

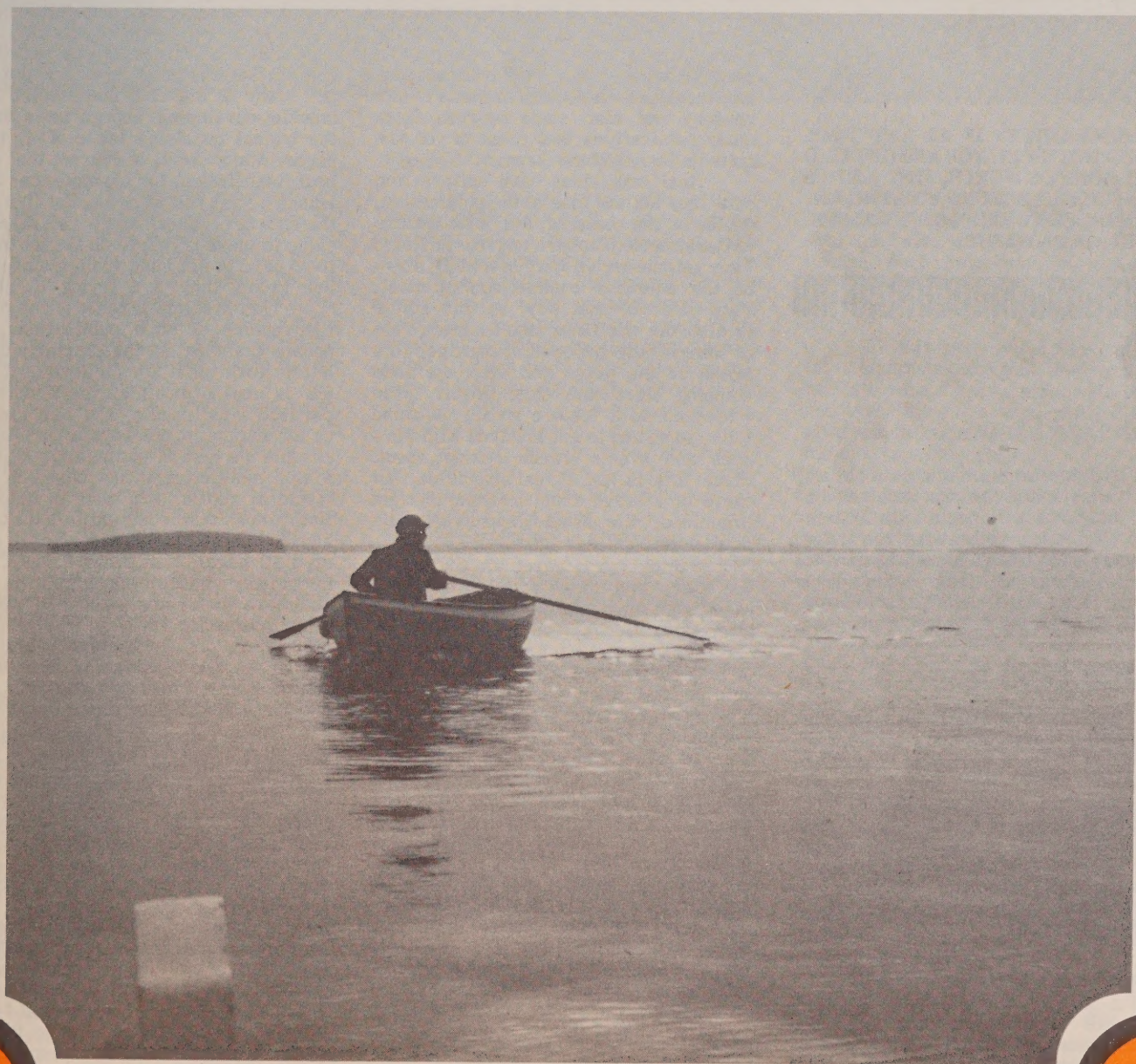
Twice a Month



# **messing about in BOATS**

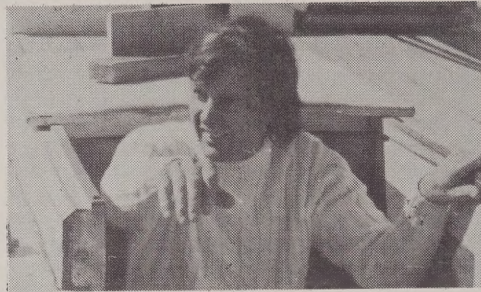
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February 15, 1984





# Commentary



**BOB HICKS**



## messing about in BOATS

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### Our Next Issue

... will go into the mail about February 15th. Subscription orders received before that date will begin with that issue, #20, unless otherwise requested. You may order back issues as part of your subscription, from Issue #3 on through #10, and from #13 to present. #1, #2, #3, #11 and #12 are now all gone.

### In the Next Issue

... we'll have a report on a sea kayaker's first "expedition," a circumnavigation of Maine's Monhegan Island; another camper/cruiser, this one an almost decadent luxurious little 16 footer that even has a wheelhouse; a visit with a couple who plan to circumnavigate New England this summer and a look at their 26 foot schooner; and more, as usual, maybe even that iceboat tryout if conditions permit.

### On the Cover

... Bill Gribbel out rowing his peapod near Camden, ME in mid-winter, something he does daily if the weather isn't too rough. Story on opposite page.

This issue, for the first time, has no feature articles that I personally worked up. This is not by intent, but by circumstance. A number of interesting articles are now turning up here, appropriate to our purposes, and I'm really pleased to have them. For this particular issue I happened to be unusually busy with other business matters, a one time situation that is now taken care of. So, we bring you the adventures and ideas and viewpoints of some of our readers and also some reprints from other publications that most of you are quite unlikely to have seen.

Real magazines have editors who edit, they set the tone of the publication, decide on the contents, deal with feature writers, photographers and free lancers. They seldom write their own stuff, maybe the editorial commentary at most. Here it's not that way, as this editor is also the publisher (the business side of things), the production manager (the layout of the pages and ads), the head shipping clerk and chief go-fer. Also I function as a feature writer, because I like to write, to get involved with persons and events worth writing about. Since this is not a real magazine, but more of a letter from a friend that got organized, the usual stereotypes just don't apply.

I think you'll agree as you get to see more and more articles on these pages sent in by readers who are doing interesting things, that many, many of the people messing around with boats do have interesting tales to tell, and are able to tell them very well. It is not done as an ego trip, some people are reluctant to write of their adventures in fear of being thought egocentric. The telling of tales of adventures and dreams and places and boats is the stuff that makes this game go. Most recreational activities are heavily dependent upon talking about them, there's the particular outing or project and then a lot of talking about it, the "gam" is the correct term for such nautical talk. Our pages are available for such, and will continue to be so. Yes, I will, of course, still be turning out much of the feature writing, it's my trade, but increasingly you'll be seeing lots of good stuff from others.

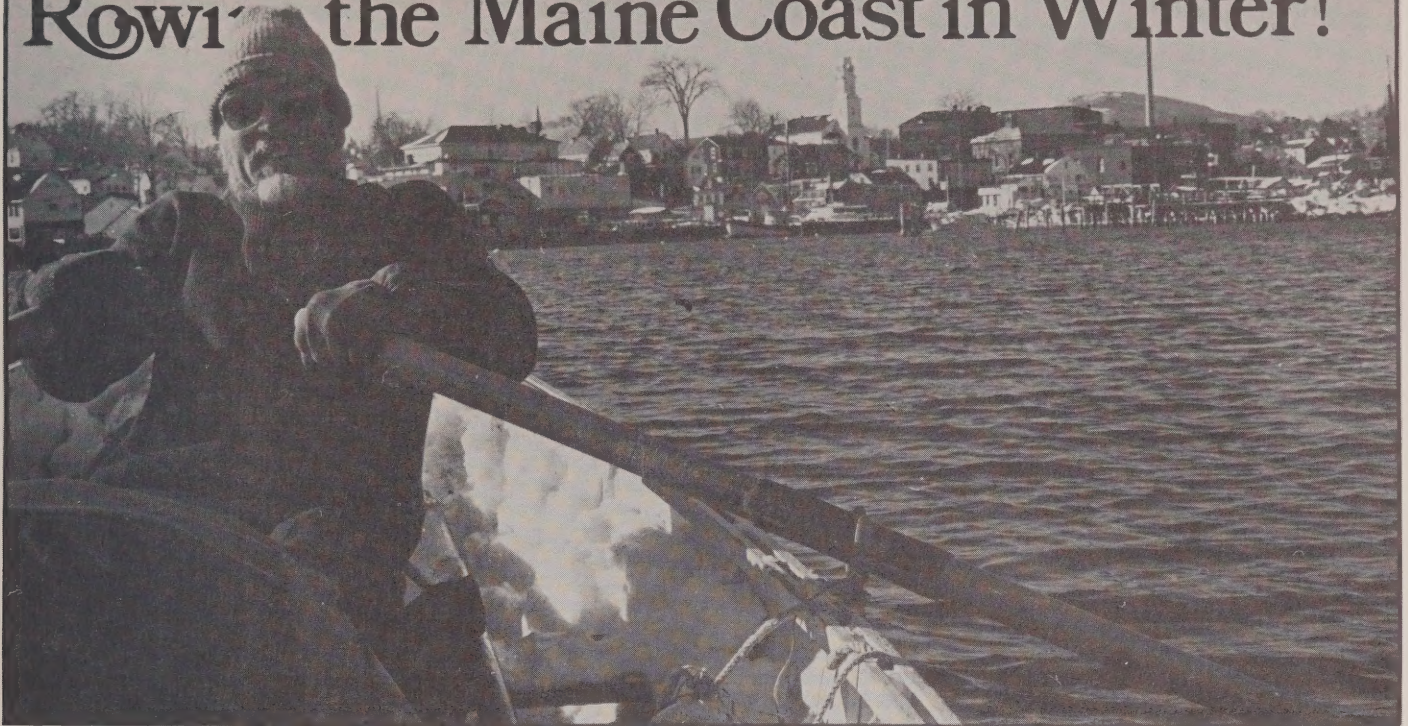
As MESSING ABOUT IN BOATS

continues to reach out to more and more potential readers and subscribers (so we expect), the place in the publications hierarchy that we are assuming is becoming more clearly defined. We're moving into an area one stage more sophisticated than the typical club newsletter. Not only are we crossing over a number of special interest areas of boating in our editorial coverage, but we're getting the news in hand and then on out to the reader. Many of the club newsletters have trouble developing enough news to fill the typical quarterly issue of 4 to 16 pages. Some don't, of course, the Catboat Association, for example, has 3 fat issues a year full of news. But I've seen the efforts of others and it gets discouraging to those trying to do the job to find it so hard to get input from members of the group they are trying to serve.

This problem is based on the volunteer nature of such publications. The people cranking out the quarterly newsletter work on it for the love of it. The job is usually not their particular expertise. Why people who are lawyers or mechanics, professors or carpenters, assume the task of editing and publishing a club newsletter is not based on their technical skills, it's done to help out. But, it does take some skills of the trade, and so the volunteer has a battle doing up a 12 pager four times a year. And, he or she wistfully hopes that the folks out there in member land will send in their interesting articles. When it doesn't happen, discouragement sets in. So, you'll see the fortunes of such newsletters ebb and flow as volunteers come and go in what is, for them, the hotseat.

When I decided to publish this little paper I had in mind trying to do as a professional what the clubs all would like to do but cannot with just volunteers. By making this my business I could deal with the obstacles the volunteer newsletter editor cannot, I could apply time and training to the job. Yet I would not be trying to do what those real magazines do, major, consumer and commercially oriented efforts with big budgets, national scope, serious subject matter. I could still have the fun of the grass roots level of boating, and I could provide a place for others so inclined to share with all of us their experiences and ideas.

# Rowing the Maine Coast in Winter!



Report & Photo from William G. Gribbel

The sea smoke was travelling due east before the light off-shore wind and a ring of ice was forming on the oars where the blade narrows into the loom. I was pulling hard and steadily back in toward Camden harbor, cursing the rising west wind. Normally such a wind poses no problem, but I had made the stupid mistake of getting caught too far off-shore in January.

Approaching the harbor entrance, I passed many rafts of eider ducks, all floating about and enjoying their brutal environment. Farther inshore, the old squaw ducks, the buffleheads, the blacks and a flock of Canada geese all gazed at the sweaty oarsman pulling on the big peapod.

I made it back to the town landing in some 40 minutes, keeping surprisingly warm and dry. In the clear weather and even through the sea smoke, the Camden Hills stood out against the blue sky.

All the hardwoods had lost their leaves and the evergreen trees appeared black against the snow. The shore-front summer cottages stared out at the bay through blank, boarded up windows. The only sounds were the distant traffic on Rt. 1 and my bow wave. All the colors of spring, summer and fall were gone. Everything is black and white in winter when the bare bones of the land are visible.

Such is the charm of winter rowing, when so many people put their boats away. I keep one peapod, a 16 foot brute, in the water all year 'round. The double-ender is a fine sea boat and mine is heavily built with a 5 foot beam. Penobscot Bay can be rough and my boat was built along the lines of the old Lighthouse Service 'pods.

This particular boat was built by Bruce Mackenzie at the Lubec Apprenticeship with a full-length, deep bilge keel for good tracking.

The original Lighthouse Service boats ('pods') were usually constructed with a flat skeg and no keel at all. They would sit upright on the slipway at a lighthouse and could be pulled up on rollers. I have one of these, a smaller, 14 foot replica built by the present Apprenticeship in Rockport.

Ice can be a problem in January and February. There is a fresh water river emptying into Camden harbor and ice forms in the inner harbor first. But the river's outflow is always moving and this helps keep it open. The outer harbor rarely freezes over and there are almost always open leads through the ice. I have never seen Penobscot Bay frozen over, but it has happened in years past. However, ice is to be avoided in a wooden boat.

My 16 foot peapod is all glued strip construction with no metal fastenings in the hull. Rock salt can be used liberally to keep the bilge ice-free. The boat is too heavy for one man to pull up onto a float and dump it. In recent winters there have always been some days in January and February when the ice has closed the inner harbor and a small wooden boat just cannot get out. Sometimes ice forms around the landing floats, but rarely.

Longjohns, warm socks, insulated boots and heavy, insulated leather palmed gloves are musts. A heavy woolen sweater over a flannel shirt helps and on bright clear days sunglasses are needed. A whitewater kayaker's life vest likewise travels along as there are no other boats nearby to rescue a man overboard.

I use 8-1/2 foot ash oars. They are heavy but stronger than spruce. Galvanized oarlocks are more durable than bronze. Such long oars are needed as the boat has that 5 foot beam. Any narrower boat could get along with shorter oars.

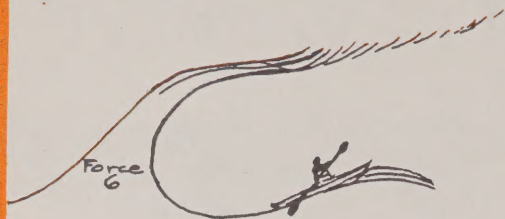
All this may sound like an awful lot of equipment and it is. However, when one is rowing a heavy, safe, well-equipped boat, there is a wonderful feeling of pleasure in enjoying the winter view of the land from the water.

I always try to stay in under a windward shore and well off a lee shore if possible. On really rough days I stay ashore altogether. The wind chill factor can be pretty wild, and a woolen hat is needed then. But, hard rowing can keep one good and warm.

A compass is seldom needed as I always keep the land in sight. And the thick fogs here in Maine are usually summertime things. Penobscot Bay is wide open to the southeast and any wind from that direction is a bad sign. The frigid northwest winds, prevalent here in winter, generally mean clear, cold weather.

Few seals stay around in winter. They are common in warm weather but rarely seen in the cold months. The male eider ducks join the ladies for the winter. They stay off-shore in summer. The wintering ducks are mainly eiders, buffleheads, old squaw, surf scooters, some mergansers and blacks.

The old squaw in particular get quite tame. My job of writing a little water-oriented column for the local newspaper here furnishes a good excuse for me to go out rowing all year 'round. Of course I would go out anyway. I love it.



## ASSOCIATION OF NORTH ATLANTIC KAYAKERS

### How safe is kayaking?

Randy Washburne, in his book, "The Coastal Kayaker", states "There is no doubt that ocean kayaking carries an element of danger, although I believe it ranks far below that of hang gliding, rock climbing, and ski mountaineering. It holds fewer inherent hazards than does white-water kayaking". I think the second sentence is wrong. The hazards are not fewer - just different and substantially less predictable.

The question "How Safe?" depends upon the circumstances doesn't it? The question itself is unclear. Do you mean how uninformed and unskilled can a person be and still paddle safely? You can know nothing and play badminton safely. That is not true of technical rock climbing. Do you mean how safe is it in the summer in New Jersey or how safe off Jonesport, Maine in the winter time? Doesn't safety depend on the level of your experience? How much paddling have you done and under what conditions? Was it all on lakes or mostly on grade 5 rapids in the western U.S.? Do you mean how safe when you are with others who have experience and spare equipment or do you mean when you are by yourself in a storm with no supporting equipment? Before I answer the question - let me ask you a few other questions. When and where and with whom do you plan to paddle? What have you read about this sport? What other sports do you engage in? Are you willing to learn basic boat handling skills? What kind of physical condition are you in? Do you plan to paddle in protected waters in the summer or do you plan to set off immediately to circle Greenland? I could go on with this but the answer to the original question may already be clear. Give us the answers to all the other questions and we will conclude that FOR YOU this sport will either be very safe or very dangerous or somewhere in between. In any case the ANSWER DEPENDS ON YOU.

**ANorAK**

### How about hypothermia?

Dowd states "Hypothermia or exposure, is probably responsible directly or indirectly for more accidental kayaking deaths than all other factors combined." In a book exclusively on hypothermia, Pozos and Born state that "swimming and boating accidents probably account for more hypothermia-related deaths than any other single cause." The initial shock of the cold water causes respiratory arrest. You can't breathe, which might account for the sudden disappearance syndrome in which people without life jackets sink from sight moments after hitting the water. Life jackets seem to prevent this. Involuntary gasping also occurs. Without a life jacket, in rough water, this is likely to force you to inhale water and choke on it. The sudden shock of the cold may cause heart failure.

Water at 40 degrees or colder will cause intense pain. This will subside in a few minutes. Dave Moxhay came out of his boat in a cold river and found he had no strength in his arms because of the cold. Anita Lustenberger got flipped in an early spring river and experienced such cold shock to the head that she was unable to function to execute a roll and had to bail out. Don't count on having a roll in very cold water.

A feeling of warmth is initially felt in the extremities due to warm blood rushing out to cold skin. This is the lull before the storm. While you are maximally functional you must work as quickly as possible to reenter your boat. Don't even think about pumping it out. Before you leave shore you should stuff the boat with enough flotation that a cockpit full of water will not render your craft unmanageable. This ranks right up there with fastening your seat belt on takeoff. If you are out alone and in the water in cold weather, throw a smoke canister. You may not have the coordination required to do this later. The assistance attracted (not a certainty) may be vital to your survival.

After the lull, the storm. Violent shivering begins that will be so bad your coordination will become crude. Your re-entry routine therefore must be simple. The longer it takes you to blow up flotation, fasten things to paddles and otherwise mess around, the greater the likelihood you will never re-enter the boat. If in your haste and uncontrolled shivering you lean too hard on the paddle wing-paddle shaft and it breaks - do you

think you will have the coordination left to pull your spare breakdown paddle, put it together and set it up for support?

As your body temperature drops the shivering will diminish and your strength will disappear. Alertness fades, reactions slow down and coordination disappears. The paddler becomes incoherent, the muscles stiffen, the skin turns blue and puffy. Finally, you will lose consciousness.

You stand no chance in the water without a wetsuit. Having one just buys you some time to get the hell out of the water.

When paddling in cold weather take a change of warm dry clothes with you, something for making a fire, a thermos of a hot drink and friends in other boats. Take a hand pump, an airhorn and some smoke canisters. I usually load a jug of water into my boat right behind the seat in cold weather to lower the center of gravity. Do not use anything that would make the boat sink if it were full of water. I also have an inflated inner tube squeezed in half under a shock cord on the back deck right behind the cockpit. At winds up to 35 mph no change in boat handling characteristics in any direction have been noted. This allows me to set up a paddle wing in seconds by just shoving the paddle blade through the middle of the tube. The rope-shock cord arrangement (diagram) stabilizes the position of the paddle at 90 degrees to the axis of the boat. Do not lean on the paddle shaft. Put one hand on the opposite gunwale plus paddle shaft and the other hand (forward hand) on the cockpit floor. Practice the routine in a pool until your moves are made with confidence.

In addition to the physical effects of the cold there is a CONFUSION FACTOR that accompanies any crisis, large or small. Five times this year, in the course of paddling with groups of people, we have encountered low grade crises. In three of these there were clear signs of disorientation either during or immediately after the incidents. We were not in cold water in these cases. Whatever you are able to do to save yourself, it is likely to be something you have thought about and done many times in practice. The pressure of the general disorientation will make even this difficult. People who take no precautions might argue that they aren't planning to fall in. Think of it the other way. You don't have to fall in to plan for it.

# The Solitary Joys of Sculling

Report by Peter Stoler  
Reprinted from the NEW YORK TIMES  
MAGAZINE with permission of the author.  
Photos by Bob Hicks



Standing on the bank of the Charles River at 6 A.M. in shorts and T-shirt, Walter Burke looks just like the dozens of similarly dressed joggers who are bending, stretching and psyching themselves for an early-morning run along the stream that separates Cambridge from Boston.

But Burke, who used to do some jogging himself, now gets his exercise in a different way. Finishing his warmup, he leans over a sleek, 16-foot fiberglass craft that looks like a kayak and slides it into the river. He fits a pair of long spoon-bladed oars into the metal arms that project a foot from the boat's sides. Then, stepping carefully from the river's stone bank, Burke lowers himself into the boat. He settles onto the narrow wooden seat of an apparatus that resembles a dry-land rowing machine and laces his bare feet into sandal-like holders. Ready, he lets the Charles' almost imperceptible current carry him away from the bank.

Out on the river, Burke, 37, starts his routine. Glancing over his shoulder from time to time to see where he is going, he begins rowing, using the boat's sliding seat to let his legs, rather than his back, do most of the work. He starts off slowly, rowing 12 strokes a minute and pausing to let his boat glide after each pull on the oars. But then, passing under the Western Avenue Bridge, he begins to pick up the pace. Fifteen strokes a minute. Stoking harder - 20 to the minute - he passes under the River Street Bridge, Boston University Bridge, Harvard Bridge and into the basin, two miles from his starting point.

Warmed up, his skin glowing from the surge of oxygenated blood the exercise has induced, his heart pounding as if from a good run, Burke rests on his oars for a moment, breathing deeply. Then, taking advantage of what can only be called a "rower's high" he turns and heads back upstream, rowing hard. Twenty minutes after leaving the basin, he is back where he started. He lifts

the 40-pound boat out of the water, carries it across Memorial Drive and loads it on top of his car. By 8:30, Burke, showered, dressed and ready for the day, is behind the wheel of his car again, heading for the small electronics firm where he works.

And, as he will quickly tell anyone who asks, as well as a few who do not, he is feeling terrific. "This is the greatest exercise I can think of," he says. "I wish I had started doing it 10 years ago."

Burke, who took up rowing two years ago following a running injury, is one of a growing number of fitness enthusiasts who have discovered the joys of recreational sculling. Rowing - whether in one of the elegant single sculls immortalized by the painter Thomas Eakins or in a four- or eight-oared shell - was once the almost exclusive province of muscular undergraduates who pulled for their school's crew or of those post-graduates who had the connections and resources to belong to an organization like Philadelphia's prestigious Vesper Boat Club.

Now, rowing is not only growing, but it is growing more democratic. The United States Rowing Association (U.S.R.A.) estimates that more than 10,000 Americans - about a quarter of whom are women - row regularly for exercise, pleasure or competition. The association also estimates that the number of rowers is increasing at the rate of about 5% a year.

Many of these rowers are, indeed, former college oarsmen or highly competitive amateurs who put in long hours training as members of club crews. Many do belong - of necessity - to well organized facilities like the New York Athletic Club, which has a well-stocked boathouse just north of Manhattan, teaches rowing to children as young as 8 and fields - or, more appropriately, floats - some of the country's top competitive crews.

But as many as half of these oars-

men are recreational rowers who row for the sheer enjoyment of being out on the water, making a boat move smoothly under their own power and getting a quality of exercise that some claim is superior to all others.

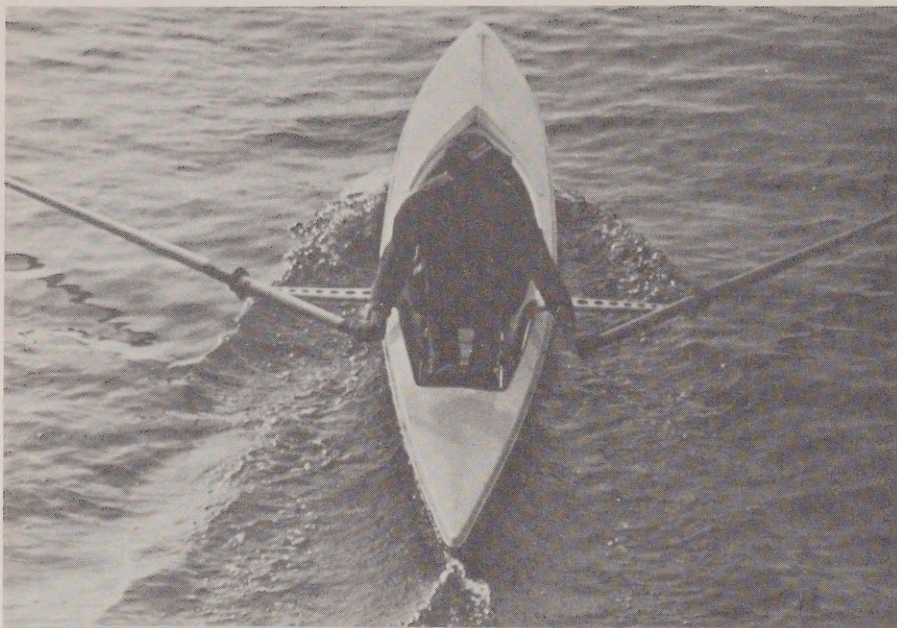
"Recreational rowing is catching on fast," says Robert Jaugstetter, assistant rowing coach at Boston's Northeastern University and assistant editor of the U.S.R.A. publication, *Rowing USA*. "It's a boom sport."

The spark that really ignited the recreational-rowing boom was the development, in 1970, of a craft called the Alden Ocean Shell. It was a modification of the classic racing single scull, which is about 30 feet long, a mere 12 inches wide and extremely unstable. In its sleekest form it is made of cedar so light an oarsman who boards one carelessly risks putting his foot through the thin planking.

The Alden was designed by Arthur E. Martin, a naval architect and owner of Martin Marine in Kittery Point, Me., who had been building experimental kayaks with a new material, fiberglass. After years of tinkering, Martin, in 1966, put together a 16-foot kayak that paddled exceptionally well. (A kayak is usually 13 to 15 feet long.)

He further discovered that, when he fitted his fiberglass craft with a sliding seat, it rowed even better. Propelled by a pair of 7-1/2-foot oars, the boat skimmed over the water smoothly and swiftly. Its relatively short water line made it slower than a longer single scull (a boat's "hull speed", or the speed with which it can be driven through the water, depends on the length of the hull at the water line). But because its kayak-like hull was decked, or covered, Martin's craft could take on seas that would swamp a single scull, and its 24-inch beam gave it a stability that a 12-inch-wide single scull could never achieve.

In 1970, Martin showed his unnamed boat, which until then had been mainly a family plaything, to some friends, among



them the Maine designer and boat builder Everett Pearson. He liked it, and agreed to have his firm build the boat if Martin would guarantee him the 20 sales necessary to justify the cost of the mold. Martin was not sure he could. "I thought I might be able to sell three and then end up with 17 boats on my hands," he says. "But I decided to gamble."

The gamble paid off. Word of mouth sold the first 20 boats, which Martin named the Alden Ocean Shell, after the celebrated yacht designer, the late John Alden. A favorite response to the first boats in yachting magazines and other publications assured their success. Before the year was out, 165 recreational shells were sold for less than \$1,000 each.

The reasons for the Alden's success are obvious to anyone who has ever tried to row a scull. Racing sculls are so narrow that even a slim-hipped oarsman finds himself hanging over the sides, and so "tender" that even experienced oarsmen admit to capsizing them often. The Alden's greater width lets most amateurs feel secure as soon as they step into one; furthermore, with the oars resting on the water like an outrigger, the craft is far more stable than a recreational canoe.

One reason for rowing's popularity is the ease with which it can be learned. Martin maintains that his "10-minute, 75-cent lesson" is all that most people need to feel comfortable in a recreational shell. He simply puts the would-be rower into one of his craft and goes through the basic motions - reaching the oars forward for the "catch", pulling through for the stroke and feathering, or turning the oar blades horizontal, to avoid catching the wind, then recovering for the next catch. And indeed, most rowers maintain that after a few minutes' instruction, they have taught themselves how to row quite nicely.

Another reason for rowing's appeal is the sheer pleasure it provides. Many rowers claim that the shells, which are

inherently faster than the flat-bottomed skiffs and the other fixed-seat craft that most semi-experienced oarsmen have rowed, provide a sensual reward as they skim along between strokes and attain speeds unattainable in a rental boat on, say, the lake in Central Park. Others derive pleasure from mastering rowing's movements and performing them correctly. "It's wonderful when you've got it all together," says Burke. "There are days when you feel you could just go on forever."

A few recreational-shell owners work hard at developing the strength and endurance that will enable them to row a mile or more at a racer's rate of up to 30 strokes a minute. But most are content to row for fitness (a half-hour's hard row is the equivalent of a five-mile run) or for fun.

Improvements over the original Alden have further increased the sport's popularity. In 1972, while designing a two-man version of the Alden, Martin hit on the idea for the Oarmaster, a patented sliding-seat/outrigger-oarlock arrangement that has since become the key feature of all his boats. The device fits into anchor brackets on the bottom of the boat, eliminating the strain on the hull caused by bolts for conventional oarlocks. Sold separately, it also enables buyers to convert almost any small craft into a sliding-seat rower.

Two years later, Martin added a third craft to a line that included the Alden single and double. "We found that some people wanted a boat a little faster than the Alden," he explained. "But they didn't want something quite as racy as a single scull." Martin's compromise, the 20-foot Martin Trainer, is nearly as long as a scull, but, with a 20-inch beam, more than half again as wide, giving it a combination of speed and stability.

Martin's boats are probably the best-known - and the most widely used - of the recreational rowing shells. More than 3,500 Aldens - singles and doubles - are currently plying waters from Kittery

Point, where Martin, his wife and a platoon of children and grandchildren row them regularly, to California, where hardy oarsmen use them for distance racing.

Since the introduction of the Alden Ocean Shell in 1970, other manufacturers have moved into the market. Some two dozen companies, including several that once built only racing shells, are now turning out recreational rowing craft. Little River Marine of Gainesville, Fla., offers a line of four recreational boats. Peinert Boatworks of New Bedford, Mass., offers a 21-footer and a 16-footer in addition to its racing shell. Ralph E. Graham, a retired Orange County, Calif., surgeon whose enthusiasm for rowing led him to start his own boat company, is currently marketing five recreational designs.

Art Javes, designer of the popular Aquacat sailing catamaran, offers the most unusual boat. His Gulfport, Fla., firm manufactures the Rowcat, a twin-hulled recreational shell that virtually eliminates instability. "We wanted a boat in which people could forget about balance and just concentrate on rowing," says Javes of his speedy, ultra-stable craft. The Rowcat is made in both a single and double version, and now there is a smaller model called an Omni-Cat that can be pedaled and sailed as well as rowed.

Rowers tend to be an evangelistic lot. "I can't think of anything more relaxing, more enjoyable, than just getting into a boat and getting out on the water under my own power," says Richard E. Springer, 52, a Brooklyn high-school teacher who owns an Alden single to row by himself and a double to row with his wife or friends. "I'm fascinated by how easily the boat moves over the water." Springer invites just about anyone who expresses an interest in rowing to come out to the canoe club on Jamaica Bay, where he keeps his boat, and try it, convinced that a trial row will make a convert out of nearly anyone interested in either boats or fitness.

John Bodine, 37, of Cambridge, is equally enthusiastic. Bodine, who rowed while a student at Stanford University, owns a 16-footer capable of carrying two oarsmen. Wheeling the boat to the Charles and launching it from a homemade dolly, Bodine rows with a friend about twice a week and feels that rowing promotes psychological as well as physiological well-being. "I never come off the river without feeling great," he says.

In fact, fitness experts tend to agree that rowing is one of the best all-round exercises there is. Dr. Fredrick C. Hagerman, an authority on physical fitness at Ohio University, considers rowing "the most physiologically demanding of any aerobic sports," and suggests cross country skiing as its only equal.

Rowing exercises the legs, the back, the arms, even the muscles of the abdomen, which the rower must use to bring his body upright after completion of a stroke. "It's like doing 200 sit-ups a mile," says Martin.

Not surprisingly, rowers seem to be a healthy lot. Studies done at Dart-

mouth University and other centers for sports medicine reveal rowers to be among the best-conditioned of all athletes. They may also be the longest-lived. A 1972 study in the Journal of the American Medical Association reported that members of the 1914 Harvard crew outlived most of their classmates. Nor is rowing necessarily a young person's sport. Ernestine Bayer, who founded one of the first women's clubs, the Philadelphia Girls' Rowing Club, back in 1938, still rows her Alden every day, weather permitting, ignoring both the chill that often pervades the waters of her native New Hampshire and the fact that she is 74 years old.

Rowers are not only healthy, but relatively injury-free. Some do, to be sure, suffer from back problems or tendinitis in the forearms, usually as a result of doing something wrong. But few suffer the knee, hip and ankle problems or the stress fractures that plague joggers. It is no accident, observes Dr. Graham, the California surgeon, that a significant number of rowers are former joggers who took up rowing after suffering an injury running. "We can't say that rowers never get hurt," says Jaugstetter of Boston's Northeastern University. "But I think they're more likely to hurt themselves getting their boats into the water or out of it than they are rowing."

Does this mean that rowing is the ideal exercise? It certainly comes close. But there are drawbacks. Access to water, for one. Boat clubs with docks and storage facilities can be costly and most clubs limit their use to members. Public launching ramps are few and far between. Though most Americans do, indeed, live within relatively easy driving distance of a rowable body of water, only a handful are interested in loading boat and oars onto their automobiles every time they feel like a little exercise.

Rowing is also expensive. An Alden Ocean Shell costs about \$1,320 for boat, Oarmaster and oars (though Martin's company, Martin Marine in Kittery, is

now offering a kit boat that can put a would-be oarsman with some basic building skills onto the water for around \$800). Other craft can set recreational rowers back as much as \$2,100, depending upon how fast they want to row.

But committed rowers will tell you that the pleasures of recreational sculling easily offset the high price of buying the boat. Like joggers who claim that the world looks better after a good run, rowers feel that the world looks brighter after a good row - and pretty good during it, too. "Rowing is more than just a good way to exercise," says Seymour H. Chalif, 56, a Manhattan attorney who keeps an Alden at his summer home on Long Island and rows regularly in one of the South Shore's saltwater ponds. "It's a great way to get out into nature, to get away from everything and everybody and have some solitude. You don't need a crew."

Chalif, who keeps in shape during the week and during the winter months by exercising on a rowing machine, rows for about three-quarters of an hour a day when weather and the pressures of his practice permit. He prefers to go out at sunrise. "That's the best time," he says. "The only others out at that time are fishermen, and they are solitaires, too. You can row at your own pace and, if you want, stop to look at the birds."

A large number of rowers race, entering regattas like the Cambridge, MA, annual Head-of-the-Charles race, the Alden Shell Association's annual eight-mile pull from the offshore Isle of Shoals to Kittery Point, Me., or the tough, 36-mile haul from Catalina Island to Marina del Rey in California. But most are content with the kind of competition that Chalif enjoys. "There's an old swan out on the pond where I row who thinks he owns the place," says he. "Every time I go down to his end, I end up racing him back. Even when he beats me, I'm the winner. Just being out there on the water and seeing him makes the whole day go well."

Marjorie Martin puts the family product to good use.



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# What's happening...

**FEBRUARY 14 & 16: SURVEYING WOODEN BOATS WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.**

The Maine Maritime Museum is sponsoring a winter series of workshops on subjects of interest to traditional small craft enthusiasts. Each workshop consists of two three hour sessions, on Tuesday and Thursday evenings. The fee for each is \$35 for non-members, \$25 for members of the Museum. Each workshop is limited to eight participants, so early registration is advised. To register, call Dennis Thoet at (207) 443-6311 during business hours.

The February program in this series will feature marine surveyor Jan Bijhouwer who will discuss just what surveying can do for anyone contemplating purchase of a wooden boat.

**FEBRUARY 16: SCHOONER CRUISE TALK & SLIDE SHOW, CUSTOM HOUSE MARITIME MUSEUM, NEWBURYPORT, MA.**

Max Scholz and Lavana Synder of Newburyport spent three years sailing their staysail schooner AUDACITY in the Caribbean, Africa and Europe and will show us slides of these adventures and discuss them at 8 p.m. Non-member admission is \$1.50. For further information call (617) 462-8681.

**FEBRUARY 21: LOCAL BOATBUILDING LECTURE, CUSTOM HOUSE MARITIME MUSEUM, NEWBURYPORT, MA.**

David Stickney will discuss alterations made to HEART'S DESIRE, a 1921 era wooden schooner. Ed Siegmann will talk about building a Norwegian pram in his dining room. Program begins at 7:30 p.m. Non-member admission is \$1.50. For further information call (617) 462-8681.

**FEBRUARY 21: WINTER WORKSHOP, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.**

An expert from the Dyer Dhow Co. will explain how to do fiberglass and epoxy work, and George Moffett, captain of the Seaport's schooner, BRILLIANT, will demonstrate varnish application. Registration fee is \$6, contact the Public Affairs Office, Mystic Seaport Museum, Mystic, CT 06355, (203) 572-0711, Ext. 318. Programs run from 7 to 9 p.m.

**ICEBOATING HOTLINE**

If you'd like to have a look at ice-boat racing this winter, you can call after 7 p.m. any Friday evening and obtain directions to that weekend's ice-boating locale in New England. The number is (617) 585-8855 and be patient as it gets lots of calls each weekend.

**FEBRUARY 25: ANNUAL SNOW ROW RACE, HULL, MA.**

The Hull Lifesaving Museum sponsors this annual rowing competition in mid-winter, with full local Coast Guard cooperation. It's open to experienced oarsmen and paddlers, traditional boats, sea kayaks, etc. Boats must be seaworthy craft as race is held in area where seas can be significant. The start is at 2 p.m. and there's usually a pretty good post event party. For further details contact Ed McCabe at 24 Fairmount Dr. in Hull, MA 02045.

**FEBRUARY 25: CANOE & KAYAK SHOW, LIVINGSTON, NJ.**

This one day show is put on by the 30 canoe clubs and the NY-NJ River Conference at the Holiday Inn in Livingston, NJ. Attendance is limited to 2000 and advanced registration is recommended. Displays of canoes and kayaks and associated accessories will be supplemented by techniques demonstrations in the indoor pool, talks and workshops by outstanding figures in the sport, and audiovisual presentations. The workshops are intended to deal with the issues of, "who can I go with, where do I find new places, and how do I get better?" For more information or registration, contact Paddlesport '84, Box 441, Madison, NJ 07940, or phone (201) 635-6593, talk with Ann Sweeney. Advanced registration is \$2, door admission, if available, is \$3.

**FEBRUARY 26: STEAMSHIP LECTURE, PEABODY MUSEUM, SALEM, MA.**

Second in a series of lectures as detailed under the January 31st heading on this page, this is entitled, "Odds and Ends of Steamship Design. Lecturer is John Waterhouse, Curator of the Hart Nautical Collections at the MIT Museum in Cambridge, MA. He will discuss the naval architecture of the big steamships. No admission is charged above the regular Museum admission.

**MARCH 1: MONTHLY MEETING OF THE TSCA OF THE PEABODY MUSEUM, SALEM, MA.**

At this date (January 20) the feature program for this regular monthly meeting has not been set. Interested persons should call after February 25th for details, Bob Hicks at (617) 774-0906. Visitors are welcome.

**MARCH 10: WHITEWATER CANOEING SPRING OPENER, WAREHAM, MA.**

Whitewater canoeist interested in helping melt the last of the winter ice on the Weweantic River should contact Russ Ottey at (617) 563-6637 for details.

**MARCH 20 & 22: PLANKING REPAIRS, WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.**

The March program in the ongoing series described under the February 14 & 16 dates above will consider repair of boat planking, the wood, fastenings, spiling, bevels and caulking, butt blocks. Wil Ansel and Greg Rossel will instruct.

**MARCH 24: FLATWATER CANOEING CRUISE, MASHPEE, MA.**

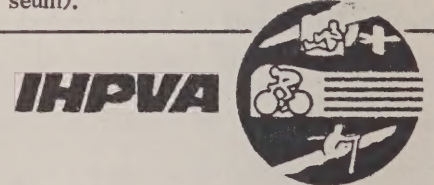
A six mile paddle down the Mashpee River and alongshore in Popponesset Bay should be an easy paddle if the day is not windy. Participants meet at 9:30 a.m. at the New Seabury Shopping Center junction Rtes. 28 & 151 in Mashpee, MA. Bring lunch. If you need a partner for your canoe or do not have a canoe but wish to go along, call Barry Gallus at (617) 428-5391.

**MARCH 31: TIDAL CANOEING CRUISE, OSTERVILLE, MA.**

This will be about a 7 mile paddle in Prince Cove and Great Bay, an easy day if wind is not too strong. Participants meet at 9:30 a.m. at Mill Pond Corner, junction Rtes. 28 & 149 in Barnstable, MA. Bring lunch. For more details, call Chuck Wright at (617) 564-4250.

**APRIL 1: APRIL FOOLS ROWING & PADDLING OUTING, LOWER CONNECTICUT RIVER.**

Ben Fuller will try again to lead interested oarsmen and paddlers on a river estuary outing on April Fools' Day. Last year six of us indulged in a lovely day. More information in upcoming issues. Call Ben at (203) 572-0711 for further information (Mystic Seaport Museum).



**HUMAN POWERED VEHICLES TAKE TO THE WATER**

The International Human Powered Vehicle Association has a "water" wing established. These are the people who encouraged the Gossamer series of human powered aircraft which culminated in that crossing of the English Channel by a man powered plane. The aim of the water vehicle folks is to find out if an unrestricted design one person boat can outrun an eight-oared shell through 2000 meters and yet handle as easily as a white water kayak. So there's a challenge for you solo oarsmen. For further details contact Norm Benedict, 2155 W. 250th, Lomita, CA 90717, phone (213) 326-1700.

## L.L. BEAN PUBLIC CLINIC PROGRAMS

L.L. Bean in Freeport, ME hosts a number of clinics aimed at encouraging outdoor activity and some of them relate to boating. Several scheduled for March at their locations in Freeport are the following:

March 6, 7:00 - 8:00 p.m., ABS canoe repair at the retail store.

March 9, 7:30 - 9:00 p.m., "The Great Maine Rivers," at Casco St.

March 13, 7:00 - 8:00 p.m., Fiber-glass canoe repair at the retail store.

March 15, 7:30 - 9:00 p.m., "The Great Maine Rivers at Casco St.

March 20, 7:00 - 8:00 p.m., Emergency canoe repairs at the retail store.

March 23, 7:30 - 9:00 p.m., White-water canoeing at Casco St.

March 27, 7:00 - 8:00 p.m., Basic canoe paddling technique at the retail store.

March 30, 7:30 - 9:30 p.m., Canoeing films at Casco St.

All of these take place in Freeport, ME. For last minute details or confirmation of scheduled programs, call L.L. Bean at (207) 865-4761, Ext. 2106.

The big on-the-water day is on for Saturday, June 23rd at the Yarmouth Waterworks in Yarmouth, ME, the 3rd Annual L.L. Bean Canoe Day. We'll bring you more details on that when the time is right.

## ARMCHAIR SAILOR PUBLISHES BIBLIOGRAPHY

The Armchair Sailor, Newport, RI, bookstore devoted to maritime publications, has completed a comprehensive "Descriptive Bibliography of Current Marine Titles," the fruit of 18 months of computerized research of publications concerned with maritime subjects from over 700 publishers worldwide. The bibliography contains about 3000 titles with descriptions of each. The list is current, and provision for an updating has been made as part of a subscription. Thus it will be possible for those interested to keep up with the changes and new listings of the world's maritime publishers.

The cost is \$6 plus \$1 for postage and packaging for domestic and overseas surface mail. Overseas air mail requires \$11. The address is the Armchair Sailor Bookstore, Lee's Wharf, Newport, RI 02840.

## THE PAPER CANOE MADE IT

In a recent issue we described a trip by paper canoe from Montreal to Florida along the east coast using rivers and the intra-coastal waterway undertaken by Chris Cunningham. We had a card from Chris mid-January stating that he made it to Cedar Key and was now on the return trip. Chris plans to write a feature story on the comparisons between his trip and that of Nathaniel Bishop in a similar craft over the same route in 1874 for publication in national boating press.

## MYSTIC SEAPORT RENTAL FILMS

We recently arranged to view one of Mystic Seaport's films, ROUND CAPE HORN, a black and white film made in 1929 by Captain Irving Johnson of YAN-KEE fame (then a young man on his first sea voyage). The film is just fantastic footage of how it was on a big steel German square rigger on a trip round the Horn, crewed by youths in sail training. Johnson hoped for a big storm and he got it, on film from the top of the masts, incredible film footage you have to see to believe. The narration recently put onto a soundtrack by Captain Johnson over 50 years after the event is itself just amazing to hear.

This film, and others of interest to boat nuts are available from Mystic Seaport Museum on a rental basis to interested groups. We publish here the list of available films. To arrange rental contact the Mystic Seaport Museum, Film Rental Service, Mystic, CT 06355.



The magnificent Peking, largest square rigged ship in operation in 1929.

## Round Cape Horn

This film contains some of the most spectacular square-rig sailing footage available today. Made by Captain Irving Johnson aboard the huge four-masted bark *Peking* in 1929, the film takes the viewer around the Horn on one of the last great square-rigged merchant vessels. Captain Johnson's knowledge and firsthand experience are apparent in the narration he recently added to this rare footage of daily life aboard ship, a storm at sea, and the sailor's work aloft. Round Cape Horn will provide an exciting, informative thirty-five minutes for anyone. Clips or short sequences from the film have been used for television and film documentaries, but never before has the full version of Round Cape Horn been available for rental or sale to groups, schools, or organizations.

Rental: \$45.00

Sale: \$395.00

Control Number: 16-406-C

Running Time: 35 min.

## NO WINTER SMALL CRAFT WEEKEND

Mystic Seaport Museum will be unable, for the second year running, to host their winter small craft weekend in late March. The disarray in the storage areas during building reconstruction has made this impractical according to Curator Ben Fuller.

## TOPIC & PRICE LIST

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# DOG WATCH..

## A small Crocker cat that's a lot of boat in 16 feet!

Reprinted from NATIONAL FISHERMAN, August 1982 by permission of the author, Roger Taylor.

Photos from the Landing Boatshop

BRIAR ROSE, built to DOG WATCH plans by the Landing Boatshop under sail.

## In Search of a Camper/Cruiser

The short series of reviews of interesting cruiser/camper sailboats under 16 feet that Richard Zapf did for us back in November and December, 1983, has prompted much response from readers. We'll be bringing you a continuing series of such craft for the next several issues.

Herewith is DOGWATCH, a 16 foot Crocker catboat fitted out for camper cruising. The article is reprinted from NATIONAL FISHERMAN, August 1982.

Written by Roger Taylor, it also comprises one chapter in his latest book, THE FOURTH BOOK OF GOOD BOATS, available from International Marine Publishing, Camden, ME 04843.

We further thank Cliff Hurst of the Landing Boatshop for sending us this particular little cruiser and the two photos of BRIAR ROSE, built by the Landing to Crocker's original plans for DOGWATCH.

NEXT ISSUE: "HEATHER", A DELIGHTFULLY DECADENT POCKET YACHT!

Join me, if you will, for an imaginary sail in a tiny cruising catboat — a mere 16-footer — designed by S.S. Crocker Jr. nearly 40 years ago.

We join ship in the middle of a summer morning, running dead before a light southwest breeze that has just sprung up at the elbow of Cape Cod. We are heading up Chatham Harbor, that long, narrow estuary that is Chatham's quiet, main street, protected from the sea by Nauset Beach.

Now we have to mind our P's and Q's going up through here, for there are plenty of sand flats to stop strangers who aren't watching the chart. Anyway, we've got a fair wind and a fair tide; what more could anyone want?

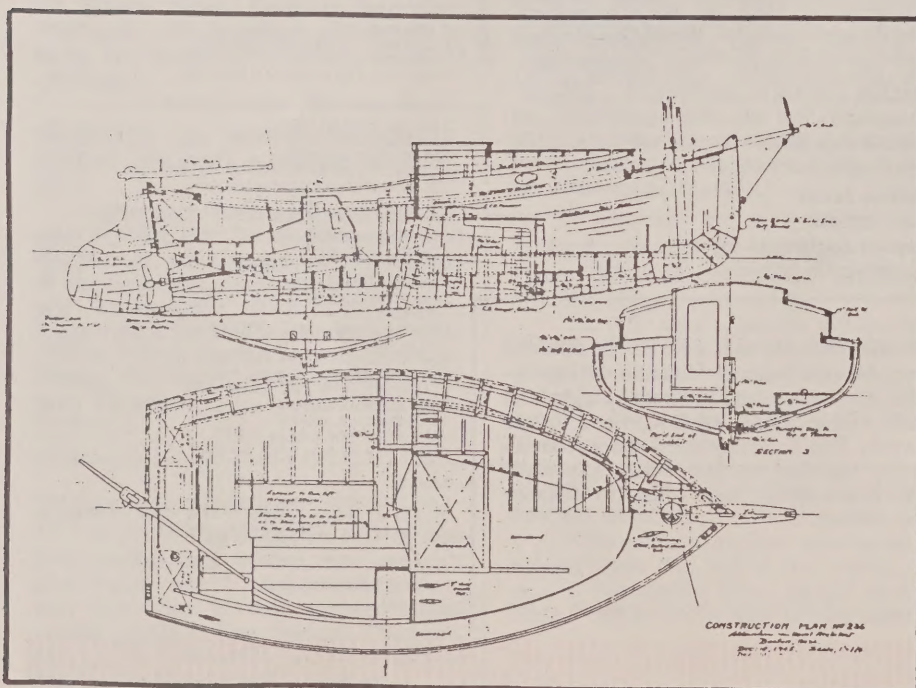
I think it's time to jibe that mainsail over to the starboard side and cross back in from the Nauset Beach side of this place to the Chatham side. The chart shows a big looping bar ahead, and the way around it is to the left. In this little breeze, you can just grab all three parts of the main sheet together and haul the sail right on over.

Isn't this as pretty a little catboat as you've ever seen? If we duck down out of sight, she'd look like a 26-footer from a distance.

Her profile is certainly pleasing. I like the way the stem curves back a bit beyond the vertical, the way her springy sheer is carried out by the steeve of her bowsprit and the lines of her house sides and coaming. Her transom is raked just enough.

She has a nice, hollow entry that quickly widens out, giving her enough beam forward to keep the bow from plunging when running. Her waterlines are well balanced for a catboat, so her stern shouldn't lift too much when she heels.

She has plenty of stability, thanks to her great beam and also to the flare in the sections above the waterline, especially aft.



Her transom wouldn't drag much, yet it gives her added bearing as she heels.

She has a well-formed run for such a short boat, a great advantage of shoal draft. In fact, there is just not much to her underwater. This is a very easily driven hull.

It's interesting to compare the rather sharp curves of her waterlines with the sweet ones of her diagonals.

This little vessel is 16' long on deck and 15'6" long on the waterline. She has a beam of 7'6" and a draft of 1'9".

But let's not get mesmerized by her hull shape. Time to jibe again and swing along past Tern Island. Don't you love to sail along like this in a deep channel with bare sand banks close aboard, just covered by the tide? Real "Riddle of the Sands" stuff.

Now let's look sharp, because there's one little bank ahead, probably just covered up, that we've got to skirt around by eye. I think I see it right ahead, so keep off a mite and we should just clear it. There she comes, just on the weather bow.

I suppose it would be no great catastrophe to run up on that thing and have to wait an hour for the tide to lift us off, but as they say, "I'd rather be sailing." Now let's jibe her over one more time and put her on a reach past Allen Point.

This boat has some interesting construction details. She has so much in the way of partners and knees up around the mast that nearly the whole deck forward of the house is laid on heavy timbers. You'd want to be mighty fussy about keeping that deck tight so rot couldn't get at the heavy stuff.

Her big, heavy mast step forms an integral part of her backbone, well bolted to both stem and keel. A catboat's mast is always trying to twist the bow right off her, so it's well to build her Achilles heel mighty strong.

Her centerboard has a 14½-lb. chunk of lead led into it so it will sink when lowered.

What do you say we try beating up through Bassing Harbor into Ryder Cove just to see what it's like up in there? We'll probably hit the board plenty and may even get hung up for a bit, but what the heck? The tide's coming.

Up into the narrow waters she goes, making tiny, short tacks with one person on the tiller paying the closest attention to the exact color of the water just ahead and the other holding the centerboard by its pendant as if it were a precise measuring instrument.

Her board slithers over the sand more than once, but that doesn't slow her enough to keep her from answering her helm and coming around to try the other tack. She's gaining across the pretty little harbor yard by yard and soon will be entering the relatively unobstructed, though narrower, water of the cove.

Here we are at its head. Let's anchor for lunch. Up comes the board, down goes the helm, and she rounds up and skids to a stop almost within her own length. The anchor is let go off the bowsprit, the sail is dropped before it can get her underway again, and a

stop is passed casually around the boom and gaff end in case the breeze picks up.

A catboat, even a small one, has quite a heavy rig. This boat's boom is 16' long; her mast is 5½" in diameter at the deck. I'd put lazy jacks on her if she were mine — might as well get some automatic help in handling the mainsail.

A nice thing about a gaff-rigged catboat is that there are no shrouds on which to break the gaff jaws when you ease the boom broad off running in a breeze.

Her mainsail has 169 sq. ft., and that lovely roller jib adds another 42 sq. ft., making 211. The mainsail is nicely peaked up and has three good reefs. The jib can help lift her along in a light breeze (we've been too lazy to fool with it this morning) and really comes into its own on a broad reach when it's blowing hard, for then it helps hold her head off and eases the helm a lot. Shortening down off the wind, you'd want to leave the jib set and start reefing the mainsail, but shortening down on the wind, it would be the jib that would come in first.

She was originally built with a short bowsprit and no jib, as shown in the construction plan and photograph, and was later given the longer bowsprit to take the headsail. That was well worth it. And the long bowsprit gives you a place to keep an anchor, which otherwise you'd have to handle from the cockpit. The foredeck of a catboat has about as much working space as the top of a flagpole.

The catboat rig has little windage, even taking the big, round mast into account, so her motor can drive her to windward easily. And despite its box being right in the middle of the cockpit, she's still very roomy for daysailing. There are two 6-gal. gas tanks back in the quarters.

Well, I suppose if we're going to try to get all the way up to Meetinghouse Pond for the night, we'd better get going. This breeze has some pretty good puffs to it now, even way up in here. Shall we tuck in a reef before we start, or would you rather brave it? Single-reef her, you say? Why not? We've been pretty lazy up to now. No sense in spoiling our record.

Up comes the anchor, to be triced up under the bowsprit as we coax her to fill away to reach and run out of Ryder Cove, across Bassing Harbor, and jibe her way down past Strong Island. With the breeze now moderate to fresh, these are no casual, grab-everything-and-throw-her-over jibes, but rather carefully coordinated efforts by helmsman and sheet man to get the sail well trimmed in before letting the boom lift across and go right out fast on the other side. The last jibe allows her to come up on a fast reach heading for the middle of Pleasant Bay.

It's a distinct relief to reach the deep water of the bay, but it really didn't take us long to sail across it. Now we're faced with the decision of whether to jibe again or tack to head for the narrows at Sipson Island. We'll stay conservative and tack, letting her up and trimming her in so she can slash

along close-hauled.

This is fun! She's doing so well that we can let her romp along this way for a while before she's tacked and run off for the narrows.

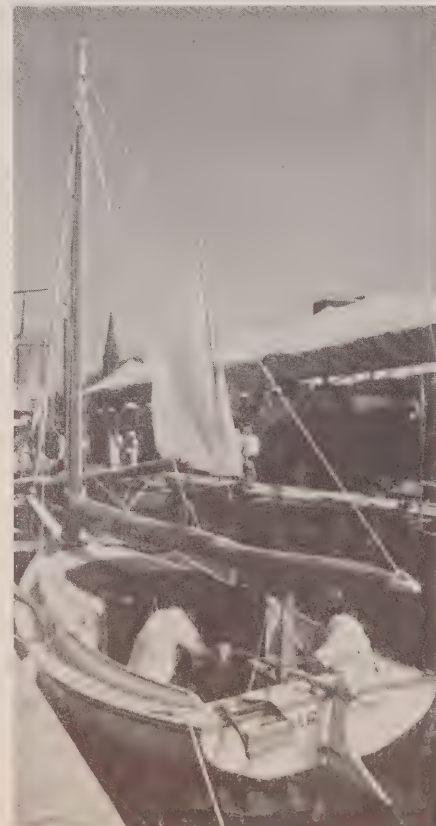
Sam Crocker designed this little cat in 1945 as an old-age boat for a Mr. Dimmick of Hartford, Conn. Mr. Dimmick named her the Dog Watch. She was later owned by Lois and Louis Darling, an artist-and-writer team. The Darlings named her the Sibling, feeling she was "related to the entire world's small sailboats, work and play."

The Darlings cruised in their Sibling a lot and didn't seem to mind the cramped cuddy despite Louis' height of 6'1½" and the fact that they liked to take along their 70-lb. golden retriever, Tasha. But the bunks are 6'3" long, and in good weather, you can slide her wide hatch forward to open the whole place up to the sky. She does, in fact, have tremendous space for a 16' boat.

Eleven jibes later the little catboat has whipped through the narrows, skirted round the western shore of Little Pleasant Bay, passed Namequoit and Oldfield points and run up The River through Frostfish Cove, round Lucy Point and, finally, into Meetinghouse Pond.

By the last jibe, it's late in the afternoon, and with the wind really whistling, even way up in these narrow waters the reef is appreciated. The anchor goes down again, and this time, after the sail has been lowered and the reef shaken out, it is given a real harbor furl.

BRIAR ROSE at the 1982 Wooden Boat Show.



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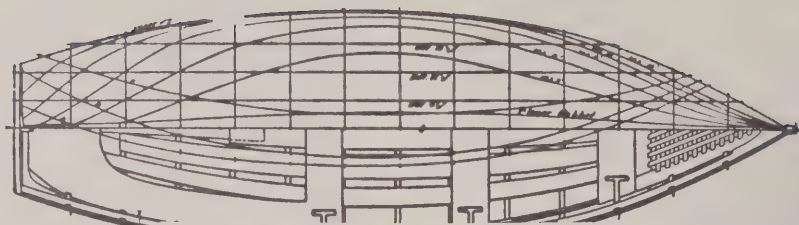
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## Some thoughts on buying that new boat!

Ralph Notaristefano

"Now is the best time to buy a boat". How many times have we heard that statement and have begrudgingly nodded our approval. Yet, who among us can honestly say we have a spare thousand or so to put into a boat around the holiday season? In fact, the local pond is not the only thing that is in deep freeze in January and February. My wallet, unlike the ground hog, doesn't see the light of day until spring. Money which was allocated for summer activities is now spent on fuel and doctor bills. You would be amazed how often the kids need to go to the doctor in the winter! Not to mention how quickly they can outgrow a \$30 pair of shoes. But, if you have children, I do not have to elaborate on this theme. I am sure you have stories you could tell me. The simple fact of the matter is that now may be the right time for you to SELL a boat. Buy one? That's another story. Perhaps you have the same reservations I do.

For many boaters in the Northeast, the decision to sell their boat was probably made when they were hauled out of the water in the fall. If an order was placed on a new and/or larger boat the anxiety to sell an existing boat heightens. The problem with a short boating season is just that, it is short. From late October to mid April or so, depending on where you live, your boat, that valued piece of under-used capital, sits under cover. If you paid for it on time, writing that check each month to the bank ought to be accompanied with a stiff drink to ease the pain. The same holds true if you refinanced your home or hocked the family jewels. You're in over your head, even if you can't admit it to yourself. When it comes time to sell your boat, the notion of taking a loss is unthinkable. In fact, with a decade of worldwide economic instability, boats, like precious metals, land or antiques have become investments, symbols of security (or insecurity depending upon your point of view). Lately the phrase, "that boat is a good investment" seems to creep into the conversation as an added inducement to clinch the deal. The implication is that you will never lose your money. Along with the added costs of production, boat prices have remained artificially high. There seems to be no such thing as depreciation anymore based upon use.

For instance, the past few months I have priced a number of sailboats in the 20' range. Most were 10 to 20 years old, some less than that. Here are typical examples of what I experienced. A 22-1/2' classic daysailer, originally priced in 1964 for \$3,500 is now selling for \$7900. An 18-1/2' daysailer built in 1977 with a ticket of \$5,000 is going for \$7,790 and higher. There. There are other examples similar to these but too numerous to mention. In ALL cases, the used boat needed work to put her in sailing condition. Some equipment was not in working order or obsolete and needed replacement. But what was surprising is that the old used boat was commanding a NEAR equal price of a new boat right off the showroom floor! Of course, I did not mention that if you went to a broker, there is an additional 10% fee which is tacked on to the price of the boat. Theoretically the seller is supposed to pay the fee, but we all know it is figured into the final cost of the boat anyway.

So where does all this doom and gloom leave the rest of us with champagne tokens and loose change in our pockets? There are viable alternatives I'm happy to say and not the least of which are on the back pages of this magazine. Boats, good boats, do not have to cost a king's ransom. They can be had for a reasonable price and maintained equally inexpensively. Here are some of my favorites.

I am very partial to a 16' or 17' wood/canvas canoe. I never grow tired of looking at or using my canoes. First of all, they were affordable. At no time did I spend more than what I felt was an honest price for the boat. I did not put myself in the position that I had to use the boat simply to get my money's worth out of her.

A canoe is a versatile craft. Paddle, row, sail or pole her; for longer trips a small outboard engine mounted on a stern bracket can increase her range without becoming fatigued from paddling all day. When not in use, I store my canoes in the joists of the garage. Since they are not left out in the weather, they look as good as the day I bought them. Maintenance is low. They're easily cartopped and can be handled by one person. Since they are a small open boat, caution should be used when loading to capacity.

Yet, it never seems to amaze me how an 80 lb. canoe can safely hold 7 to 9 times its own weight!. Many people would own no other boat except a canoe. Since this is definitely a conscious choice on their part, it speaks very highly for the usefulness and admiration they hold for a canoe.

Next on my list of all time good boats is a round bottom lapstrake rowing boat from 14' to 16' loa. My particular preference is for a "Rangely" lake boat or a small "Whitehall" similar to the one on page 197 of Chapelles' "American Small Sailing Craft". The "Seaford Skiff" is an excellent rowing boat but not easily obtained. The Adirondack guide boat needs no introduction here nor do any of the dories or peapods. These boats require a trailer and are worth the outlay of cash. The large boats pull better between strokes. Some boats between 12' and 14' have their places and are better used for one or

two people for just messing around.

If you have children, get them a small flatbottom rowboat, rig it for sail and let them loose.

If sailing's your pleasure, there are any number of used craft that can be had in good or easily restorable condition. A Herreshoff 12-1/2' is a honey of a boat. For a centerboard boat, the Alden "O" boat is a fine daysailer to day the least.

The list can be endless, but I think you get the picture. When looking to buy a boat, what is important to my way of thinking is that you can have a fine boat for as little as a few hundred dollars or as much as a couple of thousand dollars. The purchase of a boat does not have to make you poor in the process. Just the reverse should be true. A truly rich man knows what he can afford and acts accordingly. When you find a boat that is affordable, then buy it, regardless of the time of the year.

## Getting on the water from a wheelchair.

Despite having an immobilized leg and not being able to lift weighty objects, I devised a method of transporting and launching myself in a 13 foot Sea Eagle on Long Island Sound from Stony Creek, Conn. I cautiously launched only on calm summer days.

From my home I had the benefit of excellent sidewalks going to the town beach. With my wheelchair I added a quiver to hold my crutches which I had to have available at all times and a bag slung across the rear push handles large enough to accomodate the boat folded into 3 foot sections and its accessories as well as a pair of take apart paddles. To prevent the wheelchair from closing upon itself from lateral pressure exerted by the weight of the boat, I tied it open.

I utilized bicycling leather gloves to protect my hands while braking while descending hills from blistering. To ascend hills I reversed the wheelchair, pulled with my arms and pushed simultaneously with my useable leg. This method is much easier and safer than trying to ascend hills going forward.

Report from Gail Ferris

When I got to the town beach I would remove the boat in its bag and with a 20 foot piece of rope attached to the boat bag hop 20 foot intervals stop and drag the boat bag to me. At a convenient spot to sit I would spread out the boat and inflate with a foot bellows pump. I would put all odd items into the boat bag which could be tied zipped closed into the boat. I would drag the boat to the very edge of the water, place my crutches in the bottom of the boat, put the seat in over the top of them and fall or roll into the boat in a sort of crab-like fashion. With my take-apart paddles and knuckles I would launch afloat. This can only be done under calm conditions. I wore a life jacket at all times and exercised great discretion as to how far I ventured from land.

Lots of things can be done from a wheelchair because a wheelchair can carry so many things on the back of it. The limitations with a wheelchair are size and weight distribution of the load because the last thing you want to do is fall out of a wheelchair.

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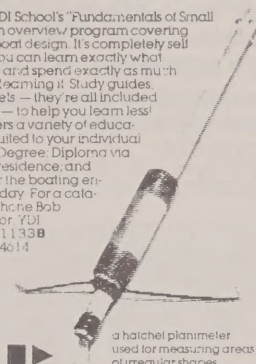
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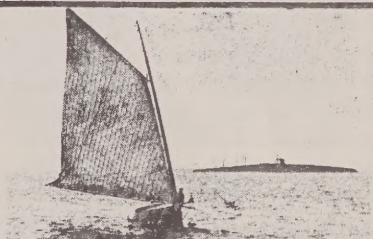
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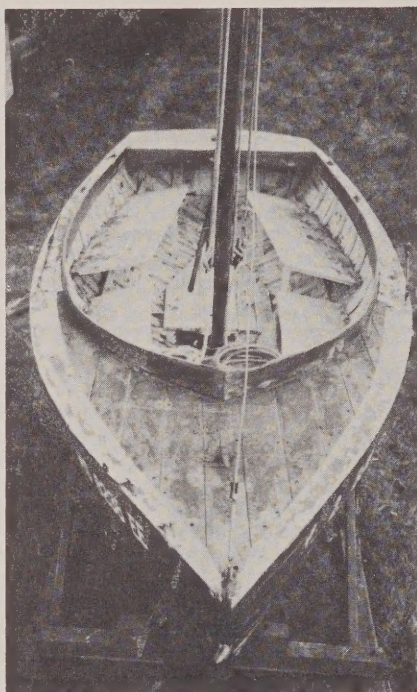
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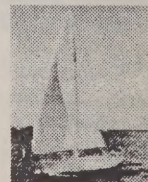
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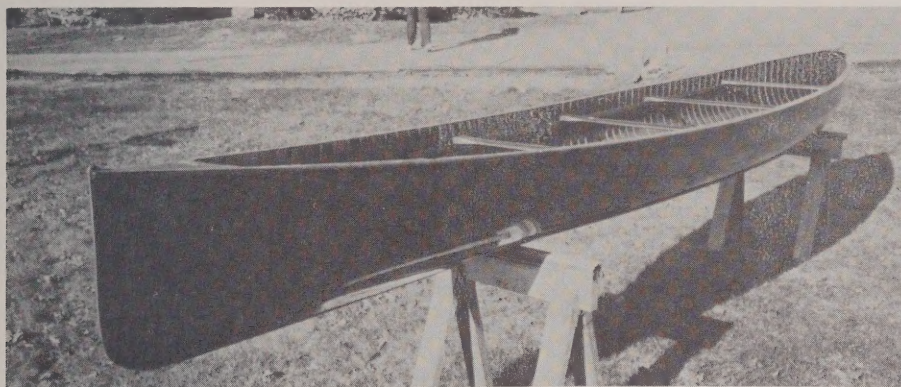


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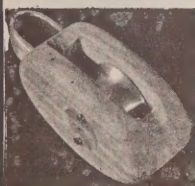
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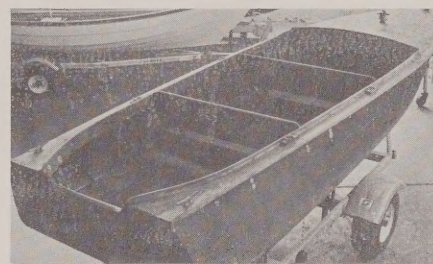
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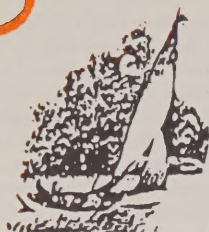
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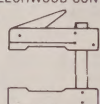
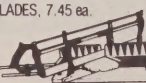
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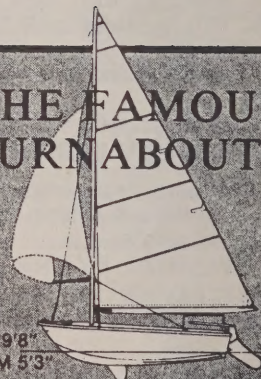
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| <b>SUPER PLANE</b> <ul style="list-style-type: none"> <li>• R+L rebate plane</li> <li>• Smoothing plane</li> <li>• Dual blade location allows to function as bullnose</li> <li>• Precise control of depth</li> <li>• Replaceable blades</li> <li>• West German</li> <li>• Replaceable soles and blades</li> <li>• 9 1/2" L x 6" HT. WT 2 lbs.</li> </ul> <b>ONLY 37.88</b> List 59.95<br>Blades 2.95/5  | <b>KLEMMSIA CLAMPS</b><br>STEEL AND BEECHWOOD CONT<br>W. GERMANY<br>S R <table border="0"> <tr> <td>8x4</td> <td>5.16</td> </tr> <tr> <td>12x4</td> <td>5.75</td> </tr> <tr> <td>16x4</td> <td>6.18</td> </tr> <tr> <td>24x4</td> <td>7.29</td> </tr> <tr> <td>48x4</td> <td>10.74</td> </tr> </table>  | 8x4                                                                                                                                                                                                                                                                                            | 5.16                                                                                                                                                                                                                               | 12x4 | 5.75 | 16x4 | 6.18 | 24x4 | 7.29 | 48x4 | 10.74 | <b>CARBIDE TIPPED</b><br>Adjustable Countersink<br>accepts drill sizes from<br>3/16" to 1/4"<br>MAKES OTHERS<br>OBSOLETE  | <b>Model TR-30<br/>LAMINATE<br/>TRIMMER</b>  <p>38 amps<br/>29,000 rpm</p> |
| 8x4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 5.16                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |      |      |      |      |      |      |      |       |                                                                                                                                                                                                              |                                                                                                                                                               |
| 12x4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 5.75                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |      |      |      |      |      |      |      |       |                                                                                                                                                                                                              |                                                                                                                                                               |
| 16x4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 6.18                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |      |      |      |      |      |      |      |       |                                                                                                                                                                                                              |                                                                                                                                                               |
| 24x4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 7.29                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |      |      |      |      |      |      |      |       |                                                                                                                                                                                                              |                                                                                                                                                               |
| 48x4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 10.74                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |      |      |      |      |      |      |      |       |                                                                                                                                                                                                              |                                                                                                                                                               |
| <b>CLUTCH/SCREWDRIVER<br/>DRILL ATTACHMENT</b> <ul style="list-style-type: none"> <li>• Depth stop / 1/4" shank</li> <li>• Precision W. German tool</li> </ul> <b>17.95</b>                                                                                                                                                                                                                            | <b>NOBEX 101</b> <ul style="list-style-type: none"> <li>• Magnetic hand mitre</li> <li>• Accurate</li> <li>• Lightweight</li> </ul>                                                                                                                                                                     | <b>NOBEX 2002</b><br>Soft cut/finish<br>handsaw                                                                                                                                                             | <b>74.00</b> OTHER RYOBI TOOLS<br>IN STOCK<br><br><b>E-3700 A<br/>SCREWDRIVER</b><br>0-4000 VSR<br>3.7 amps                                     |      |      |      |      |      |      |      |       |                                                                                                                                                                                                              |                                                                                                                                                               |
| <b>TOOL HAUZ CORPORATION</b><br>14 Charles Steet<br>Needham, Mass. 02194                                                                                                                                                                                                                                                                                                                                | <b>STEINEL HEAT GUN</b><br>450/1000°F x 1400 W<br>W. Germany                                                                                                                                                                                                                                            | <b>NOBEX 202 MITRE BOX</b> <ul style="list-style-type: none"> <li>• WOOD &amp; METAL</li> <li>• 4" x 4" CAPACITY</li> <li>• WT. 15 lbs.</li> <li>• EXTRA BLADES, 7.45 ea.</li> </ul> <b>REG. 88.164.00</b>  | <b>10 POCKET<br/>CARPENTER'S APRON</b><br>Real leather                                                                                         |      |      |      |      |      |      |      |       |                                                                                                                                                                                                              |                                                                                                                                                               |
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