

Small Boat Show Preview



messing about in BOATS

Volume 2 ~ Number 1

May 15, 1984



Commentary



BOB HICKS

messing about in BOATS

PUBLISHED TWICE A MONTH, 24 ISSUES A YEAR. SUBSCRIPTION PRICE IS \$15 FOR 24 ISSUES.

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, JUST LET US KNOW, WE'LL REFUND YOU THE UNFULFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.

Our Next Issue

... is dated June 1st and will go into the mail about May 18th. Featured articles should include a look at a summer canoe trail along the Maine Coast from Portland to Pemaquid developed and enjoyed over the past five years by Bill Gerber and friends; a followup on an earlier report we published on the Crocker catboat DOGWATCH from Ed and Sue Hammer, who did the restoration on that boat; a report on Leonard Eyges' neat little TELEFIX coastal navigation aid, ideal for the small boat cruiser; a look at traditional craftsman Tony Pezzulo and the Adirondack Guideboats he builds; and, space permitting, one user's analysis of the advantages of the Chinese Junk sail rig.

On the Cover

... a quiet spring morning on the coast of Maine finds a sea kayaker out on a local cruise. It's a Dirigo 17, the only sea kayak manufactured in Maine, made by Todd Cheney and Peter Chase of Dirigo Boatworks in Blue Hill. We'll have a story on this one in an upcoming issue.

In this issue we've included a pretty comprehensive preview of the upcoming North American Small Boat Show at Newport, RI on the Memorial Day weekend. We think the concept of this boat show is a very attractive one to our personal boating enthusiasms and believe it will have a lot of appeal to many of you who read this publication. Like any show, it is intended to be a marketplace, to develop sales of boats, gear and services. Unlike the major consumer shows with acres of plastic craft of all sorts, this one takes the small boats out from the back rows of that sort of show and brings them right up front. You won't find any 65' "Queen of the Show" conspicuous consumption barges here. Just small boats, affordable boats.

SMALL BOAT JOURNAL is co-sponsoring the show with the Newport Yachting Center, which also runs the Wooden Boat Show and the Newport Sailboat Show. The Small Boat Show will be a lot more like the Wooden Boat Show than the Sailboat Show, not because it will feature wood, but because of its scope, aimed at a smaller segment of the boating market, a segment the big shows don't address particularly well.

Unlike the Wooden Boat Show, the Small Boat Show will have plenty of plastic boats, BUT most are not the mass produced outboard runaboats or floating Winnebago sailing craft. These plastic boats are being built aimed at specific uses by men who are craftsmen but who work with modern materials instead of wood. There will be a number of wooden boats also, in sum there will be a mix of materials, a mix of types, a mix of intended uses.

SMALL BOAT JOURNAL has pioneered this approach to boating with the only common denominator being the "small" size of the boats and the attendant "small" expense, in comparison to the upscale yachting and large powerboating industry and its publications. We have sort of eased in behind SBJ in this direction, picking up on all the good news about small boats around New England that SBJ simply has no room for in

a six times a year periodical. So naturally this show caught our fancy. We'll be there and hope those of you who come to this show will look us up and say hello.

Running the show right at the height of spring "get the boat into the water" time may be a miscalculation, we'll see. But it seems to us that with a whole summer yet ahead, a day taken away at Memorial Day Weekend to visit Newport would be well worthwhile and hardly missed in the coming summer. The opportunity to see a number of really interesting small boats, mostly sail and oar powered, is unusual. Even if you're not a prospective buyer, you'll see a lot of useful ideas on the boats that will be displayed.

Scheduling in various "events" is an inspired concept, the SBJ sea trials, the rowing race, the mini twelve race, the TSCA traditional boat tryouts, the carnival like showdown race between the fastest oar powered craft and the radical California pedalboat, all these add greatly to the show's appeal. And, the opportunity to try out boats of interest in the water right there for any serious potential buyers is attractive. Not just this walk aboard and look at the interior stuff, but get into the boat and have a try at it.

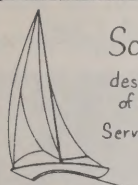
The big trouble we are going to have in being at this show is how to best utilize our time, as we'll have a booth down on the floats with a couple of our more interesting boats. We ought to stay at the booth and meet all who come by. Yet, we very much ought to also take advantage of all the interesting boats that will be there, to have a good look at them, even try out some for our own interest and for future reports in this publication. It'll be a team effort for us to accomplish all of these objectives, and the three days will seem far too few. We'll work it out, so much of what will be there is right on for our viewpoint. Be sure to come by the MESSING ABOUT IN BOATS float and get acquainted. We look forward to meeting many of you.

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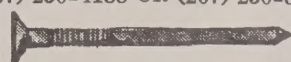
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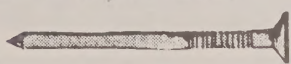
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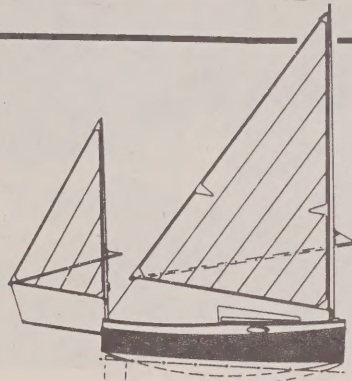
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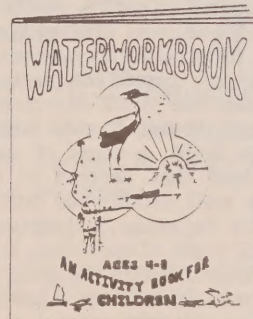


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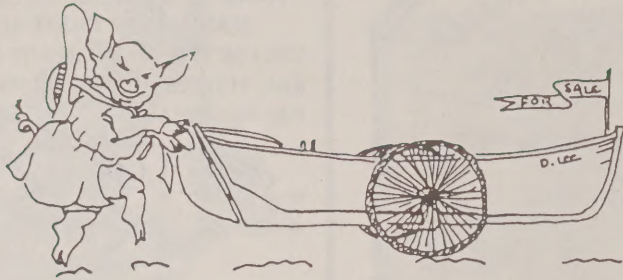


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Report & Photos by Bob Hicks

To Market, to Market...

The desire is out there to build wooden boats for a living, and judging from the turnout of builders at Lance Lee's "To Market, To Market" symposium on March 31st and April 1st, the gnawing concern of those who would so earn their livings is how to sell the boats they build. Lance's Apprenticeship is turning out wooden boatbuilders, so are other boatbuilding schools, some private, but even a few public. Even more people are reading books, taking courses and building boats at home. They find they like all this, but how to sell the products? So Lance decided to put together this two day program on marketing and attracted about 75 persons to Rockport, Maine to hear from a really broad array of experts on both boatbuilding and on marketing itself. A lot of useful information surfaced, along with quite a lot of expertise really more suited to larger small businessmen than to the one guy in bib overalls building the boats he loves in a shed out back.

We attended the Saturday session, as on Sunday we planned to go rowing in Connecticut (see the April Fool's Day report in this issue). All went quite well during Saturday until late in the day when two salesmen developed a view that wooden boats those on hand build are rare artifacts and should be sold for what the traffic would bear, close on to a plunder the rich marketing philosophy. It seemed to us that this created a great deal of uneasiness amongst many on hand.

Why? Well, during the day a sort of ad hoc survey of hands was taken to ascertain the scope of the building being done by those attending. It developed that one or two built \$100,000 boats, a few more built \$10,000 boats, but by far the most built boats selling for under \$5000. Concurrently that same majority also built fewer than 5 boats a year. The sum total of potential building added up to about 500. And, this was 300 more than at first determined, when Jim Odell of Lowell's Boatshop in Amesbury, Mass, who had first stated his production at about 20, decided he could build 300 a year if the business was there. Maybe he based that quantum leap on what the old Lowell shop used to turn out in its heyday of dory building. Anyway, it did seem realistically that 500 boats a year was a whole lot for this group, 200 to



Organizer Lance Lee holds forth while panel members G.M. de Lesseps, Doug Alvord, Hank Taft and Ted Rodman await their turns.

300 seemed more accurate.

So, why weren't all these little five boat a year or less shops attracted to the proposals of Bing Murray and Wendell Tremblay? These two men, both very experienced and knowledgeable in selling boats to the public did offer some good advice on selling. They correctly ascertained that most of the builders present hated the selling part. But, when they waxed eloquent on getting really big dollars for these hand crafted boats, and chose to illustrate with such as the fact that there are people out there who pay \$68,000 for the BEST Mercedes automobile even though it only costs about \$14,000 to build, a sense of something wrong about that seemed to develop. One very well established builder told us he had to raise his prices due to increasing costs of operation, but that he did not believe in this charging what the traffic would bear. Such a policy would narrow the potential market to just the very wealthy.

John Gardner's keynote talk was a view of the historical perspective of the subject of small wooden boats as recreational objects. He added a much needed perspective, it was really interesting to note how the "traditional" wooden boats being built today for recreational use are a modern concept, the early days

of recreational small craft focussed on canoes and their variations. Gardner pointed out that one of several contributing factors to the demise of the really large public interest in recreational small boating in the early 20th century was the upgrading of interest to "yachting." In short, only the really rich could play. Our two salesmen were advocating that builders focus on this very same potential market. We understand that Gardner was so incensed by this philosophy that on Sunday he introduced an unscheduled written statement into the proceedings expressing his dismay and opposition.

It seemed to us that the emphasis on marketing as a management technique was misplaced with most of the builders present. The few who built the larger and more numerous craft had a grasp of this subject, but having a man who was an expert in marketing but who knew little about wooden boats outline a comprehensive marketing program with six steps here, four substeps there, planning for media choice, budgeting, dealing with ad agencies, graphics artists, etc. was just beyond the scope of the guy who heats his shop with wood to cut costs while he builds. Most of the builders are woefully undercapitalized and marketing programs require a lot

of up-front spending before results can be expected.

Really useful information on getting the most publicity for the least cost was developed. Using the boat shows as a marketing method was dealt with usefully. John Hanson, WOODEN BOAT ad manager, bravely buried his own business interests to suggest ways the small builder could gain attention without having to invest heavily in WOODEN BOAT ads (or any others). Hank Taft talked at length about direct mail, he kept accurate records on where his ad money was best spent. Yet, a look at Hank's figures made one realize the cost of trying to sell what is already a rather expensive small wooden boat even without pursuing the plunder the rich path.

Hank's information was interesting. In effect he advertises in various media to sell a catalog for \$3. The catalog is intended to sell the boats. At \$3 a catalog he still loses money on that alone, and the rate of sale of boats from these is still pretty small. He mentioned running an ad in a non-boat-ing magazine, the NEW YORKER (those well-to-do New York types). He got over 100 orders for the \$3 catalog, but, to date, no boat sales. Hank did conclude that WOODEN BOAT was far and away the best medium for his message. SAIL magazine cost nearly ten times as much for each inquiry, so much for selling nice wooden tenders to yachtsmen.

This was certainly a useful conference. While it developed no specific solution to the problem of selling small wooden boats that are costly to make, it did spread an awareness that one was not alone in the survival struggle. Much usefull nitty-gritty about nothiding one's light under a bushel came out, just building the boats is not enough, one has to SELL, like it or not. HOW to SELL in terms of what is affordable is the common problem of any small businessman. WHO is the market is another unanswered question. Maybe it is only the rich, considering what a builder has to price his boat at even at a low \$10 an hour (for himself AND overhead!).

Transcripts of the entire proceedings will be available for around \$20 a copy to anyone interested. If you are trying to build boats, or are entertaining notions of so doing, it will be well worth the \$20 to read this over. While some of the advice was way beyond the capability of many on hand to make use of, there was a great deal of useful information presented. The people who paid their \$25 to attend got their money's worth. It was a good idea and Lance and his associates who put this together deserve credit.

Maybe the first concrete step to come out of this will be the formation of a sort of small boatbuilders trade association, which can be a mechanism for financing public information advertising and publicity aimed at attracting more people to the charms of hand built wooden boats, to counteract the overwhelming publicity that ushered in plastic boats as being "trouble-free" boating. Talk of this was common, it was promoted by the salesmen speakers, (and rightly so

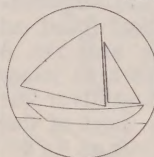


John Gardner's keynote speech established the historical perspective for the building of traditional wooden boats.

in our view), and Sam King, formerly the editor of the TSCA newsletter, ASH BREEZE, sort of volunteered to be a focal point for such an organizing effort. It would be a good thing if all entered into it wholeheartedly, but one thing about many small boatbuilders may stand in its way. I'm reminded of a slogan that would apply: "INDIVIDUALISTS UNITE!" That contradiction in terms might be hard to overcome.

Want more information? Write to Lance Lee, the Apprenticeshop, Sea St. Rockport, ME 04856 and ask about getting a copy of the transcript of the "To Market, To Market" symposium.

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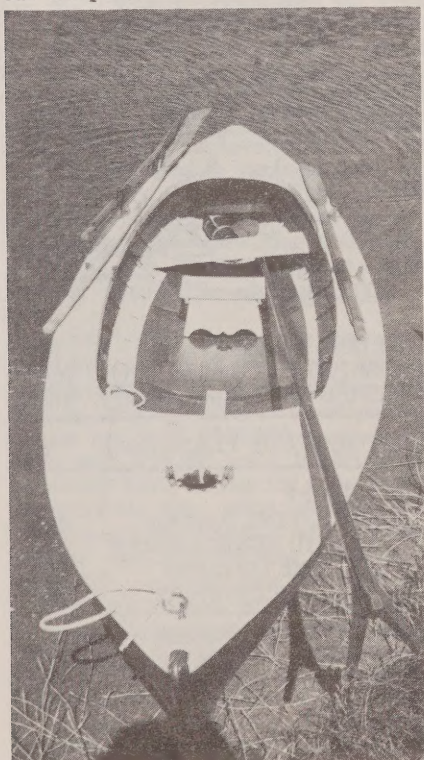
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Out on the bay on April Fools' Day



April Fool's Day was just about the only decent early spring day to come along in this cold, wet spring on the Massachusetts north shore, and so it was a real pleasure to drive 3 hours south to Old Saybrook, Connecticut that morning to join Ben Fuller's little rowing/paddling outing on the Connecticut River estuary. We left behind 10" of heavy

Ben Fuller's Delaware Ducker featured three forms of propulsion, oars, sculling oar and pole.



wet snow that had been dumped onto us on March 28th and arrived in sunny spring where the Connecticut joins Long Island Sound.

Our first on-the-water outing of this year consisted of about a half dozen small craft. Ben had his Delaware Ducker, his wife Leslie had her sea kayak, Paul Erickson had brought from Norwalk SKAL, his long lovely sliding seat pulling boat, Aaron Glazer and Ann Humphrey were in their Folboat fitted out with an Oarmaster sliding seat rig. A couple of homebuilt kayaks also joined us from the local Connecticut River Oar & Paddle Club, although most of that group, who were on the river as we departed the ramp under the Rt. 95 bridge, went elsewhere for their day.

Ben took us south and east this year out into the delta area along the eastern shore of the river, following meandering channels over behind Great Island, a sort of tidal marshland. We eventually arrived at the barrier beach on Griswold Point where we enjoyed our lunch stop. The mixed types of water craft worked out OK since this was not an "expedition" with some distant goal to be reached. While some such as I just row along on more or less of a course following the mainstream, the kayakers would paddle off to peek into tiny side channels in the 8 foot tall grass. Ben was alternating his means of propulsion between oars, sculling oar and pole. Paul and Aaron/Ann with the sliding seat rigs had to keep clear of the really tight channels, but stayed with the general group, not pulling off with their more efficient rowing rigs.

We returned out along the main channel of the river up to a side stream dignified with the name Back River, which doubled back into the marshes to

our outward bound route. The southwest wind had built up during the early afternoon and alternately helped and hindered our progress as the winding channels switched direction. A final side trip up the Lieutenant River a few hundred yards was a downwind drift of ease, the now brisk wind easily overcoming the effect of the current. But, then it was west then northwest out into and across the main channel of the Connecticut, and there, out under the railroad bridge, the southwest wind and the now fast running outgoing tide/river current set up some rough patches of steep little waves. The wind just abaft the beam on a rather high sided boat like my Old Town kept it weathercocking while the current pressed it back the way we'd come, so it was a steady row without much visible progress for that last half mile or so. The lower kayaks and sliding seat rigs had long gone by the time I completed this stretch, all at the landing readying to load up.

Once again, as in 1983, we saw few other watercraft, the other oarsmen/paddlers from the local club, one or two commercial boats, one or two outboards on the main river. Out on the beach we saw only a couple of pedestrians who had walked over from the nearest access at White Sands Beach. Looking out across the Sound, the north shore of Long Island was clearly visible with nary a sail in sight, nor any other sort of visible boat. Within two months the whole area will be alive with boats, myriad outboards buzzing those secluded channels, the riverside marinas bustling with sail and power. But, on April Fool's Day, it was just about all ours, a few quiet human powered watercraft amidst a quite unspoiled river estuary environment. A nice opening for our 1984 season on the water.

Report & Photos by Bob Hicks

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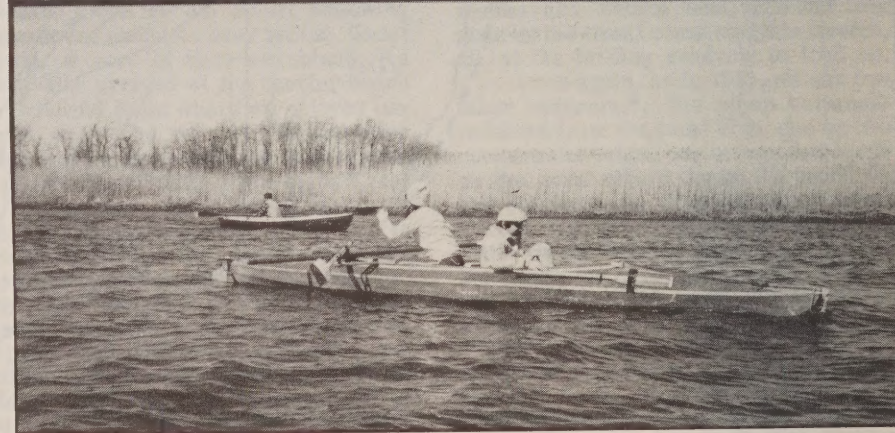


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The manner in which Aaron Glazer and Ann Humphrey swap places in their sliding seat rigged Folbot is carefully choreographed to avoid dunking. This setup has one forward facing "navigator" and one rearward facing "oarsperson". They cruise the Maine coastal islands summers in this boat, an interesting combination of rowing shell and kayak.

North American SMALL BOAT SHOW



May 25, 26, 27, 1984

The Newport Yachting Center

P.O. Box 549, Newport, RI 02840-0005 401-846-1600

Adult \$4.00 Child (under 16) \$2.00

PREVIEW

A Different Sort of Show

The first annual North American Small Boat Show will bring to Newport a different sort of boat show, with emphasis on small, affordable boats of all sorts of propulsion and material. The common denominator will be the size, small, boats usually relegated to the back rows in the usual sort of boat show. Here the small boat is right up front. And, in the water too, in many cases, not only to be viewed but also to be tried out by serious potential buyers. Rowing, paddling, sailing, and motoring craft are all represented.

But the show has more than just trade displays trying to interest you in their products. It also has action. Sea trials of a number of boats of each type by SMALL BOAT JOURNAL for publication in future issues. A race for rowing craft of all types, with participation open to anyone interested, serious professional or Sunday afternoon amateur. A race for the mini-twelve meter yachts, dinghy size boats that perform quite differently than dinghies do. An exhibition race between the fastest oar and paddle powered craft and a unique pedal powered racing boat. A display of traditional small boats with many of these in the water available for tryout. A lot will be happening in the water right off the New-

port Yachting Center docks where the Small Boat Show will be.

On Display



SMALL BOATS: Lots of them, as this is what the show is all about. Mostly sail and oar, few powerboats at this stage anyway. Here in alphabetical order are what you'll be able to look over: Albin Marine 27' diesel cruiser. Arey's Pond Boatyard O'Day's. Back 'n Forth prams/tenders.

Banno USA Old World 18.
Colvin Yacht 17' cruising sloop.
David Morell sailing dory.
Dirigo Boatworks sea kayak and puddle dipper canoe.
Durham Boat Co. rowing shells.
Edey & Duff Dovekie.
Fales Yachts Freedom 21.
Florida Bay Boats Bay Hen & Mud Hen.
F.L. Tripp & Sons, 18' Angler.
Freedom Yachts Freedoms.
General Boats Rhodes 22.
Hi Liner Marine 13' peapod.
Hudson Racing Shells, racing rowing shells.
IMTRA Corp, inflatables.
Island Windsurfing windsurfers.
J Boats J22.
Jarvis Newman 12' rowing/sailing tender.
John Hackland Design 20' cruising sailboat.
Laser International dinghy.
Lowell's Boat Shop dory.
Marine Concepts Sea Pearl 21 and Rob Roy 23.
Marzin Doub catamaran.
Montgomery Boats Montgomery 15.
Nordic Viking powerboats.
Perkins Boat X21.
Pilot Marine Corp. sailing and rowing dories.
Quarter Moon Int. 10 sq. meter racing canoe, Int. 14.
Salk Dept. Stores Achilles inflatables.
Small Craft Inc. Essex dinghy.

Stolper Delnero Assoc. Inc. half scale offshore powerboat.
 Story Shipyard, Chebacco 20 catboat.
 Thayer & Co. Nina beach cruiser, sailing & pulling boats.
 Twin City Marine Hobie 16 & 18.
 Wise Boatbuilding 18' Sandbagger.

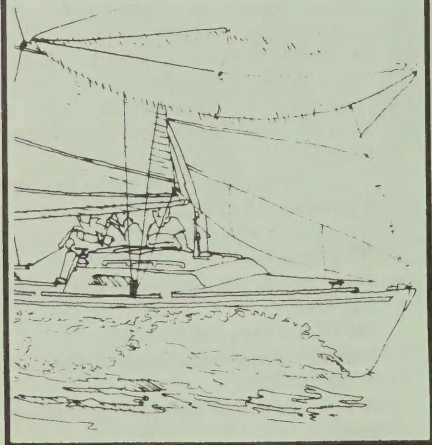
SUPPLIES & GEAR: The following firms are to be on hand offering mixed items of interest:

Berg Enterprises boatbuilding supplies.
 Britannia Boats sweaters.
 East Bay Custom Woodworking, teak products.
 Marine Technology polecaps.
 Seamaid House clothing & gear.

PUBLICATIONS: Two biggies and one small timer will be on hand to say hello: **SMALL BOAT JOURNAL** is co-sponsoring the Show, **WOODEN BOAT** is supporting it, and **MESSING ABOUT IN BOATS** also.

UNSPECIFIED PRODUCTS. Several firms listed did not include any details on what they will be exhibiting. They are, anyway: Cambridge Concepts, Grace Marine, R.H. Baker Boatworks, Sciuto Yacht Sales, Toni Marine, Trading Co. and Wilderness Outfitters. Perhaps our next issue we will have more information on them.

Sea Trials



The Sea Trials are an ambitious undertaking with over two dozen boats representative of three basic propulsion methods to be subjected to comprehensive examination and tryouts. The sailboats all must be under 1800 pounds displacement and trailerable and will be subdivided into three categories, open boats, pocket cruisers and racing cruisers. The rowing boats will be subdivided into sliding seat or rigger and fixed oarlock-on-gunwale craft. The powerboats are all to be within 15 to 18 feet long trailerable outboards.

No distinction is being made between materials, and both wooden and

plastic boats are included.

SAILBOATS: The criteria that the sailboats must be subjected to include the following:

Trailer ability, seaworthiness (safety features), stowage capacity, sailing performance, comfort (above & below), cost, displacement, dimensions, construction, design/appearance, auxiliary propulsion, anchoring and docking, layout, speed under various sails, intended uses. The sea trial judges will be Dan Segal, managing editor of **THE YACHT** and formerly responsible for sailboat reviews in **SMALL BOAT JOURNAL**, and Roger Marshall, naval architect, designer and also a contributing sailboat reviewer for the yachting press.

The sailboats which will be tried in these sea trials include the following:

Montgomery 15 pocket cruiser, Nina 15 beach cruiser, West Wight Potter 15 pocket cruiser, Slipper 17 pocket cruiser, Gloucester 20 pocket cruiser, Bay Hen 21 open boat, Drascombe 21 open boat, Dovekie 21 pocket cruiser, Triton 21 racer cruiser and J22 racer cruiser.

POWERBOATS: The criteria the outboards will be subjected to include the following:

Trailer ability, seaworthiness (safety features), stowage capacity, handling, anchoring and docking, auxiliary propulsion, construction, design/appearance, noise level, cost, dimensions, weight, recommended HP, comfort, layout, fuel capacity/range, speed, drifting characteristics. The sea trial judges will be Ken Bassett, boatbuilder and owner of Onion River Boatworks and Mike Silverman, advertising account executive and powerboat racer.

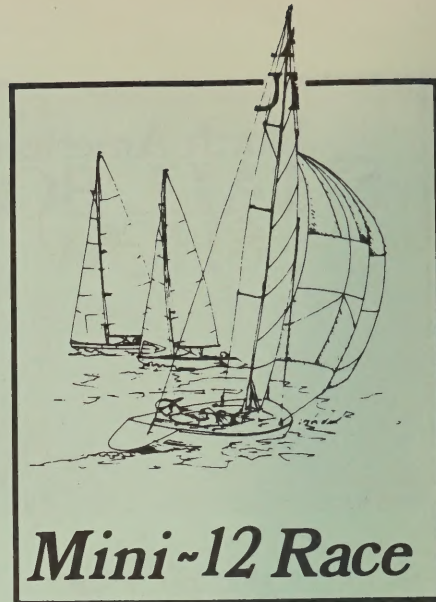
The powerboats which will be tried in the sea trials include the following: Grumman Fish & Fun 15, KMV 528 17, Pointer 18, Romarine 18 and Zodiac inflatable.

ROWING BOATS: The criteria that the rowing boats will be subjected to include the following:

Portability/trailer ability, stowage, construction, design/appearance, seaworthiness (safety features), maneuverability, weight, cost, speed, stability, intended uses. The sea trial judges will be Richard Dreissigacker, owner of Concept II boat, oar and exerciser manufacturer, Ben Fuller, small craft curator and expert from Mystic Seaport Museum and Ken Steinmetz, owner of Ken's Boatshop, a builder of fine wooden rowing craft.

The rowing boats which will be tried in these sea trials include the following:

Classic Charm 12 peapod fixed seat, Newman 12 yacht tender fixed seat, Livery Whitehall 13 fixed seat, Island Dory fixed seat, Onboard Dory sliding rigger, Fastart 16 sliding seat, Alden Shell sliding seat, Warning II 18 sliding seat, Kiever Kleaver 19 sliding seat, Sea Shell 20 sliding seat, Clipper 21 fixed or sliding seat.



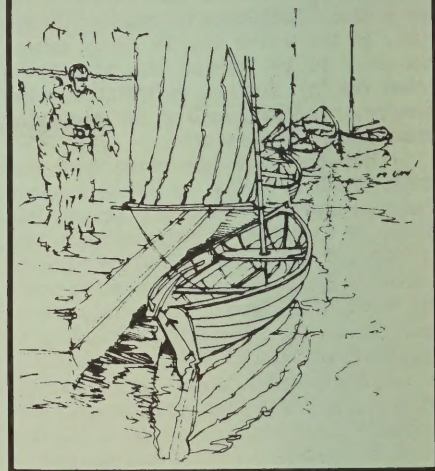
The race for the mini twelves is scheduled to start at 10:30 a.m. on Saturday, May 26th at the Newport Yachting Center bulkhead right at the show. This also will be the finish line. The course itself will be set according to weather and wind conditions. The Ida Lewis Yacht Club is furnishing the flags and starting cannon. The Race Committee will be Tony Widman and Chuck Carpenter.

Skippers who have accepted the invitation to compete include (as of April 20th): Britt Chance, Bruce Kurby, Mike Kaufman, Scott Kaufman, David Pedrick and Johan Valentijn. If all seven models of mini twelves are on hand at the show, a total of 14 skippers will be taking part, all naval architects/yachtsmen.

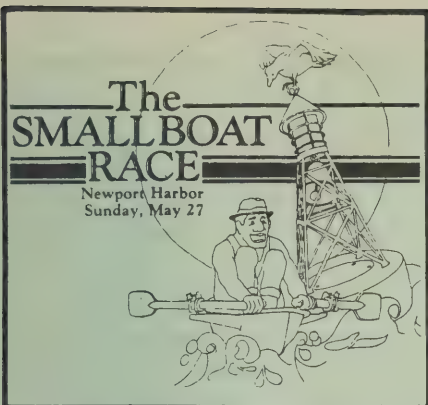
The seven models of mini twelves invited include the following:

Defender, Enterprise, Illusion, M-12, Mini-12, Millimeter and Quantum. Mini-12 may not make it, depending upon locating an area dealer.

TSCA Meet

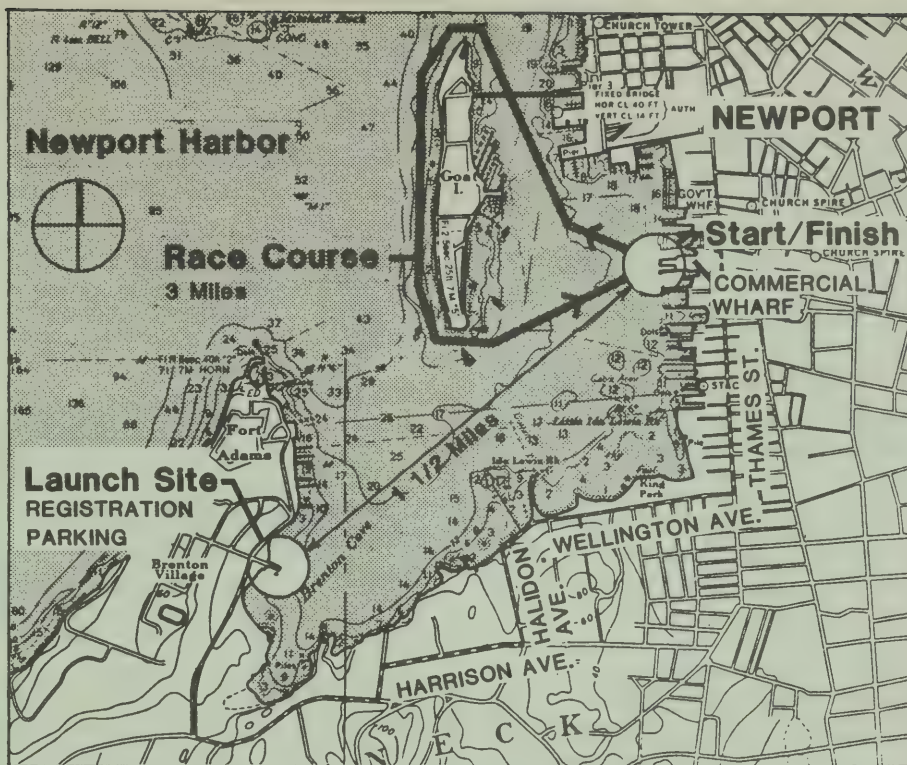


Members of the Traditional Small Craft Association will have on display and in the water for tryout personal boats of traditional types. Information on TSCA aims and activities will be offered interested persons.



The first annual Small Boat Race will be held in Newport Harbor starting from Commercial Wharf right in downtown at 1 p.m. on Sunday, May 27th. John Peinert, the organizer, states that the event is intended for all levels of ability, he hopes to make this into the major rowing race in the east for ALL types of rowing craft. To this end the participants will be classed by type of boat (sliding seat/rigger or fixed oarlock) and age groups. The race will run in heats by age groups and each heat will be timed over the course, about three miles around Goat Island, finishing at the start at Commercial Wharf. Entry pre-registration fee is \$10, and an entry form can be obtained from John Peinert, 52 Coffin Ave. New Bedford, MA 02746. Phone inquiries to John go to (617) 990-0105. Post-registration on race day is available up to 12 noon for a \$12 fee.

All entrants will receive T-shirts and post race refreshments. Awards to winners will include Piantadosi sculls for the fastest man and woman, Shaw &



Tenney oars to fastest man and woman in fixed oarlock craft, trophies to winners of sliding seat/rigger class and fixed oarlock class, and subscriptions to SMALL BOAT JOURNAL to age group winners, male and female and to oldest and youngest competitor.

Arrangements for launching boats have been made at Fort Adams Park, about a 30 minute row across the har-

bor, where registration will also take place.

John hopes to have some really top oarsmen taking part but also invites all interested oarspersons of any level of skill for a fun outing. Any boats entered must be unsinkable and have U.S. Coast Guard required equipment (PFD's) and there will be safety launches on station around the course.

Pedalboat Challenge



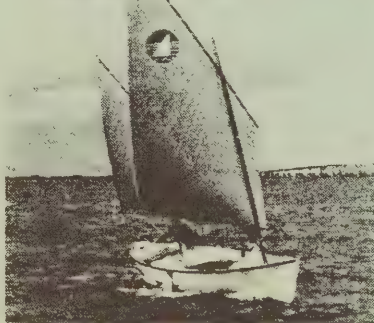
John Knapp of San Francisco is bringing his pedal powered (solo) Sabre proa to take on the best of the rowing craft in an exhibition race scheduled for Saturday afternoon, time and course to be determined depending on weather conditions and the mini twelve racing schedule. The oar powered craft that will take up the challenge include a sliding seat racing shell, a sliding rigger craft, a sea kayak and a recreational rowing shell.

(Sorry about the poor photo, it was all we had with which to work).

Look US Up at the Show

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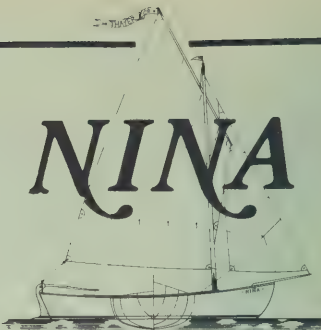
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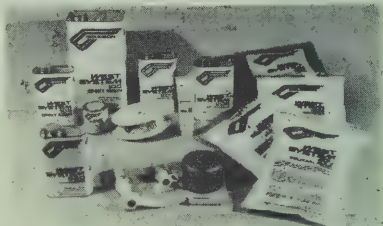


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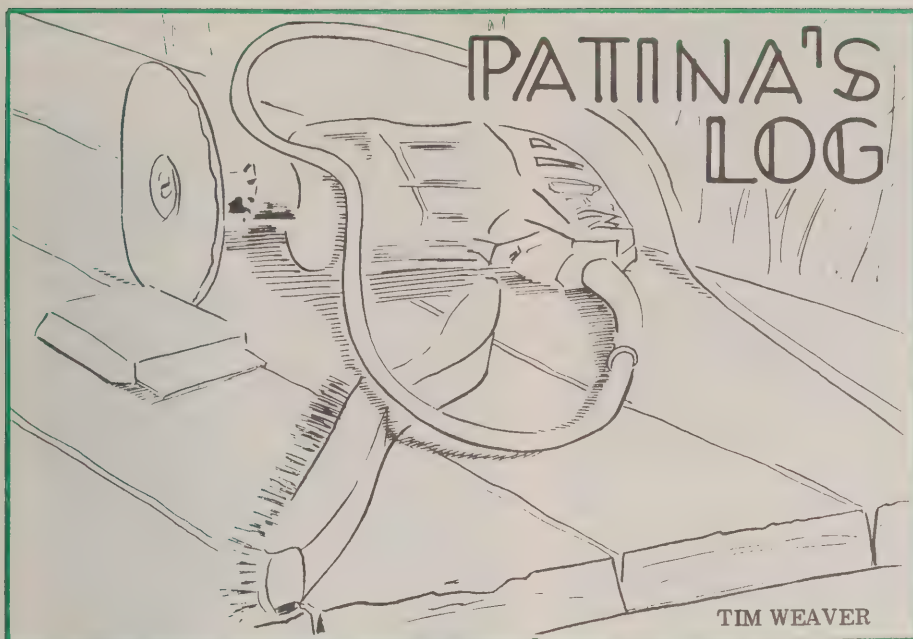
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Baseball phenoms and Kentucky Derby hopefuls, a string of warm days in late winter, a Robin, a bicycle ride, St. Patrick's day around the corner, such things say it's almost spring and time, amongst other things, to check up on Patina.

February 26. Just nice enough outside; just enough sun, just warm enough to stay warm outside by staying busy, and it's Sunday. Time to take a ride -- Patina's spent the winter in a backyard that's a couple of miles from my apartment -- and look Patina over, do a little scraping, make a list, get organized.

And soon as I get there it right away strikes me how nice she looks, how nice a sight a simple little country boat is. It always pleases me. But I don't weaken, don't stop and sit and dream a bit, I move along. Check the dinghy, actually I suppose it should be called a pram. Fiberglassed the seams last spring and they're still fine. Must have done that right. On to the dinghy's bow, it's plywood and square, there's trouble here for sure, no doubt about that, a little digging and the truth's out: the core of the plywood is rotten at least a third of the way down, but oddly enough, not at the side edges. What to do? Think about that for a while, this definitely comes under the heading of 'getting organized'.

And now a closer look at Patina, how's she been? I'm waylaid again. I do like her, maybe I should just sit and look a while, but I push on. Bottom's still tight, maybe she'll be in the cove before she's had a chance to dry out, and maybe not. She needs a thorough painting, inside and out. Well, maybe not inboard. Don't think painting both sides of the wood is a good idea, at least not this year. Inboard I'll scrape everything, paint the floor boards, the centerboard case, too, but not the sides or the bottom. Going to let the wood breathe this year. It'll work. What about those planks I replaced two years ago? Never painted them inboard, and they look about as good as the day they went on. But she'll need a good scraping, and, maybe, a bolt through the

centerboard logs just abaft the winter rig mast step. Don't want that stopwater to swell and cause any trouble, especially since I do believe the fastenings are a bit weak there.

And how's she been outboard? How's that bottom paint? Want to check that. Had a third of a quart of bottom paint last spring --- left over from the spring before that -- and made do by adding turpentine until I had enough to cover. A bit thin, but it seems to have held up, must have bonded with the old paint. This year, though, we're going to do it right, need a quart of Gloucester Brown for that. And how about those sides? White porch-and-deck enamel would do, but maybe marine white would discolor less around the waterline, she does need good crisp lines. As for the trim, porch-and-deck enamel will do, and, for the second time, I'll mix my own colors with the help of a few tubes of colorant from the hardware store. Works fine. And so I settle down and scrape the sides and the bottom, a nice three hours in the sun, moving right along. Sunday afternoons don't come much nicer.

March 4. Another warm Sunday. Two in a row. Got to take advantage of this. Maybe spring is early. So, it's out to Patina again. This time I take a wire brush, my trusty old hand drill, the sanding pad that fits it, some light sand paper and the scrapers. Want to wire brush the bottom paint and lightly go over the outboard sides of Patina and the dinghy with the drill-sander. Then I'll scrape and sand each board inboard. It's a good day and the time goes fast. Am especially proud of the results of getting a few friends to help me get Patina up a bit higher so I can sand and scrape her inboard while she's still upside down, am able - with a few contortions here and there - to sit and scrape and sand, it goes just fine. An old hat and a pair of glasses keep discomfort at bay.

And when all is done it is time for the Annual Search for the great above the waterline leak. The year before I re-fastened two planks and was sure I had

found it. The year before that I used a good bit of caulking compound trying to find it. This year I am only going to look, my expectations -- unless I decide to re-plank the stern section -- are low. I have accepted the fact that it is an above the waterline leak and not critical. I have made peace with this leak, but I want to find it, period. I look things over, poke a bit. The riddle remains intact. That is that. But see that I missed a few spots in my scraping and decide to finish up. The second scrape is across a stealer and out flies a wad of cotton, the most cleverly disguised wad of cotton I've ever seen. And that wad is from an interesting spot. In fact it is from a spot that could well be the source of the great above the waterline leak. Have I found it?

March 10, Saturday. The week just past has settled the question concerning a truly early spring. And the answer is "not quite". All week it moved toward winter, and by Thursday there was real snow around, the drifting sort. Then came a good ice storm and then a decent freeze. An early spring, like Devil's Bag -- the year's much touted super horse, the next Man O'War, the horse of eighty-four -- had faded after a healthy pre-season hopes for a strong start. In fact the fate of this perhaps early spring reminds me of one sports writer's description of Devil's Bag's ill-fated Hialeah race: "The colt ran out of kick at the top of the stretch and steadily faded...." So much for an early spring.

But with my daughter and a friend coming down from Boston for the day, I was accepting my fate -- a pleasant lunch with much catching up on what everyone's been about. And so lunch went, a lunch on a beautiful winter's day, one of a fiercely clear, washed out green-blue sky, wind, sunshine, and snow. And after lunch my friend, who has sailed a good bit in Patina said, "Let's go to the cove." And my daughter said, "Let's go." And I couldn't resist. So the truck comes to life, it rattles and coughs and chugs along, lets in plenty of air, gives purpose and effect to a major event, underlines a good idea.

And that the cove is, a blurred excitement edged in ice that lies beneath a sky that whirls and throws the sun. And there is a good breeze giving snap to quick small waves that holds the deepest, shadowed blues, waves that catch the sun in blinding, flashing stars that move in silvered walls around the cove and fling the palest shimmering shades of green and blue about. And there is the Herring Gull just beyond our reach, playing the onshore breeze, his wings another wash of light, his greys a quiet tone.

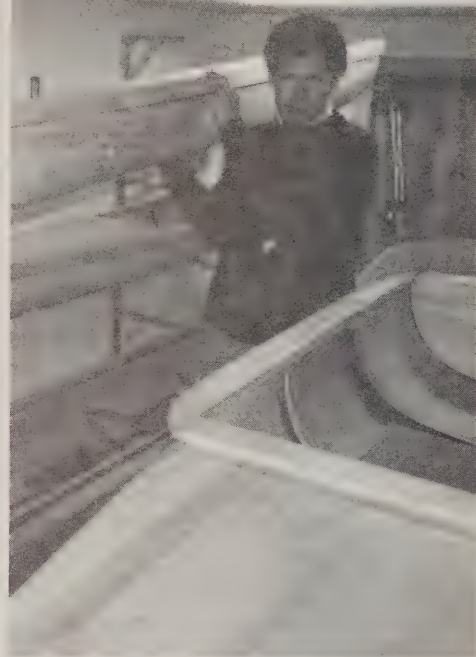
This is fine fair weather and I can see the best days of summer in that dazzling view. Patina moving along or playing at her mooring. The light, the warmth to come, the change from wintry ways.

And a few days later, rain, and certainly more to come. And there must be three ways to fix that dinghy, but it needs time. Things are moving along just so. And that's the sort of story Patina likes to tell.



Peter Gale's Low Cost Recreational Shells

Report & Photos by Bob Hicks



Our first contact with what Peter Gale is doing came in a dim, low cellar of a three decker house on a side street in urban Somerville, Mass. where Ted and Emily Boznack led us to show several sections of wooden rowing shells. They had been advertised in the weekly classified advertiser for \$95 each, 16 foot fixed seat rowing shells. They were in pieces because they are two section craft that bolt together at a center bulkhead frame. They were cheap because they were prototypes that Emily's brother, Peter, had built at his shop up in Westmoreland, NH during development of what he was planning to market as a line of inexpensive rowing shells. They were in Somerville to be closer to potential buyers. And, Emily is an experienced sculler, so she knows the game.

Westmoreland, NH is west of Keene in the very southwestern corner of the state. It is rural. Peter and his wife Kate had moved there a couple of years ago escaping from the New York city high pressure life. Kate soon had found local employment in her field of advertising work and Peter continued his current work as a toy designer, something that can be done in a remote place with trips to the hotbed of the city from time to time. And, his toy designing creativity soon came to bear on creating a rowing shell because his father Justin and sister were both active in that sport. Peter had grown up with sculling though he'd not personally gotten into it as seriously as dad or sister.

So what does this guy know about designing recreational rowing shells? He's been exposed to them all his life, he understands design and materials, he can measure, calculate, draw, and build in wood. And he can turn over the prototypes to experienced family for testing and critique. That seemed enough to him.

Peter's shop is a tiny garage attached to the remodeled old saltbox house he and Kate now live in alongside Rt. 63 in Westmoreland. At first I thought the size dictated the need for making the boats sectional, but actually the 16 footers just fit indoors. And, the 24 footer needs to be in sections anyway as it is the two sections of the 16 with an extra 8 foot center to make a double out of a single.

Peter built the prototypes out of wood, the skin a light blond Italian plywood that bends nicely around the frames on the narrow 20" beam hulls, even at the ends where some compound curves develop. It is inexpensive construction, and this initially led Peter to contemplate marketing his basic shells at around \$500 with sliding rigger, less than half the price of comparable craft available. He's still talking half the cost but now some reality has intruded, especially on the Roylex plastic hulls he has developed for the wider 30" beam models. His bottom of the line Winsor II (14') Standard starts at \$785. The top of the line will be the 24' Winsor I Special at \$1585.

Peter's boats are all set up for his

own design of sliding rigger. He likes that setup better than the sliding seat, particularly in the shorter 14' model. His family test crew has endorsed this approach which eliminates the weight shift lurch that sliding seats create. He has had an engineering analysis done of the two systems functioning on a common hull type over similar dimensions and found that the sliding riggers are apparently slightly less effective than the sliding seat in getting the power to the water, in part due to the period of time during which the oars are closest to being at 90 degrees to the direction of effort. But, these are low cost recreational shells, so it didn't seem important.

Peter isn't going to go into production in his tiny shop, he's farming out a lot of the fabrication work. He does put on the skins of the wooden models, and will finish out the plastic hulls to order. But the space consuming fabrication and plastic molding work will be done elsewhere.

Peter's two basic designs are for two levels of skill. The Winsor I models are 20" beam for skilled rowers with the sectional concept permitting one to have just a 16 foot solo, or either a 16 solo or 24' double or even triple. These are built entirely of wood. The Winsor II models are wider at 31" x 17' for intermediate level and 30" x 14' for beginner right on to expert. These are both Roylex plastic with wooden deck and trim. The sliding riggers are stainless steel and nylon construction with non-

jamming design on the sliders.

Peter has had a lot of marketing experience in prior professions, including the toy designing, so he's putting together a whole package of gear. Oars in four grades from Dreissigacker graphite/glass fiber down to straight spruce comprise the range, the latter at \$85 a pair. Covers, straps, pennants, cradles, extra rigger outfits, all the stuff one might want, are available as options.

At the time of our visit in late March, the whole Longmeadow Boatworks was right on the verge of getting into production. The marketing program had been started, ads were running in various publications. Peter was ready to get production underway, either in small unit orders in his own shop or if a larger quantity order were to be forthcoming, in suppliers shops. Our follow up April 16th found that Peter had four plastic hulls in, had finished one out already for a customer, and had just completed his sixth wooden boat for a customer. So the dream of a low cost outrigger rowing craft has become a reality, and Peter reports on a steady increase in inquiries with the follow-up orders already making an appearance. To market, to market, title of another article in this issue, seems to have been achieved by this unknown in boatbuilding. He has an attractive product and is offering it at very attractive prices.

How does it work as a rowing craft? Do we have only his family to rely on for assurance? Well, right now, it seems that's the way it is. But when the on-the-water season gets going, we should be able to get some owner/user feedback. We'll have our try this summer, but we can only offer you the beginner outlook. We do have experienced oarsmen we can entice into a tryout, though. So when summer comes we'll be back with a follow up on Peter Gale's Winsor recreational rowing shells.

Winsor I (24')

—Expert

All wood construction. Three eight foot sections, twenty inch beam without riggers. Two watertight compartments. Simple conversion to double or triple.

Winsor I (16')

—Expert

All wood construction. Two eight foot sections. Twenty inch beam without riggers. Two watertight compartments.

Winsor II (17')

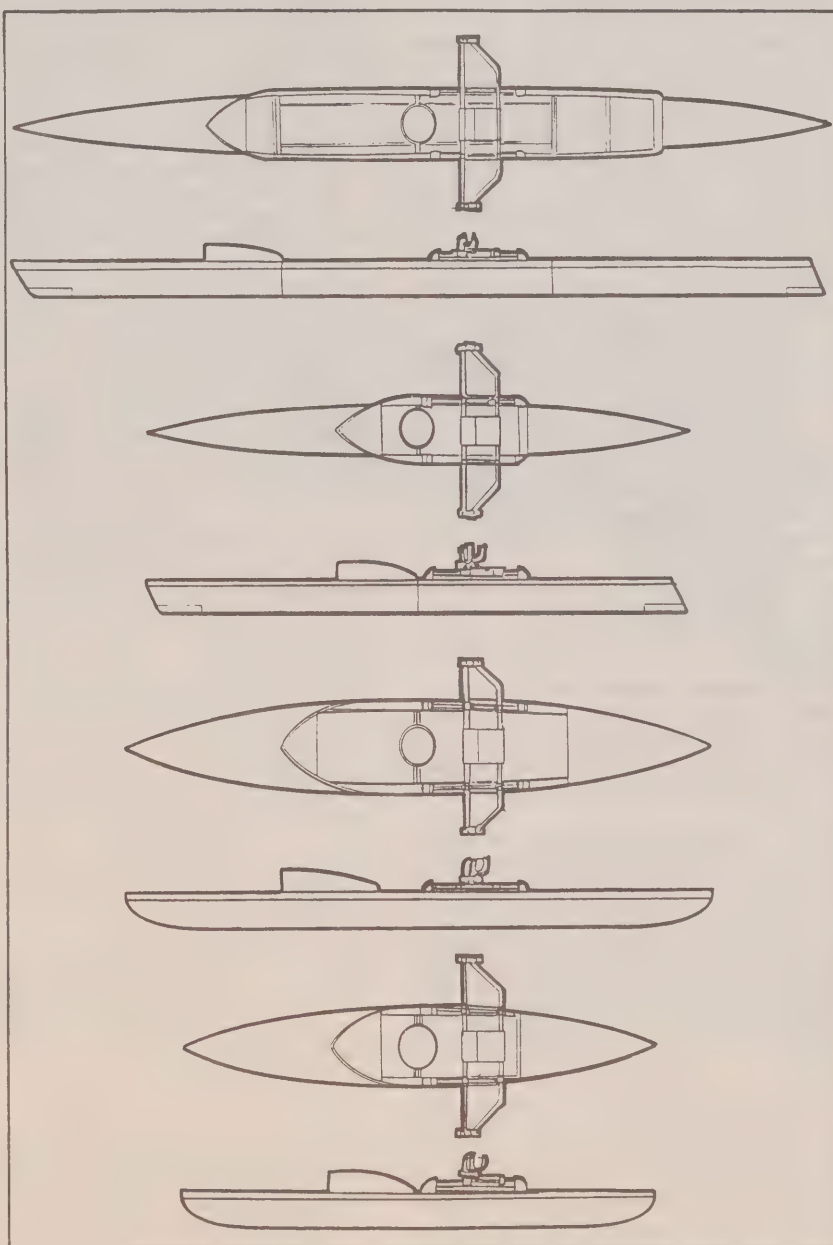
—Intermediate

Unbreakable "Roylex" hull, wooden deck & trim. Two watertight compartments. Thirty-one inch beam without riggers. Simple conversion to double.

Winsor II (14')

—Beginner to Expert

"Roylex" hull, wooden deck & trim. Two watertight compartments. Thirty inch beam without riggers.



What's happening...

MAY 19: FLATWATER CANOE INSTRUCTION, NO. FALMOUTH, MA:

This is an informal session of canoeing instruction aimed at beginners. Anyone with a canoe planning to come should bring their canoe, there may be two or three extra canoes available in all. For further details call Chuck Wright at (617) 564-4250.

MAY 19 & 20: CAPE & ISLANDS TSCA MEET, OSTERVILLE, MA.

First outing of the year for traditional small craft owners and enthusiasts, this meet at the famous Chester Crosby boatyard on Cape Cod in Osterville, MA, is always a pleasure. Saturday is devoted to using the boats that are brought by various owners, sailing, rowing, paddling in the sheltered waters around Osterville. Saturday evening a program on scrimshaw will be presented by Lee Ellen Haselton. Sunday morning the boats will embark on a local cruise appropriate to weather conditions. For further details call John Roche at (617) 432-0501.

MAY 19 & 20: SEA KAYAK TRIP ON CAPE COD:

This is a tentative outing at this time (April 15th). For details call Chuck Sutherland at (914) 769-1651.

MAY 20: IPSWICH RIVER CANOE TRIP, MIDDLETON, MA.

This trip will be sponsored by the Ipswich River Watershed Association. It starts at the Rt. 62 bridge, Maple St. Middletown, MA and ends at the Rt. 97 bridge in Topsfield, MA. For reservations call Ray at (617) 774-4493 or Jackie at (617) 887-9685.

MAY 20: MYSTIC SEAPORT SCHOONER RACHEL B. JACKSON SAIL TRAINING BEGINS.

Weekend and week-long sail training cruises for adults are conducted on the RACHEL B. JACKSON. Contact the Education Dept. at Mystic Seaport Museum for further information, (203) 572-0711.

MAY 25-27: NORTH AMERICAN SMALL BOAT SHOW, NEWPORT, RI:

The first annual boat show just for small craft of any sort of design or material or construction should be an interesting kickoff to the upcoming summer of boating. See elsewhere in this issue for more details on exhibiting or attending.

RADIO CONTROLLED YACHT RACING SCHEDULE:

The complete northeastern 1984 schedule will be in the next issue with our report on the spring Icebreaker event in Needham, MA.

MAY 25-28: MYSTIC SEAPORT MUSEUM SCHOONER BRILLIANT SAIL TRAINING WEEKEND:

This will be a celestial navigation course for adults on board the schooner BRILLIANT. Limit is 8. Contact the Education Department at Mystic Seaport Museum for further details, (203) 572-0711.

MAY 26: TIDAL CANOE TRIP, HADLEY HARBOR, WOODS HOLE, MA:

If it is not too windy this trip will go from Woods Hole to fascinating Hadley Harbor and maybe on to the Weepeket Islands off Naushton Island. Only strong and confident canoeists please as this notorious passage can be treacherous at times. Does that whet your appetite? If too windy the trip will explore more sheltered harbor and pond. For more details, call Chuck Wright at (617) 564-4250.

MAY 26: THE GREAT NORTH RIVER CANOE RACE, PEMBROKE, MA.

This is the first in what is hoped will be an annual canoe race on the historic North River in Pembroke, to bring local awareness of the river and its history to the fore. All comers are welcome, various classes for singles and doubles, adults and youths are set. Registration is \$10 per boat which includes raffle chances on a \$700 canoe. The start is at Adams Sporting Goods ramp off Rt. 139 in Pembroke, MA, at 11 a.m. The tickets are available from Adam's and a maximum of 400 applicants will be accepted. The course will be two way, out and back with start and finish at the same location. For more information call (617) 826-8341.

MAY 26-27: 3RD ANNUAL SCALE SHIP & BOAT MODEL COMPETITION & EXHIBITION, THOUSAND ISLANDS SHIPYARD MUSEUM, CLAYTON, NY:

Open to amateur and professional modelers, and to displays from corporate sources, this is a combined show and contest, with static display models as well as radio controlled models on the water. For details on entry or on attending to observe, contact Frederick P. Schmitt at Thousand Islands Shipyard Museum, (315) 686-4104.

MAY 26 - 28: WHITEWATER CANOE TRIP, ANDROSCOGGIN RIVER, NH:

Contact Russ Ottey at (617) 563-6637 for further details and to discuss your qualifications.

MAY 26 - 28: WHITEWATER CANOE TRIP, BATTENKILL RIVER, VT.

Contact Bob Milburn at (617) 878-1605 for further details and to discuss your qualifications.

JUNE 2: TIDAL CANOE TRIP, WESTPORT, MA.

Paul and Wanda Murphy will lead this outing from Dartmouth. Call for information at (617) 822-6486.

JUNE 2 & 3: ANNUAL SMALL CRAFT WORKSHOP, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

This annual gathering of several hundred traditional small craft owners and enthusiasts from all over the northeast is the major such affair of the season, with two days of trying out all sorts of interesting traditional watercraft and attending workshops on various subjects appropriate. Anyone who has attended prior workshops will be notified by mail as to the 1984 program and registration. If you have not attended before and would like to this year, contact the Curatorial Department, Mystic Seaport Museum, (203) 572-0711.

JUNE 2 & 3: AMERICAN CANOE ASSOCIATION SEA KAYAKING CAMPOUT, DUTCH ISLAND, NARRAGANSETT BAY, RI.

For further details on this weekend affair contact Chuck Sutherland at (914) 769-1651.

JUNE 2 & 3: DONALD MAC KAY FESTIVAL OF TALL SHIPS, BOSTON, MA.

The Tall Ships return to Boston on this weekend and the local sponsors hope to have the SPIRIT OF MASSACHUSETTS afloat by that time (she won't be rigged however). There will be plenty of Boston area publicity for details, but you can call the New England Historic Seaport for information at (617) 242-1414.

JUNE 3: FIRST ANNUAL SHIP CHANNEL SPRINT, HULL, MA.

This rowing race is to be run in conjunction with the visit of the Tall Ships. Starting from Pemberton Pt. in Hull, contestants will row or paddle the old ship channel from there to the old Charlestown Navy Yard. Classes for workboats, special craft, surf and lifeboats, sliding seat pulling boats and kayaks will be catered to. For further information call the Hull Lifesaving Museum at (617) 925-3595.

JUNE 7: MONTHLY MEETING OF PEABODY MUSEUM TSCA, SALEM, MA.

David Buckman of Laconia, NH will show slides and discuss his 1983 cruise down the Main coast to New Brunswick with his wife Leigh in their modified 19' Lightning sloop. Guests are welcome, location is Peabody Museum, East India Square, Salem, MA, at 7:30 p.m. Contact Bob Hicks at (617) 774-0906 for further details.

JUNE 7: PBS DOCUMENTARY FILM SHOWING, THE NAVIGATORS, CUSTOM HOUSE MUSEUM, NEWBURYPORT, MA.

Dr. Sanford Low of Newburyport will present this film at 8 p.m. at the Museum on Water St. in Newburyport. Admission is \$3.50 for non-members. The film chronicles the manner in which early Polynesians navigated across the Pacific using only natural phenomena as navigational aids. For more information call (617) 462-8681.

JUNE 9: FLATWATER CANOE TRIP, NEMASKET RIVER, MIDDLEBORO, MA.

This is a pleasant outing on a nice gentle river with pretty scenery. Contact Bob Ladd at (617) 697-6241 for further particulars.

JUNE 10: PIER DAY AT MAINE MARITIME MUSEUM, BATH, ME.

This annual festival of maritime culture held at the Museum's Percy & Small Shipyard will have an additional special attraction this June as the refurbished schooner BOWDOIN will go down the ways about 10 a.m. after a three year restoration of the famed arctic exploration craft. Then starting at noon the festival opens with demonstrations, displays, crafts, food, entertainment, boatbuilders, sailmakers, riggers, marine artists, etc. Folk singer Gordon Bok will be in concert during the afternoon. Admission is only \$2 for adults, \$1 for children for this panoramic experience of Maine maritime tradition.

JUNE 10: WOODEN BOAT SCHOOL BEGINS, BROOKLIN, ME.

The 1984 sessions of the Wooden Boat School commences on this date and run through the end of August. You can request the comprehensive brochure with full details from Peter Anderheggen, Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.

JUNE 14 & 15: NAVAL ACADEMY SAIL TRAINING SLOOPS VISIT MAINE MARITIME MUSEUM, BATH, ME.

The U.S. Naval Academy sail training sloops will be at the Percy & Small Shipyard in Bath on these two days for a visit and will be viewable by the public.

JUNE 16: OCEAN SURFING KAYAK OUTING, NEW YORK OR NEW JERSEY SHORE.

This will be an opportunity to try out surf paddling for sea kayakers with some experts. Final location is yet to be selected. Contact Chuck Sutherland for details at (914) 769-1651.

JUNE 17: FLATWATER CANOE BEGINNER INSTRUCTION, CAMP FARLEY, MASHPEE, MA.

This is a second chance this spring for the novice canoeist to gain some instruction in flatwater technique. Canoes should be available for those not able to bring their own. Contact Chuck Wright at (617) 564-4255 for further details.

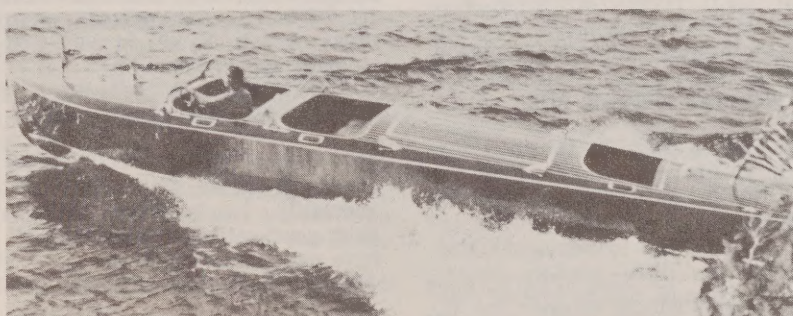
JUNE 20-22: CANOE CRUISE TO CUT-TYHUNK, ISLAND.

This is a tentative trip across 18 miles of open ocean suitable only for experienced canoeists, and it will be subject to the right weather conditions. Contact Chuck Wright at (617) 564-4250 for more information. Sea kayakers might find this of interest also.



JUNE 23: 3RD ANNUAL L.L. BEAN CANOE DAY, YARMOUTH WATERWORKS, YARMOUTH, ME.

L.L. Bean sponsors this all day canoe outing starting at 9 a.m. Bring your own canoe, try one of theirs. There will be various vendors on hand with tryout canoes, introductory canoeing instruction, and a 3 mile race. Sea kayaks will also be available for tryout. For further details and registration, call L.L. Bean at (207) 865-4761, Ext. 2106.



ANTIQUE & CLASSIC CRAFT INVITED:

Mystic Seaport Museum will have applications for participation in the 1984 Antique & Classic Craft Rendezvous available as of June 1st and interested boat owners are invited to apply. Wooden power or sail craft built before 1940 which have permanent on-board living accommodations and are capable of arriving at the Seaport under their own power are eligible. The event is scheduled for July 27th and 28th, with an evening dock-side rendezvous on Friday and a dress ship inspection and downriver parade on Saturday. In recent years about 40 boats have taken part and as many as 10,000 spectators have lined the banks of the Mystic River for the Saturday afternoon downriver parade of these elegant boats led by the steamboat Sabino with its on-board dixieland band in full swing. Contact the Antique & Classic Boat Rendezvous Committee, Mystic Seaport Museum, Mystic, CT 06355 for applications and information.

JUNE 23 & 24: OCEAN SURFING FOR SEA KAYAKERS, RHODE ISLAND AREA.

This is a tentative trip planned, more details next issue, or contact Chuck Sutherland at (914) 769-1651.

JUNE 28: 4TH ANNUAL ADIRONDACK GUIDEBOAT SHOW, SARANAC LAKE, NY:

This is a long weekend show of traditional Adirondack Guideboats held at the Harrietstown Town Hall in Saranac Lake, NY. There is also a race for guideboats and similar watercraft planned. We'll have more details in our June 1st issue, or you can contact Kathleen Ivimey at (518) 891-1990.

JUNE 30: 3RD ANNUAL ANTIQUE & CLASSIC BOAT SHOW & PARADE, BAY SHORE, NY.

The Long Island Chapter of the Antique & Classic Boat Society hosts this first gathering of the season for classic boats at the Bay Shore Yacht Club. It is open to the public at no admission charge from 10 a.m. until 2 p.m. In the later afternoon the runabouts will race in Great South Bay and parade along nearby canals. For further details on participation or spectating, contact Bob Melrose at (516) 549-8137.

ON BUILDING A GOOD LITTLE SKIFF
"Give a man a ship he can sail!"
I hum as I shape the hull
Of a skiff designed by a seaman
Acquainted with tide and gull.

No fiberglass-plywood-findangler
That blurs tradition with speed,
But oak ribbed, a cedar copper nailer,
Seablown, of Man's deepest need.

Though an inland life be my lot,
There is knowledge that cries to be known
Like the pitting of sinew to wave,
And wind driving salt to the bone.

One day I shall launch her and sail her.
Her kindly ways will show me
Through eloquent lines the designer
planned,
The lessons he learned from the sea.

(In appreciation of R.D. Culler)
Walter Field Sargent

16' OLD TOWN SPONSON SAILING CANOE. Serial #161730, Grade AA, Model OTCA. Canvas on wood, built June 1954. \$1500.
JOHN DOWST, Smithfield, RI (401) 231-3752. (25)

STORM DAMAGED LOWELL 19, built 1936. Hull holed, no rudder. Deck, centerboard trunk, rigging, sails, Seagull 4.6 all OK. For a loving rebuilder, she's a sad looking beauty. \$600.
BILL LESSER, Salem, MA (617) 745-8123. (25)

ESKIMO 17, white w/smoke gray trim, two hatches, two bulkheads, expedition equipped. With compass. \$950.
DIRIGO BOATWORKS, Blue Hill, ME (207) 374-5340 or (207) 374-2877. (25)

27' SHARPIE GAFF SLOOP, 8' beam x 1-1/2' draft. Built 1959, cedar on oak. Rugged and simple. With 10hp Chrysler O/B. \$6500.
STEVE WALKER, Nantucket, MA (617) 228-1144 8 to 5. (25)

CUSTOM 22' FIBERGLASS SLOOP. One off balsa core. Traditional overnighter with fresh water cooled diesel. Top grade materials and construction. Will appeal only to experienced yachtsmen who appreciate quality.. New, to be launched spring of 1984.
A.J. ZINK, JR. Andover, MA (617) 475-3897. (25)

CLASSIC OLD TOWN CANOE: Canvas on wood design with sponsons. Recently restored to mint condition. Asking \$900.
KEN BLAKELEY, So. Wellfleet, MA (617) 349-2460 5 to 8 p.m. (23)

CANOE-KAYAK PLANS: 16' wood/canvas, can be fiberglassed/ Free catalog.
TRAILCRAFT, Box 392M, Concordia, KS 66901. (23)

WANTED: For 23' SEA SPRITE, used halliard (mast) winch, winches for jib, jib. Also 10' x 20' plus winter cover, useable flotation vests.
T. HIGHAM, Box 155, Osterville, MA 02655. (23)

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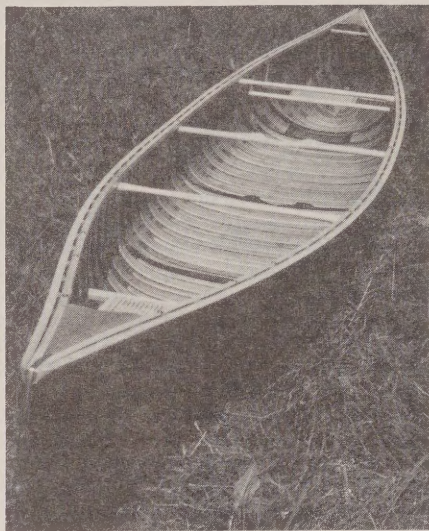
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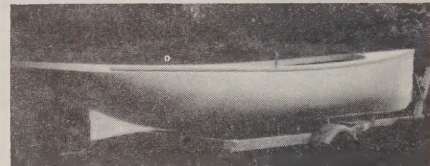
"ROLLS ROYCE of canoes", it's been called. The 18' OAT Canoe Maine Guide model seen at the Wooden Boat Show. This is a wood/canvas wilderness touring design. Never been launched - \$2800.00.
14' PENN YAN fishing boat - strip plank cedar on oak. Excellent condition; with mooring cover. \$1500.00.
OAT CANOE CO. RFD #1, Box 4100, Mt. Vernon, ME 04352. (207) 293-2694. (25)

1977 3.9HP VOLVO OUTBOARD long shaft sail motor. Has battery charging capability. Needs only a little care to push your sailboat or heavy skiff. Also have motor bracket. \$150.
JOE HOLT, Mattapoisett, MA (617) 758-4986. (25)

26' SKIPJACK "RACHEL". Traditionally built 1974 - crossplanked bottom - 17' open cockpit, dacron sails. Presently in Madaket Nantucket. \$3,000.
DAVE KNOWLTON, Ipswich, MA (617) 356-5121 weekdays until 6 PM. (25)

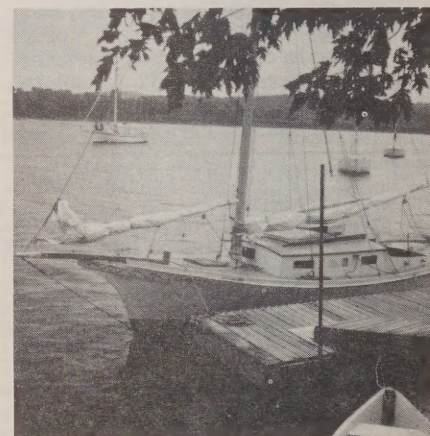
12' WHITEHALL BOAT, heavy lay-up glass hull by Seaway Boats, Boothbay, Me. Fiberglass centerboard trunk cased in mahogany, all seats and rail pieces roughed out in rare aggathis wood (like blond teak). Bought as bare hull several years ago, then lost interest in project. It would make a beautiful rowing/sailing Whitehall, when complete would be worth \$2500 or more. Asking \$875.00.
PETE LANZA, Holliston, MA (617) 429-5495. (25)

INTERNATIONAL 14 SAILING DINGHY, '50's vintage. Cold molded, excellent shape, custom cradle, two rigs, good sails. A classic. Asking \$2,000.
HARRY C. DUDLEY, Manchester, MA (617) 526-1176 aft. 4 p.m. (25)



TRADITIONAL c. 1900 style 20' electric launch. 5-1/2 knots, 70 mile range, charge overnight. Carries five. Honeywell motor and all commercial/marine grade components.
CARTER MANN, Box 891, Camden, ME 04843. (207) 236-2525. (25)

BARNEGAT BAY SNEAKBOX 15' LOA. Perrine built, vintage classic fiberglassed over cedar planking. Hull and dacron sail in good condition. \$500.
JIM COOPER, 953 Union Valley Rd., W. Milford, NJ 07480. (201) 291-5724 after 6 PM. (25)



24' CENTERBOARD SLOOP. Gaff rig, dacron sails, cedar on oak, teak trim, ash blocks. 10hp Mercury. Approx. 20 hours use on this boat, no time to use her. Design for NEW SISTER as seen in PRACTICAL SMALL BOAT DESIGNS by John Atkin. Asking \$9000.
R.K. WILMES, Box 192, East Haddam, CT 06423. (203) 873-1051. (24)

15' WHITEHALL. Bright transom, sheer strakes, thwarts and sternsheets. Fast pulling boat. \$1700.
DEAN WALKER, Kittery, ME (207) 439-0747. (24)

17' OLYMPIC SPRINT CANOE, brand new fiberglass, \$200. 13' C1 SLALOM PLAYBOAT, Ultramax, kevlar, much used, \$150. 14' C-1 WILDUSTER CANOE, Rock-Schmidt, much used, \$200. All prices negotiable.
BILL REAGAN, Marblehead, MA (617) 631-2124 or (617) 887-2197. (24)

Looking for a Boat or Gear?

BOAT SHOP FOR RENT: Upstate New York area. Heavy floors, smack on the river. No tools.
BLACK RIVER GENERAL STORE, Forestport, NY (315) 392-5821. (24)

29' RICHARDSON CRUISEABOUT, 1929. All new bottom planks, ribs and floor timbers. Topsides refastened. In excellent structural condition with no rot. The interior is roughed in. She needs finish work and an aft deck. Have rebuilt Chrysler Crown 225 as an option. Asking \$2500. Must sell.
ED VIOLA, Mattituck, NY (516) 298-9518. (24)

OLD TOWN CANOE #86806, 18' Grade CS, model ATCA. Oak deck, thwarts, seats. Spruce gunwales. Dark green as original. Shipped new 7/15/25. Near excellent condition. \$450.
WICK WARRICK, Rye, NH (603) 964-8367. (25)

17' PEN YANN RUNABOUT, 1964. With wooden framed windshield. Ply lapstrake. Two axle Mastercraft trailer, '74 Evinrude 85hp. \$1500. Can be seen in Thousand Islands, NY.
COLEMAN BAKER, Waterbury Ctr. VT (802) 244-7024. (24)

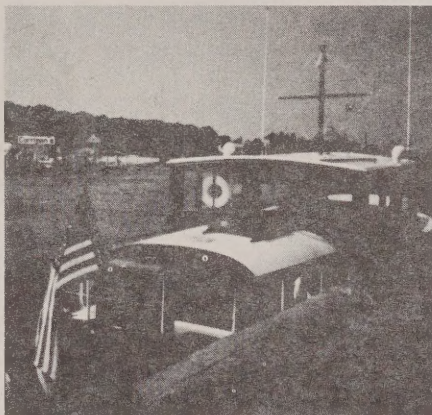
WANTED: Oarmaster with short outriggers for 7' 6" oars. also oars. Trade or cash.
MR. PELAGIC, Concord, MA (617) 259-9006 or (617) 369-2519. (24)

15' CANOE/KAYAK. 29" beam, canvas over VG fir. Built '83, used one season. Single or double paddled for one or two people or sail with cat yawl rig/rudder/bolt-on keel. Super impulse boat. \$1100.
RICHARD ZAPF, Georgetown, MA (617) 352-6135 eves. (24)

KLEPPER AERIUS II, complete sailing rig, motor mount, spray skirt, other extras. \$600.
DUNCAN SOMERVILLE, P.O. Box 262, Collinsville, CT 06022. (203) 673-4058. (24)

19' DOUBLE ENDER, 1984, fiberglass with 5hp OB and 1984 galv. trailer. Boat is unfinished. B.O. over \$1200.
H.B. SICKOLL, 881 Temple St. Whitman, MA 02382. (24)

ILLUSTRATED PLANS LIST: 16 boats, 9' to 54', dinghies, canoes, pulling boats, cat boats, auxiliaries. Four unique inexpensive passive solar barns, sheds. \$1.
MONFORT ASSOCIATES, RFD #2, Box 1490MA, Wiscasset, ME 04578. (24)



38' ELCO CLASSIC MOTOR YACHT: 1929 pilothouse, aft cabin model, very original. Bristol brightwork. Two double staterooms, two heads, hotwater, Datamarine depth sounder, Motorola radio, Penyan dink. Leader of Antique Rendezvous Parade at Mystic Seaport in 1982 and 1983. Excellent boat for extended cruising in classic style.
PAUL HENNEFORTH, Southampton, NY (516) 283-4333. (23)

WANTED: KLEPPER FOLDING KAYAK.
BILL LOZANO, Suffern, NY. (914) 357-3448 (home), (201) 767-7900 XT. 257 (work). (23)

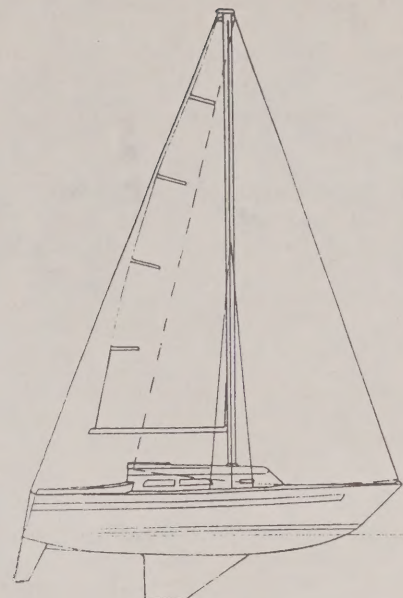
20' CHRIS CRAFT lapstrake inboard V-8, 283 engine. Also includes accessories and tandem trailer. In good condition. \$2200.
ALEXANDER SWEENIE, Ipswich, MA (617) 356-2617. (24)

12' SAN FRANCISCO PELICAN, great family day sailer, fir marine ply on Honduras mahogany framing. \$3500 with sails. Brand new.
OLD WHARF DORY, Wellfleet, MA. (617) 349-2383. (24)

NEW WELL BUILT DN ICEBOAT FUS-ELAGE: Plank, tiller, unpainted, no hardware. \$175.
ARTHUR SPEAR, Gloucester, MA (617) 281-1464. (23)

10' 2-1/2" YACHT TENDER. Juniper on ash, copper riveted. Sweet lines, saucy sheer, delicate wineglass transom. With custom spruce oars. \$2600.
ABE BAGGINS, Camden, ME (207) 236-2908. (23)

12-1/2' DAYSAILER SLOOP, built 1980. Excellent cond. cover, Harken blocks, extras. \$2450, \$1000 under replacement. Inspectable.
RICHMOND SWEET, Barrington, RI (401) 245-3736. (25)



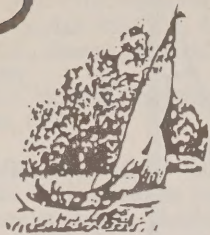
1977 O'DAY 27, documented, OMC Sail-drive with folding prop, installed 1980. Main, jib, genoa, lifelines with netting, well equipped cruiser/racer, asking \$22,500.
JOHN RYALL, So. Dartmouth, MA (617) 997-4498. (23)

WANTED: Trailer for a 16' launch, approximately 1000 lbs capacity. Good condition, good value.
BOB ATTENBOROUGH, E. Hartford, CT. (203) 528-5547. (23)

TRADITIONAL SMALL BOATS: 8'x4'3" moulded pram dinghy, round bottom, lapstrake built. **9'x3'8"** flat bottom dinghy, double planked bottom and lapstrake sides. **10'x4'** flat bottom dinghy, double planked bottom and lapstrake sides. **12'x4'** Newcastle One Design, V-quartered sailing skiff, 65 sq. ft. standing lug-sail. Daggerboard and kickup rudder, two rowing stations. Utility racing skiff. All skiff orders should allow 6 to 8 weeks for delivery. Port Orford cedar and black locust, white oak, Douglas fir, bronze and copper used throughout. These are traditionally hand-crafted vessels that can be car-topped easily to the water. Also, **23'x10'** William Garden Catboat, double planked, 12hp BMW diesel inboard. Racing cruiser, 420 sq. ft. gaff rigged. Only three to be built. 90 day delivery.
EMC JOINERSHOP, P.O. Box 133, Newcastle, ME 04553. Write today! (TF)



GEODESIC KEVLAR 12' 10 lb canoe plans. Station Patterns ... Instruction manual ... Suppliers list \$19.95.
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The classic "Townie" built first in
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