

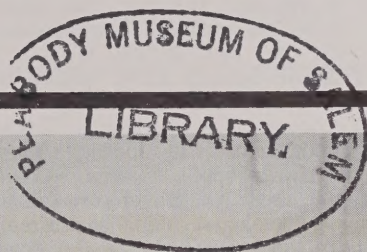


messing about in BOATS

Twice a Month!

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September 15, 1984





messing about in BOATS

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Our Next Issue...

will be mostly about the Wooden Boat Show in late August, a number of interesting people and products that caught our attention. We'll also carry another installment of that rowing to Alaska trip, something on trying to enjoy the natural beauty of Massachusetts' huge Quabbin Reservoir in a traditional boat instead of the "regulation" aluminum outboards required, a feature on a woman who was paddling around in a kayak 40 years ago when it was almost weird to do so. Probably that'll do it, but then, who knows...

On the Cover...

Enjoying the pleasures of owning a big catboat can include sitting back on the boom with the sail as backrest as you reach across the sound and looking aloft contemplating what an even bigger sail might do for boat performance.

Commentary



BOB HICKS

Notice the new photo at the head of this column? About time? Well, a number of readers assumed the original was taken on my own boat, looked pretty big too. But, it was from a visit to Mystic Seaport a few years ago and that hatch is on the L.A. DUNTON Gloucester schooner. Why the change? Update, maybe, but mostly just because a newer photo finally came to hand. When one does just about all the picture taking, one is not usually the subject photographed. And, no, the kayak paddling shot does not indicate an increasing focus on that particular aspect of messing about in boats, it really reflects the continuing broadening of my viewpoint. Trying all those different sorts of boats, and messing about, and...

From time to time a reader will comment that I seem to be concentrating on some certain sort of boating, usually because several issues in a row carried articles on it, again usually because it happened to be topical at that time. But a look over several month's worth of issues will illustrate that my attention sort of wanders all over, in response to things that are going on.

To those readers who inquire about more articles on building, restoring and such, I explain that that is winter time stuff, right now there's so much going on afloat that the back in the shop items just have to wait. There's a long cold winter coming and that's when I like to get into the shops, near the stove, and talk to the people doing interesting things to their boats, new or old.

The variety of on the water activities available to us all is broad, and I have been to many different sorts of occasions, I'm talking about organized gatherings of boat nuts. I personally like those with action, be they races in which the participants can be seen exerting themselves, or gatherings where one can try out the various boats on hand. The "show" event is probably my least favorite, I can stand just so much looking at beautiful boats before the thrill is gone. The antique and classic meets tend to be static in that boats are there for show, parked, moored securely, often with various hatches open to reveal the gleaming powerplants. The purpose is to win awards for appearance and faithfulness to original, and I'm not faulting the

concept. It's just that there is not much action. Nobody gets to go aboard many of these gleaming gems, again understandable. Few of them fire up and go out to make a pass or two under power. At Lake George last year the several Gold Cup boats of yesteryear on hand did go out and cut some laps on the lake, and did the crowd ever pack the shoreline vantage points to see that. I'd love to see a big laker fire up, ease away from the dock, and motor by. Maybe they do, but not when I've been around. Even more, I'd love to ride in one. Who wouldn't?

Look at the steamboat guys. They spend all day taking people out for rides, it's integral to their enjoyment of their unique craft. By their nature, steamboats are not usually as immaculate as the varnished runabouts and lakers, so maybe it is easier to welcome aboard strangers for a ride. Whatever it is, I like it. At the recent antique and classic show on Lake Winnepesaukee, a steamboat was the only boat in action the Sunday midday I dropped by. The guy was having a grand time.

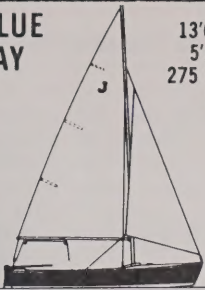
One thing some of the antique and classic meets do have is a parade or concourse de elegance, the boats do get going and parade by the assembled multitude. On these occasions the more inspired owners/crews dolly up in the sort of outfits worn by original era owners, and even add some period music. These transform the static look-at-em meet into a show that captures one's attention and admiration.

All this rambling around this subject sort of jells down to the fact that boats, like cars, are meant to do something other than just sit there and be admired. Given all the need to protect fancywork and costly finishes, it would be a nice improvement, I think, at the classic boat meets, to develop more action, get the boats, at least some of them, moving. If one cannot do more than look on, that's okay, if something is happening. Which is what I like about those steamboat guys, and the people who own the small rowing and sailing craft that are made available for others to try out at small craft meets. Even the commercial trade shows with in the water tryouts have this appeal. No, I'm not likely to be buying the boat, but I sure don't pass up the chance to give it a go.

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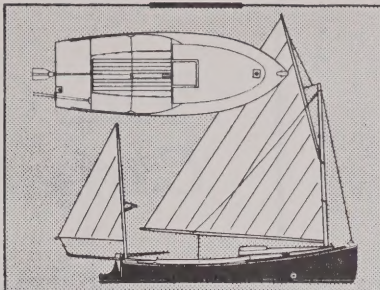
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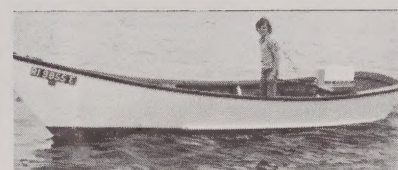
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TOWN CLASS



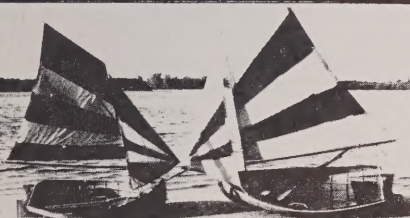
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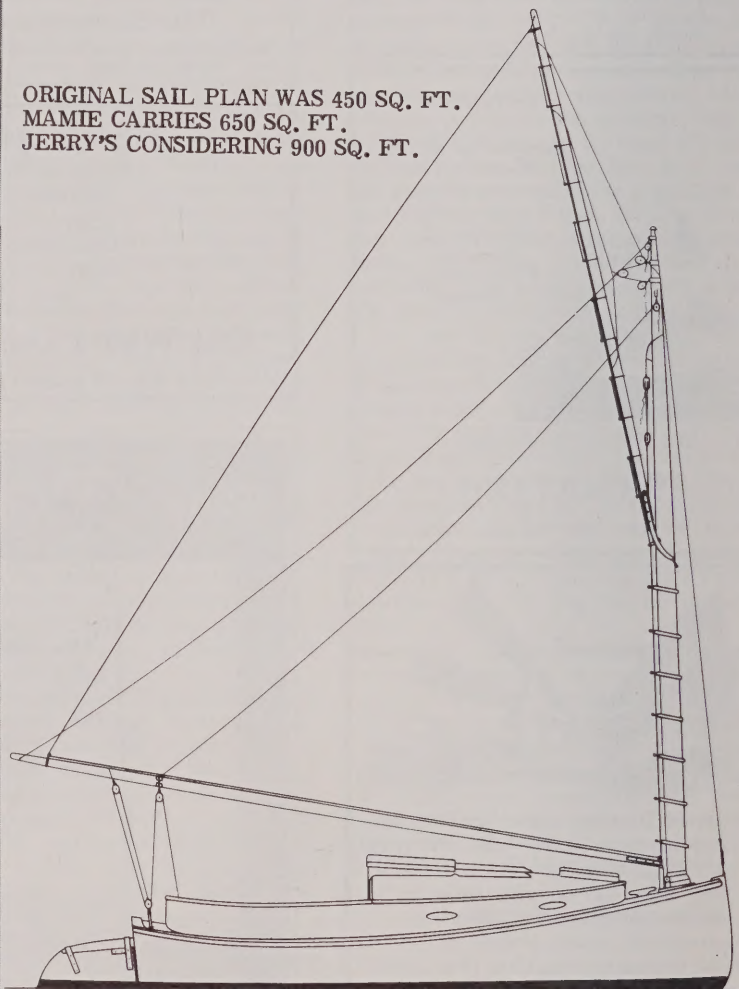
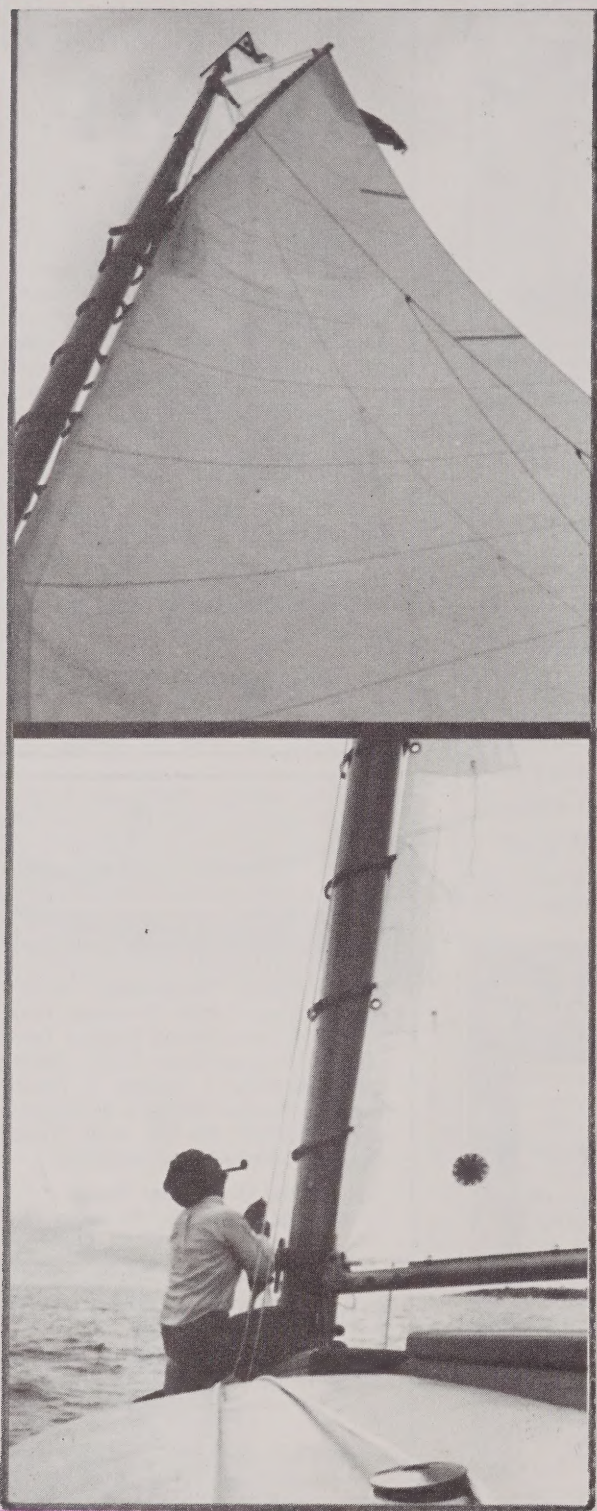
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The rules were succinct: No protest will be accepted, rules of the road apply. Anchored start with sails furled. Simple stuff. It was the 4th annual Catboat Association race on the Massachusetts north shore, organized near Manchester by Jerry Jodice. So I decided to accept Jerry's invitation to ride along in his 25 foot Fenwick William's designed catboat, MAMIE, see what racing a catboat is all about. Of course they do race, but catboats appear to me as somewhat plump and funky craft more suited to sedate and sociable cruising.

And so on July 28th that's what finally did happen, we went on a sedate and sociable cruise, for of the 17 entrants who had signed up beforehand, only one turned out, two lads from Essex in a Beetle Cat. Nobody else. Nobody called either. How come? Bad weather on the Friday may have discouraged some who were to sail in Friday afternoon for Saturday's event. But others located right around Salem Sound never budged off their moorings.

Jerry had things all set up for the expected entry, but he took the disap-

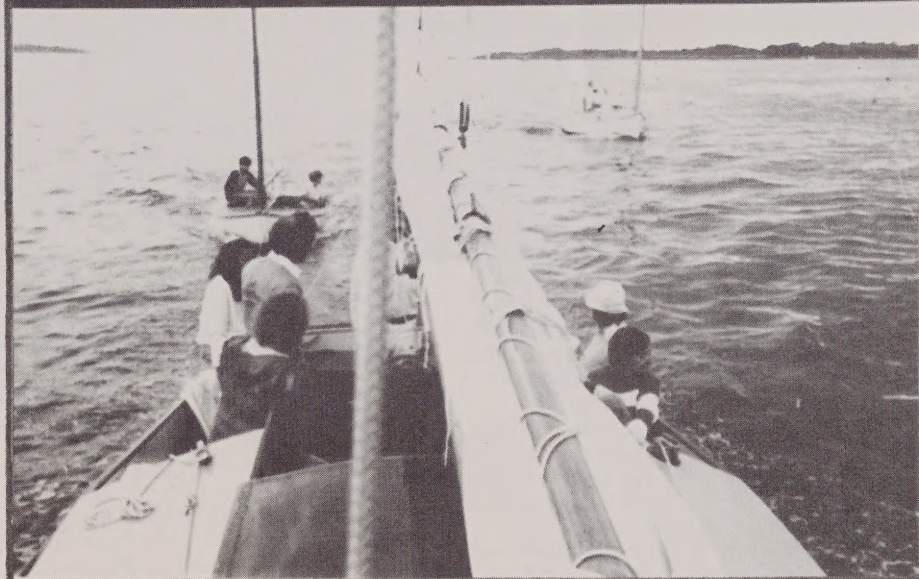
pointment in stride and 8 of us got aboard MAMIE for a cruise over to Marblehead and back. The boys in the Beetle came along too, not that far back, although in the light airs, that 650 square feet of mainsail on Jerry's boat worked to advantage.

"So what does this one do for you that the 22' Marshall didn't," I asked our host. Jerry smiled around his ever present pipe and replied, "More room for more people, I like to cruise with a lot of friends." Well, that was certainly so. The 8 of us lolled about this very big

25 footer without any getting in each other's way. Jerry has had as many as 14 aboard, which seemed to be approaching capacity. Not only does he like to have a number of friends aboard for the social aspect, but he then draws on them for the extra hands needed to furl that monster sail. "Furling is the most difficult thing about handling this boat," he will tell you. The 30 foot boom hangs way out beyond the transom despite its right up in the bow hookup with the mast. The lazy jacks catch the cloth as it flakes down over the cockpit area, but there's still an awful lot of folding and tucking needed to get it all neatly put away.

Wine, beer, calzone, cold cuts, a moderate light breeze, a seaway of two foot easy swells rolling in, a sky that looked troubled with chaotic clouds that were breaking up in the aftermath of the Friday rainstorm, hardly any other boats out in normally jam packed Salem Sound, all made for a nice five hour round trip across from Manchester to Marblehead. A trip through Marblehead's packed harbor under engine power, lunch there, added a bit of rubberneck opportunity to the day, lots of interesting big bucks yachts moored there. Enroute back we met another catboat, another couple from Essex had arrived too late in their 18' Marshall, and had sailed about near Misyery Island awaiting some sighting of MAMIE.

So the entire catboat fleet of three returned to Manchester and a shoreside cookout originally setup to feed the crews of 17. All those who found home even more comfy than their catboats on this mellow summer day missed a good outing. I began to gain a bit of insight into why those people who enjoy catboats are so committed to their craft. A boat unique to New England, and mainly concentrated around Cape Cod, the catboat in any length is a whole lot of boat with all sorts of room for that all important socializing. Six ton, 25 foot long by 12 foot beam MAMIE, with her 650 square foot sail, suits Jerry Jodice's boating needs perfectly. "I don't go much of anywhere," he says, "just cruising around here with friends." He likes his wooden craft, built for him by the Landing Boatshop of Kennebunkport, ME (see our July 15th issue). "It's a warmer sort of environment than my glass boat was," he'll explain, "but I'd have bought a glass boat if one had been available in this size with this sort of interior finish."



Top left: MAMIE is beamy as a catboat should be. Top right: Harold Burnham brought his Beetle Cat over from Essex, the only other boat to make it to the start. Bottom: The entire fleet of three returns to Manchester under power at day's end.

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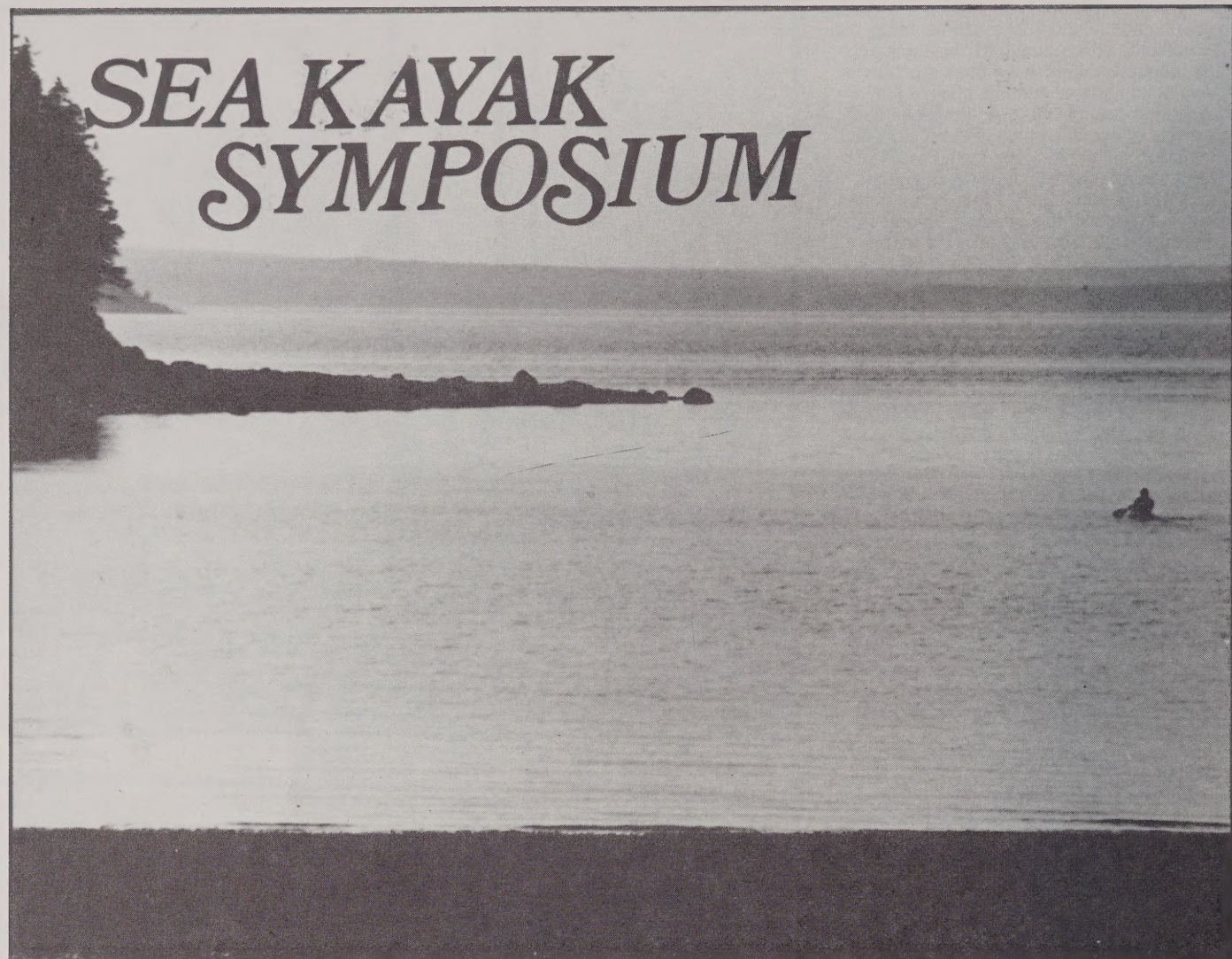
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SEA KAYAK SYMPOSIUM



Over 400 sea kayak enthusiasts attended the 1984 Sea Kayak Symposium at Castine, ME August 10-12, along with some 100 people in the trade. A new format worked really well, a two-track program, one track for beginners, for more experienced kayakers. This made a difference to the new people, for the 1983 affair had been heavy in the direction of assuming some expertise amongst those in attendance.

An outstanding group of teachers had been assembled by organizers, CANOE magazine and L.L. Bean. And the trade was on hand, not only with demon-

strator boats for tryouts, but with new stock for sale. The beach was turned into a sort of boat show, each exhibitor had a marked out space and the whole setup really worked.

Back to teaching, for that is the prime purpose of the affair. Chuck Sutherland of ANorAK (see sidebar feature) and Matt Broze of Seattle both carried the biggest loads, three seminars each, focussing on safety, basic seamanship and places to paddle. John Dowd presented two programs, one on choosing your boat and paddles, the other a rather neat pitch for the pleasures of doubles. Britisher Frank Goodman talked to the more adventurous about handling a boat in big water and integrating wind, wave and land into trip planning decisions. Tom Derrer opened the proceedings with an effort to de-mystify the sport, Ken Fink gave his oceanographer's talk on winds, waves and shoreline effects, Winston Shaw discussed navigation, Peggy and Dave Mitchell taught basic paddling technique, and Lee Moyer explained outfitting for day trips.

Saturday evenings program was a lengthy (complete with an intermission) slide presentation by Verlen Kruger on the 28,000 mile Ultimate Canoe Challenge he and Steve Landick undertook, in which they wove a tortuous route of paddling around and through the North

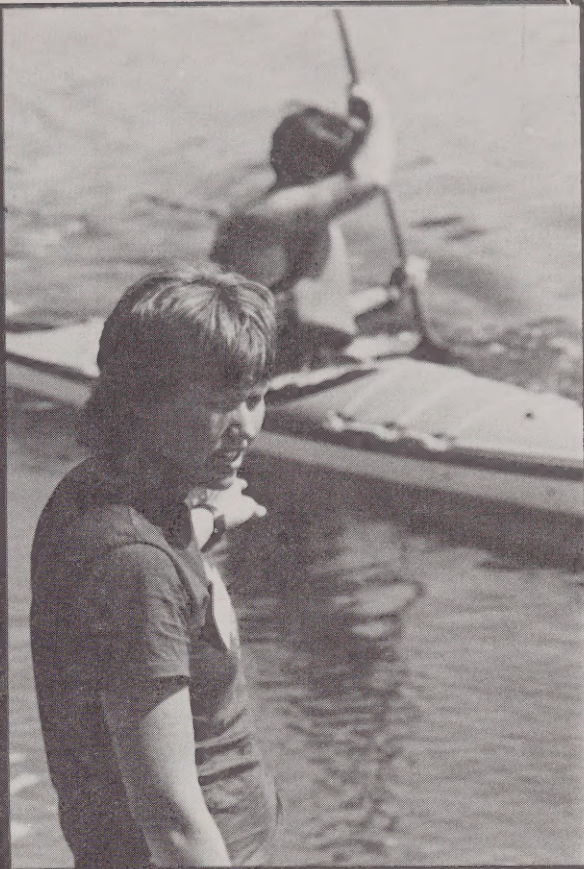
American continent, from Pacific to Atlantic, from Carribean to Arctic, and over most major rivers. What a trip, the show needed an all-day slot to do it justice.

The Symposium had a nice atmosphere despite its heavy trade overtones. While L.L. Bean was a major sponsor, other kayak firms whose products are not sold by Bean were invited in, and the pervasive Bean staff of uniformly polite sales people were always at hand but never pushy. The opportunity to try out an amazing array of all types of sea kayaks was much like trying to decide on what food to choose from an overwhelming buffet spread. The weather cooperated, Saturday sunny and mild, Sunday cloudier but mellow, not much breeze either day. Just right for novice paddlers.

Like similar gatherings for other sorts of activities, the formal program was supplemented by the camaraderie of a gathering of hundreds of like minded sports people. Long time acquaintances renewed contact and new friends were met by newcomers. The location is just right for facilities and water access, the program this year was rewarding to any level of expertise, the price was right. CANOE and Bean have hit on the formula that works.



Winston Shaw, Chuck Sutherland and Bob Walker ran a seminar on leading trips.



From top: Demonstration of various rescue techniques included this sort of thing. Instructor tips over intentionally. Another moves in, note arm arising from the water to grasp paddle shaft. "Of course, you cannot ALWAYS stand on the bottom to effect a rescue," Lee Moyer announces.

Report & Photos by Bob Hicks

Top: Peggy and Dave Mitchell displayed basic paddling techniques for a large crowd of novice onlookers. Bottom: Bart Hawthaway ran informal rolling instruction down on the beach.



Chuck and Lee Moyer demonstrate the two boat rescue technique that Chuck has employed successfully on several occasions this past season.



The Man from ANorAK

Report & Photos by Bob Hicks

He was really the only guy presenting programs at the Symposium who didn't have an axe to grind in sea kayaking. All the knowledgeable, experts bringing a whole lot of useful information to those on hand are in the business in one way or another, except Chuck Sutherland. He's a bio-chemist. And Chuck carried the biggest load, three separate programs, Basic Seamanship and Where to Go Kayaking for beginners, Trip Leading for advanced kayakers. He also was in on the rescue demonstrations, including demonstrating his own simple two boat rescue that works. Then down on the beach amidst a hundred or so new kayaks displayed by the trade and offered for sale, Chuck's two personal boats available for tryout. Starting it all off, Chuck was one of the Friday evening slide show features.

"This whole thing cost me plenty in time and money," Chuck admitted under some persistence on our part. Yes, he sure puts a lot into this sport of sea kayaking. He does it because he feels it gives him a lot and he wants to put something back.

So where does all this expertise come from? Years of experience and observation, years of paddling alone and with skilled friends and with unskilled strangers he takes along on outings. Out of this all Chuck Sutherland has distilled what he views as the essence of the recreational experience of sea kayaking. Not the hero level expedition stuff, he admires those who succeed at that, but realizes that the overwhelming majority of sea kayak adventures will be enjoyed close to home in familiar waters. He's now in a unique position to pass on this knowledge and information as editor and publisher of ANorAK, the newsletter for the Association of North Atlantic Kayakers.

Maybe that's a bit misleading of a title. There is no association, no membership, ANorAK is a publication that arrives six times a year for your \$7 subscription. ANorAK was originally conceived by Jim Chute and Ken Fink, both well known New England sea kayakers, but the burden of keeping it going

on a volunteer level proved to much and it was passed on to the willing hands of Chuck Sutherland down in Tuckahoe, NY where millions of people live and water access is tight. Chuck was interested in that sort of problem, that and safety. So he picked up the ANorAK paddle and has it moving. He gathers together the information from his own trips, and experiences, and that of others who are now contributing to the journal, gets it typed up ("I hate to type," he says) and stands at the Xerox machine at the office for hours running several hundred copies of a multi page publication through. It's a shoestring operation, the \$7 is covering Chuck's out-of-pocket costs but that's it.

Don't misconstrue this to mean he is feeling put upon, not so. He wants to do this and is determined to make ANorAK work as a source of information and guidance for sea kayakers here in the northeast. So he works hard at it. His three programs at the Symposium were an extension of this desire. So was the publication of the first ANorAK Paddling Guide. It's all part of how Chuck Sutherland enjoys his sea kayaking.

Chuck's slide shows are a delight. He carries a camera along on his paddling with a 300mm lens and shoots all sorts of wildlife and natural scenery. He was a birdwatcher before he was a kayaker, and when the whitewater kayak experience led eventually to the sea, he took along his love of birds and nature and his camera. His methodical systematic way of setting up his kayak includes provision for that camera and its use. Some of his slides from a solo trip to Monomoy Island off the elbow of Cape Cod are just enchanting, and his birds and seals appear in well composed vignettes. "I throw most of the pictures away," he explains. Only the good stuff is left. And it is good. He's shown his slides often. In May he drove all the way up to Salem, Mass. to show the pictures at the local traditional small craft club, where nearly 100 boat nuts were enchanted. He seemed more reticent than usual that evening, and at 4 a.m. next morning, rushed to the nearby hospital to have

a ruptured appendix removed. This then caused him to miss out in his role in an upcoming sea kayak conference at State University of New York organized by him and friend Ernie Palmieri. He did get back in time to sit on the beach on Sunday and watch the paddlers. A week later he was back on the water. "Just as soon as the wound stopped draining," he tells his listeners.

Chuck has paddled all along the northeast coast in places from Chesapeake Bay to Mt. Desert Island in eastern Maine. He paddles the urban areas as well as the backwaters and open sea coasts. He researches put-in locations wherever he goes, and notes details of islands and shore, sea conditions and wildlife. When he sits down to write of those trips, he has a concise, economical command of the language that nevertheless brings forth the feel of the experiences, not just an array of facts. It all shows up in ANorAK sooner or later. Despite his hating to type.

A major concern of Chuck's is safety, particularly for newcomers. He paddles year round, and often alone. In winter he is reluctant to take out inexperienced people. In one of his articles he remarked that on winter paddles, he did not plan on coming back up if he accidentally rolled, he planned on not having the accident, by picking his day and place and time. Several fatalities in 1983 prompted a substantial output of safety information from Chuck including a complete four page pamphlet on the subject. In fact, his near obsession with the subject began to make some of his acquaintances in the trade nervous, bad for business sort of thing.

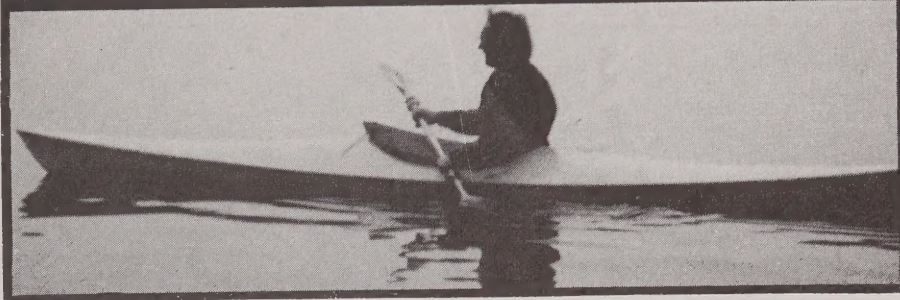
The man inspires confidence and admiration. This writer's very first sea kayak experience a year ago was with Chuck, a 10 mile paddle around Cape Ann on the Massachusetts north shore in a kayak he loaned me. He had no idea of my capabilities on the water, he knew I had no kayak experience whatever. While he obviously kept an eye out for me, he did not mother hen me and the trip went off so well as a result, Chuck mentions that he never hesitates to abort a trip if someone along seems in over his head. Figuratively if not literally. Even if he's driven a long way to be there. This selflessness reflects his commitment to the sport.

If sea kayaking appeals to you, you should be reading ANorAK. While we do publish a number of Chuck's trip reports, his ANorAK has much more detailed information of use to the new kayaker especially. And his first Paddling Guide is very useful also. In case you have not already been in touch with him, you can sign up for ANorAK (and the Paddling Guide too) by sending \$7 (\$3.75 extra for the Guide) to ANorAK, P.O. Box 444, Tuckahoe, NY 10707. It will be a big help to you, and you can help your fellow sea kayakers through ANorAK by arranging to send Chuck news of your own experiences that might be helpful to others. Chuck will see to it that the word gets out. That's the mission he has set for himself.

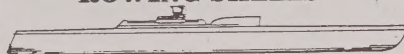
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SHOW TIME '84



Mystic Seaport

Grey skies did not dampen the spirits of the 9th annual Antique and Classic Boat Rendezvous at Mystic Seaport. Thirty-seven classic watercraft gathered at the maritime museum July 28 for the dress ship inspection and downriver parade.

From 12-meter sloops to steam launches, the vintage vessels invited comparison with fine wines that improve with age. The 101-year-old gaff-rigged cutter "Cristin", a converted oyster smack from New London, CT, won the award for the oldest boat in the Rendezvous. The 1883 boat is owned by Dr. Michael Friedmann of New London.

The fleet of power and sail boats, all wooden vessels constructed before 1940 and maintained in a manner faithful to the original appearance of the boat, competed for awards in 10 different categories. Four special citations were also made by the panel of 12 judges.

"Half Moon", a 1926 schooner from Greenwich, CT, won the distinction of "Best Sailboat". Designed by John Alden and built by Harvey Gamage, the 53-foot gaff-rigged schooner was owned for 50 years by Carey C. Morse. His "care and loving attention" is responsible for the remarkable condition of a boat the "Yachting" magazine calls the "definitive example of a well-owned yacht."

Summer time is show time for the antique and classic boats, and no less than four different shows all came together for us with this issue, so here's a look at them, thanks to those who sent us the reports on those I did not attend.

The judges made the award to the schooner's new owners, Mr. and Mrs. Don Lovelace of Greenwich. A special citation was made to Mr. Morse for his 50 years of care for "Half Moon".

The award for "Best Powerboat" went to "Red Witch", a Chris Craft built in Algonac, Michigan in 1929. The 38-foot commuter with a bright finish, is owned by A.K. Baker and R.B. MacKay of Oyster Bay, L.I.

"Flora" a 1906 oysterboat from Essex, cruised away with the prize for "Best Workboat" and charmed spectators with her ragtime band on deck as the parade boats passed. The bright red "Flora" is owned by Stuart Ingersoll of Essex, CT.

"Most Improved Sailboat" was "Stolze Dame" from Padanaram, MA. The 35-foot sailboat, designed by Sparkman and Stephens, dates to 1938. The boat is owned by Stuart Mauer.

"Most Improved Powerboat" was "Mis 'Chris", an Elco cruisette from Norwalk, CT. The 1926 boat is owned by John Lysobey.

Some of the boats' crews appeared in the costumes appropriate to their boat's era. Award in this category went to "Aphrodite" of Port Washington, NY for the most historically authentic costumes, and to "Proteus II" of Mystic, for the most entertaining costumes.

Henry Hock of Douglaston, NY won a citation for the "sailboat restored and/or maintained entirely by one family." Hock's 52-foot schooner "Herandis" was built in 1938.

Edgar Caffrey, owner of the powerboat "Old Glory", won a citation for his maintenance of the 58-footer out of Riverhead, NY.

Report by Lisa Brownell
Photo by Claire White Peterson

A special award was made to Ed McClave of Noank, CT for his restoration work. "His work on a number of boats is outstanding because of his thorough research, his understanding of original construction techniques and superb craftsmanship," said Donald P. Robinson director of ships' preservation at the Seaport.

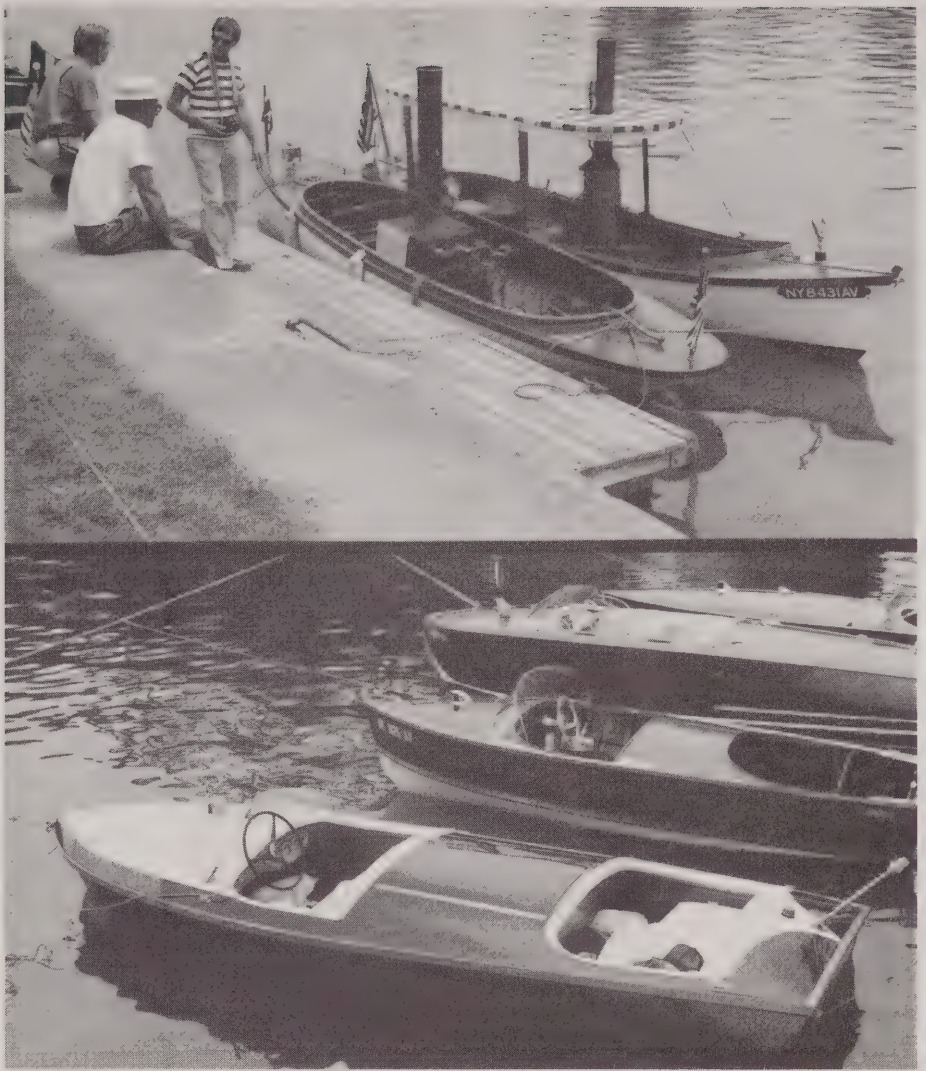
"Aphrodite", a boat that turned heads at the docks and on parade, won a citation for "best restoration in progress". The black powerboat with an unusual "torpedo" stern, was built in 1936 by the Purdy Boat Co. and was once used by Franklin D. Roosevelt as a commuter. The 70-foot "Aphrodite" is owned by John Pannell of Port Washington, NY.

Judges for this year's rendezvous were as follows: John Leonard (chairman), formerly of the ELCO co., from Lyme, CT; Donald Robinson, curator of ships and director of ships' preservation at Mystic Seaport Museum; Henry Palmer of Stonington, owner of the former Stonington Boatworks; Tom Benson, Director of the Museum of Yachting in Newport; Peter T. Vermilya, small craft specialist at the Mystic Seaport Museum; Waldo T. Howland, a Seaport trustee and former owner of Concordia Yachts; John Atkin, naval architect and marine surveyor, of Noroton, CT; James Giblin of Noank, a member of the Ships' Committee at the Seaport's Preservation Shipyard; Peter Barlow, marine photographer, of Westport, CT; Dana Hewson, supervisor of ships' maintenance at Mystic Seaport; Michael King, a classic boat owner from Long Island, NY; and Paul Coble, a marine surveyor of Newport, RI.

Finger Lakes

Thanks to reader Bruce Hall, we have a couple of photos of some of the boats displayed on July 21st at the Finger Lakes Antique & Classic Boat Society meet at Seneca Falls, NY. Bruce states this is an active chapter and that the show was nicely put on and received.

Top right: Two steamers, a 1915 Inge-son launch with a 1hp naptha engine and a replica launch fitted with a 100 year old engine. Bottom right, a Gar Wood Speedster and Runabout, Penn Yan Run-about and Mullins Sea Eagle. Below: The Mills Bros. traditional tender set off the varnished mahogany.



Clayton

Under sunny skies for the entire weekend, Clayton, N.Y.'s Shipyard Museum was jammed with visitors and exhibitors enjoying the oldest antique boat show in North America. There appeared to be something for everyone on the tall ship Black Jack, under full sail on Sunday's grand parade; the Gold Cup race boats operating in the bay; the beautiful St. Lawrence skiffs and other small craft on display and in action; and the elegant runabouts and launches, over 100 boats and 40 engines in all.

The show was enjoyed by approximately 5,000 visitors at the display complex during the weekend, with thousands more lining the Clayton waterfront for the grand parade on Sunday afternoon which was led by the Clayton fire boat "Last Chance". Hundreds of boats in the vicinity of the Clayton waterfront also enjoyed the weekend festivities as spectators.

The show was the culmination of almost an entire week of activities devoted to antique boating, with a very successful first jamboree of the Antique Powercraft Historical Society being held on Wednesday through Friday prior to the boat show. During the gathering C. Dale

Murray, owner and Chairman of the Board of Murray-Chris Craft, presented a check for \$5,000.00 to the Shipyard Museum's building fund in support of the development program underway at the museum.

A top team of judges gathered from all over the country to evaluate the entries for craftsmanship and other criteria.

Jay Higgins, President of the Antique and Classic Boat Society, presented the President's Trophy of the Society to Mr. & Mrs. James P. Lewis of Bartlett Point, Clayton and Vero Beach, Florida during the awards ceremony, in recognition of their many years of magnificent support to antique boating and the antique boating community.

The boat show was again sponsored by Key Bank of Northern New York, joined this year by Captain Morgan Spiced Rum. A delightful Captain Morgan Spiced Rum cake was enjoyed by many during the weekend.

During the awards presentation on Sunday afternoon, the first signed copy of blueprints and lines drawings for the St. Lawrence Sailing Skiff "Katherine" were presented to Cleveland E. Dodge,

Jr., who had this beautiful skiff restored and donated it to the Shipyard Museum. Copies of the lines drawings were also presented to each of the judges.

The grand parade on Sunday afternoon was a spectacular sight, with the tall ship Black Jack, the motorsailer Flying Gull, and the sloop Freyja proceeding under full sail down the channel in front of Clayton, and the parade of power boats proceeding down river along the Clayton waterfront inside the sailing vessels. Boats participating in the show ranged in age from the 1880 sailing canoe Cremona Clipper through 1984 replicas, including Trustee Bill Morgan's brand new 30' Hackercraft replica Miss Georgia, and in size from the 8 ft. long Rush-ton Canoe Susan Nipper and rowing craft Staraki through the 92 ft. brigantine Black Jack.

Top award winners were Free-Spirit, a 17' Old Town canvas canoe as Classic Boat of the Year, Freddy, a 15' steel hulled Mullins as Outboard of the Year, and Mirage, a 28' Gar Wood run-about as Antique Boat of the Year. Most participants said they would be back next year to enter the oldest of North America's antique boat shows.

Lake Winnepesaukee

By noon on Sunday many of the boats had left the Weirs, but enough remained, awaiting the 2 p.m. announcement of prizes, to make the trip to view the 1984 New England Antique & Classic Boat Show worthwhile. Additional docks made the show easier to organize into its various make and type subsections, and crowd pressure was not so great as on Saturday a year ago, making access to look over the boats much better. If any outstanding craft were missed because they were gone by midday Sunday, others still on hand were rewarding enough.

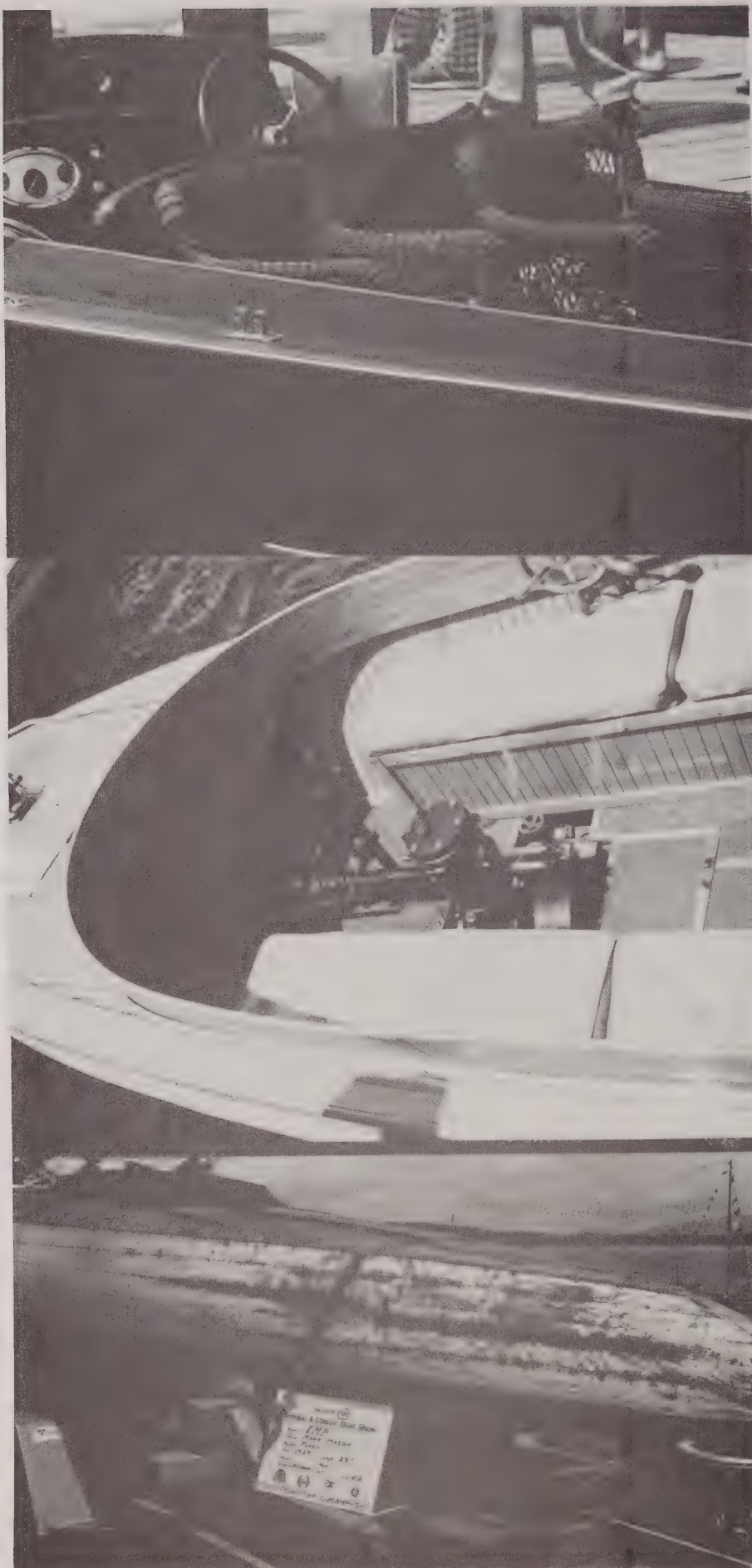
The show is predominately runabouts, open or semi enclosed, with few large motor or sailing yachts with live aboard facilities. Befitting its location, the show is strong on the sort of boat that was indigenous to a large lake, the "laker" types in particular are appropriate and interesting. A couple of sailboats and one steamboat set off the vast area of gleaming varnished mahogany, the steamboat in almost constant action ferrying interested onlookers up and down the waterfront.

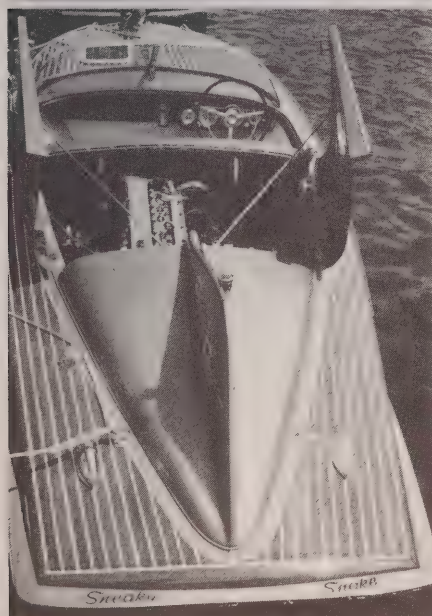
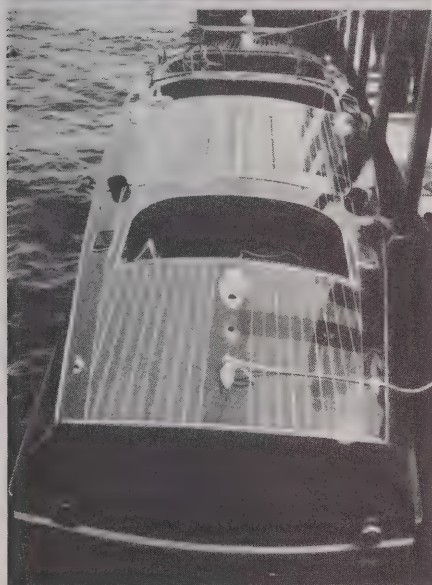
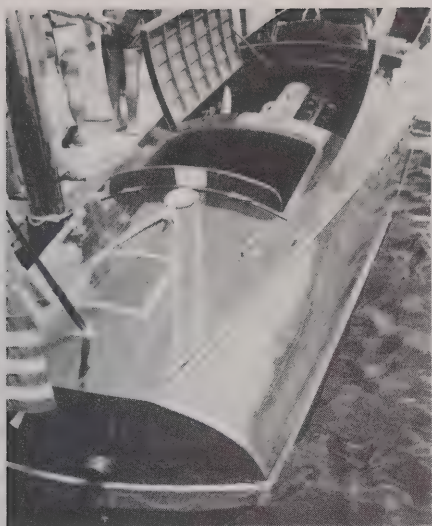
No Gold Cuppers were around, at least not by Sunday midday, and their excursions of last year were missed by us. One unrestored old racer was up on a trailer on land, Mark Mason's newest project (he owns the famed restored BABY BOOTLEGGERS).

Of all the craft that assemble for this meet each year, the "laker" has got to be the most fascinating. Long and narrow displacement hull with big heavy old straight eight or six motor, several cockpits, leather upholstery, gleaming nickel plating and varnished mahogany, they came into existence specifically for use on a large lake like Winnepesaukee and looking at one at dockside, one cannot help but fantasize on how it must be to fire up that big slow turning motor and head out onto the big lake for a cruise in elegant comfort. With no liveaboard facility, even on a 35 footer, a trip would end up back at the lakefront summer "cottage" as the boat would be eased into the boathouse at water's edge just below the cottage. What a life for a boat nut.

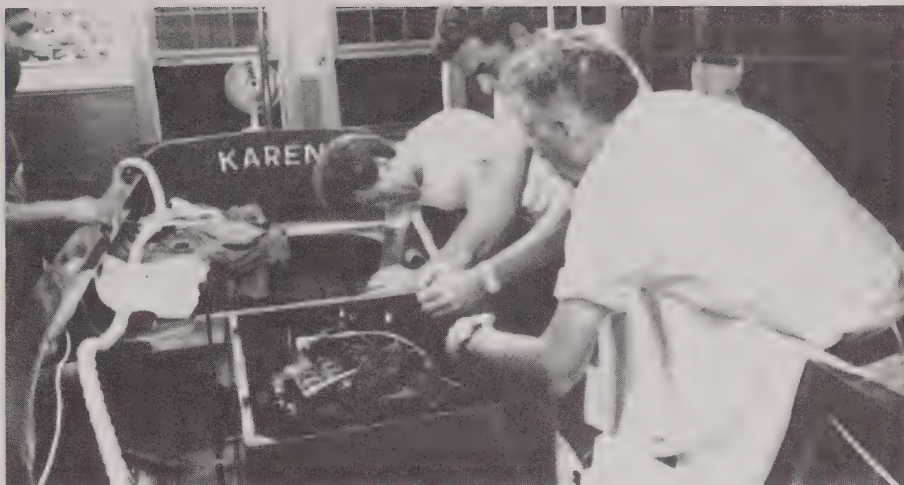
Report & Photos by Bob Hicks

Left from top: Gotta like those wicker chairs on the back "porch." A little engine that can in an old inboard launch. In the works by Mark Mason, this old Gold Cupper.





Above from top: Three fast movers, REBEL II belongs to Keith Vastelionus of Nashua, NH, ROARING TWENTIES is Bob Melrose's boat from Long Island and SNEAKY SNAKE is a Cobra owned by Howard Tubbs of Hyde Park, NY.



This is **THE ONE!**

Report & Photos by Bob Hicks

It was one of those frantic last minute projects, finishing off the little 14 foot starboard launch. On Thursday night Dave Peach had brother Ted and father Bill hard at work in the shop out back of their home compound in Marblehead wrapping up the details on a winter's restoration. "This is the one we point for every year," Dave explains, for Saturday and Sunday were the days for the New England Antique & Classic Boat Show on Lake Winnepesaukee in New Hampshire, and Dave ALWAYS has a boat to bring. "We'd like to do thers too, like Lake George, but just cannot find the time," Dave goes on. He and his father and brother run a small local construction company, a family business that leaves little time for long trips to faraway boat shows.

Dave sold the boat he had at the 1983 show during that weekend in 1983, it was a mid-30's Chris Craft utility that won several awards including best restored Chris Craft of its vintage. He needed the money for pressing medical expenses. Then in the fall he came up with the cute little starboard launch as

a winter project, and later on found the little 16hp four cylinder motor in an ad in MESSING ABOUT IN BOATS. By this summer the major work was done, but as always on such projects, the details just seemed to go on and on and on.

Dave quit at 3 a.m. Friday morning and later that day the family, wife Karen and two young sons, embarked for the New Hampshire weekend. The final small finishing touches were carried out at the dock at the Weirs on Saturday, but on Sunday, a careless refuelling attendant at a nearby marina allowed the gas tank to overflow, gas sloshed into the open bilge, but worse yet, also ran over the fresh foredeck varnish and down the starboard topsides, leaving a faint trail of stain behind it. So even on Sunday Dave was hard at it trying to repair this crazy turn of events. It all paid off, the boat took a second prize in the lakers and launches category, the smallest boat in the show. And the following week the boat was sold. So now, Dave Peach is looking for something to restore for his 1985 trip to Lake Winnepesaukee.



"How was your trip?"

That simple question is so difficult to answer. I have spent the five weeks since our return mulling over possible replies.

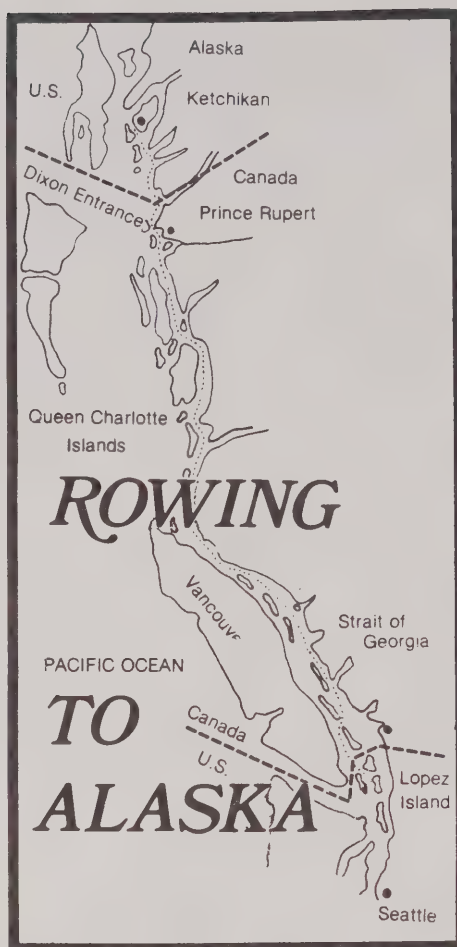
Rowing a small boat from Lopez Island, Washington, to Ketchikan, Alaska, is too complex a subject for a simple answer. Neither my husband, Pete, nor I, had really understood the magnitude of our undertaking until we were about a quarter of the way through our trip. Even then we could not foresee all that would or could occur on our adventure.

We are not young any more. Pete turned sixty two days out of Ketchikan, and I will be fifty-three this Fall. Pete suffers from arthritis in his wrists, shoulders and feet. We reasoned that our bodies would not be up to that level of stress very much longer, and if we were going to experience the Inland Passage at wave-top level, we had better go now.

The entire experience turned out to be a series of contrasts, wet vs. dry, cold vs. warm, dirty vs. clean, serenity vs. calamity, rough vs. calm, etc., etc.

It all started on January 29th, when we commissioned Jeremy Snapp, a Lopez Island wooden boat builder, to build a Swampscott Dory with double rowing stations and a downwind lug sail. The beautiful seventeen foot boat that he produced, gleamed with her fresh exterior coat of white paint and her oiled interior. Everywhere we went the "Surfbird" was admired for the beauty of her lines. In addition, we admired her for her sturdy seaworthiness and her responsiveness to our commands. She withstood tide rips, eight to ten foot seas, groundings on barnacles rocks, and winds over fifty knots. She sailed at four knots in soft blows of ten to twelve knots, but did not get too many opportunities to do so. Mostly we rowed - - - sixty-seven days, 536 hours. At the end of our trip, we barged her back to Seattle and drove her home to Lopez. We left a scraped and battered hulk for Jeremy to restore. She still had her pride, but not her beauty. Compared to her light and lithe lines on her unloaded, maiden voyage to Friday Harbor, she now appeared to be a weary dowager.

Of the sixty-seven rowing days, sixty had some amount of rain; sometimes in the form of intermittent showers, but often three to four days of non-stop rain. Some of the rains were of such intensity that we had to bail the boat out three times in one day. At Rivers Inlet, B.C. where the salmon fishing and the downpours are legendary, Pete arose twice in the night, donned full rain gear, and sloshed to the boat to bail her out. We both had visions of her wallowing in water to her gunwales. It rains so hard there that raindrops hit the water's surface and rebound three inches into the air. Because of the almost constant dampness, we found ourselves daily climbing into wet socks, soggy jeans and molding boots. We reasoned that the odor in our tent would repel most carnivorous animals, so we did not waste much energy on fearing attacks from wildlife.



2~ Adventure in Contrasts

The flip side of that coin, was our infrequent days of sunshine. They seldom came back-to-back, so we treasured each one, and used them to full advantage. Each sunny day found our campsite littered with camping gear and drying clothing, freshly washed in salt water. We usually ducked in ourselves for a salty bath followed by a rinse from our portable bag-shower. We reveled in being able to cook over crackling beach fires instead of the one-pot-at-a-time meals created on our one-burner camp stove while huddled under dripping cedars. The sun also allowed us to see to the tops of the surrounding hills and waterfalls, so seldom clear of misty clouds.

Cleanliness became a driving need during the entire trip. As I glance down at my neatly filed and manicured nails, I can't help but remember the broken and dirt-filled finger nails of the past few months. It was impossible to maintain clean hands, or any other body part, while rowing a dory to Alaska. Every chore demanded hand and arm power. Unloading

the boat elicited grunts of "Ugh!" as each waterlogged bag was pulled out and dragged to our campsite. Setting up camp and cooking in soot-covered pots soon turned every piece of clothing or bared skin surface into grime. Squatting between driftwood logs or piles of rock to take care of necessary body functions did not add to cleanliness either. Nor did the process of dishwashing. Somehow swabbing at grease-coated plates and cutlery in cold sea-water did little for the dishes and nothing for my hands, except add to the salt crust and wrinkles. The joys of sitting on a clean toilet-seat, washing dishes in hot, sudsy water and standing under a pelting, hot shower cannot be fully described on paper. Pete found himself looking for the manufacturer of the shower head in a Prince Rupert motel. The regained pleasure of his shower was so exquisite, he felt he should write the company, extolling the shower's virtues.

Although we did not suffer from extremes in temperature, there were days when we would arrive at a potential campsite feeling damp and chilled. Usually it had rained off and on during the day, and the wind had blown from the southwest hard enough to work through our layers of cotton, wool, and rubberized rain-gear to cause a slight shiver or two when we ceased rowing. It was on those days that a beach fire would have been so welcome. But, of course, it was on those days that a beach fire was out of the question. We would set up camp quickly and climb into our sleeping bags to catch a brief nap, and warm the limbs before dinner.

There were so few days of sun, I can remember each distinctly. One of the warmest was the day we spent rowing from just north of Quarry Bay, on the mainland, to Westview, B.C. We had a ten-knot following wind, which, combined with rowing pushed us along at three-and-a-half to four knots an hour. The sun highlighted the water with silver sparkles and illuminated greens and blues from forests and sky. As the day wore on, we wore less and less, until pulling around Grief Point, we were clad in underwear and sunburns. Pete, being very fair-skinned, peeled from that day on to the end of the trip. His nose must have worked through six layers of skin, and his arms through hundreds of sun blisters. I reddened and darkened several shades, but shared the nose-peeling syndrome as well.

Now that I am once again counting calories, it is difficult to envision the gross amount of groceries and freshly caught seafood that we consumed during the summer. For the first time in my adult life, I was able to stuff down three big meals a day plus candy bars and snacks. It did not matter how many calories we consumed, we still lost weight. It was a lovely feeling to have a gap of several inches between me and my jeans, and Pete looked like a survivor of an enforced fast. Any time we reached a settlement, we would hit the local cafe and wolf down hot cheeseburgers and french fries. It seems the Canadians include french fries in every order. We

would scrape the last fry lovingly around the plate to pick up a remaining drop of grease, then buy apple pie-ala-mode to top it off. (As I write these words, I am nibbling on carrot and celery sticks.)

The sea conditions too, presented themselves in bewildering and baffling contrasts. One minute we would be rowing through calm and flat waters, and the next, without warning, roaring rivers of rips would appear and give us a wild, jolting ride. We never were able to apply any logic to their appearance or disappearance. We would edge out from our camping niche early in the morning, as we had been told that the winds came up in the afternoon, and the mornings were calm. Some days that would be true, but more often we were forced into battle at 6:00 or 7:00 A.M. Poking out of Wallace Bight off Finlayson Channel, we ran head-on into 15-20 knot winds which forced us into a two-hour, one-mile, battle to gain the comparative quiet of the Heikish Narrows. We could handle 14-16 knot winds, and waves up to three-and one-half feet, but anything beyond that sent us scurrying for cover. Often we would be forced to tuck in against a rock wall or tiny inlet to escape strong headwinds, and then, in a matter of minutes the same waters would be flat and quiet.

We learned early on that there was no predictability to anything. We simply started each day testing the weather and water. If we had waited for good weather reports, we would never have left the San Juan Islands. Each day presented some obstacle to overcome. Decisions had to be made quickly and on the spot. Our emotions ranged from joy to stark fear, with many gradations in between.

We concluded that we accomplished our goal only through unadulterated stubbornness and the desire to finish that which we had started. We came away with renewed appreciation of small pleasures: the warmth of a wood fire, hot running water, clean toilet facilities, soap, a hot pie fresh out of the oven, a good cup of brewed coffee, clean sheets, the company of family and friends, and the deep personal contentment that comes from having accomplished and shared something that was extremely difficult.

NEXT ISSUE: Nancy Ashenfelter discusses Preparation, Provisioning, Planning.

PADDLES & OARS



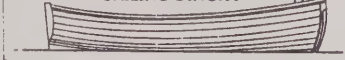
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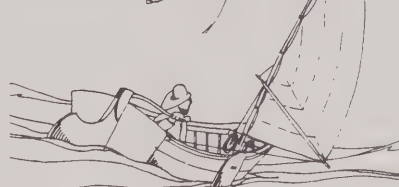


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What's happening...

SEPTEMBER 14 - 16: TRADITIONAL VESSEL WEEKEND AT STEAMBOAT DOC, ESSEX, CT.

Traditional plank on frame schooners and gaffers over 25 feet in length as well as marconi rigged craft of similar type and construction will engage in a number of races on the Connecticut River and out on nearby Long Island Sound. Smaller catboats and craft with gaff or lateen rigs will race in Essex harbor. Sponsors are the Connecticut River Foundation, Mount Gay and the Essex Boat Works, and headquarters for the weekend will be at the Foundation's River Museum, an 1878 steamboat warehouse on the river in Essex. Information and advanced registration are available by writing the Foundation, P.O. Box 261, Essex, CT 06426 or calling them at (203) 767-8269.

SEPTEMBER 15-19: WHITEWATER CANOE TRIP ON THE ALLAGASH.

Qualified whitewater canoeists can contact Bob Nixon at (617) 822-5768 for details and to confirm skill level.

SEPTEMBER 22-23: SACO RIVER CANOE OUTING.

For further particulars contact Judy O'Bryant at (617) 587-3370.

SEPTEMBER 20: 1930's SEAFARING FILMS, CUSTOM HOUSE MUSEUM, NEWBURYPORT, MA.

Giles Todd will show films from the 1930's as the Museum's indoor lecture series resume for the fall. Showing is at 8 p.m. at the Museum on Water St.

SEPTEMBER 22: WATERFRONT DAY & SECOND ANNUAL MIGHTY MERRIMACK DORY RACE, NEWBURYPORT, MA.

The Custom House Museum will host its first Waterfront Day on the Merrimack River adjacent to its building at 25 Water St in Newburyport, MA. A feature will be the second annual Mighty Merrimack Dory Race, a five mile row from Lowell's Boat Shop in Amesbury downriver to the Museum waterfront. Race starts at 2 p.m. Classes are scheduled for single and multi crewed sliding seat, single and multi crewed traditional, single and multi crewed non-traditional fixed seat. The original length restriction has been dropped. A \$4 pre-entry is charged per boat, \$6 post entry at Lowell's. Race time is 2 p.m. Information and entry forms can be obtained from the Custom House buryport, MA 01950. Onshore from noon to 5 p.m. will be small boat displays, food, drink, entertainment, and the Museum will be open for inspection of exhibits.

SEPTEMBER 22: SCHOONER RACE, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

About 30 schooners will rendezvous at the Seaport Friday night for a Saturday morning start of the race out on Long Island Sound. The schooners may be viewed by Museum visitors until about 6 p.m. on Saturday after the race is over. For further details contact the Museum at (203) 572-0711.

SEPTEMBER 22: IPSWICH RIVER CANOE TRIP & CLEANUP., TOPSFIELD, MA.

The Ipswich River Watershed Association sponsors this recreational and environmental day on the River for interested canoeists. For details call Ray at (617) 774-4493 or Jackie at (617) 887-9685 or Walt at (617) 887-8671.

SEPTEMBER 28-30: CRAFTSBURY TRADITIONAL SMALL CRAFT MEET, CRAFTSBURY COMMON, VT

Right at fall foliage time in northern Vermont, this weekend of enjoying traditional small boats on a lovely lake has caught on with TSCA folk. The program is unstructured with tryouts of boats brought by participants the major activity. Accommodations are available as are meals at the Craftsbury Center. Rates start at \$29/day/person American plan. Call the Craftsbury Center at (802) 586-2514 for reservations or information, or write to them at P.O. Box 31, Craftsbury Common, VT 05827.

SEPTEMBER 30: GREEN MOUNTAIN HEAD REGATTA, PUTNEY, VT.

This is an open rowing regatta on the Connecticut River, which includes racing shells. For details contact Eric Evans at (802) 387-5970.

OCTOBER 5-7: MID-ATLANTIC SMALL CRAFT FESTIVAL, ST MICHAELS, MD

While this event is outside of our normal geographical area, we are listing it here as we've had good reports on it from last year, a great gathering of traditional small craft and owners of the Chesapeake Bay area at the Chesapeake Bay Maritime Museum in St. Michaels on the Maryland eastern shore. The three day weekend includes many seminars, boat tryouts and races for traditional small craft. A full program pamphlet can be requested from the Chesapeake Bay Maritime Museum, St. Michaels, MD 21663.

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

OCTOBER 6: SIXTH ANNUAL SIPPICAN OCEAN ROWING REGATTA, MARION, MA.

This regatta is for Alden Ocean Shells only, over a 5.5 mile course in East, Marion, MA. Contact Richmond Viall III, 125 Cross Neck Rd., Marion, MA 02738 for further details.

OCTOBER 6 & 7: WHITEWATER CANOEING, WEST RIVER, ME.

Contact Bob Nixon at (617) 822-5768 for details and to confirm your own qualifications for participating.

OCTOBER 6-7 (TENTATIVE): XMAS COVE TSCA MEET, BREMEN, ME

The annual fall get together of traditional small craft enthusiasts at Christmas Cove, ME will move this year about 20 miles to Bremen on Muscongus Bay, due to unavailability of accommodations at the Cove Resort as in the past. The local TSCA Chapter will again host the affair where boat tryouts, and a Sunday morning cruise will be featured. All former registrants from bygone years will receive details by direct mail. If you have not attended before, call Dick Shew at (207) 644-8120 for last minute information or a copy of the information sheet sent to prior registrants. The date is marked tentative as of press time August 22nd but is probably firm, call to confirm if you do not receive direct mail information in time.

OCTOBER 6 - 8: CANOE EXPLORATION TRIP, BAXTER STATE PARK, ME.

Paddle Matagamon Lake at fall foliage time in this wilderness area of northwestern Maine. Send an SASE for details to Toby Lorenzen, Box 513, Bridgewater, MA 02324 or phone at (617) 947-6876.

OCTOBER 7: TIDAL CANOE OUTING, MARSHFIELD, MA.

Paddle the picturesque and historic tidal North River with Ruth Irwin. Details from Ruth at (617) 447-4637.

OCTOBER 20: CANOE TRIP, IPSWICH RIVER, TOPSFIELD, MA

This canoe trip is organized by the Ipswich River Watershed Ass'n and will leave from Salem St. in Topsfield, MA to go downstream through beautiful Wenham Swamp (Audubon Sanctuary) to end on Asbury St. in Hamilton, MA at Bradley Palmer State Park. Bring lunch. For details call Walt at (617) 887-8671 or Jackie at (617) 887-9685.

early enough to allow our readers to discover your plans and perhaps take part. Send details to BOATS, 29 Burley St. Wenham, MA 01984.

OCTOBER 21: HEAD OF THE CHARLES ROWING REGATTA, CHARLES RIVER, BOSTON & CAMBRIDGE, MA.

This is the BIG ONE for rowing shells, singles, doubles, fours, eights, men, women. An all day race, 40 events over a 3 mile course upstream from B.U. Bridge to Allston. Excellent viewing along the Charles and from several bridges. The top oarsmen and women in the country enter. No spectator or parking fees.

OCTOBER 27: SEA HERITAGE CONVENTION, HOLIDAY INN, NEW YORK, NY

Bernie Klay's Sea Heritage Foundation will host its annual convention at the New York City Holiday Inn for all those interested, members or not, in his view of old timey sea stuff. The program includes seminars on appreciating maritime art, antiques and old books, and a Sea Dog's Dinner featuring maritime artist John Stobart as guest. Admiral Nelson (re-incarnated!) will also address the assembled multitude and the X Seamans Institute will present a concert of sea chanteys. For more on all of this call Bernie Klay at (212) 343-9575.

SAILING CANOE RACING SCHEDULE

The canoe sailors of the American Canoe Association have a rather full calendar of races in New England and nearby New York and New Jersey for the rest of the fall. You can find out more by calling Larry Zuk in Concord, MA at (617) 369-6668.

SEPTEMBER 15-16: ACA Class Rally, Lake Massabesic, Auburn, NH. (617) 369-6668.

SEPTEMBER 16: Togetherness Trophy, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 22-23: ACA-AMC Sailing Cruise & Camp, Damariscotta, ME. (617) 251-4971.

SEPTEMBER 23: Year End Sailing Cruise, Jamaica Bay, NY. (212) 768-9589.

OCTOBER 6-8: Season Ender Sailing Cruise of Maine Lakes. (617) 369-6668.

CANOEING MAP OF IPSWICH RIVER

A comprehensive map of the entire Ipswich River watershed of some 32 miles is available from the Ipswich River Watershed Association for about \$3.50 folded. It shows over 22 access locations and includes a long description of the entire river trip environment with geographical and historical notes. While this is a "canoeing" map, it is useful for kayak or small rowing craft use, of course. The River continues to be at quite high levels as of mid-July due to much rain this spring and early summer, plenty of water still for enjoyable paddling. For your own copy, contact the Ipswich River Watershed Association, 562 Maple St. (at Essex Agricultural Institute), Hathorne, MA 01937. The map costs \$3.50 (folded).

CANOE CONSERVATION EDUCATION TRIPS SPONSORED BY CONNECTICUT RIVER WATERSHED COUNCIL:

A number of fall canoe trips on the upper Connecticut River between Vermont and New Hampshire have been scheduled by this group. You can obtain details on any of these by contacting the Upper Valley Office, 45 Lyme Rd. Hanover, NH 03755, phone (603) 643-5672. Trips are open to anyone interested, and one need not be an experienced canoeist to take part as instruction will be provided as needed. These are flat-water trips, not whitewater. Part of each trip is environmental lecture, discussion and viewing along each trip's route.

The dates and locations of these canoe trips are as follows:

SEPTEMBER 15: Moore Reservoir, to view the largest hydroelectric facility on the river and abundant bird life now in the area including possibly bald eagles. Bring binoculars. 8 miles.

SEPTEMBER 22: Hartland, VT to Cornish, NH to learn more of that area's history from a local historical expert. Discuss role of river as transportation medium in bygone times. 7 miles.

SEPTEMBER 29 & 30: Connecticut Lakes, the headwaters of the river. A 3 mile hike, 6 mile paddle, overnight at Lake Francis State Park.

FIFTH ANNUAL SMALL CRAFT DAY

Rowing races took place on the Piscataqua River in Portsmouth, NH on July 28th for traditional type boats sponsored by the local Seavey Island Rowing Club, Dolphin Striker Restaurant and the Navy League. Three events over a course on the River with its swift tidal currents took place. The first event was limited to Portsmouth Navy Yard personnel, all rowed Strawberry Banke wherries, two up in each. The team of John and Geoff Marshall defeated Dan O'Reilly and Norm Averill by 10 seconds in a nearly 14 minute event.

The second race for the Hannah Mariner Award was won by Sandy Adams and Hilly Arey in a Mocking Gull. This was the women's event. The Grand Challenge, open to all, saw Dan O'Reilly

OCTOBER 6 & 7: Newbury, VT to Orford, NH to view the various channels the river has made through this area over the years and how man's efforts to contain this don't always work out well. Autumn foliage will be at peak also. 17 miles with overnight at mouth of the Waits River.

OCTOBER 14: Newbury to Bradford, NH trip conducted by New Hampshire Audubon Society.

OCTOBER 20 & 21: Quabbin Reservoir, MA to view and learn about the largest inland body of water in Massachusetts and a proposed Connecticut River water diversion to the Reservoir.

On the lower river one trip is on schedule as follows:

SEPTEMBER 8 & 9: East Haddam to Old Saybrook Point, CT, a beautiful and little known section of the river. 17 miles and overnight. Contact the headquarters at 125 Combs Rd. Easthampton, MA 01027, (413) 584-0057 for details on this trip.

FEES & EQUIPMENT: The day trips cost \$10 per person (members) and \$14 for non-members. Overnights are \$35 and \$45 respectively. The fee includes canoes and equipment and instruction as needed. If you bring your own gear the price is reduced.

All trips embark overland from the Montshire Museum at 45 Lyme Rd. Hanover, NH.

and Norm Averill in Doug Martin's Mocking Gull the winners ahead of Stanley Longstaff and John Howard (boat not noted) and Geoff and John Marshall in the Strawberry Banke wherry.

The turnout of participants was slim, and for 1985 the club plans to cater also to outrigger and sliding seat rowers.

A shoreside display of traditional wooden boats included a Strawberry Banke dory, Dean Walker's 15' Whitehall (which was sold) and Dan O'Reilly's Piscataqua River wherry and two old one lugger engines.

Readers interested in the Seavey Island Rowing Club can learn more by contacting Mike Kelso at 208 Brave Boat Harbor Rd. Kittery Point, ME 03905

Report by Mike Kelso



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TRADITIONAL BOATS FOR SALE: 14' classic Whitehall design rowing boat, cedar hull, mahogany trim, excellent new condition, complete with one pair of oars and new Highlander tilt trailer. \$1400 for complete outfit. 18' No-Man's Land sprit rigged ketch. Built in Chewonki's traditional boat shop, used two summers only. For sale equipped at \$1800. CHEWONKI FOUNDATION, Wiscasset, ME. Call Tim or Ken at (207) 882-7323. (10)

21' CROWN SLOOP, circa 1949. Dutch import, international classic, forerunner of the American class "Celebrity" racing sloop, w/sail, registry #5, one of four remaining in the U.S.. All wood construction, roller reefing main, wood spars, fixed keel, superiorly crafted 1" mahogany planked hull, entirely restored in 1977. Cabinetry fore and aft, shelving throughout. Includes mooring cover and trailer. Best offer over \$5,000. Must sell, looking for good owner. MICHAEL N. COOPER, Branchville, NJ (201) 948-6476. (10)

WANTED: Used Lincoln or Old Town 12' fiberglass kayak, 1970 vintage, or Klepper folding single kayak or Narwhal. RACHEL ANNE GOODKIND, 25 Helena Ave. Larchmont, NY 10538. (10)

TWO INTERESTING BOATS: A wooden Old Town sponson canoe, 18', with newly caned thwarts, slatted passenger seat backs, cover. Dusty but in excellent shape. Also Chapelle designed Whitehall built in 1971 by Windships of Lakeville, MA as hull #5. Oak framed, cedar planked, bronze fastened. Includes spars, sail, etc. Surveyed in 1983 with following commentary: "The boat and her gear are in fine condition. . . I find no marks or scars or damage." Boat measures 14' 3" x 4' 3" x 8". Both are donated to Lyme Academy of Fine Arts for fund raising and bids are invited. LYME ACADEMY, Old Lyme, CT. (203) 434-5232. (10)

29' GAFF RIGGED CUTTER. Phil Bolger design "Africa". Built Story Shipyard 1982. Copper riveted, pine on oak, mahogany cabin sides and brightwork. Yanmar 8hp diesel, VHF and other necessary cruising equipment. Beautiful boat in great condition. Comfortable shoal draft cruising. \$27,000. BRAD STORY, Essex, MA (617) 768-7858 aft. 4 pm. (10)

SOME GOOD BUYS: 1929 47' Matthews, rebuilt motor, hull needs work. Asking \$10,000. 19' Lyman inboard, rebuilt motor, hull needs work. Asking \$3,000. 11' fiberglass daysailer with trailer, good shape. Asking \$1200. One Turnabout, \$200. CROCKER'S BOATYARD, Manchester, MA (617) 526-1971 weekdays 7 a.m. to 3:30 p.m. (10)

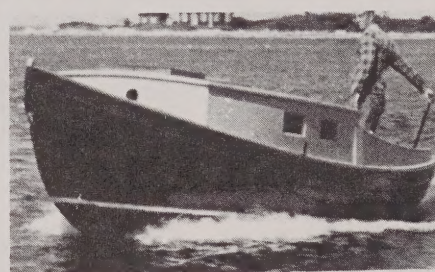
27' ATLANTIC LAUNCH, pre-1910. In good, restorable condition. Has 4-cyl Universal engine. Built in Amesbury, Mass. Asking \$3,000. LEON NOEL, Lincoln, NH (603) 745-3345

18



MUST SELL: 12' Klepper Master folding boat for sail, row, motor. Comes in four bags complete with dacron mainsail and jib, oars and oarlocks, foot bellows. Condition EXCELLENT, purchased 1971, barely used, kept in storage. (Slight salt corrosion on sail fittings). Replacements available from Klepper. \$1000 or B.O. J. KING, New York, NY (212) 866-8488. or Maine (207) 766-5522. (10)

SAILS FOR SALE: New, never used. Tanbark dacron spritsail; luff 9' 6", leech 11' 9", foot 8' 6", head 7' 6", diag. 11' 4", 81 sq. ft. \$230. Culler daysailer set, main and jib in dacron, 166 sq. ft. total, \$425. N.S. WILSON SAILMAKERS, E. Boothbay, ME (207) 633-5071. (10)



26 RACE POINT SURFBOAT CONVERSION. Approximately two feet cut off stern to provide transom for outboard. Light, easily-driven hull. Cabin sleeps two. In water in Duxbury. \$2500 including 25 hp Johnson. GEORGE PALFREY, Duxbury, MA. (Can be reached days (617) 578-2574). (9)

CHRIS CRAFT 26' day cruiser in good condition. Motor options: 6 cyl. 130hp in exc. cond. now installed or Chevy Crusader V8 225hp low hours but needing some work. \$1500 or \$1000 respectively. BOYD MEFFERD, Canton, CT. (203) 693-4811. (9)



17' ATKINS LAUNCH, custom built by R.K. Wilmes in '82. Rebuilt Atomic 4 inboard power, 12 gal. SS fuel tank w/ gauge. Instrument panel, forward steering, lots of mahogany and oak brightwork. Stored at Massachusetts north shore bostyard for last two years. A wonderful boat for someone who appreciates quality craftsmanship and historical watercraft. Regrettably offered at \$3500. PETER BOSHCO, Carlisle, MA (617) 369-2268. (10)

GREENLAND KAYAK, built by Dunn in 1982. 17', with accessories. \$500. JAY OKER, Beverly, MA (617) 927-7451 days, (617) 526-7585 eves. (10)

USED SAILBOATS: Windmill, Old Town Wahoo (sailing) canoe, sailing peapod w/ wood spars, hoops, Saroca, D/C, Howmar 12, Compac 16 & 23, Victoria 18. FERNALD'S, Newbury, MA (617) 465-0312. (10)

SEA TOURING KAYAK, outfitted with extensive options including rudder. Very fast and maneuverable. Selling complete with all accessories for \$750 or B.O. PETER MAC INNIS, Wenham, MA (617) 662-9228 days, (617) 468-4976 eves. (10)

17' CEDAR SAILING CANOE. Cold molded opposing diagonal interior, strip exterior. Cane seats. Mahogany leeboard, mast thwart, tilt rudder. Hollow mast with track, solid boom. C-Class 3 batten loose footed sail. SS blocks, braided sheet. 3 years old, excellent condition. \$1150.

BOB VOGEL, P.O. Box 1631, Burlington, VT 05402. (10)

BEETLE CAT HULL, spars and most other hardware \$150.00. STAN DZIEMA, So. Walpole, MA (617) 668-3879. (9)

MAST & BOOM (wooden), 22-1/2' w/ rigging, \$200. Dinghy sails, 128 sq. ft. (main & jib) \$200. Two turned masts (approx. 20' and 16' long) suitable for iceboat or sailboat, \$400 ea. Shipmate propane stove, stainless steel, for large boat/ cabin/ camper. Lists today for \$1200. Price is \$400.

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20' ROWING SKIFF with Martin Oar-master sliding seat and 9' East/West lightweight oars. This beauty can carry gear and two adults. Weighs 88 lbs. Marine mahogany ply and epoxy, with flotation chambers. Very fast & seaworthy. I am selling to build a larger boat for growing family. Selling for only \$850, plus I can deliver within 100 miles. Call (914) 336-6582, between 8 a.m. and 8 p.m. (9)

28' HERRESHOFF ROZINANTE. Teak planked. Just completed total professional rebuild, including new white oak frames, new decks, new cabin, new spars and rigging with Herreshoff bronze hardware, and new sails. Very lovely and as new. Asking \$24,000. KNIGHT COOLIDGE, Medomak, ME 04551. (207) 529-5204 or try (312) 667-1571. (9)

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. (TF)

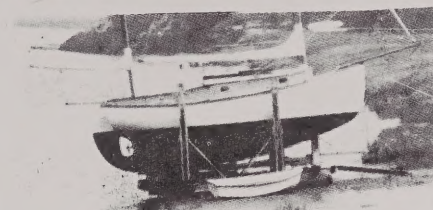
19' FLYING SCOT one design, hull #211. \$2500. PAUL BERNARD, Danbury, CT (203) 797-9781. (10)

3-1/2 H.P. WATAMOTA (British) outboard, runs on gasoline or kerosene. As is, \$200. RALPH JOHNSON, Ipswich, MA (617) 356-0164 eves, (617) 462-7409 days.

BOAT PLANS -- BOOK OF DESIGNS: 11' to 36'. Plans, kits, finished boats. Information on construction, anchoring, design philosophy. \$4.50 GERR MARINE INC. 37 Alden Park, Suite M, Throgs Neck, NY 10465. (10)

24' TRANS ATLANTIC veteran - 24' sloop "Gimble" built 1981 - Cold Molded construction. Prime condition. Asking \$20,000.

TOM SHERWOOD, Boston, MA. (617) 434-5762 or BILL WADE, Robinhood, ME (207) 371-2525. (9)



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PAUL B. WORTHEN, Salisbury, MA (617) 465-5931. (9)

WANTED: MAHOGANY RUNABOUTS. Have trailer, will travel. DAVE PEACH, Marblehead, MA (617) 631-5571. (9)

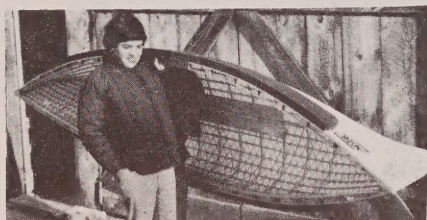
18' GLASS CRUISING sailboat - Keel - C.B. - Two foot minimum draft boardup - Rigged for single hander - 6 h.p. outboard. \$5,000.00.

STAN DZIEMA, So. Walpole, MA (617) 668-3879. (9)

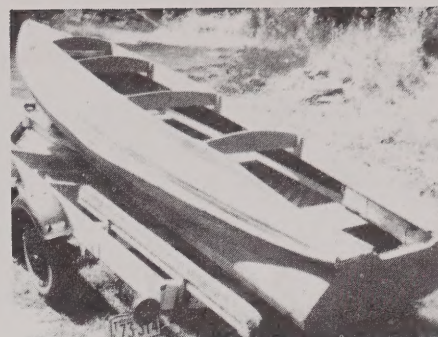
WANTED: LAWLEY or Herreshoff yacht tender.

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16' OLD TOWN square stern guide boat with sponsons. Glass & epoxy covered, tight, sound, good condition. \$1200. JAMES DUDLEY, Manchester, MA. (617) 526-7408 eves. (9)

BRAND NEW TOWN CLASS 16-1/2' daysailer, traditionally built in wood by original builder of Townies since 1932. Complete boat ready to sail away \$5995. Finished hull only without rig, hardware, rudder, centerboard, etc. ready to take all this gear from your tired old Townie, only \$3400.

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21' ANTIQUE CANOE, four man "Quad" built prior to 1936 by J.R. Robertson Co. of Auburndale, MA. Varnished strip planked, copper fastened on tiny oak bent frames. Originally used in short sprint races by four men paddling from kneeling position, can be enjoyed nicely by two persons for recreational paddling. Almost perfect condition, has minor imperfections in finish and on gunwales. A collectors item that is elegant, yet rugged enough to be used and not just admired. \$1495.

BOB HICKS, Wenham, MA (617) 774-0906 (eves. best). (9)

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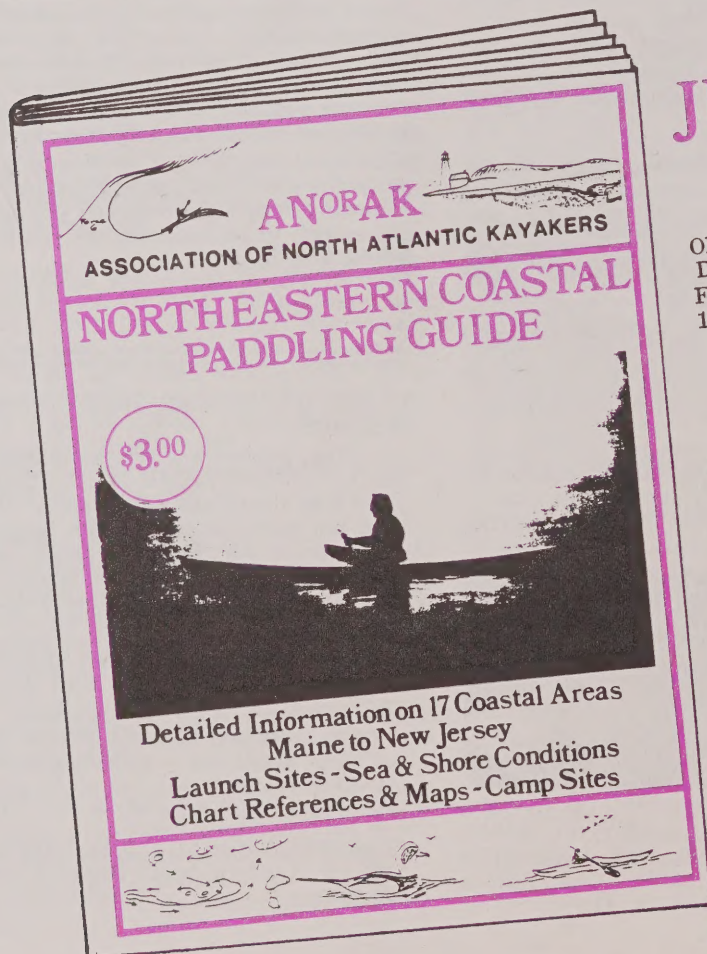
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