PISCATAQUA

A new gundalow for New Hampshire

CREDIT TK

by Jenny Bennett

The whole neighborhood, it seemed, had come out to watch. Slowly but surely, the tractor-trailer inched its long, heavy load down the narrow street, around impossibly tight corners, and at last onto the bridge that led to Peirce Island and the launching ramp. It was a happy, excited crowd of onlookers. Some were little more than curious passers-by, but many had waited for this moment with passion and patience for a decade or longer. This short journey from building yard to riverside was the culmination of years of effort—of fundraising in hard times, of defeating the naysayers time and time again, of sheer hard work and Yankee determination.

On the trailer sat an unlikely vessel called a gundalow—a riverborne cargo barge whose ancestry dates back over three centuries. As her merry band of followers crossed the bridge, a few eyes glanced back toward an older gundalow hunkered down by the wharf. Almost 30 years ago, the day had been hers, but this morning she lay uninvited, almost forgotten, a few hundred yards from the celebration. Yet without her, the new boat would never have been.

Gundalows, like so many working boats around the world, are unique to both time and place. The Piscataqua region of New Hampshire and Maine, settled in the 1600s, is an area of hundreds of miles of interconnecting waterways. Six principal rivers—the Salmon Falls, Cocheco, Bellamy, Oyster, Lamprey, and Squamscott—flow into the Piscataqua and, 12 miles downstream, into the Atlantic Ocean. On their way they pass through Great Bay and Little Bay—lakes of tidal water that drain to mudflats and salt marshes at low tide. At the rivers' navigable heads stand

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the towns of South Berwick, Dover, Durham, Newmarket, and Exeter; on the Piscataqua itself are Newington, Eliot, Portsmouth, Kittery, and New Castle. For some 250 years all were connected by the humble gundalow, a flat-bottomed barge capable of carrying heavy loads through the fast-running deep waters of the Piscataqua as well as over the drying shoals of the bays and upper reaches of the tributaries. These boats were of simple construction, plank-on-frame without keel, often built by farmers in wintertime using lumber from their own woodlots. Launched in spring and worked hard, they had an average life expectancy of fewer than five years. When the rivers were free of ice from about March to December, gundalows carried agricultural produce to the towns; salt hay to the farms; bricks, coal, iron, cord wood, and raw materials to the mills at the upriver falls; finished products to the busy downriver port. Barely noticed by the general populace, the gundalow was the indispensable cog in the regional economic wheel.

In its earliest form the gundalow was little more than a flat-bottomed, deckless scow, without transom, rudder, or sailing rig, some 20′ to 30′ in length, with a draft of between 1′ and 4′ depending on load. With no sail it was carried along by the river's current and maneuvered with either poles or sweeps.

As the upriver settlements grew, so the gundalow became more sophisticated. By the early 1800s the boats were decked in the ends and, although still mostly without a true sailing rig, had a fixed rudder and a small cuddy cabin aft, and occasionally carried a square sail for downwind work. By the late 1800s boats of the type had grown to a length of about 70′, were fully decked for ease of loading, and had gained a leeboard and rig—a single lateen sail of about 1,000 sq ft bent to a long yard that pivoted on a rotating stump mast of some 12–16′ in height. When required, the counterbalanced yard could be swiftly lowered and raised again, allowing the gundalow to shoot under bridges or moor up beneath overhanging wharf buildings.

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The river's current, more than the vessels' sails and sweeps, was responsible for the gundalow's long success. The Piscataqua is the second-fastest-flowing navigable river in the continental United States (bested only by the Columbia River in the Pacific Northwest); as it flows through Portsmouth Harbor the river's current commonly reaches speeds of 6 knots and, in extreme conditions, has been recorded at 10 knots. Given a fair wind and tide, a gundalow could make the 25-mile journey from Exeter to Portsmouth in a little over two hours.

Viewed by many as not beautiful, the gundalow was perfectly suited for its purpose. Perhaps the best defense of the type was written by John W. Griffiths in *The Progressive Ship Builder, 1875:* "This crude apology for a vessel costs, when complete, about $1500 and we have no hesitation in stating that for river service such as is rendered by these vessels, the same amount of money cannot be invested in another type of vessel which can carry an equal amount of cargo in equal time on the same light draught of water and pass the bridge obstructions which may be encountered without necessitating the opening of draws."

Nevertheless, even as Griffiths wrote, the gundalows' days were numbered. The industrial age had transformed the region—manufacturing mills had sprung up; factories producing shoes, buttons, saddles, and printed calico had appeared; brickworks supplied materials to Boston and beyond; and the gundalows had multiplied alongside the industries. In time, however, those same industries would cause the decline in the gundalow as they sought more reliable, year-round transportation on the railroads and, ultimately, by road. Within 25 years of Griffiths's writing, the last working gundalow, FANNY M, was alone on the river. By the 1910s even she had been beached at Dover Point, never to work again.

Edward Adams—known locally as Capt. Adams—had built, owned, and worked FANNY M. As his days as a working boatman ended, the Captain turned his attention to farming, logging, and maintaining his property at Adams Point on Great Bay. Then, in 1931, he decided to build a small pleasure gundalow for his own use—the 43′9″ DRIFTWOOD, which had a keel, bowsprit, and twin-engines. Nineteen years in build, she was launched on October 22, 1950—the Captain's 90th birthday. But someone had neglected to open the engines' cooling-water intake, and as she worked her way off the shore, her engines overheated and within half an hour of her launching she was limping home. Hauled out a week later, she was blocked-up above the tideline and abandoned. Edward Adams died the following spring, and DRIFTWOOD never returned to the river.

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In 1976, Albert Hickey was living aboard the restored 112′ Hudson River barge RISING CASTLE moored at the Prescott Park Landing in Portsmouth, New Hampshire. He had previously owned and restored the 33-ton Banks schooner TAMARACK, as well as one of the last surviving steam tugs in Boston. Lately he had been talking to his friend Dick Gallant about gundalows and how fun it would be to build one. The idle conversation swiftly became a passion.

Hickey and Gallant had a mutual friend, Cyrus Sweet. Sweet had a longstanding and "fine relationship" with the legendary New Hampshire boatbuilder Bud McIntosh. McIntosh had known Edward Adams; in fact, he and his brother, Ned, had helped Adams build DRIFTWOOD. Here was an unbroken lineage of gundalow construction stretching back over three centuries—and about to pass into oblivion.

As Sweet recalls, "Al and Dick asked me to lunch and talked me into involving Bud in the building of a gundalow. Before long all sorts of people were involved." Hickey went to Strawbery Banke, a museum neighborhood in Portsmouth, and convinced its board and then-director, Peggy Armitage, that the gundalow's construction would be a worthwhile educational exhibit for the museum. And so a building site was secured. "After all," says Sweet, "if it weren't for the Piscataqua and the river commerce, there'd have been no Portsmouth, no Strawbery Banke; and if not for the lowly gundalow, none of it, none of it, would have happened."

Within months of the board's approval, the Piscataqua Gundalow Project was formally incorporated; it was overseen by a board of trustees that included Hickey, Gallant, Bob Corell of University of New Hampshire, attorney Thomas Dudley, and Sweet—then a trustee of Strawbery Banke. Bud McIntosh agreed to advise on the construction, and his friend William Baker of MIT had also been recruited. "Baker had done a lot of research on gundalows and their construction, and

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CAPT. EDWARD H. ADAMS qui bearci ommodist quis di corae et harchic iiscil est, quas ut qui que nonsequates repellessedi ommolup tatemqui tatemqui blautate lique pa illab id magni acepe que nonsequates repellessedi ommolo quas modit aut qui dolorerit aborecabo. Riant

he and Bud had many heated arguments about the build," says Sweet. "There was one discussion that ran and ran: How big should the boat be? Bud thought only about 35′ was practical, but the others wanted 70′. The others prevailed. Then the question was the build. The old boats were never expected to last long, but despite that everyone still wanted to build the boat in the traditional manner. We thought with modern chemicals—bottom paint and the like—and with proper care it might just last more than five years. But no one ever dreamed it'd still be here 30 years later."

The builders found wood in New Hampshire and Maine, and began felling trees in early 1979. Construction began soon after. While a set of drawings of FANNIE M. by the Smithsonian's National Watercraft Collection curator Howard Chapelle gave insight into construction methods, no official lines were ever drawn or used for the replica. Between 1979 and 1982 the grounds at Strawbery Banke echoed with the sounds of wood being shaped and fitted. Visitors were treated to the sight of builders Ellis Rowe, Bob Eger, and others wielding adzes, broadaxes, and great wooden mallets to hammer-in trunnels. Month after month the hull slowly took shape until on June 13, 1982, the CAPTAIN EDWARD H. ADAMS was ready to be launched. She was the first new gundalow to enter the Piscataqua river in 32 years.

A large crowd of onlookers gathered as the ADAMS was pulled slowly across the grass of Prescott Park by a team of 10 oxen. The rain that fell could do nothing to dampen spirits. John Hallett, master of ceremonies, announced, "Al Hickey had a dream, and finally it has come true." The boat was christened by Ada Lundholm, grand-niece of Capt. Adams, and a bottle of Great Bay water was broken against the cutwater. At 5:30 p.m., before an estimated 3,000 people, the CAPTAIN EDWARD H. ADAMS slid into the water.

Only after the launching did anyone seem to ask, "What now?"

For several years, the Piscataqua Gundalow Project owned the CAPTAIN EDWARD H. ADAMS. Later, Strawbery Banke took her on. She was moored alongside a pontoon dock at Prescott Park under the constant care of Michael Gowell. Every fall she was towed upriver to Sandy Point in Great Bay where, in conjunction with the Great Bay Discovery Center, she and Gowell ran programs for kids in which he talked about gundalows, rivers, history, and the environment. As Molly Bolster, today's executive director of the Gundalow Company, remembers, "Michael would row the kids out in a little rickety skiff, and I remember thinking it was an accident waiting to happen. It was crazy but fun. The kids loved it and it was magical, but it always felt like not enough."

Bolster had moved to the area with her family in 1991, when the ADAMS was nine years old. The Bolsters had come from Baltimore where Molly had worked both on the building of PRIDE OF BALTIMORE II as the purchasing agent, and on the LADY MARYLAND as an educator and deckhand. To this day she recalls her first experience on the ADAMS. "I remember stepping on board and hearing how they couldn't take her out, could only do dockside programs, and thinking what a shame they hadn't been able to figure out how to do both."

In 1995 Nick Brown joined Gowell to assist in the ongoing maintenance of the gundalow, but otherwise things continued as ever: Each year the ADAMS would be towed to York, Maine, to spend the winter at the historic John Hancock Wharf, and each spring she would be hauled out at Badgers Island on the Piscataqua: "We replaced planks and painted the bottom every year," says Brown, "and we replaced the stump mast a couple of times." But everything was done on a shoestring,

Sailing PISCATAQUA

PISCATAQUA's single sail measures approximately 900 sq ft in area. East Boothbay, Maine, sailmaker Nathaniel S. Wilson built it of Oceanus sailcloth—a synthetic fabric whose look and feel are of canvas.

The earliest gundalows were propelled by the river currents and, to a lesser extent, by sweeps and poles. When the rig was introduced, it was required to do two things: (1) provide downwind power, and (2) be quickly lowered when the vessel passed beneath a bridge. The answer was a unique lateen rig set on a tall yard and a stump mast.

PISCATAQUA's rig is largely traditional. The stump mast rises 20′ above the waterline, while the entire affair, when raised, reaches 62′ in the air. Most of the time the yard is left standing and the 900-sq-ft sail, when not needed, is furled by means of five brail lines, their ends led to each side of the boat. So, with a full complement of students, ten lines—five to port and five to starboard—are hauled to brail the sail. When fewer crew are available, just two people can furl the sail, one hauling on brail line No. 3, the other on brail line No. 5 (the lowest of the brails). To set sail, the brails are cast off and the sail is hauled out by its sheet.

To negotiate bridges, the spar can be lowered and raised with a tackle. From its stowed position at the beginning of the season, the yard is raised by a ⅝″ steel chain halyard that also acts as a pivot. There it is permanently fixed. When lowered, the head of the yard is supported at the stern by a temporary crutch. When the downhaul tackle leading from the heel of the yard to the foot of the mast is hauled in, the yard's heel lowers as its head rises. Once the yard is raised, the downhaul is secured. To lower the yard—for rig work, or to shoot under a bridge—the downhaul is eased and the process reversed. On PISCATAQUA the yard is tapered from heel to head and is hollow for most of its length; on the original gundalows the heels of their solid yards would have been weighted for counterbalance. A line led from the head of the yard to the sheet traveler is used to control the swing of the yard as it comes down or goes up. PISCATAQUA's yard can be raised or lowered manually by six people, or by three people using a tackle—but an electric windlass is used more often than not.

PISCATAQUA's stump mast, stepped in a tabernacle, also can be lowered to the deck. The yard is first detached from the mast by releasing its chain halyard and lowering it to the deck. The mast itself pivots about 2′ above deck in the tabernacle. A temporary gin pole attached to the mast at a 90-degree angle gives the crew more leverage to lower the mast.

When sailing, PISCATAQUA's yard remains to starboard of the mast no matter which tack she's on—but it's free to pivot depending on the trim of the sheet. There is seldom any need to tack in the river, because most of the sailing is with wind and tide, in which case it is easier to jibe. Nevertheless, the gundalow will tack given optimum conditions: 15–20 knots of wind and calm water. At all times under sail the leeboard is lowered so it's approximately 35 degrees to the waterline; it is raised and lowered by a simple tackle.

PISCATAQUA can sail at about 65 degrees to the wind, and according to her captain, Matt Glenn, "she sails as well as any boat on the Piscataqua River.... Sometimes she will sail against the current, but the wind does tend to blow either straight up or straight down the river, and when it's in your face, then it's time to strike sail and row…or in our case, motor." —*JB*

With thanks to Matt Glenn.

working within the constraints of an annual budget of $5,000. "She was," says Brown, "a constant worry. But Michael would always make sure she was well painted and looked good. Everything was in its place, everything put away."

The CAPTAIN EDWARD H. ADAMS had dedicated and passionate fans, but she also had her detractors. Never beautiful, she suffered from severe hogging that drew negative reactions from many. In the late 1990s Brown measured the size of the problem. "I put the gauge alongside the sheer clamp almost end to end and in 60′ she had about 8½″ of hog. Someone decided we should try to correct it, that perhaps it was like a flatbed trailer that shows a reverse camber when light. So we put a load of granite on the middle of the deck and carried it around for a few years. Of course, it didn't work; all it did was push the boat down in the water so that a seam that had never been wet was now submerged and she leaked some more!"

Then, in 1999, a new director came to Strawbery Banke. Kathleen Mullins had come from heading the Montpelier estate in Virginia and knew nothing of the sea, the river, or its boats. The gundalow would have to find a new home.

The ADAMS was saved by a handful of local friends who formed the nonprofit Gundalow Company and

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took ownership of the boat in 2002. Among the members of the board were Molly Bolster, Joey Donelly, Cynthia Raymond, Cy Sweet, and Jeff Taylor. "Everything was wrong," says Taylor. "We didn't have a clear vision… really our only goal was to keep the ADAMS afloat. We had no program, no money. But we knew we had to campaign the boat, we needed visibility; we needed to get it out doing things. It needed to justify itself."

They towed the CAPTAIN EDWARD H. ADAMS to towns around the Piscataqua region—to Dover and Exeter, New Castle and South Berwick, even up the coast to York. Wherever she went, kids and adults were invited aboard to learn about the Piscataqua's maritime history, its unique environment and challenges in the modern era, and to rediscover the role played by the humble gundalows.

"But," says Bolster, "it was never enough. I knew from the beginning that we had to build a new boat, that we were never going to make an impact if we couldn't get off the dock."

In 2005 the Gundalow Company hosted a forum at Great Bay Discovery Center to discuss the future of the organization. It was a day of two halves: In the morning those present were the board of directors and, as Jeff Taylor describes them, "the inner circle of friends." By lunch they had come to the inevitable conclusion: For the mission to move forward, they needed a new boat. In the afternoon, a larger group of people was invited, among them Maggie Rhinelander, Bud McIntosh's daughter. "She didn't speak," recalls Taylor, "and we all became more and more nervous. It was as if she thought we were about to take Bud's boat out and sink it into a mudflat somewhere. Then, maybe two hours into it all, she stood up and said 'Well, of course you need a new boat, you need a new gundalow.'"

As both Taylor and Bolster remember, the forum had quickly agreed that to get people out on the water was essential, but just how to do that had proved a more difficult question. They wanted to introduce more people to the Piscataqua watershed, to raise awareness of its unique environmental challenges. Could that not be done from a large motor launch?

"Well," says Taylor, "yes. But in order to accept that the watershed is in need of protection, you have to understand its importance to the region. Most of us, today, drive around the Piscataqua, over bridges, along highways, and we never see the water. You can visit Portsmouth, Dover, Exeter, Durham…all those towns and never realize they are on the water, much less that they are connected to each other. The moment you go out on the water in a boat from the past, it all suddenly makes sense. You understand why those towns are where they are, and how they were mutually supporting; it didn't all happen by chance. You can tell kids that [same thing] in a classroom, you can show them from any boat, but from a gundalow they can really begin to understand."

It would be almost six years before construction began. In large part, the delay was imposed by a board and staff who wanted to be very clear regarding why they were building a gundalow, how it would be funded, and how it would be used once launched. By 2008 most of the questions had been answered. The Gundalow Company and friends were building a new vessel to fulfill a new mission: "Protecting the Piscataqua region's maritime heritage and environment through education and action." As Bolster explains, "The [new] boat was a means to an end. In a way, when the ADAMS was built she was the end, but this time the boat was just a symbol, a tool to connect people to the place."

When it came to fundraising, the new message was a Godsend, she says. "It blew away the barrier of 'the old wooden boat crowd'—the sense that you had to be 'in the club to be a part of this.' It opened up conversations with people who apparently had never cared before."

Simultaneously another group of local organizations had come together under the name "Save Great Bay," and "suddenly," says Bolster, "everyone was talking about the state of the estuary. It was very exciting." Still, there were those who claimed the message could be told without a boat. Bolster disagreed and still does. "Recently we took a group of people from the Department of Environmental Services out on the river. We were passing the sewage plant on Peirce Island and one of the visitors said, 'I had no idea how close it is to the river…there's all those boaters and kayakers and the upwelling is right there.' In that moment he had proved that once you get out there all the ideas connect—to understand the water and its importance to the town, you have to get out there. You cannot see it from land."

Learning Afloat

A typical school program aboard PISCATAQUA lasts two-and-a-half hours. There are two principal stations onboard. At the first, students are engaged in hands-on activities ranging from analyzing water salinity and plankton, to examining and discussing oysters, lobsters, and local flora in the onboard tank; observing the weather; and considering the human impact on the river. Students are also introduced to the basics of navigation, steering, and sail handling. The second station, below deck, considers "human impact in the region over time." Here a three-dimensional model of the Piscataqua watershed is used to show students that human actions many miles away have an impact on the ecosystems of the rivers and seacoast—how we all live in and affect a watershed. *—JB*

For more information: www.gundalow.org; 603–433–9505.

The boat would be built in plain view at Strawbery Banke in the heart of the community, by local people and, where possible, of local materials. While in essence it would be a gundalow, in order to fulfill its mission it would comply with Coast Guard requirements for carrying passengers—it would have an engine, lifelines, four watertight bulkheads. But it would be built of wood—oak planks on sawn oak frames—and would carry the gundalow's traditional lateen rig. As John Crandall, one of the Gundalow Company directors, put it at the time, "We want it to look, feel, and smell like a gundalow, but if there are things we can do to improve it so that it will last for 75 years, then we should do those things."

Harold Burnham of Essex, Massachusetts, was hired to produce preliminary drawings. Referring to Chapelle's lines of FANNY M, he drew up a 64′ vessel. The ends were pure Chapelle, but the new gundalow would be 6′ shorter than the original. Nate Piper, then serving as captain on the ADAMS, became project manager. In 2009, Paul Rollins, a local boatbuilder who had worked with Bud McIntosh in his younger days, hired on as master shipwright; as such, he was responsible for all the construction drawings.

While the builders sought wood for the project and staked out a building site at Strawbery Banke, fundraising began quietly but in earnest in 2009. The goal was to raise $1.2 million to cover not only the construction, but also the first year of maintenance and programming. It was a time of economic crisis in the U.S., when many nonprofits were closing their doors or dramatically reducing their programs. The Gundalow Company forged ahead, and in the fall of 2010 the Board of Directors determined there were sufficient funds to proceed: Construction would begin the following March.

Among the builders, the biggest concern was how to eliminate the hogging issues that had plagued the ADAMS. Early on, Burnham had suggested steam-bending the bottom and side planking up and around into both ends instead of butting the planks into separate pieces carved for the bow and stern. To give even more strength, Piper and Rollins conceived a truss of diagonal oak braces set longitudinally at a 45-degree angle to the frames, running from the heel of one frame across the neighboring frame to the top of the next at the sheerline. The trusses would be let into the outer edges of the frames so that the planking would lie flat against both truss and frame. The whole structure would be through-fastened with trunnels.

The framing (double-sawn in the bow and stern) was 2″×8″ oak from western Massachusetts; the planking, also of oak, was 4" thick in the bottom and 2½″ in the topsides. In the ends, the bottom planks tapered from 4″ to 2½″. Hackmatack for the knees came from Nova Scotia—although barely had the ink dried on the check used to pay for that wood when Rollins received a call from Burnham: "You have to come to Boston. They've found a whole gundalow kit, right here!"

In the process of tearing up a parking lot near where the USS CONSTITUTION was berthed, a crew had discovered hundreds of board feet of longleaf pine, live oak, and white oak below the pavement. As Bolster tells it, "it was spare parts for the CONSTITUTION, the best of the best, put away when it wasn't needed. Mystic Seaport took a bunch of the bigger knees, and we took 24 of the little [live oak] ones." Those historic timbers would end up being alternated with the hackmatack knees along the length of the hull.

The pine for the deck came from storm-felled trees at Three Rivers Farm on the Cocheco River, and the trunnels were of black locust fashioned using the same machine as had been used for the CAPTAIN ADAMS. Other fastenings were of silicon-bronze. "It was a pragmatic decision," says Bolster, "to ensure her longevity. We were never dishonest about what we were doing, never said it was a replica. She's a reproduction, a new gundalow for a new era. Yes, she has an engine; yes, she has bronze fastenings. But she's built of big chunks of oak, with traditional joinery."

Nate Piper goes further: "You can walk around on the decks of the ADAMS and experience the feel of an original gundalow. But you can never go out and sail her and run with the tide and maneuver through the

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currents. By installing an engine and making the concessions the Coast Guard wanted, you can now take a gundalow up to the head of the river, shut off the engine, and run downstream like the old-timers; you can really understand what they did and how skilled they must have been to do it."

No matter whom you talk to, there is an immense sense of achievement among those involved in the new gundalow project. "Nobody thought we were going to pull it off," says Piper. "From the earliest conversations, everyone had to be persuaded. But a lot of people put in a lot of hard work. In no small part the boat is here because Molly [Bolster] just kept saying, 'Yes, we will.'"

The gundalow took nine months to build. She was launched into the back channel between Peirce Island and Portsmouth's historic South End on a bright, chilly day, December 10, 2011. Speeches were made and the name at last revealed. In honor of all that had gone before her and in recognition of the role she was built to play, she was named, simply, PISCATAQUA. And she was beautiful. None but the builders had been quite prepared for this shapely newcomer. In shortening Chapelle's lines from 70′ to 64′, Harold Burnham had retained a pleasing sheer highlighted by the long, sweeping run of planking rising up to the stern and bow and the white-painted bulwarks contrasting with the barn red of her topsides. Overall she was, as one onlooker remarked, "a rare beauty—and a gundalow besides."

In the months that followed her launching, PISCATAQUA was rafted up to the old ADAMS while her builders attended to many unfinished details. Her inaugural public sail took place Memorial Day weekend, 2012. In her first season she hosted 300 trips for the public—three trips a day, five days a week. She has both motor-sailed and run with the currents under sail alone. She has hosted concerts, lectures, picnics, and, most important, introduced almost 2,000 children—mostly fourth and fifth graders from 60 of the region's schools—to the river and all its treasures. In 2013, PISCATAQUA will be running at full capacity: 80 school trips in spring and fall, 20 summer youth trips, and hundreds of public trips. And, in a nod of approval from the Coast Guard, PISCATAQUA's cruising limits have been extended beyond the mouth of the river to Odiorne Point in Rye, New Hampshire.

For Jeff Taylor, like so many others, PISCATAQUA has already more than lived up to expectations: "She is out there, on the river, day after day. Thousands have already been aboard her, thousands more have seen her from the shore and have wanted to get on board. By being so visible, she's reminding us all how important the river is, both for our past and for our future. Nothing could have done that better than a gundalow."

Jenny Bennett lives in North Hampton, New Hampshire, in the Piscataqua watershed. Her family owns a 26′ Bud McIntosh–designed sloop, which they sail from Harts Cove on the Piscataqua River.

With thanks to Molly Bolster, Jeff Taylor, Cy Sweet, Paul Rollins, Nate Piper, Nick Brown, Matt and Megan Glenn, Ned McIntosh, and the Board of Directors of the Gundalow Company.

Welcoming the Public

Summer visitors to Portsmouth, New Hampshire, can sail aboard the PISCATAQUA Wednesday through Sunday, Memorial Day through October 31. Opportunities are available from mid-morning until dusk, and trips vary from two-hour sails at midday and in the afternoon, to a one-hour lunchtime sail on Saturdays, a three-hour brunch sail on Sundays, and two-hour sunset trips (including concerts, lectures, picnics) each day. Passengers can help raise sails, learn about the river's history and environment, or simply sit back and enjoy the ride. Tickets may be purchased either in the Gundalow Company office, 60 Marcy St, Portsmouth, NH 03801, or online at www.gundalow.org. —*JB*

For more information: www.gundalow.org; 603–433–9505.