

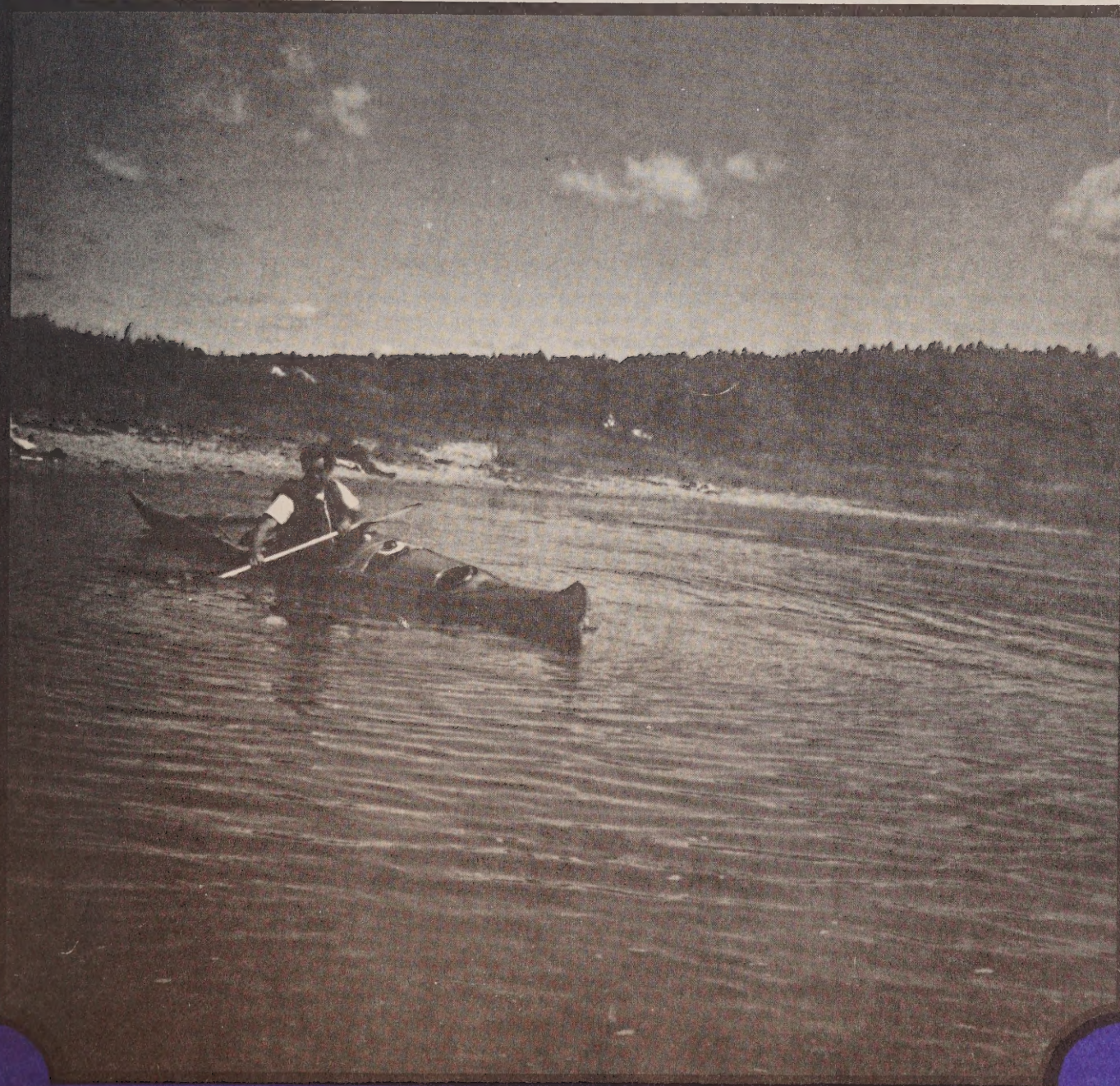


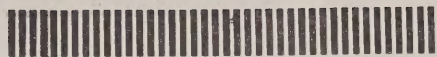
messing about in BOATS

Twice a Month

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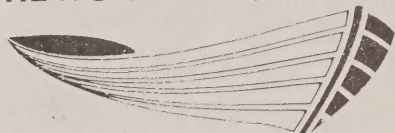
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Our Next Issue

... will go into the mail September 15th. Any subscription orders received by that date will start with that issue (#10) unless otherwise requested. If you wish, a new subscription may be started with any back issue back to #4.

THE WOODEN BOAT SHOW

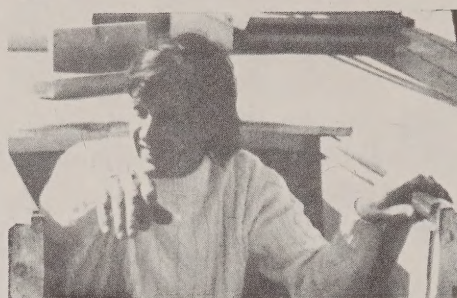


... will be the feature coverage in our next issue. This is not just a boat show, it is a gathering of the faithful, a happening involving much more than looking at lovely wooden boats and booths full of gear and gadgets of interest to wooden boat people. Seminars on a variety of subjects, the Traditional Small Craft Association's first national meet, the Sika Challenge quick and dirty boat building AND racing contest, all set amidst glittering Newport at America's Cup time. We've a lot to show and tell, don't miss this one.

On the Cover

... this man is about to tip over his kayak deliberately so that he can then demonstrate to assembled participants at the Sea Kayak Symposium how to get back upright. A lot more on this in this issue.

Commentary



BOB HICKS

In this issue we have quite a lot about sea kayaking, because we attended the Sea Kayak Symposium in Castine, Maine in early August. It was a whole new experience for me and so you'll find our report is from the viewpoint of the "new guy".

My subjective impressions were chiefly those of how the concept of going alongshore on the ocean in a tiny boat that, in many cases, you "put on" rather than "get into" promises much adventure and enjoyment without too much risk. Then I became aware that these are "wet" boats, you sit in water and get splashed and water runs down the double paddles, etc. The designs have ways of dealing with this, including the skirt the kayaker wears to keep serious water out of the boat when underway. Still, it is a wet game, the experienced people with whom we talked remarked on how you wear shoes you don't much care about getting wet, for instance.

At the Symposium I was overwhelmed by the vast array of options available to the sea kayaker. It appears that the emergence of the sea kayaking experience has attracted the attention of manufacturers of canoes and white water racing kayaks. The result, an abundance of hi-tech, gleaming plastic projectiles in an amazing array of shapes, and colors.

Well, whatever happened to the original concept of these craft as inexpensive personal boats? They originated in the arctic as eskimo craft, basic boats that would carry the eskimo after his quarry, the seal, or even the whale. The originals were "hide" boats, built of locally available materials and to suit the needs of survival. The array of craft at Castine was anything but inexpensive, a range of about \$750 to \$2500 is pretty much the cost ballpark.

Sure, one expects that when anyone making boats decides to go after what looks like a new market, they are obviously going to do it for the money. So the \$1650 Mad River double kayak, or the \$1750 Nautiraid folding kayak (plus another \$500 for sail rig if you want it) come as no surprise. Judging from the really numerous different kayaks present, this looks like a new fad market to the trade. Someone did remark to us that in a year or two there

will be plenty of slightly used ocean kayaks for sale.

One thing that really did surprise me was a group of three "replica" eskimo kayaks. One of the Symposium speakers gave a learned dissertation on the origins and types of eskimo kayaks across the arctic, from Siberia to Greenland. His talk, while a bit on the scholarly side, was quite interesting, emphasizing the ways that different regions of the arctic differed in their kayak development, while all still retaining the kayak concept. The speaker had reconstructed three kayaks from his research, built much as the originals had been in design, but substituting canvas for hides, who can find hides around today to build a skin boat? The surprise for me came when he remarked how he had covered the third kayak with dacron cloth and sealed it with airplane dope. Somehow, right there, he lost some of my respect.

Bart Hawthaway had something interesting to say about kayaks. Hearing the presentation on those eskimo kayaks and how they had developed, Bart sensed the reverence that tends to creep in when we view the "old ways" of building something. In Bart's opinion, the eskimos suffered from a cultural obstacle common to many primitive cultures. This is the reverence in which one's elders are held. The result of this in terms of building kayaks was that nothing was improved over the generations, that the son built just like the father, otherwise he would be guilty of serious disrespect for his elders. Only by accident did any major improvement in kayak design occur. Bart maintains that today we are making substantial improvements in how this particular sort of craft will function. Not just in using plastic, but in hull design.

Maybe so. And just to offset the weight of high cost hi-tech consumer kayaks this Symposium featured, we thought we'd bring you the plans for Roger Long's stitch and glue kayak you can make at home for about \$150 worth of material. Roger told us to go ahead and publish the plan, he sells them for only \$10. "This isn't a design I expect to make money on," he explained. "I just want to see one in every port."

My friend Jay and I stood in the crowd of a couple of hundred kayak people and watched several experts showing us all how to save ourselves if our kayak ever tips over. Many are the ways to do this. Using a certain paddle stroke, sort of paddling on upside down as it were. Using one's life preserver. Getting out and back in upside down. Getting out and back in after righting the kayak. The latter is not the preferred way. And so on. The how to save yourself show was easily the most comprehensive of the on-the-water displays. Getting started in kayaking took only 15 minutes. Basic paddle strokes another 15 minutes. Saving oneself, over an hour. Are they trying to tell us something?

The on-the-water demonstrations and the chance to try out a bewildering array of kayaks brought to the Symposium by hopeful dealers and manufacturers were the most popular activities at this well attended affair at the Maine Maritime Academy in Castine. Organized by CANOE Magazine, the two day affair also included informative lectures and slide shows. In all a very rewarding event, even for a beginner like me. But the main thrust still seemed toward the more experienced paddler.

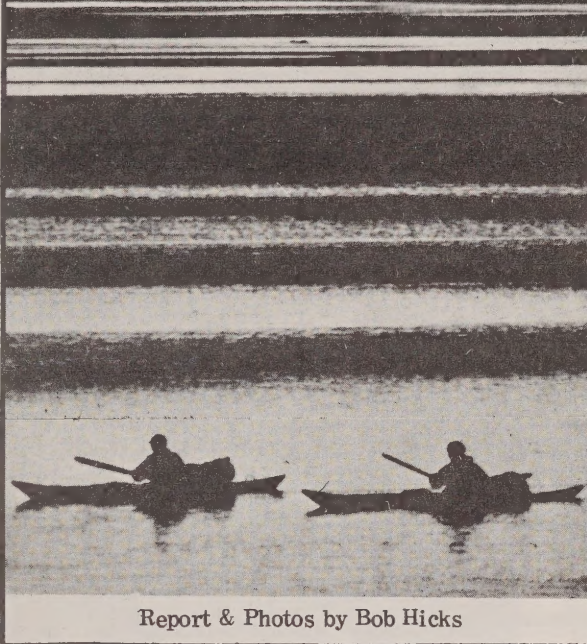
The program included lectures on choosing a boat design suitable for you by renowned kayak adventurer, John Dowd, entry level on-the-water session by Judy and Lee Moyer, paddling technique by Peggy and Dave Mitchell, on the water rescue techniques by an assortment of experts, native kayak designs by Dr. David Zimmerly, waves along the coast by Ken Fink, expedition trip decision making by Frank Goodman and island ecology by Dorcas Miller. A round table discussion by most of the experts on gear was also held. If you were already well into sea kayaking you could really focus, if not, the info came

Action on the water.



Sea Kayaking Symposium 1983

August 12-14



Report & Photos by Bob Hicks

at you in a torrent.

My friend Jay bought a kayak last winter, a Greenland type made a retired gentleman named Dunn out near Buffalo, NY. Jay was overwhelmed almost as much as I by the stuff going on. He's not learned the "eskimo roll" to deal with tipping over, and watching 17 different ways to save your body just amazed him too. "Golly, I guess I'd better start learning some of that stuff," he commented in a subdued way after the thrill show was over. I sort of sneaked covert looks around at the crowd at that demonstration and did see some other faces without knowing smiles.

The lectures on native kayak design and on waves along the coast were quite interesting, albeit somewhat learned dissertations. Dr. Zimmerly had plenty of slides showing eskimo kayak types in many permutations of what he identified as three basic types, perhaps a bit of scholarly overkill for the assembly of adventurers and would-be adventurers. He also had three kayaks he had built to exhibit the three basic types, faithful to design if not material. Airplane dope to seal the skin wasn't handy in the arctic.

Ken Fink's talk on waves along the coast was fascinating, his slides even more so, as he explained how complex the formation of waves can become on irregular coastlines, particularly around headlands. Good stuff for those heading out for a bit of surfing, perhaps the cruising kayaker might stay a bit further offshore in such places.

The sort of people who were there, if sorted out on the usual bell curve, would fall most heavily into the mountaineer, serious ten speed bicycle sort, rugged outdoor types, not at all inappropriate to the co-sponsor's image. L.L. Bean. Sea kayaking is not just for the young, but they predominate.

Like most boat meets, the real action was out on the water at the beach. Both afternoons a hundred or more kayaks lined the beach, many of which were dealer demos available for tryouts. The chance was eagerly seized by many, quick sprints out a hundred yards and then back, often eskimo rolls performed for kicks. Not me. I confined myself to conservative paddling, mostly in Bart Hawthaway's Sugar Island canoe, a tiny 10 footer. Bart gave me a lot of help on basic paddling technique, something I didn't get in that 15 minute demonstration. Maybe next year more basics?

Action on the beach.



One of the handouts available at the Sea Kayak Symposium was this one on choosing a kayak. It was of some interest to me, the "new guy", so I thought we'd reprint it here. It had no credit line or heading to identify who was responsible for its availability, but to whoever it was, thank you.

HOW TO CHOOSE

1. Fantasize. What do you want to do? Examine in detail the requirements which you will need in a boat.

2. Look at your partners. What strength and level of competence do they have? Will you be paddling alone? What are your special needs, cameras, a child, a dog?

3. What is your budget?

WHAT OPTIONS ARE THERE?

Singles, doubles, folding, rigid, fiberglass, wood and lath. Cheap, expensive. Within each category there are more choices: High volume vs. low volume, stable vs. lively. There are a variety of resins: Polyester, vinyl ester, differing layups of roving and cloth, or kevlar, gel coat or no gel coat, vacuum bag or hand layup, light construction or heavy, bulkheads vs. no bulkheads, hatches of different sizes, etc.

WHAT DO THESE OPTIONS MEAN?

FOLDING: If remote transportation is a priority, if storage is a problem, if silence is desired, if wood tradition is preferred. Disadvantages: Difficulty in loading, maintenance and care, usually slower.

RIGID: If portability is not a priority, if you need a rough handling boat, if you don't wish to spend time on maintenance.

DOUBLE: If you like paddling in tandem, if your partner is significantly weaker or stronger than you are, if you require the safety value of two persons to assist in self-rescue, if you plan a very long trip.

SINGLE: If you plan to paddle alone, if independence is a priority, if you prefer solo paddling.

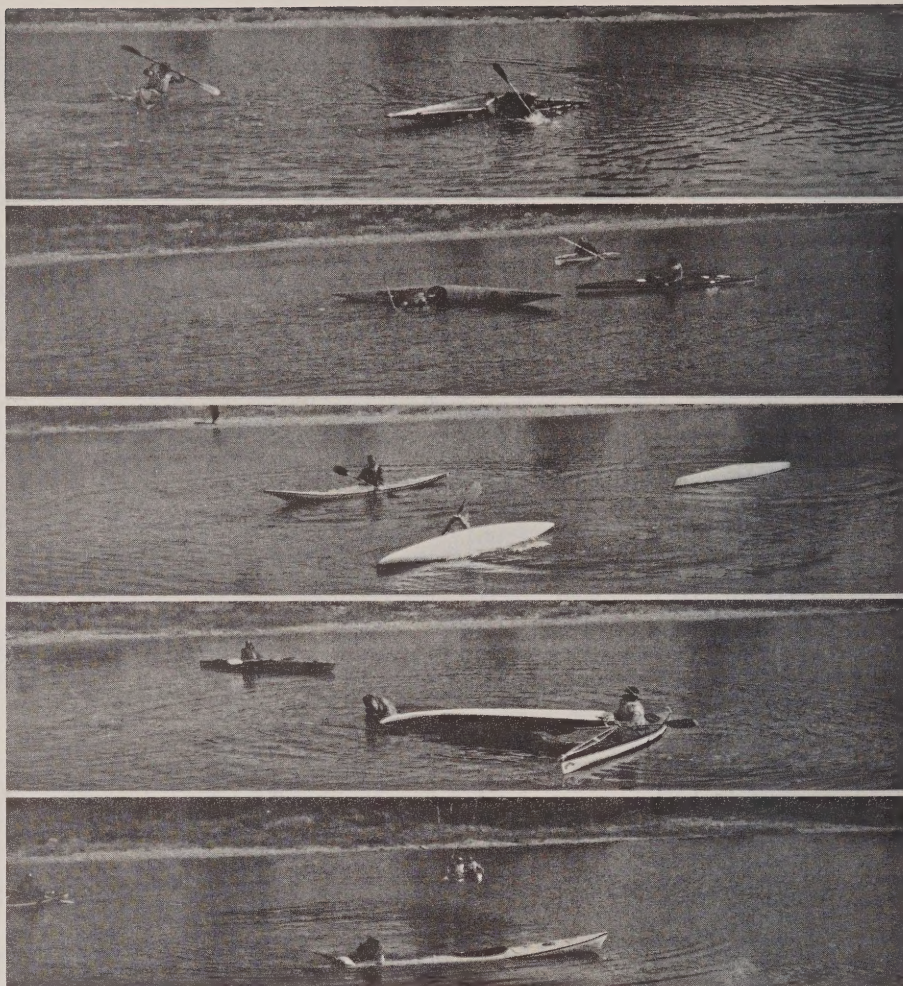
HIGH VOLUME: If you need a large equipment capacity or have very large feet. Disadvantage: Vulnerable to winds when lightly loaded.

LOW VOLUME: If you want a low profile boat, usually for a small person, and do not need to carry much equipment.

LAYUPS: Usually a combination cloth, roving and in some cases chopped matt. Kevlar produces lighter, stronger and more expensive boats.

RESINS: Vinyl ester resins tend to give a more flexible, resilient hull but the difference is not usually significant given the limited stress to which sea kayaks are usually subjected.

STIFF HULLS: These either have chopped matt in their layup or foam strip re-inforcement. The former is an inexpensive (heavy) means of gaining stiffness, the latter is quite expensive. The most practical advantage of a stiff boat is that bulkheads, hatches and seams work less. This can be a safety factor. It has imperceptible performance advantages.



How to save oneself in a tipover. From the top we see the tipovers get going, then the upside down kayaker, righting and draining a flooded kayak, then right side up. Getting in this way is not the recommended procedure.

FLEXIBLE HULLS: These usually result in lighter boats which better resist impact than stiff, brittle type layups.

GEL COAT: Provides abrasion protection and, when pigmented, an ultra violet resistant layer. White shows the scratches least.

VACUUM BAG OR HAND LAYUP: Those who build only by vacuum bagging claim their boats are stronger than hand laid boats of similar weight. Those who only hand lay their boats claim theirs are stronger and less prone to drastic failure, and point to the use of hand laid boats in international competition. Those who do both say it doesn't matter a damn though vacuum bagging is definitely nicer to work with.

HOME BUILT: Homebuilt kayaks are generally wood and canvas construction. They are economical on materials if not labor. Kits and plans are available. Some fiberglass manufacturers also offer kits or boat building programs using their molds under supervision.

BULKHEADS: Pros - dry storage, buoyancy. Cons - buoyancy is lost when bulkheads fail or hatches leak.

HATCHES: Small hatches can be relatively waterproof but are inconvenient for loading. Large hatches usually leak a little water under pressure but make for convenient loading.

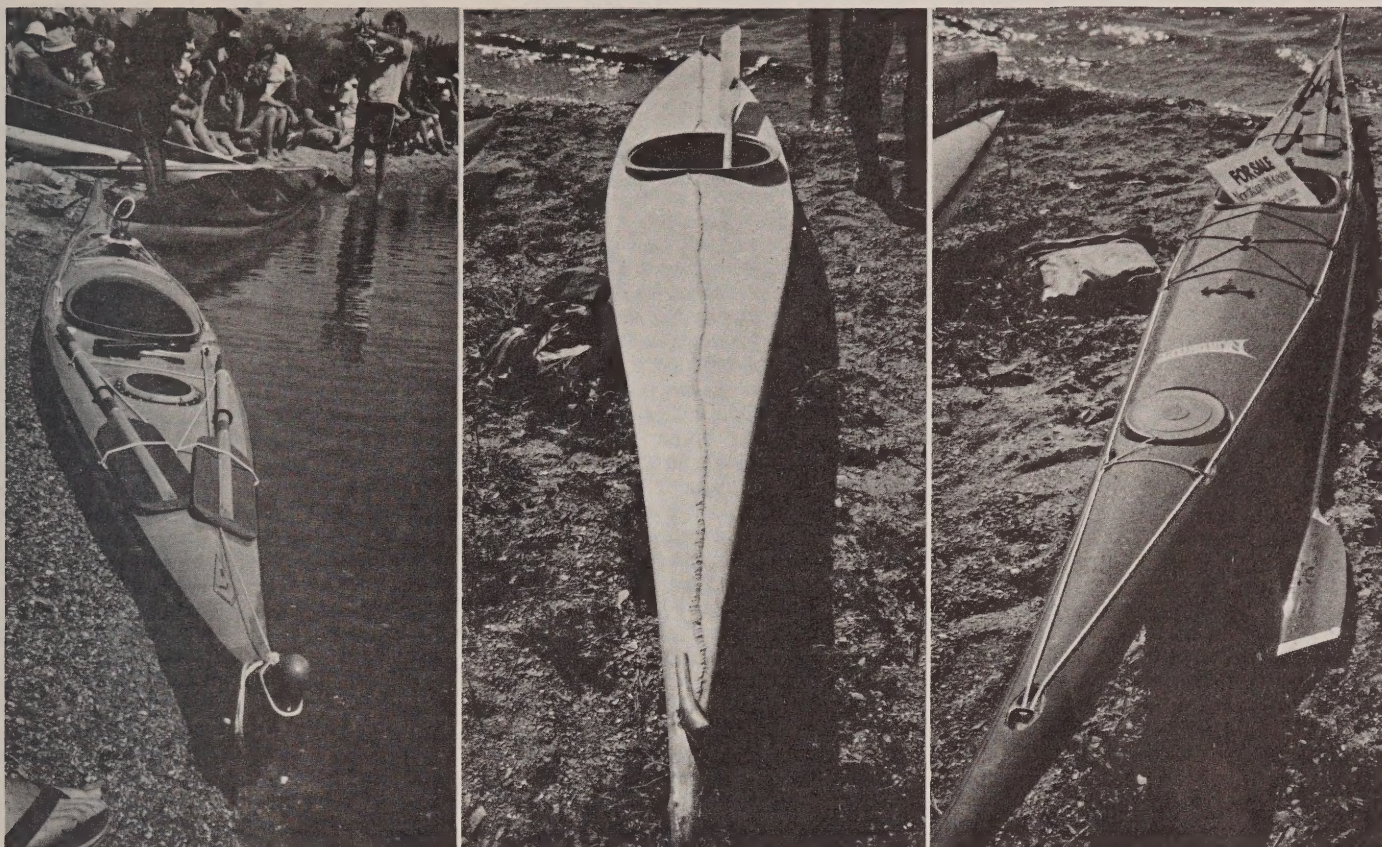
SKEGS: These generally correct non-tracking hulls. They work okay on whitewater boats but cause problems in sidewinds.

RUDDERS: A good sea kayak does not depend on a rudder but any boat will benefit from one in cross winds or on long open passages.

HULL SHAPE: The important feature of a sea kayak hull is that it track in cross winds yet can be turned with the paddle.

HULL SPEED: Simply put, long narrow boats tend to be faster than short fat ones. However, speed differences between similar types of touring kayaks are usually more apparent than real. Certain hulls are undeniably faster at sprint speed than others, but for touring with loaded boats, the comparison is not as valuable as comparing the attitudes and strengths of the individual paddlers.

STABILITY: Initial stability tends to be more important than secondary stability to a sea kayak tourer, since touring kayaks are seldom laid on their sides like whitewater boats. The bilges should be rounded while a gentle V offers stiffness lengthwise and reduces slap in choppy water. Upswept bows offer easy passage through loose sea ice and some wave cleavage value, but mostly they are a styling feature.



A modern day re creation of an eskimo kayak is flanked by a couple of hi-tech plastic speedsters.

NESKA

NORTH EAST SEA KAYAKERS ALLIANCE

Report by Chuck Sutherland

NESKA is an informal alliance of very active sea kayakers with paddlers in Massachusetts, Rhode Island, Connecticut, New York and New Jersey who are interested in paddling with anyone who finds pleasure in escaping to the sea in small boats. In 1983 we have enjoyed over 40 trips, covering over 300 miles. We've been out nearly every weekend since mid-January and have introduced a substantial number of new paddlers to the sport. We are interested in promoting all levels of sea kayaking in the northeast from the Chesapeake Bay vicinity to Campobello Island in Maine. Among us we have a dozen different models of sea kayaks which means that boatless folks can see and try these models to help determine the one best suited for their needs and ability. Anyone is welcome to join us on any day trip. Such outings are generally agreed upon by the Thursday evening preceding the chosen weekend. We also do requests on places to go. There is no formal trip schedule but more ambitious trips are usually planned further in advance than is the average day trip.

Our interest in promoting sea kayaking in the northeast includes an awareness that for the sport to survive the paddler must survive. We are therefore determined to promote safe paddling

habits. We will provide all basic information for novice paddlers and will plan some of our trips as, in part, training trips. We also provide information on good local trips, launching locations, etc.

Paddling conditions we have so far encountered in 1983 have ranged from dead calm in heavy fog to 30 mph winds with light rain. In the latter instance, we settled for paddling in a salt marsh canal rather than on open water. Even at that one of our paddlers got flattened several times against the lee side of the canal. On another trip a paddler dumped his kayak in the middle of a sailboat race. We got him back into his boat in about two minutes. These incidents were instructive, not dangerous. We try to set up outings in such a way that unplanned incidents are instructive but not dangerous.

Paddling an ocean kayak is so deceptively easy that newcomers can, with little effort, head for the horizon and do well as long as the boat doesn't flip, the water is warm and the weather stays clear and calm. As soon as the wind picks up a little or an edge stroke causes a flip, the uneducated paddler can find him/herself seriously overmatched. We try to help new paddlers learn about ocean paddling while avoiding the hard

way. Something you can do for all northeast paddlers: In many coastal areas access to the sea is limited to local residents only. Since most taxpayers do not live within these "residents only" zones, it is critical for those who wish to ocean kayak that public sites suitable for launching car top boats be identified. It would be nice if dealers would help locally in this. It is easier to get into most rivers than it is to launch on the seashore. We all pay for the Coast Guard, however. When you take day trips and acquire useful information regarding parking, launching, etc. make some notes on the details along with comments on your outing and send it to us at NESKA. We will get the information published and make it available to anyone who requests it.

Let us hear from you. If we can get groups of active paddlers started in coastal areas from Virginia to Maine, we can then paddle in known areas with local advice from individuals who understand the hazards and know the best areas for outings in their respective regions.

TO CONTACT NESKA: Write to C. Sutherland, Box 444, Tuckahoe, NY 10707.

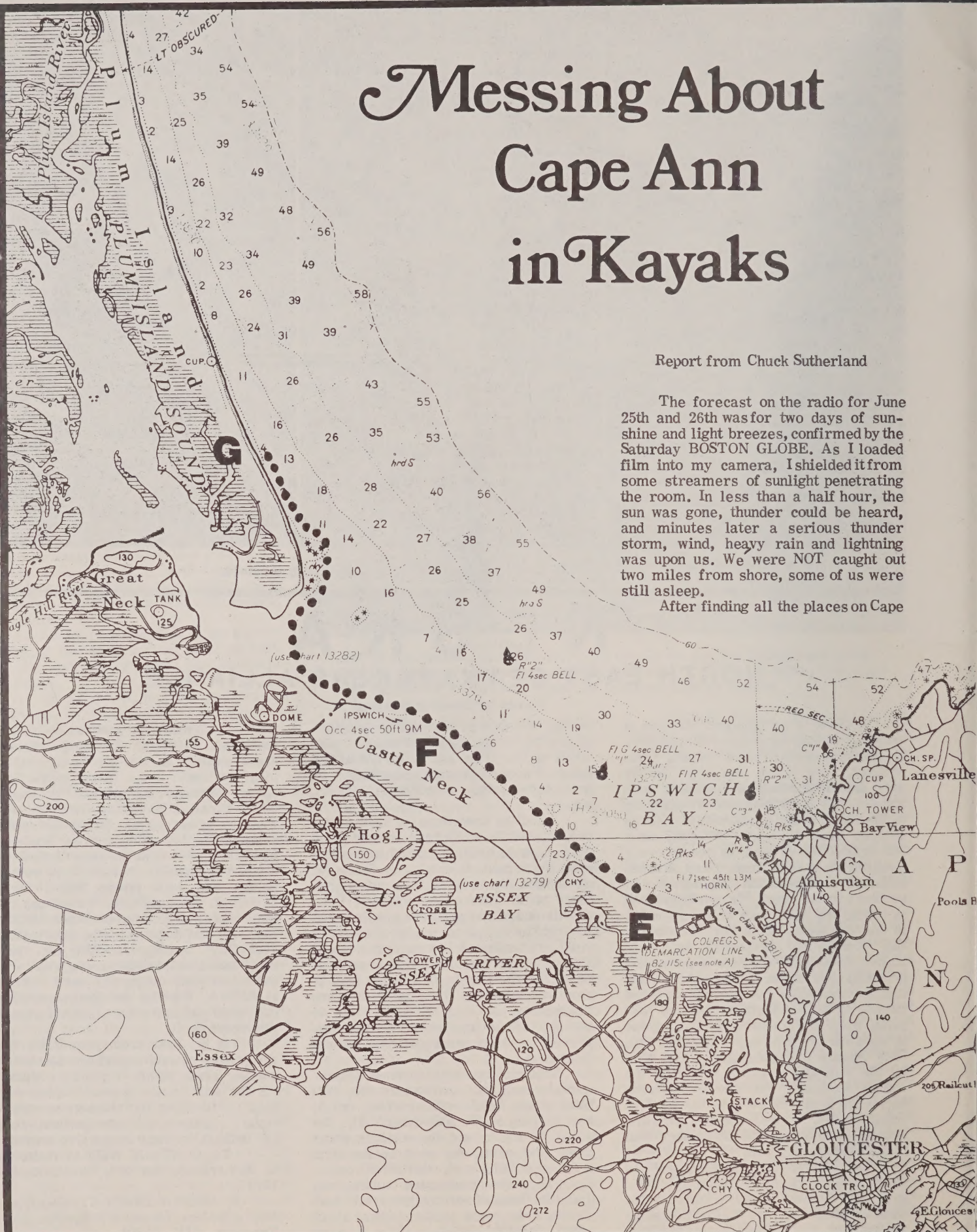
A USEFUL NEWSLETTER: A Nor- AK, c/o Jim Chute, RR#3, Box 20B, Freeport, ME 04032.

Messing About Cape Ann in Kayaks

Report from Chuck Sutherland

The forecast on the radio for June 25th and 26th was for two days of sunshine and light breezes, confirmed by the Saturday BOSTON GLOBE. As I loaded film into my camera, I shielded it from some streamers of sunlight penetrating the room. In less than a half hour, the sun was gone, thunder could be heard, and minutes later a serious thunder storm, wind, heavy rain and lightning was upon us. We were NOT caught out two miles from shore, some of us were still asleep.

After finding all the places on Cape



Ann where one may not park or launch a car top boat, we arrived at Old Granite Pier, Wharf Rd. off Rt. 127 about 3/4 mile north of Rockport harbor. This is a fine place to launch. It is sheltered from the sea and parking is available. At 12:30 p.m. when we left the pier, the sun was out just as the forecast had predicted. Our first objective was Straitsmouth Island, 1-1/2 miles to the east. Small 1 foot waves made the trip pleasant. The shoreline along the way was a wall of yellowish rock capped by a blanket of white houses.

Straitsmouth is a low lying, barren (rocks and grasses) island separated from the mainland by a channel about 50 yards wide. An old two story wood frame house and a two story white lighthouse stand unoccupied at the eastern end of the island. We hoped for some wave action rounding the point but there was none. In this area, the two great stone lighthouses on Thatcher Island, 1-1/2 miles south of Straitsmouth, command one's attention. We headed for a landing ramp located on the middle of the north side of the island. A sign on the boat shed at the top of the ramp directs visitors to sign in at the lighthouse keeper's residence. A narrow railroad track for hauling goods and equipment extends from the boatshed up the hill to the two houses on the island and over a somewhat wavy trestle to the southern (operational) lighthouse. Both lighthouses were built in 1861. They are each 123 feet tall on granite foundations 40 feet above sea level.

Mr. and Mrs. Whitaker are Rockport volunteers who live full time on the island to keep track of visitors and to discourage vandalism. Mrs. Whitaker told us about extensive restoration work planned for the lighthouses and the old Coast Guard residence. Camping is not presently permitted but day visits are encouraged. Part of Thatcher Island is classified as a National Wildlife Refuge.

We followed the foot trails that go over the top (a meadow bordered by head high bushes) and around the edge of the island. A dozen eiders sat just off shore below the bluff at the western end of the island. Nests of black backed and herring gulls were everywhere and the adults overhead complained loudly about our intrusion. Some nests contained eggs, others had pairs of medium sized downy chicks standing around. A black crowned night heron flushed from the bushes. We saw black backed gulls hounding chicks, and with wings extended, hasseling one another. One adult black backed gull was hopping up and down with something extending from beak to foot. It was an 8 to 10 inch plug with multiple gang hooks on each end. The gull was hooked in the mouth and right foot. As we approached it lurched awkwardly into the air, closely pursued by several other gulls.

Underway again, we paddled around the ocean side of the island and headed at first for Straitsmouth, but then, as the sea was calm, we headed out toward a few bare rocks called the Dry Salvages (2 miles from Thatcher's and 1 mile out from Straitsmouth Point. About halfway

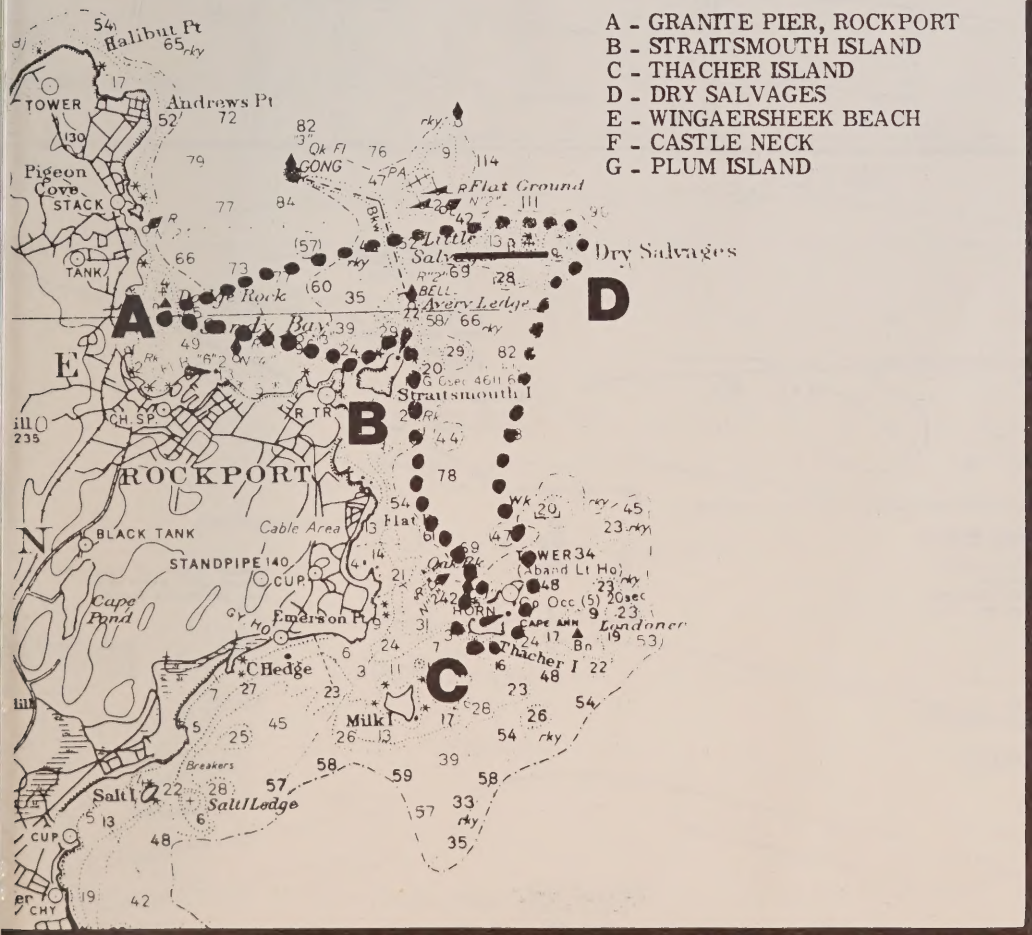
across it was no longer clear that we were making progress. The lighthouses behind us were so tall they didn't seem to be receding, the Salvages so small they didn't seem much closer and Straitsmouth Point looked about the same for a long time. We looked over the top of Straitsmouth Light at some towers a couple of miles inland. We were making good progress after all. The towers slid rapidly past the lighthouse.

As we approached the Dry Salvages, my companion, Dennis, noted that one of the objects on the island rocks was a man, not another cormorant. The fellow was looking at something. As we rounded the eastern end of the rocks we saw a seal lying on its side in the sun on a seaweed covered flat spot a couple of feet out of the water. I coasted in and shot a half dozen pictures. Dennis saw a second seal swimming nearby. It barked at him several times before swimming off. A ruddy turnstone sat on a carpet of seaweed at the top of another rock.

At this point the man on the island paddled into view from the other side of the rocks to see what we were up to. He was Brian Lankshear and he visits this isolated spot frequently, in all seasons, to surf the waves, watch the seals and birds and to investigate the life in the kelp and seaweed around the reefs. There were nests of about a dozen cormorants on the house-size central rock. The nests, consisting of twigs and debris, were constructed on the highest part of the heavily "whitewashed" granite. Each nest held pairs of chicks. The adults were coal black with bright orange skin patches at the throat. The nest were not whitened.

On Sunday, Dennis and I joined forces with Todd Sullivan and Dave Larsen in kayaks at Wingersheek Beach and paddled north along the coast to Plum Island, about 5-1/2 miles. Wingersheek is located at the west end of Coffin's Beach (from Rt. 128 turn north at Exit 13 just before Rt. 128 crosses the Annisquam River). Proceeding north, we passed Castle Neck which has Crane's Beach at its northern end. Castle Neck contains a vast array of freely migrating white sand dunes unrestrained by any kind of construction. This area is worth some further exploring. Later, on our return from Plum Island, we walked around among the dunes and thickets on Castle Neck. Dennis flushed a deer after the two of us walked right past it.

There are extensive salt marshes inside both Plum Island and Castle Neck. From the observation tower at the western end of the Plum Island National Wildlife Refuge, we saw Canada geese, black ducks, gadwall, snowy egret and some cormorants out on the impoundment mudflats. A yellow warbler was catching bugs on the bushes below the tower and the marsh reeds were full of long billed marsh wrens. A colony of purple martins ducked and dodged around a martin house near the tower and the air was full of the scent of the wild roses growing in the area. The view from the boats on the ocean side of Plum Island is just beach, not very interesting, but the refuge, salt marshes and sand dunes should be worth investigating.



BOTTOM FRAMES—
(3) 3/4" x 3/4"
A Seaworthy Kayak That's Easy to Build

Roger and a few friends took three of the decked kayaks to the Symposium in 1982. Amongst the glitter of hi-tech the simple plywood craft generated mostly yawns. When a group of experienced sea kayakers planned a trip to some good coastal surfing, Roger and his friends decided to join in. The group left by truck and trailer overland to the chosen spot. Roger and friends paddled there alongshore and when the entourage arrived to unload and launch, out there on the waves were three plywood craft doing their thing. The yawns disappeared forthwith.

OCTOBER 4, 1981



North Shore Small Craft Meet

Winter Island Park in Salem, Mass. is an old Coast Guard seaplane base, long abandoned and now managed by the city as an open space park on the shore of Salem harbor. There's a big, but bumpy ramp, plenty of parking, grassy areas with trees, several vandalized old buildings, including the big hangar, and a couple of tidal beaches, one quite sandy, the other pebbly.

Well, the wind surfer concession had the good beach covered so the Traditional Small Craft Association of the Peabody Museum had to use the pebbly beach for their mid-summer small craft meet on August 7th. It was okay until late afternoon when the tide went out and a few boats left high and dry had to be carried to water over exposed shellfish beds.

The nice sunny day brought about 50 people with two dozen boats to the gathering. Most boats were trailered or cartopped in, but several came by water, sort of nice. Longest cruise in was Richard Zapf's, he put in on the Ipswich River Saturday, sailed to Gloucester in his catboat, then ghosted to Salem Sunday morning on light winds. Tom Sleeper rowed in from Marblehead, Bob Smythe sailed over from the same town, Dave Howard and Debbie Kozlowski rowed around from Salem Willows. The rest pretty much came overland from as far as Cambridge and Haverhill.

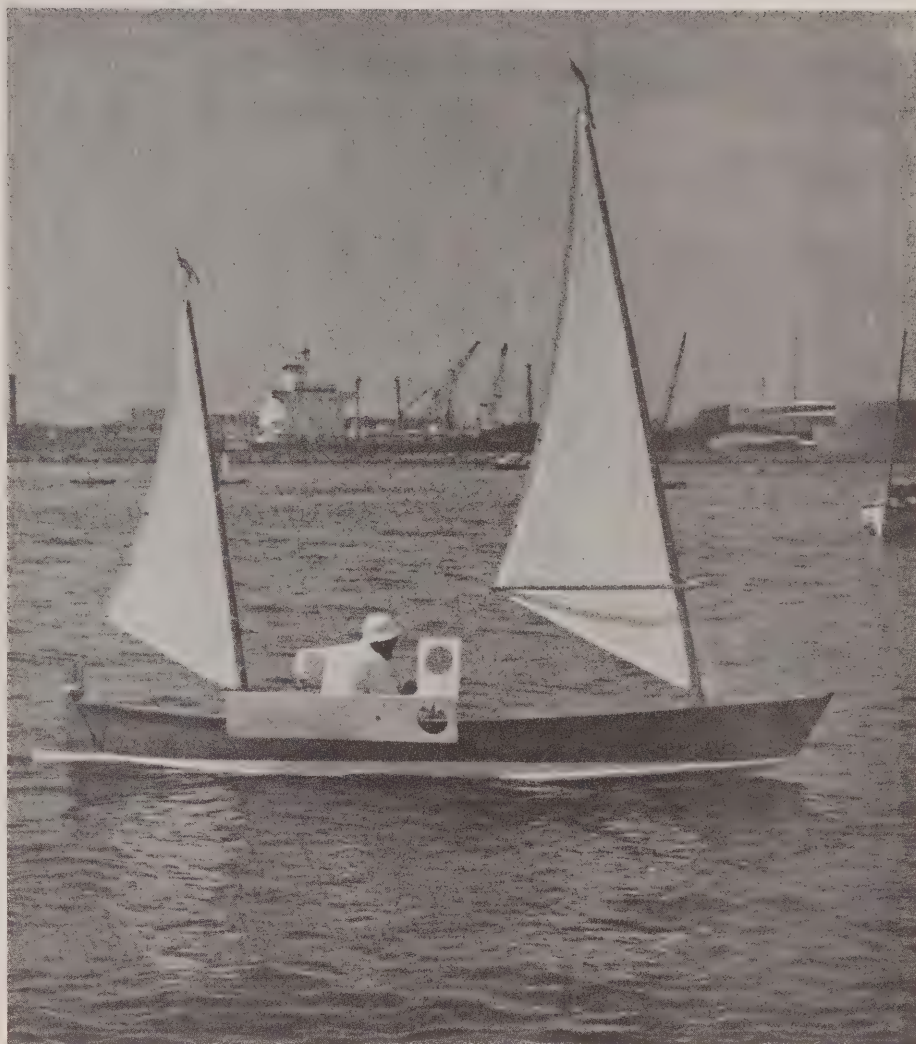
There's no organized format to this meet, from about 10 a.m. to 3 p.m. the people try the boats out, talk boats, enjoy picnic lunches and cold drinks. The wind came up onshore by mid-day and afternoon sailing was fine in Salem Sound. Cold beverage was supplied by the Peabody Museum, the group use fee was paid by the Traditional Small Craft Association of the Peabody Museum. It's our annual outdoor meeting, the fourth, year in a row.

By 3 p.m. the tide was well out, the lower end of the ramp was coming out of water, and a few boats pulled up on the pebbles earlier now were well above the shellfish beds that now comprised the water's edge. A threatening thunderstorm (which passed by with only a few minutes rain) hastened the hauling of boats and departure of participants.

The concept of a gathering to try out the different sorts of boats which turn out seems to be wearing a bit thin. Several people suggested the 1984 format be a "cruise" as a group, perhaps out to one of the islands in Salem Sound. This will get serious consideration for next season.

A Cambridge Cruiser

Report & Photo
by Bob Hicks



Peter Watters was zipping around at the small craft meet in his Bolger Surf, displaying for anyone who cared to look that Bolger's stuff really does go well. The ketch rig with sprit booms on the jib headed sails kept Peter busy when tacking, but when she got on a reach she just took off.

"I've had this boat for eight years," Peter will tell you, "and I have no complaints. This year I have put in a cockpit floor with a couple of watertight hatches so I can be more comfortable away from shore if it gets choppy."

Where does he go with this small open boat? "Well, now I've sailed over to Martha's Vinyard and Nantucket from the Cape," he responds. "Before I put in that deck I dared not get out into water that might get too rough and get into the boat too much. Now I can swamp her and right her and she floats easily with gunwales well above water."

Peter also cruises Penobscot Bay. He cartops the quite heavy boat, he's worked out a system for getting her up alone as he does so much of his boating single handed.

"I'm thinking about something a bit bigger now, maybe with a sitting head-

room cuddy, one I can get into in bad weather and keep dry and warm." A familiar dream. Such a bigger craft would be trailerable, but Peter lives in Cambridge with no outside space to park a boat trailer. His Surf hangs from the garage ceiling when not in use, positioned to drop onto the roof rack of his car when it comes time to go cruising. How to provide space for a larger craft? Maybe a move to the country.

Despite the obvious speed of Peter's Surf, he also has a hankering to go faster. Crossing Vinyard Sound in a tiny open, narrow sharpie type boat such as Surf is a bit of a major cruise. A bigger boat would be faster, dryer, warmer in colder weather. Peter hasn't settled on any one design for his next boat, he's still thinking about it. Like many of us, thinking about that next little cruiser, small enough to be manageable and inexpensive, yet big enough for that warm, dry cabin on a cold rainy night in some cove on Penobscot Bay.

It's really pretty nice to build a boat you can keep in an urban garage, cartop where you wish, and still find it pleasant to use after eight years.



DORIS...

a Delightful Dory Dinghy

Report by Bob Hicks
Photos by Bob Mullarkey

The first time I saw DORIS, she was headed full speed onto the gravel beach of Mason's Island in the lower Mystic River in Connecticut. Her owner, Richard Zapf, was running straight downwind on that blustery northwesterly morning at the annual Small Craft Workshop, with a nephew aboard the tiny 12 foot dory as crew. He let everything go as she beached, well up onto the island. Richard was grinning, he loved the way the tiny Swampscott was moving.

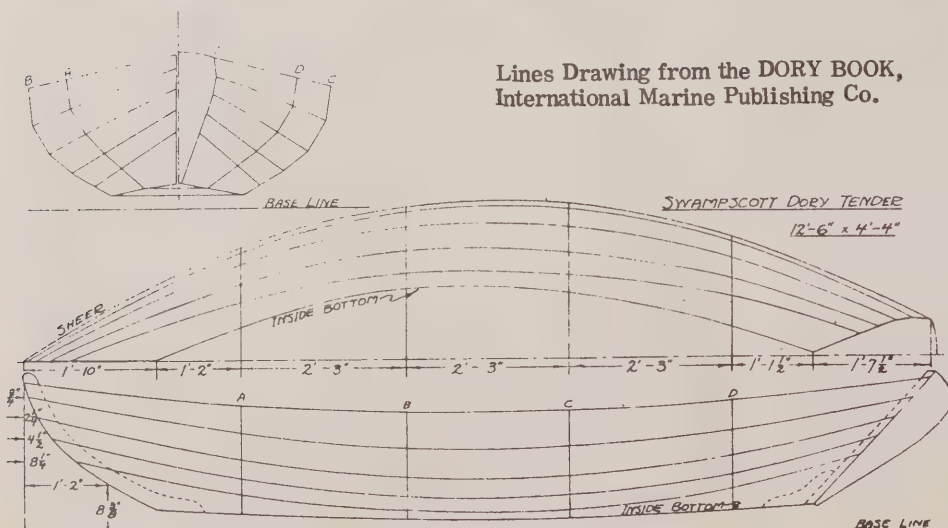
DORIS was built by Richard from John Gardner's DORY BOOK. Gardner mentions that small dories aren't much good and can be dangerous, but he excepts the Swampscott design due to its rounded sides and narrow bottom making it behave more like a round bottom dinghy. DORIS is sort of a Swampscott dignhy, she's a dory all right, twelve and a half feet long, four feet, four inches wide. Zapf has a big spritsail on her and a jib and she goes really well with this quite large (for her size) rig. "DORIS doesn't row so hot," Richard will tell you, "too short." And when she's reefed she just bobs around, so Richard hardly ever reefs.

"Take her to the TSCA meet," he offered to us. "I haven't sailed her in two years, since I got GARFIELD (his 16' Bolger catboat) afloat. A family of four easily enjoys GARFIELD, but DORIS is happiest with one, she'll carry two but where to put the passenger (crew?) is awkward. When you sail DORIS, you sit on the floor, and the two rowing thwarts and centerboard trunk get in the way of a second person on board.

So we brought DORIS to the Salem TSCA meet and along with a number of others, enjoyed the tiny dory. She moved well once the breeze came up, handled the short chop from onshore wind and powerboat wakes nicely, tacked handily and heeled over until the quite beamy topsides got a bearing on the water, and stopped there. Several times the jib got hung up on the front end of the sprit, but it's just a short reach to get to that, so no problem.

Richard hasn't gotten around to using DORIS since GARFIELD was launched, but he's still unable to bring himself to part with her. Loan her to a friend, sell her? Not yet.

Lines Drawing from the DORY BOOK,
International Marine Publishing Co.



What's happening...

SEPTEMBER 9, 10, 11: 8TH ANNUAL TRADITIONAL VESSEL WEEKEND, ESSEX, CT.

This is a regatta weekend for owners of traditional gaff rig sailing craft, with two days of racing and parade on the river. Friday offers a keg and barbecue to entrants at Steamboat Dock in early evening. Saturday the gaff riggers over 25 feet race in the morning, with a cocktail party and awards ceremony in the evening. On Sunday participants enjoy a continental breakfast and the cats and gaffers race for smaller boats, with noontime awards and a keg. At 2 pm the parade of the fleet takes place on the river.

Entry fee is \$20 for larger boats, \$10 for smaller plus \$5 per crew member in either. Sponsor is the Connecticut River Foundation at Steamboat Dock. For details call Linda Terry at (203) 526-3604.

SEPTEMBER 10: 9TH ANNUAL GERISH ISLAND RACE, KITTERY PT. ME.

A six mile race for oar and/or sailing craft of traditional type, plus canoes, kayaks and sailboards. A cruising class is also provided for non-racers. The start is at noon at Cutts Island Bridge on Sea Point Rd. in Kittery Point, Maine. Entry fee is \$1.50 per oar or \$3 per person. The course includes saltmarsh, surf, open ocean and river. There is a clambake at the finish on Fishing Island in Pepperell Cove. Ten prizes range from the Guinness Cup for fastest time to Elmer's Prize for last boat to finish. Many of prizes are hand carved half models.

Any boatbuilders wishing to display boats at the clambake are welcome but are asked to pay the \$3 entry fee.

For details call Lance Gunderson at (207) 439-9623.

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

The live steamers' own gathering, a two day festival of steamboating at Lee's Mill in Moultonboro, NH on Lake Winnepesaukee, all day both days.

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. The fee is \$525, which includes room and board for the stay on campus and all camping fees and food for the canoe trip. Interested? Contact Ann Ingerson, Sterling College, Craftsbury Common, VT 05827.

OCTOBER 1: 5TH ANNUAL SIPPICAN OCEAN ROWING REGATTA, MARION, MA.

A rowing race for all oarsmen with classes according to handicapping and for Alden shells. The course is 6.3 statute miles and will run across Sippican Harbor from Stone's Point to the Beverly Yacht Club. Bad weather course will be revised up the Weweantic River or to Bird Island. Starting time is 9 a.m. sharp at Stone's Point Dock.

Prizes are offered to the first three Alden Ocean Shells, the open class winner and the first woman finisher. A lunch for participants follows the race. Entry fee is \$10, which includes soft drinks, beer and lunch for participants and one guest each.

For details call Richmond Viall at (617) 748-1464.

OCTOBER 1 & 2: TRADITIONAL SMALL CRAFT MEET, CRAFTSBURY COMMON, VT.

This year the meet at the Craftsbury Sculling Center will be hosted by the Center on their lovely lake. Full details in our next issue.

OCTOBER 23: HEAD OF THE CHARLES REGATTA, CAMBRIDGE, MA.

This is a major rowing race over a three mile course on the Charles River, with Alden shells going off at 8:30 am, other types to follow starting at 9:30 am. The start is at the Boston University boathouse on Memorial Drive in Cambridge.

Further details in upcoming issues.

CASCO BAY CRUISE

The seventh running of the Casco Bay Cruise for members of the Alden Ocean Shell Association was blessed again with near perfect weather, northwest winds of 5-12 knots, sunny skies and temperatures in the 80's. The wind made it cool in the shade. There was enough wave action to make rowing challenging, especially for the river rowers, but it was not so much as to endanger anyone. Conditions were confidence building, no real strain, but enough to build confidence in handling other than smooth conditions.

Dana Gaines led a pack of Alden singles around the course (6.2 miles) in 0:59:52 followed 42 seconds later by David Reed. Hargy Heap was third in 1:01:10 and Miles Peterle fourth in 1:01:21. These four boats finished within 1.5 minutes of one another.

Bill Welsh led the over 50 crowd in an elapsed time of 1:08:14 to finish as 5th single, followed by Robert Kinzler. Bernie Ryan was the first senior citizen to finish with a time of 1:09:45. Marjorie Martin won the "Bernie Ryan Navigation Trophy" for trying to lengthen the course. Even old salts cango astray.

The first double to finish was that of David and Jill Lane in 1:01:40 followed by John Chandler and John Norling in 1:10:32.

This was the biggest Casco Bay Cruise yet and seemed to go the smoothest. Credit for this must go to Bev and Judy, who could not be there but helped in the planning. Our hats off to all those who show up each year to take part, thanks for coming.

Reported by Hargy Heap, Race Director

CAN ANYONE HELP?

Ken Knapp, Rt. 19, Birch St. in Kingston, NY 12401 is looking for advice on converting a 22' steel lifeboat into a day sailer. He is particularly interested in sealing the metal hull to prevent corrosion. Ken reports the hull looks very much like a Dovekie, or Sea Pearl or Elver. Contact him directly if you can help.

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

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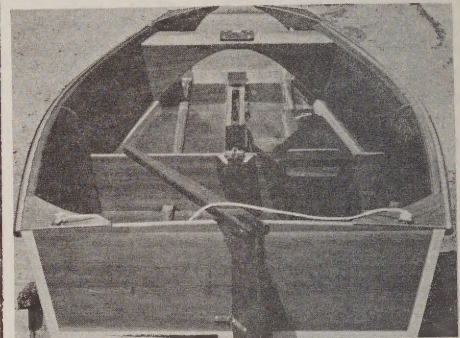
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Take a Look at This...

Each issue we will feature our choice of an interesting boat for sale sent in by a subscriber. If you have such a boat send along the details together with a photo (black & white preferred, but clear light color print OK) and it might end up as our featured boat. If it is not chosen it will appear anyway on these pages as a regular classified ad with photo. Offer limited to subscribers.



7' 7" OPTIMIST PRAM, original Clark Mills "Clearwater" design in wood. Brand new display boat. Great for kids. With sail and flotation bags. \$800. AQUATEC BOAT CO. Morris, CT (203) 567-4190.

THREE LAPSTRAKE WOODEN ROWING BOATS. Two are 14' x 3' 6", weigh about 80 lbs, are very fast and can be paddled or rowed. Finished bright. The third is a 13' 6" double paddle canoe, weighs about 40 lbs, includes 8' spruce double paddle and cedar backrest. I am willing to be flexible. Come and see. MATT FALCONE, Woburn, MA (617) 935-4412.

INTERNATIONAL TENSQUARE METER RACING CANOE, "Thais" built in Racine, WI. Sail #71. Restored in generally good condition, with sail and rigging. \$500. CHRIS FINCH, Lowell, MA (617) 458-3896.

14' PULLING BOAT, c. 1895, excellent design, built on Lake George. Lapstrake hull, wineglass transom. Restored. \$950. BOB BLEILER, Mystic, CT (203) 536-2854.

12' FLATBOTTOM SKIFF, pine on oak, bronze fastened. Galvanized oarlocks and bow eye. New and unpainted. \$650. FRED HURLEY, Winthrop, MA (617) 846-7509.

8' PEN YAN DINGHY, built in 1935. Canvas over cedar plank, ribs. Excellent condition, includes oars, bronze oarlocks, canvas rain cover, cushion, trailer. A real classic. THE WOODEN BOAT SHOP, Rangley, ME (207) 864-3854.

16' PALMER / LOWELL AMESBURY LAUNCH, restored lapstrake. Has character. Original 6 hp Palmer single cylinder engine, fresh water cooled. Asking \$3300. BOB BLEILER, Mystic, CT. (203) 536-2854.

16' SWAMPSCOTT SAILING DORY, completed by Roger Crawford in 1979. Fiberglass with oak trim. Excellent condition, includes sails, oars, 4.5 hp Sea-gull and galvanized trailer. Asking \$3000. DEANE ROBBINS, Monument Beach, MA (617) 759-4604.

19' CLIPPER BOW CANOE YAWL, hull only. Handmade fiberglass. \$995. H.B. SICKOLL, Whitman, MA (617) 583-0920.

DN CLASS ICEBOATS, three used to choose from. Each in very good condition, about \$900 each. AQUATEC BOAT CO. Morris, CT (203) 567-4190.

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.

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

13' LOWELL DORY, mahogany on oak. Thole pins. Green topsides, bottom paint, light interior. \$800. BRUCE BATEMAN, Danvers, MA (617) 774-1264.

13' HERKA KAYAKS, four for sale. Fiberglass. \$200 each. BRUCE BATEMAN, Danvers, MA (617) 774-1264.

6' OLD TOWN DINK. A rare classic canoe construction yacht tender. Two rowing positions. Cedar, ash, oak and mahogany. In excellent condition. \$500. PHIL CARLING, Hingham, MA (617) 749-3637.

14' SAILING SURF DORY. Complete with all sails, oars, trailer, etc. Extras. LEN FOAN, Beverly, MA (617) 927-4479 after 5 p.m.

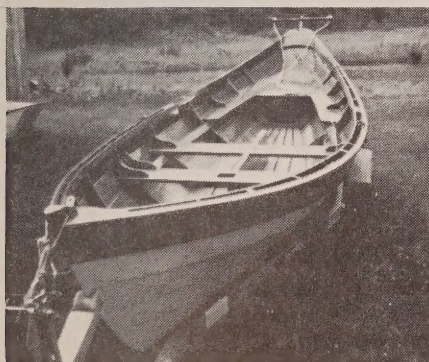
WANTED: Propellor, shaft, etc. to fit 17' motor launch. Have hull and 3hp Gray, need everything else. RON GINGER, Framingham, MA (617) 877-8217.

HERRESHOF BUZZARDS BAY 14, complete hull, deck frames in place. Needs deck, cockpit, spars, rig, etc. to finish out. Built by Ken Clayton at Graves in Marblehead as part of boat building course. A small yacht built big yacht style. Too many projects, no time to finish. \$2500. RON GINGER, Framingham, MA (617) 877-8217.



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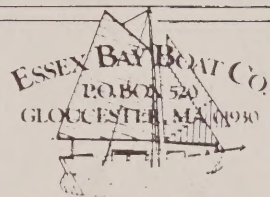


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