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sand ton, a crew of 30--28 men, one parrot, one budgie--headed for P.E.I, for a load of potatoes. No cargo aboard except lots of beer, and rum and whiskey--the strongest I ever drank, except my own homebrew. Now to get those men off was the problem. The only way left was the helicopter, and with the wind blowing as hard as it was, that wasn't going to be easy. But around one in the afternoon the wind went down enough to lift the crew off (by helicop? ter) , but definitely no equipment, as then it was so bad on the water that they couldn't let their own lifesaving boats down, and the pilot was scared that the wind would blow up again, and he would be blown against the cliff. That was two-thirty, and it gets dark around 4:30. At 6 o'clock crazy John Angus and a friend named Fraser went on one of the craziest, and stupidest, and dangerous adventures that I was ever on, and let me tell you it was crazy. Believe it: we head? ed out on that ocean that night--snowing, blowing--with a small two-bit flashlight, no graplin, two broken paddles and an 8- foot rowboat that was so old that nobody would go out in it during the summer. The last two people who had it out pulled it up on the beach and pulled it apart. Now, that not being their boat, they went to a lob? ster trap and took some 1/2-inch nails out and stuck the plank back to the stern. Fraser and I pushed it in the water to see if it was leaky, and it was not. But I found out later why it wasn't. Any old boat, no different how leaky it is, when the frost comes the water will freeze in the seams and form ice and won't leak again until the ice melts. And we proved that point the next day (when it was warm? er) when we went to push it in the water--

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