



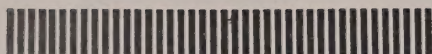
**messing
about in
BOATS**

Twice a Month

Volume 1 - Number 7

August 15, 1983





messing about in BOATS

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OUR GUARANTEE: IF AT ANY TIME
YOU DO NOT FEEL YOU ARE GET-
TING YOUR MONEY'S WORTH, LET
US KNOW, WE'LL REFUND YOU THE
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Our Next Issue

... will go into the mail the middle of
August. Subscriptions received by Aug-
ust 15th will start with Issue #8 unless
specified to start with an earlier issue.
Subscriptions received after August
15th will start with Issue #9 unless re-
quested otherwise.

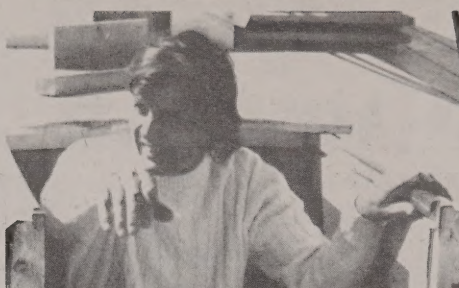
Antique & Classic Boats

... will be the main theme in Issue #8
as two separate gatherings of these boats
and their owners will have taken place.
The July 23rd and 24th Antique & Clas-
sic Boat Rendezvous at Mystic Seaport
features privately owned boats, sail and
power, built before 1940 and fitted out
with permanent accommodations. The
Antique & Classic Boat Society meet on
Lake Winnepesaukee on July 30th and
31st will have more of the old mahogany
runabout sort of boats along with early
motor cruisers.

On the Cover

... ZEBRA DUN, a lovely 48 foot Tan-
cook schooner, was built in the early
70's by a backyard builder who still owns
her and sails her when he's not trying
to keep up with the work and money such
a craft seems to demand. We went for a
daysail on her to the Isles of Shoals.

Gommentary



BOB HICKS

With our first half dozen issues
now out in circulation, several thousand
people have had the chance to see what
MESSING ABOUT IN BOATS is about.
Amongst them are those who have decid-
ed this was worth subscribing to, and
many of those who have done so have
also raised questions about how we plan
to go about what we are doing.

One question is most common. How
do we expect to be able to keep on coming
up with interesting articles 24 times a
year? This understandable query comes
up because most of us who indulge in
boats do so in relatively local circum-
stances and don't get the overview of
what is happening if it's not "right
around town." Our answer is that the
problem is not coming up with the mat-
erial for interesting articles, it is how
to fit it all into the size of the publica-
tion we presently must adhere to for
economic survival reasons. The broad
panorama of people messing about in
boats in New England includes thousands
of stories about people, boats, events,
places. It isn't a static scene, the con-
stant evolving of the activity keeps on
bringing up new activities, new people
(at least new to the journalist's eye) and
new places to go boating.

The next question evolves out of
the answer to the first. How do we de-
cide what to report on, or who, or where?
Yes, picking out what we decide to fea-
ture is the real decision we face. It is
governed in part by what is happening.
Organized events obviously provide us
ready made decisions, we will attend the
Great Whatsit Race and do a story be-
cause it's there and has some interest-
ing background. The Pawcatuck River
Race in this issue is a good example.
We know many interesting people who
have stories that need telling. These
we try to include into an issue's con-
text appropriately. Again, in this issue,
our article on Henry Szostek's pulling
boat comes out of the Pawcatuck River
Race report background. Then, people
let us know of happenings. In our last
issue we were invited to the launching
of the LIZA D in Essex, Massachusetts.
It turned out to be a good story, and as
a bonus we had the chance to cover Phil

Bolger in action in his bow steering de-
sign. This is how things develop.

Our next issue will be involved
mostly with antique and classic boats.
Mystic Seaport has such a gathering on
July 23rd and 24th, then the following
weekend the mahogany runabouts and
such get together on Lake Winnepesau-
kee. To supplement these, we expect
to be going for a ride in a Gold Cup
replica in Amesbury, by invitation. So
an issue goes together on this aspect
of messing about with boats.

Another significant question is the
one about what will we do for material
in winter. There will be few on the water
activities (the February Snow Row, may-
be our local winter row to Misery Isl-
and, etc.) so it will be time to get into
the designing and building side of the
activity. We'll be doing more personality
pieces on the people who are doing in-
teresting things in design and building.
We also will have space to report on
the various organizations, clubs, etc.
which exist to promote various aspects
of this game. We'll be visiting some of
the small museums which preserve the
heritage behind the "traditional" water-
craft.

Then there is the question about
the relatively small size and the simple
layout of this newsletter. This is not
a magazine with a publishing firm be-
hind it. It is a one man shop, done with
enthusiasm because it is really inter-
esting. As we get established we have
to stay within financial limitations, and
spend the available funds on reaching
out inch by inch to potential readers,
and on obtaining and presenting the sub-
jects we feel deserving of publication.
Eventually we will become an attractive
medium for advertisers interested in
you all as potential buyers of their
wares. Advertising revenues make much
more ambitious publications possible.
They also buy the publisher's bread and
butter, subscription income just about all
goes to the printer and the post office.
So in time you'll see this paper develop.
But, I promise, it will not lose its friendly
local, factual outlook, because that's the
way I like it.

Reader Response...

Now that we've gotten enough copies of MESSING ABOUT IN BOATS out to people who we thought might be interested, the subscriptions are coming in, and with them often notes and comments about what we are doing, Herewith a few:

"Your publication looks good to me, a boat nut with 11 old outboards, sailboats, rowboats and inboards, nautiques and memorabilia." Ernest King, Lake Hopatcong, NY

"I'm not sure how you got my name but I'm glad you did. One thing I've always wanted to do was build wooden boats as a hobby." Harvey Poirer, Huntington, NY.

"One of the affairs that has always given me acute pleasure is the bringing out of a publication. Congratulations on MESSING ABOUT IN BOATS, it takes a bit of doing these days to accomplish anything." Lance Lee, The Apprenticeship, Rockport, ME

"It seems to me a local and frequent paper with a 'messaging about' orientation has a definite place in New England, and no comparable competition." David Eastman, Essex, CT.

"Looks great, Bob, congratulations." Randolph Boatworks, Mattapoisett, MA.

"Good luck with your new publication and hope you'll enjoy all the nice travelling that goes with it." E.C. Hopkins, So. Woodstock, CT.

"Here's my subscription to your promising looking boating rag. I hope you can maintain the quality of your publication. I was a charter subscriber to ANTIQUE & CLASSIC BOAT NEWS, but that did not pan out at all." Douglas Goldhirsch, Webb Institute, Glen Cove, NY.

"Congratulations on MESSING ABOUT IN BOATS, it looks great and we are delighted you got it together. We have shown it to wooden boat devotees around here and think you should have good response." Sue Mehrkens & Ed Davis, Southwest Harbor, ME.

"I heard about your publication, then saw some early copies. It seems pretty good and the free classifieds are too good to pass up." Bruce Bender, Jamestown, RI.

"Good luck!" Phil Bolger, Gouces-ter, MA.

"Have just had a chance to read MESSING ABOUT IN BOATS. About what I have done all my life!" David Pardoe, Huntington, MA.

"Just received #4 and enjoyed the coverage of the Osterville TSCA meet. Thanks for a nicely done newspaper/magazine." Arthur Connelly, Yarmouthport, MA

"Congratulations on your publication. There is so much overbearing romanticism about small boats around, that a level headed style is very welcome." Jay Sperling, Bath, ME.

"Your newsletter is quite interesting. I was not previously aware of the Osterville TSCA meet, your article makes me wish I had been there." Lincoln Baxter, Falmouth, MA.

"I'm delighted with what you're doing. As long as MESSING ABOUT IN BOATS remains local, personal and factual, I predict success of the finest kind." Bart Hawthaway, Weston, MA.

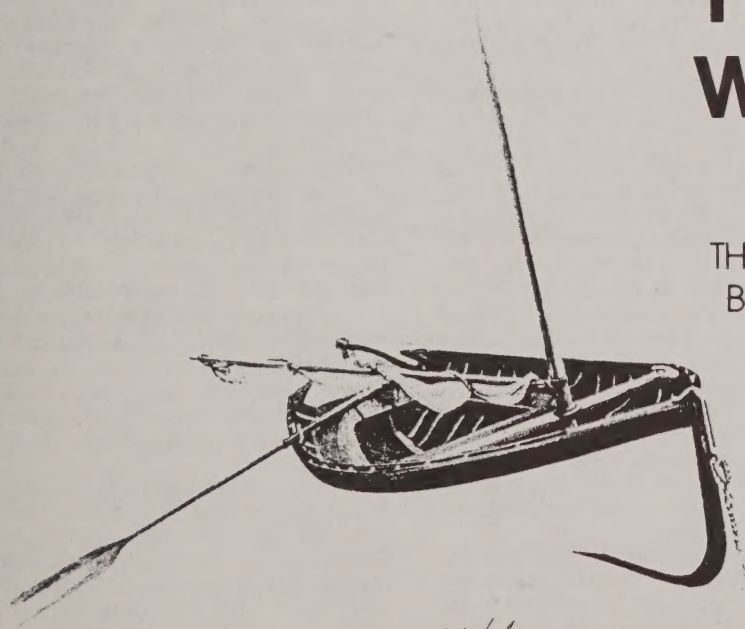
"Great idea. Enjoyed your comments on boats vs. rowing in #5." The Richards Co. Hingham, MA.

"I particularly like your friendly just enjoy them approach towards boats, without bias towards material, construction, racing, hi-tech or lo-tech, or yachtiness." Steve Redmond, Burlington, VT.

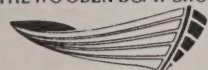
THE WOODEN BOAT SHOW

THE CELEBRATION OF WOODEN
BOAT BUILDING. REPRESENTING
THE FINEST ROWING, SAIL &
POWER CRAFT IN NORTH
AMERICA. OVER 120 EXHIBITORS

AUG. 18-21, '83



THE WOODEN BOAT SHOW



10 a.m.—6 p.m. Daily Adults \$6 Children \$4.
NEWPORT YACHTING CENTER P.O. BOX 5498 Newport, R.I. 02840 (401) 846-1600
Advance tickets are available by mail at one dollar off the gate price (\$5 adult, \$3 children)

SHOWCASING BOATBUILDING, CLASSIC YACHT CONCOURS D'ELEGANCE, THE TRADITIONAL SMALL CRAFT ASSOCIATION NATIONAL MEET, THE SICA CHALLENGE CUP, SEMINARS, TOOLS, MATERIALS AND YACHTS FOR SALE.



Top to bottom: Waxing the hull? No, just cleaning off the gypsy moth spatters. The lonely splendor of the serious shell. Family day on the river.

THE GREAT PAWCATUCK RIVER ROWING RACE

Report & Photos by Bob Hicks

The whole scene could have come right out of the turn of the century, were it not for the costumes and some of the boats resting on the grass. Under the spreading elms on manicured lawns, people stood in groups reliving the just concluded Great Pawcatuck River Rowing Race. Scott Joplin's ragtime themes from the STING issued from loudspeakers hidden in the trees. Over behind a stonewall at the water's edge, the Royal Artillery Company of Newport had been firing off their revolutionary war brass cannons, earlier to announce the start 2-1/2 miles upstream, later as each class winner crossed the finish line. Philo Willets, Jr. stood with a tall drink in hand, greeting various people, savoring this, his second attempt, at organizing this rowing race. The finish and all its ambiance was at his home on India Point in Avondale. What a great way to wrap up this event. "Well, it's a nice way to have a party here without it costing me anything," was Willets' explanation.

The Pawcatuck River is the longest river in Rhode Island. It divides Connecticut and Rhode Island from Westerly to the sea. It's very lovely downstream of Westerly where we viewed it. In 1982, Philo Willets decided to organize a rowing race. "There are many people around here who would enjoy rowing and paddling on this river," he explains. The race would be run as a fund raiser for the Westerly Summer Pops concert. And so it was, and so it did. But, it also caught the fancy of over 50 oarsmen and paddlers, and by this year was assuming its own stature as a local happening, not just as a subsidiary fund raiser for the Pops. It still would serve that purpose, but it was obviously no longer its main role.

All this community involvement, with Dr. Willets at the helm, made access to the river and organizing it all the easier. Along the river just below Rt. 1 in Westerly the participants and onlookers parked at roadside where normally one cannot, boats and people lolled on the manicured riverbank grassy verge above the retaining walls here. Tee shirts were on sale, all sorts of Pops artifacts also. A starting line was buoyed in the river, an electronic timer at the edge, an official "starter" dressed

formally with his pistol awaited the beginning of festivities, and about 75 boats, many canoes, were in the water ready to go.

Everyone had paid modest entry fees of \$5. A beautifully prepared 40 page program booklet was available, with many local trade ads in support. It was all really first class.

The contestants were divided into a variety of classes to cater to almost any sort of oar or paddle powered boat. At one extreme, in lonely splendor, Bob Reichert in his 30' rowing shell headed off downriver, setting the day's fastest time at 20 minutes 15 seconds for the 2-1/2 miles. Then came various classes of sliding seat and fixed seat boats, wood and plastic. After them the more motley collection of rowboats of lesser degree of seriousness, including one bigger outboard powered by four sweeps working against 1x3 strapping nailed to the topsides at the start. The odd funky little tender, boats with single serious rowers, boats with entire families, a boat with a parasol. Finally the canoe and kayak gang, and they were in the majority. Unlike everyone who had departed earlier downstream, the 30 or so canoes and kayaks, bearing from one to six paddlers each, left in a mass, crash start. It was the best start to view, but it may not have been so exciting to some who got into the unavoidable tangles.

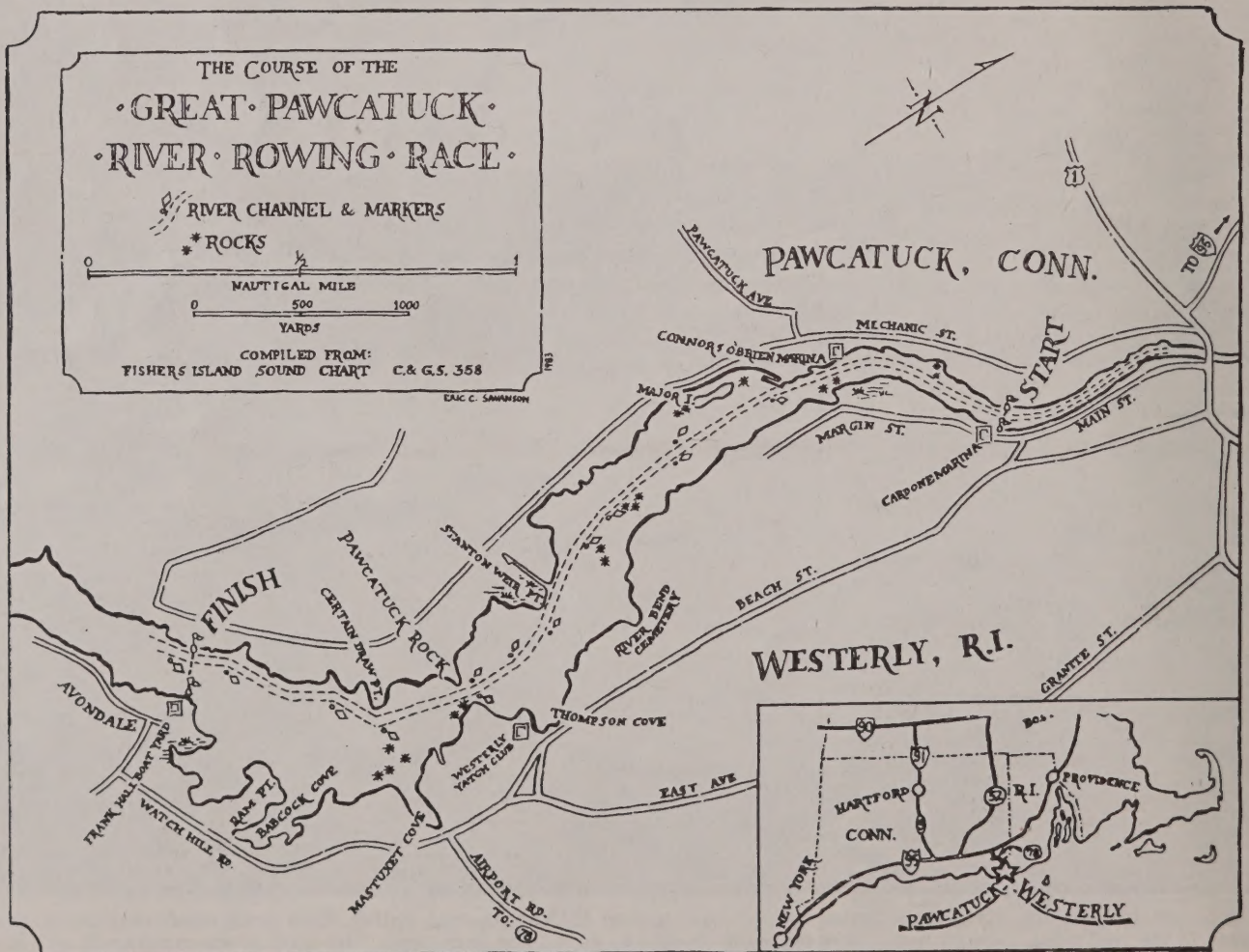
Everyone was timed at the finish, results were posted while eating, drinking and socializing went on. As the various groups came into view upstream of the finish, and often battled it out to the line, the fans ashore waved drinks aloft and cheered.

Well, what about the various times? It was a race as well as a social occasion. We already mentioned that Bob Reichert, the sole racing shell entrant, had set fastest time in his 30 foot shell. Jim Devol won the class for recreational boats with sliding seats and outrigger oarlocks in 21:51 in a Fastart plastic racer. The Mainville family, Chuck, Frank and Kris topped the traditional and classic boats with fixed seats and gunwale mounted oarlocks in their 21 ft Clipper in 25:51. Dennis Kapfer and Mike Coyne paddled their Sawyer Champion racing canoe to the best time for that class of 23:06.



Top to bottom: The Hog Island Boys turned up from back around 1912 or so, real stylish. This young man's dugout canoe is the real thing, brought home from the south Pacific by a cruising yachtsman. The start of the canoe and kayak contingent was action packed!

So, maybe the costumes worn by our 1980 era people are hardly the sort to have been seen in 1905 here, but the spirit of the occasion seemed to grasp something of that mix of friendly competition and summertime lawn party. We did note that the Hog Island Boys were on hand, decked out in their bow ties, and linen jackets, and plus fours. A mention of these costumes to Dr. Willets elicited this response: "Well, maybe next year we can do something about that, encourage some period costumes." In that setting, with the appropriate traditional watercraft, the booming of brass cannon, that might add to the fast developing mystique of this unique rowing race. This is how traditions get started.



What's happening...

AUGUST 12-14: 2ND ANNUAL OCEAN KAYAK SYMPOSIUM, CASTINE, ME.

Organized by CANOE magazine, this weekend affair caters to those interested in expedition kayaking. The program will include talks and demonstrations, displays of equipment, and a supply of "tryout" kayaks for participants to sample. Films will also be shown.

For more information, write to Sea Kayak Symposium, c/o CANOE magazine, Highland Mill, Camden, ME 04843.

AUGUST 14: ANTIQUE & CLASSIC REPLICAS BOAT SHOW, SNUG HARBOR, RI.

For information contact Kenneth Proudfoot at (401) 789-3023 or write to Rhode Island Marine Services, Box 209, Wakefield, RI 02880.

AUGUST 18-21: WOODEN BOAT SHOW & NATIONAL TSCA MEET, NEWPORT, RI.

The Wooden Boat Show is in its third year in response to the interest it has aroused in wooden boat owners (and dreamers) throughout the northeast. The show of boats, the displays of products, are supplemented with the SIKI challenge, the so-called "Quick & Dirty" boat building contest, and the first try at a national in-the-water meet for members of the Traditional Small Craft Association. A number of members are expected to be bringing their traditional craft to this meet, and several programs of interest to traditional small craft enthusiasts have been arranged.

For further details on the Wooden Boat Show, contact the Newport Yachting Center, P.O. Box 549, Newport, RI 02840, (401) 846-4994.

If you would like to bring your traditional small craft to the national TSCA meet, you MUST contact John Burke, Box 1162, Hyannis, MA 02601 to arrange for registration. Because of the complexity of arrangements for this meet in connection with available space at the Wooden Boat Show, you cannot just "show up" unannounced.

DOING SOMETHING INTERESTING IN BOATS? KNOW SOMEONE WHO IS? IT ISN'T NECESSARY THAT THE ACTIVITY BE A SPECIAL ORGANIZED EVENT SUCH AS THOSE PRESENTLY LISTED. SMALL INDIVIDUAL OUTINGS INVOLVING BOATS TO WHICH YOU MIGHT WISH TO INVITE OTHERS OF LIKE MIND ARE APPROPRIATE ALSO. TO CATCH THE ATTENTION OF 1000 OR MORE PEOPLE WHO ENJOY MESSING ABOUT IN BOATS, JUST SEND US THE DETAILS ON YOUR ACTIVITY AND WE'LL PUBLISH THEM ON THESE PAGES.

AUGUST 19-21: 19TH ANNUAL ANTIQUE BOAT SHOW & 7TH ANNUAL GOLD CUP REGATTA, CLAYTON, NY

This annual gathering of antique and classic boat owners and enthusiasts is in the Thousand Islands area on the St. Lawrence River, Clayton, NY. The site is the Shipyard Museum. The Boat Show attracts many beautifully restored craft of oar, sail and motor power from out of the past. The Gold Cup Regatta attracts upwards of 15 restored Gold Cup speedboats of yesteryear. This event has been held at Lake George in New York, and in Canada. This year it joins the Boat Show for an all-in weekend of nostalgia.

The opportunity to see all of these boats at rest, and the Gold Cup boats in actual events on the 2-1/2 mile oval course is worth the longish trip from the New England area. If you want to know more, contact F.J. Collins, Jr., Director, Shipyard Museum, Clayton, NY 13624 (315) 686-4104.

AUGUST 20: ROW AROUND HULL RACE, HULL, MA.

This is the third annual race for dories, peapods, wherries, whaleboats, currachs, ocean kayaks promoted by the Hull Lifesaving Museum. For more details contact Ed McCabe at 24 Fairmont Way, Hull, MA 02045.

AUGUST 20-21: FRIENDSHIP SLOOP REGATTA, MARBLEHEAD, MA.

For more information, contact the Corinthian Yacht Club at (617) 631-9783.

AUGUST 28: 9TH ANNUAL GREAT DORY RACE (OPERATION SHORT SHIPS), ROCKPORT, ME.

Organized by Bill Gribbel of Rockport, this affair consists of two rowing races. A short sprint of about 2 miles will be first. Then a longer ocean race of about 7 miles will go off, not necessarily across the bay. The course will be announced at the skippers' meeting at 8 a.m. Start, finish, and meeting all take place at the Rockport Boat Club.

A sailing regatta and picnic (bring your own lunch) will be led by Sam and Sue Manning during the races. Afterwards there will be a chicken roast picnic at Beauchamp Point organized by Jim and Meredith Martin.

Entry to this event should be sent to Bill Gribbel, Box 45, Rockport, ME 04856. Fee is \$5 for a boat and up to three crewmembers. More than three crew are \$2 additional each person.

AUGUST 26-28: ANTIQUE & CLASSIC BOAT SOCIETY MEET, LAKE GEORGE, NY.

More details on this event in upcoming issues.

SEPTEMBER 10 & 11: STEAMBOAT GATHERING, MOULTONBORO, NH.

More details on this in an upcoming issue.

SEPTEMBER 24 & 25: MAINE TSCA SMALL CRAFT IN THE WATER MEET, CHRISTMAS COVE, ME.

An annual gathering of small craft owners and enthusiasts at beautiful Christmas Cove near So. Bristol, south of Damariscotta. Saturday gathering and boat tryouts, Saturday night dining at adjacent restaurant. Sunday morning local cruise. To receive mailed instructions and information you can write to Shew & Burnham, P.O. Box 131, So. Bristol, ME 04568.

SEPTEMBER 24 - OCTOBER 2: CANOE BUILDING COURSE, CRAFTSBURY COMMON, VT.

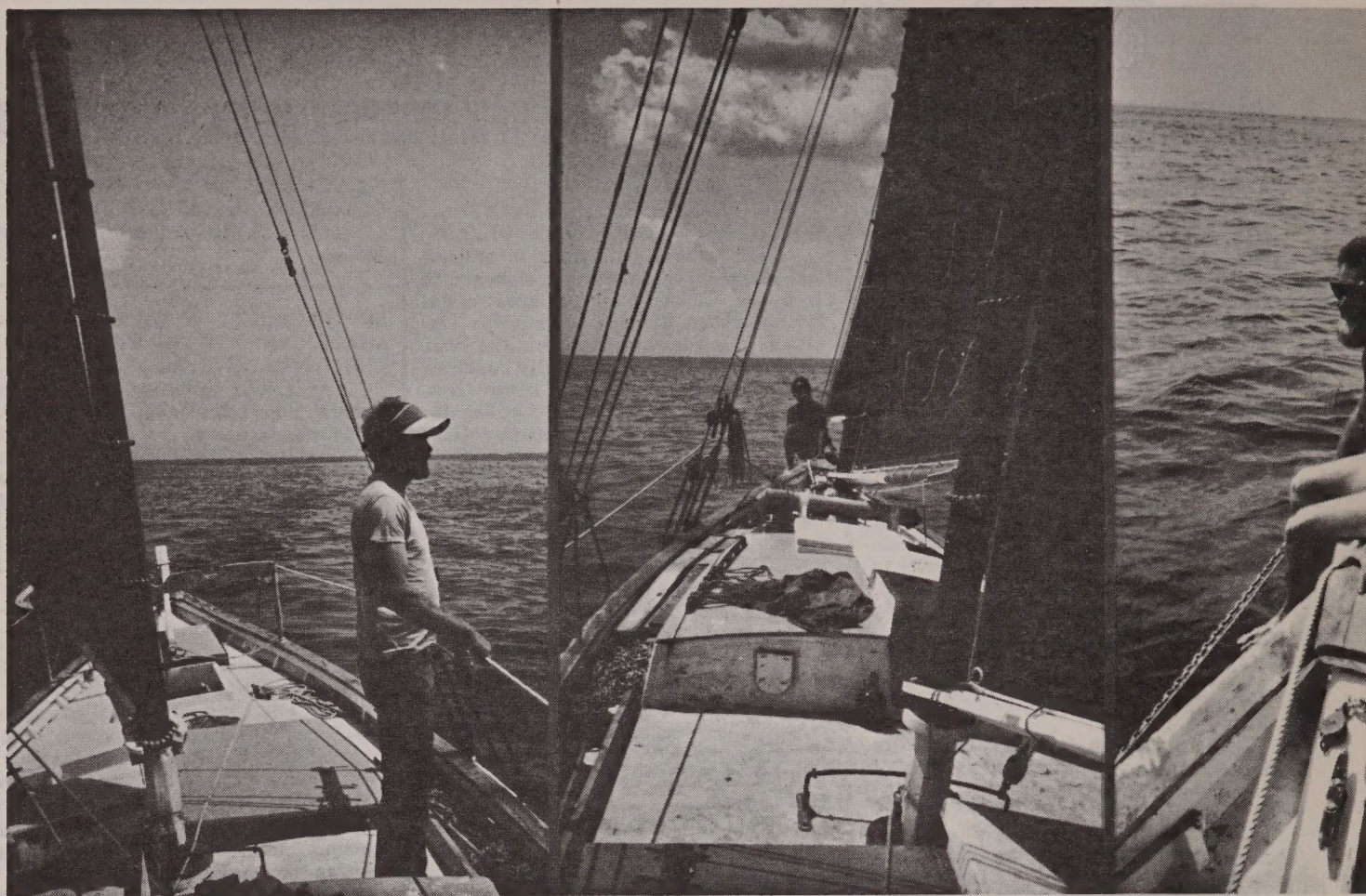
This is a bit early of an announcement, but if it is something you might care to do, it would require advance arrangements. The Sterling College in Craftsbury Common will run this nine day canoe building course for a small group of interested persons. A similar course successfully was completed in May, in which four persons took part. The course includes morning construction work at Strong's Canoe Yard, afternoon local paddling in preparation for a final four day expedition to provide experience in lake paddling, portaging and white water. Interested? Contact Ann Ingerson, Sterling College, Craftsbury Common, VT 05827.

THE ALDEN OCEAN SHELL ASSOCIATION.

This organization caters to the interests of owners and users of Alden Ocean Shells. Present membership totals 250 nationwide. Various members organize races under AOSA and also United States Rowing Association procedures. The majority of members are over 27 years of age, thus automatically falling into a Masters category. Many members are ex-oarsmen from college who wanted to continue in the sport of rowing a racing single but have the safety and stability of a boat than can be used in any weather or water other than gale conditions.

The Head of the Charles Regatta is the major annual meet, this year on October 23rd in Cambridge, Mass. In 1982 this event attracted 41 participants in Aldens, Trainers and Doubles.

If you wish further information on the AOSA, write to Ernestine Bayer, 371 Washington Rd. Rye, NH 03870.



ZEBRA DUN... There are times when all that

The three of us were sprawled on the deck of ZEBRA DUN as she sailed herself along, headed for the Isles of Shoals in a series of long windward tacks. The early morning calm had given way to a moderate breeze and the warm July sun shone down on us benevolently. "This is when all that money and work pay off," John remarked. It was nice.

John is in the 12th year of his love affair with his 48 foot Tancook schooner. He started to build her in 1971 out in California. Readers of early WOODEN BOAT issues might recall John's two articles on the tribulations involved building his dreamboat. Like, getting her framed up and ready for planking, only to have to remove her from the lot on which she sat when it was sold by the landlady. Remove her all the way to Texas by truck. But first, take her apart! Then, finish her off in Texas. And then the breakup of his marriage when his wife just couldn't accept the idea of life aboard this "workboat" as they would sail from Texas to New England.

Now it is 1983, and ZEBRA DUN is sailing for the first time in nearly three years. Earlier this week John and Ernie had met at Freeport, Maine to get her rigged and ready to go, with plans to first get the three year accumulation of marine organisms off her bottom. "They wanted \$300 to haul her and

clean the bottom and paint it," John explained. Since John had just given up his job back in Oklahoma after a two year stint to raise money for ZEBRA DUN's needs, and had sunk about \$7000 into a new 20hp diesel, and four tons of lead ballast, he just wasn't ready for this kind of price.

I had joined John and Ernie at Kittery Point where they were going to lean the Tancook against the town pier at high tide and then scrape off the bottom and paint it as the tide went out. But, somebody else had beat them to the only spot. "Might as well go sailing," was the solution to this. They had sailed ZEBRA DUN down from Freeport after plans to careen her in Chandler's Cove on Cheabeague Island had been abandoned when they got a look at the tide coming in over the bar they had thought to use. The 30 knot northwesterly that first day had skimmed most of the "grass" off the bottom, but the big chunks of barnacles were firmly in place, ZEBRA DUN's bottom looked like an underwater rock. Knocking off the clumps that could be reached from the dinghy with a hoe hadn't made much of a dent in the accumulation.

Despite all this drag, ZEBRA DUN was moving along, the sun was shining, we had the day to just daysail and talk and eat and drink. Isles of Shoals was

our destination only because it gave us someplace to head towards. The sea breeze was making it a beat, but that's OK, we could run home later in the day.

John and his girlfriend, Cheryl, had spent the last two years in Oklahoma managing a ballet company to raise money desperately needed to update ZEBRA DUN. Sailing that 48 footer with no motor had presented many, many big problems and the 20hp Buch diesel was going to cost plenty. The iron inside ballast was fusing together, as it will, and John wanted to get it out while he still could and replace it with lead. That would come to well over \$2000 just for all those lead pigs. So ZEBRA DUN had sat out one winter in the water in Portland, Maine, gotten beat up some so that John asked a friend to move her up to Freeport for the following winter. Her topsides desperately needed paint after this prolonged abandonment. John wanted to get some ballast on the outside. That bottom needed cleaning. The rigging needed attention. The broken main boom had been replaced with \$20 worth of spruce two by sixes glued up and then rounded down. But, instead, we were out sailing.

We never got to the Isles of Shoals. The cumulus clouds built steadily in the sky, the wind built up until whitecaps appeared. We moved along ever



money and work pay off!

more briskly, until one of those now very black cloud towers passed over us, beneath it a funny ruffled looking dark gray patch of water. It was almost broad on to us, and we barely rounded up to the sudden fierce gusts as the wind switched 90 degrees and hit us hard abeam. The full rig was up, main, fore and jib, and ZEBRA DUN laid well over, the water foamed up over the scuppers, then over the lee rail, as we let the sheets run and all that incredible flapping and snapping and swinging of booms built up. As this squall passed it didn't immediately become obvious where the wind was now going to settle. So, the main was hauled down, the jib taken in. The foresail was sheeted in, the rudder put way down and ZEBRA DUN just sat there easy as could be while we waited to see what the new situation would be. I was really coming to appreciate the virtues of this schooner rig. Earlier, we had been going easily to windward so well balanced that nobody put a hand on the tiller for over an hour, we were all just passengers as ZEBRA DUN sailed herself.

The wind was now a pretty steady 20 knots or so and gusting some, so for a while we tried to beat on to the Isles. But, progress was slow with that crusty bottom, so we wore around, put up the main, double reefed, and the jib and began the long reach back towards Kittery. The

sky was now cleared of most of the cumulus, the sun again shone, and soon the wind moderated, we shook out the reefs and relaxed again in the sun.

Then John spotted another schooner off the port bow. "That's one of those Colvin designs," he soon asserted. "Just about our length, but twice as much room in her." We bore off to look her over. She was reaching south with just a jib and foresail, the latter a junk rig sail with all those horizontal battens. With so little sail up in the now much eased breezes, she was easy to overtake.

We pulled alongside on her lee and began to visit. Turns out this was the first outing for her new owners, they'd been caught by that squall with everything up and scared. Now they had discovered that they had a dead battery and could not start the diesel. Their plan was to turn about and motor back to Portsmouth, they moored five miles up the Piscataqua River and HAD to motor at least up the river with its bridges and winding channels. John offered to shepherd them back and show them a spot to anchor off Kittery Point, and urged them to get the main back up in the fast dying breeze.

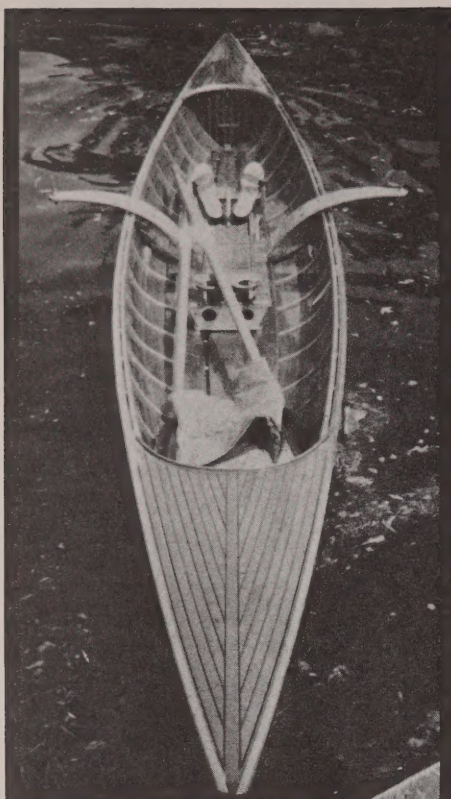
They did, and we began the reach north again together. Then the owner was successful in starting the diesel with a spare battery he had discovered

below. The wind finally pooped out altogether, they motored on home and we slatted around a half hour or so waiting to see if any new breeze would spring up. But, it didn't, so we reluctantly fired up the diesel and motored the last four or five miles back through the loup that the day's diverse winds had created.

ZEBRA DUN, despite her fouled bottom, despite her weathered topsides, despite her size, had been no harder to sail than a small daysailer, and had stood up far better to the surprise squall. She showed me how true all I had read about the charms of the schooner rig was, how pleasant and flexible this rig was to sail. She also had revealed during our conversations how demanding a boat this size can be on her owner's finances, even built and maintained by her owner, her size made her costly to keep. Just like a house, ZEBRA DUN needed an unending procession of attention if she was to fulfill her promise.

John Nation had been coping with all of this since 1971, his emotional commitment to this lovely boat was still total. Even faced with yet to be resolved expenses still looming up ("I sure could use a rich uncle") John was optimistic. And like he had said earlier in the day, as ZEBRA DUN eased along in the breeze sailing herself, "This is when all that money and work pay off."

Report & Photos by Bob Hicks



Henry Szostek's Rowboat

"So what sort of boat is this?" the lady at the sign-up table at the Mighty Merrimack River Rowing Race wanted to know.

Henry Szostek replied that it was a rowboat. "Yes, but what KIND?" she persisted.

"Well, I guess you could call it a peapod," Henry hazarded, and then continued, "Yes, a Misery Island Peapod." That was all she needed to know. And so Henry's boat was now properly identified.

Henry Szostek lives in Beverly Farms, Massachusetts, he puts his boat into the ocean at nearby West Beach and often rows out to, and around, Misery Island off the beach in Salem Sound. He also rows a lot further than that, way out to Halfway Rock off Marblehead and back, that's ten miles in the open sea. Because he liked to row in the ocean, Henry decided to build this boat. It is his first boat. People who see it simply do not believe him, he has got to be kidding.

This ocean rowing boat is 21 feet long with a three foot beam. It is strip planked in white cedar and West epoxy. The ends are decked over with locust and teak, with little compartment doors providing dry storage inside. The interior is bright finished and has a sliding seat setup. Henry built that too, from

scratch. The oars rest in locks on outriggers laminated into graceful arches in ash. Henry made the oars and also the outriggers. Henry made everything. He made the hardware bits that make it all go together and come apart for cartopping handily. And he made the cartop rig that enables him to load the 185 pound craft alone.

So, no wonder this boat looks like a professional job, it has been built with great care and attention to detail. How come this man could do this with no prior boatbuilding experience. "Well, I built model airplanes for 20 years," Henry will tell you, "and this was just a very large scale project along similar lines."

Maybe so, but it also reflects great skills working with wood. Henry earns his living exercising skills with machine tools in his basement workshop, fabricating precision bits for area hi tech firms. So he had no trouble at all making the hardware for the sliding seat setup. "The Martin Oarmaster is a semi-production setup," Henry responds when asked why he didn't just buy a sliding seat arrangement, "and it seems the average oarsman must be around 5' 8" to 5' 10", I'm 6' 9" and just don't fit in such a rig."

Henry grew up near the ocean, did a bit of rowing in his early teens in the local postmaster's peapod. That boat had drifted ashore in a storm, had Nova Scotia I.D. in it. The postmaster found it, eventually located its owner in Nova Scotia. "Well, I'm not coming way down there to get it, you just keep it," was the former owner's reaction. This was in the '50's. Henry always remembered how nicely that boat rowed compared to the ordinary skiff.

In the early '70's Henry bought a fiberglass peapod and began rowing a lot more locally for exercise and recreation. Then he discovered sliding seats. And, he thought about those muscular long legs just doing nothing for him in his peapod. Off he went to the Head of the Charles race to look over sliding seat rigs.

Henry is one of those people who is afflicted with that, "I can do that and not have to pay THAT much for it," attitudes. The price for sliding seat rowing craft was way more than he felt he could afford. He was appalled. So he decided to build his own.

He read the books, he looked over the catalog sheets. He viewed boats at meets and boat shows. He decided to not only build his own but to design it as well. He started making half models, until he got one that looked like he thought he'd like. The length was to be 17' for he was going to build it in the attic of his family three story house. But, he got sidetracked building a two car garage with workshop and upstairs, and when that was done it had a bigger attic. He spaced out the molds developed from his half model lines and came up with 21 feet, the length of the new attic.

Henry finished the boat up in the summer of '81 with its transport dolly and roof carrier equipment. He'd learned with the peapod that having to depend on

help moving the boat seriously curtailed his opportunities for rowing. He brought it to the local TSCA meet in Salem, and it was an immediate hit. "I enjoy just standing by and listening to the people discuss it," he smiles. Towering over everyone, smoking his pipe, the creator of such elegance.

People who talked to him about it found themselves invited to try it out. Some were really shook up when gravelly shoes crunched into the varnished interior. When Henry explained that one beached the boat by giving a last hard pull on the 9 foot oars to drive her well up on the beach, others shuddered. It was too lovely to use so hard.

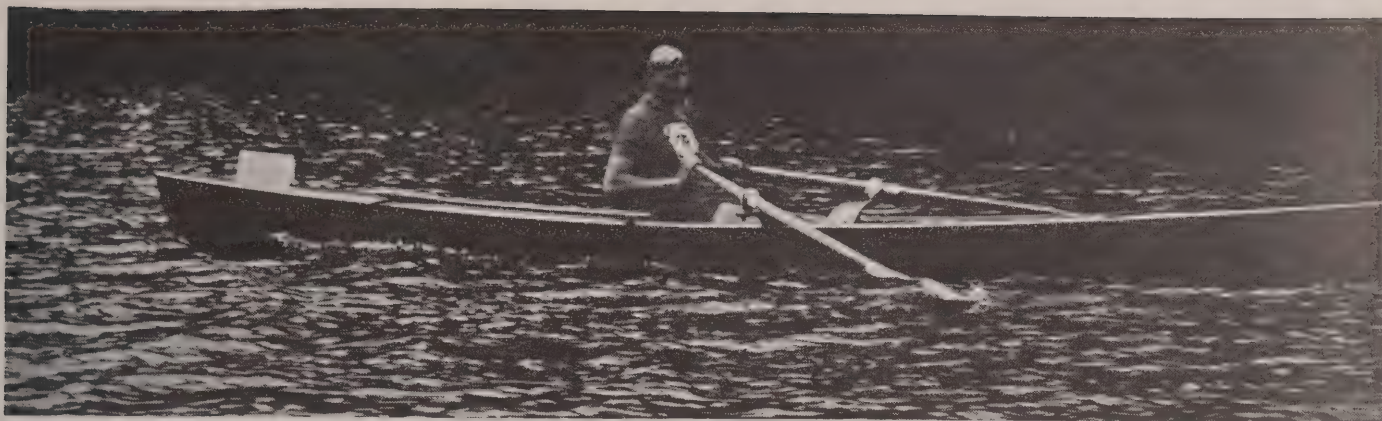
"I built this boat for hard use," Henry explains. "She's built of 3/8" cedar, epoxy sealed. She has that outside keelson." Henry isn't one to just look at his creation. He doesn't abuse it, after two years the boat still has its original paint and varnish, a few patches and dings in the finish are appearing, but it's been rowed a lot, and by different people.

The weight of 185 pounds makes it uncompetitive with ultra-light flatwater sliding seat craft, such as the Fastarts. They beat Henry in flatwater races. "But when we go into the ocean, then I get the edge," Henry chuckles. He's won the Row Around Hull over the ultra lights, when they hit the current and tide rips in Hull Gut this seaworthy craft cuts on through while the lighter boats have to watch the waves more carefully.

Henry hasn't stopped development of his Misery Island Peapod. This coming winter he's making up 10 foot oars with an improved blade shape learned from talking with Arthur Martin. He's extending the outriggers also. With his size and reach, he feels he can use the longer sweeps to advantage.

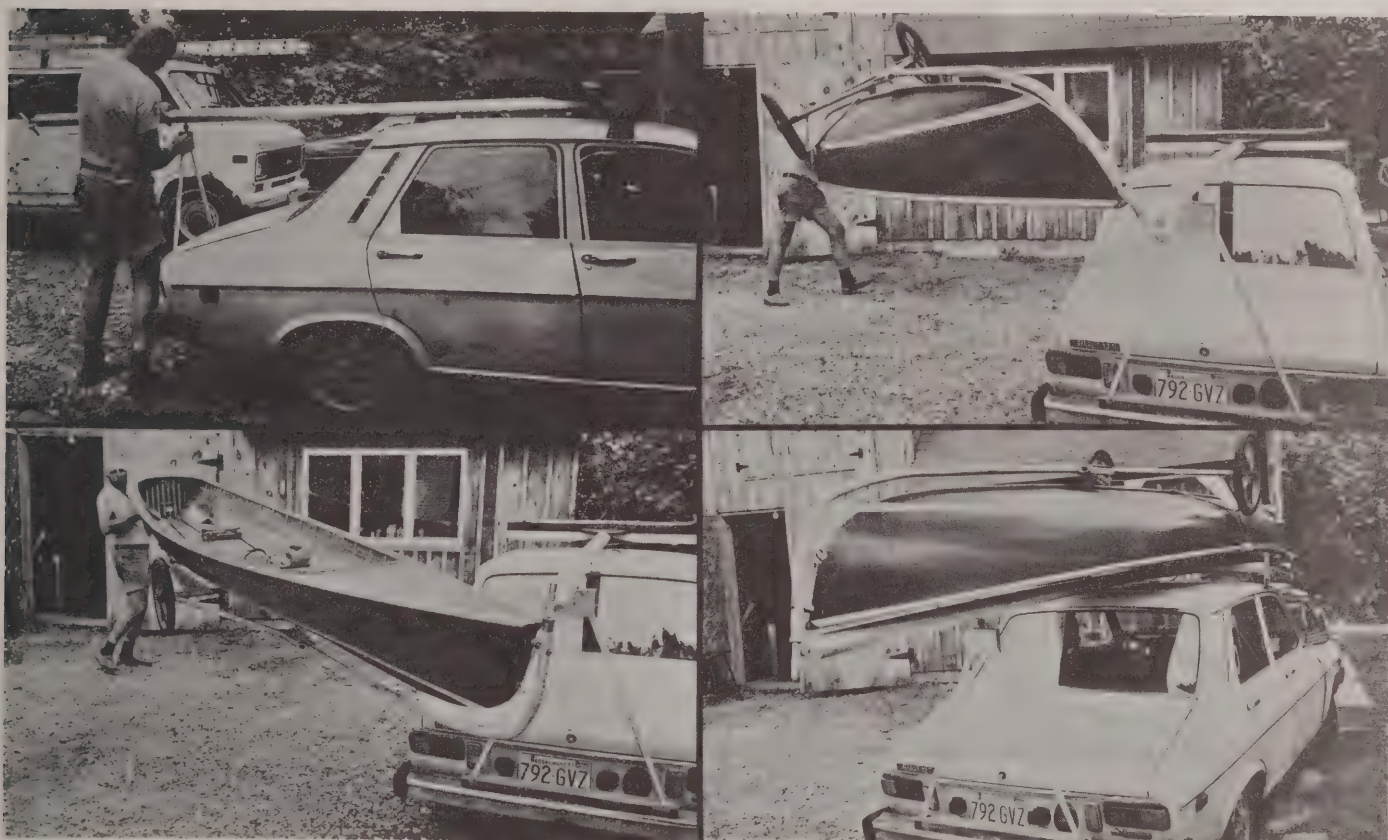
And the next boat is taking shape in his mind. Same molds with a bit less depth (this one is 14" deep midship), cold molded instead of strip planked, less brightwork, more paint. No floorboards, lighter decking, a lighter sliding seat setup. Henry's decided now he wants the lighter boat for those occasions when all the ruggedness isn't needed and actually hinders his racing efforts.

He's in no hurry, he has ordered Port Orford cedar from Oregon after extended telephone negotiating. Part the pleasure is in making this elegance take shape. It'll be 1985 before the ultra-lite version of the Misery Island Peapod will make an appearance. "One thing I did learn building this boat was that those guys who build these for a living and charge those prices I was so appalled by earn their money." Since it was a labor of love for Henry Szostek, the hours didn't have to be measured in dollars. It'll be the same with the new version, and while he spends the next couple of years meticulously putting it together, he'll still be out rowing those ten miles in the ocean and at the proliferating number of rowing races now being organized. Maybe she's heavy but she's still a pleasure to look at and a pleasure to use. And, when the race is on an ocean course . . .



Cartopping 21 feet & 185 pounds of boat.

Report & Photos
by Bob Hicks



Henry Szostek learned right off that keeping a rowing craft at home and trying to use it frequently created big problems in logistics. Weary of waiting for his brother's assistance, not to mention the imposition his need was on his brother, Henry developed his rooftop rig for carrying the 14 ft. peapod. When he completed his Misery Island Peapod, he built a larger version. Now he can single handedly transport the 185 pound boat to wherever he can gain access to water over any sort of reasonably open terrain.

The boat rests in a tubular cradle so designed that it is slightly bow heavy. It rolls on two bicycle wheels. It can be easily rolled over all but the rockiest water access.

The cartop rig is a tee-shaped

assembly, the flat crossbar rests across the roof of his Renault and straps down to the rain gutters. The main pole points back over the rear, and is supported to the rear bumper with two struts that snap into place in airhose couplings. On the end of this pole is a universal swivel joint Henry built.

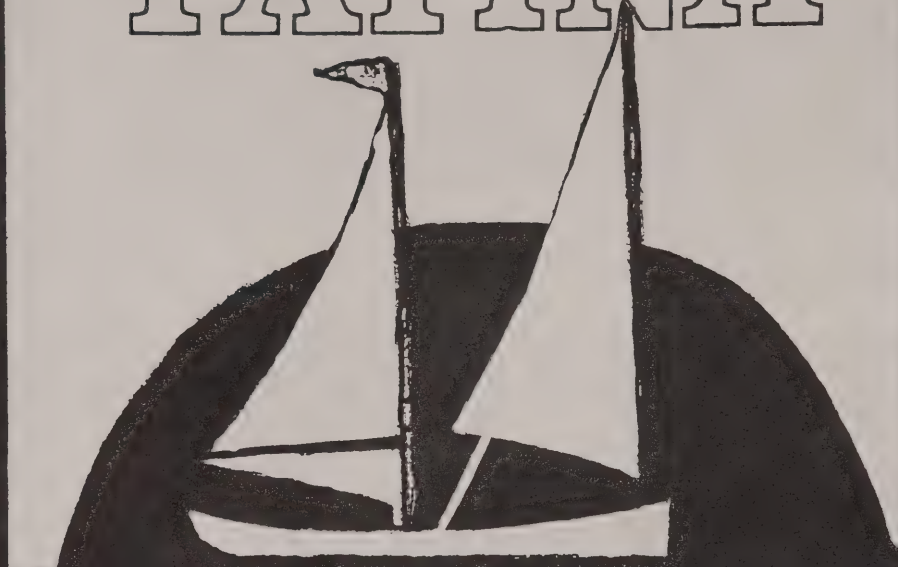
To load, Henry wheels the boat alongside the car at an angle, bow to the rear, stern out around 10 o'clock in relation to the car's fore/aft axis. He lifts the bow lightly up and snaps the dolly fitting into the universal joint. Then he goes to the stern, lifts it clear of the ground, pivots the boat on its axis 180 degrees to inverted position. He then walks over to the car and lifts the stern up and over the hood until the gunwales are over the crossbar on the roof and

then drops it into place. It is then strapped to the crossbar.

The entire sliding seat rig and the demounted outriggers and the oars are all secured within the boat beforehand in their appointed places so the entire boat equipage is all in one piece for transport.

Friends who have admired the simplicity and efficiency of this rig have urged Henry to go into business building this roof top carrier for sale. Henry smiles at the thought, "I'd be very concerned about someone 5'8" tall trying to get a 185 pound boat onto a car roof overdoing it and filing one of those product liability suits." He usually is quite happy to show an interested onlooker how it all works, though, if you happen to run into him at a rowing race.

PATINA



A SIXTEEN FOOT NEW HAVEN SHARPIE BUILT FROM PLANS OF THE W.B. FROM MYSTIC SEAPORT MUSEUM AND DESIGNED BY LESTER ROWE, A NOTED 19TH CENTURY NEW HAVEN BOAT-BUILDER.

Needs a Home

LAUNCHED IN 1980, PATINA IS SOUND WHITE PINE ON WHITE OAK CONSTRUCTION. THOUGH SHE DOES NEED SOME WORK, SHE IS THE IDEAL BOAT FOR THE RIGHT SKIPPER. OWNER/BUILDER MUST SELL, GOING TO COLLEGE.

The first time I saw PATINA her owner was handing out this flyer in an attempt to sell her:

I took one, although at this point I had no intention of buying a boat, wasn't even looking for one. However, the more I re-read that flyer, the more it appealed to me. I like to think of myself as modestly paternal and PATINA did need a home. And, maybe underneath it all I was a "skipper" and didn't know it. And, here was history, love the subject, and craftsmanship. It was obvious she had a few wrinkles, but a bit down the line there was the promise of a good sail. Two masted, no less. But, it had been ten years since my last boat.

I called the fellow and we made a deal. Terms, cash, but not much. His advice: Read Chapelle and write Mystic Seaport for a copy of the plans to which she was built.

So, late one fall day and with the help of two friends, I drove to Essex, Connecticut, loaded PATINA onto my pick-

up and headed back to Hartford. Took the first place I could find to store her and rolled a couple of logs under her and began to inspect things a bit more closely.

It was a pleasant surprise. She had a nicely cambered half deck, steam bent cowl, inboard rudder and beautiful sheer. Not to mention sails and much mysterious rope and rig, but that's getting ahead of the story. Structurally she was as nice as she looked, good heavy oak centerboard logs, chines, keelson, deck beams, foremast partner and main thwart. Like the W.B. she was neither sharpie nor skiff. She was, instead, Lester Rowe's idea of a miniature sharpie and he would have known. He was a noted sharpie builder and oysterman of Fair Haven, Connecticut.

Without question I had come upon an intriguing little boat.

At this point I took the builder's advice, quickly acquiring copies of Chapelle's books, BOATBUILDING and AMERICAN SMALL SAILING CRAFT and

a copy of the W.B.'s plans from Mystic. And was enchantingly adrift. The small sailing workboats of the past and of that lineage PATINA partakes, rose and dropped astern. Bateaux, Block Island cowhorns, garveys, log canoes, peapods, whitehalls, sharpies, skipjacks, Tancook whalers, scows. The Tancook whaler, now there was a boat, or, getting down to basics, what about a Block Island cowhorn?

But a pleasant journey must end and, as interesting as AMERICAN SMALL SAILING CRAFT was, PATINA was on my mind. The phrase from the flyer, "Though she does need a little work . . ." was beginning to intrude. That phrase boiled down to two words, she leaked. Here was trouble. At its best, a planked skiff that won't stop leaking is a tempest in a teapot. Once these little folk go into the water, they are meant to stay there. And if they leak, they sink. Every time. All summer long. No fun. If things are right, the skiff goes in, promptly sinks and stays that way for a while, then just bail her out and she's all set for the summer. It is positively disheartening to work on a nicely painted swelled skiff that just won't stop leaking. A good skiff should swell tight and stay tight. And, needless to say, PATINA did not. I needed another book.

Enter BOATBUILDING. BOATBUILDING soon became a late evening companion. Keels, sheers, garboards, chines, battens, plans, layouts, timbers, frames, ribbands, fastenings, planking, caulking and hardware swirled through my mind. And tools: Steambox, mallet, adze, plane, spokeshave, augers, scrapers, chisels. I was intrigued by caulking irons: Reaming, common, making, deck, bent, reefing. And all explained and illustrated to some degree. Amazing. And how about the brief section, page 598, "Turning professional." With discipline I pulled my imagination back. My problem was PATINA, your basic flat bottomed model. And here was plenty of help. I would eye details relevant to PATINA, check the Mystic blueprint, and then check PATINA. Nine times out of ten she held up. The right wood was in the right place.

I investigated a bit more, took a few bottom planks off. The fastenings were a touch short by Chapelle's rule, "The rule is the 'penny' of the nail should be the number of eighths of an inch in the thickness of the plank through which it was driven. In soft wood, the 'penny' should be two eighths greater than called for in the rule." And, the bottom planks tended to warp away from the chine at their edges. Not good. Also much of the clamp and chine fastening was done from oak to pine. That went against the sense of things. And the chine was not flush to plank to which it was fastened. I decided the chine must have moved and would continue to do so, causing more leaks.

A decision was reached: Refasten the chines and the clamps, this time from pine to oak; replane the chines flush with their side planks; replace the bottom planks from a bit forward to a bit aft of the centerboard; refasten the remaining planks as needed. So, in late

December I removed the planks I was going to replace.

A necessary preliminary step was the removal of the outer keelson, and it just about peeled off in my hands, further re-inforcing my original conclusion of loose fastenings as a key issue. I must add here that had PATINA been a round bottomed skiff or, and especially so, a dory, John Gardner's book, BUILDING CLASSIC SMALL CRAFT and THE DORY BOOK would have been just as valuable as BOATBUILDING.

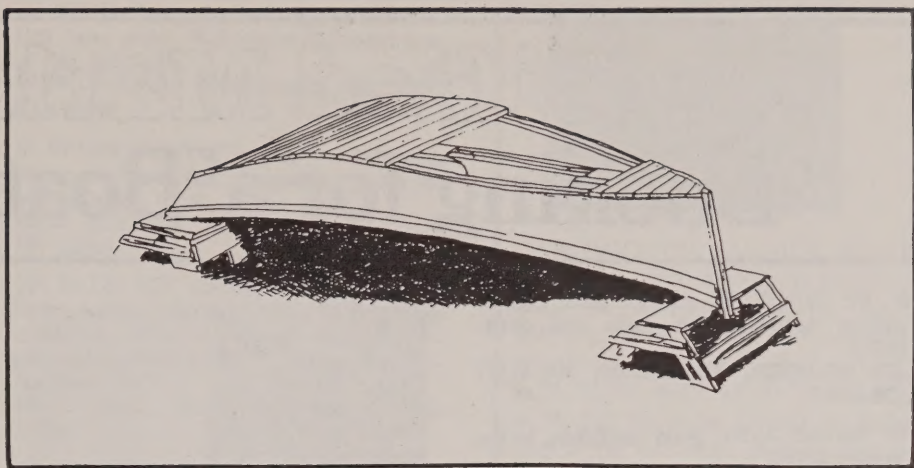
At this point I began to make my mistakes. I thought the bottom would hold its shape on the strength of the remaining planks, the thwart and the deck beams. It almost did until the unforeseen need to move the boat was forced by the sale of the property on which she was being kept. In the process of unloading her and re-setting her up, a slight twist entered the picture. I decided to let it be. PATINA was a sprung shape to begin with and trying to re-establish centerlines without completely rebuilding the boat seemed impossible. So she went back together with a touch of a twist. A bit more common sense at the start, adding a few temporary frames, might have avoided the trouble. But, forward.

With the outer keelson and planks removed, the problem became wood. Chapelle liked air dried wood. It was not available through the usual lumber yards and was just too expensive through the marine lumber yards. The answer was found in a small local sawmill, and I might add that they haven't changed in thirty years. One waits patiently, is heard out, and some wood found. I had the pleasure of discovering Moore's Sawmill in Bloomfield, Connecticut. Over hill and dale it lies, and the Moores have been in business a hundred years.

I wanted white pine, clear. Mr. Moore said fine, adding that growth knots wouldn't hurt, and led me to some rough sawn stock and let me have my pick, though I deftly allowed him to help me with the choosing. The wood set aside, he asked how thick I wanted it planed. I replied as close to an inch as possible. I was then told it would be ready in a few weeks as soon as he had enough work to make setting up the planer practical. Perfect. Just finding the wood, let alone getting help in picking it out, was more than I had a right to expect. I was pleased and paid in advance. I paid either 39¢ or 49¢ a board foot and a week later picked up 60 board feet of good pine. It was much better than the select grade at the local lumber yards. It was nice and heavy, with a fine cream color, and I had had two nice rides out into the country and met a delightful fellow.

I had also met his assistant, Bob Gregan, who repaired, as luck would have it, wooden boats from time to time. I arranged to have him rip my wood into six inch widths. Having explained what I didn't know about what I was trying to do, I got some good advice, and bought a used mooring buoy and some chain in the process. Things were beginning to shape up.

Tools now mattered. I owned a finish saw, a few screwdrivers, a framing



square, a saber saw, a power drill and a hammer. The situation demanded a bit more. Buying used, I added a jack plane, appropriate augers, twist drills, countersinks, three large clamps, and last but not least, a drawknife. The drawknife added immensely to the spirit of things.

Although Chapelle was helpful when it came to tools, another book, THE USE OF HAND WOODWORKING TOOLS by Leo P. McDonald (Delmar Press, Albany, NY, 1962) was a great help, if only for its information on sharpening hand planes. A dull plane is a difficult tool, trying to plane the oak chine level with the side plank proved the point. A sharpened one turned the task to joy. Thin shavings took sail. The side and the chine became one so nicely.

But, let me not forget the most critical tool of all, the ever present, bright orange, one-hundred foot extension cord. I worked under an old tree, sometimes at night, and that cord brought light and powered saber saw and drill.

Fasteners were the next problem. My first choice was hot-dipped galvanized boat nails, the traditional fastener, but just as important, the same kind of fastener already used on the boat. I ordered seven and nine penny hot-dipped galvanized boat nails, only to be taken aback. They were spikes. Something was wrong here, going from bottom to side plank, they would surely split the wood.

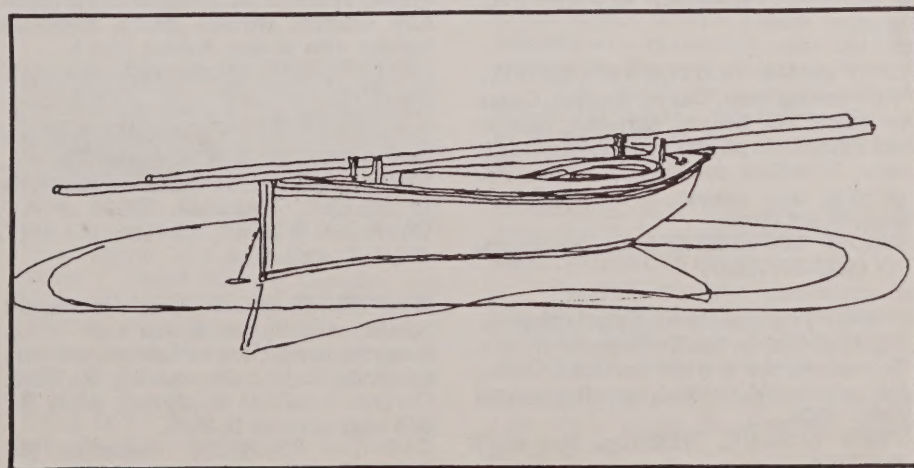
Without a doubt, I had misread Chapelle. It turned out that PATINA, though deceptively sharpie-like, was too small for standard sharpie construction procedures as laid out by Chapelle. She was planked with light stuff, three-quarter to seven-eighths pine. Because of that, the boat nails, at least the kind I located, simply would not do.

Though I still could have used nails; 5, 7 and 10 penny hot-dipped galvanized wire nails were readily available, I chose screws, again hot-dipped galvanized ones. A variety of numbers 8, 10 and 12 screws between one-and-one-half and three inches in length were the choice. I believe, for me it was the best choice. The drilling and countersinking were to be more time consuming but left less room for trouble. Especially important, however, were the sizes of the drilled holes for the screws. A much smaller hole was used where pine was fastened to pine than where pine was fastened to oak. And the smallest length of screw where pine was fastened to pine was three inches, and the smallest size screw used there was number 10.

With the first signs of spring, I spread my lumber and gave it two coats of wood preservative. A nasty, thankless, stinging task. Then I waited for a decent break in the weather.

(To be Continued in Issue #8)

Report & Illustrations by Tim Weaver



Classified Marketplace

Looking for a Boat or Gear?

9' 6" SUNSHINE classic gaff rigged sailing tender, with sails and oars. \$1200.
JIM BILDNER, Marblehead, MA (617) 639-0497.

27' BANKS DORY, good condition, in the water. \$1000.
STEVE WILLARD, Marblehead, MA (617) 631-7588 aft. 5 p.m.

TECH DINGHY #5, 12' 8" fiberglass sailboat built in 1952. Sturdy rig for heavy use. Rigs/unrigs in minutes without tools. Refurbished last winter, thwart removed, floorboards added, much more comfortable. Ideal for teaching kids to sail or for relaxed daysailing. Sits a mooring well. \$1450.
BRUCE BENDER, Jamestown, RI (401) 423-1293.

20' SHARPIE, centerboard sailboat. Very heavily built, pine on oak, 1" cross planked bottom. Spruce spars, 4.2 oz. Dacron sharpie main, 156 sq. ft. reefs down to 115 sq. ft. Brand new, ready to sail. \$3500.
FRED HURLEY, Winthrop, MA (617) 846-7509.

STOLEN PEAPOD, New Paul Cartwright rowing peapod, 14', built by Apprenticeship of Maine cedar. Planked lapstrake, white topsides, red bottom, natural oil finish interior, gunwales and rubbing strake. Fitted with sliding seat, part of which fell out when thieves hauled boat at Camden ME ramp. If such a boat comes to your attention, please call collect. ROGER TAYLOR, Camden, ME (207) 236-4342 during business hours.

11' BOLGER DEFENDER, bare hull only. Cedar plank on oak, bronze and stainless fastened. Round bottom lapstrake classic tender design. Needs complete finishing out. Can be finished off as sailing tender if desired. \$495.
BOB HICKS, Wenham, MA (617) 774-0906.

15' 3" 1902-03 OLDTOWN ROUND BOTTOM rowing boat. Carvel planked. Cedar on oak. Floor boards, oarlocks, painter and reversible painter ring. Takes 7-1/2' oars. Excellent condition. Can use repainting this season. A Whitehall type boat. \$1100 firm.
RALPH NOTARISTEFANO, Northport, NY (516) 757-3087.

8' SKIFF, marine plywood, flat bottomed. Light, stable, fastened with brass screws. Galvanized bow eye and oarlocks. Demo, two months old. Painted, including bottom paint. \$325.
FRED HURLEY, Winthrop, MA (617) 846-7509.



10-1/2' SAILING YACHT TENDER: Built 1983 to Walt Simmon's SUNSHINE design. Port Orford cedar and Spanish cedar on oak. Copper and bronze fastened, Nat Wilson tanbark sail, Culler pattern oars.
JEFF TRAPP, Box 464, Newcastle, ME 04553. (207) 563-8533.

ANTI-FOULING BOTTOM PAINT, fresh unopened cans. 38% blue copper, \$46 per gallon, \$15.50 per quart. 40% red copper, \$41.50 per gallon, \$14 per quart.
FRED HURLEY, Winthrop, MA (617) 846-7509.

10' JOHN GARDNER PLYWOOD SKIFF, built from his book, BUILDING TRADITIONAL SMALL CRAFT. Very burdensome, carries four easily, or two with lots of gear. Epoxy glued and sealed marine plywood construction, flotation chambers under end thwarts, two rowing stations, bronze oarlocks, 6' spruce oars. White with bottom paint, buff interior. \$350.
BOB HICKS, Wenham, MA (617) 774-0906.

1936 CHRIS CRAFT 17' UTILITY RUNABOUT. Totally restored to show condition, ready to go. Includes cover, factory original storage cradle, complete history with photos. Asking \$4000.
DAVE PEACH, Marblehead, MA (617) 631-9458.

26' SKIPJACK, traditionally built of yellow pine in 1974 in Deltaville, VA. Ulmer sails, 6hp '74 Johnson. Presently in Madaket, Nantucket. \$5000 or B.O.
DAVE KNOWLTON, Ipswich, MA (617) 356-5121 weekdays.

BRASS SHIPS CLOCK. Quartz movement Schatz, with spring driven eight bells. Accurate enough for navigation, yet with delightful eight bells sounding the time. Current retail is \$375, our price for this unused clock is \$150.
CAROLYN PEARSON, Danvers, MA (617) 777-1228.



19' CULLER SWAMPSCOTT SAILING DORY. Completed 1982, oak frames, pine planking, mahogany sheer, Sitka spars, Horizon sails. Fiberglass over plywood bottom and garboard, TMS epoxy. An excellent rowing boat and good sailer. \$5400 completely rigged.
DAVID CORNWELL, Magnolia, MA. (617) 948-7637 home, (617) 525-3792 office.

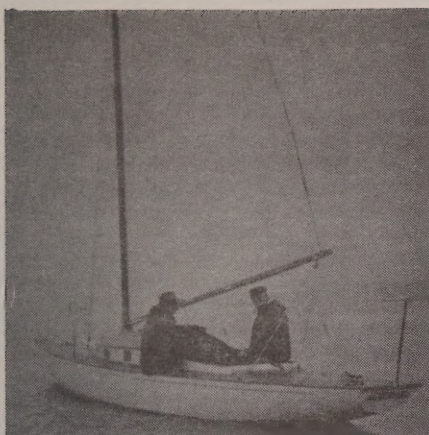
16' HERRESHOFF DOUBLE PADDLE CANOE. Built 1981 by Walt Simmons. Two cane seats and one paddle. \$995.
GENE GIFFORD, E. Islip, NY (516) 582-4566 from 8 to 5.

16' SKIFF, flat bottom, pine on oak. Heavily built, bronze fastened. Galvanized bow eye and oarlocks. New, unpainted. \$900.
FRED HURLEY, Winthrop, MA (617) 846-7509.

24' LYMAN cuddy cabin, 327 Chevy inboard, full canvas, outriggers, depthfinder, radio. Needs varnish. \$2200.
BOB HALL, Danvers, MA (617) 774-5652.



11' SAILING SHARPIE, new. 4' beam. Dacron spritsail by Bondell, Sitka spruce spars, planked with marine plywood. Rudder, tiller, pivoted centerboard, complete with oars. \$875.
MILE CREEK BOATSHOP, Washington, ME. (207) 845-2708.



SAILAWAY RACING SLOOP: 31' x 6' pine on oak sailboat, built in Finland in 1953, HJ Class. Will seat 4 or sleeps 2 with gear. Hull and sails on good condition. \$3000 or negotiable.
JOHN SUTHERLAND, Gloucester, MA (617) 283-6241, or JIM at (617) 922-2433.

ADIRONDACK GUIDEBOAT, 15', contemporary wood construction. Basswood hull, cherry seats and gunwales, complete with oars, paddle and yoke.
STEVE KAULBACK, Charlotte, VT (802) 425-3233.

19' CLIPPER BOW CANOE YAWL, handmade fiberglass. Exceptionally handsome seaworthy design. Under construction. Must sell, \$1900 finished.
HAROLD SICKOLL, Whitman, MA (617) 583-0920.

14' OLD TOWN WHITE CAP SLOOP. Sistership to Manry's TINKERBELLE. New main and jib. Much recent upgrading by Boston Museum of Transportation Boat Shop. Includes trailer and outboard. \$2000 or work a trade on a cruiser.
RANDALL BRUBAKER, Cambridge, MA (617) 497-5361.

21' CLIPPER MARINE WEEKEND CRUISER. Shoal draft ballasted centerboard sloop. Main and jib in good condition, new 150% genoa. Small cabin sleeps 2 - 4. Marine CB with weather channel, running lights, portable head, all safety equipment. In water now, ready to sail away. Molded fiberglass built in 1973, designed by William Crealock NA. Trailer included. Free in-water delivery in Mass. Bay area.
DAVE CORTINO, Gloucester, MA 9617 281-2189.

10' CAPE DORY TENDER. Sail or row, mahogany trim, sails included. Asking \$1200.
DAVE PEACH, Marblehead, MA (617) 631-9458.

GLOUCESTER GULL rowing dory, Bruynzeel ply on honduras mahogany, WEST epoxy and varnished exterior. Decks OIje #1 interior. Spruce oars, very light. Brand new. \$1200.
OLD WHARF DORY, Wellfleet, MA (617) 349-2383.

BOAT DESIGNING. Small Craft for oar and sail.
ROB PITTAWAY, 222 N. Water St. Stonington, CT 06378.

WANTED: One pair 7'6" light, fine pulling boat oars. Will trade different size or buy outright.
BOB OSGOOD, Marblehead, MA (617) 631-2839.

5' STROKE SANDER, 168" x 6" sandpaper on it. Great for sanding parts for boatbuilding. \$700.
BILL DUGGAN, Box 129, No. Conway, NH 03860.

13' BLUE JAY sailboat. In good condition. Sails, spars, rigging in excellent condition. Has been recently refiber-glassed and completely repainted and re-finished. \$375.
DAVID RAY, Warwick, MA (617) 544-2123.

17-1/2' FRIENDSHIP SAILING DORY, new. Sprit sloop rig with sail. Cedar planking on oak frames, copper and bronze fastenings. \$2150.
ROBERT IVES, Pemaquid, ME (207) 677-3768.

16' TOWN CLASS #1034 sloop. Fiberglass over wood, no leaks. Navy blue with natural wood trim. Thurston daeron sails. \$1000.
DAVE KNOWLTON, Ipswich, MA (617) 356-5121 weekdays.

13' 7" MAINE PEAPOD, cedar on oak ribs. Centerboard but no rigging. Perfect condition, new in 1981. \$1250.
BOB OSGOOD, Marblehead, MA (617) 631-2839.

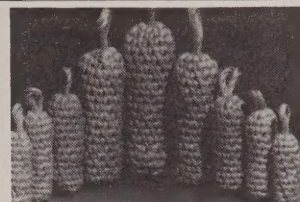
20' SEA BRIGHT SKIFF, power boat. Lapstrake cedar on oak, built in mid-'50's. Open work boat design as seen in SEA BRIGHT SKIFFS & OTHER JERSEY SHORE BOATS. Stripped hull, needs work, no engine. Has trailer. Will deliver at 35¢ per mile. As is, \$500. Very seaworthy small craft. Can be rigged for sail.
Call (207) 563-8119.

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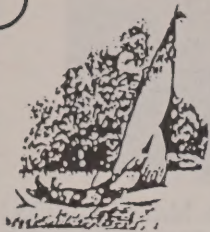
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