



messing about in BOATS

Twice a Month!

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Commentary

BOB HICKS



messing about in BOATS

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Our Next Issue...

will finally get around to a promised story on Jim Thayer and his beach cruiser, NINA, we've finally gotten that all together. Another camper/cruiser is on schedule, an 18' William Atkins traditional design. Rowing to Alaska carries on with a look at the wildlife along that trip. The Mystic Seaport plans collection will be reviewed, and a folding canoe is an interesting concept that will be looked at. The ongoing builder's series will focus on a Muscongus Bay Sloop under construction by a Massachusetts amateur builder. That ought to do it.

On the Cover...

Last year Chuck Jones indulged in a novice kayaker's adventure as he paddled around Monhegan Island off the Maine coast. This past October, with a year's experience accumulated, Chuck returned to Monhegan, this time paddling out to the island across open sea prior to his follow up circumnavigation. A manageable small adventure in a small craft.



*"You've come
a long way,
baby!"*

It seems there is yet another seashore condo going up down around Plymouth, Massachusetts, and amongst the details of such a development is the interior decorating, including wallpaper and fabrics for drapes, etc. A firm by the name of Laura Ashley is involved on this and a brochure promoting this seemed to be in order. So here in early November on Singing Beach in the town of Manchester on the Massachusetts north shore, Laura Ashley was about to "arrive", coming ashore from an unspecified ship from o'er the sea in Great Britain aboard a traditional Banks Dory. The small craft that was developed as a sort of seagoing wheelbarrow to catch and haul fish to larger schooners has now become hi-fashion.

"I just love the shape of that boat," a pleasant woman who was arranging the swatches of Laura Ashley fabrics in a steamer trunk commented to me. "That bottom plank has such grace," she went on, gesturing towards the immaculate white dory sitting on the sand nearby. While she was no boat nut, she felt the effect that boat lines seem to have on those of us who are. The dory belongs to the local sea scouts, they built it and row it in various rowing races around New England.

The dory was the only complacent part of the scene developing on the fall beach. About 15 people were bustling about setting up what was to appear to be a scene in which a period couple would be displaying a random selection of Laura Ashley fabrics from a large steamer trunk that they had just brought ashore in the dory (to show to the local natives?). The setting developed surrounded by technical people locating cameras and light reflectors, arranging and re-arranging the fabrics. Once in a while a wave would lift the back of the dory and nudge it and a handler would hastily grab the pennant and hold on for a while. It wasn't going anywhere but he

didn't know that.

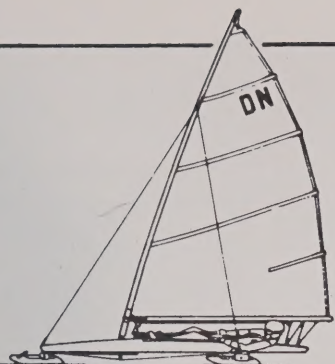
At last, after two hours, it seemed as if maybe it was camera time. Out of a large motor home in the parking lot trotted four handsome young men decked out from "H.M.S. PINAFORE", their sailor boy outfits and neckerchiefs, and their pasted on sideburns all just so. A bit of arranging for posturing by the dory resulted in our headline photo on this page. Not bad. But this was all just background, in the brochure they'll be that vaguely out of focus backdrop to that trunk full of fabric and the two "stars". And then they came out, the lovely young woman in a flowing white gown with a crimson cloak, the handsome young man decked out in straw boater, blue blazer, white duck trousers. Both had elegant tans. Trotting along behind two more jeans clad guys with little bottles and powder puffs, to do any last minute tuneups on these perfect faces.

The woman proceeded to hold out some fabric samples for examination, perhaps she was Laura herself. And the young man proceeded to scan the far horizon with a small telescope, assuming a rather dashing pose not unlike those of the oarsmen. They, in the meantime, had remained as statues by the dory.

Well, I would have liked to have brought you a photo of the foreground of this scene, but it was so surrounded with the clutter of equipment and a dozen handlers that it just wasn't possible. Even the fog generator would have been in view. Only the photographer had the clear shot without the background clutter.

So the rather plebian Banks dory finds its way into hi fashion, some advertising agency account executive's idea of how Laura Ashley might have arrived on these wild shores. Since the Banks usually hauled a load of fish, I would have thought a Whitehall more appropriate. But, then, I'm not buying one of those condos decorated by Laura Ashley.





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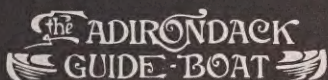
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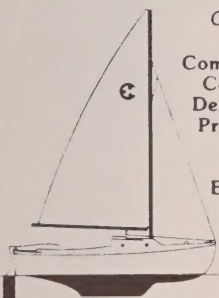
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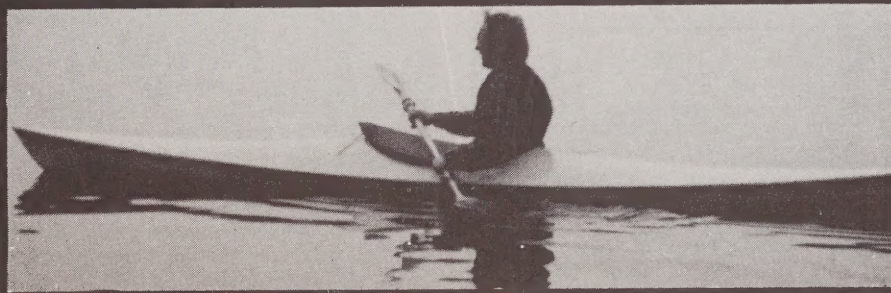
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Back to Monhegan by Kyak

Report & Photos from Chuck Jones

My first trip around Monhegan Island was in October, 1983, in a tired white water kayak. The story was related in these pages in March of 1984.

This past October my goal was to make the trip FROM the MAINLAND in a proper sea kayak. The boat this year was a used but sound 17-foot "Escape" made by Mariner Kayaks in Seattle. It was equipped with flotation bags, a neoprene skirt, bailer and sponge. I wore a short wet suit, a life jacket, and hat.

We arrived in Port Clyde on the mainland about 9:15 AM, October 6th. The wind was a brisk northwest. The ferry, Laura B., was due to leave for Monhegan about ten o'clock. My wife and about ten friends and relatives were expected to join the full-to-capacity crowd. A small sand beach near the parking lot was an obvious put-in spot and I was anxious to get a headstart on the ferry. The Laura B. could cover the twelve miles in about an hour and I would need close to three if all went well.

The marked channel swung slightly west, then south between Allen Island and Burnt Island. I decided to head directly for the east coast of Burnt Island where I could have a bit of relief from the seas and wind in the lee of the island. It was about four miles from the Port Clyde beach and the ledges in between were no problem with a 3/4 high tide and four-inch draft.

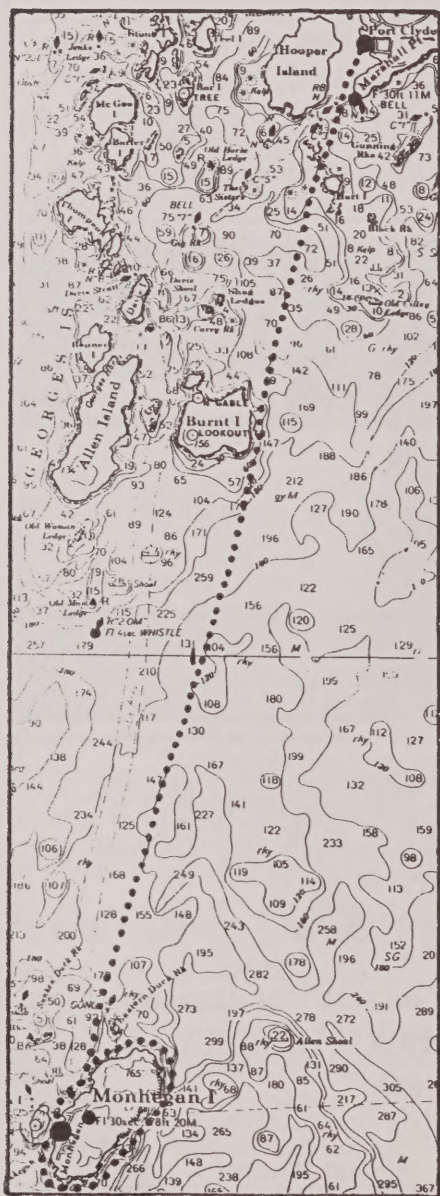
The wind was from the starboard quarter and the seas were confused because there were swells from the southwest crossing the more recent northwest waves. At first some concentration was required, but soon I could look around as my reflexes adjusted to the lumpy seas. A single sailboat was beating westward along the coast behind me. There were several lobstermen working their traps.

The Laura B. worked by about a mile to the west, passing on the far side of Burnt Island. Later, I found that Capt. Jim Barstow, on the Laura B., and the lobstermen were in contact by CB. The remarks exchanged about the white kayak en route to Monhegan were mixed, but mostly humorous. I was not as alone as I felt. The distinct call of a loon came from somewhere to windward and persisted for perhaps a mile. I never did spot the bird.

As I closed with Burnt Island, the top of Monhegan was visible. Gradually, Monhegan and Manana appeared together like an exclamation mark lying on its side. The field compass secured to the deck was not necessary on this beautiful day.

About the time I could pick out houses on the west ledges, the Laura B. became visible as she left Monhegan for the return trip to Port Clyde. I altered course slightly to pass close aboard. Jim did the same and we exchanged hails about a half mile from the harbor. My wife, Jill, and several others had been rescheduled from the ten o'clock trip to the two o'clock boat so I arrived well ahead of them. It took me 2-1/2 hours, which was about five M.P.H. The wind and seas had helped.

Sunday, the following day, I had a pleasant second circumnavigation of the island mixing with the ducks and seals as before. Pressure from my wife convinced me to relax on the return trip to Port Clyde. The "Escape" and I became deck cargo on the Laura B. Next year, perhaps, with some paddling company, I would like to explore several other off-shore Maine islands. High on my list are Matinicus, Damariscove, and Seguin. There are so many more!





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playing the part of the forward engine. We began our trials out of Camden Harbor into a steady drizzle with 15 to 20 miles an hour of wind from the northeast and about three feet of short chop, a fine day in Antarctica. On the way out of the harbor a lobster pot got snagged on the plywood board but slipped off suddenly, we later found that it took most of the board with it leaving us with a clean bottom, no skeg, rudder or directional stability. We set a course intended to take us around Curtis island at the mouth of the harbor but were unable to make satisfactory ground to windward against the wind and chop so instead we chose to skirt the lee of the island and so shorten the windward leg of the trip to just the length of the island, but when we came around into the wind again we were unable to make satisfactory headway to windward and so decided to return to the dock and adjust the ballast and install a rudder.

A considerable amount of ballast was removed which made the boat ride higher and gave it a quicker motion. A newly welded rudder assembly (virtually still warm) was dropped through the slot at the stern and tiller lines fitted. After a short fortification of sub sandwiches and a cup of hot soup we were ready to try again to round the island. The boat seemed to move more easily in the harbor but when

we encountered the wind and chop again we found that progress was more difficult due in part to the fact that the quick motion of a lighter boat made it hard to keep both oars in the water long enough to do any good, that coupled with the tendency to pirouette around the rudder whenever we managed to get it turned head on into the wind made the process very frustrating. To make matters more interesting we now found ourselves downwind from the mouth of the harbor and very close to the rocks. After a few minutes of concerted effort we managed to turn away from shore and gain some sea room to sort things out. The decision was made to run downwind to Rockport harbor, about three miles at this point. The downwind leg was a sleighride but upon rounding Dead Man's Point at the entrance, we again found ourselves with a headwind, but this time with flat water and no roll to interfere with the rowing, progress was slow but definite and we were able to gain the shelter of Beauchamp Point. Once inside the hills, progress up the harbor was relatively easy. The most likely looking tie up was a float fragrant with the aroma of lobster bait, a real working dock but there was no one around to ask so we tied up and went ashore to seek transport back to

Camden and our cars. Thinking this a good time to call a friend I phoned Bill Gribbel who lives a mile or so from the harbor. He responded by coming down to the dock with his wife and gave the five of us a ride to Camden and further indebted us to them by inviting us over to their house for a supper of soup and sandwiches, which around the warmth of a woodstove were doubly appreciated. Bill writes a column for a local newspaper and being an avid oarsman himself exhibited more than a casual interest in a recounting of the day's activities. Many of the problems we found we felt could be improved upon with adjustments such as longer oars, better underwater directional control, lowered oarlocks, stronger seats, optimising the ballast and probably many more things that will come to light in further tests. Indeed in a phone conversation with Charlie I learned that after this rather disappointing performance he stayed a few days longer with the boat and they were able to go to windward in what he judged to be thirty miles an hour of wind by installing the dagger boards and adjusting the ballast and removing the rudder so there is hope yet. The date of this voyage is November of 1985 so there is a lot of work to be done yet. P.S. NO, I am not going with this band of merry men. Nuf sed.

Report and Photos by Henry P. Szostek

The aluminum dory is built along lifeboat lines. The writer gets used to the rowing setup.



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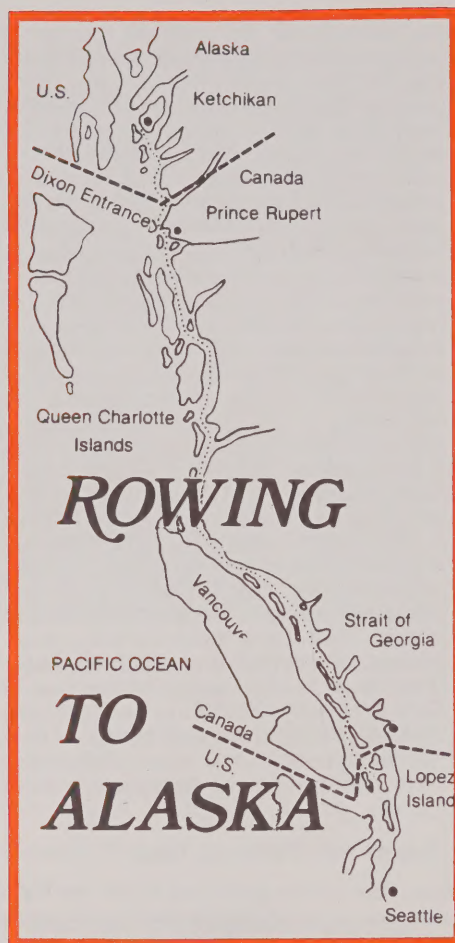
His face looked as though a line had been carved for each of the more than 40 years he had fished off of northwest British Columbia. "Get across Seaforth Channel fast as you can and cut up inside of Ivory. Worst weather I seen anywhere's around Millbank Sound. Comes up fast. No place for a little boat. Good luck, though." With that, he wandered back to his boat and we continued loading ours. We were in Westview, getting ready to head for Stuart Island, B.C.

Warnings and cautions, we had plenty. Each one we considered seriously, judged carefully, and, if still in our path, approached cautiously. On review, one of the ironies of our journey was that most of the things we were warned about didn't come to pass. As a result, our most trying experiences came usually as a complete surprise. This, even though quite early in the trip we learned that we had to be ready for almost anything at all times, and live with a higher than desired risk level. Surprises, mostly, represent the inverse of experience. Since we were learning as we went, the early surprises came more frequently.

The run from Jones to Stuart Island in the San Juans is one we've made many times in our sailboats. While rowing this stretch on our second day out, the incoming current came up against a fairly stiff northwest wind, producing a very mean chop at the time we were about two thirds of the way across San Juan Channel. Quickly, we found ourselves rowing as hard and fast as we could. After an hour of this, we had made no progress, and the wind was steadily increasing. In two-and-one-half-foot waves, neither of us knew what to expect of our boat. Instinctively more than fearfully, we had to call on even deeper strength reserves. Two hours later we had won the battle of the last mile and gained a mooring point in the lee of Cactus Island where we waited for slack water to cross on over to Stuart Island. Surprisingly, and quickly, our hands toughened as did our arms and shoulders. Tides, we learned, had to be carefully and constantly considered both for current speed and direction.

We had a tough time crossing the Strait of Georgia. This came as no surprise to us; what followed, did. From my journal:

"... after rowing a mile, we decided we could sail successfully and cross the seven miles. About halfway, the wind started backing to the southeast and freshening. Shortly, we found ourselves



6~A Trip of Surprises

Report & Photo from Pete Ashenfelter

in three-and-a-half-foot breaking swells with winds 15 to 20 knots from the southeast. The boat sailed nicely, but by now we were sailing close-hauled to the wind to try to hold our track. The waters became too rough to be rowed and the gusts were putting the lee rail uncomfortably close to the water. To avoid the risk of swamping, we took in our reef. We were taking occasional breaking waves from windward ... After three hours, it became clear that the set from the current and wind wouldn't let us clear the southern tip of Lasqueti Island. We turned northward to run with the wind and look for a shelter in which to wait out the blow. About two miles up the forbidding, rocky coast we sighted through the rain a cove that looked promising. Once committed, there was no coming about in this wind. Too late we noticed the rocky beach and breaking surf.

As quickly as we landed, the wind pushed our boat broadside to the beach pounding on the rocks. By now, it was raining hard with the wind a steady 20 knots, and a flooding tide. In trying to push the stern out, we were both knocked down two or three times into the surf. Using strength not normally possessed, we managed to force the stern out, only to have it take a breaking wave. After three quickly following waves, the boat was completely swamped and resting on the bottom, under the breaking water. (That saved the boat from further and probably fatal pounding on the beach rocks.) Racing with time, now, we tried to save what we could. Running, we each made repeated trips from the boat high on the beach with gear, oars, sail, etc., everything, of course, completely soaked. On successive trips to the boat we would find things washing in: a hat, a glove, the tiller, a second glove, a grating, and so on. We finally cleared the boat of everything, as everything was now awash ... this was our all-time low."

Pulling out of a damp, slimy camp in Quarry Bay, opposite Texada Island, we ran hard into a 15-knot north wind with two-and-a-half to three-foot waves. This was after waiting three hours in the lee of the bay entrance, and thinking we felt some slackening. After two hours of hard-pulling and only one mile gained, we made for shore in the hope of finding better rowing conditions. We didn't, but did find a nice, small, protected cove. We pulled into a beautiful gravel pocket beach for a quiet snack. In the course of a half hour, the sun came out and the wind died. We spent the afternoon and night there. The sun warmed some larger tidal pools in the rocks permitting most luxurious, warm-water bathing. We washed and spread out clothes, dried our camping equipment and caught our day's requirement of bottom fish. Here, in 3-D and full technicolor, was our idea of 'Rowing to Alaska'—a most pleasant surprise. As it turned out, it was one of but three or four full afternoons of sun with no wind or rain, and, we still had over two months to go.

We were warned plenty about the rapids. From an earlier sailing trip around Vancouver Island, we had experienced no problems in any of the rapids by waiting for slack water. By judging our time, we rowed easily through the Dent, Greene Point and Whirlpool Rapids, as well as through our first crossing of the Yaculta Rapids to Big Bay on Stuart Island. Just before daybreak one day, we had to recross the

Yaculta Rapids to get back on our course out of Big Bay. We also planned this for slack time. About two-thirds of the way across, a turbulent, running river sound approached us fast from dead ahead. Suddenly, we were enveloped in the mainstream and maximum force of the flood current. We pulled hard to keep from being swept way down channel. An hour of sweaty, unbroken, fast rowing let us only hold our position. The rest would be to lose ground we needed. Every now and then one of the larger whirlpools would spin us around and we would have to concentrate on getting out of that. We had no time to be frightened by what was happening. Finally, we started to make headway and in another hour made the lee of a small island just beyond Gillard Light. This was our hardest row yet, and all because we forgot to account for daylight saving time in estimating the slack current.

The weather in Johnstone Strait was no surprise: heavy, following winds, both days, challenged our risk limits. Some larger current whirlpools were unexpected. We were amply forewarned and fully expected heavy weather in both Queen Charlotte Strait and Queen Charlotte Sound. We found moderate but not prohibitive winds, but plenty of rain. Again, from my journal, a typical experience:

"... Shortly after first light and before we got out of our cove, it started to rain, and continued solidly until about 2:00 p.m. Twice, the intensity of the rain peaked to 20 to 30 feet of visibility so we couldn't see where we were going, and absolutely soaking everything personal. We had to bail the boat twice to keep from picking up too much weight. Hard, hard rain!"

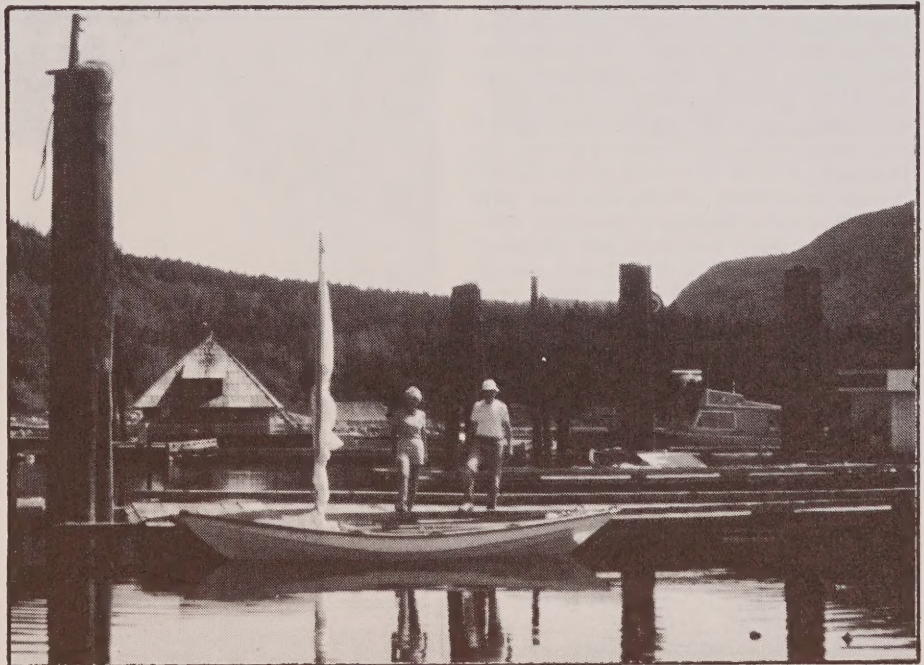
In contrast, two days short of Cape Caution, while still in Queen Charlotte Strait, we entered Shelter Bay to find a campsite/anchorage. From our chart it appeared that there might be several. After an hour's search in the main bay, we had found nothing suitable. We rowed across to look in one of the lagoons. As we rounded the opening into the smallest lagoon, we saw what looked to be a broad beach of white, shimmering sand at the head of the steep-sided, narrow inlet, ringed and topped by the ever-present green-black backdrop of evergreen trees, mostly cedar. As we rowed closer, it looked as though some God-sized Japanese landscape architect had picked up the sand and gentle surf of a shallow tropical

beach and transferred it to this remote Northwest setting. The beach was wide, about 300 yards, broad at low tide, sparkling white and clean as though polished. A stream ran out of the forest at one end, amidst a number of small islands. Another, larger grouping of tree-topped small islands at the other end of the beach complemented the scene, as though to establish the ends of this broad sand stage set in fantasy land. Because of the extra-high tide expected that night, we slept deeply on the soft forest floor, just above the highest possible waterline, near to Heaven.

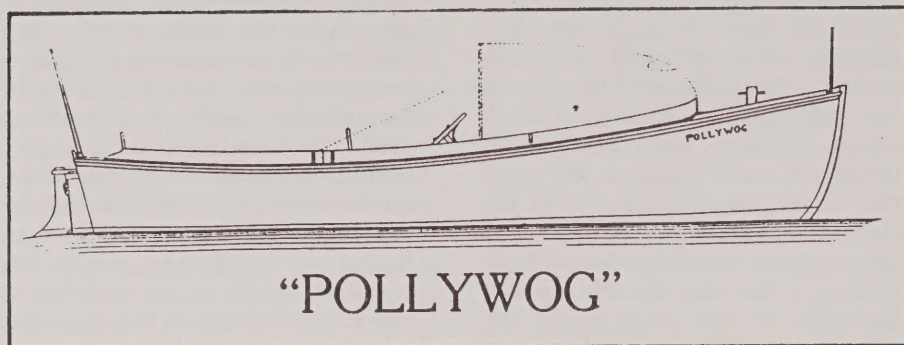
Smith Inlet! No one had ever said anything about this, a crossing of about seven miles. Here, we earned our spurs. At the mouth where we were, the ocean waters of Smith Sound roll in hard to broadside. We had arrived at this crossing at two in the afternoon after four hours of rowing through a heavy and steady downpour. The heavy, gray-black clouds overhead hung there just slightly beyond arm's reach, bulging, and leaden-like, dropping heavy rain for the sharp wind to drive. An ebbing current and 12 to 15-knot easterly wind drove smack onto the incoming swells. The resultant chop was two to three feet. We could find no refuge, let alone a campsite on the south shore, so headed to some mid-Sound islands, about three miles distant. This took us about three hours of hard rowing against the chop, wind and rain. Once there, bitter disappointment, the wind had picked up and the islands ran eastward into that wind, walls of solid rock. Hard, hard rowing for half an hour gained us but a few

hundred yards. We found a couple of niches in the cliffs for rest, but no campsites. After two hours of this futile searching, we concluded that we had to run cross-down wind for Patrick Bay on the north shore, a distance of about four miles. By now it was darkening. Halfway across, the wind strengthened, and the shoreline, though approaching, was becoming increasingly indistinct, forcing us to navigate by compass. We could not see the bay entrance. By an ever-so-slight chance in the fast-fading light, I spotted an offshore buoy topped by a radar reflector, not indicated on our chart. On the possibility that it was placed there to help errant fishing boats, we turned in toward shore, pulling now in real desperation. A headland soon began to mask the wind somewhat. Shortly the bay opening began to take form. The now hard-following wind was pushing us into the narrow bay opening. A haven never looked so good, but our relief was short-lived. With darkness nearly complete, we knew we had to find a campsite and anchorage fast. In the 20 minutes left of last light we looked at the four possibilities on the shoreline and found nothing but dense undergrowth or impossible rocks. Just inside the bay, though, was an old net float supporting eight nested fishing boats, all hands apparently asleep. After 11 hours of hard, wet rowing, we didn't even care about supper or other amenities, or much else for that matter. We were there and we were safe. As quietly as possible, we tied up to the float on the shoreside and threw out our sleeping bags on the old wood deck.

(To be continued)



What are YOU Building?



"POLLYWOG"

Many of Bob Wilmes' friends and customers share his enthusiasm for saving old boats nearly lost to time and neglect. He has accumulated quite a collection, some are restored, others are still in the works. Bob has two antique Fay & Bowen inboard launches, one a 1908, the other a 1912. He has a 15 foot Graves launch, an old 16 foot pulling boat and an 18 foot Lyman Islander. His sailboat collection includes an 18 foot Rhodes and a Luders L-16. But, Bob also buses himself as a livelihood restoring others' old boats or building new to their requirements. So his own collection often has to wait on the sidelines.

The sidelines are out and around his 30 foot long shop in East Haddam, CT. The size of the shop limits the jobs he can take on for indoor work, but anything too large just gets set up outside and dealt with. For instance, one on-going project is the restoration of a 34 foot B.B. Crowningshield sloop built in 1902. To date this boat has received a complete set of 82 new ribs, new bulkheads and floortimbers and a number of new planks. The owners ultimately wish to race this craft on Long Island Sound, and Bob is following original plans obtained from a museum in the restoration.

Inside the shop this past year two major projects have gone on in contrasting styles. POLLYWOG is an 18 foot power launch built for a businessman who wished to own a launch similar to those he recalled seeing in his youth. The design by William J. Deed in 1910 was resurrected by Weston Farmer for his book, FROM MY OLD BOATSHOP. It was an obvious choice and was built with lapstrake mahogany planking, varnished topsides and deck and polished bronze fittings. All traditional except that a modern 15hp Yanmar diesel was chosen as power.

In contrast, TREKKA was a 1954 L. Laurent Giles design, a 20 foot yawl of light displacement and aggressively modern lines with reverse sheer. The young owner fell for the boat after reading John Guzzwell's TREKKA AROUND THE WORLD, a chronicle of the then (1959) smallest circumnavigating sailing craft. This replica was strip built of western red cedar.

Most weekends find a steady stream of visitors to the Wilmes' shop as there are always interesting projects going on. Right now a new 16 foot peapod is underway. A number of Adirondack guideboats are under restoration. Odd jobs like a new bowsprit for a 34 foot cutter, new teak gratings for a 44 foot Pearson. Each year Wilmes refinishes a famous sailing dinghy owned by the Shields family, PATIENCE. The same goes for some of the Larchmont Y.C. Interclub dinghies.

Back outside in the yard as winter approaches a 32 foot Tripp sloop is getting a new Volvo engine and deck repairs while her topsides are refinished. A 32 foot Summercraft powerboat, unfinished when the manufacturer folded up in the '60's is being completed to a new owner's specifications. A GM diesel has been installed and the interior, deckhouse and cockpit are being finished.

Bob specializes in cabinet work and upgrading of stock interiors. In the last two years he has remodeled the interiors of two 32 foot Quoddy Pilots, transforming the spartan interiors with Honduras mahogany locker doors, drawer faces and trim, and adding on skylight hatches.

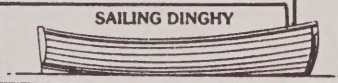
Big crew at work? No. Bob works with his son Dan on all of this, keeping a number of projects moving ahead concurrently. And with all this sort of building and restoring to carry out, he still offers a stock 17 foot plywood launch to order.

Obviously Bob Wilmes' welcomes weekend visitors to his shop, and if he is doing the sort of thing that you might be interested in having done, you're invited to call him at (203) 873-1051 or visit the shop on Warner Rd. in East Haddam, CT. right near the Connecticut River. Like he says, always something interesting going on there.



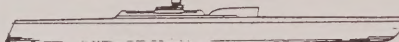
FATTY KNEES

SAILING DINGHY



Grace Marine Corp. 215 Oak Street
Natick, MA 01760
Joe and Libby Nye (617) 653-2030 235-0868

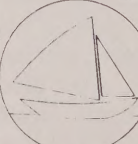
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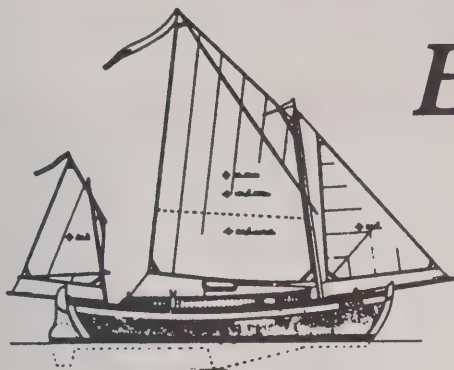
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ELVER LIVES

Report & Photos by Bob Hicks



Yes, someone really has built an ELVER. Steve Redmond's salty little 20 foot yawl has enjoyed phenomenal popularity as a plan, for about \$60 you can buy the plans, and over 500 have been sold to date. But how many have been built? It seemed like there should be someone in New England who had done the deed. My first look at an ELVER came at the 1983 Wooden Boat Show, a retired veterinarian from Virginia had his ELVER in the nearby marina. I was struck with just how big this 20 footer was, roomy indeed. The builder/owner expressed his pleasure with his finished effort.

Well, after two years of building, Jay Moore of Salem, MA launched his Elver this past summer, practically next door to us here. I attended the launching and planned subsequently to accompany Jay on an afternoon outing for first hand sailing impressions. But, our schedules, the weather, and some shakedown problems all kept it from happening, and now his ELVER has been hauled out for the winter.

Problems? Some. But Jay says he has become very pleased with the boat as he came to grips with its problems. Mostly it has been the rig and rudder troubling him. Jay says the boat has very heavy weather helm, and the short tiller with its drawbar linkage to get around the mizzen mast simply wasn't enough to overcome the weather helm without a lot of physical effort. Jay and his sailmaker

friend, Dave Howard, are working on the sail plan to see if they can ease the condition. Jay, incidentally, made his own sails from a Sailrite Kit. The problem seems to be in the relationship of the combined center of effort of the sails and the center of lateral resistance of the centerboard. Well, sure. Elementary. But just what to do?

The tiller setup might be better as a longer tiller with a big loop in it's midpoint to swing by the mizzen mast. More leverage, and a concept often used in the past. The short tiller, drawbar, and rudder tiller setup just do not provide much mechanical advantage.

Jay says the ELVER sails upright, that dead flat bottom seems to have very great initial stability and the boat just doesn't heel very much. That same flat bottom makes it simple to launch and retrieve for so large a boat, and Redmond touts that four or five inch draft as great for the gunkholer and beach boater. The sprit rigs front and rear both dismount easily for trailering.

Jay freely admits that he is still in a learning process with the boat. He found the building, strip planked, to be not difficult, but time consuming, and he learned, in that phase, a lot about working with epoxy.. He sailed as often as possible in August (a college professor, he had the summer off) and says he feels he'll get the problems sorted out for the 1985 season. So, I'll wait until then for first hand impressions of sailing ELVER.



What's happening...

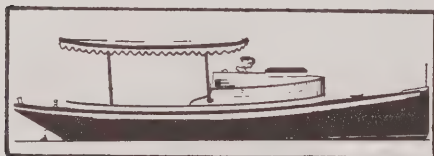
Good Winter Reading



BLUE WATER PADDLER
The Alaska Ocean Kayaking Digest
Box 105032, Anchorage, AK 99510

ALASKAN KAYAK PERIODICAL

If you are interested in sea kayaking and would like to read about how it is done in the exotic and wild waters of Alaska, you might want to contact **BLUE WATER PADDLER**, The Alaskan Ocean Kayaking Digest, Box 10532, Anchorage, AK 99510 for a sample copy. Chuck Sutherland of ANorAK reports that it is an interesting publication.



A COUPLE OF STEAMBOAT BOOKS

The Elliott Bay Steam Launch Co. in Portland, OR not only offers steam launches from bare hulls to completion along with all the gear, but even has a couple of books on the subject. **STEAMBOATS AND MODERN STEAM LAUNCHES** is a reprint of collected issues of a magazine of that name published 1961-1963 by Bill Durham. A second book, **THE STEAM LAUNCH**, is an album of steam launches past and present by Dick Mitchell. Both sell for \$39.95. According to Elliott Bay's Pat Spurlock these two contain everything you need to know on the subject, even if you are not contemplating building or owning a steam launch. You can order from Elliott Bay Steam Launch Co., 3574 S.E. Harold Ct., Portland, OR 97202.

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MARINER'S LIBRARY COMEBACK

The Armchair Sailor Bookstore of Newport, RI, prime source for all sorts of boating publications, is undertaking republication of a 1930's era British series of boating books that was known then as the Mariner's Library. They are all now long out of print. There are about 50 titles in all, written by the experts of that time. Compact in size, they were intended as shipboard library fare on small cruising vessels.

Armchair Sailor is reproducing these as close facsimiles of the originals in rugged embossed bindings. The print order for each title will only be a few hundred, the intent that these will quickly become collectors' items again..

The first two are now available at \$18.95 each. One is an 1869 classic, **DOWN CHANNEL**, a log and diary of a small boat pioneer who spent most of his sailing time in the English Channel where he undertook for the first time in print to emphasize the danger to small boats that rough weather presented. The second book now out is John MacGregor's **THE VOYAGE ALONE IN THE YAWL ROB ROY**. The author was the designer of the Rob Roy canoe and an inspiration to early canoeing adventures by others of the late 19th century.

Two other books soon to be available are Miles Smeeton's **ONCE IS ENOUGH** and Eric Newby's **THE LAST GRAIN RACE**.

To order these or reserve future titles or to learn more, contact the Armchair Sailor Bookstore, Lee's Wharf, Newport, RI 02840.

COMING REVIEWS

In addition to just listing interesting books and periodicals you might find make good winter reading, I'll be reviewing some I personally have read, or will be reading. Amongst these soon will be Dynamite Payson's new book, **GO BUILD YOUR OWN BOAT**, Alan Vaites' **COVERING WOODEN BOATS WITH FIBERGLASS**, Bob Speltz's **REAL RUNABOUTS #5**, Jack Coggins' **MARINE PAINTERS GUIDE** (artists, and fascinating), and the **MYSTIC SEAPORT COLLECTION**. All good stuff.

USRA FIRST INTERNATIONAL ROWING TOUR COMING TO NEW ENGLAND

The United States Rowing Association is now planning for its first international rowing tour scheduled for the last week of August, 1985. It will follow the Concord and Merrimack Rivers from Concord to Newburyport, MA. The USRA is chiefly concerned with sanctioning serious level rowing competition in the U.S. but has undertaken this non-competitive event in a broadening of outlook. Charles Colgan, Vice President of the USRA states that they are interested in broadening their contacts with traditional small boat owners also. You can obtain more information on this from the United States Rowing Association, 4 Boathouse Row, Philadelphia, PA 19130. This magazine will carry full details on that 1985 rowing tour as they become available.

THE SMALL BOAT SHOW RETURNS

The Small Boat Show held last May at Newport, RI was successful enough in its first try to encourage a return for May 1985. Co-sponsored by the Newport Yachting Center and **SMALL BOAT JOURNAL** magazine, the show will again incorporate a lot of on-the-water activity. It's early yet to give this serious thought except that potential exhibitors might want to inquire now for spring planning. If your boat is under 30 feet or the gear you make is suitable for such small boats, contact Susan Carroll at P.O. Box 549, Newport, RI 02840. Her phone is (401) 846-1600. If you're interested in SBJ's plans for events and advance magazine publicity, contact Tom Baker, SBJ, P.O. Box 1066, Bennington, VT 05201. His phone is (802) 442-3101.

SHIPYARD MUSEUM IS LOOKING FOR FINANCIAL SUPPORT

Maybe Clayton, NY (on the St. Lawrence River) is a bit far from our New England area, but the Shipyard Museum there sure has some nice boats and runs an interesting summer program. The Museum has been expanding its facilities, adding to its collection, and improving displays. This has doubled the year round staff from four to eight, and during the winter months (mid-October to mid-May) with scant visitors, the Museum depends upon its contributions. The goal for this impending winter is \$50,000, and if you would like to assist in this fund raising with a donation, contact Bo Collins, the director, for a contribution card/envelope. The address is Thousand Islands Shipyard Museum, 750 MarySt., Clayton, NY 13624.

GOT ANY WINTER ACTIVITY PLANNED?

Not much happening in winter, but if you or your group have indoor or outdoor activities planned during the winter, let me know so I can list them here.

Them Days are Gone Forever

NOSTALGIA FROM THE CASEY BOAT YARD

Reader Charles Westgate of New Bedford, MA sends on the two photos published here from out of the past at the Casey Boat Yard. Charles worked for Casey, who was his uncle, as did his father. The Casey yard built two lifeboats for Admiral Peary's trip to the North Pole back in 1909, sharing the order for four with the Cape Cod Shipbuilding Co. which still operates in Wareham, MA under original family ownership (another fascinating story).

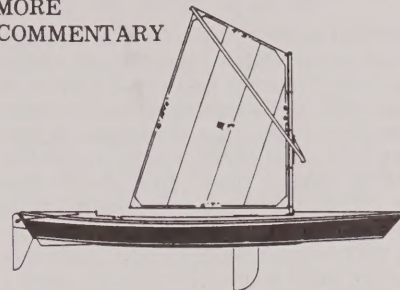
Pictured are two later replicas of the Peary lifeboats. The open, launch type boat is being tested by Casey. The enclosed flush deck version is seen with its building crew, including Casey on the left and Mr. Westgate's father third from the left. At far right is Casey senior, of the Peary lifeboat era.

Westgate's father later moved on to Cape Cod Shipbuilding where he dropped dead on the job in September, 1941.



PIROGUE...

MORE
COMMENTARY



The review of the plans offered by LaRowe Boat Plans for the kayak PIR-OGUE in the November 15th issue has prompted the following response from Elrow LaRowe:

"Glad you got to see PIROGUE, but see from your article and pictures it wasn't really set up for a proper test. Having been a canoe instructor and trail guide in the Adirondacks in my earlier years, I adapted PIROGUE for its uses in the plan. Double paddles are an option, mine are 9' and 11' and will work if they are the proper length and with proper seats, bottom of the boat is too low. But single paddles are best, with two people and again with proper optional seating above the bottom of the boat. Single paddling any canoe or boat this size is a different problem and usually not the best optional use, although it is possible. Beginners in the old days (we had 18' Old Towns and 17' Kennebecs) didn't like sitting or kneeling in the chine area and couldn't understand why most canoes went better that way, putting just one chine through the water rather than straight up on their flat bottoms. I don't know for sure yet, but expect that PIR-OGUE will respond to solo use once properly set up for it.

Since it is not a canoe, when rowing or paddling for best behaviour, the fore-foot needs to be out of the water about one foot of length. The skeg shown is pretty necessary and only gets in the way if on a very narrow canoe trail with many sharp bends. Bolger's placement of the optional rowing seat gets the necessary trim and 7' oars relieve some of the sliding seat problems, and end up giving about the same performance for \$100's less, as the boat's length governs its best top speed through the water.

Probably Dave meant "rolling" instead of pitching in those powerboat wakes. Wide, hard chined boats are very quick and abrupt in beam waves. The buoyancy is way out there to lift the boat RIGHT THEN. Lots of good rowboats are difficult to row through wakes and sliding seat types like the narrow exercise shells will quite often capsize. My round bottom St. Lawrence skiff, one of the very best, is less abrupt and quick in wakes, but is less stable and more scary for novices. Since PIROGUE is less than 1/5th the cost of my skiff, it is a better boat for me as I always factor in the money spent. This even if PIROGUE is not as nice as the skiff under oars.

WANTED: MAST for a Lightning sail-boat 19 ft. Will take either wood or aluminum. Will take anything.
LYNN DORSEY, WALLINGFORD, CT
06492 (203) 269-6810. (16)

RENEGADE ICE BOAT: New 20 ft. Sitka spruce clear finish Pigeon mast - wing type with internal halyard - new wide boom with all fittings - high aspect ratio departure from true Renegade design gives increased speed & maneuverability - 16 ft. runner plank clear finish like new - 22 foot hull and extension has professionally glassed surface - clear finish, upholstered black cockpit interior - runners hand made to Renegade specs - hardware complete with new Harkens blocks including ratchet.
Boat is ready to sail - \$3500. Price includes sail, extra boom and customized trailer built for the boat.
ALEX LAKE, 458 Greenfield Rd., Peterborough, NH 03458. (16)

ICE BOATS: 3 DN's & 1 mod. E. Boat, 2 pl. fore & aft. Will sell any three.
JOSEPH GAVIN, Harwich, MA (617) 432-0881. (16)

MAST: Round, wooden, solid, with sheave from ships boat: (a) 15-1/2' - \$400; (b) 20-1/2' - \$400.
KEN KNAPP, Rt. 19, Birch St., Kingston, NY 12401. (16)



MIRROR SAILING DINGHY: 11' plywood and epoxy with bright interior. Sails, oars, 3hp outboard and roof racks included. \$1295.
JOHN R. FITTON, W. Dennis, MA (617) 394-0180. (15)

21' MARTIN TRAINER: 19 inches wide, 40 lbs, all epoxy wood strip, fiberglassed in and out, finished bright. Also makes a very fast solo kayak.
BILL VREELAND, Scituate, MA (617) 545-3376. (15)

DINGHY MOLD built by Allied Yachts in 1980. 7-1/2' L.O.A. Includes dagger board and thwart inserts and receiving mold. Ready for production. Also, fiberglass cloth and Orcon unidirectional cloth. Best offer.
CALL (914) 336-6582, 7 a.m. to 8 p.m. (15)

14

Classified Marketplace



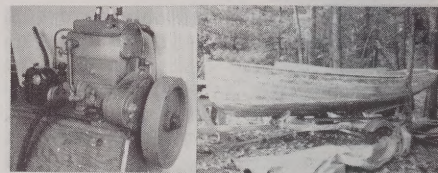
BOAT PLANS -- BOOK OF DESIGNS: 11' to 36'. Plans, kits, finished boats. Information on construction, anchoring, design philosophy. \$4.50
GERR MARINE INC. 37 Alden Park, Suite M, Throgs Neck, NY 10465. (12)

26' CLASSIC THUNDERBIRD SLOOP: Professionally built by McKeand, in '62 for his own use. FG over plywood. Sleeps 4. Full cruise equipped. 5 sails in excellent condition. Lovely joiner work. Fine shape throughout. 9.9 electric start Chrysler OB. Dinghy stowed on deck. Two axle steel trailer. Sails like a witch. \$8500.
JIM FOX, Marshfield, MA (617) 837-6878 or (617) 837-1181. (15)

WANTED: Manifold for Grey Model 4-112 or Sea Scout 91.
HERB KEMBALL, Huarock, MA (617) 834-8658. (15)

GOOD BOATS: 17' Newfoundland sailing yawlboat. Sprit rig, FG and teak reproduction, with trailer, cover and accessories. \$3750. 17' Swampscott dory, new wood, sprit and marconi rigs. \$1750. Turnabout, wood, very good condition. Excellent sails. \$500. Sails, about a dozen new and used for 10' - 25' boats. Some O'Day. Always interested in cash and/or trade dickerin'.
JOEL THOMAS, P.O. Box 1479, Manchester, MA 01944. (617) 526-7777 week ends. (15)

1974 BALCO BOAT TRAILER, capacity 14 feet. Spars and lateen sail for Boston Whaler "Squall" dinghy. Blue cotton mainsail for Class D dinghy. 1958 Old Town 12 foot yacht tender.
JOHNS TOTTEN, Manchester, MA (617) 526-7757, 5 p.m. to 8 p.m. (15)



17' POWER DORY. Antique? Hull needs considerable work but is rebuildable. Engine is 2 cylinder Palmer HH, 7 hp, has been stripped, rebuilt and test run, ready to install. Trailer is in very good condition, tilt bed with winch. Includes all fittings, copper tank, brass steering wheel, propeller, shaft, etc. \$900.
RON GINGER, Framingham, MA (617) 877-8217. (15)

20' ROWING SKIFF, flat bottom double ended epoxy wood construction. 88 lbs. Can carry two persons plus some gear. New condition. With Martin Oarmaster sliding seat and 9' hollow sweeps. \$850.
CALL (914) 336-6582, 7 a.m. to 8 p.m. (16)

WOODEN BOAT CLEARANCE: Too many boats, some of these must go. 16-1/2' Townie sloop, 1964, restored, complete, \$1500. 21' Robertson racing canoe, 1936, perfect, \$1500. 16' Old Town lake rowboat, 1934. Row, paddle, sail, 80% restored, useable as is or finish, \$1200. Also an 11' Bolger "Defender" classic style yacht tender, bare hull only, new, \$400. Bolger "Dynamite" windsurfer, slightly used demo, complete, \$200.
BOB HICKS, Wenham, MA (617) 774-0906.

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). (16)

FREE BOAT: To any organization interested in renovating a 1928 Herreshoff "Cape Cod Knockabout". Also free to any individual who wants to try it. Boat in bad shape, needs new keel. This boat goes to the dump in January.
JOEL MC MULLEN, Gorham, ME (207) 839-6944 days/eves. (15)

RESTORABLE 18' LAKE LAUNCH, no engine, pretty lines. \$400. Rangeley livery boat for outboard power, 17' copper clenched, needs stem repair. \$250. Bolger kayak, glass. \$125. Others also. Vire one-lunger air cooled marine engine. Vintage outboard racing engines.
ANDY ANDERSON, Mattapoisett, MA (617) 758-9240. (15)

Looking for a Boat or Gear?



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 (16)

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ED DAVIS (207) 244-3380 or (207) 244-3144. Southwest Harbor, ME. (15)

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"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 (15)

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. (16)

WANTED: MAHOGANY RUNABOUTS. Have trailer, will travel. DAVE PEACH, Marblehead, MA (617) 631-5571. (15)



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. (16)

WHITEHALL: Traditional 14' rowing boat, cedar hull, mahogany trim, complete with one pair of oars and new Highlander tilt trailer. \$1400 incl. trailer. TIM, CHEWONKI FOUNDATION, Wiscasset, ME (207) 882-7323. (16)

GENUINE OLD IVORY, great for scrimshaw jewelry, inlays. Two sizes, 1/2" x 4" and 7/8" x 2". \$4 each.

KARIN BUTLER, 17 Conochet Trail, E. Greenwich, RI 02818. (16)

GOOD LITTLE SKIFF, Pete Culler design, 18-1/2'. Page 112 in SKIFFS & SCHOONERS. Full lengths of So. cedar 3 seasons old, will send pictures. Includes trailer. \$1500.

SAL ROCCO, Riverside, RI (401) 433-0149.

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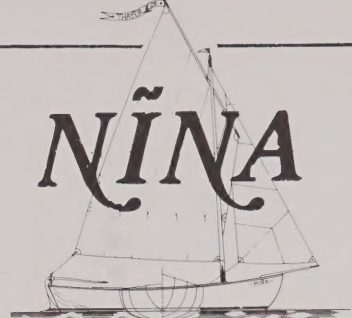
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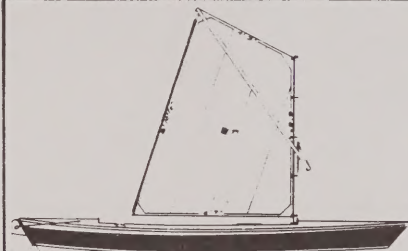


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PIROGUE

(16' x 3' 3")

Auspicious beginning for this paddle-row-sail cartopper. Prototype built by Dave Montgomery and tested by designer Bolger. Information on it and fabulous mini-cruiser MICRO is \$1 with SASA. Plan \$20 (\$22 US overseas). LA ROWE BOAT PLANS, 302 Crosswinds Dr., Palm Harbor, FL 33563.

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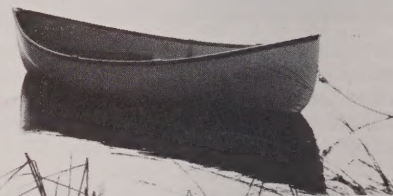
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INTRODUCES



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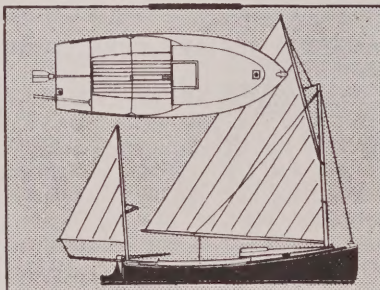
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CHEBACCO 20



Designed by Phil Bolger, the Chebacco 20 is a light, trailerable easy-handling cat-yawl. Cold-molded for easy maintenance, the Chebacco 20 is an ideal family boat or daysailer beach cruiser. Please call or write for details.

Specifications

LOA: 20' Sail Area: 180 sq. ft.
Beam: 72" Weight: 1000 lbs.
Draft (board up): 12" Auxiliary: 2 - 6 hp

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