell you about the display of small boats in the lagoon. There were about 18, but only a couple of the builders/owners were there. Somehow we had expected to find more boats with their builders/owners nearby with whom we could talk about their work.

We did find Geoffrey McKonly of the Philadelphia Wooden Boat Factory, who had a nice Tony Dias designed "Small" sloop for sale at \$18,000, built by students at his boatbuilding school. Tony was there also, he's now well established as a boat designer with widespread recognition of his creative designs, but still is the Tony we met so many years ago at the beginning of his career. Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145.

We spotted the Pert Lowell Townie, and Scott LaVertue's *Pretty Jane*, an 1880's style sailing canoe (on cover of the September 1 issue) which is outfitted with all the traditional brass hardware his father Bob builds as Springfield Fan Centerboard Co. It was, in fact, the fan centerboard designed for that canoe over 100 years ago that got Bob going in his unique business and which he chose for its name. Springfield Fan Centerboard Co., 20 Treetop Ave., Springfield, MA 01118.

There were a couple of crew onboard the Boston Achill Yawl Society's Irish built 26'

open dipping lug rigged boat. It was hard to miss with its bright yellow "pinstriped" coal black hull. Boston Achill Yawl Association, 121 Federal St., Salem, MA 01970.

Belatedly I later noticed *Seraffyn of Victoria* listed as being in the basin, Larry and Lynn Pardey's famed world cruising Lkyle Hess cutter from the '70s. Somehow I missed this boat I have wanted to see firsthand. Fortunately I did catch up with her two weeks later at the Boston Antique & Classic Show in Salem, Massachusetts. More on this next issue.

By now, in late afternoon the place was almost totally deserted, still no sign of any celebration, many exhibitors now occupied with visiting with one another. As we departed, passing by Tony DeLima's MAS epoxy setup under the ubiquitous pop-up canopy, we found him dismantling it to pack it away in anticipation of the coming forecast rains. MAS Epoxies, 2615 River Rd. #3A, Cinnaminson, NJ 08077.

Tony also had one of his carbon fiber spars he markets as ForteRTS. The 16' long, 3" diameter spar hefted so lightly, I felt I had to be careful to not toss it too high in the air, it might be a while before it came back down. ForteRTS, 194 Riverside Ave., New Bedford, MA 02764.

Waiting for the schoolbus ride back to our car we looked over towards the waterfront floats with the larger wooden boats moored there. The program listed 28, nearly all by given names, not by types. Just a maze of masts from where we stood, too late anyway to have a look, but we did spot the

Crocker's Boatyard banner on one mast, nice to know they made the trip down from Manchester, Massachusetts, hope it paid off for them. Crocker's Boatyard, 15 Ashland Ave. Manchester-By-The-Sea, MA 01944.

Saturday morning back home we awoke to a wind driven rain which lasted all day. From our on-the-scene observer in Newport we heard that the rain there was a cold, heavy drizzle, wind driven right off Narragansett Bay across what now looked like a deserted Scottish moorland, complete with its castle (the fort). We learned that the announced attendance for Friday had been only 1,500. Nobody turned up on this wet, windy Saturday. Small wonder.

And Sunday? Bright sun again, strong wind off the bay, showgoers again hard to spot on what is usually the tourist day. Was the show too inaccessible from downtown Newport across the harbor? Did anyone over there even know about it? Was it just too costly to just have a look around?

From the show ad in *WoodenBoat* I quote: "In 1974 the first issue of *WoodenBoat* magazine was introduced to wooden boat enthusiasts at Ft. Adams in Newport, Rhode Island... The magazine's success over the past 30 years has been due to the dedication of its readers, and to the hard work of so many supporting people and organizations. Join the *WoodenBoat* staff, associates, and fans back in Newport at the Wooden Boat Show 2004 to celebrate the magazine's illustrious history and long flourishing future."

What went wrong?



Lizzie G should have been in the water sailing amongst Newport's yachts but her insurance had been cancelled.

Topsail Canvas spreads quite an array of New Brunswick canvas.



The Columbia River Maritime Museum in Astoria, Oregon, was founded in 1962 to collect and preserve historical and cultural maritime materials relevant to the Columbia River. It has recently undergone a \$6 million expansion and renovation. The 43,000 square foot museum owns seven acres along Astoria's waterfront on the Columbia River. The lightship *Columbia* is docked at the Museum's pier. The U.S. Coast Guard Cutter *Alert* is stationed at the pier as well.

Major exhibits include the history of fishing and canning, the U.S. Coast Guard rescue missions, and the transporting of goods from around the world to upriver ports. The main hall contains three significant fishing vessels: a sailing gill-netter used from the 1860s through the early 20th century, a powered gill-netter built in 1914, and a mid-century trawler. Astoria was at one time the center of the salmon canning industry and the history of canneries is well documented. In the 1880s there were 38 canneries. In the 1920s the salmon catch was diminished due to overfishing, logging, mining, pollution, and irrigation. In the 1930s dams were beginning to be constructed to harness the power of the river. The salmon canning industry moved north.

The Columbia River estuary was first noticed by British sea captain John Meares in 1788. Frustrated by his inability to find the river channel, he gave the name Cape Disappointment to the promontory on the north side of the river's mouth. Captain Robert Gray located the channel in 1792 and named the river after his ship, *Columbia Rediva*. For centuries prior to this "discovery" Chinook, Klickitat, Yakima, Wanapum, and Palus Indians had navigated and fished the lower 400 miles. Then, as now, it was a major artery of trade from the Pacific into the

Columbia River Maritime Museum

By Peter C. Gray

fertile farming areas and the mountains. The Native American section features a beautiful and delicate appearing dugout canoe built by the Cathlamet tribe ca. 1850. With topsides 1/2" thick it is the most graceful dugout I have ever seen. A true work of art.

The transportation history begins with the Native Americans, who traded dried salmon, smelt, seal, blubber, and wood products upriver to the east. To the west came roots, dried meats, bone, horses, and the skins of elk, deer, and buffalo. Today huge barges and container ships transport auto parts, new cars, gasoline, petroleum products, and fertilizer to the east and products of the farms (wheat, grains, feed corn, barley, sorghum), forest (logs, lumber, wood chips) and mines (potash, soda ash, coke) to the west. The museum's main hall includes a timeline of shipping vessels from 1830 to the present and a section on tugboats and towboats. Towboats actually push the cargo and can move a load of barges up to 500 times their own weight. There is a full-size towboat wheelhouse to enter and view controls.

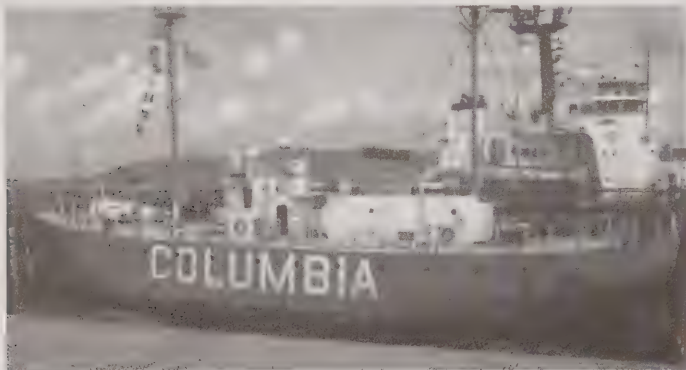
Called "The Graveyard of the Pacific," the estuary of the Columbia can be extremely treacherous. The force of river meeting ocean and continually changing weather conditions creates great hazards. Two pilots are needed to guide ocean going ships upriver. The first is a bar pilot to assist the ship captains in crossing the ever changing bar. The bar is the line where the rush of 1,200 miles of river meets the waves of the Pacific Ocean. Con-

tinually altered by season, tide, and weather, the bar has been responsible for a great number of sinking and drownings. A beautiful bar pilot pulling boat of the type used from 1865 to 1965 is on display. The museum also owns a modern bar pilot boat which will eventually be moved to the dock for visitors to enter. Once past the dangers of the bar, a river pilot comes aboard to guide the ship through the narrow channel upriver.

There is a section on naval history which includes the actual bridge of the *USS Knapp*, DD-653, a Fletcher class destroyer built in Bath, Maine, in 1943. The ship was sold to be cut up for scrap. The owner of the scrap yard donated the 13-ton bridge and pilot house to the museum. It was floated down the river on a barge, trucked to the site, and lifted into place by crane. The museum was built around it.

The most dramatic exhibit is dedicated to the U.S. Coast Guard. Due to the particular danger to life and shipping at the Columbia River Estuary, the Coast Guard rescue school is located there. U.S. Coast Guard 44300, built in 1962, was the prototype of the self-righting, self-bailing rescue vessel. It has been donated to the museum. Displayed at an incredibly steep angle, the exhibit demonstrates a rescue mission. This display is featured at the front of the museum and can be seen through large windows by those passing by on highway, walking path, and trolley. Films on the boat and rescue school are continually displayed for viewing.

This is a wonderful museum and well worth a visit for anyone traveling to the area. My thanks to museum curator, David Pearson, formerly with Mystic Seaport, for providing information and assistance. Further information can be gained from their web site www.crm.org or (503) 325-2323.



The lightship *Columbia* is on display at the museum's dock.

An early lifeguard rescue boat.



A beautifully restored rowing pilot boat from the 1960s.

The entrance to the museum at 1792 Marine Drive, Astoria, Oregon.





U.S. Coast Guard 44300 was a prototype of a new self-bailing self-righting rescue vessel. Built in 1962 it was positioned at this unusual angle to demonstrate an actual life saving mission. 44300 can be seen from outside the museum through huge windows.

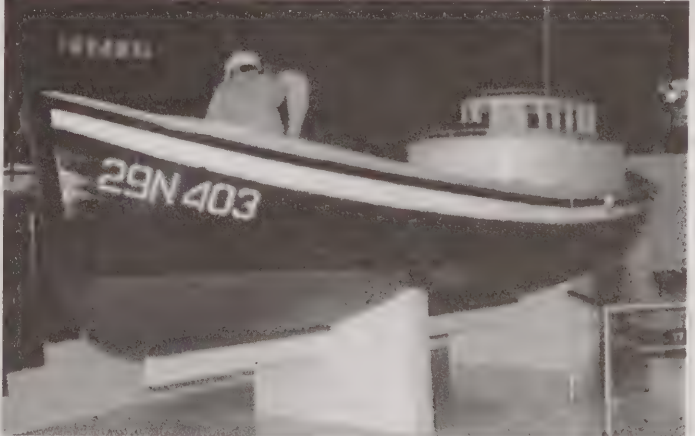


Replica of a late 19th century sailing gill-netter built for the museum in 1988. (SailGN)



This exceptionally light and delicate appearing dugout canoe was built by the Cathlamet Indians around 1850. The topsides are only 1/2" thick.

An early powered gill-netter built in 1914. It originally had a 5 HP engine. (PowerGN)



The Beginnings

It is 6am, May 3, 2004, and it is cool, rainy, and damp. I back away from the pier on Saltworks Creek, Severn River, near Annapolis. I am snug in my bright orange float coat with hood, standing under the canvas bimini. My color GPS chartplotter shines brightly, gleaming with technology I never dreamed possible as a Coast Guard officer 30 years ago. My chartplotter has all the information loaded for every mile of the trip I am beginning, a solo voyage "towards" Ocracoke on the Outer Banks of North Carolina.

A wise old sailor once said that it is best to say you are sailing "towards" a destination rather than "to" a destination. The reason being that many adversities can interfere with voyages to alter intentions. So it was that I informed my fellow Coast Guard Auxiliary members that I intended to sail from Annapolis, Maryland "towards" Ocracoke, North Carolina, on May 3rd, 2004, alone, a trip of some 700 round trip nautical miles. If I turned around before reaching Ocracoke, well, I never said that I was actually going all the way there!

Readers may recall my serialized article in early 2002 about my 15-day, 458-mile solo circumnavigation of the Delaware, Maryland, Virginia (DELMARVA) peninsula during May of 2001. So it may become my pattern, since retirement, to take a challenging voyage to stretch my sailing experiences about every three years.

My boat is the same for the past nine years, a 25' 1978 Canadian-made, Bayfield sloop. The *Sandee Lee* is a beautiful classic design boat complete with a molded bowsprit with teak scrolling. She has a full keel with 3' draft and is very seaworthy. There have been a few recent changes, however. I disconnected the old 1-cylinder diesel and installed a new Honda 8hp, 4-stroke, outboard. The old engine is scheduled to be removed and the shaft hole fiberglassed over during the next yard period. I also recently added a color GPS chartplotter with C Map technology to take some of the stress out of solo navigation into new territories for this old sailor.

The new Honda outboard added more power and cleaner air with less noise and vibration than the old one-banger diesel. However, I soon discovered that it did nothing to help me maneuver in tight quarters, like mooring in slips or fuel piers. In fact, it is downright embarrassing! With the rudder now in front of the propeller (and I can't turn the outboard except by lunging over the stern in a panic to unlock the lever and manually twist the engine to avoid imminent collision in a marina) it makes me look like I don't know how to dock a boat! Me, a retired Coast Guard ship captain! One of my projects is to look into a simple modification to allow turning the engine during close encounters without looking like an idiot. In open waters, though, the new Honda is a dream to operate, easily pushing the 3800-lb. Bayfield nearly a knot faster than the old diesel. I probably averaged 5-6 knots for this trip, most of my days covered 20 to 50 miles each.

As is my practice, I prepared a detailed float plan, complete with information about the boat and equipment, for my wife. She was directed to call the Coast Guard if I did not report in to her each night that I had arrived at an anchorage. Since she was leaving for a trip to England prior to my anticipated return,

Annapolis "Towards" Ocracoke

A 700-Mile Solo Motor/Sail Voyage of the *Sandee Lee*

By John Potts

I also gave a friend the same data so that he could take over after my wife left. My Verizon cell phone worked in 95% of the areas I was in, my hat's off to Verizon!

Float plans are important for any voyage, local, or extended; however, for an old solo sailor like me they are doubly important. I knew that I must take my age into account, step predictably on the boat, hold on, wear my PFD, tie myself on when going forward, and avoid personal injury accidents and excessive fatigue with forethought.

My route would be the inside Intracoastal Waterway. I would head south on the Chesapeake Bay and take the Great Dismal Swamp ICW route just south of Norfolk and the regular commercial ICW route on my return trip. My routes were all charted on the large MAPTECH chart books and entered into the GPS Chartplotter, as well. The Waterway Guide by Cruising Authority, *Mid Atlantic 2004*, was invaluable as a planning tool and a reference guide while on the voyage.



The Chesapeake Bay

My first day out of Annapolis was typically cool May weather with winds from the NNW 15 to 20 knots. The ebb tide was with me most of the day. As is typical for the marine weather forecasts on the Chesapeake Bay, the forecast was for seas 1' to 2'. I would love to have the forecasters ride with me and experience seas 3' to 4' when the wind is out of the north or south building up with all that fetch. It was a tiring day since the auto tiller could not handle sailing in those kinds of following waves under sail. It meant being on my feet or wedged on a seat steering with the tiller all day. I arrived at the calm anchorage across the Patuxent River from Solomons, Maryland, on St. Mary's County's Mill Creek at 5:15pm. I had managed to sail for about

nine hours and motor for two hours my first day, but without Mr. Auto doing the steering it was tiring.

I had stocked my cupboard with enough Dinty Moore microwavable dishes to last the trip. The packages are easily opened and dumped into a pan for heating over my butane cartridge stove and they are delicious! There is the beef stew, the turkey and dressing, the beef with mashed potatoes and gravy, and a few others. I am amazed at the delicious flavor of each entree.

Next morning I made a few mugs of coffee and poured them into my thermos jug for later drinking underway, got out my Pastry Swirls pop tarts for nibbling with my coffee, and then I weighed anchor at 6:40am. It was sunny this second day, May 4, but still breezy with 15-20 knots of wind out of the NW.

It had been my intention to make it to the next river south, turning into the wide Potomac River and anchoring in St. Georges Creek off my old school of seamanship where I taught water survival to merchant mariners some 24 years ago. However, when I tried to turn into the Potomac, which is oriented from NW to SE, the NW winds were pushing water up into huge waves with a vengeance. I simply could not make any headway into the river and was forced to take a turn for the wind to be off my starboard quarter and head for a more accessible anchorage further south.

I did manage to turn into the narrow confines of the Great Wicomico River and anchored behind Sandy Point at 5pm. Just as I turned into the river the wind shifted, now coming from the south! These southerly winds would usher in warmer weather, unusual for May, for the rest of the voyage. Today's voyage saw the boat under sail for about seven hours and motoring for two hours. This would end the trend of such favorable wind conditions for sailing. My new Honda would get many hours on it from here on.

The next morning, Day 3, saw me underway at 6:24am in light winds. I motored all the way to my next anchorage with the auto tiller doing the steering (most relaxing for me). I arrived at Fishing Bay at the entrance to the Piankatank River at 1pm and topped off what little gas was needed in my four 3-gallon portable gas tanks. I then anchored 45 minutes later in a cove but soon discovered that my anchor would not hold, so I moved to a nearby cove and the anchor held just fine. I enjoyed a warm shower from one of my Sun Shower plastic bags. My one big lack on this old Bayfield is a shower. I hang a shower bag up in the cockpit and shower there weather permitting.

The next day, my fourth, I made it to Hampton Roads, Norfolk by 2:50pm, anchoring in Willoughby Bay, the very first protected harbor south of the Chesapeake Bay. Prior to entering the safety of Willoughby I was reminded very rudely of how large a wake a seagoing tugboat can put out! The Norfolk Naval Air Station borders Willoughby Bay on one side and Interstate 64 on the other side. During the day it gets a little noisy there, with radar planes and Marine helos flying low overhead for their training missions. The noise from the interstate was not bad. In the distance, clearly visible, were the huge aircraft carriers docked at the naval station. About 5pm, ten or so sailboats began appearing in the Bay and soon were having races in

and out of the Bay. A few passed too close aboard for comfort.

On May 7, my fifth day, the wind was out of the SW. This direction would not change for the rest of my voyage. I weighed anchor at 8:15am and motored two hours past the impressive moored Naval warships. They do duty guarding the entrance to the Chesapeake Bay. It is interesting to hear their radio calls on Channels 16 and 13 as they identify themselves as "U.S. Naval Warship number 65" (or whatever their hull number is). I moored at Tidewater Yachts Marina where I refueled and moored in a floating dock slip overnight. It was while getting into and out of this protected marina's fuel dock and slip that I first realized my Honda outboard was out to make me look like I did not know how to maneuver a boat! There was no wind in the marina and I was suffering from the heat. I restocked ice, walked around the large marina, and enjoyed the sights of the Norfolk city skyline and waterfront across the river from Portsmouth, where I was moored. I enjoyed a seafood dinner at the marina's restaurant, a welcome treat from my usual boat fare.



The Great Dismal Swamp Canal

The marina is at Mile Zero of the ICW. Each mile of the ICW from here southward is measured in statute miles. The mileage is noted every five miles on the chart; in the canals, periodically, there would be mileage markers along the side. On morning six, May 8th, I got underway at 6:10am, headed for ICW 2 route, the Great Dismal Swamp. This route is reserved for only recreational boaters drawing no more than 6' draft. If there is a period of drought, the Dismal Swamp Canal is closed. There are two locks which must be negotiated on this route. To get to the first lock there are numerous bridges to pass through, however, all but two of them are left open. The two, which must be opened for sailboats, are the Jordan and the Gilmore bridges. On weekends they open on request via Channel 13, VHF FM, the bridge to bridge

navigation frequency. During the week they are closed during rush hour traffic. This was the weekend so no worries about the bridge schedules. The locks, however, only open at 8:30am, 11am, 1:30pm, and 3:30pm, and they each had a bridge associated with them, which was controlled by the lock tenders, to allow those transiting the locks to pass through.



Deep Creek Lock being flooded.

I arrived at the first lock at Deep Creek at 8am and had to drift and motor slowly for half an hour. I contacted the lock tender and told him I was standing by. At 8:30 promptly the lock gate opened, the green "go" light came on, and I entered the lock and threw up my lines to the lock tender, who looped them around bollards and closed the gate. I was the only boat in the lock for this event! The lock began to flood and raised the water level about 7'-8'. The opposite gate opened, my lines were released, and I motored out toward the nearby bridge at 8:56am. The lock tender jumped into a pickup truck and drove toward the bridge. When I arrived in a few moments he raised the bridge for me and I was in the Dismal Swamp Canal for real!

As I was leaving the lock there was a small rowboat with a sail mast installed and a man with a long beard and hair waiting to enter the lock. His boat was full of odds and ends for a journey. I would have loved to have the opportunity to speak with him about his experience, but I had to get on toward the imminent bridge opening.

Great Dismal Swamp Canal.



The Great Dismal Swamp Canal was intriguing in that it was narrow, maybe 50' wide, tree lined with overhanging limbs and shallow along the sides. Many tree stumps were exposed along the sides and partially submerged floating limbs had to be watched for constantly. The smells of the forest were interesting. About the only wildlife I saw were

large turtles basking in the sun and a few great blue herons flying in front of the boat. My auto tiller had too much wander to allow steering the canal, before I knew it, it would be steered into the bank so I had to steer myself. I usually sat on the aft seat above my gas tank compartment and controlled the tiller with my right foot. Not a very tough job, for sure, in the calm conditions.

The entrance to the canal was only six statute miles from the marina. From the first lock to the second lock was about 26 more miles. A few miles before the second lock was supposed to be the Great Dismal Swamp welcome center with a long dock face to which boats could tie up. I kept looking for it, and when I came to it I rejected it as not being the right place and passed it by. What I saw was a modern highway rest stop with a lot of cars parked using the facilities. There were no boats tied up and, indeed, the new pilings did not look very hospitable to boats anyway. However, there was nothing else so that was it, just not what I had pictured in my mind, a highway rest stop!

At 11:25am I passed a sign which said, "Welcome To North Carolina."

Near the South Mills lock I encountered two northbound sailboats which had passed through the lock when it opened last. These boats were very large, maybe 40' long and 12' to 15' wide. In this area the canal is the narrowest of the whole trip, with tree limbs literally reaching over the canal. There were also several large floating logs in this section. We moved over as far as we could to pass, the large sailboats' masts were hitting the overhead limbs up high. We made it through without incident. Those were the only boats I encountered in the Great Dismal Swamp Canal.

At 12:50pm I came to the lock tender controlled bridge at the South Mills lock. I radioed the lock and told him I was standing by. I was told the bridge would open just before the lock was due to open at 1:30pm and that I should tie up to the wooden fender of the bridge. I tied up as directed about 60' from the bridge itself and waited.

A few moments before 1:30pm I was told to get my boat underway, that the bridge would be opening. I kept waiting for someone to come open it, but it was controlled remotely from the lock and it opened promptly. I went through and soon entered the lock, again I was the only boat locked through. The water was lowered 7'-8' and I exited the south side at 2:06pm.

Elizabeth City a Disappointment

Three miles further the straight and narrow canal turned into the somewhat wider and very curvy Pasquotank River. I planned to refuel and spend the night at Elizabeth City, about 12 miles further to go. The *Waterway Guide* indicated that there were free town docks one could tie up to and several decent marinas, one of which would have gas. It was becoming a long day and I was looking forward to resting in E-City and maybe walking around town. Again, my preconceived notions and reality were not the same.

There is a twin bascule bridge immediately before the downtown part of E-City. I requested an opening and both bridges promptly raised open. It was by now around 5pm and I was long overdue for a rest. What I found, however, was not restful. The southwest wind was funneling up the widening river right into the city docks and surrounding shores.

There was a 12-15 knot breeze and the water was bouncy. There were three or four larger sailboats already moored at the city docks, which were really just slips made from four pilings with an uninviting, tiny, 3' step at the sea wall for each boat's passengers to precariously disembark. With my Honda not easy to use to moor in tight places, and with no mooring lines on those pilings, no help, a breeze and chop, it did not look very plausible.

I went down river several hundred yards where the marina was supposed to be which had gas. I looked and it was choppy with the same kind of piling type docks. I called the marina on the VHF and was told that they had no gas due to damage from Hurricane Isabel the previous September, and the only gas available was back up the river several miles from where I had just come. He recommended that I go back on the other side of the bridge and anchor for the night.

I looked on the other side of the river for this very large new marina with many floating docks. I saw nothing but construction areas, nothing inviting me in.

I decided to anchor nearby. I did so, but the anchor would not take hold and I was dragging with ease. I weighed anchor and headed back toward E-City which was just several hundred yards away next to the bridge. While I was eyeing those bouncy city slips, some sailboaters moored there saw me and motioned me to come in, that they would help. Foolishly, I decided to take them up on their offer. I got in behind the outer slip pilings, the wind caught me, the good Samaritans could not get close enough to touch my boat, the Honda was about to get creamed by a piling as I was being blown into the next slip, and I revved the Honda in reverse and backed out as my hull slammed a piling amidships. It is a different ball game being a solo sailor aboard a sailboat with an outboard and tiller.

I apologetically asked the bridge tender to open for me again. He tried to be helpful with suggestions, but from his advice I deemed that he was definitely not a boater. I talked him into opening the bridges for me again. I went through and around the bend and anchored in a nice lee for a peaceful night's sleep. The time was 6:20pm. So much for Elizabeth City. The city dockside was all torn up undergoing construction and piled high with dirt and the town looked old and dingy, too. Sorry, E-City, please don't be offended, I was tired. I very seriously considered aborting the voyage and heading for home the next morning. However, when I awakened the next day, I felt better.

Onwards "To" Ocracoke

The next morning, Day 7, May 9th, I weighed anchor and sheepishly asked the Elizabeth City double bascule bridge tender to open for me the third time. Thankfully I do not think it was the same tender who had let me through twice the day before. It was 6am, still twilight. The river at E-City was now calm with zero wind and an idiot could easily moor at the city slips now. The large cruising sailboats moored there looked so peaceful, oh, well.

I engaged the auto tiller and motored on down the calm Pasquotank River, across Albermarle Sound, and into the Alligator River. I spent some time in my favorite calm weather cruising spot, on the bow. I was even able to read some passages from a book between glances up ahead for traffic or obstacles. It was about 80 degrees and I was in shorts. From 9am to 12noon, though, I did have a visit from some flies which required me to swat many of them dead.

About noon I moored at a marina at the west side of the long Alligator River swing bridge, refueled, and bought ice. The marina was just the back of a Texaco highway gas station with very little boat service. I left a short while later and notified the bridge tender that I was ready to pass through. The tender was a real nice lady who wished a pleasant day to everyone who passed through, and if she saw a woman aboard the boat she wished her a happy Mother's Day. As I passed through I complemented her on Channel 13 for being the most pleasant and efficient bridge tender I had ever encountered. She really was a breath of fresh air on the radio.

This part of the Alligator River is about three miles across, a big difference from the narrow confines of the Great Dismal Swamp Canal. Fifteen miles further, though, the river did a sharp 90-degree turn towards the west and narrowed down to a half mile wide. It is here, at ICW mile 105, that the river turns into the Alligator River and Pungo River Canal. Just before entering the canal, I found a place to anchor for the night at 3:45pm near Tuckahoe Point. I began using the mosquito netting at this anchorage just to make sure no pesky flying critters bothered me. I had purchased a mosquito net for hanging over a full sized bed and I draped the netting over the bimini top to cover the whole cockpit. I also utilized smaller netting over the forward and aft hatches to the cabin.

At 6am the next morning I got underway at sunrise and immediately entered the Alligator River Pungo River Canal. This canal was about twice as wide as the Great Dismal Swamp Canal and there was a lot of evidence of trees having been uprooted along the side, perhaps by Hurricane Isabel in 2003. The sounds of the birds, the smells of the forest, the reflections of trees in the calm water surface, and the sun and serene weather made this a pleasant morning. As usual, I ate my two Pastry Swirls and drank two cups of coffee during the first few hours of the morning.

About 10:15am I came to the end of the canal where the Pungo River widened to two miles at Belhaven. With a fresh breeze I unfurled the genoa and sailed along at 4 knots for a few hours before the wind all but quit.

About 3pm I began crossing the Pamlico River, which is about three miles wide before it empties into Pamlico Sound. The ICW continues on toward the southwest down Goose Creek; however, I took my departure from the ICW and went to the southeast toward Pamlico Sound and Ocracoke. I intended to anchor behind Oyster Island on the south side of the River. I utilized my GPS chartplotter and began navigating into the narrow creek; however, the water got a lot shallower than the charted 7'. When the fathometer began showing 4' and 5' I turned around and headed back out.

There was a commercial fishing boat I passed close aboard just outside the creek. He motioned to me to go to Channel 14 VHF. I did so and told him that I was looking for an anchorage but ran out of water. He pointed over a mile or so away and suggested I anchor there, that it would be exposed to the north but the wind was from the southwest. I heeded his advice and anchored on the south edge of the wide Pamlico River 500 yards off Beard Island Point and had a pleasant evening. Even though the wind was a consistent 12-15 knots all night, I was in the lee.

The next morning, Day 9, May 11, I was up at 5am (it was my custom to retire at sunset each evening). I weighed anchor at 6:07am and began sailing across Pamlico Sound between Middle Ground and Brant Shoal toward Ocracoke.

This was the day my "towards" became "to." By 11am I had to start the engine to maintain decent speed. The channel into Silver Lake (Ocracoke's harbor), as charted, is quite confusing. However, with the help of the GPS chartplotter and a car ferry which passed me to transit the channel, the transit became simpler and the channel was wider than it appeared on the chart.

I made it through the channel with no problem. I had called ahead two nights before and made a reservation for two nights at the best marina in town. I entered the delightful harbor just before noon and cruised slowly around the small harbor amongst the anchored sailboats. I contacted the marina on the VHF and asked for mooring instructions. I also asked for assistance since I was alone and in a poorly maneuverable boat. Two marina hands, both Mexican, were dispatched to assist. There was not much maneuvering room to get into the assigned slip. Due to lack of turning room, I completely missed the slip the first time and was really discouraged. However, one of the Mexicans was very adamant with a plan and directed me from the bow of a boat in a slip next to mine. I passed him a line, he jumped aboard my boat, and he and the other guy pulled the boat into the slip and moored it safely. I was, again embarrassed. A stationary outboard behind the rudder makes for hellish tight maneuvers. But I made it "to" Ocracoke in nine days and the weather was wonderful! I had arrived!



Sandee Lee moored at Ocracoke, harbor entrance in background.

The Anchorage Marina was the only marina in town that boasted bathhouses for guests. I intended to take advantage of the bathhouse and neglect using my hanging sun shower bag. My friend, who owns resort property on the island, recommended some restaurants and sights to see. The first night I had a sumptuous seafood dinner at the Back Porch Restaurant, and the second night had an almost as terrific seafood dinner at the Cafe Atlantic. The second day I rented a bicycle from the marina for \$10 and rode three miles out to the beach. I was the only person on this beautiful, wide beach. I spent an hour or so lying on the beach just enjoying the gentle surf and the wonderful temperature and sun. I then rode back to town and visited some real great craft shops. I visited the National Park Service visitor's center and museum and did some relaxing. In the evening I stocked up on ice. The next morning, Day 11, May 13th, I got underway from this wonderful port at 5:40am en route "to" Annapolis.

Homeward Bound

Pamlico Sound was again good to me as I did some sailing and some motoring across,

planning on retracing my course for the first few days but with some different anchorages. As I entered the Pungo River I heard thunder. I looked and saw a huge thunderstorm approaching from the west. I still had my mainsail up, I recalled one of my fellow auxiliary instructors telling a story in boating safety class how he was caught with his sails up and his rigging was badly damaged in a thunderstorm on the Chesapeake. I quickly went to the mast and lowered the sail and took cover under the bimini. I attached a battery cable (don't laugh) to a mast shroud and trailed it into the water, hopefully to act as a grounding rod if lightning hit the mast. The storm hit with lightning all around, heavy rain, and wind. It was good I got the sail down in time. Once there was no time between a clap of thunder and when the associated lightning bolt struck the water off my starboard beam, they were simultaneous and so close! I about jumped out of my skin!

That evening it became breezy and I began to worry about getting the anchor back aboard the next morning and making my way back to the controls before being blown aground into the marsh.

Day 14, Sunday, May 16, the wind had lessened and pulling in on the anchor had gotten the boat pointing in the right direction out of the creek, so I did not have to worry about picking up enough speed for the rudder to take effect to miss running aground. I do not think I will anchor in a similar narrow situation again as a solo boater with a poorly maneuverable boat. I was underway by 5:42am.

One thing I soon noticed after heading south from Norfolk on the ICW, large power boats consistently slow down to reduce their wake for us smaller boats. This was always done, even on the wide rivers and sounds. Back on the Chesapeake Bay and its tributaries, forget it, large wake gushing powerboats almost never slow down. The contrast between the Chesapeake and the area south of Norfolk was just amazing! I wish that something could be done about wake gushers on the Chesapeake.

I soon entered the Albermarle and Chesapeake Canal. There was the Centreville Bridge, which opened on request. I encountered only one tug and tow on this route. I expected more commercial traffic. A call on the bridge to bridge frequency confirmed a one whistle passing of port to port.

At 9:15am I arrived at the Great Bridge lock. This lock, too, had a bridge associated with it on the south side. The bridge opened as the lock opened and allowed us to pass through into the lock. This lock opened every hour and half-hour. It was a larger lock which accepted commercial traffic. At 9:30am I entered the lock with seven other sail and motor yachts, two jet skis, and a small outboard boat. The water only needed to rise 3'. About 9:52am the deed was done and I exited the lock with the other boats.

The same bridges going north near Portsmouth opened on request since it was a weekend. At 11:30am I moored at Ocean Marina's gas dock in Portsmouth at ICW mile 1, refueled, and got ice. I then headed back to Willoughby Bay off the Norfolk Naval Air Station where I anchored for the night at 2:07pm.

Thimble Shoals Lighthouse.



At 4:23pm I anchored at the south entrance to the Pungo River Alligator River Canal, just past Belhaven.

The next morning, just before sunrise, I began my transit back through the canal toward the Alligator River. I again refueled at the marina next to the Alligator River swing bridge and anchored at 4:30pm inside the entrance to the Little Alligator River. The winds were southwesterly at 15-25 knots most of the evening and the water kind of choppy, even in the lee.

On Day 13, May 15, instead of heading back across Albermarle Sound into the Pasquotank River to Elizabeth City and the Great Dismal Swamp Canal, I headed across the Sound to the North River and the commercial ICW Route 1. The *Waterway Guide* had recommended a fair weather anchorage at Blackwater Creek near the town of Pungo Ferry off North Landing River. I made it to that point by 3:25pm and cautiously made my way up the very narrow creek and anchored. It was Saturday and there were several jet skis and ski boats racing up the creek close aboard. There was barely room to swing on the anchor rode without going up into the marsh.

The next morning, Day 15, I headed back north on the Chesapeake Bay. I took a short detour out to Thimble Shoals Lighthouse to take a photo for my wall collection of lighthouse photos that I have sailed close to. By mid morning a boatload of biting black flies had invaded the cockpit. I probably swatted a hundred of them dead. The 95% Deet repellent I brought along failed to repel them at all. If any readers have advice on how to repel the Chesapeake's black biting flies, I would sure like to hear it!

By 4:25pm, after refueling, I again anchored in the Piankatank River. Actually, I anchored twice since at the first lee I tried the anchor would not grab. Today my wife flew off to London for vacation with a friend

for two weeks. So now my home was empty and I was anxious to fill it again. My friend, Art, took over my float plan safety checks.

On Day 16 I was underway at 5:25am. Again by mid morning, my unwelcome guests, the biting flies, were back. By the time I arrived at the Patuxent River port of Solomons, the flies had left me. I refueled and anchored at Solomons in Mill Creek for a calm night's sleep.

The next morning, Day 17, was to be the last leg of this voyage as I departed Solomons at 5:25am, well before sunrise, en route to Annapolis. The seas were flat with very light winds, overcast, and eventual drizzle. I motored all the way against an ebb current at about 4.5 knots.

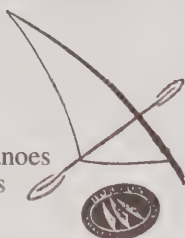
I gratefully arrived at my home berth around 3:30pm, having traveled some 700 miles in 17 days from Annapolis to Ocracoke and back. Three years ago, when I circum-navigated the DELMARVA peninsula, I did 458 miles in 15 days, so this voyage was pretty fair, if I do say so myself.

My Bayfield sloop is a real seaworthy boat and comfortable for one person to cruise aboard. She behaves as well as she looks classic, except when maneuvering in tight spaces. I am proud of her. Well done, *Sandee Lee!*

Where will my next big voyage take me? Well, there is north, maybe to Long Island Sound, or maybe, hmmm...

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John Butterwith of Devon, Britain, like so many of us around the world, has a passion for model sailing boats and, as he was once in the fishing industry, has an eye for some of the old craft used in years gone by. What's more (and works well to John's advantage) is that he is capable of building lovely and accurate scale models, this boat, a Harwich Bawley of early 1900's vintage named *Pamela* after his wife, is a classic example of his art.

As my friend John and I like to do, examples of the boat modeled are often researched, and from pictures details are carefully checked and a history of that full size vessel studied. Though John's model *Pamela* is of no particular boat, it is typical of the Bawley *Doris* L0284 built on spec in 1909 by Cann at Harwich and successfully fished and raced by skipper Bill Lucking, while owned at the time by a Publican at Leigh. *Doris* is one of the larger Bawleys at 40' in length with a beam of 14'. Now owned by Denis and Marion Johnson of Gillingham in Kent, UK, she is almost fully restored and can be seen in the photograph taken by Ray Rush while sailing on the Medway. Photos courtesy of Denis.

John's model of the Harwich Bawley is built on a GRP molded hull, the remainder scratch built from drawings in the Chatham

One Man Built a Bawley

By Mark Steele

Directory of Inshore Craft. A small electric motor has been fitted, as was the case with the later Bawleys, and the deck set on a camber is made from pitch pine taken from the deck of a 60-year-old trawler. The rudder is made from a piece of solid English oak and has a removable tiller, the mast, gaff boom, and bowsprit are also made of pitch pine. The planked floor is of oak, the fish well panels of English elm.

John has made the bulwarks from beech and the fore'd accommodation he has paneled in mahogany. An external lead keel is fitted, with internal shot in the sharp end, and all the rigging not only works but can be dismantled for easy transportation.

The Egyptian cotton sails were made for him by Ray Davis of Bristol.

(Mark Steele is editor/publisher of *Winding World*, "New Zealand's non-profit model yachting for fun relaxation and friendship thrice yearly magazine." He can be reached at 42 Trinidad Rd., Forrest Hill, Auckland, NZ.



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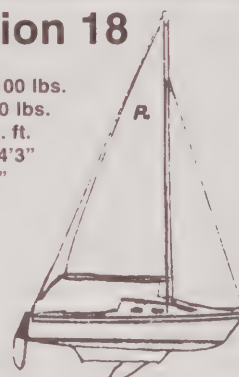
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International Scene

The International Maritime Organization announced in early June that at least 23% of ships and 66% of port facilities of 38 reporting countries have little hope of timely compliance by July 1 with the new International Ship and Port Security Code (ISPS). A time extension may be needed but probably won't be granted. Look for shipping delays and many moored ships awaiting paperwork.

The "ports of refuge" issue is slowly evolving, with recent moves by two countries with histories of rejections. Spain granted permission for a container ship to enter Vigo to fight a fire in a container stowed below decks, but only after posting a \$1.2 million guarantee sum in accordance with the recent royal decree. South Africa allowed the ore carrier *Cape Africa* to shelter in False Bay where a large gap in its side plating could be repaired (details below).

The IMO's Maritime Safety Committee was about to mandate doublehulls for dry bulk carriers but suddenly reversed its position after intense debate. The vote was 32 to 22, with 16 abstentions.

The *Prestige* incident runneth on. Spanish officials announced that the first 300 tonnes of tar-like oil had been retrieved from the sunken tanker using a new technique in which many small holes are drilled into the ship's tanks. Oil oozes out and floats up into giant bags, which are then hauled to the surface. But the plight of *Prestige* master Captain Apostolos Mangouras, still under arrest in Spain, cast a gloomy pall over the recent *Posidonia* exhibit, although Pakistan's release of seven *Tasman Spirit* seafarers and a Tsilvaris salvagemaster from similar arrest did provide some gloom-alleviation.

Are criminal sanctions for maritime pollution incidents warranted? Are they consistent with international law in general and with the UN Convention on the Law of the Seas? The IMO and flag nations have yet to settle that sticky problem. The negative impacts of criminal sanctions are many, including influencing those thinking about maritime careers.

Hard Knocks and Shoal Spots

The bulk carrier *Cape Africa*, carrying 149,000 tons of iron ore, lost a very big chunk of side plating off the tip of Africa and South Africa ordered the ship to stay about 200nm offshore. Under difficult conditions a fleet of vessels, including two of the world's largest rescue tugs, *Smit Amandla* and *Nikolay Chiker*, removed 1,800 tonnes of bunkers at sea and the stricken vessel was towed to False Bay near Simon's Town. There efforts were made to install a cofferdam over the hole but swells and the surge in and out of the open hole defeated this and the cofferdam was dropped to the sea bottom. A special ship will lighter-off enough ore so the ship can be towed to a repair facility.

In the Singapore Strait, the car carrier *Hyundai 105* and the VLCC *Kaminessan* collided and seven hours later the smaller vessel sank. Bunker oil was removed amidst claims it was/was not leaking and the next decision is whether to remove the vessel, which lies in 46 metres of water but has only 15 metres over it.

As usual, ships sank, collided, and burned and people lost their lives last month. Here's a small sample: In Antwerp, the car carrier *Sea Trust* had a vehicle fire and the

Beyond the Horizon

By Hugh Ware

ship's firefighting system quickly put out the fire but caused the ship to list against the pier, flooding some decks and cars. An explosion on the chemical tanker *NCC Mekka* injured two at Rio de Janeiro and they later died. A flash fire in the crude oil tanker *Almudaina* killed seven workers in a Singapore shipyard. The cargo ship *KM Almoro I* capsized in Indonesian waters and authorities don't even know how many were on board but did know at least five were missing.

Navies

The Royal Navy is having some "different" (if not "difficult") days lately. First, it called in 20 psychics and mediums to investigate odd goings-on at the Devonport Naval Base, Plymouth. They reported there was definitely activity in the Hangman's Cell "and we have got evidence of it." The Senior Service did not pay for that investigation but did pay for a market research study that found that some of the Royal Navy uniforms were considered camp, highly impractical, and even effeminate. Advocated were texting "cool" images of warships to teenagers' cellphones, putting ads on cereal boxes, and banning use of images of the Royal Marines band because it made the Service look "backward-looking." Not everyone agreed with the study's results. Finally, the MoD is admitting "concern" over the £5 billion order for 150 U.S. Joint Strike Fighters because they will be too heavy (overweight by 3,300 lbs.) to land on the Royal Navy's carriers being planned unless the planes carry no munitions and have nearly empty tanks. The carrier runways will also be too short. But the problem should be fixed in time, experts said.

The U.S. Navy plans to send seven of its 12 carriers to sea in a supersized "surge" exercise this summer. U.S. Naval Base Kitsap has been created in the State of Washington from the Bremerton and Bangor installations plus the Naval Underseas Warfare Center at Keyport. And civilian seafarers of the Military Sealift Command have operated Navy support vessels for some years but now serve on the command ship *USS Coronado*, performing those functions common to any large ship while Navy personnel handle Navy-related duties. It is expected that MSC personnel will take over other warships in the near future.

The top admiral of Russia's Northern Fleet claimed that the Russian Navy planned to mothball its Typhoon-class nuclear missile submarines after the Navy's top admiral decided not to modernize their missiles. A Navy spokesman said it wasn't so and besides he was leaking state secrets. The two admirals have been feuding for some time. The Northern Fleet admiral was recently handed a suspended four-year prison sentence in connection with the sinking of the decommissioned submarine K-159 while under tow with loss of nine crewmen.

The Indian Navy launched the *Satpura*, a second indigenously built P-17-class stealth frigate. The Australian Navy will have to

modify its two main transport ships and redesign new amphibious landing ships to carry 59 Abrams main battle tanks being acquired from the Americans. The tanks are used but 5,369 of each tank's 6,265 parts will be replaced and the rest checked and replaced if necessary.

Ferries

A Texan thought he was driving on U.S. 90 and was looking for I-10 so he went around a stopped car waiting for a ferry and disregarded a control arm. Looking ahead, he slammed on the brakes. Too late. He and the car and two of his children went off the ferry's dock into the San Jacinto River. All three survived but the water sobered him up.

The Alaskan ferry *LeConte* ran aground on the well-charted Cozain Reef and tore two long holes in her bottom. Two tugs and anchors held her atop the reef until some bunkers were offloaded. As the tugs readied for a pull, she floated off on her own. The master and first mate were discharged.

On the Great Lakes, the fast ferry *Lake Express* started operating between Muskegon and Milwaukee with relatively little trouble, but not so on the Rochester-Toronto run where the fast ferry *Spirit of Ontario* ("The Breeze") had multi-million dollar problems with its four engines, terminals, customs arrangements, and last-minute problems with new U.S. laws that require the presence of both a Lake pilot and a docking pilot. Although the ship is currently registered in the Bahamas, the company points out that the ferry is owned (actually it is chartered from the builder) by a U.S. company and has a U.S. crew, and pilots would not be familiar with Rochester port since it has been defunct for years. Negotiations continue as lenders get increasingly skittish. Service, due to start May 1, hadn't started by mid-June.

Cruise Ships

Fewer cruise ships are stopping at Gibraltar now that Spain is barring them from Spanish ports if they had first stopped at Gib. And the *Queen Mary II* had to skip its first call at Gibraltar when plans to dredge its berth fell apart.

Norwalk-like virus symptoms hit nearly 350 passengers and crew on the *Island Princess* in southeastern Alaska. The *Mona Lisa* ran aground in Venice, providing her 1,000 passengers with a good view of St Mark's Square.

Mitsubishi delivered the renamed *Sapphire Princess* to Princess Cruises only 17 months after a shipyard fire destroyed 70% of it. She and sister *Diamond Princess* (formerly *Sapphire Princess*) are the first two cruise ships delivered to a European owner by an Asian shipyard.

Building and Scrapping

In a £250-million regeneration effort, a 77-acre former Clydeside shipyard will become Clydebank Re-Built, with 1,200 homes plus retail, leisure, business, museum, and educational facilities. The giant crane "Titan" will tower over the site as a memento of the shipyard and the slipways that launched the Queens will remain as walkways.

Panic hit Alang as prices paid for ships to be scrapped in India dropped sharply and ships lined up awaiting better offers. Prices had reached a record peak of \$420 a tonne in

China in March and in Bangladesh in April but recent bids of \$250 have been attracting few ships for demolition in China.

Piracy and Terrorism

The IMO said an Automatic Identification System can be turned off in specific areas if ship officers fear that its information could help terrorists or pirates.

In the southern Philippines, three hostage tugboatmen were expected to be handed over by Abu Sayyaf rebels but it was four hotel workers, held for more than six months, who emerged from the jungle. Malaysia's six locally built modern patrol boats will be patrolling its waters by the end of 2007. The Indonesian Navy stormed the hijacked oil tanker *Pematang* and killed three hijackers.

Terrorists made a rocket attack on an Israeli patrol boat in the Nahariya area but missed.

Security has been sharply tightened for a group of cruise ships at Piraeus that will provide housing at the Olympic Games in Athens.

When a Lawyer Is Needed

Spanish police arrested the master and two senior officers of the cargo ship *Wisteria* for forcing four Senegalese stowaways onto a one-man raft more than 1,000 km south of the Canary Islands.

The master of the *Sea-Land Express* and two other others of his crew may be charged with negligence by the U.S. Coast Guard. His vessel went aground at Cape Town last August and the incident got attention when undeclared cargoes including uranium ore were found on board during salvage operations.

Environmental Conflicts

Dredging is needed worldwide, but increasingly environmentalists cry out that it disturbs contaminated bottoms and thus spreads pollution. One recent example: A special British barge carrying wings for the giant Airbus A-380 airliner made contact with the bottom on its passage down the River Dee. (It sat there for several hours until the tide rose but a spokesman claimed "the barge was not stranded.") At issue between environmentalists supported by the Environment Agency and Airbus is whether the river should be dredged.

And German shipyard Peene-Werft may close, costing 1,500 hundred their jobs, if dredging is not allowed. The local government wants to make large areas of the river into an environmentally protected area. Some day soon there must be workable compromises between the dreams of the greens (80% of whose possessions traveled by sea at some time) and the reality of clogged waterways that can no longer carry vessels.

Another LNG offloading terminal in New England is unwanted by some, so a Rhode Island state representative introduced legislation that would bar LNG tanker passage under the state-owned Mt. Hope Bridge, a "No LNG-Tanker Passing" zone, if you will.

Expansion of the Panama Canal is needed to accommodate ever larger ships but can that small country afford the financial, human, and environmental costs? Improvements might cost \$3-\$5 billion and the country already is \$9 billion in debt. A referendum is expected next year. As one canal booster explained, "We have 2.8 million ex-

perts on the Panama Canal."

Greenpeace went on trial in Miami under a rarely used old law originally designed to keep prostitutes from luring sailors from their ships. Activist had boarded the *APL Jade* three miles from the Port of Miami to draw attention to mahogany logs in its cargo, allegedly contraband from illegal logging in Brazil. Six activists were arrested, found guilty, and spent a week in jail. But prosecutors decided to go after the organization itself and used the 1872 statute, used only twice before. The judge ruled in Greenpeace's favor but said Greenpeace was lucky and might not be the next time. Greenpeace's website promptly claimed a "Free Speech Victory."

MARPOL Annex VI calls for global use of low-sulphur fuels after May 18, 2005, and the industry had better be ready, warned the International Bunker Industry Association. Accordingly, Washington state ferries will use low-sulfur (350 parts per million) oil in place of the current 3,500 ppm fuel now used, but the ferry *Elwha* will use ultra-low-sulfur oil (15-30 ppm) for a year as a test. The low-sulfur fuel will cut emissions by 90% and cost about a penny per gallon more.

Odd Bits

In 1802, Admiral Lord Nelson called for thousands of acorns to be planted in the Forest of Den and now some of the oaks will be used in a restoration of his flagship *HMS Victory*. When originally constructed, the ship consumed 6,000 trees, mostly oaks.

Ship-manning levels are being cut so deep that preventable accidents are increasing. In the same general category, nearly 50% of all accidents seem to involve ignorance or disregard of the international regulations, so the North of England P&I Club has published a new guide to the rules of the road. Other accident-causing factors are GMDSS false warnings, VHF radio chatter, VTS reporting, and paperwork. Please note that the Navy types don't fare very well either, the U.S. Navy destroyer *USS Carney* and British frigate *HMS Sutherland* collided lightly during exercises off North Carolina and a ditto bumpy-daisy between frigates *HMS Argyll* and *HMS Kent* off England.

In 2003, more than 390 ship accidents occurred in German waters, with 12 deaths and 53 injured. Dry cargo ships were involved in more than half of the accidents.

When 200 veterans stepped ashore from a ferry for D-Day memorial services in Normandy, they were greeted by two lines of sailors and marines plus Britain's First Sea Lord and the French Navy Chief of Staff, both of whom shook each veteran's hand.

The 170' barque *Lord Nelson* hit London's Tower Bridge when the master tried to turn the training ship in a strong ebb tide. More ego damage than actual damage ("a scrape and a bump"). A tug hauling empty rubbish barges pulled the ship free from the bridge's clasp.

BP will replace its North Sea on-scene rescue boats with several SAR helicopters on standby and four large regional support vessels, each carrying fast rescue boats. Oil and gas workers on the platforms complained that the "evolutionary" change removes the locally stationed boats that may divert shipping from colliding with a platform and increases response times to an accident.

In Torquay Harbour, the last surviving

"little ship" from the Dunkirk rescue effort in May of 1940 is getting a new lease on life. The 40' motorboat *Lady Cable* brought 570 men off the beaches.

Calypso, Jacques Cousteau's famed base ship, is in very sad shape at the Rochelle Maritime Museum in France because millionaire Loel Guinness (who owns the boat) and Cousteau's widow (who owns the right to exploit the image of the *Calypso*) cannot agree. As the museum's director summed up, "The whole thing disgusts me. Everything that's not broken is rotten and everything that's not rotten is broken."

Head Shakers

Metrostar Management ordered a VLCC built. Before work even started its value had appreciated by \$2 million in one week.

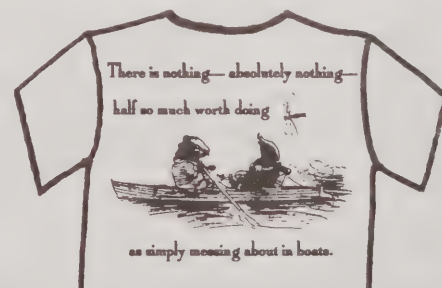
A boaters' rendezvous off the Gulf of Mexico coast featured a barge with a band using a sound system whose 150,000 watts could be clearly heard a quarter mile away. Under the system's crane-suspended speakers were portable toilets for the public.

Three Hare Krishna pilgrims decided to drive a horse-and-buggy from Pennsylvania to Argentina but were stopped when they tried to board a ferry in Texas, where it is illegal to bring unconfined animals or animal-powered vehicles aboard a ferry. The Sheriff's Office borrowed a livestock trailer to speed them on their way south.

An offshore Florida sandbar attracts hundreds of weekend boaters that use the sandbar's beach or wade between boats. Available on-scene are three restaurant boats specializing in Mexican food, Domino's pizzas, and Good Humor ice cream. Orders are usually pick-up but can be delivered by a young lass on a jet-ski.

The Washington state auditor has been trying to find out why \$3.5 billion in state funds are unaccounted for. One reason may be three ferry fare collectors, who were caught stealing amounts of \$266, \$782, and \$794.

When the car carrier *Hyundai 105* sank, lost were the ship and 3,228 vehicles. But Hyundai Motors exulted because the cars belonged to the dealers who had ordered them and the ship had been sold to others. The company expects to earn some \$34 million in re-orders for the lost cars.



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Underway on the Manatee River near Bradenton, Florida.

Fairehope is a 21' gaff rigged sloop designed by Nelson Zimmer in 1946. She was commissioned by a client in Auckland, New Zealand, who wanted a robust coastal cruiser. The design has been featured in *Rudder* magazine, later in the *National Fisherman*, and finally in *WoodenBoat*. As an interesting aside, in my correspondence and conversations with Mr. Zimmer, he told me that although he had sold dozens of plan sets throughout the years, I was the first person to acknowledge receipt of the plans, much less send him photos or comments on a completed boat (see sidebar).

My first acquaintance with the design was the *WoodenBoat* #58 commentary on the boat by the late Joel White of Brooklin Boat Yard (see *Classic Boat* #174). I was contemplating a re-entry into the boating world, being reduced at the time to a 12' fiberglass (GRP) Whitehall style rowing boat. The cause of that reduction had been economic, and although I once more had an adequate income flow, the purchase of a boat, or the building of a boat by a professional builder, was out of the question.

Somehow the plan profile looked so right to me that I became (to borrow a phrase) "boat struck." Joel White's very favorable comments completed the decision in my mind that I needed and could build this particular one. I must state at this point that prior to this event, my sole boatbuilding experience had been plank on frame models. I had no illusions about my woodworking skills, which are capable but well below average for someone about to embark upon a boatbuilding project. What I did know was that somehow, through force of will if need be, I could be the life force behind the creation of this boat and that I must do it.

That decision, whether to rescue some derelict classic or build a new one, was the easy part because love is in the air and we are usually blinded to reason by it. Then, at some point, if we are to get beyond contemplative dreaming, we must begin to deal with reality. For my own part, once the decision was made I simply started the project as

Building *Fairehope*

By Turner Matthews

though I knew what I were doing. Having now been involved over the years in a total of four boatbuilding projects, I have had much time and opportunity to reflect upon the mental processes that are needed for success.

I do believe two things were vital to this project's well being. First, I had to envision and never lose sight of the completed project. How it would feel to sail, what I would do with and enjoy about it, and how much pride I would take in its completion. I needed to make it so real that the building was just some minor obstacle. That then became not a goal, but rather a reality in my mind. Secondly, once begun, I had to focus only on the work involved in each phase of the project, not projecting to the mass of uncompleted work which lay beyond.

A wooden boat, particularly one which is traditionally built, is a very complex organism, but most particularly so once it is completed. The component parts, however, are individually simple forms which are then connected to other simple forms and so on. This is in no way meant to minimize the amazing skill needed to properly fit and connect all these pieces together into the completed boat. It is presented solely to conceptually reduce the actual construction down to the fitting of these pieces together.

As to my own process in building *Fairehope*, the first thing I did after receiving the plans in the mail was to visit my friend Bob Pitt, who had apprenticed with Charles DeHayes, a Welsh shipwright who had emigrated to the U.S. after WW II. My purpose in the visit, aside from the excitement of showing him the plans, was to enroll him into helping me with the project. Once he agreed the project began in earnest. I obtained a building code variance from our city to construct a temporary shed in my front yard in which to build the boat. I bought Allan

Vaites' excellent book on lofting and learned enough to draw the backbone and other major pieces, installing the lofting panels as the north wall of the building shed, convenient as patterns for shaping the pieces, and inspirational, as the whole boat was there to see, albeit two dimensional.

As for sourcing materials, Bob had a friend who was owner of a small saw mill and who had some excellent live oak which had been curing in log form for about four years. Live oak, although not used commercially to any extent in boatbuilding, is amazingly strong and resistant to rot, in part, I suppose, because of its lack of any particular grain pattern. It is more like a maze and my own belief is that the spores that cause rot get confused and really can't find their way in or out. It cannot be considered a dimensionally stable wood, however, so its best applications are in larger sections only where the movement is minimal and the fastenings are large. In addition to using it for the keel and backbone, we also cut some natural crooks which we used for quarter knees and the breasthook. The hull is planked with 7/8" juniper with a mahogany sheer strake of 1-3/8". Construction of the hull from chine to deck is batten seam with mahogany battens, fastened with copper rivets. The bottom was carvel planked and fastened with silicon bronze screws.

To begin a boatbuilding project in earnest, one simply needs to, quoting my late friend, Jim Bristol, "cut wood." So began the project, weekend after weekend. I started to realize just how many pieces of wood must be cut. I became aware of my abysmal lack of skill in fitting them together and how dependent I was upon others for help. It was somewhere in these relatively early stages that the reality of the whole project descended like a cloud of doom. This was where the previous creation of the absolute vision of the completed project became vital.

I looked around and saw a pile of carefully stickered juniper waiting to become planking, pieces of noble live oak begging to become a robust backbone to which the planking could be attached, a building shed with the tools purchased for the construction, and I saw the beautiful two dimensional shape on the wall waiting patiently to be freed from its static existence. For me it was well past the point of no return and I realized that I had arrived there by a blind act of faith that the project would be done. That blind faith, or "leap of faith" as Kierkegaard would refer to it, is the threshold which must be reached before the dream can be realized. You must make it so real that it can't "not happen."

How each of us deals with the completion, if we have gotten beyond the threshold, is not the purpose of this writing. For my part, in this project and three subsequent ones, there were happy ending/completions.

Fairehope was launched after three years of weekend work with steady paid assistance from Bob Pitt on the hull and from Jim Bristol, who did a compressed period of four months of daily work at the end to complete the decking, cabin, spars, and rigging and prepare it for launch. I have now been sailing *Fairehope* for 15 years. She has met and gone beyond any expectations and dreams I may have had. Her home water is Florida's Manatee River, which flows into the Gulf of Mexico through the lower part of Tampa Bay.

I did trailer her to Mt. Desert Island, Maine, for a *WoodenBoat* Show at Southwest Harbor, just to sail for a bit among the many traditional boats there, of which Florida is sadly lacking. Mostly, however, I use her for day sailing with occasional trips up or down the coast, much as she was designed to do. I truly hope that those others which may have been built continue to give their owners as much pleasure.

Details

Fairehope is 21' on deck, 23' overall. Her V-bottom hull shape has moderate deadrise to the chines. She has a centerboard and as designed draws 2' with the board up. Beam is 7'2". Total sail area is 260sf with 200' in the main and 60' in the self tending jib. She is at her best in 10-15 knots unreefed or 15-20 with one reef. The scantlings for a 21' boat are impressive, as are the structural specifications which include a full set of hanging and lodging knees. Her motion is that of a much larger boat and several friends have commented that the only thing she lacks is about 10 more feet of length. With a water line length of only 16' hull speed is limited, but I have seen 7-1/2 knots on a really favorable broad reach.

With the designer's blessing we made some changes. Instead of the deep cockpit he designed we installed a bridge deck and a self-draining foot well. As well as improving the seaworthiness of the boat, it allowed us to tuck a 2-cylinder 11hp Vetus diesel under the deck. It is offset to port so as not to weaken the keel/deadwood and has functioned quite well, notwithstanding the increased rudder angle and force required to steer under power. Maximum speed with engine is 6-1/2 knots with an easy running speed of 5-1/2 knots. We also rigged running backstays and added a small bulwark to replace the toerail and to allow us to raise the cabin height for sitting headroom while visually retaining the pleasing profile as drawn. Initially, as specified, we added around 600 lbs. of cast lead ingots as internal and trim ballast.

Although this arrangement never caused any known problems, I was never comfortable with the concept, plus it made very difficult work of cleaning the bilges. We now have removed most of it and added 500 lbs. of external lead in the form of a 4" shoe to the keel which is bolted through the floors and bed log on each side of the centerboard. By blind luck, I suppose, the boat's wonderful motion was retained and she is noticeably stiffer.

For someone seeking a traditional shoal draft small coastal cruiser to build, I can think of none better.



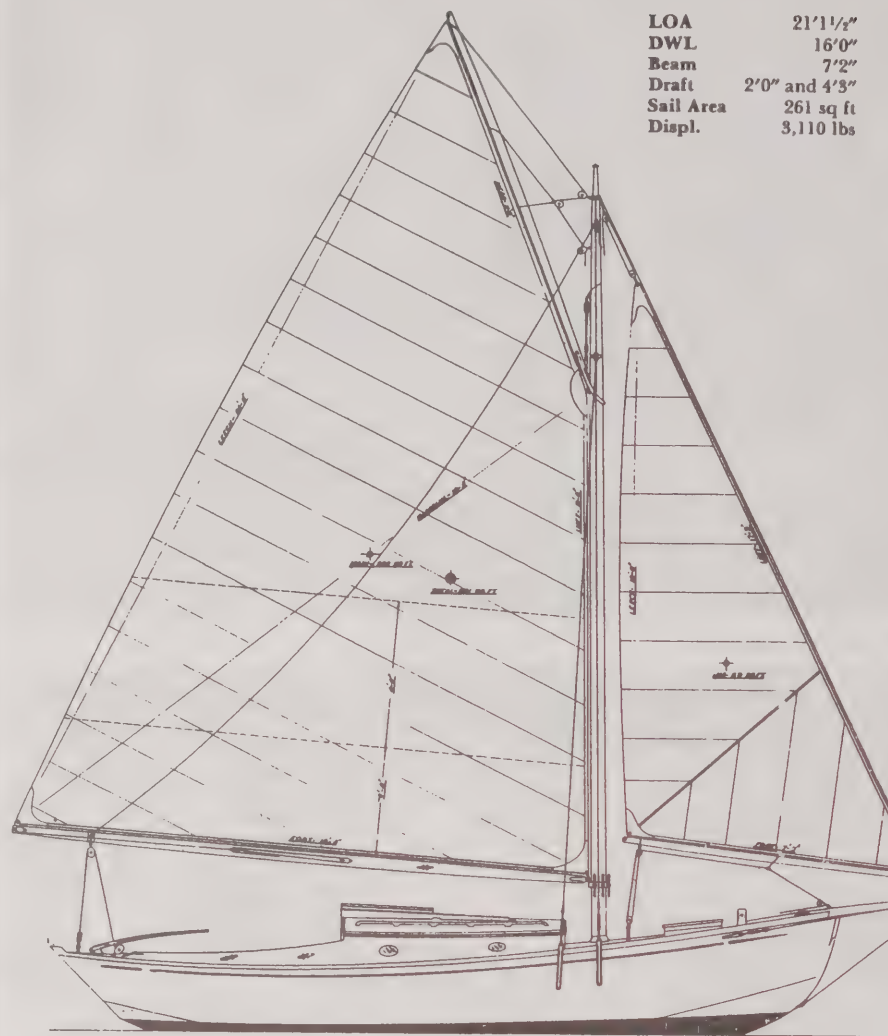
Live oak stem was the first piece I cut.



Live oak keel piece was a bargain at \$35.

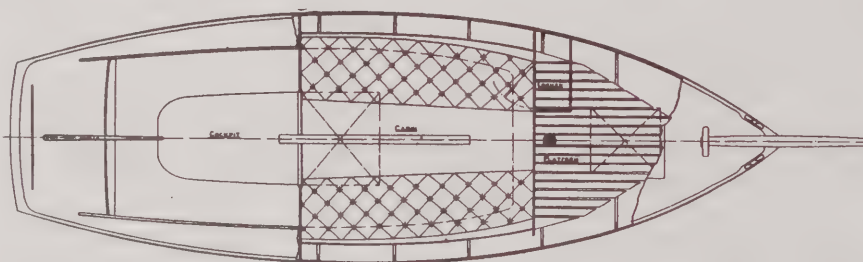
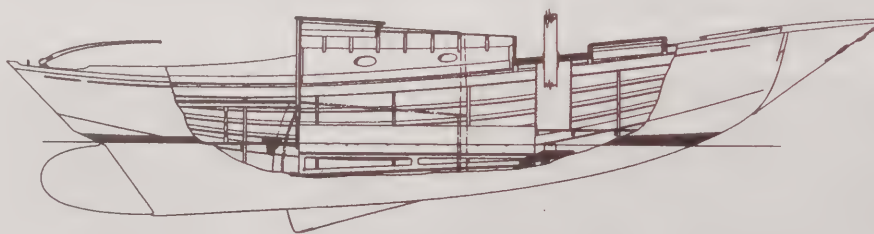
Working on centerboard cutout in keel.





LOA	21'1 1/2"
DWL	16'0"
Beam	7'2"
Draft	2'0" and 4'3"
Sail Area	261 sq ft
Displ.	3,110 lbs

A 21' sloop designed by Nelson Zimmer



Frame up completed.

Mast construction details showing aluminum foil liner hopefully to reflect radar. I haven't yet been run down so it must work.





Temporary building shed (requiring special zoning variance) in front yard. (I had no backyard) showing lofting on north wall.



Aft deck showing footwell cutout.



Interior view showing rugged framing. Intermediate frames are Douglas fir.



Haulout for replacing engine, repairs from dock damage and addition of lead shoe.

The Designer Rarely Hears

June 16, 1988:

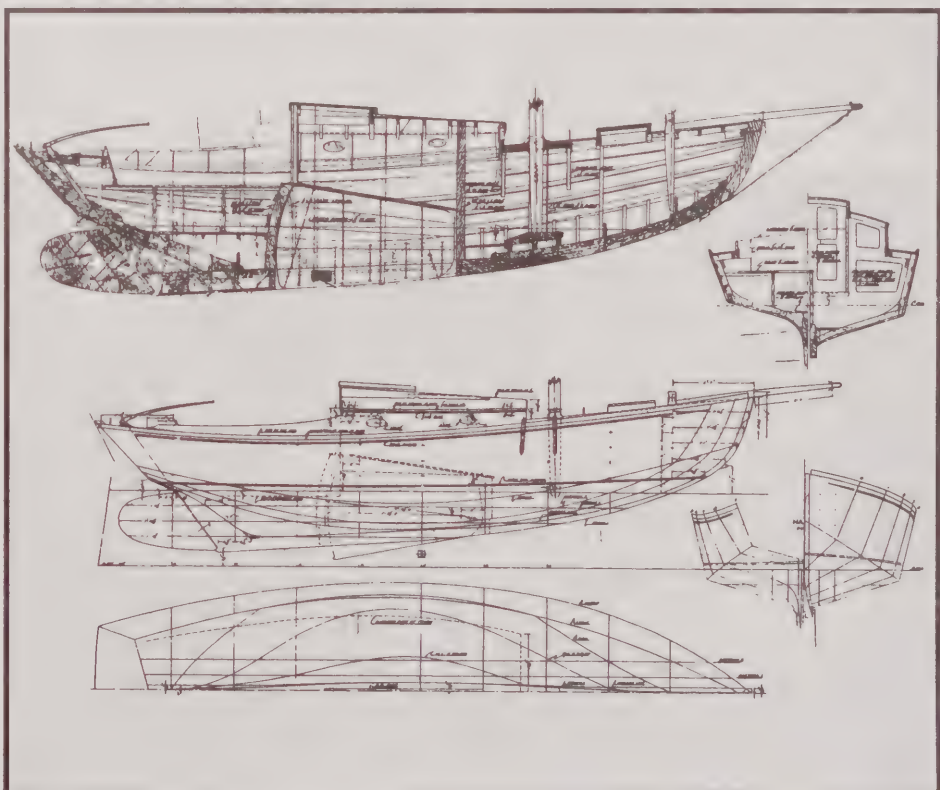
Dear Mr. Matthews:

It was indeed a great pleasure to receive your thoughtful letter about the little sloop. Mark was correct when he told you that I rarely hear from plan buyers, or even those who commission me for a custom design.

I designed the little shallop in 1946 for a man in Auckland, New Zealand, as a stout coastwise cruiser. The design was featured at that time in the dear old, but now defunct, *Rudder* and later appeared in the *National Fisherman* and finally, as you know, in *WoodenBoat* #58. I have not kept a count but over the years I must have sold some dozens of plan sets. You are the first to acknowledge receipt of the plans, let alone comment on the design. I can only recall four other responses over the years, and friend Mark was one of them. But I guess this must be par for the course because other designers tell me of similar experiences.

I'm pleased that she turned out to your satisfaction and it was a treat to see the photos. I have accepted your kind offer and have kept four of them. The others and the slides are enclosed.

Nelson Zimmer, Naval Architect





Old man Hoover in a box boat.

Rowing Record of Walter M. Hoover

1913: Rowed in Junior 8 that beat own Senior 8 for National Championship

1914: Rowed in National Champ 8. Also won Junior and Senior Singles.

1915: Set record for 1/4-mile dash that stood for 47 years.

1916 to 1918: In Army.

1919: Lost three races at National and Service Men's Regatta.

1920: Designed single with full bow and elliptical shape bottom below nominal water line which had 8.9% less wetted surface and had boat built by Sims of Putney, England. Used this single to win Diamond Sculls. The next year, of 13 entries, 11 had "Hoover" boats. In 1926, Pocock, feeling the pressure for full nosed bows, came out with his "tear drop" design but missed the elliptical bottom feature, as have most boat builders throughout the world.

1921: Won 1/4-mile dash, Intermediate Single, Senior Championship Single at Buffalo.

1922: Won World's Championship, Single Trophy in Philadelphia and Diamond Sculls at Henley on Thames, England

1923: Broke oar and lost at Henley.

1924: Did not compete.

1925: Lost to Beresford at Henley.

1926: Designed and had built first single with moving outriggers and oar locks. Conducted tests at Naval towing basin at Washington, D.C. Won Canadian Singles and Doubles Championships as well as the 1/4-mile dash. Designed aluminum alloy single for Naval Academy, rowed and coached at Undine Barge Club of Philadelphia, winning 42 races, a record.

1927: Did not compete.

1928: Tried comeback but was beaten by Ken Meyers. I was 33 years old.

1950: Invented the single legged outrigger, which springs out in middle of stroke to give a wider spread and, therefore, more power.

1952: Coached Detroit Boat Club and put double on Olympic Team. Was alternate on Olympic team.

1956: Coached Detroit Boat Club, put seven men on Olympic team, and was made small crews coach. My five crews won two golds, two silvers, and one bronze. Head coach Ratchsmith's eight won and his four with cox lost. U.S. crews have not done this well in all five Olympics since.

1980: Designed completely new concept in single racing shells.

Walter Jr. and his boys.



The Hoover Box Boat

By Walt Hoover (From Walter Hoover, Jr.)
Reprinted from *The Oarsman*, April 1979

In 1920 I designed a single and had it built by Sims of Putney, England. With this boat I won the national championship at Buffalo in 1921. I then designed two more singles, a 24-footer and one 26-footer slightly deeper than the first but basically the same. With the 26' boat I won the World's Championship and a month later the Diamond Sculls at Henley on Thames, England, in 1922. The following year, of 13 contestants for the Diamonds, 11 had "Hoover" boats.

These boats were different in two ways. First, my idea to cut down the head resistance was to make them like most fish, bull nosed. This was later proven erroneous, but it was still a good idea for the full bow caused the nose to ride out of the water when the boat was travelling fastest; that is, between strokes. In 1926 I was asked to design a boat for the Naval Academy, and in preparation for the design we conducted a series of tests at the Naval towing basin at Washington, D.C. The Naval Academy brought several eights and I took four singles, one 9" wide by 33' long, two 26' regular singles, and one bull nosed 24' single. The test results were surprising. There was no measurable difference in head resistance between the extremes of design. The conclusion was that the sole resistance of a racing shell was the skin friction.

This same year, 1926, six years after my design, Pocock came out with his version of the full bow single and called it his "tear drop" design. However, he missed the main difference, as have most other boat builders. Here is the second and most important change from common practice; in section, the bottom of the boat from the waterline down is elliptical. This cuts wetted surface almost 9% over the half round type. Further, design is easy as all sections are elliptical and, therefore, no other longitudinal sections are necessary other than a smooth plan and side view.

So much for racing shells, now a word about box boats. I made my first box boat in 1929 and have built six since, one a box boat double. They all had the same plan and side view as a racing boat, only the bottom half is square. Most were made of 1/2" redwood. These singles weighed 60-65 lbs. The last boat I made last year was of 1/8" Philippine mahogany, which is really a cedar and quite light. This boat weighs 43 lbs., which is less than most plastic gigs and workboats. It probably takes as much labor to make as a racing shell but no form is needed and a person handy with tools can make one.

The beauty of these boats is that, due to the straight sides, no fin is necessary and the boats can be laid right side up on the floor, beach, or wherever. They are about 20 seconds slower than shells in 2000 meters but fine for races in training. They are no more stable than a shell and one can transfer from a box boat to a racing single and have the same feel and balance.

When I offered to describe how to make these boats to the NAAO, Boyce Budd wanted to know if I was qualified to design one, while at the same time selling plans for Gardner's boat, which is completely impractical and clumsy. Now, Jim Gardner is a close

friend and a great oarsman; in fact, he was working with me at a mine in California doing diamond drilling when I told him about box boats and gave him a sketch showing how they were made. Instead, he went off on his own idea and came up with a bummer. However, the NAAO should stop selling these plans as they are an unintentional fraud on the rowing public.

As long as I am on the subject of boats, I hope something will be done to put a minimum weight on racing shells and oars. And why not? A track and field man would not be allowed to use an 11-lb. shot or an underweight discus. The use of exotic materials in racing shells and oars has made them so costly few clubs can afford competitive equipment. I think a practical approach would be to limit

weight of shells to 28 lbs. per man plus 6-8-10 lbs. for coxed boats. Thus, a four without cox should not weigh less than four times 28 lbs., or 112 lbs. pounds, or a four with cox 120 pounds. These weights are almost exactly the minimum that a shell can be made to weigh when constructed of Spanish cedar.

Application of such a rule would not be as difficult as it may seem. Manufacturers could be required to place a certification of the boat's weight on each shell. Existing shells should be weighed and a certification placed on them. This would also stop misrepresentation of boat weights by manufacturers. Incidentally, speaking of misrepresentation, at the Minneapolis Rowing Club we have three singles by one manufacturer, one sold as a lightweight single, one for a middleweight,

and one for heavyweights. All are identical. That is not as bad as it sounds. If you take a single designed for a 150-lb. man and put a 200-lb. man in it, the boat will only sink approximately 1/2" deeper. Oar weights should also be regulated. Weight is very important. An approximate rule of thumb is that 2 lbs. per man reduces time over 2000 meters by one second. Thus, a four, 8 lbs. overweight, would be one second slow. A modern carbon fiber single shell can weigh as little as 23 lbs. pounds, about a three-second advantage over a light cedar boat and five or six seconds faster than a modern two-ply wooden single.

Such a rule would stop the costly striving for lighter and more fragile shells and put the competition back where it belongs, between the oarsmen.



Side panel layout.

Boxed up.



Framing of box boat of 1/8" plywood.



1/8" deck, straight to make fitting of box easier.

Redwood boat.



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Paul Day and his family and friends live in Kalgoorlie, Western Australia, about 240 miles from the sea, much further to the nearest river, with an annual rainfall of 10" to 20" (in Boston, for instance, we expect 40" to 50"). However, the rain in Kalgoorlie comes in bursts and then they have temporary lakes, some quite large. People thereabouts often keep small boats to sail when the lakes are full.

Paul built one of our 31' folding schooners (we described this design in *MAIB* Vol. 17, No. 7, August 15, 1999). One of the photos here shows the forward 15- 1/2' assembled in his workshop, since one of the handy features of this design is that it sails like a 31-footer (albeit not very roomy for its length!) but it can be built like two 15-footers and stored like one 15-footer.

Heavily manned (we count 13 people in the lead photo), she served as flagship of a camping pirate fleet with great satisfaction. One anecdote was that, "the camping area is quite denuded of firewood and the surrounding area is too boggy to access the nearby Mulga forest. Most other groups resorted to hauling a few sticks from 5km back down the road, but we just kept loading up until we could only just get over the rockbars in the creek. There was over half a tonne of wood and stumps."

Bolger on Design A Folding Schooner in the Australian Outback

The folding schooner uses daggerboards and, rather unwisely in the distant past when the design was made, a rather deep high aspect ratio rudder. These transient lakes naturally tend to be shallow, especially around the edges, and these arrangements badly limited the sailing. A sharpie like this hangs on better than might be expected "chine sailing" with the daggerboards partly or even wholly raised, especially one like this that has the chine logs on the outside, but they had to resort to steering with an oar, seldom very satisfactory even after learning that it works better to twist the oar than to sweep it.

Paul asked us for suggestions and we responded with a very rough sketch of a rudder with a long, shallow blade and a big end plate. The sketch is not reproducible, but the photo shows what Paul made of it. He reported that, "it worked really well. Right from

the start I handed over the helm to a friend with no sailing experience and he had no problem at all. The longer rudder would often stall at low speed or tacking in light air, but this is no longer a problem." Actually, we've designed end plate rudders quite a bit shallower than this one and they work if the end plate is broad enough.

We also suggested adding a couple of courses to the designed 1-1/2" shoe to give her a 4-1/2" keel the full length of the boat. They didn't get around to that, but it would have let her hold on somewhat better than relying on the chines. Long shallow keels aren't an efficient type of lateral plane in the sense that they have more drag; that is, are slower than a shorter, deeper keel or centerboard. But they allow a boat to sail to windward in shallower water than any other device. They're very good for getting away from a gently shelving lee shore, for example, which may be why the Vikings used them.

For the times and seasons when there is no water in some or all of the lakes they have other resources, such as *Vindicator*, which has sailed at a measured and certified speed of 144kph (78kts or close to 90mph statute). This machine is bigger than it looks, being 24' by 15', but it's a wonderfully simple affair. It does need some unusual territory to show its best paces!



Half a schooner under construction.



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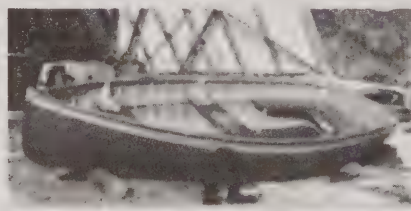
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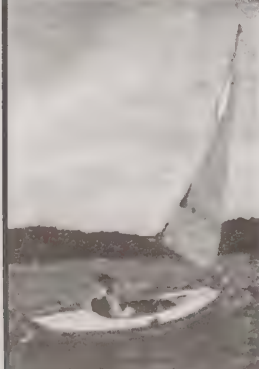
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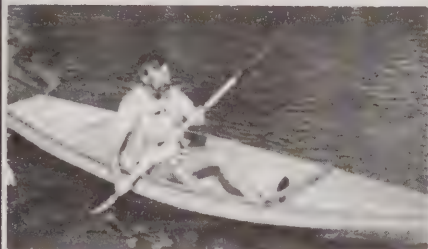
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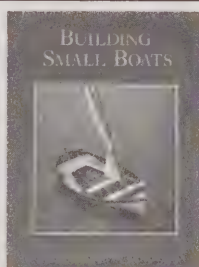
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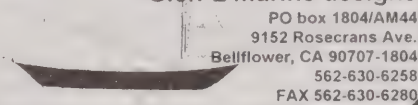
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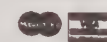
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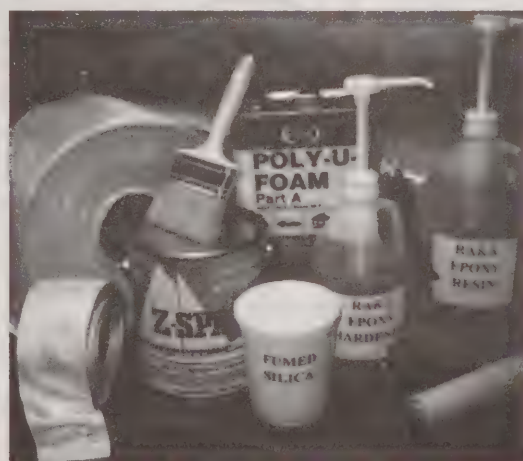
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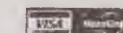
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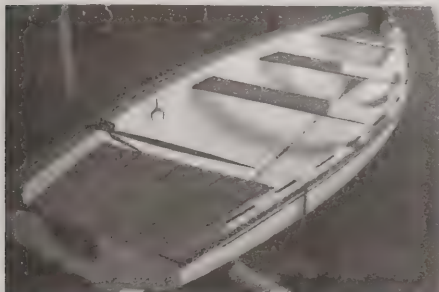
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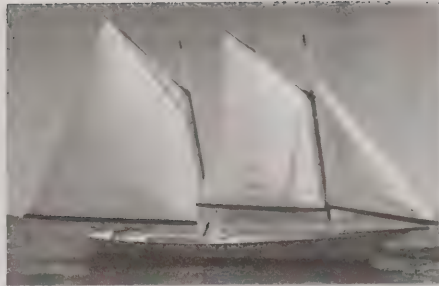
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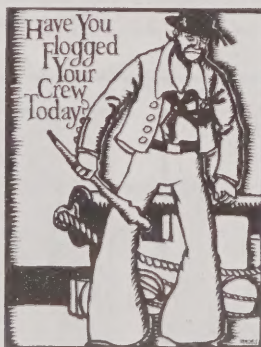
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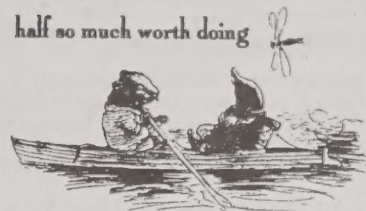
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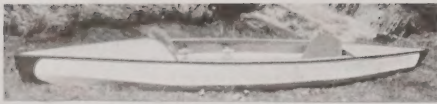
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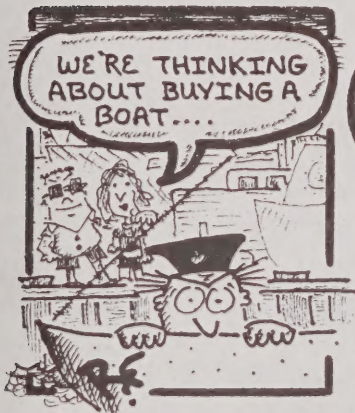
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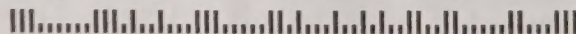
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