

G. V. Black, M. D., D. D. S.
Out Sailing
349 East State Street.

Good morning captain, I thought you were going to be off for a cruise yesterday morning, something the matter?

Oh no - My little ship is all right but the way of the winds for the last few days portends winds a little stronger than I like to deal with. Too much wind is almost as bad as a calm you know. I see the storm signal still waving from that pole yonder. It was placed by the signal service yesterday morning, but the wind backed around yesterday afternoon and the storm has not yet

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struck us. I think I shall go out

when the wind freshens a little so as to
carry me out of this bay - though it may
yet blow big guns before night -

Well seeing your steamer still
in harbor I brought my friend Capt.
X down to see your craft - believing that
it would interest him - he is interested in
boat building

Glad to know you Capt. X and shall
be glad to show you my craft - and will
wager two cents you never saw one like
it - She has grown up under my special
supervision and as I am a pure lands-
man - inland at that - except during my
summer vacations I have worked in

Some things that are strange to a seaman
and possibly not altogether according to your
notions of propriety

Capt X The principle thing looked to in
pleasure boats, large and small, nowadays
is the matter of speed. Usually the first inquiry
is, how fast will she go?

Capt- A very desirable quality - certainly, but
with me it has been a secondary matter
I find the Microbe fast enough in a fifty mile
wind, but I am then much more interested in
her quality of staying on top the water right
side up than in her speed

X Certainly in a storm that is important
especially when a harbor is not at hand

Capt- Well I am not especially a fair weather
sailor, and I should be averse to remaining
within a stones throw of harbor for fear of being
caught in a blow

Capt X ~~well~~ I see that your boat has some odd features which I must suppose are meant to serve some special purposes. Perhaps you can give me your idea in a few sentences.

Capt Certainly— The Boat may be termed a Sauble cruiser - That is she is intended to carry two persons, with wardrobe, ^{and sleeping room} bedding, provisions for six weeks ^{and table furniture} and cooking apparatus. It has been the intention to make her so safe in all kinds of weather that I shall not feel compelled to run for harbor in any storm that is likely to occur in the summer season on any of the ^{Great} lakes. And with all of this it is intended - if required, that she shall be light enough when ready for sea ^{for} that two men ^{to} can pick her out of the water and set her on shore ~~without the aid of any thing like pulleys and jacks, or even rollers~~ with their unaided hands.

X Well that is requiring a good deal of a little boat, I suppose she is loaded now - how
 Capt - yes, but she will answer to every count.

much water does she draw
~~perhaps~~

Capt - Four feet with her boards down
with her boards up about nine inches

X What are her dimensions?

Capt. 16 feet long and 4 feet beam, and
you will notice that ^{above} she holds her width well
astern but below is so narrowed up as to give
a fairly clean run aft

X What sail do you carry?

Capt. Main she is Sloop rigged - Main sail
14 feet on lower boom 8 feet rise on mast
with 6 feet gaff boom standing a 45° rise
Gib sail - 7 feet foot with ten feet rise
with Top sail to match

X Many persons would like more sail in
order to make better time in light-winds
but I fancy that for the purposes intended
a greater amount of sail would often be
burdensome

Capt - Just so - There are many times when
or I might use a spinnaker
I would like a larger main sail - It would

Materially shorten distances - but when the
 wind is fresh it is not needed, ^{and takes up valuable space} and in a gale
 the greater ^{weight and} length of boom ^{for a temporary use} becomes very burdensome
 no matter how you may reef down. My doctrine
 has been that if I ^{can} secure in ^a gale and
 can go when I wish without fear I can ~~not~~
 put up with a little slower progress in light winds

X I see you have some peculiarly arranged lee boards
 why do you prefer these to the center board

Capt. The arrangement of the boat makes the lee
 boards a necessity - that is in my opinion -
 for the reason that the ordinary center board
 would destroy my sleeping space - and I have
 not yet seen any ~~folded~~ folding boards that have
 seemed to me sufficiently reliable - I find that
 in small boats a narrow board reaching deep
 into the water is especially important. You notice
 that my lee boards will reach down four feet
 below her keel and are fourteen inches wide
 at the bottom. I will show you how they are
 rigged presently

X You say you are now loaded for a cruise

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I should like to see how you have stowed your luggage - as you are staked one yet but little idea

Capt ~~you~~ I was just going to say we would look through the arrangement below decks and in doing this you will see the arrangement of the cargo - In the first place the boat is divided into three general departments by two water tight bulk heads, one placed four feet 6 inches from the bow ^(See diagram K) and the other four feet 6 inches from the stem ^(L) leaving ^{a cockpit} 7 feet ^{long} in the center ^(E) and widest part of the boat which is especially designed for the sleeping space - The fore and aft spaces are decked water tight but you see I have ^(B & G) good sized openings to get into them and covers arranged with rubber packing so as to secure them perfectly - In the ~~front~~ bow locker I carry provisions and certain of the cooking apparatus and in some shelves in the back part of it you see the table board - The lower part of the locker is filled with canned fruit - In the aft locker I have also placed a quantity of canned fruit and canned meats in the lower part - these are for ballast

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So far as they will go - The sides of this department ^{aft} of you ~~it~~ will notice are arranged with shelving for our personal clothing ^(m) while the central part ⁽ⁿ⁾ contains the bed clothing just in front of this locker here (f) I have a space one foot wide racking across the boat lined with metal completely divided from every thing else in which I have two powerful coal oil stoves and cooking apparatus in very compact form (g) These may be used when they are stowed by just raising the deck cover of the locker and lighting them they may be set out on the deck or carried ashore just as you may wish, or may be commenced at any time

The temporary deck over the cockpit ^(h) is of home made oil cloth - or heavy ticking stuff which had three coats of lincseed oil - well oiled This is supported with deck boards that are movable ~~as you see~~ so that the weight + we may run over it at will, or in fair weather it may be removed either in part or entirely - These boards are also arranged

Here I have a peice of heavy ducking, At night I raise the lower boom (with sail ~~down~~ tied up around it - about four feet and a half and throw this over it and tie it down ^{to the rings you see attached} to the gun wall. This gives as perfect a shelter as one could wish. When the weather is fine I leave both ends open. In bad weather I close ~~the~~ it in front leaving the stern open - At anchor the stern is always from the wind -

X You sleep at anchor then - are you not often tossed about a good deal.

C Yes sometimes, Generally, however, when I can't find protection from the sea, I lift the boat on shore and make down my bed all the same. I never have the water running under my bed of rainy nights as often occurs in tents

with legs attached ^{and ~~out~~} to hook together to form
 a table when ashore - you will see that
 the forward half of
 under this deck I have space for a good deal
 of stuff - First - there is a set of cushions
 packed a way ^{forward made to} ~~see front~~ that fit the floor
 of the boat and form a bed, ^{fourteen inches} and then
 I have ~~a~~ camp stools, fishing rods, guns,
 oil suits and many other things stowed in
 special nooks under the water boards
 (See back of page)

X Well you seem to have about every thing
 a fisherman would be likely to want and it
 is all out of the way so that you have a clean
 boat - not lumbered up with traps - though
 your space ~~is~~ for ordinary sailing is rather
 small isn't it -

Capt - I can arrange that pretty much as I
 like - we generally have an open space of
 about 3 X 4 feet with a seat at either
 end ⁽⁰⁾ ~~at~~ but with the oil deck in position to
 pull over it ^{at} any moment

you will notice that all of my ropes run
 back to this seat so that all of the stuffing

of sails can be done without moving. Even the reefing of the mainsail may be done without leaving the seat by the arrangement of these points leading ^{toward} the center of the boom. We have but to luff too and squat the sail a little - and by catching this rope and giving it a pull that portion of the sail projecting back out of reach is reefed while this other rope reefs that portion near the mast - Now you will see that the other points are within easy reach. I can reef the ~~the~~ mainsail ~~alone~~ when alone in two minutes without special hurry - as to the gib sail I have reefing points as you see but as a matter of fact I rarely use them - I have no arrangement to reef it without going forward and in a wind that would require this I generally draw the sail down, so, and you see it is done up out of the way without further ado - The ship works very well without the gib when the mainsail is reefed down

X Now about these lee boards, how do you use them

C Well you see here what I have termed a shoulder ^(d d) placed six feet from the bow, and this position I regard as especially important. This ^{shoulder} consists of a box for a strong steel shaft one inch in diameter. The Box is secured you will see by very strong iron braces which have such a grasp on the deck and hull that there is no danger of racking the boat by any force that may be applied to the boards. This bracing is very important. I came near ruining one boat before I found out how strong they ought to be. The boards, which are of good straight grained pine, are secured to the shaft by iron straps $\frac{1}{4} \times 1\frac{1}{2}$ inches let into the wood, ^{so that it shall be smooth} bolted through ^{and so arranged} as to prevent the boards being split. Notice that the edges of the boards are so thinned down as to give the least resistance in passing through the water. One of the irons extends beyond the upper end of the board in the form of

(a)

a goose neck, with a ring at the end to which the rope is attached for holding it down in the water - This rope you see has its cleat here beside my seat - a pull at the rope sends the board full length into the water. Loose the rope and the board ~~flies out of the water of itself~~ and floats to the surface: and if desired we may set it out entirely on this button - we may use the boards half down or in any position within their sweep of a quarter circle

X Why do you prefer the lee boards to the folding boards in use,

C The principal reason for this preference ^{of the folding boards} is that all that I have yet seen lack solidity. In a heavy sea they spring very much and thus fail to hold the boat firmly - again the wider part is close to the keel so that the lower part is very narrow and thus ineffective. Furthermore they are very liable to get out of order so that they will not fold up readily.

I have used these lee boards for four years without ^{giving them} ~~them~~ being out of order so as to be ineffective for a moment

X Have you no difficulties in using them

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C Well, no - none of importance - we have to learn to manage any implement or fixture that we use, and that which would suit one might displease another - The greatest difficulty that I have with the boards is that when both boards are in use the windward one will throw water badly when running very fast and for that reason ~~to~~ I usually use ~~but one~~ only the one on the lea side - This requires that the boards be shifted in tacking or beating to windward. Of course in this respect a good center board would be better as it would take care of itself - ~~Of course~~ I should prefer the center board if it were not for spoiling my bed room - still the boat would not sail any better than with these lea boards.

X I understood you to say ^{In order to use a centerboard for my purpose the boat would have to be two feet longer and much heavier - which is objectionable} that you considered the position of the lea boards important and have placed them considerably forward of the center of the boat which is a violation of the rule what are your reasons for this

C It seems that you boat builders follow the same rules for the arrangement of small boats that are observed in larger vessels This is wrong as regards centerboards - and lea boards are only centerboards moved to the sides,

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As a matter of fact we have no use for a board at all except in making up to the wind, with the wind any where ^{abaft} behind the beam the boat will do ~~just~~ as well without it - Now the great difficulty in making up to the wind with a small boat is that the waves striking against the forward quarter is continually knocking the boat off to windward I therefore fix my boards as close to the bow as possible and move my rigging (sails) forward so that they will ballance on the boards as a center In this way - with my boards narrow and reaching deep into the water - below the forward movement of the waves - I am enabled to hold up in a heavy sea - The Microbe will make away to windward with her boards and rigging so arranged in a sea that would drive her to leeward with the ordinary boards placed ~~in~~ amid ship - Of course I am careful to have my boards out of water when sailing with the wind astern in a heavy sea for in this case a heavy sea would drive the stem around and cause her to yaw badly

X That management is a new idea to me

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Of course any boat should have her boards up in a storm wind in order that she may slide instead of being thrown on her beam ends but in ordinary weather I think it is the rule to keep the boards down.

C Yes, but - there is no good reason for so doing except - that a heavy boat steers a little easier you will notice that I have a rudder about twice the ordinary length of blade. This gives me great power over the the boat -

You will only have to try the power of the boat in a heavy sea in comparison with others of her size and weight - in order to be convinced of the superiority of the arrangement of the boards and rigging. I have never met any boat that could go along with her ^{to windward} in a ~~strong~~ ^{gale} though many have run by me ^{before} ~~in~~ a light wind

X Well Captain if we had a blow now I would like to have a dash with you and see how she handles -

C You see her streamer hanging down along side the mast - There is no chance now - but the probabilities are that if I get out of this bay today I will get to try her mettle ~~of~~ before tomorrow morning - Yet as the blow has been so long delayed I think it will not amount

Capt - Here comes my comrad at last and now as I see a ripple on the water out there I think we will be off - ~~to~~ Maybe the breeze will freshen - Or w. allow me to present Capt X who has been helping me to while away this persistent calm discussing the merits and demerits of the Microbe

w. Glad to know you Capt X and as I have had one summer in the Microbe I can testify - so far as a landsman can do to the good qualities of the boat - Indeed I believe I was guilty of naming the craft - Capt So you think we can get out of this bay with the little breeze that is going

Capt - Never do you fret - we will have wind enough before the day is over - It is now 9 o'clock and it is ten miles out of this bay almost due west and if we have a decent wind to day it will be from that quarter. I am anxious to turn that point before it comes - This easterly breeze that I see ruffling the bay may last long enough to do us a good turn - w. All right - cast off your lines, and see if you can work out from under this hill -

Capt O we will have to "white ash it" a little way ~~to catch~~ before we can fill our sails. Then that's next

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Capt O we will have to "white ash it" a little way ~~to~~ ~~cut~~ ~~before~~ ~~we~~ ~~can~~ ~~lift~~ ~~our~~ ~~sails~~ - Then that's right

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A few rods out the breeze began to draw on the sails and the oars were put away. The slight-breeze was on our aft quarter, and though light, - the little ship went steadily on - The morning was beautiful not a cloud broke the perfect blue of the sky, and the rains of the previous days had rendered the air pure and bracing. Though the first days of August it was cool enough for comfort. The long lines of shore and the high-hills - wooded to the top with beech and several varieties of pine, ^{with their variegated green tints} ~~and~~ here and there a clearing marking the home of some hardy settler, gave a landscape that would delight the eye of an artist. Though hardly well suited to the brush, as we slowly pursued our way the landscape was ever changing. New objects came in view reefs were discovered and new combinations formed.

So we sat looking and chatting until we found our ship sitting on the water without steering way and the sails limp - Becalmed - The most vexatious thing possible when one is in a hurry, which fortunately we were not still I would have liked it - better if we had got around that point which is still two or three miles away.

Now we notice for the first time a small sail ~~to~~ ahead in the same predicament. I wonder when she is bound well if the calm continues long without show of a breeze we will cook some dinner and take the

for the present we will console ourselves with
a chapter of from Vivian Grey

11 o'clock and no breeze - No The ship ahead
is turning her sails to a breeze from the west - Yes
and here comes a sea - a dead roll as shure
as you ~~live~~ live running in from the west
we will have wind enough now and sea enough to
We will take in the top sail ~~now~~ ^{at once} and stow it away
That's well, now we see to the fastenings of the oil deck
and unfold the afters part so that it may be fully ready
for a heavy sea. Steady now here comes a puff from
the west - Now the Microbe skims over the water like
a bird running close to the wind. She cannot make
the point - however without tacking - Yes get out your
oil clothing, we are likely to need it soon. See yonder
over the port bow are plenty of whitecaps already.
On we go running now close in to the shore missing
the turn of the point - half a mile. Our neighbor
has put about and is beating up to round the
point also. She is also a sloop but three times
as large as the Microbe. The wind and sea are
rising so rapidly as to make the rounding of the
point - a test of fitness of the boats for heavy
work - we will see if we are left behind - Put her
about now - That's well - away she goes on the

Starboard tack in the wake of our comrad
and evidently lessening the distance between them.
The wind is increasing and the sea is rising very
rapidly, It is evidently something more than a
squall - Our comrad has gone about again
and is standing for the point - She is bounding
over the sea at a great rate - but as I am
now nearer I see that she is an open boat -

Taking our bearings carefully we determine that
we are far enough to windward to pass the point
safely - but see also that another point is uncovered
~~by the tide~~ beyond
that will cause us to sail close hauled for several
miles further - Tack about again - So, so,
our comrad has drifted too much to leeward
and will fail to go around - on we go - faster
and faster as the wind increases to a gale - Now
the white caps are flooding our decks every
few moments - and our oil clothing is doing
good service - Our comrad has again put about
having failed to make the point, we will pass her
by for the murebe is holding every inch and
speeding ^{on} - Now we pass the point and are running
parallel to the shore - Our comrad is ~~a mile~~ ^{coming up}
behind us having lost the lead by making to ~~the~~

much leeway. She is, however, something to the windward of us now. Harder and harder blows the wind, still we must run a little closer than four points to ^{round} ~~make~~ the next point ^{of land}. It is evident that our comrad will fail to make it - she is crossing our tracks to the lea again and will be compelled to go about to get to the windward.

The mackerel makes the second point with some difficulty, but cleverly, and now sails with a fair wind - though the curve of the shore is such that she must pass another point before she can have a beam wind. Here we meet with a furious puff of wind which causes us to luff too, so as partially to empty the sails. Then slackening sheets quickly resume our course. Indeed now the sheet is carried in the hand all the time - no thought of making it fast for a moment.

But look behind. Our comrad has lost his stay sail - blown out of its ropes and flapping in the wind evidently - a man ^{is} on the spar trying to put it to rights - she is dusting in the

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She must put about or go on the rocks
 Then she is getting out her ground tackle
 See her bow swings to the wind. Its a bad
 position in which to anchor - Rock everywhere
 It is no place now to render assistance she is
 too close in on the rocks already and is
 evidently dragging - If they will run her in
 they can easily save themselves but will loose
 the ship - The Microbe speeds on faster and
 faster we now turn the ~~net~~ point and loose
 sight of our comrad - Now we could sail with
 the wind abeam but prefer to make further out
 to sea so that in case of possible accident to
 our sails we will have more water between us and
 the boulders of the beach - ~~My judgement is that the~~
~~head rate of the wind is now close to forty miles~~
~~per hour possible now.~~ Besides the water is shallow
 and the seas ^{sharp and} are breaking more than further out
 The spray is driving in my face continually
^{like a furious rain storm}
 In my judgement the wind is blowing at the rate of
 forty to forty five miles per hour with the prospect
 for an increase - Till the litter ship behaves well.
 I have shortened sail now for a run abeam ~~the~~

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We have a mile and a half of water between us and the shore and apparently a run of twenty to twenty five miles ^{before changing our course} due north - Dr W. has become desperately sea sick. and is of no further use - Indeed his condition looks ugly the effect being especially ^{noticeable on} on his circulation - lips pale blue - blue about the eyes - features very much shrunken

Flat stow is the best place for you now to. Pay no attention to things about you.

Now for the run abeam the wind I have dropped the stay sail and taken the boards out of the water ^{but} ~~and~~ find she makes too much leeway, by throwing the ^{leeward} board down about one third she runs well, and still slides ^{to the leeward} easily enough so that she is not likely to be thrown on her beam ends by a heavy sea striking her broad side - This run ^{with the wind} abeam is ticklish business in the ^{now and the next moment} trough of such seas as we now runny looks ugly but a trial of it - goes ^{comparatively well} ~~well~~. It is true the whole ship is occasionally flooded by combers but our canvas deck fits close and keeps out the water. Fortunately there is some moderation of the wind and on we go merrily - here I met with a new feature to me - as the board pulled a little

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so that the crests of the waves were not blown away the seas were often very sharp, ^{those just rising to comb over} and the little ship was tossed up to the very ~~top~~ crest with a ^{very} rapid rising motion - This sharp crest slipped out from under her ~~and~~ so quickly that she was actually thrown into the air and would make a clear fall of several feet into the trough of the sea striking well over on her beam ends - ^{submerging the entire decks and hull} The first time this was frightful but after a few experiences it lost its terror - for I found she righted fairly almost immediately ^{she struck the water} soon however the wind increased again and became still more severe. The tops of the waves were dashed into spray - and while the sea was much wilder the crests of the waves were less sharp and my little bit of sail now exposed carried her forward at a wild rate. ^{at a great} I was now straining my eyes to discover the Waigeo chance Islands which should ~~now~~ ^{begin to} appear above the horizon directly ahead - and not more than 12 or 14 miles distant but could see nothing - While all was going well I began to feel that the effort would soon tell on my muscles. We must either make those Islands

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Throwing a heavy spray from her bows, ~~but~~
ever and anon she plunged her full
length under a sea - and rose through it
quickly ~~without~~ slackening her onward motion.
Wildier and wildier grew the sea and wildier
and wildier the mad race. I began now to become
attuned to the wildness of the sea and the reckless
speed of my little ship as she plunged madly from
to sea - My spirits rose to something like wild
delight - and again I aught aloud as some
wild sea leaped across the decks and was
gone like like the whirl of a startled bird.

As we went on and on like a startled gull
skurrying with the storm I thought nothing of
a possible mishap though every nerve was in
tune to the motion of the ship and muscles busy
in directing her movement and apportioning
the sheet to the pressure of the driving wind.

But I was brought to a consciousness of the effort
I was making by the smarting pain where the
ropes had torn the skin from my fingers.

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and the doleful appearance of my comrad
with his face partially buried in his hands
and looking the very ghost of himself - Then
the question of harbor forced itself upon me

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and find shelter under their lee or go ashore
 somewhere in the bay this side. I have been in
 this bay once before and reviewing my memory
 of the trend of the east and comparing with the
 wind I am of the opinion that at a spot where
 I stopped for a night - a projecting point will
 afford some shelter from this furious sea
 It is also a beautiful spot to remain for a
 day - an acre of fine bluegrass opening on
 the beach but otherwise enclosed by dense forest
 evidently where some early settler had had his ~~house~~
 dwelling in years gone by. This would take us
 into the bay some miles out of the direct course
 to the islands

On the otherhand I had intended to cross the
 shoal between the islands. Here there is a
 reef of rock varying from a few inches
 to two or three feet under water extending
 for several miles across our course and
 a passage of less than sixty feet width of
 four feet of water - I have never been through
 this gap and I must confess some repugnance
 to hunting it out in this driving storm

The next alternative was to round the ~~the~~ Waipahoehoe light house which would ~~the~~ take ~~us~~ a number of miles to windward and greatly increase the distance to possible shelter. Now we came to a point where the coast line diverged to the east. We were at the entrance to the bay - Our course must be decided at once. To round the light house I must leave the coast line and bear to ~~windward~~ windward - To make the pass between the islands I should run straight forward - for my previous camping place, follow the coast line.

A movement of my rudder ~~changed~~ placed the boat again parallel with the coast and brought the wind on her after quarter. At the moment the change made an unfavorable impression - I could not so readily relieve the pressure on the sail by slacking the sheet as I had done before and my slender Cedar mast bent under the load as if it would snap and the mast rings broke away ~~unsunderly~~ - So suddenly did this come that

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I was almost in the act of seasing my knife (which by the way I had some time before placed in convenient position for immediate use in case of emergency) to cut away the ropes to let the boat free of the sails, with the impression that the mast was going overboard, But the withy stick swung back and again bowed over to the blast ^{and} again and again ^{sprung to and fro} - I soon learned that I had greatly underrated ^{the} strength ^{of the mast} - On we sped - a few times the waves broke high over the stern and sent some water into the boat under the hinder edge of the oil deck but our speed was too great to permit much of this - I now ran in closer to the shore to get such view as I could of the breakers, I saw quickly that the best ~~the~~ place to pass them would be when the ~~shoal~~ water extended furthest out to sea - or when the surf was the widest for the reason that when arrived at the beach we should have breakers of less height to contend with - Still I could not see the Islands for they were hidden by the driving ~~sea~~ spray

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The point - behind which I contemplated landing was just ahead - To make the turn to get in I must place my sail on the other tack - ~~Running out to watch my opportunity for a turn about.~~ I told Dr W; who seemed not to have ~~for a moment~~ realized any thing but his sea sickness, at least had not ^{said} ~~to me~~ ^{now I told him} ~~as to the wind or sea.~~ He had not ~~then~~ shown a ^{I now turned out from the surf a little to watch for a} ~~favorable opportunity~~ ^{for the turn and} interest in the storm. I told him rather forcibly that I was going to run in through the surf, and land, that it would require some careful work and he must be ready to do his part vigorously - "Almost glad of that, give you orders?" was his reply which put me at ease in regard to him. I then told him ^{I was going to change over tack and} to be ready to throw his weight to the other side of the ship as the boom passed over his head, and do it vigorously. Then watching the sea until I noted a comparatively smooth place I brought the ship around ^{suddenly} and gibed the sail - and succeeded in letting the sheet run out so smoothly that I had no shock, but lost a patch of skin from

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surging a little faster than the waves
 I noticed now as a wave ~~ran~~^{ebbed} back from
 the beach that our course would take us
 between two boulders not over ten feet
 apart ~~of~~ Good enough said I and held
 her steadily for the clear space. She struck
 the sand just as she was passing the crest of
 a breaker and therefore well up on the
 sand. Or we sprang over the rail in
 good style just in time to be caught astern
 by the on coming breaker which sent him
 sprawling in the foam. But he was on his
 feet again and set his place at the hand
 rail in an instant - I struck the sail
 and sprang to my place ^{at} the ^{port} starboard
 hand rail and with the next sea we ran
 the boat high and dry on the sand

Then Dr W's appearance attracted my attention
 Every trace of his sea sickness had suddenly
 passed away. I said to him - "What has become
 of your sea sickness Dr." "O that wave that
 caught me in the rear knocked that all out

of me? and then a laugh went up from all hands that might have been heard above the roar of the sea

Just then three men came running to us seemingly in great haste and much out of breath. At the moment I did not understand their apparent anxiety ~~was~~ mixed with surprise but soon learned that they were fishermen who had a hut in the bushes a little distance away and had seen us as we put in through the breakers - and they had run to our assistance with all speed and were much surprised to see us safely ^{a point of land hid us from their sight until they were within a few yards} ashore. They then told us they had not seen such a storm nor such a sea for years -

It was with a feeling of gratitude that we thanked them for their pains though we much preferred things as they were to having ^{them} trying to resuscitate our drowned carcasses - They looked over the boat with ^{much} apparent interest ^{and asked many questions} while we changed our wet clothing for dry things mid way between which we had a plunge in the surf on the shoal

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On going up on the shore we found a most beautiful camping spot. The little plot of Bluegrass was green and bright and as clean and neat as a lawn. It was so completely locked in from the wind by a thick growth of underbrush that we had a perfect shelter from the fury of the blast - We built a fire and quickly bringing up from the boat a table ^{and stools} and such things as we needed for dinner - Ham and eggs ^{and coffee} with a plentiful supply of fruit - we soon had them smoking on the table - A rustic dinner, but no banquet was ever more enjoyed -

After dinner we brought up blankets and spread them for an afternoon rest. ~~Star~~ The storm raged on all afternoon and night - we slept in the boat down close to the wild sea - but slept well notwithstanding the roar of the storm - and the fact that we could not raise ~~our~~ canvas cover - We managed to so place the ~~co~~ oil dicks that it sheltered us from the wind.

Next morning I examined the craft - for possible damages but found none except

breakage of the mast rings. These rings had not suited me before and I had a better set in the boat waiting a favorable time to change them - which I proceeded to do while Br & W walked up to the village a mile away - to telegraph to our friends who had seen us start out - telling them of our safety and locality -

The wind had moderated but still the sea was very wild - Waagechance Islands which so persistently refused to show themselves yesterday were now in plain view and I made a sketch of them for future use

~~After all was put to rights~~

Br & W returned from the village about noon with reports of disaster from various quarters - and with his ideas of the storm we had passed through very much expanded - but more of this hereafter - After all was put to rights and dinner over we took a turn in the forest with our guns - and had game for the next two or three meals -

In the late afternoon we had a most beautiful sight - of the breakers with the sun shining through the combbers lighting them up in the most fantastic shapes and in the richest variety of

Colors - This began an hour before sun down and continued as long as there was a glow in the west - we took our camp stools down to the water's edge - when it showed to best advantage - and enjoyed this magnificent show to the fullest extent - ~~It surpassed in grandeur~~ Its grandeur was unparalleled in my observation - a quarter of a mile width of surf lighted up with all the colors of a pyrotechnic ~~show~~ display ever changing shooting plunging and intermingling a wild sea of light - which gradually melted away with the last of the glow of sunset.

After a stroll on the beach in the twilight - we turned in for the night - The morning broke bright and fair after a quiet night's rest. The sea was now run down to reasonable quiet and there was a fair breeze to carry us across the Bay to the Islands - and after an early breakfast we launched our craft for the run - Taking our bearings for the gap as nearly as we could from the directions we had obtained we went merrily on - but as we neared the islands we found we had missed the gap and were entangled in a maze of rocky shoals. ~~Putting on our rubber boots we dragged the boat over shoals that failed to float the light craft~~

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into the deep water beyond the chain of islands. Then we started out to find the pass we had missed which we succeeded in doing some half mile to our right— We found that the parties directing us did not take into account the fact that a wide gap appeared in the distance between groves on one of the islands which caused us to ~~try~~ enter a gap to close to the light-house— We were now right glad we had not tried the gap in the storm.

After several hours spent in examining the islands we set sail to the east along the south side of the straits of Mackinaw to examine some noted boulders and to find a trout brook. We had a lunch at the great boulders, which we found to be relics of Mackinaw island stone left from the breaking up of the ice period probably.

Leaving here we soon found the brook and got out our tackle for some sport— We soon found however that the Indians had anticipated us and left— but little for our flies— After an afternoon spent in trying the brook we slept here and awoke in a warm drizzling rain accompanied with "St. Ursula" in all his glory. We would willingly have yielded the field to her majesty without breakfast but there was no wind to take us away.

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A year ago I was here with a young sailor whom
 I had to assist me by helping me with the sailing and
 doing for me about camp when ashore. At that time
 the brook was full of trout. I caught as many as we could
 both eat in a few minutes and after dinner spread
 a blanket under ~~at~~ the shade of a spreading pine
 for a quiet nap. I gave my sailor lad a pocket
 compass and a ^{repeating} rifle and told him to go into the
 forest and see what he could find. In about an
 hour he came running in ^{in great haste} and awoke me in ^{great}
 haste saying that he had run across a bear some
 half mile away. 'Well why didn't you shoot him
 instead of running away, no telling where he is now
 O he will be somewhere about and I thought I would
 tell you first.' 'Well you go find him and when
 you have put a bullet through him I will come and
 help you bring him in if you can't drag him your-
 self - He went away and returned after an hour
 reporting that he could not find him again. I supposed
 he had been frightened at something - But the next
 day I went into the forest myself and found that
 bear had been there - more than one - also that deer
 were plentiful

By the way this sailor lad was quite a character in his way - he could sail a boat well and didn't fear any sea - but in the woods was as cowardly as a cat. His greatest characteristic was in the matter of eating. I have seen the boy eat a dozen speckled trout each a foot long at a single meal and was ready for more at the next meal time - He was always ready to do some unheard of thing with the little ship. One day I was stopping with a friend ~~over~~ in camp on one of the inland lakes, when something was lacking about the cooking - A heavy wind was blowing rendering it unfit for ordinary boating and it was a long way through the forest to a village - But five miles across the lake the articles could be had. I asked the lad to run the mackerel across and get the articles at which he was delighted. I reefed down the ~~mainsail~~ mainsail and told him I thought that sail enough for I wanted the boat to come back right side up. He got into the boat and myself and friend shot her out into the sea squarely against the wind. He caught the wind on his starboard and went out in good shape and we sat down with our glasses to watch his manœuvres - ~~It was~~ he had to beat squarely against the wind - Pretty soon he raised the stay sail and a little further on shook out the reef. It

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Sail. Away he went bounding over the stout chopping seas the water washing all over him. When about half across, he put up the topsail. We watched him round up to the dock on the other side. Then he was under the lee of a high hill. He left the sails all up while making his purchases. When he came out we expected to see him drop some sail before starting out - but no. here he came with all sail flying directly before the wind in a bee line - We watched him expecting to see the mast go overboard every minute and occasionally when the little ship veered a little we could see that he was standing bold upright on her stern - When half mile from shore the sails began to come down one by one and long before reaching the surf he was sailing with only the ~~base~~ pole and himself standing on the stern. In this way he came in through the surf. He had tied the oil cask down fast all round so as to make the entire hull water tight - and tried to see how deep he could plunge her into the sea - He thought he had never before had such fun. - Save a few splits in the cask no harm was done.

This much by way of diversion. Our present position

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was one of the rough experiences of this kind of summering - we had opened the boat and the mosquitoes had taken possession (we had drawn bars to keep them out the evening before) so we put on our oil suits and netting over our faces and strolled on the beach for an hour. We came ~~on~~ to a fisherman's hut. He was preparing to go out and lift his nets - we got into his boat and went along and saw him scoop in the fish - This pound net fishing is a barbarous business, no wonder the great lakes are becoming fished out - How can a white fish approach the shores to feed and escape - then to think of piling the hull of a boat full of living fish with a great scoop and allowing them to wriggle their lives away in the smothered pack - White fish have never been so good eating since I have seen how they are handled when first-taken from the water

By the time we returned the clouds were parting and enough breeze had come up to drive the mosquitoes back to the brush and we had a peaceful breakfast which was enjoyed all the more for being delayed.

We learned from the fisherman that a party of Indians had been gathering speckled trout for the market from all the brooks in that region and that it would be useless to search for other streams - we set sail again and

at night rested in the great hotel at Mackinac Island. Here we learned more particulars as to the storm we had passed through - Much harm had befallen the shipping and in the harbor at Mackinac two yachts had come to grief - But worse than all the boat we had passed in the storm went on the rocks and was broken up though the sailors got ashore safely. But worse than all two young men who started out a few hours before us by another route to meet us, at Mackinac failed to come. The wreck of their boat - their photographing apparatus and other instruments had been found on the coast - and later their bodies also came ashore - Poor fellows - they were not accustomed to the sea, and had sailed in an open boat, with no sufficient experience to manage their little ship in such a storm. We went on after a few days, but the storm and its sad results cast a gloom over our summering ~~at sea~~ on the great lakes, and we returned home earlier than had been intended.

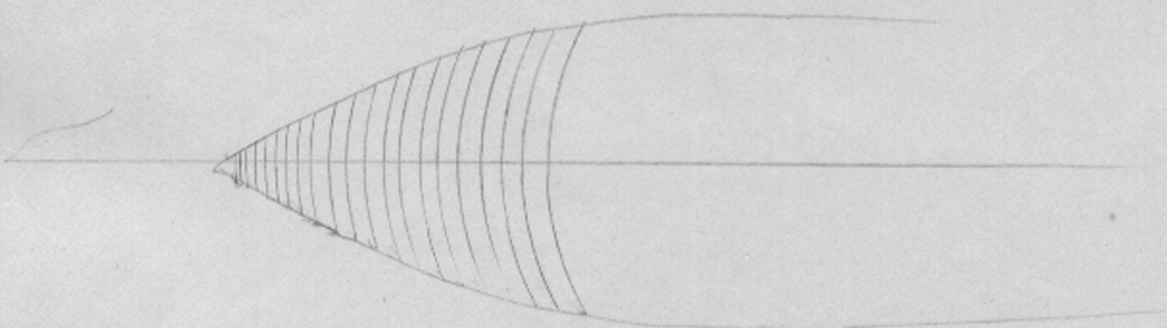
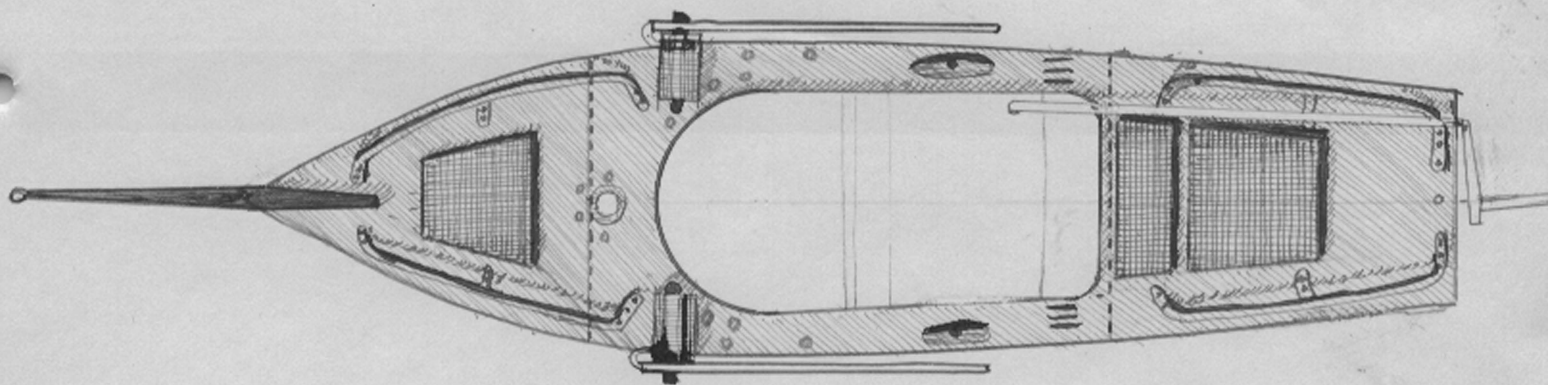
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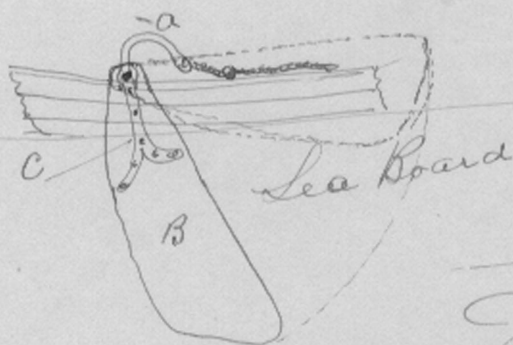
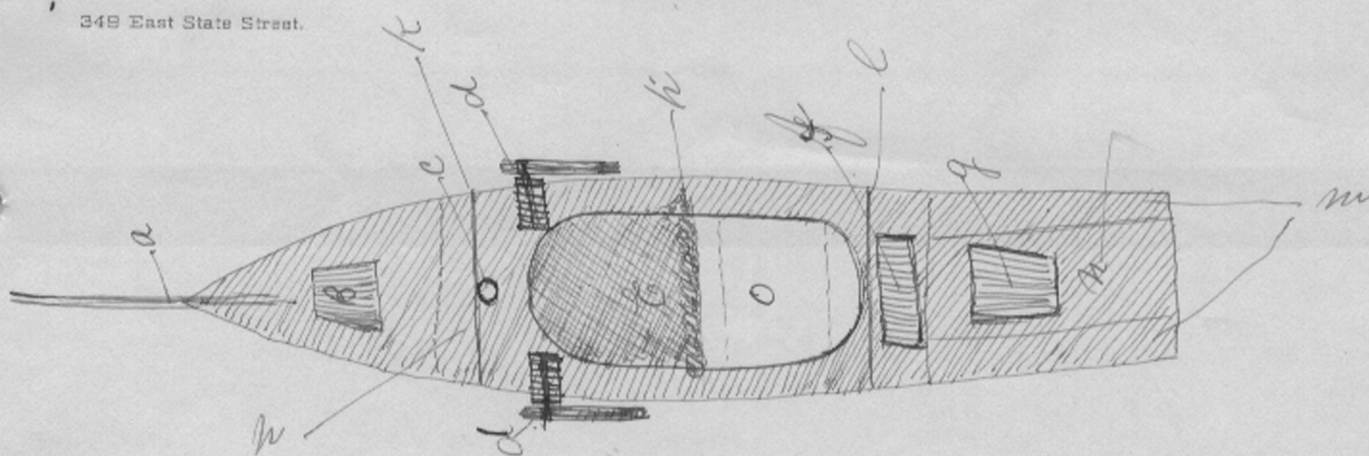
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