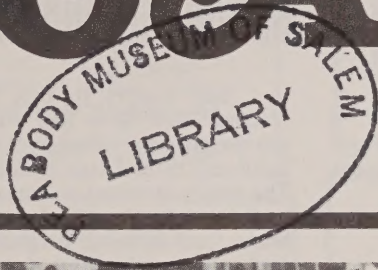


Twice a Month!



messing about in BOATS



Volume 2 ~ Number 10

October 1, 1984





messaging about in BOATS

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Our Next Issue...

Will get back to normal (whatever that is!) with a mix of articles held over so we could fill this issue up with the Wooden Boat Show report. We'll finish up the two-part article on the Three Little Sisters, bring you another installment of Rowing to Alaska, there'll be something on a novice kayakers first bout with the wind, a tale about rowing on Massachusetts' Quabbin Reservoir where motorboats are preferred. The Gerrish Island race will get covered (it was a finetime) and maybe Roger Crawford's Swampscot Dory Day at Duxbury. Plenty.

On the Cover...

Maybe it was elegance in wood at Newport for the Wooden Boat Show, but this 1886 Crosby catboat sort of added historical perspective as well as a sort of nonchalance about old wooden boats. It appears to be in need of serious restoration, but this delightful lady who owns her is too busy sailing still. Almost 100 years...

Commentary



BOB HICKS



Our report in this issue on the Wooden Boat Show has a main focus on the people who displayed the boats, the builders, rather than on the boats alone. The really distinctive feature of this show is that virtually all of those displaying boats (and some of the gear too) are not just salesmen hustling some firm's products, they are also the people who build (and often even design) the boats they are offering. It's a sort of "crafts" type of show, (no pun intended) where the artifacts are not simply something to own and look at, like stained glass or soft dolls or wood carvings, but are useful and functional as well. The small scale of the enterprises involved means that the man (or woman) you talked with in some display was also the creator of the boat involved.

Boatbuilding is a dream held by a number of people, it appears, certainly WOODEN BOAT magazine illustrates this fact, with now 100,000 readers. Of all of us (I'm guilty of the dream) who want to build boats, a few carry it a step further and try to build boats to sell to others. This is the effort to be come one's own boss in a business that is easy to fall in love with. The appearance at the Wooden Boat Show of the people who are attempting this endeavor is their assumption of a role they usually savor least, that of selling their products. Most would much rather be back in the boatshed building. Of course, all of these people are not innocents, as a friend once described, "the bearded guy in bib overalls with THE boat he has built." Those who have come to know the economic struggle involved in marketing costly small wooden boats no longer have illusions. Yet they hang in there because they just love what they are doing so much.

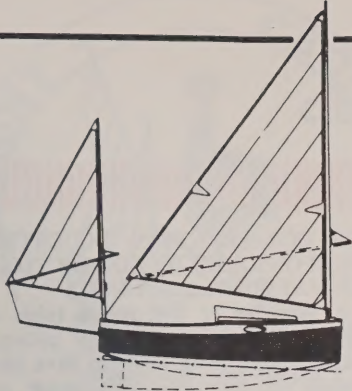
Certainly the love for the boats is a prevalent condition at this show. The absence of pushy "used car salesmen" and Madison Avenue hype is so refreshing to the wooden boat lover who attends. The builder/salesmen mostly do not press the sale they so much want to make. They often stand diffidently hoping

the passers by will stop to view their handiwork and perhaps even exhibit an intention to maybe even buy. This may all be laughable to any business minded person, but I am still innocent enough in my own affection for this game to admire and respect these people.

Each year at this show I note the turnover in exhibitors, and the 1984 show was no different. Some builders I saw last year were absent this year, some were there this year for the first time. Those who did not return are not necessarily no longer building, they just apparently found it was not rewarding to them in terms of attracting business. The show management wrestles with this problem, for the absence of those "used car salesmen" so prevalent at the more commercial big boat shows also results in absence of the sales made. The builder/salesmen who are at the Wooden Boat Show and do exhibit some degree of marketing skills do sell. The ones who simply wait and hope for a live prospect often do not. So while the atmosphere is very laid back and low key, and thus attractive to someone coming just to savor all the lovely boats, it is not conducive to serious business. And so, the turnover. While some who fail to sell blame the show, in effect saying it doesn't attract buyers, it really is more their own fault. Last spring we reported on Lance Lee's seminar, "To Market, To Market," an attempt to instill in the small wooden boatbuilder an awareness that in modern times one has to SELL, SELL, SELL. Rob Dwelley, who does such a good job at organizing this show, points this out to anyone who complains of lack of buyers. The show provides a setting, and attracts those who love the products, but it is up to the individual exhibitors to do the selling.

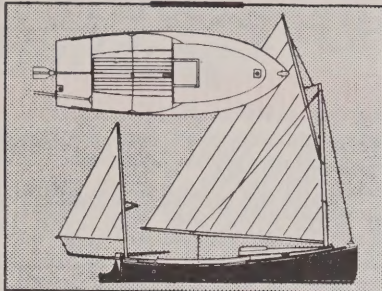
I hope that as the small builders grasp this essential fact for survival, they can handle the selling in a way that will not detract from the ambience of this boat show. It is truly a unique affair, a wonderful experience for anyone interested in wooden boats.





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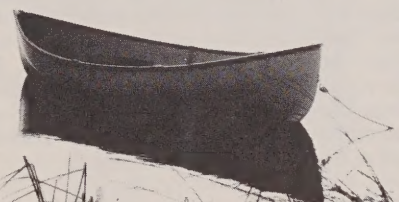
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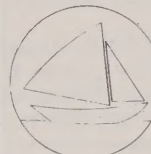
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What's happening...

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.

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 6-8: SEASON END SAILING CANOE CRUISE, MAINE LAKES

This is the final event for the New England ACA members with sailing canoes. Contact Larry Zuk at (617) 369-6668 for further details.

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.

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.

RADIO CONTROLLED MODEL SAILING YACHT RACING SCHEDULE

Several events remain for the model sailboaters, as follows:

OCTOBER 7: Fall Regatta, Stonington, CT (AB). Contact Bob Weall at (203) 599-1644.

OCTOBER 14: Messenger/Chowder Cup, Marblehead, MA (M). Contact John Snow at (617) 526-7856.

OCTOBER 15: Columbus Day, Needham, MA (AB). Contact Bob Francis at (617) 899-3662.

NOVEMBER 11: 4-Hour Enduro, Needham, MA (AB). Contact Bob Francis at (617) 899-3662.

NOVEMBER 17: Jive Turkey, New York, NY (AB). Contact Richard Plaut at (212) 249-3772.

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:

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.

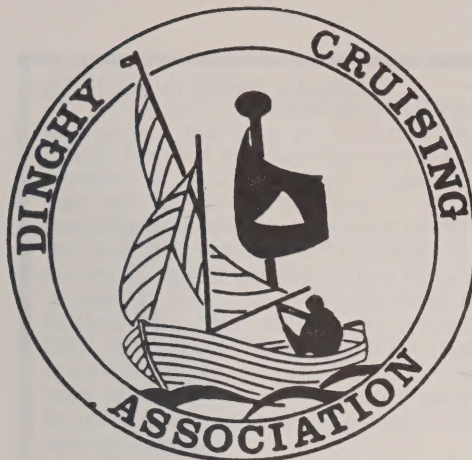
ANYONE KNOW ABOUT THE DUXBURY DUCK?

Have just read L. Taylor's report, "The 3 Sisters" and I wonder if he knows how the Alden "Duxbury Duck" fits into this picture. I am wondering if it is the Alden O Boat or a variation of it. If it is would it be 169 or 188?

Would appreciate any light you could provide on the subject. I bought a well used one from a Mr. Hoyt in Duxbury in the early sixties for the kids and wound up sailing it myself most of the time. It had a wooden CB. There was a small fleet in Wakefield, Mass. - perhaps still is. It was a fine little boat. I sailed it out of Salem Willows. I would sail it outside of Bakers alone and when an occasional squall would hit I'd tie the sheet around me and hope for the best. I was never sure of the several planks in the bottom I'd repaired and glassed over. But it was a good little boat - stand right on end in a blow but I don't think you could capsize it. With a good WX helm it would dutifully round up with each puff and take good care of me. Smarter than I was.

Would appreciate any information (if it was not indeed the Alden O) you might have on this fine little boat.

Alexander Lake, 458 Greenfield Rd., Peterborough, NH 03458.



A continuing subject on these pages has been that of the camper cruiser, a small, trailerable, affordable sort of boat. Now comes the Dinghy Cruising Association, headquartered in San Francisco but with about 100 members nationwide. The group publishes a three-times a-year newsletter, SWAMPED, a mimeographed/xeroxed type of thing full of discussions of the merits of various sorts of dinghy cruisers. A current issue is concerned with reports on the Dracombe line of boats. Members exchange information on outfitting such boats for extended cruising and also have a program of exchange cruising where members can travel to another area and use a fellow member's boat at that location, by pre-arrangement.

You can find out more about the benefits of this group (membership is \$12 annual) by writing to the Dinghy Cruising Association, P.O. 881543, San Francisco, CA 94188.

SHORT SHIPS RACE

About 20 boats entered our Short Ships Race on August 25th and we had two good races despite a strongish northeasterly wind that made the sea a bit rough on the 8 mile race to Camden and back. Everyone enjoyed a chicken barbeque at my place following the races.

Gerry Quinn and Art Hammond were 1st and 2nd overall in both races, the 1-1/2 mile sprint in Rockport Harbor, and the 8 mile race to Camden and back. Gerry rowed a Martin Trainer scull and Art rowed an Alden Ocean Shell. The kayaks entered were placed in the competition class with these outrigger boats but could not keep up with these two leaders.

Dan O'Reilly and Norm Childs topped the Traditional Class in the short race in their Piscataqua River Wherry, but had to settle for third in the long event behind winner Rob Lincoln in his Little Rangeley and Chris Fasoldt and myself in my 18' peapod.

Times comparisons are of some interest. Quinn's winning time in the short race in the scull was 15 minutes, 53 seconds while the O'Reilly/Childs team took 20 minutes and 26 seconds. The longer race saw Quinn turn in a 1 hour, 25 minute and 14 second time while Lincoln took 1 hour, 33 minutes and 54 seconds, about 9 minutes longer for the traditional craft.

Report by Bill Gribbel

What are YOU Building?

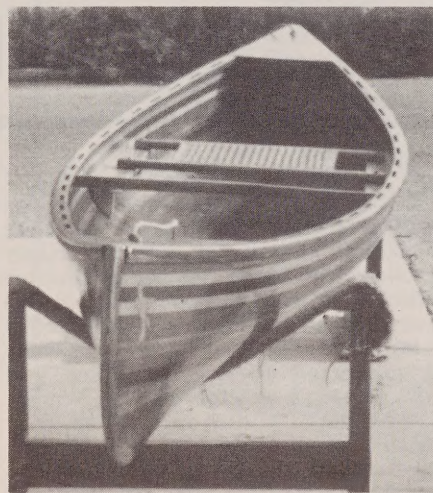
With the winter building or restoring season soon to be upon us, I want to invite interested readers to tell us what they have going for winter projects. I'm not limiting this to amateur builders, any interested professional boat builders who are building any interesting boats, or restoring them, are also invited to tell us about them. A photo or two would be welcome.

MAC BUILDS STRIPPER CRAFT OF SEVERAL TYPES

I am a builder of strip canoes, sculls and kayaks. For the past five years I have been building them in my spare time while working as a construction super. I took the plunge several months ago and started working at this full time. I love building them and I love paddling them.

Besides the custom building of these boats, I have started a service to recane canoe seats and duplicate favorite paddles.

Henry McCarthy, Feather Canoes, 1705 Andrea Pl. Sarasota, FL 33580.



DAVID HAS A CANOE YAWL ON ITS WAY

My big baby is JENNY WREN, a 21' 6" canoe yawl, originally drawn by Charles G. Davis and redrawn by Weston Farmer (original plans weren't detailed enough to build from). My advisor and mentor is Arno Day, a local retired builder and a wonderful friend. She now has three strokes, I'd love to have her planked by New Year's (whiskey plank on New Year's Day?) and begin the inside work over the winter.

My kayak is slowly being finished. It is a 16' wood/canvas job that was designed for coastal kayaking by John Jacob & Co. of Ontario. It is now ready for coamings and floorboards, then I'll give her a try.

Boatbuilding and doctoring eat up most of my time, but I have gotten in a dozen sails in the old "210". David Howes, Sunset, ME



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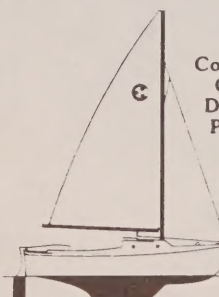
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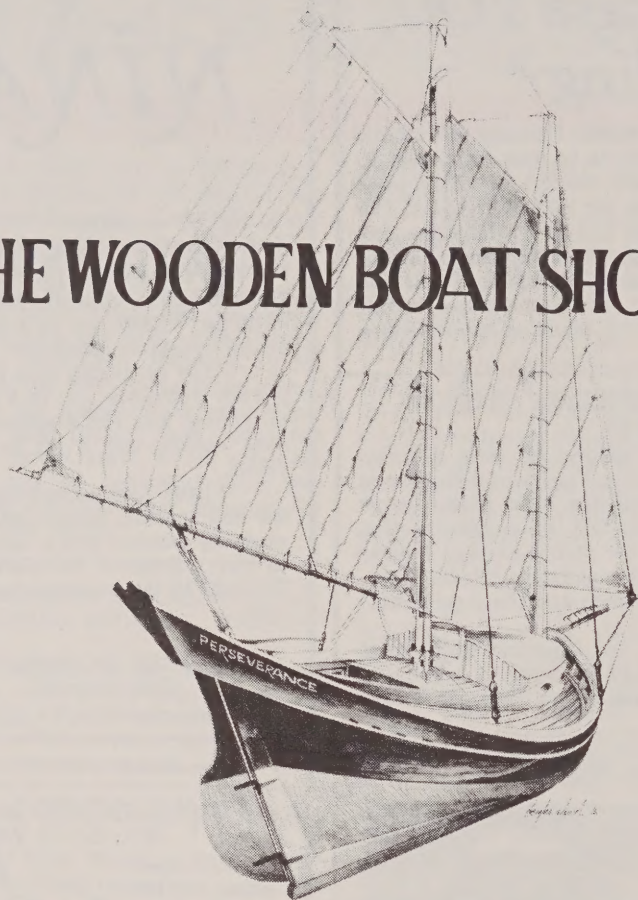
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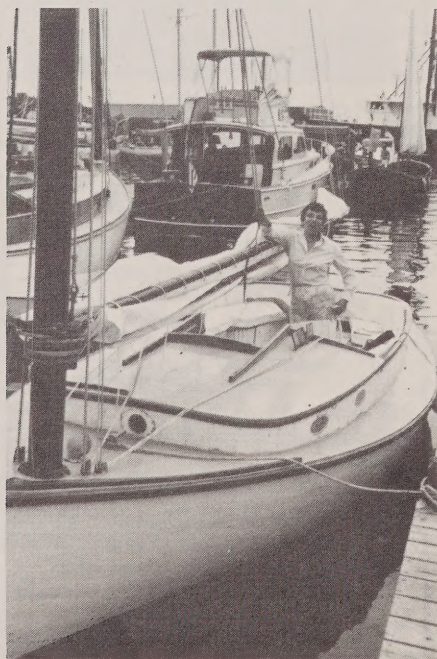
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THE WOODEN BOAT SHOW



THE CELEBRATION OF WOODEN BOAT BUILDING

This Crosby catboat built in 1886 must certainly have been the oldest wooden boat at the Show. The lady/owner is from the Newport area, sorry we did not note her name.



The 1984 Wooden Boat Show was well patronized, aside from the light turnout on Thursday, it was comfortably crowded with lovely weather (again after Thursday's nearly impossible heat and humidity had departed). The show looked a bit different than 1983, there were many more bigger boats, the floats were lined with wooden boats for sale by owners, mostly larger sailing yachts. The inner basin area, lined in 1983 with smaller rowing and sailing craft, also was predominately larger boats, with the Flood Company's Deks Olje display on Jay Benford's SUNSET (the boat in the ads in WOODEN BOAT) sort of dominating the whole scene. Just about all of the smaller boats were on dry land for display. It's easier to show them to prospects.

The Sika Flex Quick & Dirty Boat Building Contest once again attracted much attention, especially the comical race at its conclusion. The planned race for rowing craft failed to materialize, it seems that few builders/owners felt interested in racing their craft, and the idea certainly got little advance publicity (we announced it, but we don't reach a large scale readership). At the May Small Boat Show, the race was a highlight. In August, it didn't even happen.

An increased involvement of the antique and classic craft was evident this year, a number of elegant restored

power and sail craft were on hand and a parade of many of these past the show docks was a pleasure to view. Many of the owners of these classic boats have lavished money and time on restoring their particular form of elegance and opulence, and they complete the image by outfitting the crew in appropriate period costumes. This drawing together of builders of wooden boats and owner restorers of classic boats was highlighted at the Saturday evening exhibitor party when the Antique & Classic Boat group presented its various awards for outstanding boats. President of the ACBS, Jay Higgins, presented his President's Award to the Baker Boatworks of Westport, Mass. in recognition of all that Bob Baker and family had done in the past to save, record and restore classic wooden boats. This was well received.

The most revealing view of the show that I heard expressed came from one Florida builder who had driven all the way north to display his dinghys. "This has gotta be wooden boat heaven," he remarked, waving an arm around at the incredible array of lovely wooden boats, old and new. "You just don't see anything like this at all where I come from." We can probably add, "nor anywhere else on the east coast either." With that, here we go for a ramble around the show, a look at the people and their boats that happened to catch my attention.

SIKA CHALLENGE

If there's one consistent fact that this annual exercise in craziness affirms, it's that the dory form of boat is certainly a proven concept. Again this year the winner of the Quick & Dirty boatbuilding contest was a dory as was the case two years ago. While not the fastest to build, not the fastest to sail or row, it seems to be the combination fastest. The 1984 winner was named, SIKA AND YOU SHALLA FINDA, and it was certainly a seaworthy craft. The race on Sunday afternoon turned out to be quite a spectacle for the dory's win was not forgone.

The race requires a row or paddle to windward, a sail on a reach, and use of either or both on the downwind leg. Fastest off the mark was a sort of kayak dory craft with double paddles, they got well ahead right off, the dory a slow starter making little headway on the lead. Other more exotic craft floundered badly, one sinking at the dock when the crew attempted to get aboard, another, a proa named "PROA-CRASTINATION II" (they never got around to building #1) not moving well under oars.

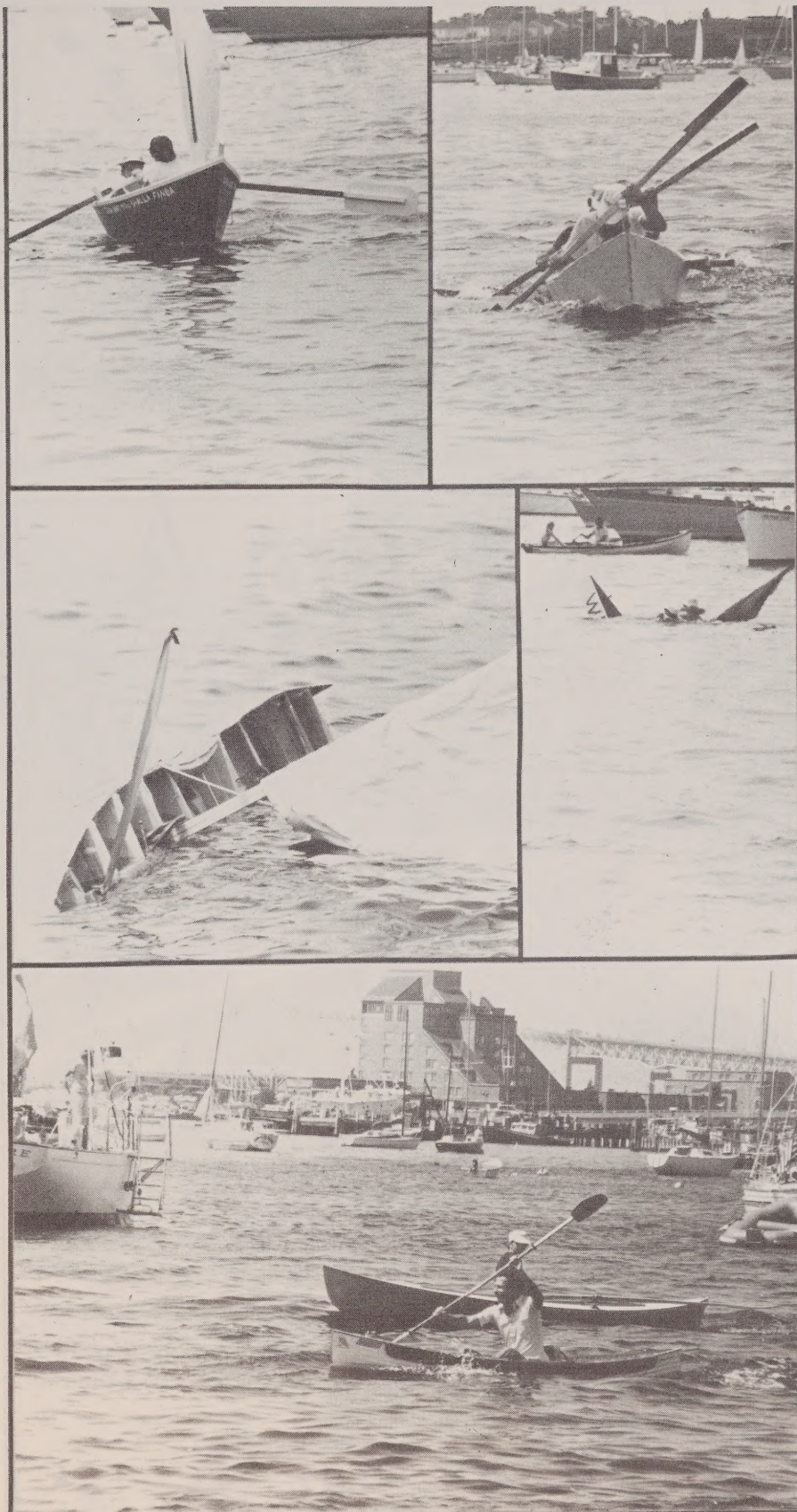
The crosswind leg saw the kayak under sail get too far downwind of the mark, it had been placed too far upwind for this sort of boat to reach, and they saw their lead melt as the dory closed in. And then the committee boat moved the mark, so all could reach it, but this was no help to the early leaders, and despite some firece paddling to close the gap, they saw the dory take the win away.

Much, much later, PROA-CRASTINATION II sank a few hundred feet from the finish to cap the affair. It was last at the time. Two quite functional craft, two strugglers and two sinkers, the final score.

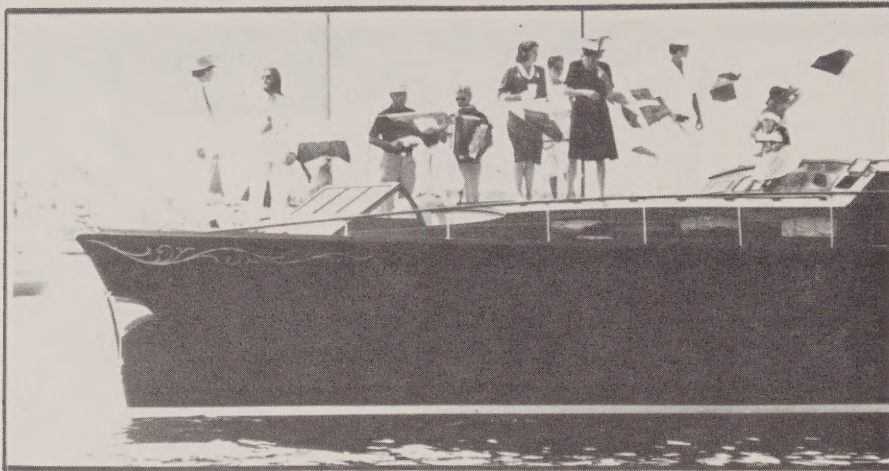
THE EVENING MAGAZINE SPRINT

With the originally planned Wooden Boat Race absent due to lack of entries, an ad hoc event was set up when the TV camera from Boston's Evening Magazine program turned up. This hastily assembled sprint was purely sideshow stuff for the telly, a group of eight contestants in widely varying craft lined up for a half-mile sprint down past the show docks in the main channel. As usual, they had to deal with the steady traffic of local yachts but it came off okay.

Graeme King in one of his racing shells was an obvious shoo-in winner, but Rob Lincoln pulled away mightily in his Little Rangeley to lead at first and to finish second not all that far behind the far higher powered (mechanically) King. "Back in the pack", some interesting contests took place, with one muscular fellow in Platt Monfort's ultra light Snowshoe geodesic double paddle canoe going neck and neck with Bruce Bender rowing his lightweight cold molded Ducker. It was not meant to be taken seriously, yet the spectacle of the various types of man powered boats going all out was curiously intriguing. And I guess it made good TV.



Top photos: SIKA AND YOU SHALL FINDA enroute to a win in the Quick & Dirty Boat Race. Nearest challenger was double paddle canoe/kayak (sort of) at right. Middle Photos: Sinkers included this narrow, non-buoyant design which went down at the dock when the crew attempted to board and the proa, PROACRASTINATION II which sank just off the finish after an agonizingly slow cruise around the course. Bottom photo: Action in the Evening Magazine Sprint as an unidentified paddler in Platt Monfort's geodesic 20 lb canoe battles it out with Bruce Bender in his cold molded Ducker.



ANTIQUE & CLASSIC CRAFT

Quite a turnout of nicely restored wooden yachts, sail and power, were on hand and got a lot of awed attention. The boats are all just lovely, albeit costly. Despite all the official awards that were made Saturday night, the general onlookers had to be most impressed with APHRODITE, a gleaming black and mahogany 1937 "commuter" once used by former President Roosevelt. The family that owns APHRODITE are still in the process of restoring her interior, but on the outside that gleaming black topsides and rounded over stern was close to being voluptuous. One or two comments I heard (the boat was moored right next to our own floating exhibit) verged on calling her "obscene" but this really was too harsh. Gorgeous, elegant, voluptuous, not at all conservative, APHRODITE certainly displayed a clear perception of what conspicuous consumption was like in depression era U.S.A.

On a more affordable (yet still no doubt costly) scale, a smaller mahogany commuter, RED WITCH, got the raves of those who prefer the traditional more understated elegance of the times 50 years ago.

AND THEN, TODAY . . .

The ostentatious elegance of some of the classic boats at the show was put into perspective late Sunday afternoon when a large steel motor yacht, DARIA motored past the show. The fact that this craft had EVERYTHING was borne out by the personal helicopter berthed on the upper rear deck alongside the power launch used as tender and its crane. And the helicopter even had its own canvas tailored cover to protect it from salt spray. While this craft certainly was right up there in big spender land as were the classic yachts at the show, the interval of time seems to have resulted in some loss of class.

JUST ONE STEAMBOAT

Roland Evans of West Bridgewater, MA brought his steamboat, LISA ANN to Newport, and true to steamboater tradition, was out on the water a lot giving interested onlookers rides. Roland takes his boat to all the steamboat meets and cruises and she is a lovely craft to see underway with that sort of effortless elegance of motion.

PLIMOTH PLANTATION'S SHALLOP

One boat one need not worry about stepping aboard without removing shoes was the shallop brought over from Plimoth Plantation. The replica of the Mayflower's tender is finished out with some sort of pine tar, sort of an oily black substance. Paul Lipke of the museum had her out several times during the show, and when the wind died he'd put to work all on board at the sweeps while he handled the tiller and counted cadence.

Lipke at the tiller calling stroke, unsuspecting passengers press ganged onto the sweeps as the wind dies.

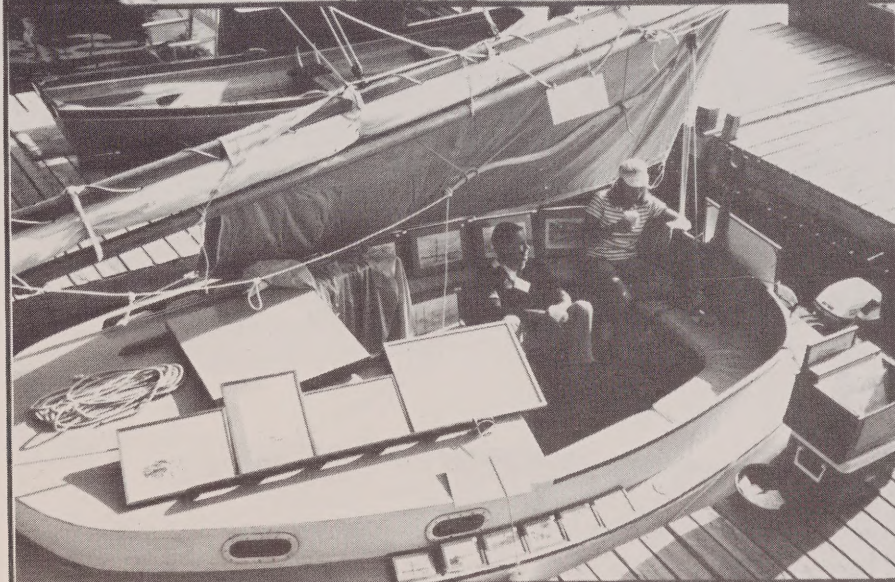


THE CATBOAT GATHERING

In 1983 a dozen catboats held a rendezvous at the show, this year only three turned out (not including those in the trade show). In the show itself one catboat was utilized as a floating display for maritime graphics.

CIMBA heads for some action on Saturday, a nicely restored 25' Fenwick Williams design.

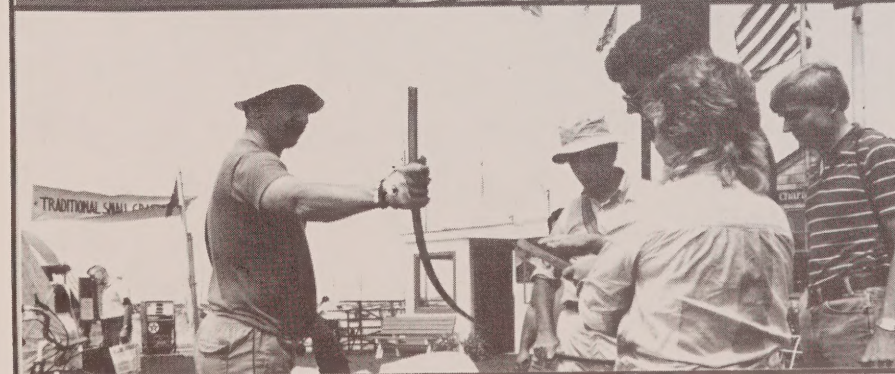
Catboats make roomy art galleries.

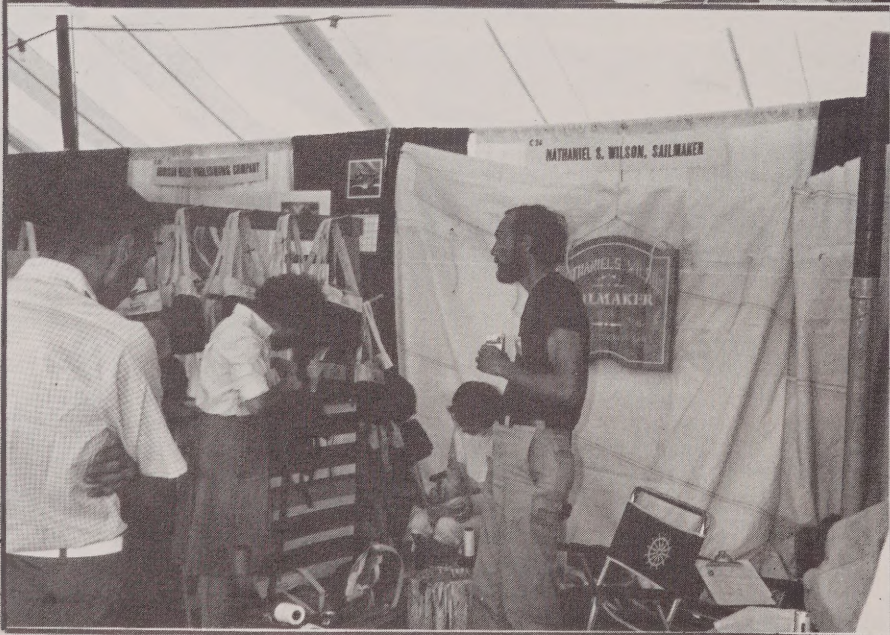
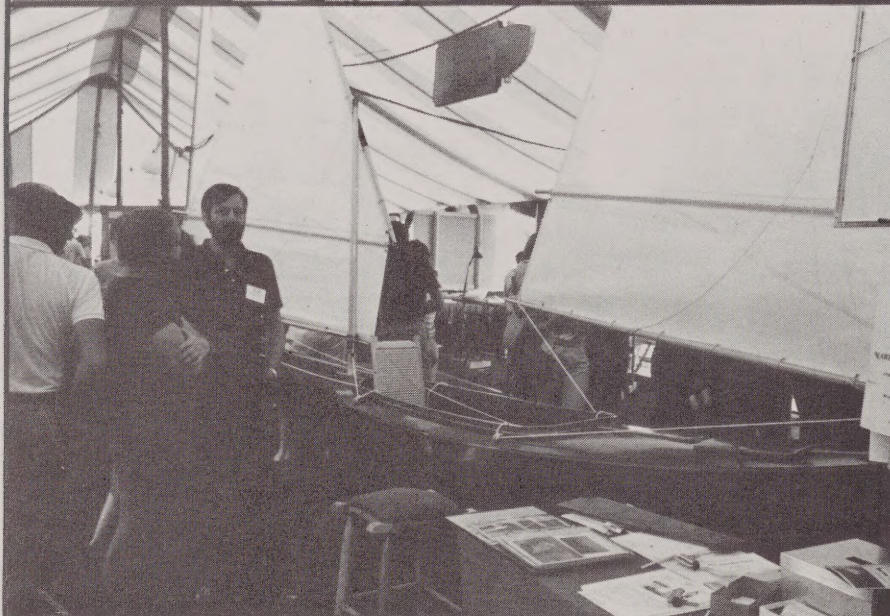


THE TSCA

Again this year the Traditional Small Craft Association brought in a number of member owned boats for public tryouts, working from the gas dock float at the show. A number of people took advantage of this opportunity to try an Adirondack Guideboat, or a Delaware Ducker, or even a geodesic kevlar and wood and dacron canoe! Several members devoted much time to this activity on behalf of the TSCA and Peter Schmid and Kevin Wong, who organized the exhibit this year, did a fine job of it.

Peter Schmid demonstrated steam bending at the TSCA exhibit.





ECHO BAY & NOSTALGIA BOATS

Regular readers will recall seeing some of Dan Marcus' traditional old timey boat designs and commentary on them in past issues, like the 24' sharpie schooner EMMA G. Dan was at the show with his bateau SARANAC and Echo Bay skiff, UNCLE BILL. Dan also offers real reasonably priced plans for these and others of his designs. He's building in an old boatshed right down in the metropolitan New York area and you can find out more about his plans and boats by writing to Echo Bay Boats, P.O. Box 1708, New Rochelle, NY 10802.

William Clements

Boat



Builder

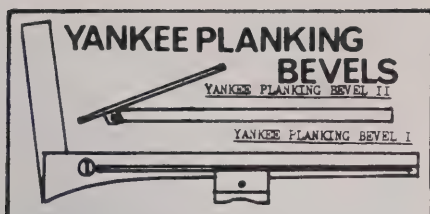
RUSHTON REPLICAS

Bill Clements of Billerica, MA has been trying to find his own niche in the wooden boatbuilding field for several years and now it seems to be that his Rushton replicas, such as the Princess sailing canoe he displayed could be it. Bill learned his basic skills at the Chewonki Foundation school in Maine and since then has been pursuing his dream of building boats for a living, with economic support from a working wife. Like a number of other new builders, he began with skiffs and dinghys but that led nowhere. An order for a Rushton Princess from a man for a birthday present for his daughter got Bill onto the present tack and the boat he had on display was clearly a first class job. You can reach Bill at 18 Mt. Pleasant St. No. Billerica, MA 01862.

NATHANIEL S. WILSON SAILMAKER

NATHANIEL S. WILSON, SAILMAKER

Nat Wilson took a break from his loft in East Boothbay, ME to set up a display at the show. "I wasn't doing the Wooden Boat School this year (sailmaking course) so decided to come down here." Nat had canvas totes for sale as a cash product to cover costs and had his sailmaker's bench set up with backdrop of canvas. He builds in both cotton and modern synthetics to order, but is really a specialist in traditional types of sails, big stuff and small. Next year, Nat said, he'd set up an ongoing demonstration of a sail under construction. He can be contacted for more information at P.O. Box 71, East Boothbay, ME 04544.



CHESTER RICE & HIS YANKEE PLANKING BEVELS

Chester Rice has his very own specialty product for wooden boat building, a planking bevel guage to eliminate some of the mystery and hassle from planking bevels especially for the new amateur builder. It is also a helpful tool for an experienced builder. He has additionally special bevel planes, and counterbore sharpeners, all the sort of uncommon stuff that can be handy to have. Chester can be contacted at 15 Court House Lane in E. Greenwich, RI 02818.

SHAW & TENNEY

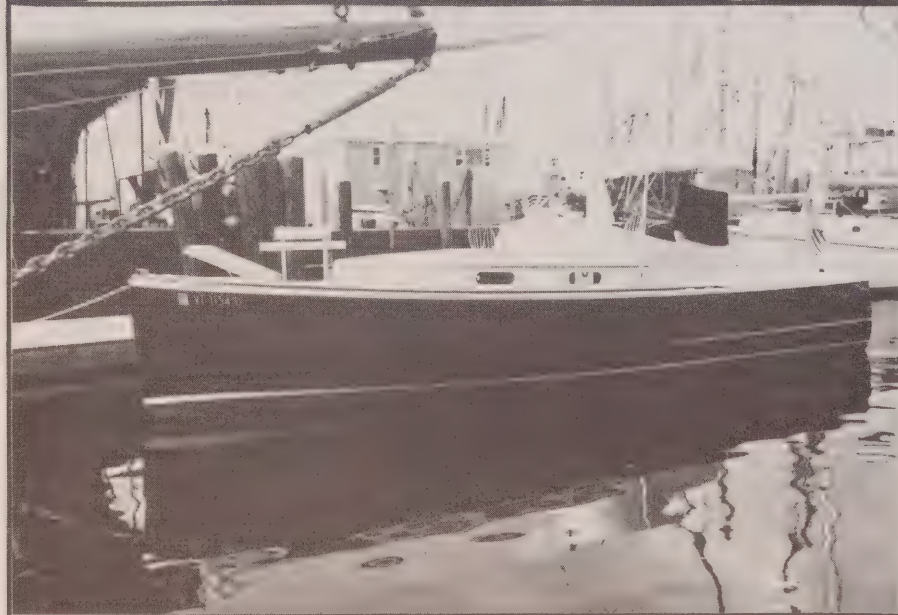
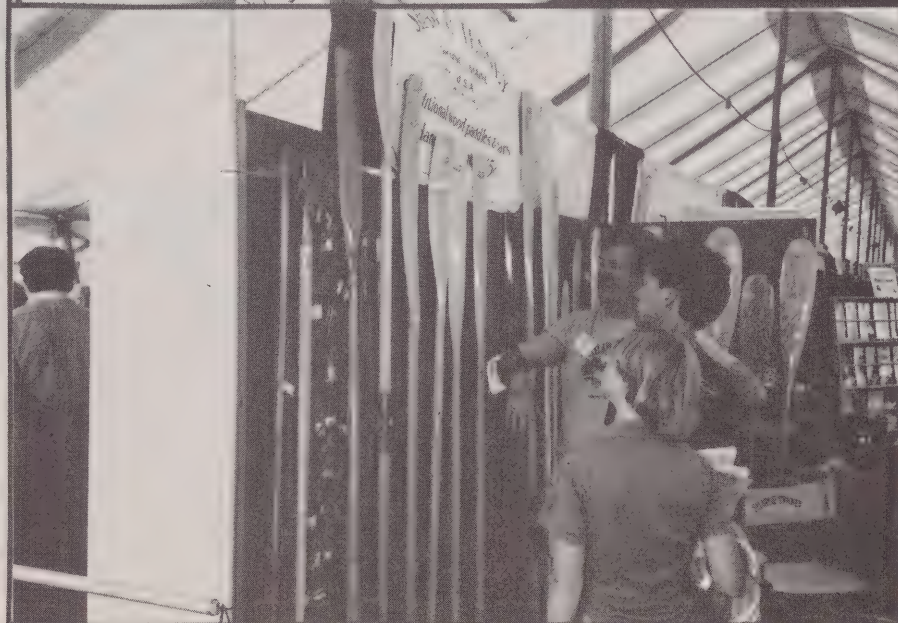
PLEASE TOUCH AT SHAW & TENNEY

Paul Reagan had a sign posted at his booth full of paddles, oars and such that invited onlookers to come in and handle the merchandise. No hands off stuff here. Paul bought the old line Maine oar and paddle building firm back in the '70's and with his wife runs a shop with a half dozen woodworkers turning out a variety of oars and paddles, canoe seats, that sort of thing. At the show Paul also had a barrel full of mini oars at \$1.50 each, trinkets to take home from the show. "That pays for the cost of setting up for the show," he reports. To find out more about Shaw & Tenney, contact them at P.O. Box 213, Orono, ME 04473.



BLACKBIRD- A CANAL CRUISER

Ken Bassett of Onion River Boatworks in Waterbury Ctr. VT is best known for his finely designed and crafted sliding seat pulling boats, so it was a surprise to see his 25 foot motorboat at the show. "It's an idea I've had for some time, waiting for someone to recognize its worth," Ken explained. The boat was designed by Ken and built for a man who runs craft fairs to use summers on Lake Champlain and winters on lakes and canals in Florida. Powered by a 50hp outboard in an enclosed well, it cruises economically at 10 to 12 knots, provides spacious living accommodations, and pleasing esthetics. The cabin house has strong resemblance to catboat practice with its rounded front side, the finish is all paint, little brightwork. At a show that just gleams with polished varnish, this somehow looked outstanding. Ken can be reached at his Onion River Boatworks, Waterbury Ctr. VT 05677.

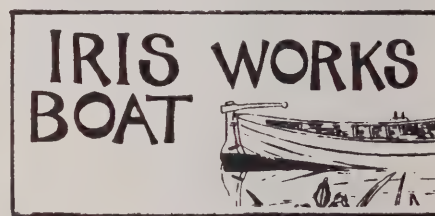




THE HANNA BROTHERS

Two brothers, Jim and Jeff Hanna, both immigrants to Maine in the '70's, both in the canoe building trade, had back to back displays, for they each have their own shops, 3 hours apart. Jim has his Iris Boatworks in Machias down in Washington County, while Jeff runs his Oat Canoe Co. in Mt. Vernon, west of Waterville. Jeff had his big "laker" on display, a serious expedition type canoe built to carry big loads in rough open water, and was really happy to sell it this year. He also had a small double ended bateau he built sort of on the spur of the moment. Seems he found the boat as a derelict and when he determined it was too far gone to restore, he took off its lines and built a replica just for the fun of it. If interest warrants he may branch out from canoes. Jeff does do repair work on wooden boats to fill out the gaps between orders for his "Cadillac" of canoes.

Jim had a big expedition canoe on display also, his with a squared off stern to take an outboard. Amidships in this large canoe rested a solid wooden box form fitted to the canoe bottom. Jim runs whitewater trips in season and this big box carries all the vittles for feeding the participants. "That flat top is real handy for cutting up onions and such," he tells you. He offers it for sale to any canoeist, it will fit any full size canoe and at around \$100 adds a nice looking utilitarian touch to any serious canoe outing. Jeff can be reached at Oat Canoe Company, RFD #1, Box 4100, Mt. Vernon, ME 04352, while Jim is located at Iris Boatworks, HCR 71, Box 165, Machias, ME 04654.



ELVER'S DESIGNER HAS A NEW BOAT COMING ON

Steve Redmond sets up his drawing board at the show with his current ideas on it while offering his plans for his established designs, ELVER and WHISP, for sale. ELVER is a very successful concept, its charming lines have attracted close to 500 buyers of the \$60 a set plans, while the recent WHISP has been catching on rapidly as well. Now Steve is working on a small catboat, as yet unnamed. The sketch on the board looked intriguing. You can find out all about Steve's designs by writing Redmond Design, 456 North St., Burlington, VT 05401.

DAVE DUGDALE + CEDAR STRIP CANOES

DAVE DUGDALE'S STRIPPER CANOES

At 25 years of age, Dave Dugdale, a professional research agronomist at a Vermont university, decided to take his interest in building canoes into a business mode, and two of his recent boats were to be seen at the show. "I wanted to get into canoeing so I decided to build my own and stripper seemed to be the way to go," Dave explained. He offers several lengths, with a 14 footer coming in around \$1200 or so as I recall. His catalog also includes similar craft such as Adirondack Guideboats, he's ready to build what is appropriate for strip plank construction. While his heart is in this new venture, Dave is prudently keeping his research career going. "This show is a learning experience for me," Dave commented. He had touched on an important aspect of the Wooden Boat Show. It's a learning experience for the new builder seeking to market his products. A lot of potential buyer input can be acquired in a concentrated four days. Dave can be reached at 350 Spear St., Apt. 22, So. Burlington, VT 05401.

messing about in BOATS

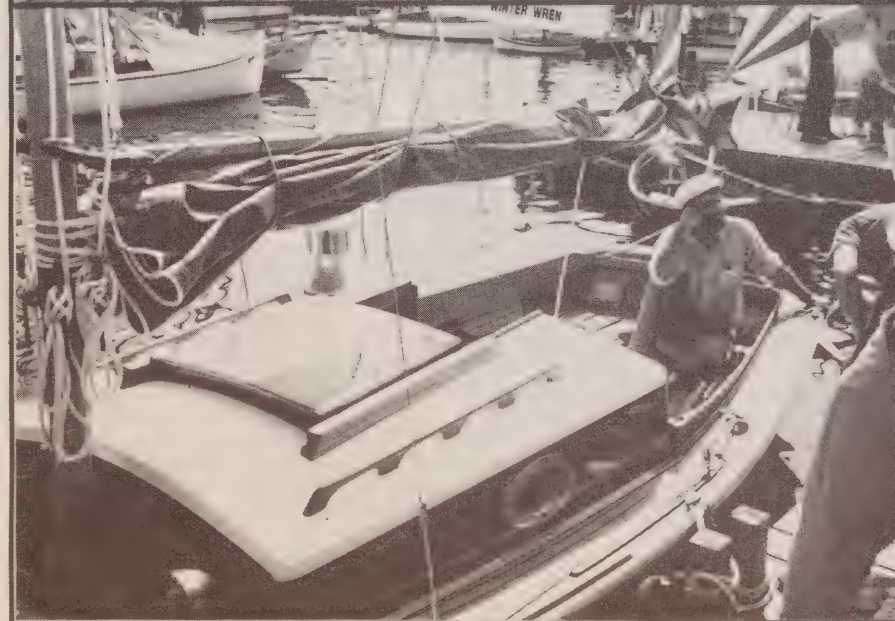
IT WAS NICE TO SAY HELLO

While a major purpose in being at the show was, for us, introduction of this little periodical to people who have not yet come across it, it was also a fine opportunity to meet many of you who are already regular readers. I appreciated the many who did stop by to say hello and talk about what they are doing messing about in boats.

DEVLIN Designing

WINTER WREN BY DEVLIN DESIGN

Sam Devlin came all the way to Newport from Puget Sound to display one of his designs, WINTER WREN, a 23 foot (OA) overnigher or camper/cruiser for two. The shallow draft keel design can be trailered. The boat was immaculately finished and this particular one with all of its optional extras came in at around \$17,000. Not cheap, but a very nice boat indeed. Sam has a number of designs, many of them available as building plans, and builds to order in a busy shop in Olympia, WA where a half dozen full time people are at work. You can obtain a really impressive 60 page design catalog from him for \$5 (I think) and an inquiry to Devlin Design at 2431 Gravelly Beach Loop N.W., Olympia, WA 98502 should do it.



The Rockport Apprenticeshop

PERSEVERANCE PREVAILS

The pinky schooner **PERSEVERANCE**, built by Lance Lee's Rockport Apprenticeshop, was sailed down to Newport to be the focal point of their exhibit at the show. The name memorializes what it has taken to get the new shop established and funded. Also something of a memorial to the late Bob Baker, the deck, rig and interior of the boat were all designed by Bob to suit the hull lines Lance acquired from an old hulk. Bob's widow, Pete, who is carrying on the shop in Westport, MA was also an exhibitor at the show and chatted with Lance about Bob's part in making **PERSEVERANCE** a reality.

Want to know more about the Rockport Apprenticeshop? Contact them at Sea St. Rockport, ME 04856. And Baker Boatworks can be reached at 29 Drift Rd. Westport, MA 02790.

NORTH RIVER BOATWORKS



GERR & MITTLEMAN TEAM UP

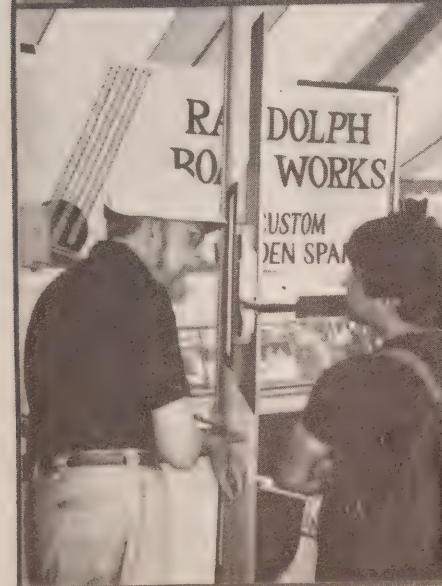
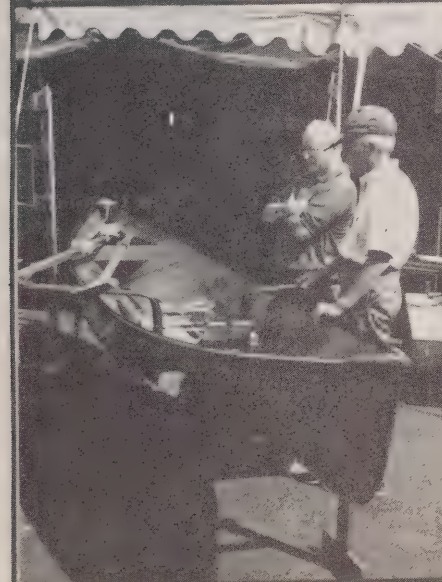
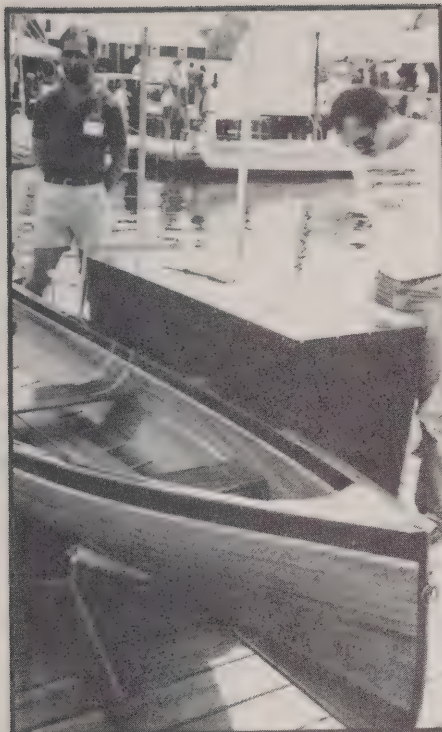
New York designer Dave Gerr and Albany builder Howard Mittleman of North River Boatworks got together to bring one of Dave's 11' Garveys, **PIPPIN**, to the show. The concept is a nice sailing but very stable beach cruiser sort of boat, and Dave says it is indeed stable, one can stand up in it under sail and move around safely. Howard is building his elegant traditional North River Skiff as well as doing boat repairs and restorations. Dave has a comprehensive catalog of designs you can inquire about by writing to him at Gerr Marine, Inc. 37 Alden Park, Throgs Neck, NY 10465. To find out more about North River Boatworks' boats, contact Howard at 6A Elm St. Albany, NY 12202.

Concordia Company

BEETLE CAT MADE THE SCENE

Concordia has been building Beetle Cats since the 1930's, Leo Telesmanick only recently retired after 50 years of building the boats, and there always seemed to be orders aplenty, so why promote business? Now Charlie York is running the shop in So. Dartmouth and he decided it was time to get the Beetle Cat out before the wooden boat public. "I was amazed at all the interest," he commented, "all sorts of people who grew up sailing in them, memories, and current loyalties." They're still building 30 a year. It was nice to see this charmer at the show. For more information on the Beetle Cat you can contact Concordia Co. South Wharf, So. Dartmouth, MA 02748.





CAMPAIGNING WHAT HE BUILDS

Rob Lincoln has been combining recreation, physical fitness and business this year as he campaigns his Little Rangeley rowboat in various rowing races all over New England. He was one builder who was primed for the wooden boat race that didn't happen. While he competes in the "traditional" class usually, he also goes all out after finishing first overall, and usually it is only the sliding seat rigs that edge him out often not by much. Rob's boats (several models) are now sold by L.L. Bean, so you might say he has arrived as a builder. Maybe so, but he hasn't let off, and the superb finish and performance of his boats are matched by his marketing efforts. "I have these mortgages to meet," Rob says when asked about such intense dedication to his craft. Rob can be reached at RKL Boatworks, Pretty Marsh, Mt. Desert, ME 04660.

MARTIN MARINE COMPANY, INC.



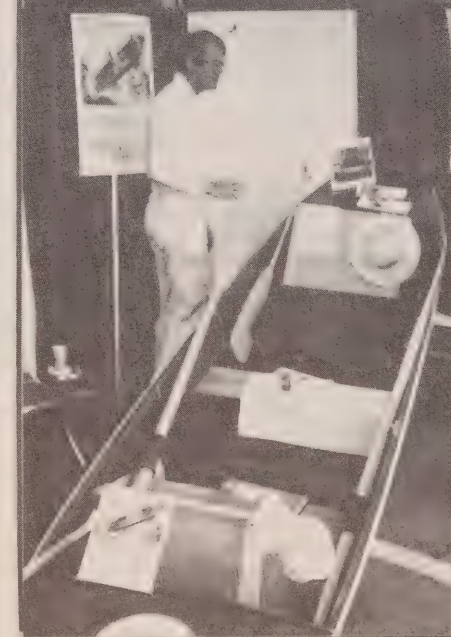
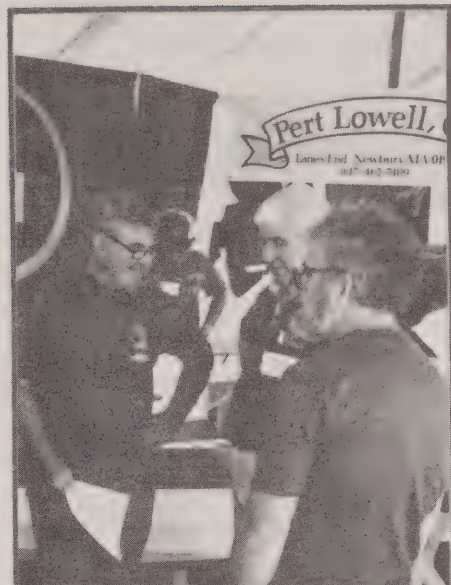
MARTIN MADE IT TO BOTH SHOWS

Arthur Martin was back for this show, one of a handful of exhibitors who also were at the May Small Boat Show here. For the wooden show he had his Appledore Pod featured, as well as the Kittery Skiff do-it-yourself sliding seat kit. Along with Graeme King's serious sliding seat racing sculls, Martin was the only such rig on hand, some difference from May when about 10 different makes of sliding seat rowing craft were on display. Martin was a pioneer and despite the burgeoning competition now in the field, is busier than ever producing his craft. You can find out more by contacting Martin Marine, Box 251, Kittery Pt. ME 03905.

RANDOLPH BOATWORKS

SPARBUILDING IS A SUCCESS

Bim and Easy Randolph have been working hard to make their sparmaking business a success and in a modest way they now have achieved this. They build custom spars to order with full time help from their son-in-law, Ollie Smith. They can now build up to around 60 feet or so, but are equally interested in doing that 16' sprit rig, whatever one might want in solid or hollow glued up wooden spars. You can learn more about what they offer by contacting them at 27 Pine Island Rd., Mattapoisett, MA 02739.



Pert Lowell, Co.

THE TOWNIE IS COMING BACK

For Pert Lowell, now closing in on 80 years, it must be a bit of *deja vu*, back at the boatshows, for back in the '30's when he and his father Marcus were building Town Class sloops (over 1700 in all) doing the boatshows of the day was part of the trade. And then, they were ALL wooden boat shows. Pert and son-in-law Ralph Johnson had a big display this year with a Townie and all the new wooden shell blocks, bronze fittings and mast hoops and hoop artifacts they still turn out in Newbury, MA on the banks of the Parker River where, 8 generations ago, Pert's ancestors settled. The new run of wooden Townies is up to 5 now, this great little daysailer/club one-design racer is catching the fancy of those who like a good little boat built just as they were 50 years ago, traditional all the way. For more on Townies, mast hoops, and traditional shell blocks, contact Pert or Ralph at Pert Lowell Co., Lane's End, Newbury, MA 01950.

THE ADIRONDACK GUIDE BOAT

A GORGEOUS GUIDEBOAT

Steve Kaulback had a superb cold molded (his own particular technique) Adirondack Guideboat at the 1983 show offered at \$2500, a good value for such a lovely craft, yet went home with it unsold. But he got several orders from his effort, and this year's version, now at \$3500, was bought by another builder. "If I get my price," Steve said, "I'll have earned \$10 and hour for my time building that boat." Which is the hurdle the wooden boat builder has to get over, how to price a boat to sell and still earn a craftsman's wages building it. Steve still has the '83 for sale at \$2500 and he can be reached at Bingham Brook Rd. Charlotte, VT 05445.

the HALCYON PUNT

LIFE IN THE SLOW LANE

Peter Wayne brought his Halcyon Punt down from Toronto to catch the attention of New Englanders for his concept of a nice recreational craft. Based on Victorian England's notions of rowing or paddling or poling along a placid river on a day off, complete with comfy cushions, wicker picnic basket and all, the Halcyon Punt does have a unique aura. And is it ever stable. Don't be put off by the hi-tech sounding name Peter has chosen for his boatbuilding firm, his definition of "tectonics" from the Concise Oxford Dictionary is, "the whole art of producing useful and beautiful buildings, furniture, VESSELS, etc." He can be reached at 191 Hillsdale Ave. E., Toronto, ONT CANADA M4S 1T4.



ASPOYA BOATS



IN THE NORWEGIAN TRADITION

CLOSE TO THE REAL THING

While most of the boats on display were finished in gleaming varnish or paint, one stood apart with its oiled wood finish as well as its unique (at the show) nordic design. Jay Smith's Aspoya boat is the way it is because of his roots. A trip to Norway to trace his family background led to relatives who have been boatbuilders for generations. This in turn led Jay into an apprentice program in Norway, and subsequently back home in Wisconsin he began to build in the Norwegian tradition. Now located in Pennsylvania, he carries on remote from the sea while his wife completes graduate studies. For anyone who can appreciate a serious effort at authenticity, Jay's work is worth investigating. You can do so by contacting him at Aspoya Boats, RD #3, Evans City, PA 16033.

Thomas J. Hill

NO LONGER \$90 A FOOT

Tom Hill was selling his little glued lapstrake canoes at the 1983 show for \$90 a foot, and sold several of the ten footers as a result. When asked if he had any of these buys for the show this year, he explained, "No, now they're \$120 a foot. I just can't afford to build boats for the masses!" His work is impeccable, the boats are light and nicely finished, and he'll build you others too, such as Steve Redmond's WHISP. You can contact Tom at Box 15, Shelburne, VT 05482.

Old Wooden Boatworks

OLD WOODEN BOATS FROM FLORIDA

Jack and Judy Fesenmeyer brought what had to be the most delightful looking little dinghies up to Newport to show, the Sea Horse and Sea Lion. Building in wood in Florida is a bit odd still, so they have a unique thing going. The two little boats are about as beamy as you can go with 8 and 10 foot lengths and the rainbow sails, mains and jibs on both with demountable bowsprits, turn both boats into delightful playboats. The construction is Bruynzeel ply with epoxy and stainless, and both have long shallow keel skegs and thus no centerboard trunks inside. Jack sells plans, patterns, kits or finished boats and you can learn more about these boats by contacting the Old Wooden Boatworks, 106 8th St. East, Bradenton, FL 33508.



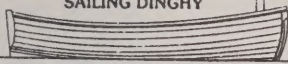
LARGEST SELECTION OF SLIDING SEAT BOAT PLANS IN THE COUNTRY



DESIGNS ARE ADAPTABLE
TO YOUR CHOICE OF
CONSTRUCTION: LAPSTRAKE,
STRIPPER, PLY, COLD MOLDED
OR ONE-OFF FG TECHNIQUES

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Lightweight, inexpensive. Unique design sliding rigger system. Plans for 16' shell \$28; for 9'9" oars \$18. Easy to build. Parts available. Dealers inquire.

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TOWN CLASS™



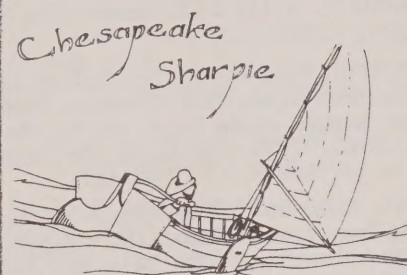
The classic "Townie", built first in 1932, is now being built again by the same Lowell family in Newbury. The 16½' lapstrake centerboard sloop is built with skill and craftsmanship to withstand the rough water and heavy winds of New England.

Pert Lowell, Co.

Lane's End, Newbury MA 01950
(617) 462-7409



BUILDING PLANS \$15
FINISHED BOAT (Unpainted) \$450
FINISHED BOAT (Painted) \$550



BUILDING PLANS \$20
FINISHED BOAT (Ready to Sail) \$1600

Adirondack Bateau



BUILDING PLANS \$15
FINISHED BOAT (Bright) \$1400



BUILDING PLANS \$15
FINISHED BOAT (Painted Ply) \$650
FINISHED BOAT (Cedar/Oak) \$850

PHOTOS/STUDY PLANS (Ea.) \$1

NEAT STUFF . . .
CEDAR/PINE BAILER \$25
OAK SAIL NEEDLE/HORN \$10
OAK/PINE TOOLBOX \$25
ASH LEADLINE SPOOL \$30

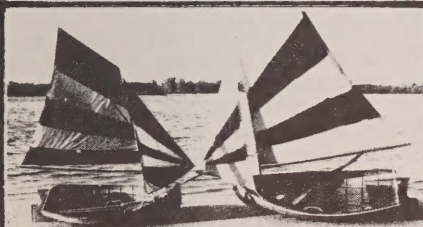
Prices FOB our shop and subject to change. Plans include all necessary advice to build each boat.

P.O. BOX 1708
NEW ROCHELLE, NY 10802
(914) 636-5075



21' FAST ROWING BOAT, classic lines, fiberglass, winner Traditional Class in Pawcatuck, Rockport-Camden and Gerrish Island races, summer 1983.

CONCORD YACHT CO
PO Box 424,
Sudbury, MA 01776
PH: 617-443-3691



Seahorse Dinghy Sea Lion Dinghy
LOD 7'6" Beam 4'3" LOD 9'6" Beam 5'
SA 41 sq. ft. 55 lbs. SA 74 sq. ft. 85 lbs.

Two rowing/sailing dinghies made of Bruynzeel plywood, fastened with stainless steel, glued and sealed with epoxy. The unique keel replaces a space-robbing centerboard.

Traditional quality using modern materials.

	Seahorse	Sea Lion
Plans & instr.	\$ 40	\$ 55
Plan/patterns	125	150
Kit*	725	995
Finished*	1,245	1,795

*Prices include sails, oars, and all hardware.

Old Wooden Boatworks

Specialists in wood-epoxy treatment

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Classified Marketplace

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 Chappelle 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)

TOWNIE OWNERS WANTED: I'd like to meet anyone who owns, or has owned or sailed, a Town Class sloop, living now in the Islip, LI area. MARTIN SIEVERS, 193 Raymond St., Islip, NY 11571. (11)

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)



KINGSTON LOBSTER BOAT, later model Chappelle's AMERICAN SMALL SAILING CRAFT. Heavily built to original specs. Lapstrake cedar on oak, teak decks, tanbark dacron sails. A fast stiff boat with traditional good looks and craftsmanship. Well maintained by original owner. Asking \$10,000. TOM DOYLE, New London, CT. (203) 442-6464 or (203) 442-7600 (work) (11)

15' ADIRONDACK GUIDE BOAT as seen at "The Woodenboat Show" painted chestnut, includes: oars, paddle, yoke, backrest, removable bottom boards. \$2,500. STEVE KAULBACK, Bingham Brook Rd., Charlotte, VT 05445 (802) 425-3233.



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)

SKIPJACK POCKET CRUISER, 19' WL, 24' OA. Built 1958. Wooden V-bottom hull. Sleeps 2. Solid spruce mast, everything can be handled without a professional yard. JIM RITTER, Easthampton, NY. (516) 324-7051 eves. (11)

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, stripe 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)

1930 OLD TOWN CANOE, H.W. model. Ruff condition, never fiberglassed. I bought it to use as a mold but never got to it. JIM RITTER, Easthampton, NY. (516) 324-7051 eves. (11)

PEINERT FASTART 16 - sliding rigger 16' recreational rowing shell. All fiberglass - includes 9-1/2 Piantadosi oars - immaculate condition - currently cost \$1,550 new - boat only 4 months old. Will sell for \$1,200. DON CURRY, W. Buxton, ME (207) 727-3378. (11)

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MARTIN "APPLEDORE POD" 16. New boat. List \$1275.00. Sell \$810.00. Save \$265.00. A lovely rowing boat - fixed or sliding seat. BILL GRAHAM, 7 Ward St., Ipswich, MA 01938 (617) 356-3623. (11)

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PLANS 35' "ENDURANCE KETCH (Unused) by Peter Ibold. \$28.00. MONFORT ASSOCIATES, RFD #2, Box 1490, Wiscasset, ME 04578. (11)

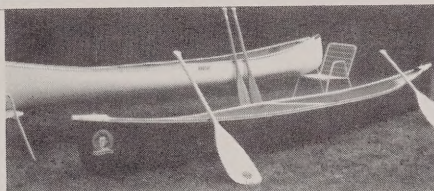
20' SIGNET SLOOP. Well-built (1966) English fiberglass cruising sloop. Five sails, outboard. Located Channel Islands (Oxnard), Calif. \$4500.00. REX MEACH, Ojai, CA (805) 646-8767 (11)

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

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

SOME GOOD BOATS: 13-1/2' Peapod, mahogany trim, tanbark sail, mast hoops, wooden spars, beautiful, \$1295. Saroca, new condition, row, sail, power, \$1995. Old Town sailing canoe, \$795. Used Howmar 12. Phantom 14, \$595. Laser, \$995. Precision 14. D-C 15. Com Pac 16. ~~with~~ race Buccaneer 18. Victoria 18-1/2. Com Pac 23. 21' wooden Carver hard top w/ 115 Johnson, \$2,000. With trailer, \$3000. FERNALDS, Rt. 1A, Newbury, MA 01950. (617) 465-0312. (11)

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TWO NEW CANOES: 14' 9" Apache "Pony" canoe, hand laid fiberglass, keelless, 56 pounds (upper canoe in photo) \$385. 15' 6" Black River "Duster" model, symmetrical hull design, 450 lb. capacity, 58 pounds. All hand laid fiberglass (lower canoe in photo). \$599. WALT GIBSON, 115 New York St., Lowell, MA 01854. (617) 453-9763. (11)



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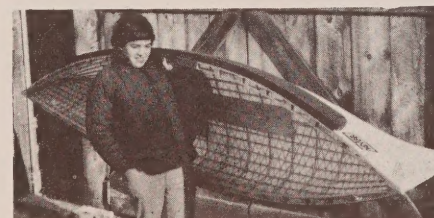
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DAVID WALLER, 20 Wells Hill Rd., Weston, CT 06883. (203) 226-9053 aft. 6 p.m. (11)

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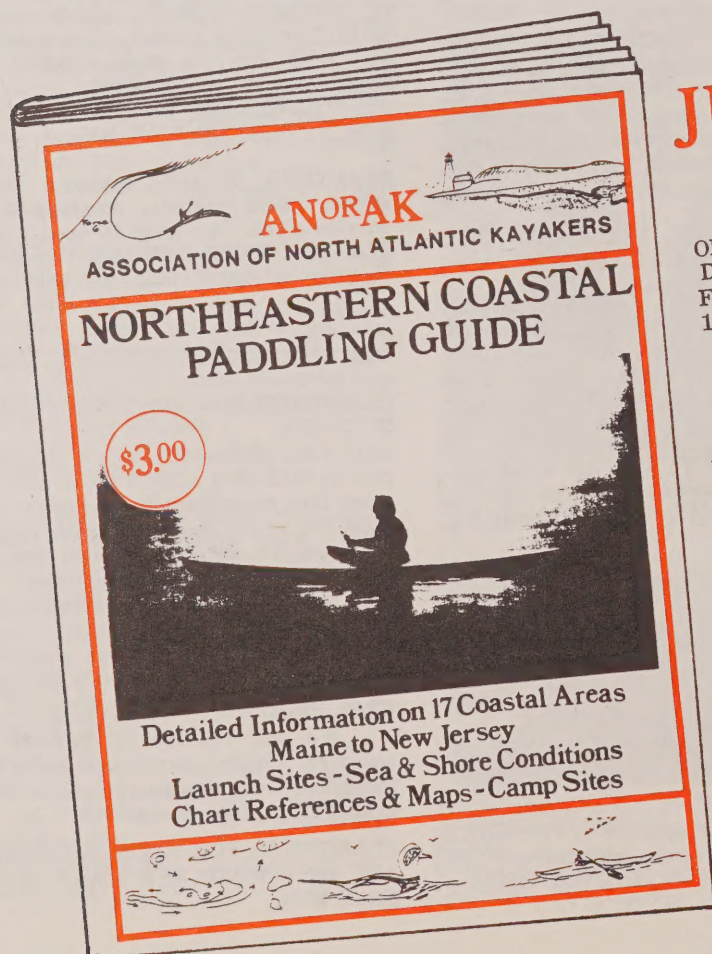
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