

Twice a Month



# **messing about in BOATS**

*Volume 1 ~ Number 21*

*March 15, 1984*





# Commentary



## messing about in BOATS

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## Our Next Issue

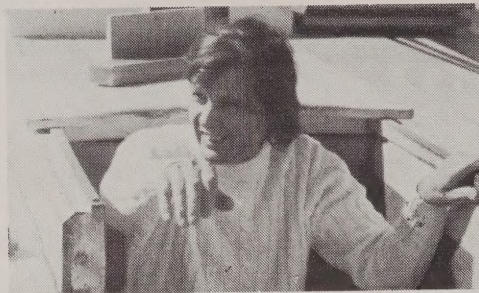
... will go into the mail about March 15th. Subscription orders received before that date will begin with that issue, #22, unless otherwise requested. You may order back issues as part of your subscription, from Issue #3 on through #10, and from #13 to present. #1, #2, #3, #11 and #12 are now all gone.

## In the Next Issue

... we finally will get to the story on Al & Karin Butler's plans for circumnavigating New England in their 26' schooner. Also we visited Platt Monfort, who is way out at the leading edge of lightweight boat technology (an 8 pounder). We should have a report on the first rowing race of '84, the Snow Row in Hull, scheduled for the 25th of February, a boffo time if organizer Ed McCabe has any luck with the weather.

## On the Cover

... Bob Chapel's little 16' camper/cruiser has those nice funky old timey looks, and Bob says she's not fast but she is comfortable. Another in our ongoing series of inexpensive small sailboats for small cruising.



BOB HICKS

As on-the-water time approaches two different subgroups in the small boat game are beginning to wrestle again with each of their main concerns. Those who keep their boats at home and trailer to water will again be wondering about access to new and interesting places. Those who keep their boats on moorings are beginning to wonder again about how to foil thieves and vandals.

For whatever we can be worth to these concerns as a medium of exchange of information we plan to pursue both topics as the season progresses. The access to water problem is perhaps not as bad as perceived, we had experience in the past couple of years at locating some 50 access points along the Massachusetts north shore alone, from Nahant to Gloucester, places a carry in boat could be gotten to water. But, many dry sailers, paddlers, rowers do lack first hand knowledge of where they can get afloat without too much travel or hassle. So we plan to develop this information as an ongoing feature during the whole coming season.

The problem of stolen boats and vandalized boats is a different sort. In our area close to metropolitan Boston, there are thousands of boats on moorings and thievery and vandalism are common. The plague has spread down east to Camden, it seems, in mid-February a Camden group gathered at the Apprenticeship in nearby Rockport to discuss this concern. Lovely, picturesque Camden has seen a half dozen small boats stolen over the past couple of seasons, it seems. Amongst the boating fraternity, the best known victim was Roger Taylor, president of International Marine Publishing and author of several books on "good boats." His peapod, fitted with a sliding seat rig, was stolen from its mooring in the summer of '83,

and later in the year his battered aluminum canoe went the same way. So Roger was on hand at this gathering to support some action.

Sam Manning, the illustrator, was the organizer of this brainstorming session, and some two dozen concerned small boat owners tossed the subject around looking for answers. They didn't find many. Pressing local authorities for better police/harbor master patrols; forming a volunteer "citizens' watch" patrol. Marking the boats prominently inside and out. And so on.

It just isn't easy to prevent theft from a large open public area, especially at night, or even in daylight in the busy season. Brazen thieves haul away a boat over water or land, and in one example, blandly told an observer who suspected them as thieves that they had bought the boat and were merely taking it away.

Vandalism goes hand in hand with thievery. Last year a friend of ours had his plain old 14 foot flat bottom sailing skiff stolen, later the boat was found on shore, but the sail rig turned up underwater near his mooring, tossed overboard by joyriders. Most vandalism is aimed at boats which appear that they might contain electronics, gear easily sold later for a pittance by the thieves to eager "bargain hunting" boat owners, blandly unconcerned that the "deal" they were offered might be stolen from a fellow boat owner.

So it's a conundrum for sure. We thought we'd discuss it a bit here since Sam brought it up, and as the season goes on, we hope to have useful ideas surfacing amongst readers as to what to do about protecting one's boat on a mooring from thieves and vandals. Your comments are solicited.



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# In Search of a Camper/ Cruiser

## GUPPY...

*she is not fast,  
but she is  
comfortable.*

Report, Photo & Illustration from Robert Chapel



I once owned a big boat, moderately big, that is. She was a five ton, 29' deep keel, gaff sloop named SKYE. I now own a half ton 16' gaff sloop, and in between lies an experience, the telling of which may benefit some reader. The question some might ask is, "Why would anyone in his right mind sell a good size comfortable yacht to sail cramped in a pocket cruiser?"

When my wife and I bought SKYE we were ignorant of what boats demand from their owners and consequently spent every spare minute of our lives for the next 4-1/2 years attending to those demands. You see, she had been, "letgo." I was not a shipwright, sailmaker or sparmaker, neither was I versed in the mechanic's trade or the skills of an in-board joiner, but I must say that I acquired an appreciation of each of these fields as the owner of a yacht.

I became virtually a slave to the boat. My time was not my own; knowing just enough of how things should be done

to shun bad work it took me a long time to do things, but in the end each job was completed fairly well. Vacation time each year was spent at a local boatyard doing the haulout work, which always meant 10 - 15 days of working alone, doing the sanding and painting which results in a very pretty boat for another year.

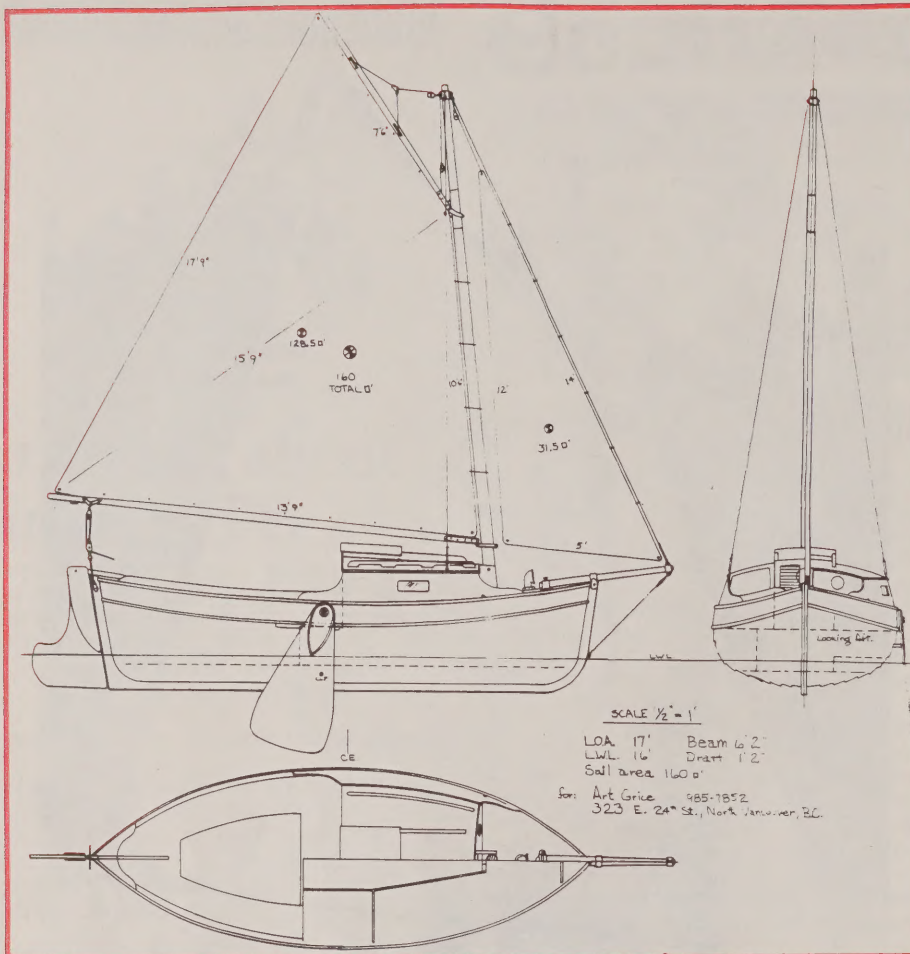
The expenses were significant for people of modest means, even doing all of one's own labor. Replacing sails, running and standing rigging, diesel engine, materials and hardware add up rapidly. We had paid only \$4000, thinking we had gotten a pretty fair price, but when we sold we had \$10,500 invested plus countless hours of labor.

Gradually it dawned on us that this was not really such a lot of fun as we had naively imagined. Of course, we were not merely maintaining a boat, we were restoring one, which unfortunately was not our original intention. Some folks delight in working on their boat, while sailing it is of secondary importance. We were

not in this category. We would much rather be sailing than working and restoration work is seldom of the sort that could be labelled "fun."

Eventually it became very apparent that the owner of a yacht must have plenty of money or plenty of time. The fortunate few who have both make excellent prospects for yacht ownership. The former person, he with plenty of money, though he may be busy earning it, can afford to hire things done and spend his two or three weeks of vacation each year doing whatever pleases him, which may include sailing his yacht. The latter person, he with the time but little money can still get the job done if he is patient and frugal. He can search out bargains, and, if diligent with his labor, will eventually see his project through to completion.

It is when we come to the average man with a job to go to, a house to maintain and limited funds to use that we must tread warily. We should not



condemn such a man if he seems to drink far more than is good for him, or if he seems a bit grumpy at times. We might do well to think twice before following in his footsteps.

Eventually we sold SKYE. Her new owner, a young bachelor with a job, spent the next two or three years of his life putting in a new interior and sailed her little. She looks quite nice now, as well she might after eight or nine years of amateur labor and much expense.

Once we had sold we felt no regrets. We had the freedom to spend time as we wanted, which meant fixing the house which had been neglected during the yacht owning interval. This illustrates an important point; one can let maintenance slide for quite a while on a house without dire consequences, whereas you cannot ignore a boat in the water. The boat demands care constantly or trouble begins. Things ashore are not subject to teredos nor are they prone to rot so easily, even in our spongy Puget Sound environment.

During this boatless interval (or so it seemed even though we still had our Whitehall), I gave little thought to boats, but this phase soon passed. You really can't get away from it. I suppose one could go into gold mining in Nevada or take up quarter horses and lose oneself for a time in inland pursuits, but for me there was no escape. No jobs were offered in Montana. We live on an island surrounded by salt water and boats. From our house we watch these boats standing out into the Sound on sunny days and this

starts things again. This could be likened to a cured alcoholic taking a job in a liquor store, one simply cannot expect too much of the human soul.

Eventually, much wiser now, I came to desire a "pocket cruiser," that is a little sailboat with most of the amenities necessary for survival, if not comfort, stuffed into a hull small enough to be put on a trailer. I still felt fairly safe, though, as I knew that such vessels were extremely scarce. I could look forward to years of searching. Limiting the amount we had to spend to \$2000, almost nothing, I felt emboldened. There was little chance of finding such a convenient little boat for so little money.

Fate rules in these matters. We may fancy we are all-wise, with our sentiments ruled by objectivity, but we delude ourselves. One sniff of a fair sailing breeze, one look at a sweet sheer and we crumple. Who amongst us will deny, in the honest reaches of his soul, that we are not creatures of our passions?

I knew that what I wanted was eminently sensible, easy to maintain, very cheap to own and would give the most pleasure per pound of any watercraft. I knew also that this thing was in the possession of my friend Art. This paragon of nautical virtue was sitting on her trailer not ten minutes from my house. She was Art's excellent conversion of a 16' lapstrake lifeboat, with a comfortable but tiny cabin, a gaff sloop rig, an outboard motor and she was ready to sail.

I need hardly mention that she possessed all those charms we so much ap-



Bob Chapel is editor of the journal of the Traditional Wooden Boat Society, **LINES & OFFSETS**. Membership in this organization is \$10 annually and includes the interesting little journal, a 5-1/2 x 8-1/2 28 pager. For more information contact the Traditional Wooden Boat Society, 1101 Wing Point Way, Bainbridge Island, WA 98110.

preciate and which are calculated to overwhelm our objectivity and play a dangerous game with our emotions. In such a state, fate ordains that we must make our most important decisions: whether to marry; what boat to own? While being swept off one's feet by these not-too-subtle charms, possessed alike by women and boats, we are in no state to make these vital decisions, but make them we do. Of course, the outcome of this situation is already known to the reader. However, in defense of my rationality, I would just add that Art wanted \$2000 to part with the GUPPY.

Now, instead of a gallon of bottom paint, a quart will do. and instead of \$1 screws I can use 20¢ screws. I count myself very lucky to have learned this lesson and shudder to think that I might ever forget it. Of course, every transaction has its price, and one gives up much when stepping into a small boat; things such as standing headroom, a roomy galley, reliable diesel power, greater sea-keeping ability, speed, certain comforts. But one gains very tangible benefits such as simplicity, freedom, time and peace of mind. Almost nothing HAS to be done; she can sit on her trailer under a tarp quite happily until I am ready to attend to her needs. I can work on her when I want to, where I want to, or not at all. I can carry all her pieces, even her spars, into the basement and work in comfort.

Of course, finding such a boat is not easy, especially at a justifiable price. There are not many around which gives rise to the possibility of building one. Then the trick is to find the right design, a pocket cruiser presents special design problems, not easily solved. Albert Strange was a master at this task.

The point is that when properly designed and wisely handled, a pocket cruiser can supply most of the pleasures of the larger boat, while not burdening its owner with the bigger boat's inherent demands.

# GUPPY: She sails rather well, considering...

She sails rather well considering that she was not built to sail. She is very well behaved, seaworthy, of course, due to her lifeboat hull form. She will sail to windward surprisingly well without the leeboards down, but will sail better, pointing higher, with the lee one down. She is not fast. She is slow. She does not plane, having quite a bit of hull under the water. So she is a displacement hull and limited by the waterline length to a max speed of perhaps 4 or 5 knots in ideal conditions.

I am happy with her sailing ability though, because she is extremely comfortable. She is easy to sail and gives one the impression that she will do nothing unseemly. Well behaved is the best description. She does not sail on her side, does not soak the crew and provides a lot of room for cockpit lounging. She just pokes along and we have fun, but don't go very far in a short time.

I have never had her out in any heavy weather, but former owner Art says he has, and that she was equally well behaved, enjoying the experience. Her rig gives her some weather helm.

I would say that in heavy weather the only worry would be if we had to go to windward but could not carry enough sail to do so, for without outside ballast her sailcarrying ability is pretty limited. There are several inside ballast pigs, perhaps 400 pounds, and these are vital to her stability. I would not want to press her. She is not meant to be pressed. One must keep in mind that she is an open boat, ballasted. There is no self bailing cockpit, though there is a bridge deck and a cockpit floor could be added. Presently if she filled, I'd hate to say what the outcome would be. This is not to say she won't take her share of a nasty slop but it must be intelligently handled.

I have never overnighted aboard as we bought her in late August 1982 and hauled her out in December '82. In 1983 I was too busy with my new business to get her launched. I would have done so in August but at that time I discovered a rotten hood end on the first broad strake, starboard side. I did not have the time then to replace it but am planning to do so early this spring with a little help from more skillful friends

and it is our determination to get her launched this spring.

From what sailing we have done, and working in her cabin, compared to similar sized small boats in which I have sailed, she is extremely comfortable I feel. We can sit upright on the platform floor in the cabin without hitting heads, and can lean back without hitting deck beams as her cabin sides are right out to the gunwales. There is plenty of sleeping room for two and space for gear. Cooking utensils should be stored under the bridge deck. We expect to be very comfortable aboard when we cruise this summer. I plan a single handed cruise also, around Puget Sound.

While there are electric lights powered by a little motorcycle battery, I have also installed a nice brass kerosene lamp. Her amenities are spartan but she is very comfortable inside.

With proper equipment and experience, one could sail her far. This usefulness is extended by her being easily trailerable and we plan some trips down the coast for shallow water exploring, getting to the area by trailer.

## Are you ready for the "Ice-Oarcizer"?

People who enjoy sliding seat rowing sometimes indulge in their sport in winter indoors, using rowing machines. Arthur Martin even offers an adaptation of his oarmaster rig for such indoor exercise. Well, Charles Landmesser of Lake George, NY has taken this another step. He's mounted his Oarmaster on an old Flexible Flyer sled and gone forth on the ice of Lake George to indulge in what he describes as "ice-oarcizing." Here's how he tells it:

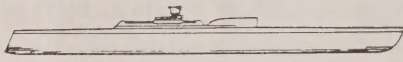
"I rowed with the lightweight eight crew during my student days at Cornell (class of '39) and have been rowing an Alden Ocean Shell and a Martin Trainer each with an Oarmaster for the past eight or nine years. During the past few years I converted one of my Oarmasters into an indoor winter exerciser by rigging it with friction discs in place of the oarlocks. Arthur Martin had a look at it and subsequently improved upon my idea and markets his "X-Oarcizer" today as a conversion for owners of Oarmasters.

But as variety is the spice of life, I have experimented this winter with the possibility of outdoor winter rowing on the frozen surface of Lake George. I have mounted my Oarmaster on an old Flexible Flyer sled and constructed a pair of "ice-oars" from nine foot long closet clothes poles with skisaw blades and rigid fins fixed to the outboard ends of these poles for thrust against the ice and snow covering the lake.

The initial test of the "Ice-Oarcizer" on the lake revealed several problems. I did achieve forward motion, though I'll break no speed records, but only after plowing out a lane of clear ice in the snow cover for the sled and leaving the snow banks on either side of this lane for the "oars" to bite into. I found it difficult to pull evenly enough on the oars to maintain a straight course, in part due to the uneven grip of the oars but also due to the short length of the sled runners, which did not track well on the ice. Placing my feet on the ice instead of in the Oarmaster stretcher seemed to add efficiency to each stroke. It occurred to me that a sliding feet, or rigger, setup might work better if set up together with a sort of ski pole extension under the rig which would drag along lightly on each return stroke but would bite into the ice on each forward stroke to abet the oars. The sliding feet setup also should reduce the marked pitching of the short sled noticeable due to the weight transfer of the Oarmaster sliding seat.

Well, in sum, it was an interesting challenge to tackle in this amateur way and provided much fun and exercise out in the winter sunshine and fresh air. I invite input from any readers who find this notion of interest.

Charles M. Landmesser, MD, Box 688,  
Lake George, NY 12845.



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# What's happening...

**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).

**APRIL 5: MONTHLY MEETING OF THE PEABODY MUSEUM TRADITIONAL SMALL CRAFT ASSOCIATION, SALEM, MA.**

For details on the program of this meeting, contact Bob Hicks at (617) 774-0906. Monthly meetings feature speakers and/or films on topics of interest to those who enjoy traditional small craft.

**APRIL 7: RIVER CANOEING CRUISE, HARWICH, MA.**

Paddle the interesting Herring River, about 6 miles, the last couple of which are tidal, a fun trip on a narrow winding stream. For more details call Bud Carter at (617) 398-2605.

**APRIL 14: FLAT WATER CANOEING CRUISE, BREWSTER, MA.**

A five mile easy paddle (barring strong winds) through Walker, Upper Mill and Lower Mill ponds with a stop for lunch. For more information, call Ann White at (617) 888-8396.

**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., Fiberglass 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.

**APPRENTICESHIP SHOP TALK EVENINGS AT ROCKPORT, ME.**

During March and April the Apprenticeship is hosting weekly shop talk sessions around the stove on Sea St. in Rockport. The remaining subjects and dates are as follows:

March 13: Sam Manning on ingenuity with tools.

March 20: Cy Hamlin on boatbuilding in the Maldives.

March 27: John Sarsfield on boatbuilding in Brazil.

April 3: Phil Conklin will present "Islands in Time."

For further details on these informal friendly get togethers call the Apprenticeship at (207) 236-9646.

**APPRENTICESHIP BURN THE MORTGAGE.**

Lance Lee was even more enthusiastic than normal at the get together on February 14th at the Apprenticeship in Rockport, ME. "We just burned the mortgage last week," he announced. We fastened it to the mast of a small model ship we tacked together in the shop, set it on fire and cast it adrift on the bay," he went on. And so, only 16 months after parting company with the Maine Maritime Museum in Bath, Lance had raised enough money to gain clear title for the Apprenticeship for the old Penobscot Boatworks buildings at the foot of Sea St. in Rockport.

**YET ANOTHER BOATING PERIODICAL.**

Interested in sea kayaking? You might want to see OCEAN PADDLER, a quarterly magazine for sea kayaking from P.O. Box 2047, Vista, CA 92083.

**KAYAKING COURSES OFFERED IN TWO LOCATIONS.**

Aqua\*Venture will be hosting a series of kayak instruction programs at the West Roxbury, MA YMCA in March and April. The dates are March 23rd and 30th, April 6th and 13th. The place is the West Roxbury YMCA on Centre St. in West Roxbury. The time is 8:00 to 10:15 p.m. Fee is \$40, limit is 12 per session, first paid, first accepted. Instructors are David Anderson, Guy Newhall and Bob Walker. For further details call Aqua\*Venture at (617) 524-6239.

The State University of New York will sponsor a coastal kayaking course weekly on Thursday evenings, 6:00 to 9:00 p.m. beginning on March 29th, and running through May 10th. These will be held in the physical education building at SUNY in Purchase, NY. Fee is \$70. The course will include both pool and ocean experience. All students must be able to swim 500 yards and tread water for ten minutes. For further information contact the Continuing Education Office, SUNY-Purchase, Purchase, NY 10577.

**STERLING COLLEGE CANOE BUILDING COURSE, CRAFTSBURY COMMON, VT. MAY 12 - 20:**

This is real early announcement of this course so that anyone who might be interested will have time to arrange for the nine day total immersion program (well, hopefully not in the water on the canoe trip). The concept is to instruct a maximum of eight persons in building and using traditional canoes. The building portion is under the direction of Horace Strong at his canoe building and repair shop in Craftsbury Common. The canoeing training and the expedition are directed by David Brown. The first five days include morning and evening building of a traditional wood and canvas canoe at Strong's. Afternoons will include preparation for the expedition, practicing necessary skills, etc. The last four days will be an expedition somewhere in northern New England. At the conclusion, the names of all eight participants will be placed in a hat and one drawn to take home the completed canoe. All-in cost is \$750, complete. For further details contact the Canoe Building Short Course, Sterling College, Craftsbury Ctr. VT 05827. The phone is (802) 586-2561.

**DOING SOMETHING INTERESTING?**

These are the pages to let others who are messing about in boats know what you are planning. Send us your announcements of planned boating events early enough to allow our readers to discover your plans and perhaps take part. Send details to BOATS, 29 Burley St. Wenham, MA 01984.

# Looking Ahead...

**CANOEING:** We already have commenced to list weekly canoe outings organized by the Appalachian Mountain Club Southeastern Chapter, but if you would like a copy of the calendar up through July, write to Chuck Wright, P.O. Box 814, No. Falmouth, MA 02556. Twenty outings for white water, flat water, tidal, and beginner are already scheduled. We'll bring them to you as they come up about a month ahead of each date.

**ROWING RACES:** We expect to see many of last year's events on again for 1984, but as yet have no firm dates in hand. Paul Erickson of Norwalk, CT informs us that there will be several such events in the WESTERN reaches of Long Island Sound this summer. Westport, CT will sponsor one in July, it's been held since 1975. City Island, NY hosts a very well run series around City and Hart Islands in August. Milford, CT hosts an August event in connection with the local oyster festival known as the Charles Island Oyster Race. In September the Norwalk, CT Oyster Festival includes a rowing race. We'll bring full particulars on these, and all others, as the season progresses.

**SCULLING:** The Craftsbury Sculling Center in Craftsbury Common, VT runs a summer long series of sculling programs starting in early June. Weekly training sessions cost \$375 all in and there are twelve of these through the summer. A series of total immersion weekend sessions are scheduled, one the weekend of May 26-28, the rest (five in all) in September. These cost \$185 all in. The location is on beautiful 2 mile long Lake Hosmer in northern Vermont. For further details, request a brochure from the Craftsbury Sculling Center, Box 31, Craftsbury Common, VT 05827.

**ALDEN OCEAN SHELLS:** The Alden Ocean Shell Association has set up its 1984 calendar of races and cruises, with eight events in New England and nearby New York, starting off on June 16th in Stratham, NH with the Squamscott Scullers Regatta. On July 7th the annual Casco Bay Cruise takes place. We'll have details on each as they come up, but you can get a full schedule sheet from the AOSA, c/o Ernestine Bayer, 371 Washington St. Rye, NH 03870.

**ANTIQUE & CLASSIC:** The 20th Annual Antique Boat Show will be at the Thousand Islands Shipyard Museum in Clayton, NY on August 3rd, 4th and 5th. This event brings together the largest collection of both powered and unpowered watercraft in one spot for display, judging and enjoyment. In 1983 over 140 boats along with some 50 antique outboard and inboard engines were on hand. Additional information and exhibitors' entry forms may be obtained from the Museum, 750 Mary St. Clayton, NY 13624.

**TRADITIONAL SMALL CRAFT:** The annual Mystic Seaport traditional small craft weekend is on for June 2nd and 3rd. As usual, all prior year participants will be directly notified. If you did NOT attend in 1983 but are interested this year, contact the Curatorial Department, Mystic Seaport Museum, Mystic, CT 06355 for registration information. Participation is usually limited to 400.

**SHIP MODELS:** The Maine Maritime Museum is hosting a special exhibition this spring of "New England Ships in Miniature" opening March 24th and running through May. Ship models built by ten model builders from New England will be featured, ranging from a six inch replica of a colonial era British naval ship to a seventy inch model of the fishing schooner Elsie. On March 24th a special workshop and clinic on model building will be held, open to the public. Further details on this exhibition and attendant workshop may be obtained from Denis M. Thoet, Maine Maritime Museum, 963 Washington St. Bath, ME 04530, phone (207) 443-6311.

The Thousand Islands Shipyard of Clayton, NY will host its third annual Scale Ship & Boat Model Exhibition & Competition on May 26th and 27th. Static displays in the Museum and radio controlled model action on the river front will be featured. Exhibitors will be charged a nominal \$5 fee per model up to \$15 maximum, trophies and awards will be made in various categories. For further details, contact Frederick P. Schmitt, Thousand Islands Shipyard Museum, 750 Mary St. Clayton, NY 13624, phone (315) 686-4104.

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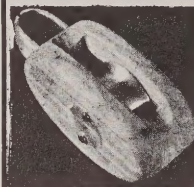
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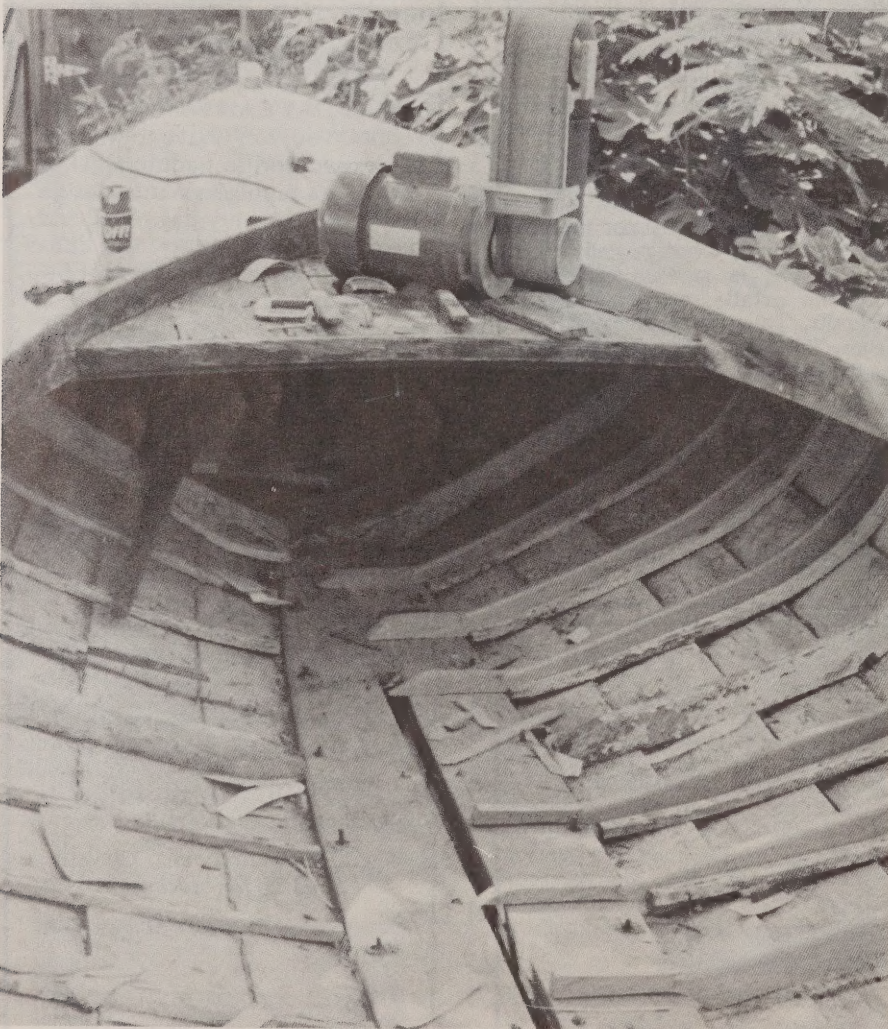
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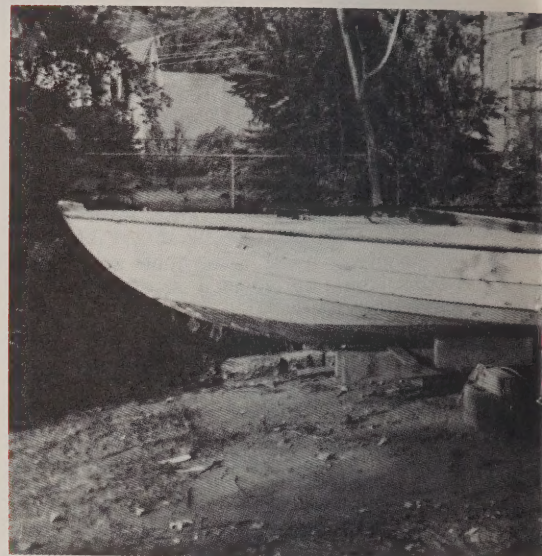


"THE NORTH RIVER SKIFF"



Top: That keel plank had a full length split in it.  
Bottom: The new keel planked bolted in over the old, new frames being fitted.

## Worth restoring, but



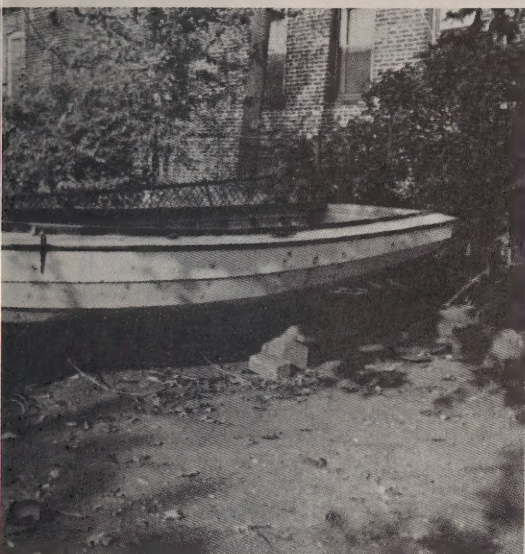
Being of the belief that age in a sailing craft can be equated with elegance in styling and grace in design, I decided to buy an 18' daysailer that had been left to rot in a New Jersey boatyard. The ravages of uncovered winters and a number of dry, unsailed seasons had brought the boat to the point where taking the chainsaw to her for firewood would have been the most logical solution to dealing with her problems. But, fifteen years of building and restoring boats led me to feel this hull would deserve a major overhaul and a new life.

My plan of action was to rebuild the hull from the inside out, build a frame within the frame. A longitudinal crack running the length of the keel and a number of rotted steam bent frames and sagging planks reduced the hull to two independently wobbly halves loosely connected. So my first step was to put into place a new 1" keel plank. After removal of the centerboard trunk, this new lamination was throughbolted to the existing keel to regain rigidity between the sides and straighten out a sag on each side of the crack.

The next stage involved bringing the sagging planks back to their original positions. These sags were so severe (in excess of 1" in some cases) that new steam bent ribs would not have provided a rigid enough anchor for fastenings to grip to pull the planks back into place. To deal with this, my decision was to sister each steam bent rib with a one piece one inch thick Philippine mahogany sawn frame. Each of the existing steam bent ribs was used for obtaining the correct shape for each sawn frame. After bevelling these frames, they were installed in place and the planks refastened. Four hundred 1-1/2" screws later the planks were back in place and structural integrity and rigidity were restored.

Next in line was the replacement of the transom, the new one made up of 1-1/4" mahogany.

## who is she, anyway?



To exclude water from the spaces created by bolting up the old keel to the new, I sealed the two mating surfaces with a 1/4" thick layer of boatyard bedding compound. Around the perimeter of the centerboard trunk I laid a bead two inches wide of Lifecaulk which oozed out as the two surfaces were brought together. The transom was also bedded in Lifecaulk and all through hull screws likewise.

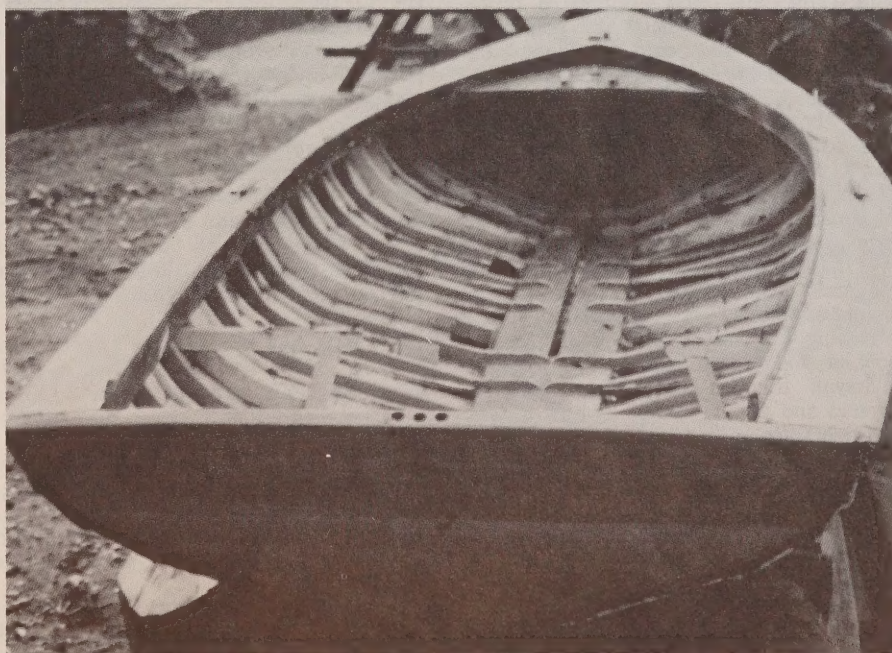
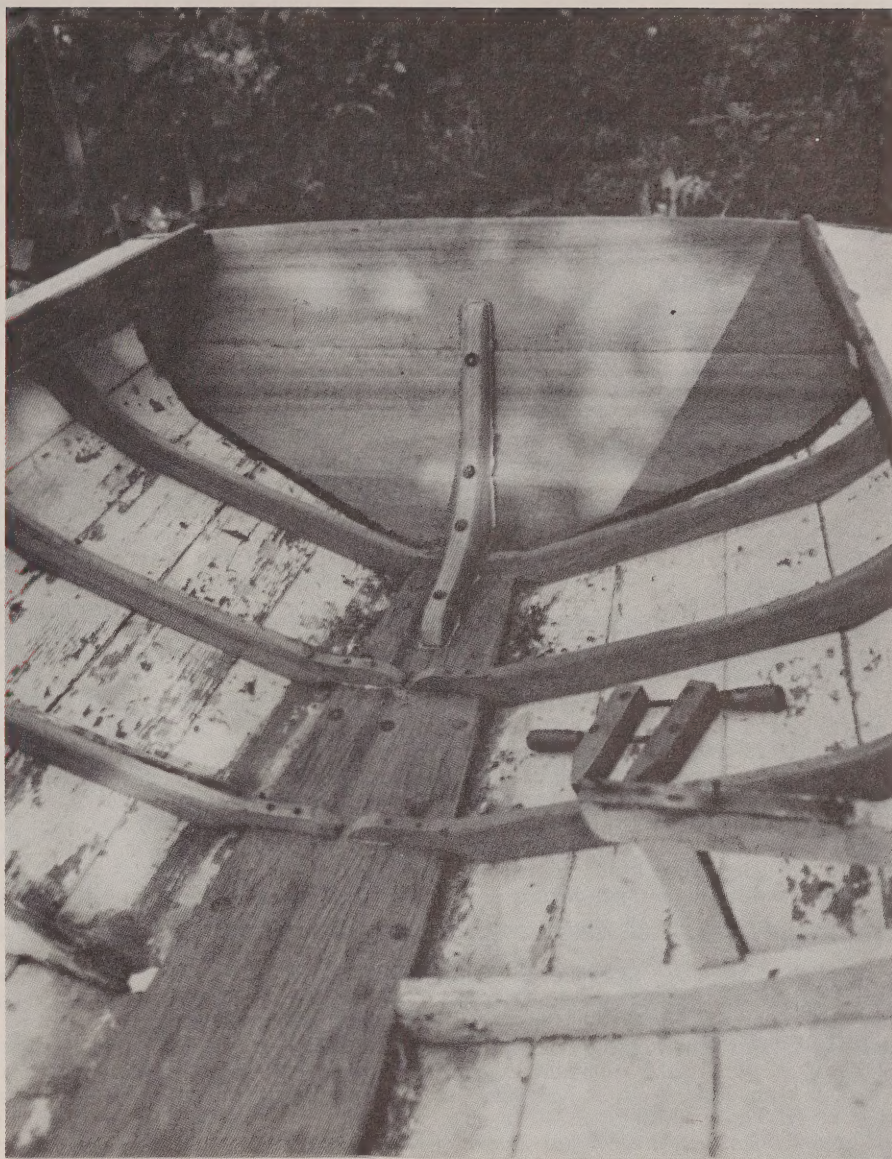
Still to be done are what I consider the relatively minor tasks of redecking, installing a new centerboard trunk, seats and rigging. Nothing remained of her spars and rig so this will create some problems.

But, now, what do I have here? It turns out not to be readily identifiable. John Gardner kindly looked over my photos and description and suggested she might be a local variation on a widened dory daysailer that was not uncommon in the '20's and '30's. He suggested also research into old issues of *RUDDER* and *YACHTING* as she might be a one design class boat. Subsequently Mr. Gardner published my request for identification together with a photo in the August 1983 issue of *NATIONAL FISHERMAN*, and this drew several letters suggesting I had a Town Class sloop.

Mr. Pert Lowell, builder of the Townies over the years in Newbury, MA, however, pointed out that the planking, carvel below the waterline, lapstrake above, was not typical, nor were the steam bent frames, as his Townies depended on sawn frames as typical of dory construction.

A few more clues. There are six strakes to each side, steam bent frames, single chainplates, wooden cleats, clench nailed (galvanized iron) laps and mast step just forward of the centerboard trunk.

I welcome correspondence on this subject, my address is Frank Saccente, 6 Kelly Parkway, Bayonne, NJ 07002.



Top: Looking aft towards the new transom, new frames also in place.  
Bottom: New keel plank, new transom and new frames all in place.

# An Interview with Bart Hawthaway



I arrived at Bart's house on a Wednesday afternoon. He has a small hunting cabin in Weston center with a deer hair wreath on his front door. I walked in and put my coat on an antler. His house was most unusual, with stuffed birds and fish everywhere, bows and arrows lined the walls and guns were neatly stacked in a case. Bart had a large brown desk

littered with blueprints of boats and pictures of his big catch. His curtains were held up by deer hoofs. Bart lives alone and his kitchen was small. Across the mantelpiece were many kayak and canoe trophies.

Bart is a gruff middle aged man, maybe 55-60, he is big and baldish with gray hair. He wears work clothes and walks with a limp.

After I entered the cabin I heard a muffled voice coming from the cellar. There I found Bart working. Bart has been making kayaks commercially for 25 years, before that he made them only for himself. Bart prefers the river kayak because you can go down river, plus white water and salt. Bart makes many kinds of kayaks; slalom, down river, touring, rip, ocean and surfing kayaks. Bart seems to always be working on something. As we spoke he was working on a canoe.

It takes him one week to finish a kayak. These are the steps: First you have to have an idea of what the shape is going to be and then you make that shape out of fiberglass. Then you make a mold and then you take your finished kayak out of the mold and then you paint it and do all the final adjustments.

Bart doesn't only kayak, but he

hunts and fishes. He is also a photographer and races kayaks. He says each year he has taken a dozen fish that weigh more than the boat, well, how do you land the fish? "That's the fun."

Bart makes many things other than kayaks and canoes. He makes paddles, spray covers and anything that goes with the kayak. He also makes rods, bows and arrows, decoys, targets and just about anything you can think of that has something to do with the outdoors.

Bart has won many trophies and has raced in the national championships. Only four people from the United States were picked to race in the kayak category. No, he didn't win but that doesn't matter, he says it was just being there that was important.

I am sure that Bart has been pretty scared in his career, like falling off a 17' vertical drop in a kayak. Well, how do you tackle that, I asked. "You pray a little!" Bart loves to kayak and he encourages more people to try it.

John Lee, Weston, MA (Age 13)

EDITOR'S NOTE: John got an A on this interview from his English teacher with an additional "Bravo" on the composition.

"Bob, you've got to look at this," Bart insisted as I came down the stairs into that basement boatbuilding shop of his. "This" was a new open canoe, about 12 feet long, superficially resembling his Rob Roy sans deck. Well, it had some wood on it! The gunwales and backrest and breasthooks were in nicely varnished pine. The hull Bart's standard olive drab fiberglass. "That's 14 pounds," Bart went on, "and could have been less but those brass screws holding on the wood added 8 ounces."

"Bart, where will all this end?" I asked, perhaps partly rhetorically. It won't. "I mean, why a 14 pound canoe, what's the matter with a 18 pound or a 24 pound canoe. They're still easy to carry."

"Oh, well, I'm just a crippled old fud and can't be lugging around much weight anymore," Bart responded. Yeah. Watching Bart later that evening in the pool at the Weston school as he paddled a kayak through an intricate pattern around and about something he calls an English Gate, effortlessly matching the strenuous efforts of a young man doing the same in a parallel gate, I thought, "some cripple."

Well, Bart is about to turn 60, and he is having some back problems and so on. But he doesn't let it get in his way, aside, maybe, from that preoccupation with lightness. It's been nearly twenty years since he peaked out as a competitive kayaker and canoe racer, in 1965 at age 40 he became one of the four top Americans chosen for world class com-

petition. He still loves to paddle, and still has all the right moves. His class is totally devoted to him.

"Well, sometimes I have some students who just don't work out," he explains. "There are people that just never, ever will be able to paddle a kayak and it's a waste of time to even try to teach them." Opinion, decisive and irrevocable. "Then there are the ones who come in already with some experience who try to tell ME how it should be done." Mild outrage. "Sometimes we just don't like each other at all," he goes on, "but if the person shows some promise and is willing to listen, we can work it out." Bart spots potential ability and that's what he goes after. If he is found berating someone in the pool it is because he figures that person isn't measuring up to his or her potential.

Bart has the confidence of a man who has lived his life his own way. He is viewed as highly opinionated by many who know him and he does not disagree. It's hard to argue with Bart, he has his beliefs, he talks loudly, in part due to deafness, he doesn't much care to hear conflicting views that have no merit in his view. You try to argue with Bart you better know your stuff, be determined and talk loudly.

Bart's been teaching kayaking for years in his area just west of Boston. It sort of is part of his business, building fiberglass kayaks and canoes of his own design. "I used to have to rent the pool here or there," he explains, "and then

prorate the cost over the students." He now has a deal going with the town of Weston's adult recreation program in which he gets the use of this Olympic pool free, and has only to pay for the lifeguard. So those who turn up to learn from Bart pay a nominal \$2 a night to be taught by a master. And the lifeguard sits over on a bench, her swimsuit hidden beneath sweatshirt and slacks, she never has to budge.

Bart's a master. He knows his game, and he is a superb one on one teacher. He has nine kayaks in the pool this evening, seven men, two women, maybe early 20's to late 40's. Some are quite skilled at working that English Gate or doing eskimo rolls. Others grip the pool edge determinedly and practice the recovery part of that kayak rescue maneuver. Bart works each ten or fifteen minutes on whatever they are at in their skill level, in a kayak doing gate maneuvers, in the pool getting the eskimo rolls under control. He explains in clear, lucid statements, adds a bit of confidence encouragement, then over goes the novice, coming up a bit frantically. "Good, good, that was pretty good, you nearly did that unaided," he'll say, voice booming through the echoing room. He had given but a light hand assist as the novice had reached a point partway up and was on the verge of toppling back upside down. "Now, again, and this time . . ." And so it went for two hours, and Bart just never stopping or showing boredom. A shouting or two, like, "Well, what are all you doing out there

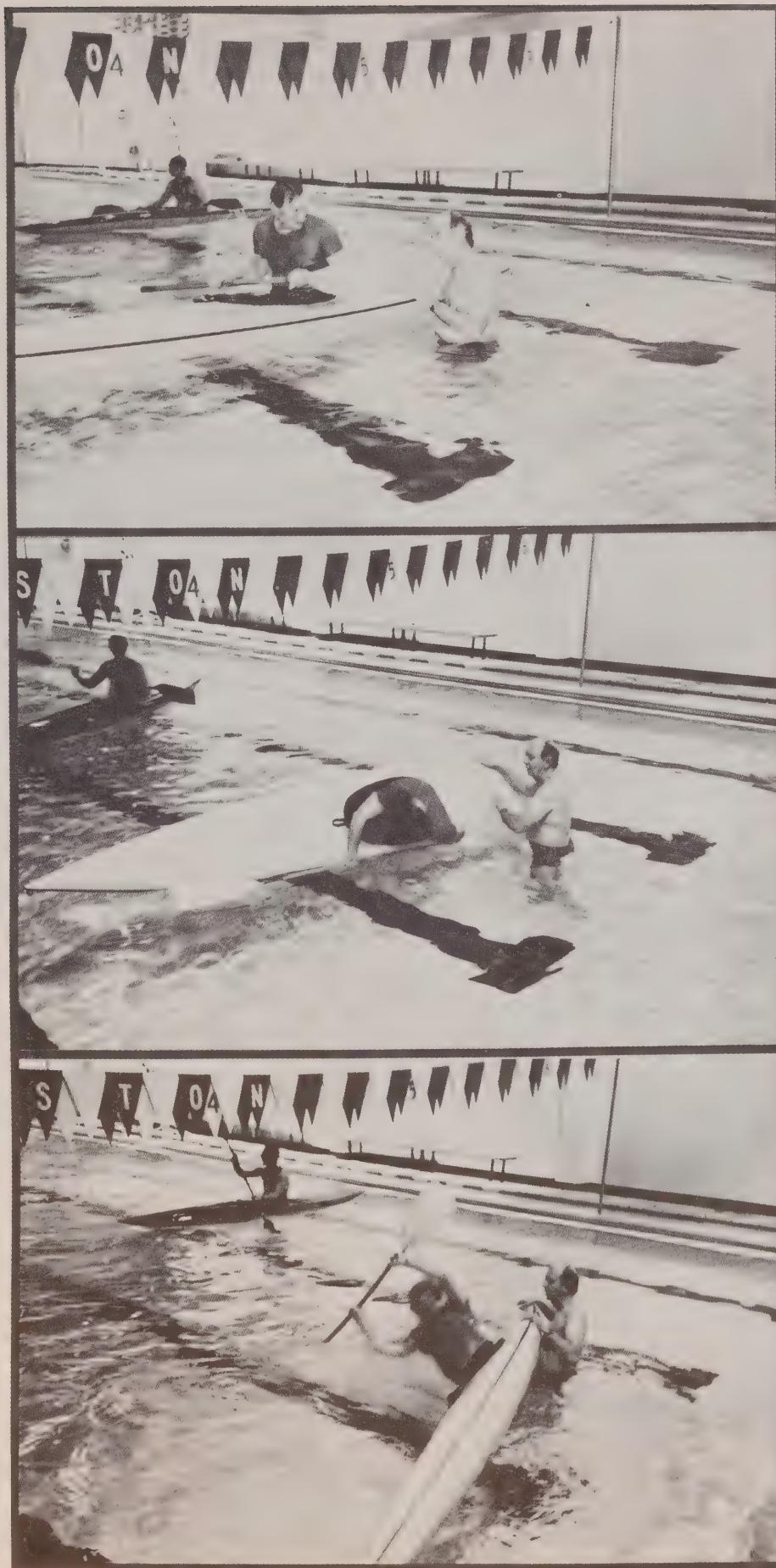
just sitting, with two gates unused?" He'd looked up from a roll student and noted the empty gates. A hasty paddle to the gates ensued.

"This English Gate is the best way to develop your skills in kayaking," Bart will tell you. It's a pair of poles hanging from a wire strung across the pool. There's an intricately choreographed routine of moves that takes the kayak back and forth and around the gate, frontwards, backwards, with rolls thrown in. "I once had the fastest time for this exercise that I know of," Bart muses. "I did it in 69 seconds. Nowadays these kids are getting down close to a minute. They're on a plane all the way, doing it on sheer muscle." The onrushing youth attack on old records has long since caught up to Bart but he still finds it amazing.

Bart has a swimming pool out back of his small Cape in Weston. In it he still trains, and in milder season also teaches. "It's the greatest exercise there is for paddling control," he insists. He hasn't much patience with the current concern over self rescue in kayaks and all the different sorts of potential techniques. "You've got to be able to roll," he insists, "anytime, anywhere and in either direction, and without even having to think about it, just do it like you walk." He dismisses those who talk of being able to roll only to the right or to the left, or "sometimes." And rolling and other techniques done in protected water (aside from training sessions) are likewise dismissed. "You have got to roll up in any sort of sea that put you under already into your next stroke to regain control," he elaborates. "You cannot come up and then look around and decide what to do next, you might just get rolled under again." Bart is strong on this self reliance and ease on the water. "Too many people today expect to be 'helped' by others if they get into trouble doing most anything," he preaches. Well, if you decide to go to Bart for instruction, plan on being driven hard, but also know you'll get really first class instruction.

All this is just a sideline for Bart Hawthaway, he gets no pay for it, he just loves to impart his enthusiasm for kayak and canoe to others showing interest. Bart designs and builds his own line of kayaks and canoes in the basement of that tiny house, "hunting camp" as John Lee had noted. Next to a cemetery and an open field, yet nearly in downtown Weston village, Bart works alone, building his craft to order, one at a time. He may have a side project going for himself or an occasional repair for an old client, but the new boats come out of the cellar one at a time. And the clients line up and wait their turn. "Right now I'm pretty caught up," Bart says, "and I'm working on only a 6 month lead time." A recent order and deposit at the turn of the year will be filled late summer, in time for fall.

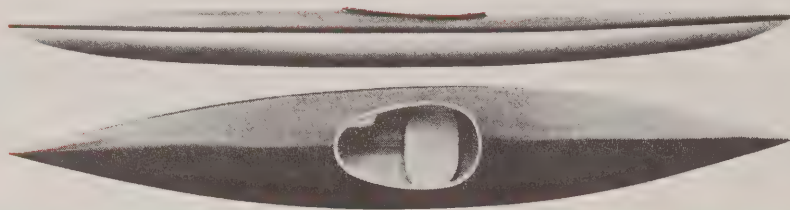
Right: Bart introduces a novice to the arcane art of the eskimo roll, not too bad for a start, he has probably remarked here.



# Some of the Boats Bart Builds

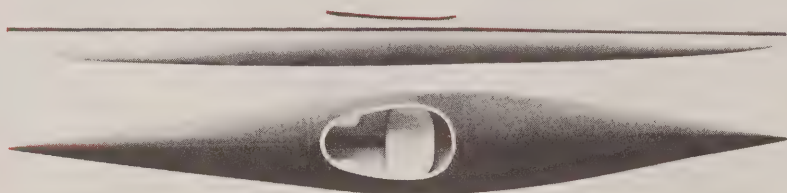
SLALOM KAYAK

13' 1½" x 24" x 11" 29 lbs.



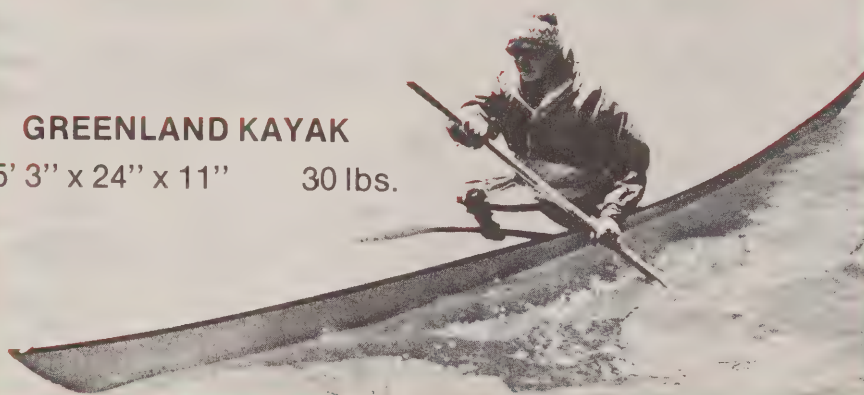
DOWNRIVER KAYAK

14' 8" x 24" x 11" 30 lbs.

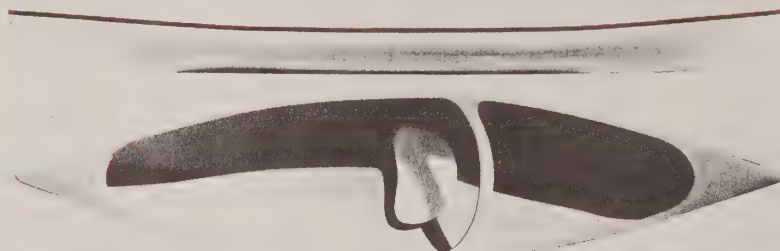


GREENLAND KAYAK

15' 3" x 24" x 11" 30 lbs.

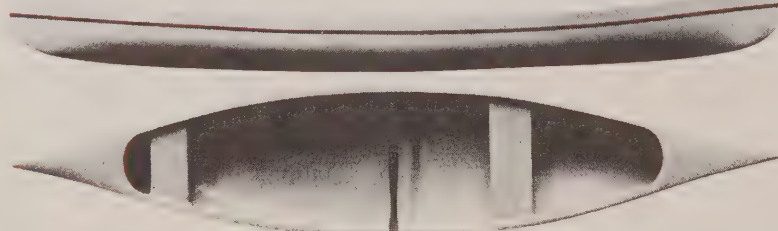


PACK CANOE



Length: 10½' Beam: 27" Depth Amidship: 10" Weight: 18 lbs.

ALLAGASH CANOE



Length: 14' Beam: 32½" Depth Amidship: 11½" Weight: 45 lbs.

Bart builds his boats for people who want his boats and who do not cross him. He simply will not find time to build a boat for someone who just gets on his wrong side. His clients are incredibly loyal and he has no lack of orders as new prospects get to know about him from previous clients. Every boat he builds goes out with the owner's name imbedded in the glass inside. He counsels clients on the best choice for their needs, size and capability. It's almost like some sort of club with the guru, Bart, at the focus. He doesn't think of himself that way, he just builds his boats as he wishes and feels the client needs.

"Sometimes people just won't wait for a boat," he says. "They want one right now, and when I say no, next September, they go buy some production boat." He doesn't mind, and often later sees and hears of the distress of that person with an improperly chosen boat not suited to their expressed needs. Well, they didn't listen to him, and wouldn't wait. So, on to those who will.

That cellar just reeks of polyester resin, Bart no longer notices it. "I've just found a resin with less polystyrene in it, maybe that'll help," Bart tells us. It's a small cellar, jammed packed with building jigs for molds, part finished boats or decks, or paddled clamped into molds. Over in a corner a long split spruce log. "I'm going to build paddles from those with a hatchet," Bart explains. He's not dogmatic against using wood. Plastic is his thing though. It was nice to see the wood bits on that latest lightweight. His stock stuff is superbly finished, but oh so gleaming, the pervasive olive drab set off in some cases with brightly colored deck moldings.

Bart loves to yell the tale about paddles for WOODEN BOAT magazine's little lapstrake sailing canoe PICCOLO. It was to be taken to the May TSCA meet in Osterville a few years back but Bob Baker who had built the beautiful craft had not gotten around to paddles. So Bart was thought of. "Sure," he told them, "I can bring along a set of paddles for you." "Oh, that's great, Mr. Hawthaway. They are, uh, wooden of course?" "WOODEN?" Bart responded. "OF COURSE NOT!" He chuckles still at that one.

Bart hunts and fishes as John reports in his interview, and his literature usually shows him geared up appropriately with a brace of ducks or a deer slung across his tiny decked canoe. His hunting camp is that indeed a great place to visit once you get accustomed to the clash of rustication and polyester. So one reason people wait for boats is Bart is off hunting or fishing. He has licenses in most New England states for bow hunting and exercises all of them. He camps in his Subaru 4WD wagon and cartops two or three of his boats atop it when going to small craft meets. "I was the first builder in fiberglass to get invited to the Mystic small craft meet a few years ago," he chuckles.

Bart really loves good functional boats and his designs follow in many cases traditional lines because they work best. His popular Rob Roy is a copy of

that traditional design, and his canoes follow traditional canoe lines and styles. But he does superb work in glass and resin, and his customers (clients) end up with great looking boats that last and last. Once you get to know Bart and he decides you are OK, he's just a fascinating raconteur of kayak and canoeing tales, and opinions. His enthusiasm is undimmed, all those years and years and years of paddling, all that struggle up to the competitive heights, the long slide into being a has-been, the endless ses-

sions with ever renewed troops of eager novices wishing to learn from him, no sign of boredom, no jaded cynical comments about the sport, the boats, the people. "Bart, how in hell have you kept up this boundless energy and enthusiasm?" we asked at the conclusion of that evening's pool session.

"Bob, you've got to realize that paddling is an interpretive art, and each time I paddle I'm creating something new or learning still."

Report & Photos by Bob Hicks

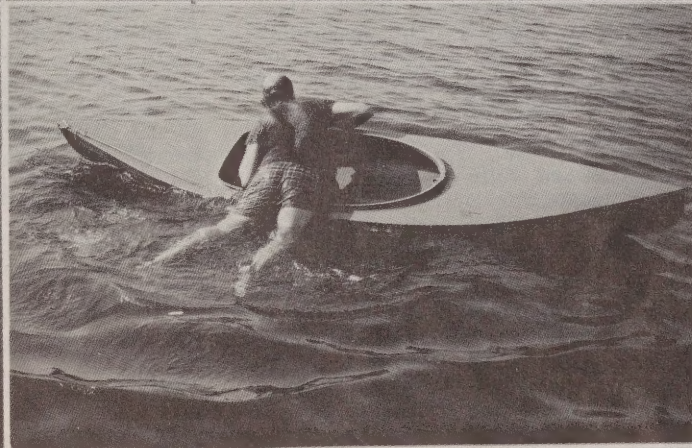
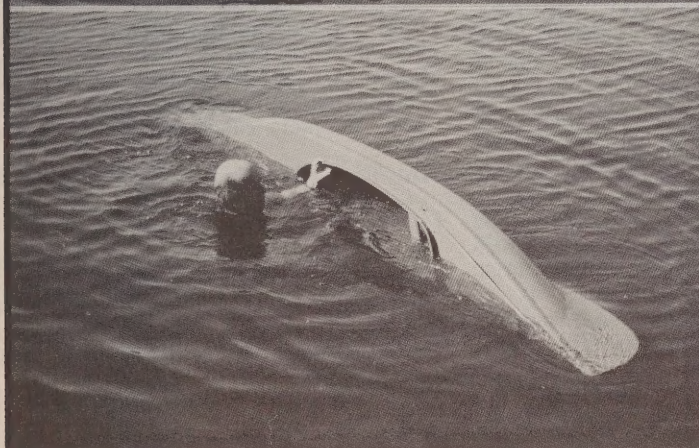
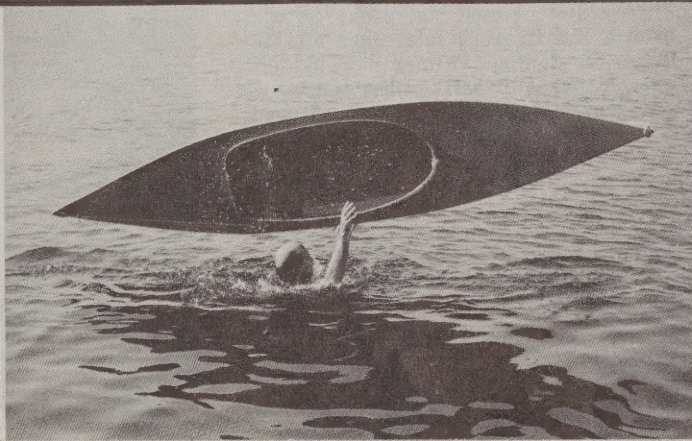
Bart's "self-rescue" procedure for his small canoes is really more of a method for going for a swim on a hot summer afternoon from the boat, and still being able to get back in, in time for tea. After his dip, he rights the canoe, lifts it up overhead to drain out the excess water, tosses it upright through the air, then climbs aboard, the near gunwale supported by a PFD for extra buoyancy.



*Bart Hawthaway*

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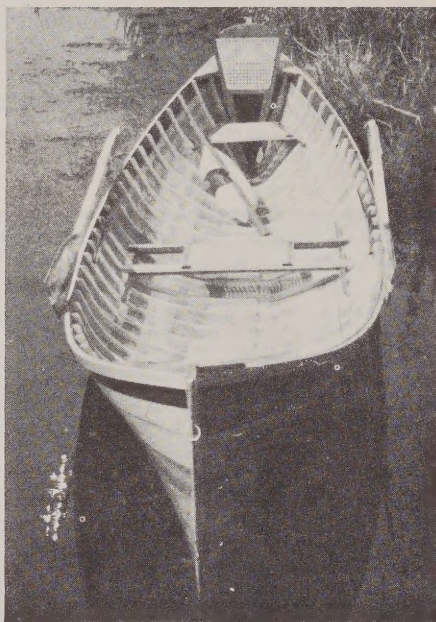
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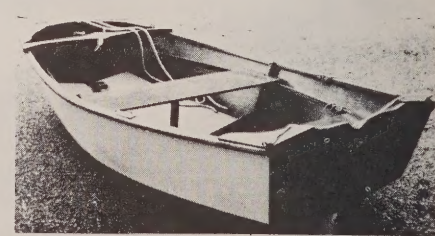
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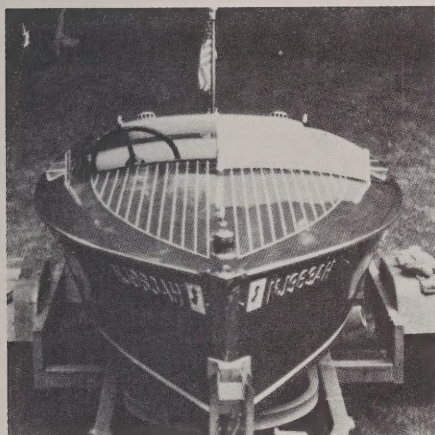
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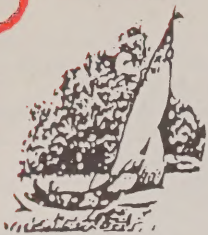
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