

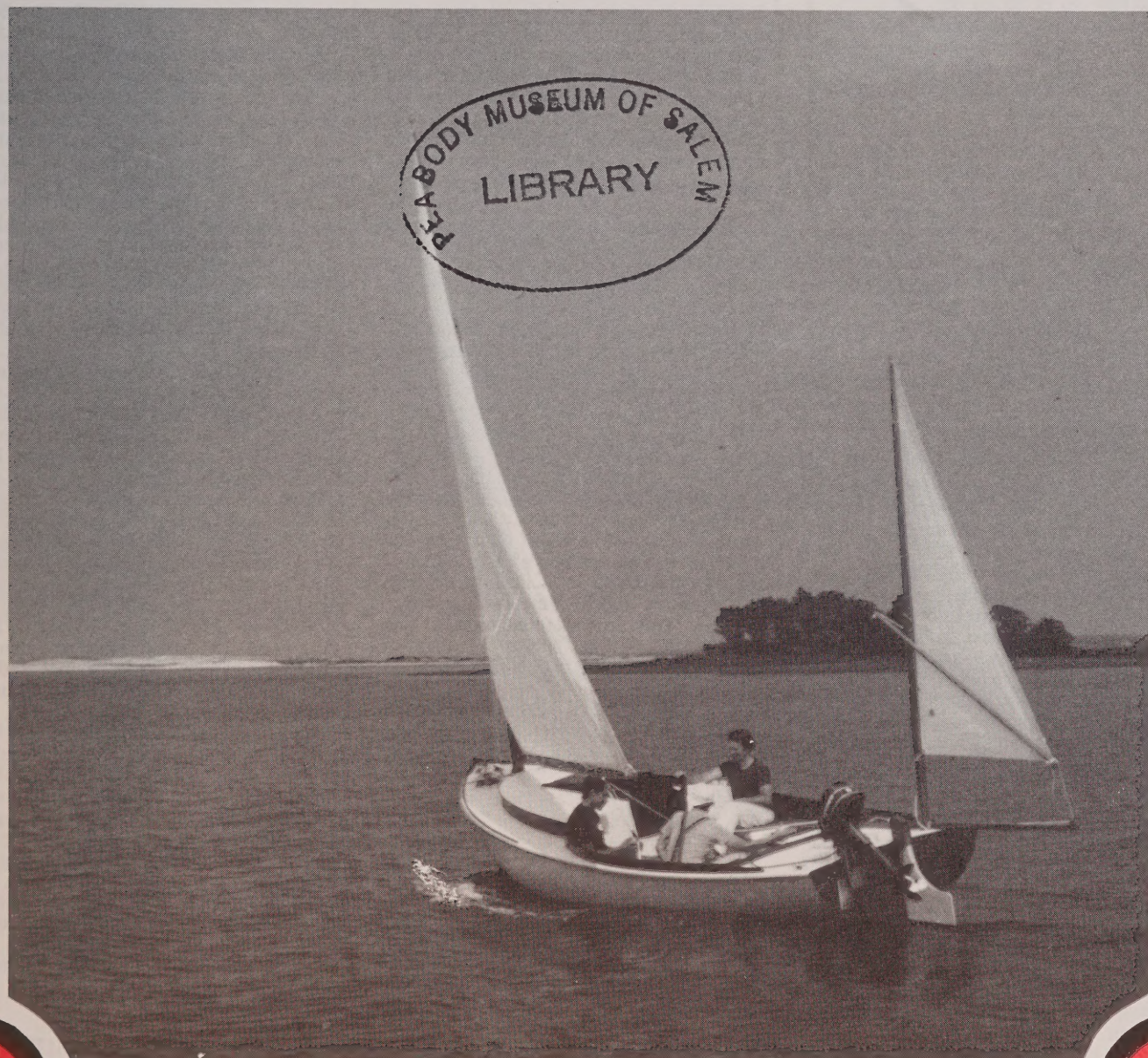


messing about in BOATS

Twice a Month!

Volume 2 ~ Number 13

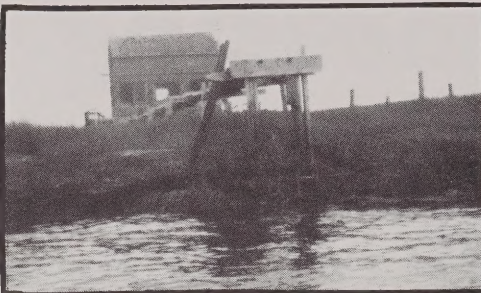
November 15, 1984





Commentary

BOB HICKS



The Clubhouse



messing about in BOATS

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Our Next Issue...

Lots of possibilities as interesting articles pile up here. Probably we'll go with that look at an Elver we promised for this issue; a talk with Brian Lankshear about his trimaran kayak, or "Tryak"; another installment of rowing to Alaska, this one about a capsizing in a 60mph squall; a report on one man's 54 mile overnight kayak paddle to raise funds for his museum; maybe a chance to look over a Fish Class catboat built by the grandson of the designer on a 50 year old concrete mold. Etc. And, then, for our next issue...

On the Cover...

The Chebacco 20 under sail on Essex, (MA) Bay with builders Brad Story and Bob Parlee aboard. This Phil Bolger design is the first ever cold molded boat built at the Story Shipyard in Essex, where six generations of the Story Family have been building plank on frame boats since the War of 1812. Inside a closer look at this very traditional looking craft designed by our most innovative present day designer and built in state of the art composite wood/plastic style.

On a kayak outing on Columbus Day (covered elsewhere in this issue) we stopped by alongshore on Plum Island Sound by a weatherbeaten old "cottage" with a rickety dock extending to the water's edge. Scenic backdrop. Chuck Sutherland remarked on wouldn't that make a nice clubhouse. We agreed. Somehow in this boating game the lure of some sort of "clubhouse" located in an ideal spot for one's preferred way of boating is a strong one. Of course, this has resulted in numerous yacht clubs having clubhouses, some of them very expensive real estate ensembles indeed.

The kayakers are more like the hikers though. The Appalachian Mountain Club maintains a major system of "huts" in the mountains of New England for overnight shelters in favored hiking locales. As our kayak group contemplated this picturesque old cottage as a clubhouse, someone immediately elaborated upon the theme by suggesting that a string of them would be nice, located all along the coast at favored spots. Unlikely, but an attractive vision.

This theme of some sort of "snug" shelter pervades boating, on larger craft than kayaks the shelter moves onto the boat to go wherever it does. Cuddy cabins, boom tents, ever more elaborate and spacious accommodations as size increases. It must have something to do with the exposure to the elements that boating creates, even in protected waters, one can be out without shelter in adverse weather conditions. Paddling back to the clubhouse across a wind or rainswept body of water brings back the charms of the cave for prehistoric man, I guess.

Well, we all could fantasize having that tumbledown cottage as a clubhouse. It was weatherbeaten but still standing square despite who knows how many winters out on those windswept saltmarshes that line the western shore of Plum Island Sound. If a place is funky enough and weatherbeaten enough, it escapes from that fix-it-up urge that seems to come over some people. Fix up the old place just enough to keep out the worst of the weather, furnish it with old used

but comfy chairs, sofas, tables. No electricity, and all its modern intrusions. No thoughts of painting or fancying up the place. Just inside space of comfortably rustic sort where like minded boat nuts can gather to indulge in that very significant aspect of boating, talking about it.

The fantasizing never does get to the point of being concerned about how to buy (or rent) the dream clubhouse. This is a reality that just gets in the way of the dream. Owning it means a mortgage, income schemes to support that, concerns then about fire or storm damage. Once one owns an object, it has a tendency to assume ownership of its owners. Maybe renting? Less concern about the "value" of the real estate, but still the matter of creating the income to pay the rent, in some way so that all who share in the pleasures also share in the costs.

Again, all of this is old hat to the yacht clubs, be they little local town groups with a float and a bit of shore property or a more elaborate country club sort of affair. These groups have long since dealt with all the realities of owning a clubhouse from which to venture forth in their boats. With many members at anywhere from \$200 to \$1000 (or more) a year in dues, plus non-profit tax status, plus initiation fees, plus member work requirements, they have made the fantasy come true. But, in so doing, have they somehow transformed it from the simple yearning for congenial shelter into something that has come to be an end of its own?

Looking at that cottage on the shore of Plum Island Sound, I just couldn't see that sort of thing happening. To keep its appeal (were it indeed available for renting) and simplicity would require the dedicated support of a small group who all believed in that simplicity and were willing to come up with the rent for a season (several thousand dollars most likely) uncomplainingly. Others with me who viewed this possibility also probably paddled off as did I thinking that it's a nice dream, but...





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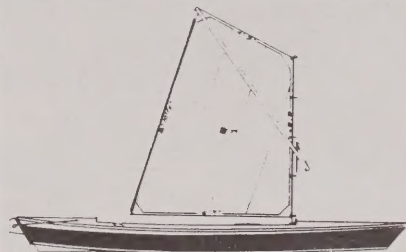
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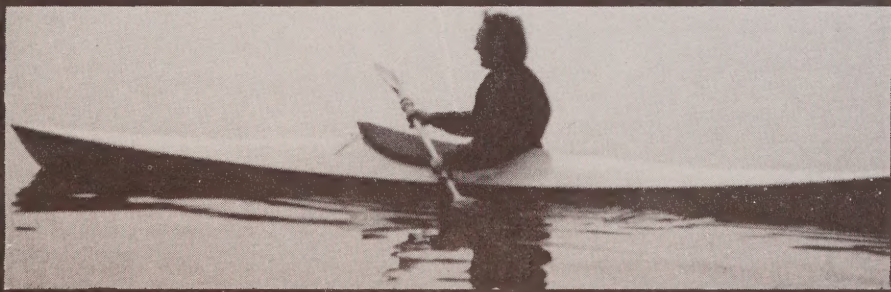
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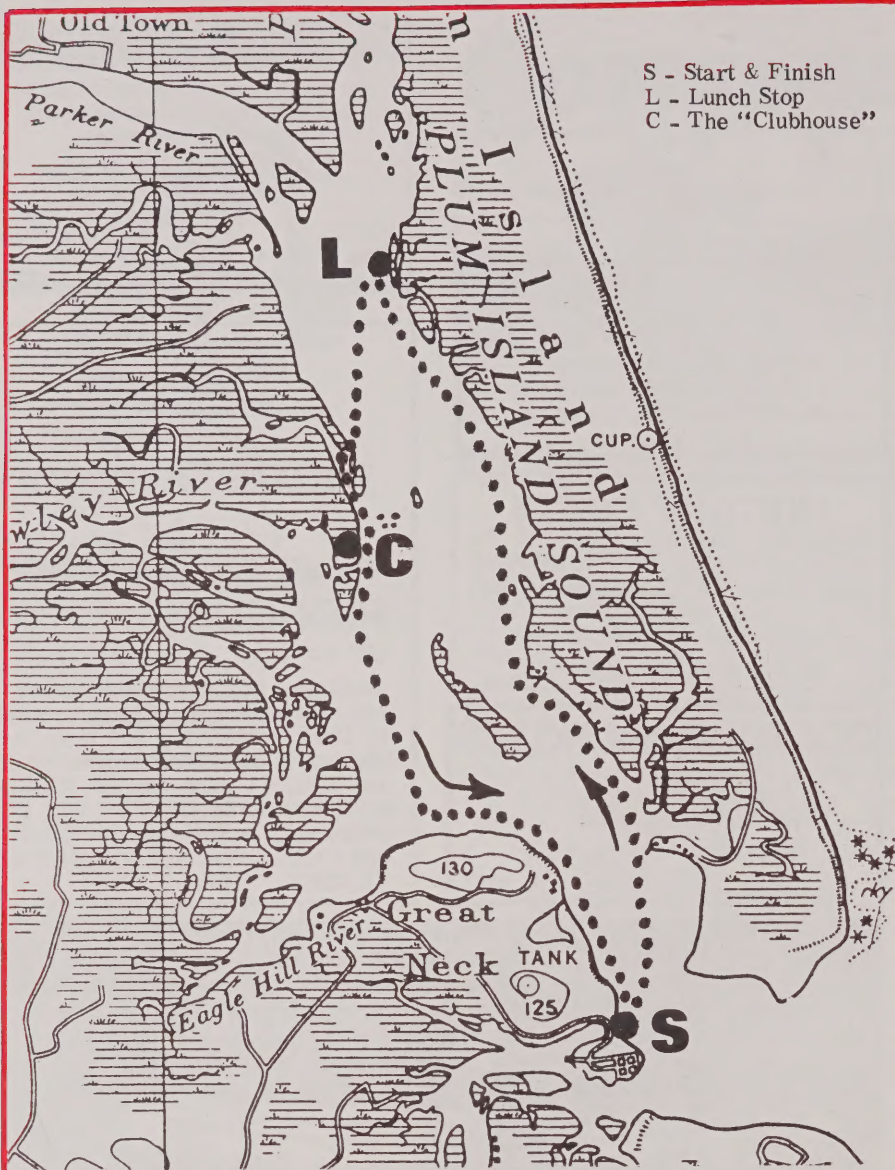
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S - Start & Finish
L - Lunch Stop
C - The "Clubhouse"

The old weatherbeaten house sits on the flattish point of Hog Island on the western edge of Plum Island Sound, a few feet above high tide. It's a hundred feet or so back from the water's edge and a tumbledown old wooden pier extends to the water from the building. The late afternoon sun shone right through the windows, back to front as our flotilla of sea kayakers gathered off the end of the pier. "Wouldn't you like to have that place for a clubhouse?" Chuck Sutherland remarked. Indeed. What a spot for a sea kayaking focal point, here on this remote marshland peninsula amidst an unspoiled area of tidal creeks, marsh and bay all behind a national wildlife reservation, the eight mile long barrier beach that is Plum Island on the north shore of Massachusetts.

I've sailed and motorboated on the Sound on and off since the mid-'50's when my dad kept his Century inboard on the adjacent Parker River. But this was my first outing here at water level in a sea kayak. A dozen of us in all had put in late morning on the beach at Little Neck at the mouth of the Sound where it empties into Ipswich Bay. Timing was important, for the current here runs at 4 knots at the fastest as the whole big bay fills and empties into the ocean. We were on the incoming tide and our trip up the Sound was planned to ride the tide up several miles along the western edge of Plum Island itself, and then return with the ebb along the western edge of the Sound. It all went as planned, except that a southwesterly wind built up to about 15 knots by early afternoon and we did have to deal with it as a beam wind going up, and a dead ahead wind for part of the return trip.

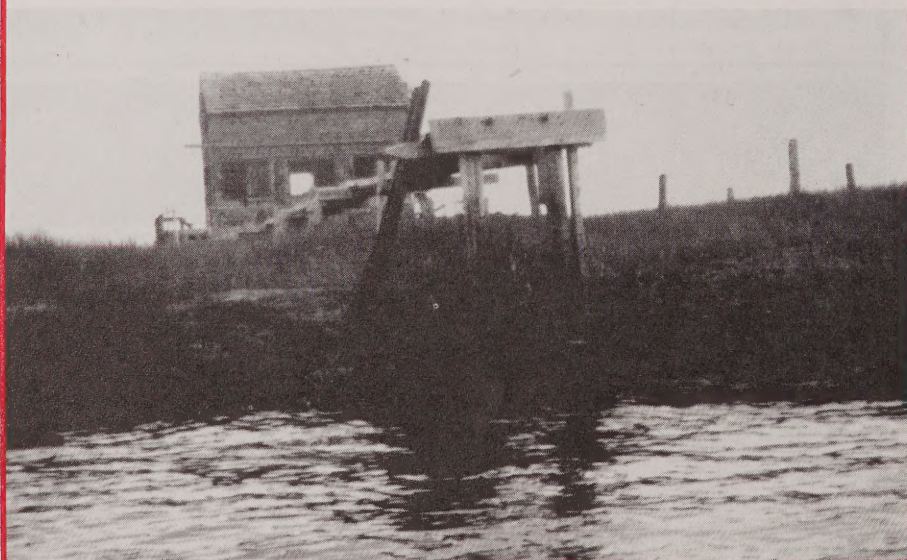
That wind gave me some troubles for a while going out. I was in a borrowed Aquaterra Chinook, loaned to me by Dave Anderson and Bob Walker of Aquaventures. That was okay. But the short whitewater paddle wasn't so hot, and my course could be best described as a long series of parenthesis marks hooked up tip to tip as I had to stop paddling every dozen strokes to correct my course with the paddle as a rudder. I simply could not keep that boat going straight no matter if I paddled exclusively on the windward side. Chuck and Don Jones noted this odd behaviour and after Don loaned me his longer Werner Furrer paddle I was on easy street. What a difference the length made. . .

A dozen boats get spread out but we all gathered together for lunch on the edge of the marsh on the western edge of Plum Island opposite the entrance to the Parker River. So easy to beach as the tide had peaked and one just paddled vigorously into the grass and slid up onto the higher ground. Later on, launching was equally easy. To the east of us we could see the dunes of Plum Island and the gravel road along its inland edge with an occasional passing car. Don Jones was sort of noting if any of them might be an "official" vehicle. While there were no signs at our spot denoting it as "closed" (which is the case on much of the island to protect

Paddling Plumb Island Sound

The "Clubhouse".

Report & Photos by Bob Hicks



the habitat and beach grasses) Don was still aware of dealing with the Park Service bureaucrats. His tale deserves mention herewith.

Don and friend Henry Szostek were paddling/rowing (Don in his Dirigo sea kayak, Henry in his 21' sliding seat boat) this past summer around Mt. Desert Island in Maine. A strong southwest wind had built up considerable seas and as dusk fell, they chose to go ashore in a small protected bay to camp. Shortly after they did so, and had set up camp, a "Rangerette" (as Don tells it) showed up above on the clifftop shore road. She climbed down the rocky slope to the adventurers and proceeded to inform them that they were in violation of the park rules (Acadia National Park) in camping in an unauthorized area. This meant first, a \$50 fine, and second, that they must depart forthwith.

"I was in sympathy with the reason for this rule," Don explained, "which is that campfires get away and the prevailing winds blow the fires into the dry forests nearby." He then went on, "But, we looked out at the big swells and surf now breaking and the darkening sea, and really didn't want to go out there."

The "Rangerette" offered them an alternative, leave their boats there for the night, unprotected from passing persons along the road above and bring their camp gear with her to the official campground. The thought of returning in the morning to find their boats missing was too vivid to ignore. So, Don and Henry packed up, relaunched into the night and spent a couple of rugged hours banging their way around a headland to a place outside the park where they could go ashore without being arrested.

So, here we were stopping for lunch at another national park area and Don was not forgetting. But, nobody noted us and lunch was enjoyed at leisure.

Our return trip enjoyed the tide but faced into the wind, and we all headed across a mile or so of open water to the Hog Islands where a couple of summer homes accessible only by water were being closed up for winter. Then we wandered along the channels in the marshy coast to where the Rowley River opens to the west, where we gathered for a group photo and for viewing the funky old "clubhouse" building. From here it was again into the wind to Eagle Hill and then a coast the last mile on the now full strength ebb around to Little Neck.

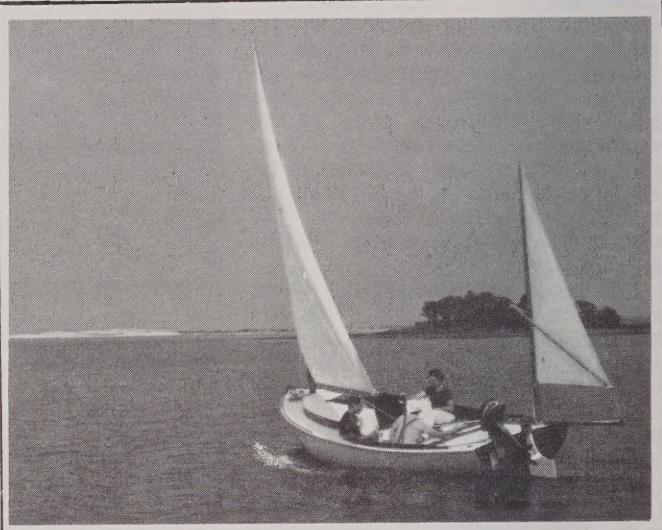
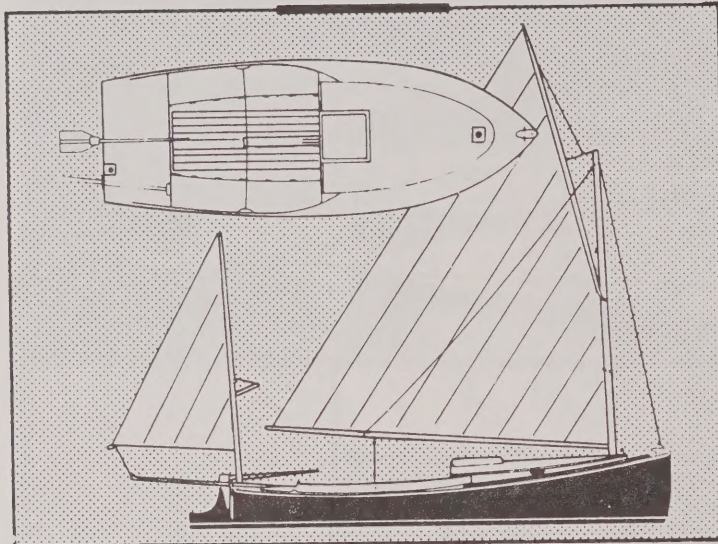
Well, we hardly had even poked into any of the numerous inlets and channels amongst the marshy lands that line the Sound, let alone paddle up any of the four major streams that meander inland for several miles. Obviously we will have to go back again. And again. For many of those along this was the third day of paddling on this Columbus Day weekend, on Saturday and Sunday they had paddled the Boston Harbor islands. So it was, for them, an easing back from open ocean paddling, but for me it was a fine adventure into protected but fascinating waters, waters I had been familiar with for 30 years from "bigger" boats, but which looked totally different down here on the surface of the sea.



From the top: The flotilla arrives at the lunch stop. Don Jones keeping an eye out for the "feds". Mary Buntin enjoying her new Hunstman, Chuck Sutherland in the background. Poking up a tidal creek. Brian Lankshear and Pat Dumont in their homebuilt double, a year round kayak. Migratory waterfowl rafting up on the Sound.

THE CHEBACCO 20

Report & Photos by Bob Hicks



Brad Story was busy finishing off a light sanding of the topsides on the Chebacco 20 when I arrived at the Story Shipyard on the causeway in Essex, MA. "This has gotta go out of here Monday," Brad explained, "and I'm aiming to get her all repainted this afternoon, it's so perfect a day for it." So Brad kept right on working as we talked about his new boat and by the time I was through with photos and chat, he was nearly done with the painting.

Dana, Brad's father, who runs the boatyard part of the family business (Brad does the boatbuilding) stopped by on his yard travels to comment briefly that, "We should have called this boat something else, like the Story 20, who in heck knows what Chebacco means?" Probably right. Dana is the 5th generation of Storys to build ships at this spot at the headwaters of the Essex River, Brad's the 6th. In 1812, during the War of 1812, their forbears started a shipyard here, and Dana as a boy worked on building the last of the hundreds of Gloucester fishing schooners that slid down the ways at Story Shipyard. It's the only survivor today of over a dozen such yards that once lined the causeway for a mile and cranked out the expendable Gloucestermen for a half century or more. The last one went down the ways at Story's in 1937.

So, probably the name Story has more clout in the boating world than Chebacco. Chebacco is the name Essex once existed under. It was the "Chebacco Parish of nearby Ipswich and did not become Essex until it acquired enough citizens and a minister of its own. Such was the way colonial New England towns were created.

So when Brad Story got together with Phil Bolger of nearby Gloucester to design a "stock" boat, they ended up calling it by the locally well established name, Chebacco. Brad had been joined in the shop by Bob Parlee, an experienced cold molding builder, and Bolger's 20 foot cat ketch was designed to be built cold molded. Some change from Brad's usual work, plank on frame boats of traditional design, built to order for clients.

So the first Chebacco 20 went off to Miami in mid-October a few days after I visited Brad to talk about the boat. In the works this winter are two more if all goes through with the potential buyers. "I really love this boat," Brad will tell you. Because he (and Bob) built it? Because Brad often builds Bolger boats? "Because she goes FAST!" Brad loves a fast sailboat. And Bolger seems to design boats that do go fast.

The Chebacco 20 does not fit the stereotyped picture of a Bolger boat created by a lot of media coverage of his simpler plywood flat bottom, slab sided quick-to-build designs. This one is round bottomed, with a lovely sheer, a nicely proportioned cuddy and Bolger's favored catyawl rig. Someone reasonably familiar with Bolger's unique notions would suspect this boat as one of his when noting the mizzen mast offset to starboard far enough so a normal tiller can be used.

A pretty big 20 footer with a beam just over 7 feet, the Chebacco carries 180 square feet of sail, not really an enormous spread. The speed comes from the hull design, obviously, and the split rig, while providing plenty of drive, is simple to handle. The main has a high

peaked gaff, the mizzen has one of Bolger's favorites, a sprit boom. It has catboat attractions, including roominess, but the mizzen offers opportunity for balancing the rig more easily in certain conditions than a catboat permits. And the unstayed spars are easily stepped by one person on deck, adding to the trailerability of the 1,000 pound craft. Simple, easy to use yet efficient, all hallmarks of Phil Bolger's designs.

The hull is cold molded from 1/8" red cedar veneers, with extra layers along the keel. This makes a very open interior as well as a light hull. Brad can provide customer variations in deck configurations, trading space back and forth between cockpit and cuddy as desired. The cuddy on the "standard" boat is long enough to sleep two in comfort with comfortable sitting headroom. This leaves a big cockpit for up to six to daysail in with reasonable room. The centerboard trunk is low just aft the cuddy bulkhead, but when the board is up it stands tall partly blocking access to the cuddy, you have to go one side or the other in that circumstance.

The rudder has a horizontal plate across its bottom edge, which provides steering control that an additional foot of vertical surface would create, and allows the rudder to be shallow draft just as is the skeg, at 12". Essex Bay is a gunkholer's delight and a shallow draft sailboat is a necessity for the local. So this influenced the design.

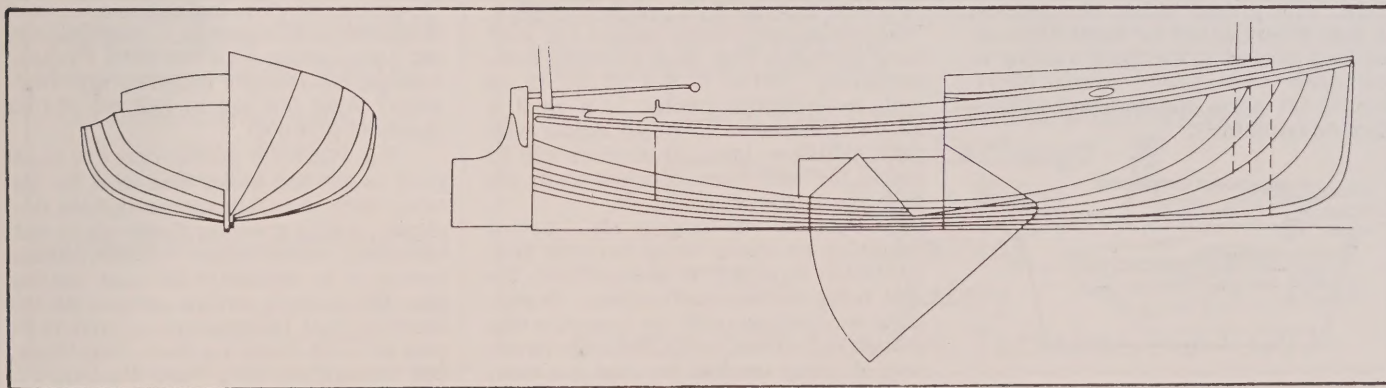
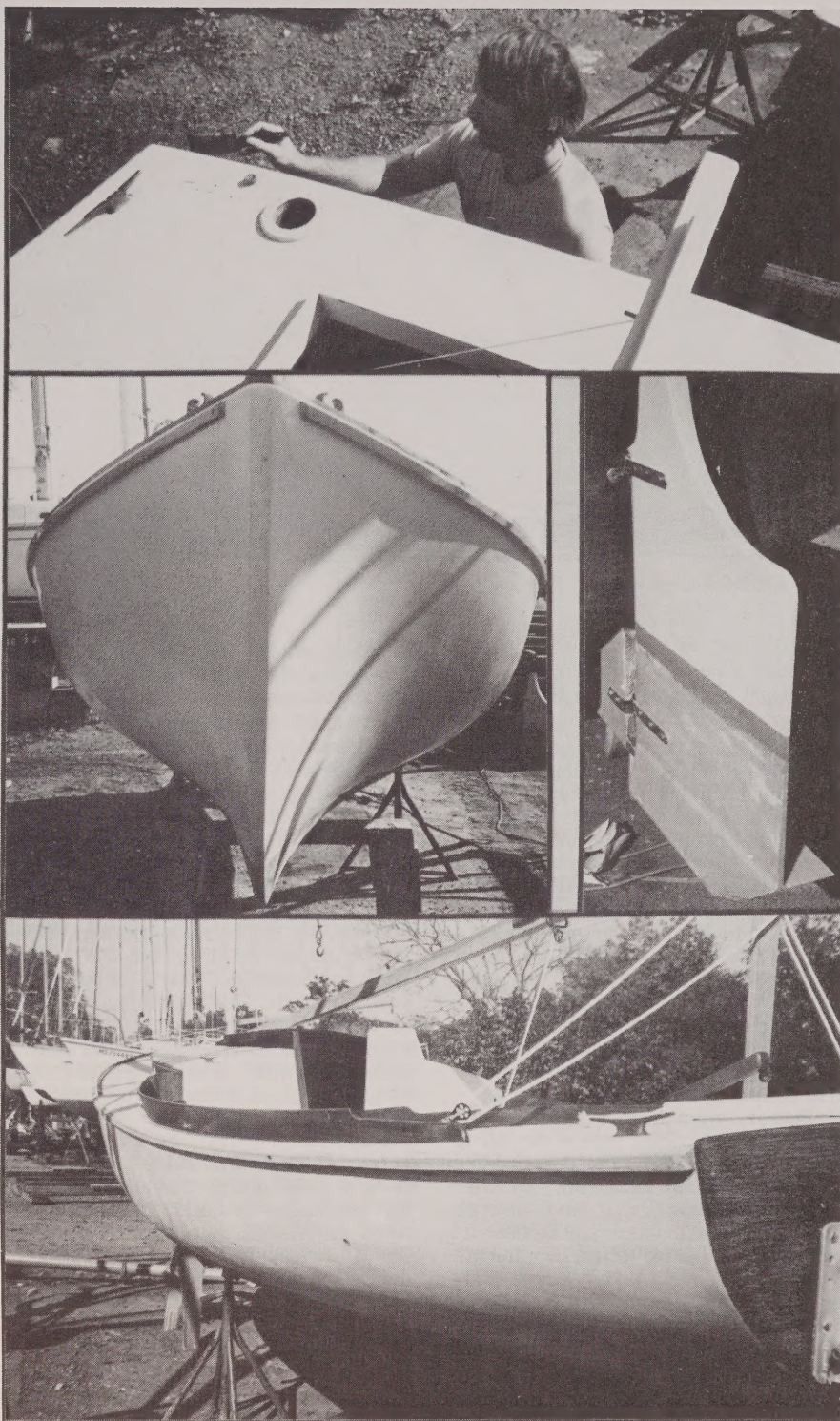
The workmanship is typical Story quality, even though Bob does the cold molding. As a newcomer, he has met the Story standards, it seems. The finish is painted with brightwork trim, Brad said they gave some thought to bright

finishing the topsides but decided it was not in keeping with their thoughts on simplicity, ease of maintenance and function. The Chebacco 20 is a pretty boat (never mind those who think of Phil Bolger's functional designs as ugly).

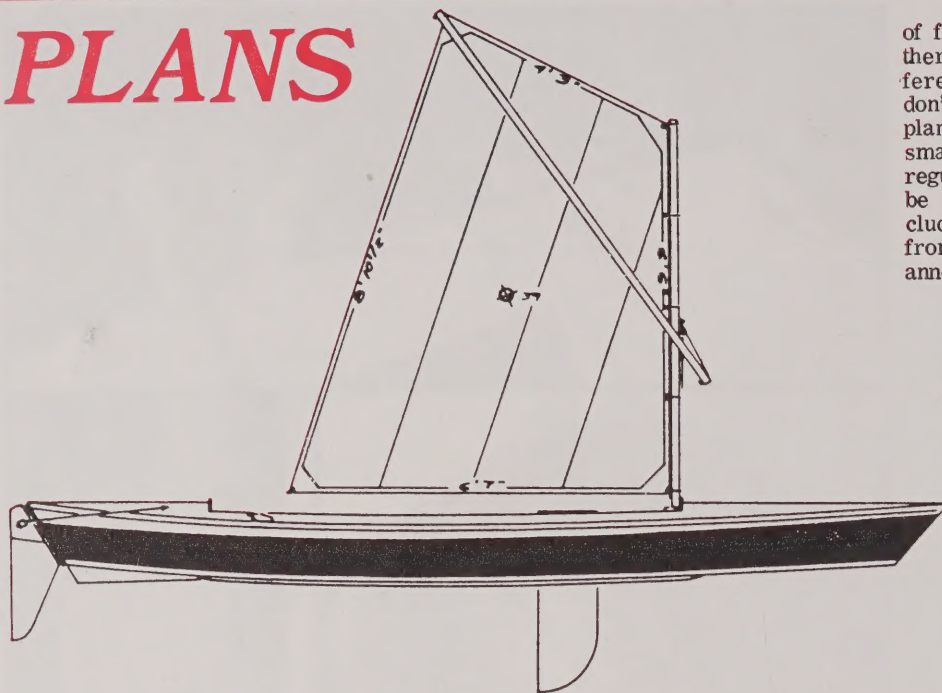
A dozen years ago, Brad Story was building houses out in the Berkshire Hills of western Massachusetts. Dana called him up early one winter and asked him if he was very busy. Brad allowed as how he wasn't so Dana suggested he come on home to Essex and build a boat for a client. Brad's been building ever since, always something under construction in the shop, last winter a 30 plus foot catboat, this coming winter a 34 foot Herreshoff ketch. All plank on frame in the traditional manner until now. The Chebacco 20, cold molded, brings Brad's years of working with wood together with Bob Parlee's capabilities in cold molding. There's room for a couple of boats to be built at a time in the heated shop. And over in the yard office Dana can look at all those photos of 150 foot schooners going down the ways right outside his windows, with the workmen standing around in their bowler hats and suitcoats, the onlookers jamming the causeway with their horses and buggies and the electric trolleys lined up end to end as the famed Gertrude L. Thebaud was launched. Or the famed racing schooner Columbia. Or any of hundreds of big plank on frame craft built right out in the winter winds year round. Someone is still building wooden boats at the Story Shipyard and looking to the future, keeping up with the needs of the times.

Dana will sort of scoff a bit when you get going on the history of the yard. But he's got it all in the files and has written several books on the subject. "Well, all that won't pay the bills today," he says when you persist in admiring the idea of one family building boats in the same place for 171 years. Okay, Dana. The Chebacco 20 can be built to order for about \$16,000 ready to sail away in 1985. If this interests you, contact the Story Shipyard, Essex, MA 01929, (617) 768-7858.

Photos at right: Brad puts the finishing touches on the transom varnish. The hull is a smoothy. Odd rudder has flat plate on foot. Pleasing flow of the sheer.



PLANS



Plans are the stuff dreams are made of for many would-be boatbuilders, and there are certainly enough of them offered by a number of designers today. I don't mean just from the large scale plans/kits firms either, but from many small one man shops. So another pretty regular feature through the winter will be on plans of interest. Some will include follow up reports on the boats built from the plans, others will be simple announcements of what is available.

PIROGUE... a Large Kayak

By Elrow LaRowe

PIROGUE is off to an auspicious start as a large cartopper plywood kayak, plan-for-sale. Phil Bolger designed it, coming up with more and better than was asked of him, as he usually does, a testimony to his cleverness, and undoubtedly a commentary on my less than sharp criteria. I just wanted a STABLE kayak for paddling that would haul up to four adults in a pinch, and have optional auxiliary sail to rest the paddlers on a broad expanse of water when the wind was fair.

Meticulous boat-builder Dave Montgomery built the prototype on his own with \$38 worth of material and 16 hours, including a fine paint job!

Bolger, who prefers paddling and rowing for recreation, took a day off to play with it, but what he really was doing was checking it out under my "paddle" criteria! I suppose I will have to curb my unbounded enthusiasm and just report his too modest, matter-of-fact comments paraphrase fashion: Under single paddles it did just fine, was also usable under double paddles, if less satisfactory, due to the width of the boat through its center sections. But--credit me for mentioning what a great "war canoe" this boat is for 6-8 kids at camp or elsewhere, with proper safety precautions, the boat fiberglassed for durability--as would be needed to for those wanting to float down some lovely stream where bumping off some mid-stream boulders might be necessary.

That's not all! He worked in optional, removable, rowing outriggers and a rowing seat for 7' oars, making a fine easy-moving rowboat out of it! After the tests, Dave mounted a sliding-seat Oar-master so as to exercise the legs as well--"though it's really too short (a boat) to exploit the long oars and sliding seat for all they're worth", Phil remarked. My criteria was there in spades! PIROGUE is 16' long and 3'3" WIDE! Back to modesty--"don't let people expect too much. The main thing, I suppose, is that it's quite a graceful boat with tolerable stability, that can be rapidly assembled with a minimum chance of something going wrong." We should mention that that "assembly" bit was important too. My file has a considerable supply of plans and study plans of boats of this general type that are really hard for beginners to build, and are advertised as stable, but aren't. Most are 25-28" wide, of double or multi-chine design, requiring double beveled longitudinal framing, etc., though undoubtedly good boats. PIROGUE has capacity and stability, and requires no bevel cuts at all on the long top sticks, only bevel cuts on two bulkheads, and a bevel cut only on the bottom of the outside chines!

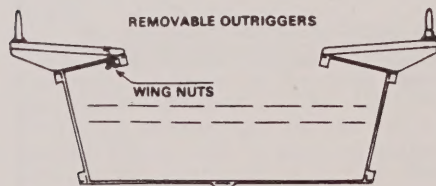
But that isn't all, either! He says, "the rowing and sailing options are very hard to design (for such a boat)". Nevertheless, PIROGUE has 39 sq. ft. of sail, loose-footed, peaked by a sprit, a single leeboard, a simple rudder with yoke and tiller lines, all of which will fit inside the boat when one just wants the paddling or rowing mode.

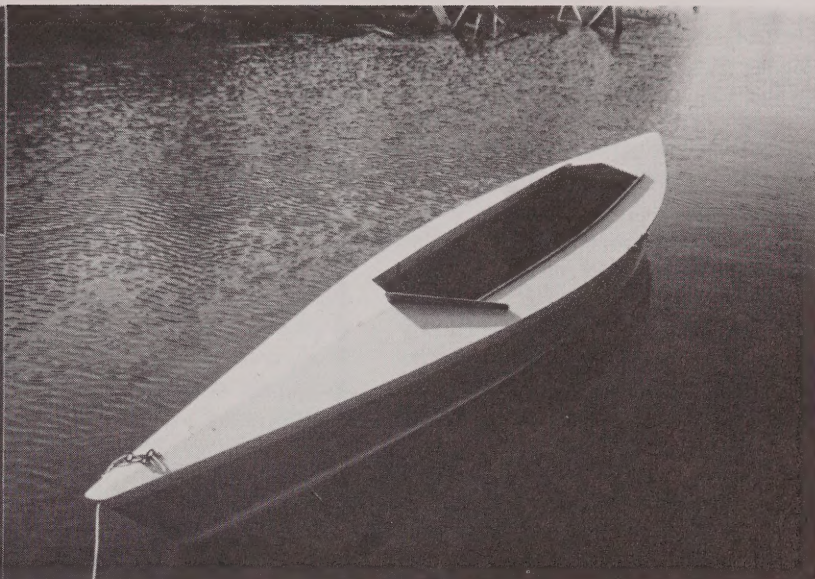
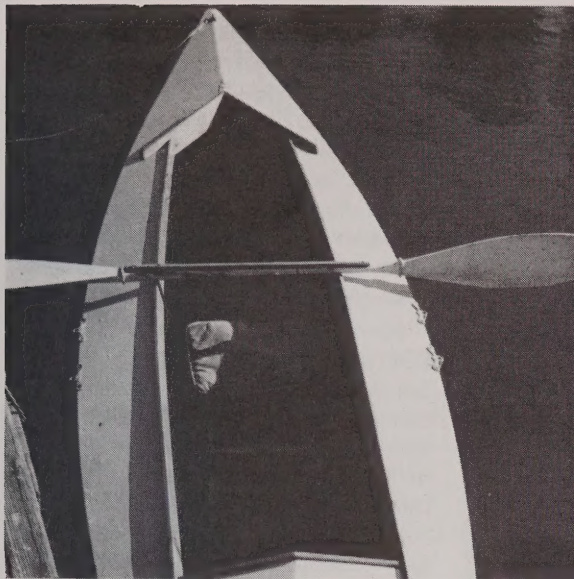
Upon all this hangs a tale. I have a suspicion we made things hard for him. PIROGUE was NOT to be a sailboat, the sail being optional and auxiliary to paddling and rowing--with the hope of saving a lump of building costs. Sail rigs have a way of being one half the cost of a boat,

and amateur builders often have difficulty understanding why this should be. This sail is flat, for easy amateur construction to be cut out of dacron on the living room floor, and sewn by grandmother. One could read an article on sailmaking so the hems and reinforcements are strong, if not pretty! Even the two 8' spars are just 2 x 2's (1-1/2 x 1-1/2). And, yes, there is flotation too in the ends of the boat.

Bolger and I did have a disagreement, but it wasn't our fault, so I didn't tell him! We were looking at "pirogue" in different dictionaries. His "any canoe-like boat" provides all necessary design and construction liberties. Mine said "a dugout; a canoe made of a single timber", which didn't seem to fit PIROGUE (pronounced pih-rohg), but upon reflection I came around. After all, we do have all that dug out portion, an amazing amount of enclosed space??? The rest of it could have come from a single timber, if very thin portions, in consideration of the fact that timbers are sold by the board foot now at mostly astronomical prices, so one economizes! It's nice that less timber can be made into a better pirogue! I expect Mimi, Georgette and I will sail, row and paddle our Pirogue a lot. The ladies are a German Shepherd and Doberman, respectively, and love boating--but how did a Frenchman get so lovingly mixed up with Germans? What fun can be had out of four sheets of plywood!

The PIROGUE plan at only \$20 is as good as any and better than most for its type, from a well-known, reputable designer, and is a worthy fleetmate to our cat-yawl mini-cruiser MICRO, which seems to be presently the best selling plan for a small sailing cruiser in the country. Full information on both is \$1 plus an SASE from: La Rowe Boat Plans, 302 Crosswinds Dr., Palm Harbor, FL 33563. (813) 938-1406.





Paddling PIROGUE

Report & Photos by Bob Hicks

Dave Montgomery's PIROGUE is pretty much built as LaRowe has in mind, inexpensively, Dave has less than \$50 of materials in it. Coming right off a day of sea kayaking the weekend before, I was immediately struck with how much bigger this boat is. The big double cockpit has room for a complete sliding seat rig (none was fitted on my visit) and the rather high freeboard (compared to low in the water sea kayaks) struck me right away as being good for keeping dry. The flat bottom made the boat very stable to climb into (the 39" beam also helped.) It was similar in scale to one of the folding doubles such as the Klepper, but has that Bolger look all his quick to build designs have. It was sort of like a small double ended sharpie sitting there without a rig (a sail rig is part of the plan but Dave did not build one).

Well, paddling it proved not very rewarding with the too short double paddle, wide beam and high freeboard. Also no seat provision had been made by Dave, just a flotation cushion laid over the sliding seat rails. I soon found trying to paddle seated was a chore, leaning from side to side to reach the water and having no back support. Kneeling on the cushion proved far better and the boat moved out

very easily once I could get some thrust into the paddling. Obviously a seat with backrest is vital to successful double paddling, as is a longer paddle (the one with Dave's boat was 7' tip to tip).

Trying the canoe paddle seated was better, but again I was too low in relation to the gunwales and beam and the boat turned so responsively that I had to switch sides every fourth or fifth stroke. Again, kneeling made it easier, but the need to switch sides even though I assiduously applied my newly learned "J" stroke was still there. Perhaps I should have moved further astern but I didn't think of it at the time.

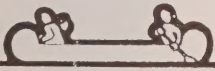
Dave has tried the sliding seat rowing rig and told us it was great in flat water, the boat moving out very quickly and easily. But in the heavy chop of powerboat wakes on the busy Annisquam River, he found the boat pitched too much, digging in oars and even outriggers at undesirable moments creating havoc with any effort at a sustained even stroke. Dave felt a round bottom model would be much better in dealing with that sort of problem.

Room there is aplenty. Two people or one with a whole lot of gear could cruise nicely properly set up for pad-

dling. The boat is so big with its flat bottom and nearly plumb topsides (it has a little flare but not much) that in its 16 feet of length and 3' 3" of beam there's a whole lot of space for the gear or those dogs LaRowe mentions.

It isn't fair to compare PIROGUE to a sea kayak, for it is really a bigger bulkier approach to that experience, as LaRowe states, intended to carry a lot of gear safely and be rowed or sailed if desired, not just paddled. It is in between a paddling boat and a rowing boat. I can't comment on the sailing part, Dave didn't rig it out. He has the lovely little Fish Class catboat his grandfather designed a half century ago which he (Dave) still builds today, to enjoy when the sailing urge strikes. (We'll have a story on that and the Montgomery yard in an upcoming issue).

PIROGUE can certainly be built easily and inexpensively. PIROGUE is not bad to paddle properly outfitted as long as you don't expect sea kayak performance. PIROGUE can carry all you would ever want with room to spare. PIROGUE does seem to meet LaRowe's specifications for safety, stability, carrying capacity, and with those criteria established, relatively easy handling.



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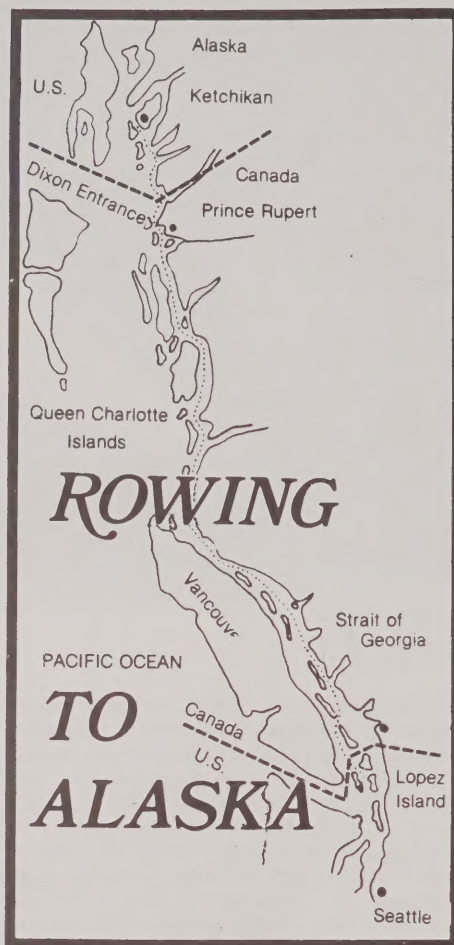

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When we first began to think about rowing to Alaska, we gave little concern to the boat. In the warm glow of our fireplace, we easily pictured ourselves rowing, usually leisurely, in something, amid the splendors of beautiful, pristine islands, snow-capped peaks, gentle waters, and boundless summer blue skies. We knew better, though. Sailing around Vancouver Island in a wet, gray blowy summer had shown us clearly what conditions in the northern waters could be like. As our interest hardened, our research began in earnest. The boat became central to all our planning. It had to meet requirements of strength, lightness, seaworthiness, maneuverability, carrying capacity, ruggedness, simplicity and stability. To meet all the conditions we might encounter, it had to be very right.

Early in the year we contacted Geremy Snapp, a wooden boat-builder on Lopez Island. In our first meeting, we talked about our objectives and many of the things our research had produced. He, in turn, contributed many observations from his own experience, both as a boat-builder and someone who had both fished and repaired boats in Alaskan waters.

We quickly agreed on a Swampscott dory as being best qualified. The sheer and broad flare would be effective against headwinds and chop; the tombstone transom would be good in a following sea; the flat bottom would afford stability both underway and when beaching.

It looked like we would require at least 17 feet in length overall to carry us and our gear, and, more important, be responsive in heavier seas. Geremy felt that anything over 18 feet would be



4~The Boat

Report & Photo by Pete Ashenfelter

harder to row. We chose the basic design of the 17-foot (17'4") Dion dory as coming closest to meeting our needs, with modifications to meet some specific requirements.

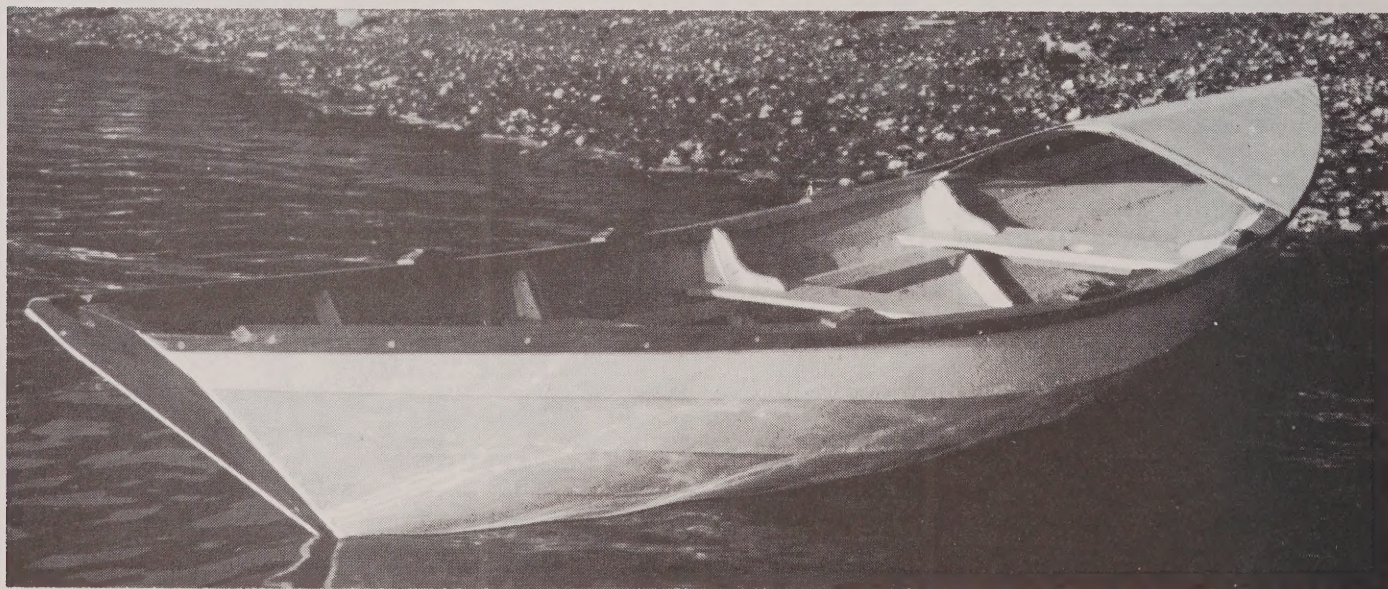
First, the boat had to be strong. For this, Geremy used 9/16" Sitka spruce for the planking. "For two reasons," Geremy said, "it doesn't split easily and, it holds nails firmly. While being light, it is also exceptionally strong." The spruce, Geremy felt, would hold up well to the severe wrenching it would receive when landing in heavier surfs and on open, rocky beaches.

For the ribs, he elected to use local San Juan fir because of its thick late wood growth, characteristic in the San Juan Islands. Such growth contributes added strength to the lightness of the fir. "San Juan oak," Geremy called it, "just right for our needs."

The stem was a different matter. We knew that there could be countless head-on jolts as we worked our way along the rugged, rocky shores of the passage up to Alaska. Oak seemed the only thing, and Geremy had a solid piece that he worked into a graceful curve that ran from the stem-point down to the center bottom plank.

For the transom, he used one-inch Malaysian kapur. Though relatively heavy, it is strong and holds nails and screws well. On the top, he carved a notch for oar steering, while outboard he fixed the gudgeons. Also, an eye was fixed through the transom to hold the stern line that would pass through a float pulley when anchored out. Best of all, oiled, the kapur glows deep red, adding to the beauty of the boat.

Geremy went back to San Juan fir for the rub rails, and good that he did. They came back chewed and splintered from numberless brushings and bangings against the ever-present barnacle-encrusted rocks. He used the same wood



for two five-foot-long sponsons attached to the bottom, amidships, outboard of the chine. Running parallel to the oak keel, the sponsons provided added stability underway. Of greater importance, they limited the boat's rocking when beached, protecting the bottom and garboard planking from damaging abrasion caused by rocks and barnacles. Jeremy also added a bronze half-round that ran from the tip of the stem, along the keel, to the transom. This proved to be one of the best decisions we made.

For propulsion, we would have oars, a sail, and two medium-sized older rowers packaged in two no longer limber bodies. For the oars, Jeremy went back to Sitka spruce. We elected a narrow, eight-foot blade as being most practical in the heavy winds and choppy waters we expected. As a further consideration I wanted to feather as little as possible because of arthritis in my hands and wrists. We took six oars so as to have two in reserve. We were amazed to find as we became conditioned, that our hands soon learned readily to recognize our right from our left oar as well as Nancy's from mine. Things just weren't right until we had our oars in their proper places.

We planned to sail downwind only, to prevent heeling and the attendant risk of swamping from gusts. This would eliminate the need for a centerboard or a leeboard. Our mast measured about 12 feet, on which we could raise a six-foot yard held to the mast by a rope becket. 90-plus square feet of sail, we felt, would give us easy movement. A removable rudder was included in the design, with a secured line system to hold the tiller firmly in position when we were under sail.

Several times during its construction, Nancy and I visited Jeremy to talk over things, but mostly to see the progress. In his shop, upside down, the boat looked big and inordinately beamy. We wondered if our design could ever be rowed efficiently. We never saw it right side up until the day we were to launch it. When we arrived at Jeremy's we saw our boat sitting outside, splendid in the sun with the mast stepped. From its gracefully curved stem to its raked ransom, the straked white hull was plain beautiful. Its sheer, rising to the peak of the stem looked commanding. From head on, as we slowly circled it, the flare of the bow and the midships beam seemed to assure stability under any circumstances. Inside, the oiled woods glowed strongly. A beautiful boat! Later

that day, though, Nancy and I found we were going with the same apprehensions. The boat looked so small. Row it in the ocean, around windswept headlands, through rough cold chop, sail it in fresh to moderate winds? Were we serious? Fortunately, our ignorance of the true conditions came to our rescue, and we shook off any momentary doubts.

Jeremy rowed the boat to Friday Harbor to have a canvas cover made for the bow section. "It rows beautifully! Glides nicely and turns sharply. You'll like it." Jeremy, obviously was pleased.

We rowed it backed from Friday Harbor to Jeremy's Upright Boat Works. We were pleased with the way it responded to our efforts. Neither of us had ever rowed seriously or for any distance, never together. In these first three miles, we were amazed at how easily the boat moved. We quickly fell into the rhythm of tandem rowing. (By the second day out, we found we could approach and leave docks in unison, almost as veteran partners, well used-to dancing with one another.) The first problem we encountered was on that initial row. Through the thin tightness of my jeans, I developed blisters on my cheeks, rubbing on the wood seat as I rowed. Before we cast off for Alaska, I made seat pads for each of us. These helped, but tenderness remained with me for over a month.

Our boat planning and design proved to be very satisfactory. We shipped back from Alaska a boat that was badly mauled and battered, grain-shredded as no respectable wooden boat should be, and missing several of its unsecured parts. Through far more than anticipated roughness and a most forcible capsizing, it suffered no structural damage. It was our home afloat and our means of transiting about 750 miles. Of that, we were able to sail a little over 100 miles.

The sail worked nicely in following winds up to 15° either side of our course. Greater angles moved us sidewise, and in stronger gusts caused us to surge uncomfortably toward the lee rail. The best winds were 10 to 12 knots. 15 knots were okay in some situations. Once, we were forced to sail in 20 to 22 knots, and that was plain scary.

When sailing, Nancy handled the halyard and reefing from her midships stations; I, the sheet and the tiller from the stern bench. In Johnstone Strait, in about 15 knots of wind, we covered eight miles in two hours—our best time ever, where we were in control. (In a later storm, sail down, we were moved four and a half miles in less than 20 minutes by wind gusting to 60 knots. That's when we capsized.)

Mostly, though, we rowed. Although the boat, empty, handles well with a single rower, it required both of us to move it effectively under way. In light wind and water conditions, we could move it at about two knots. Day in and day out, we averaged 12 miles of distance, and rowed eight to nine hours each day. Several days, 14, and one day, 16 hours. Those were hard days.

We didn't have a good summer for our trip. Rain on five out of every six days, a long series of very high tides, a continuous passage of storms and attendant turbulent chop, all combined to challenge our planning. The boat, though, proved right for all these conditions, including our daily battle of having to offload and load our gear for each night's camp, plus a required number of relief beachings. After 67 days of very close association, we came out with nothing but respect for and confidence in our boat. It more than met all of its challenges.

Jeremy did a good job.

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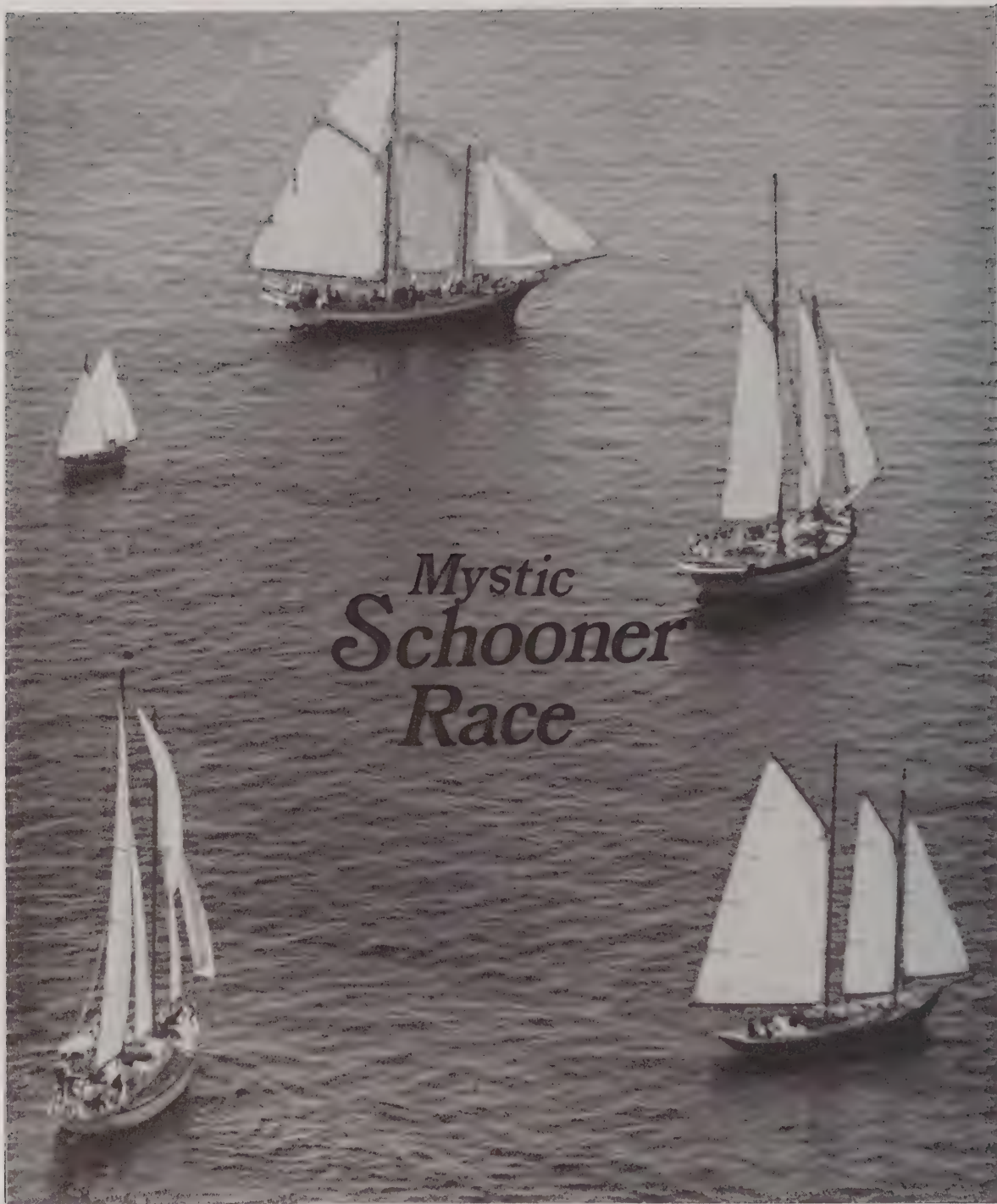
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Mystic Schooner Race

Crystal clear skies and light winds greeted a fleet of 22 schooners on Fishers Island Sound on September 22 for Mystic Seaport's 17th annual Schooner Race.

Schooners from New York to Maine competed for awards in three classes after a start which was delayed for more than an hour until the winds picked up to about 10 knots.

Overall winner was FORTUNE, a 50-foot schooner owned and skippered by Don Glassie of Newport, RI. The 1926 boat rounded the 17-mile triangular course on Fishers Island Sound with a time of 218.69 minutes.

FORTUNE, which has placed first in the fleet at every Seaport Schooner Race in the past three years, was the 1983 winner of the Mount Gay Rum Cup.

In second place was the 1928 TAR BABY with a time of 244.34. The schooner, owned by Carl Sherman, is out of Center Harbor, NH. MALABAR X finished third in Class A. Owned by W. Lee Pryor of Sag Harbor, NY, the Alden-designed yacht was skippered by Hugh Meredith, Jr. The Seaport's schooner BRILLIANT came in fourth in the class of large schooners.

The largest schooner in the race, RACHEL AND EBENEZER, withdrew midway through the course.

The first three finishers in Class B were as follows: TOTEM, out of Mamaroneck, NY, first; VOYAGER, New York, second and HALF MOON, Greenwich, CT, third.

The winners in the smaller Class C were: EBB TIDE, Essex, CT, first;

SAPPHIRE, Fishers Island, second; and TYEHEE, Rockport, MA, third.

The Director's Prize for the oldest boat was awarded to PANDORIAN, built in 1917. The blue, 38-foot schooner was designed by John Alden, and is homeported in Mamaroneck, NY.

FORTUNE received the Billy Atkin Memorial Trophy, which is awarded to the first schooner to cross the finish line.

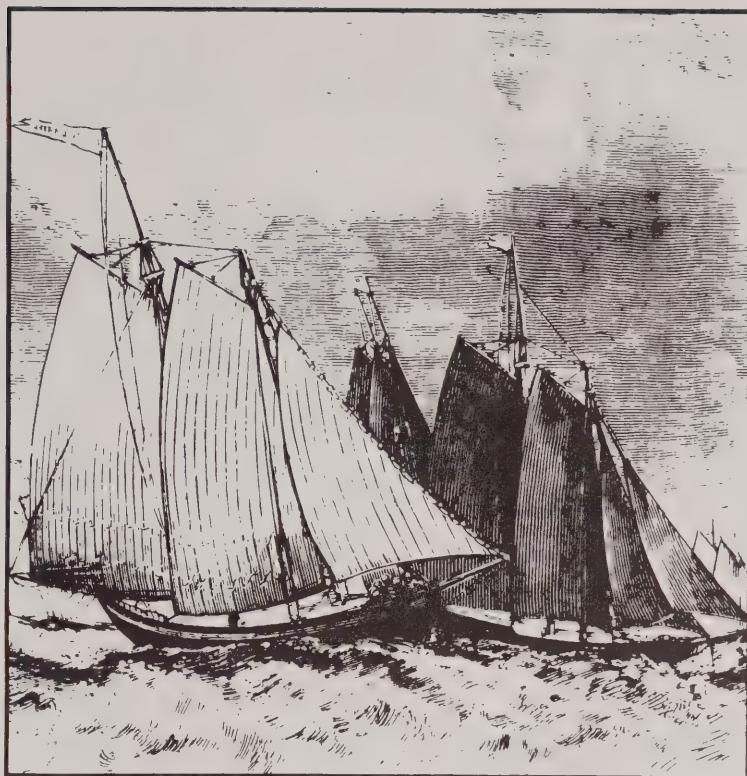
The BRILLIANT Trophy, for the best corrected time in all classes, went to EBB TIDE. The 26-foot schooner had a corrected time which was two minutes faster than that of the overall winner. The prize is sponsored by NAUTICAL QUARTERLY magazine.

TYEHEE won the Soundings Trophy, awarded to the gaff-rigged schooner with the best corrected time.

Traditional Vessel Weekend 1984

21 Traditional Vessels of assorted sizes and rigs braved a blustery, rainy Northeaster to complete the Ninth Annual Traditional Vessel races in record time. MISCHIEF, a 35 foot Herreshoff sloop, built in 1914, owned by Chris Wick of Old Saybrook and rating next to the bottom of her class, saved her time on FORTUNE to win the Foundation Trophy for the best corrected time by three minutes, five seconds.

FORTUNE, a 50 foot Crowinshield of Newport, R.I. found conditions to her liking and was first to finish beating BRILLIANT, the perennial scratch boat, across the line by three minutes, 43 seconds. FORTUNE won the Steamboat Dock Trophy for the first boat to finish as well as the Jacinta Trophy, donated by Tom Clark and awarded this year to



the first schooner to finish.

MALABAR II, a 41 foot John Alden schooner built in 1922 and owned by Jim Lobdell of Vineyard Haven, MA, won Class I on corrected time, followed by FORTUNE, and VOYAGER, a 50 foot Alden schooner built in 1929, owned by Peter Phillips of New York.

In Class II MISCHIEF was the winner, followed by NEITH, a 52 foot cutter designed and built by Herreshoff in 1907 and owned by Jack Brown of Mystic. GUALHIR, a 31 foot cutter owned by

Chuck Surgalis of Chester, CT, was third.

The Cats and Gaffers Race, held on Saturday afternoon off the Steamboat Dock was won by Chet Kitchings of Essex in CATS PAW.

Sunday dawned bright and clear, a perfect September day and a perfect setting for the Boat Parade. Led by Stu Ingersoll's FLORA, ably handled by Jeff Ridgeway, the fleet, mostly under sail paraded by the Steamboat Dock to the applause of a sizeable crowd of on-lookers.

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PATINA'S LOG

TIM WEAVER

This fall marked the end of the third season with Patina, and she continued to surprise me. I'd expected her to remain a change of pace, something to rest the mind from the daily round of things, and that she did. And more. As what was once a novelty with her -- rig, maintenance, the delightful balance of two-masted sail -- became decent routine, and as my interests moved along, began to change, so did Patina. She stood up well against other possibilities.

The past season was proof positive. It started in the spring, brought about, perhaps, by the interval of spring's false start and its coming. It gave me time to muse, to decide I wanted a bit more than the cove, the river beyond kept running past my mind's eye. Patina had made a trip downstream two years ago, three days of sail and oar from Hartford to Old Saybrook, North Cove to be exact, the mouth of the Connecticut. My memory of the river's twist and turns -- the pilings here, the island over there, the creeks and coves, the fields and cliffs and rolling hills and lowland meadow -- still pleases me. And of the towns -- Wethersfield, Cromwell, Middletown, Deep River, Haddam, Essex, and of the islands -- Wilcox, Haddam, Gildersleeve, Lord, Eustasia, and of the river's shoals and bars -- Clay Banks, Cy Hollow, Two Piers, Pilot Point, the same is true. But what did I know of these? What was the history of this winding path of many changing moods? The Indians, farmers, fishermen, boatbuilders and townspeople, what did I know of them? How had the river shaped their lives, they ways, the things they had, or didn't have? And what marks of such were still to be seen, understood, along its banks?

Here, right here, were the makings of a project and, perhaps, a project for Patina. I'd read and plan the trips, she'd get me there. A worthy broadening of interests, this. In fact, a putterer's delight. This needed thought.

And my first thoughts were about the way the river is, for the Connecticut is as much a stream as river hereabouts. It suffers from the vagaries of the weather. Just a few days of early summer rain (for the river is still a bit high then), a good wind out of the north and the tide running out (for there's a bit of tide here, too) can make a sail south, downstream, a decent ride. But try coming back. It takes more than the remnants of the day for getting home again. In short Patina's range under sail and oar is less than three miles, six if you see it either way. That's a bit shy for this interest. This putterer has time, but with limits. Not the kind that can wait the just-so day, the day when wind and river, tide and sun can call the shot, slow for modest exploration under perfect circumstance. No matter how this project was to be considered, it needed

more than Patina and her dinghy have got to offer as they are. This was a knotty problem, it required another dose of careful thought.

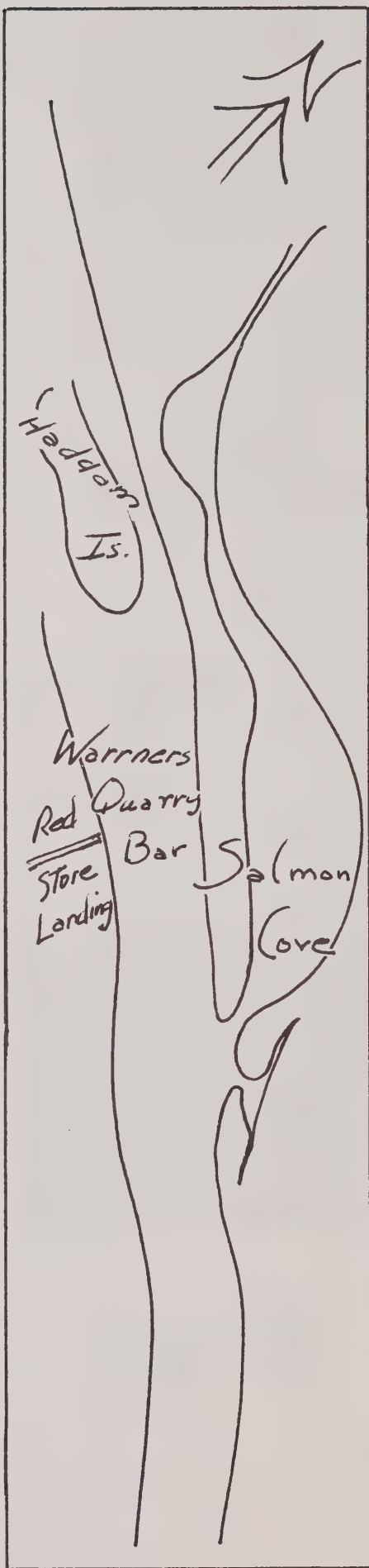
And that it got (for the interval was long). The first notion was quite grand, it concerned an addition to the fleet. I'd keep Patina, use her on those chance-met perfect days, but for the heart of things turn to a different sort of craft. A canoe, perhaps. Now there is a noble craft, an ancient tool of proven exploratory worth. Might just have to build one, that would be a first. Could start with McPhee's *THE SURVIVAL OF THE BIRCHBARK CANOE*, have been meaning to read that anyway. Then ponder things a while, investigate the subject, and in the end adapt a design. Strip build one to whatever fantasies might crowd my mind. But then again, perhaps the Piscataqua River Wherry would do better. This is a lovely craft with an appropriate history, might just be the thing for hereabouts, and Mystic Seaport has the plans for one. And I can't ignore the possibilities of the Adirondack Guide Boat. Strip built it would be a honey, Steve Kaulback's boats have proved the point.

Such were my flights of fancy, and a bit of looking into things soon proved the complexities of such imaginings, the sort that could twist and turn like a mountain stream. I might lose sight of my goal with such adaptations. That's happened before. I've got to keep this simple, and, so, there will be no addition to the fleet, at least not just yet.

Next notion, a trailer. Here's real range. Yes sir, all sorts of possibilities. And problems. All of a sudden I was thinking, "What is the condition of the truck? Do I need a better one?" and "What's to be done with the trailer when the boat's not on it? I'll need a garage for that as I'm in the city and space is not cheap." No, a trailer was out. Things got out of hand too quickly with that one. My thoughts wandered on.

An outboard motor. Now here's a bit of range, with luck Patina might handle ten miles of river either way, that's twenty overall. Not bad, enough history in that for me. And I'd still have the chance for any sailing adventure that might come my way on these river trips, trips with a purpose, trips for the sake of history. I'd need a motor mount, a special one (and I've ideas of just about what will do). It could be made. And as for the motor, a quick check showed a decent used one could be had, and in a puzzling variety of sizes at that. In fact the only problem would be the motor, the right one. Perhaps a little experimentation would be in order here. A path was chosen, the outboard motor. And Patina was still in the midst of things.

As for history, I'd write the Connecticut River Foundation in Essex and ask to be pointed in the right direction.



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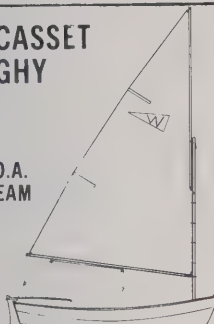
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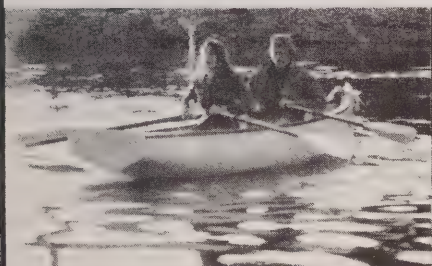
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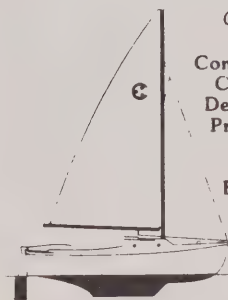
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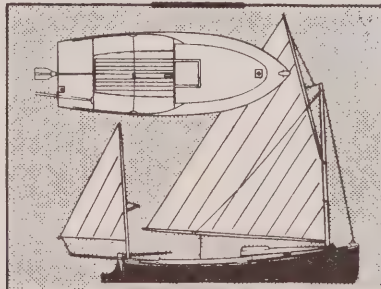
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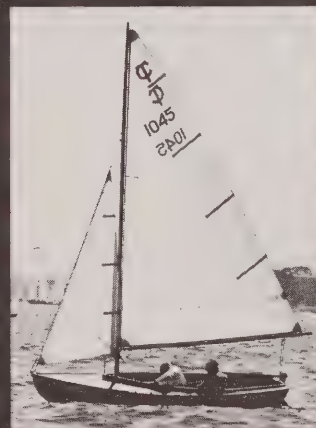


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What's happening...

Them Days are Gone Forever

I've had the chance to copy a bunch of bits and pieces of interest from some 1930 era boating magazines, items that caught my nostalgic eye, ads, boat plans, editorial comments, that serve to illustrate that while maybe, "Them Days Are Gone Forever", they had much in common with our boating aspirations of today.

During the winter months I'll be printing some of these items, such as the 1930 ads below, as space permits. Read 'em and weep.

ESKANOE
"Finest Folding Boat Made"



6 Models
A sturdy boat, quickly set up. Made of lightweight, wooden skeleton, covered with unbreakable, vulcanized rubber and canvas skin; frame adjusted by automatic locks. Conveniently stowed on yachts; can be used as dinghy. **ESKANOE** Kayaks are built for rapid water touring, fishing, vacation trips — unsurpassed for exploring or fishing in waters where larger boats cannot navigate. Sails or paddles. Send for free **ESKANOE** booklet.

KAYAK BOAT CO.
170 West 83rd St. 4th Floor New York City

BUILD YOUR OWN BOAT
with the help of
SMALL BOAT BUILDING
By Patterson

Shows how to lay down a boat from lines and offsets, how to shape keel, stem, etc., how to set up and plank—all steps clearly explained. Illustrated. **\$1.25**

THE RUDDER PUBLISHING COMPANY
9 Murray Street New York City

Immediate Delivery from Stock



TOPPAN 22-Foot Power Dory LAUNCHES

Price \$1195
F.O.B. Medford

An economical safe and seaworthy boat for the whole family. Powered with 4-cyl. Red Wing motor.

Toppan
Perfect Towing
Yacht Tenders
and Family Type
**Outboard
Motor Boats**

or seaworthy design shown in the cut
Built in 10, 12 and 15 foot sizes.

Immediate delivery from stock

A few Seaworthy Type Rowing and Sailing Skiffs available; also one 30 ft. 22 mile Sea Crest Express Cruiser in stock.

TOPPAN BOAT & ENGINE CO., Medford, Mass.
Builders of the Champion Llenroc 32 Mile Express Cruisers

DECEMBER 6: MONTHLY MEETING OF SMALL CRAFT ASS'N OF PEABODY MUSEUM, SALEM, MA.

This meeting is planned to feature Larry Zuk of the American Canoe Ass'n with a presentation on building strip planked sailing canoes and rigging them. In addition to slides, a couple of rigged canoes will also be displayed. Meeting is at 7:30 p.m. at Museum, East India Square, Salem, MA. Guests are welcome. Contact Bob Hicks at (617) 774-0906 for further particulars.

DECEMBER 12: MARITIME LECTURE, HART NAUTICAL MUSEUM, MIT, CAMBRIDGE, MA.

Llewellyn Howland, III, yachting historian will present, "Herreshoff Manufacturing Co., the Irresolute Years. Program is at 7 p.m. at Museum at 265 Mass. Ave. in Cambridge, MA. No admission is charged.

SIPPICAN OCEAN ROWING REGATTA

One of the competitors in this fall's Sippican Regatta, organized by the Alden Ocean Shell Association members in Marion, MA characterized the event as, "the first regatta I ever rowed where the competitors talked to each other." Thus the organizer's characterizing of their event as a fun and challenging event. While it caters chiefly to Alden Ocean Shells, a class for other boats has been provided. This year the 27 Aldens were supplemented by 10 "open" class boats, and Ken Lynch in his Graham King shell was overall fastest as well as winner of the open class award. Organizer David Arms states that the 1985 event will provide a trophy for any other class of boat which turns out in three or more numbers.

This race runs from a wharf on the scenic Stone Estate out around a point of land and then on up into Marion harbor to a finish line off the Beverly yacht club. It's about 8 miles in all. A north wind made the inward leg the hard one.

Lynch, who won the Ship Channel Sprint this summer, rowed the course in 46.95 minutes, while Tiff Wood, a three time Olympic team oarsman, topped the Aldens in 48.67, good enough for second overall to boot. Several other Olympic level and national level oarsmen participated, but so did a 68 year old veteran, Charlie Pincombe, as well as some first time racers. Slowest finisher was Harry Bradlee in an Apple-dore Pod in 85.47 minutes. So, the Sippican isn't just for the top people, anyone interested in sliding seat rowing is welcomed.

The laid back nature of the event was typified by Olympian Wood's re-

CHRISTMAS COVE TSCA MEET

After many years at picturesque Christmas Cove, ME, this traditional small craft gathering moved upriver some 20 miles to Bremen, and on the weekend of October 6th and 7th enjoyed gorgeous (cold at night) weather in the new location. Nearby water offered lots of opportunities for exploration, and landowner Loyal Sewall's big lobster pound provided the seafood nourishment. Spacious grounds, an attractive site, but some limitation on getting heavier boats in and out of the water.

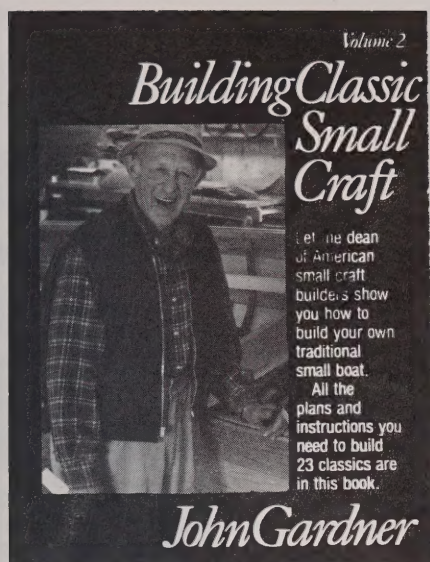
About 15 boats turned up, the change in location and later date cut into the attendance. Those who did found the trip down east well worthwhile, according to reporter Tim McMakin. The move from the original location was prompted by the unavailability of the motel/marina at Christmas Cove, the cost of staying open after the season was not being met by the TSCA participant attendance it seems. Dick Shew, family and friends, have worked yearly to make this a nice gathering, and the new location promises to work out okay, watch for it on the 1985 calendar for early fall.

KNOCKABOUTS & WINABOUTS

The two part series on the Three Little Sisters drew some interesting comments from readers. Boatbuilder Damian McLaughlin of Falmouth, MA (who builds a variety of exotic craft such as cold molded trimarans for OSTAR races) called to say he owns the molds for the Cape Cod Baby Knockabout fiberglass version, and that he is in a position to build this boat providing he has orders for a minimum of three. Pert Lowell of Newbury, MA, who has spent most of his adult life building boats and mast hoops, told us that his father's firm, Marcus Lowell & Son, built the Winabouts for the New England Marine Co. of Boston, which firm merchandised that boat.

marks that he was 22 seconds a mile off from his pre-Olympic pace, but was keeping in shape enough to not embarrass himself at the upcoming Head of the Charles which is very serious business indeed).

Wood along with several others on hand have formed a new rowing association in Cambridge, MA they have chosen to anoint with the acronym, CRASH, the Charles River Association of Sculling Has-beens. CRASH has developed what they view as the world's largest indoor rowing race each winter, 300 people rowing away on rowing machines in a gym, 20 to a heat. So there is no end to the ingenuity of the dedicated oarsman.



JOHN GARDNER RETURNS

John Gardner's book, **BUILDING CLASSIC SMALL CRAFT** is something of a modern day bible to amateur traditional boatbuilders. It is a hard act to follow, but Gardner's done it with a Volume II. Another 23 classic small craft are detailed as to building with all the plans and instructions you need to go ahead.

Gardner tells you how to build and how to use these boats, and offers much historical perspective as well. Included are a Herreshoff rowboat, a 15' Matinicus peapod, a 16' Swampscott dory, a Merry-meeting duckboat, a Sea Bright skiff, several yacht tenders, canoes, and a clamming skiff. And more, as they say on TV.

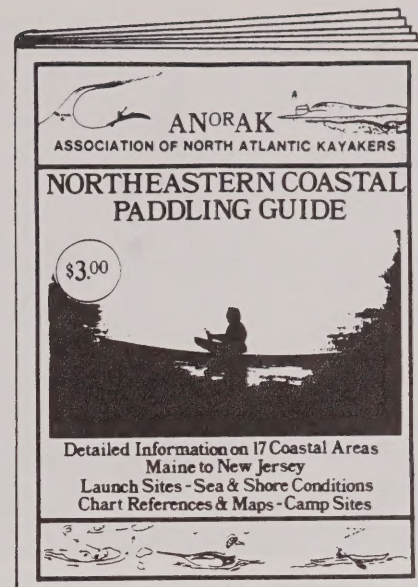
The book is that big 8-1/2 x 11 size hardcover with a color dust jacket, lots of illustrations. It is priced at \$35. You can order a copy from the Mystic Seaport Museum Bookstore for \$35 plus \$2 shipping (Museum members qualify for a 10% discount). Call them at (203) 536-9688, X369 or write to the Mystic Seaport Museum Bookstore, Mystic Seaport Museum, Mystic, CT 06355.

Good Winter Reading

From now on through the winter I'll be bringing pretty regular information on the "What's Happening?" pages on interesting reading, books and periodicals that you might find of interest yourself. Sometimes these will be book reviews, other times announcements. And also sources for books. So if you are a reader about messing about in boats check us out each and every issue.

NEW BOOK ON ORIGINIS OF SEA TERMS FROM MYSTIC SEAPORT MUSEUM

For \$15 you can now buy a hardcover book that will educate you on all the nautical jargon that experienced sailors use to talk about their life on the water. The 215 page glossary was put together by John G. Rogers after exhaustive research into the origins and meanings of today's nautical terminology. The truly universal nature of nautical language is developed as the origins of terms used today by Sunday afternoon sailors are explained. Rogers says inspiration to do the book arose when a discussion of the term, "pea jacket" developed with a friend. What is its derivation? You'll have to get the book, it wasn't explained in the news release. Rogers is a retired stockbroker who sailed all his life, recreationally as well as on commercial ocean liners and in the U.S. Navy in World War II. He is a trustee of the National Maritime Museum Association. Find out why our landside term, "happy hour" came originally from the sea. Also, "deep six", "son of a gun", etc. For \$15 from the Mystic Seaport Museum, Mystic, CT 06355.



NORTHEASTERN COASTAL PADDLING GUIDE

By now you've seen the ad we've been running on our back cover for this first detailed effort at describing good places to go paddling (or rowing or even sailing in small boats) along our shores. It is a cooperative effort by Chuck Sutherland of ANorAK (sea kayakers) and this magazine, putting together in one 40 page reference, a lot of descriptive material and detailed information on 17 different areas between Maine and New Jersey where some interesting along-shore outings are possible.

While it is specifically aimed at sea kayakers, it includes information developed by canoeists and other small boat users. In some cases many specific locations for launching small boats are detailed. All this for only \$3.75 (including postage) from ANorAK, P.O. Box 444, Tuckahoe, NY 10707. The guide will be pertinent for spring of 1985 outings, good winter reading for spring ideas be you paddler, oarsman or small boat sailor.

What are YOU Building?

ROCKPORT APPRENTICESHIP GOES INTERNATIONAL

Amongst the many boats that have been built and launched this year at the Rockport Apprenticeship, one in particular was unique, the SNIPA, a 15' Swedish type built at the shop by a Swedish builder, Umberto Fallai. Fallai came to Maine for a six month stint as a visiting builder (his family came also) and two Swedish boats will have been built under his tutelage.

The SNIPA is a modern adaptation of a traditional Swedish double ender, and is the type of boat Fallai builds at home for a living. The second boat under construction is another 15 footer, the KAGIN, a heavily built sail and oar craft, traditionally used in fishing along the west coast of Sweden. It will be oak planked and trunnel fastened. Both SNIPA

and KAGEN will be for sale to interested buyers as part of the shop's funding for such projects.

Fallai found being amongst many other wooden boatbuilders inspirational. "In Sweden, it is at least a half day drive to find another wooden boatbuilder. Here they are all around me!"

The shop has some other international projects ongoing. Reconstruction of a Norwegian SNEKKE and partial restoration of the English built gig from the bark WAVERTREE are in progress and future plans include the building of a 38' French pulling boat.

The Rockport Apprenticeship is open to the public throughout the year for interested persons to view these and other traditionally built boats under construction. It is located on Sea St. in the village of Pockport, ME.



Classified Marketplace



34' CROCKER CUTTER. Perhaps the prettiest Crocker design. Exceptionally fast and responsive. Well maintained at her builder's yard. Sleeps 4. Well equipped. 10 sails.
ROBERT CUNNINGHAM, Gloucester, MA (617) 281-3752. (14)

20' FIBERGLASS SLOOP: Shallow draft "Sundance 20", 1977 model. Draws 18" with board up. Berth cushions, portable head, new gas tank, 6hp 1974 Johnson OB, teak trim, compass, 3 sails, dodger and side curtains. Has frame and cover for winter storage. Everything is in good condition. Asking \$3500. Have 1982 galvanized trailer fitted for above, never been in the water. \$600. Complete package for \$4,000.
R. RYDER, East Lyme, CT (203) 739-0561. (14)

Got something to sell?

Classified ads are FREE you know. Our readership is growing steadily, and we're sending sample issues out to an evergrowing number of new potential subscribers, so your ad will get to be seen by several thousand readers over several issues.

Send us your ad information on the form below, we'll publish it in the next several issues following receipt of the order. It's free! And, if you've nothing to sell but are looking to buy something, send us a want ad. Same deal.

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MAIL TO: BOATS, 29 BURLEY ST. WENHAM, MA 01984

FREE ENGINE: Waukesha 4 cyl. 60 cu. in. gas engine with 2-1 reverse gear. Now dismantled for rebuild. Parts available. Come and get it free.
GEORGE TAYLOR, 1028 High St. Westwood, MA 02090. (617) 326-1948 (14)

BOATS FOR SALE: 1961 17' OTCA Old Town canoe. Mint condition. \$950. Also Alden Ocean Shell with oars, \$500. DANIEL HAMILTON, Concord, MA (617) 369-2325. (14)

TWO DOWNRIVER KAYAK MOLDS, hulls and decks. \$795 for both molds. Downriver kayak \$295.
DAN SHEEHAN, Kingston, MA (617) 585-5666. (14)

SAN FRANCISCO PELICAN: A unique sailing dory/pram with a standing lug rig. Approximately half built. Excellent workmanship. Complete with all plans, instructions and materials list. \$750 or best offer.
MERT YOUNG, Wellesley, MA (617) 237-3022 after 6 p.m. (14)

16' BOLGER PIROGUE, \$300 as is, \$525 with sliding seat and outriggers (no oars). Built new in 1984.
DAVE MONTGOMERY, Gloucester, MA (617) 281-4754. (14)



IS THIS CARRYING THINGS TOO FAR? A 15' Whitehall at 60 pounds. Plans are now complete. . . GEODESIC AIROLITE construction. Can be built for \$125. Plans \$29.95.
MONFORT ASSOCIATES, RFD #2, Box 1490, Wiscasset, ME 04578. (14)

HARD & SOFT WATER CRAFT FOR SALE: Several used DN Class ice yachts from \$900. One new 8' Aqua B pram, unpainted, \$295. One new 13' Berkshire Skiff, painted, \$975. All ready to go now.
AQUATEC BOAT CO. Morris, CT. (203) 567-4190. (14)

DUCK HUNTERS' SPECIAL: Apache 15' 9" canoe only \$450. Apache 17' 6" canoe \$495. Both include 2 paddles and cartop carrier.
WALT GIBSON, Walt's Boat 'N Tackle 115 New York St. Lowell, MA 01854 (617) 453-9763. (14)

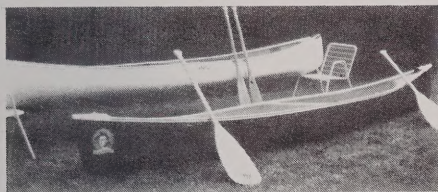
18' ALDEN "O" BOAT. Sloop rigged centerboard daysailer. Hull restored with new frames, bronze fastenings and several new planks. Needs centerboard trunk. Extra mast & boom. \$2,000 as is or \$2,500 with new trunk.
NAT BRAY, Brooklin, ME (207) 359-8593 eves. (14)

SEVERAL WOODEN CANOES: 18' Morris wood & canvas canoe, \$250 as is, \$800 restored. 17' wood & canvas unknown make needs plenty of work, \$50. 16' Chestnut wood & canvas, useable, \$300.
KEVIN MARTIN, Epping, NH (603) 679-5153. (14)

16' KAYAK, mahogany plywood. Open cockpit suitable for one or two persons with rudder as a kayak or as a sliding seat rowing boat. \$400. Also Martin Oar-master with F. Collar 7'6" oars, like new, \$400. Rushton canoe, Vesper model, with two rudders, cockpit cover. 15' long, 30" beam.
TOM SLEEPER, Marblehead, MA (617) 631-1855. (13)

"LOWELL 19" 19ft. fiberglass with cuddy cabin, complete, many extras including 7.5 hp outboard 2 yrs. old. PERT LOWELL COMPANY, Lanes End, Newbury, MA 01950 (617) 462-7409 (13)

Looking for a Boat or Gear?



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. (14)

LIGHTNING #2410 - Wooden, in need of some restoration. Sound hull, needs deck restoration. C/B trunk is out but complete. New mast & stdg. rigging, old cotton sails. Bottom fiberglassed. Asking \$600, open to reasonable offers. JOHN YELLAND, Pinehurst, (617) 667-667- 9444. (13)

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. RALPH JOHNSON, Ipswich, MA (617) 356-0164 eves, (617) 462-7409 days.

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). (14)

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. Full 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. (14)



16'6" LAUNCH - Built '82. Based on Town Class hull with 4.5 hp Wisc. air-cooled engine drives var. pitch prop (F-N-R) compl. with cruising gear & cockpit cover. Teak trim. \$3300. PERT LOWELL CO., Lanes End, Newbury, MA 01950 (617) 462-7409 (13)



25' CLASSIC STEAM LAUNCH, new, never launched, never named. In storage one-quarter century. Built by last of the wooden steamboat master builders using traditional methods. Steam engine originally in Teddy Roosevelt's personal boat. Best materials used, no expense spared. SASE for specs. SUBMARINE TOOL CO. Box 159, Staten Island, NY 10301. (13)

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. (12)

12' BEETLE CAT. Good condition, bottom refastened, recent deck canvas and coamings. Located in Brooklin, ME. \$1,500. MAYNARD BRAY, Brooklin, ME (207) 359-8593 eves. (14)

18'6" NOMANS LAND BOAT cedar lap, oak frames, designed 1800's by Beetle. Completed 3 years ago, Sprit sail cat ketch. \$3500 or B.O. ED HAMMER, Newburyport, MA (617) 465-5184 (13). (14)

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HALF-HULL MODELS - Excellent Christmas presents. White Pine and Redwood. Mahogany backboards, brass name plates, ready to hang. Cats, J-30, etc. Inquire about prices, types, styles. Postpaid.

ROB PITTAWAY (203) 535-1492. (14)

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BILL DURANT, Marshfield, MA (617) 834-9381. (14)

WANTED: MAHOGANY RUNABOUTS. Have trailer, will travel.

DAVE PEACH, Marblehead, MA (617) 631-5571. (13)

RESTORED TOWNIE: Town Class sloop #1076, a rare copper fastened Townie built in early 1960's. Restored to good useable condition and nice appearance. Sails new in 1972, used one season only. All bronze fittings, etc. Canvas deck new, varnished trim and spars. \$1500 firm. BOB HICKS, Wenham, MA (617) 774-0906.

HELP! I need lower end of Mercury 9.8 Model 110 outboard motor, or will buy complete for parts.

JOHN ELLIOTT, Marblehead, MA (617) 631-0472. (13)

SEA KAYAK, Eddyline Orca in excellent condition, red with white trim, foot controlled rudder, bow and stern access ports, compass mount and compass, spray skirt. Asking \$700.

ERNE PALMIERI, Peekskill, NY (914) 739-8326. (13)

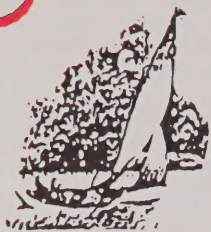
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