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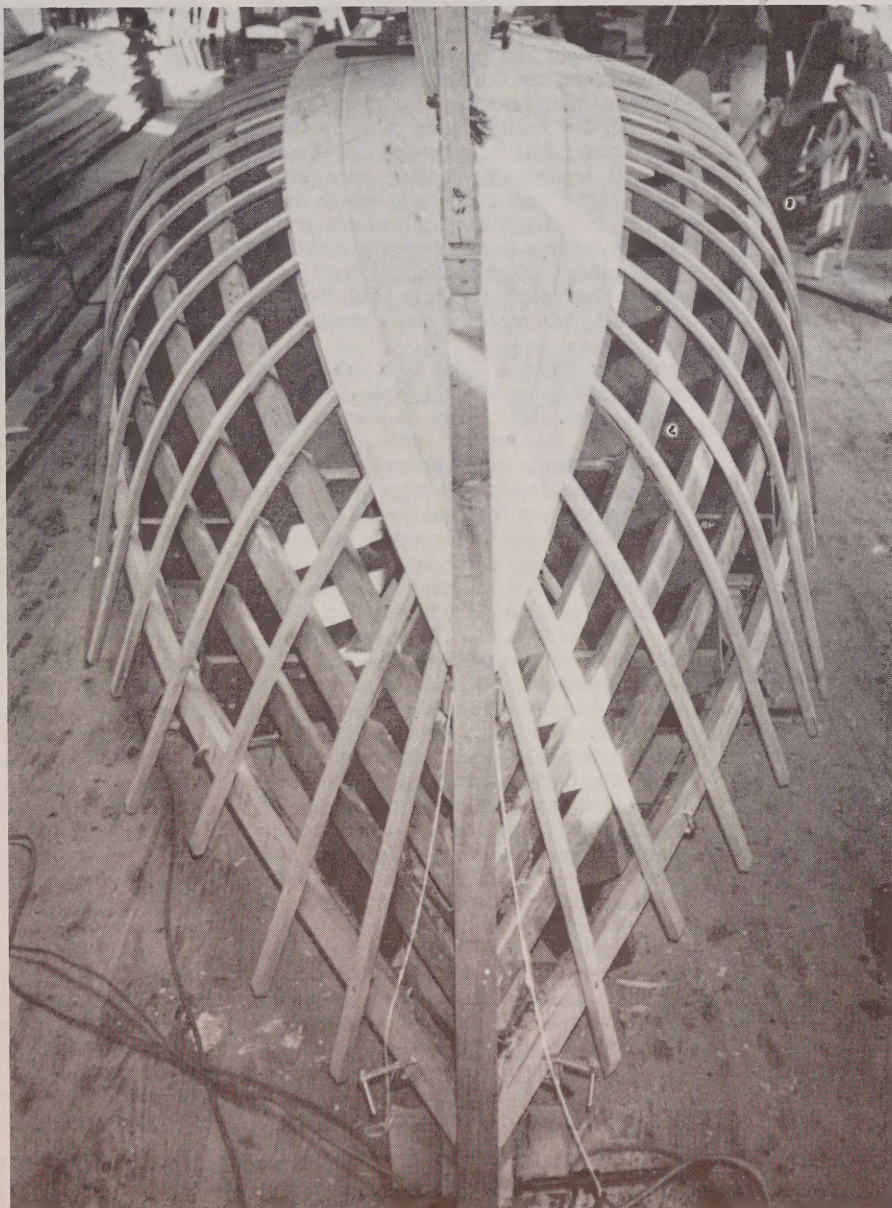


messing about in BOATS

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messaging about in BOATS

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Our Next Issue...

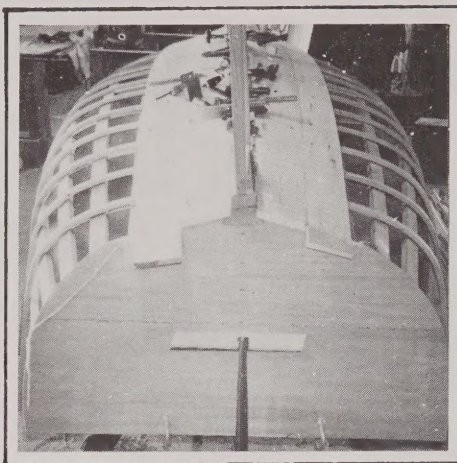
will feature the story of one man's first boat building project, a 25 foot "light schooner" (a Dynamite Payson instant boat), with a sidebar on the plans you can get today from Dynamite; an interview with Larry Zuk about his lifetime in canoeing, racing, sailing, building, chronicling; a look at serious oarsman Bill Gribbel's new modular rowing shell, SIREN; one of Daniel Marcus' nice old timey designs, a simple workboat; an entertaining tale of one man's misadventures sailing his Townie sloop to P-town from Nahant (it was all right until the land got in the way); and a story on a woman who pioneered sea kayaking a generation ago around Mt. Desert Island. Twenty pages now, more to read.

On the Cover...

it's that time of year for getting that boat building project going, in the shed by the woodstove, looking out at the cold and snow and dreaming of how this boat will be come next summer. At Pert Lowell Company in Newbury, MA, they're starting on this 18' Fleet-O-Wing from the '30's.

Commentary

BOB HICKS



"to build a boat!"

As a boat addict I find I like the swapping off of the seasons with the long winter hiatus away from the water and back in the boatshop working on some new building or restoring project. I know many people just use their boats and don't build them, or do more than necessary routine maintenance grudgingly come spring, but unlike many other forms of recreation that require the use of some sort of equipment, boating does have a quite significant subculture within it that enjoys building the equipment rather than simply being a passive consumer buying what others offer. I include restoration under the catch-all term "building" as similar pleasures and tasks are involved.

To build a boat is a dream that many more cherish than come to implement. The availability of plans for all sorts of interesting boats, "you can build," attests to the enduring nature of this dream. Designers offer study plans at nominal fees for dreamers to peruse, for many this is as far as it goes. Some go on to buy a set of plans that particularly appeal. And some of these even go ahead and build the boat.

Building a boat is a creative experience, but so is making furniture or doing home improvements, or any of a multitude of other creative hobbies. But a boat seems to carry with it this mystique that many have written of, going way, way back.

I recently had the opportunity to read over some 1930 decade boating publications, RUDDER and YACHTING. Both offered enchanting looks back into what appears in today's world as an innocent era. While there were plenty of ads for boats, and kits, and plans, just as in today's publications (nothing much changed in that way except the sales pitch buzzwords) they had a lot more of the build-it-yourself articles, detailed instructions by leading designers on building their chosen craft. ALL the boats then were wooden, today the only major

publication that still brings you extensive how-to-build-it articles is WOODEN BOAT. There are several other small special interest building publications, but I'm referring to the major books of the '30's.

Down through the ages a lot of boats got built by their owners, the major stuff was built in yards by gangs of workmen but the lone builder was prevalent at the small boat level. The boats were for work. Then it drifted into a recreation status when production boats became widely available in this century, always there are some who find they want to be more deeply involved than just with a spring fitting out. And not always just to save money, although a thread of that Puritan ethic runs through most home builders' thinking.

It is addictive at its extremes. My favorite cartoon from yesteryear shows a thin man in threadbare overalls in his yard with his skinny wife and kids in classic depression era threadbare clothing. The house has broken windows, the yard is weedy, but there's a boat obviously being built, a sizeable keelboat. On the boat, and on the house are tacked up documents that prove to be mortgage papers, 2nd, 3rd, 4th, etc. Addiction.

Today the wise ones start with small craft, manageable financially, physically, and in available time. Some may be instant stitch and glue, others more complex traditional sorts. I've featured both on these pages already. Tackling a too big boat can get one bogged down over years and drains away the fire and excitement while the investment grows to a scale that cannot be walked away from unfinished.

Building your own boat, of any type or scale, according to your means, can be so rewarding an experience that you can even find the arrival of summer and on-the-water time unwelcome in that you'd rather stay in the shop and carry on with the building. Using it? That's for sometime later on.



Good Winter Reading

Alan Vaitses is a man who knows of what he speaks. A lifetime spent in boatbuilding led to a "retirement" in saving old wooden boats by encasing them in fiberglass. From that comes this book, a no nonsense straightforward detailed discussion of saving that dear old hooker from the boneyard by fiberglassing it.

Vaitses isn't hung up on any sort of purist dogma. He feels some old boats are worth saving but the necessary restoration by purist all-wood methods is totally unrealistic. He found plenty of customers for his work, and I saw one such craft in the works a few years ago when I did a story on this for the old SMALL BOAT JOURNAL. The 25 foot Dutch Treat sloop was now a fiberglass hulled boat, inside the original wooden hull still lurked, but now it functioned only to hold the interior construction in place. Vaitses isn't covering a solid wooden hull with a layer or two of glass for watertightness, he's building a full fiberglass hull around the old hulk. The original need only be repaired sufficiently to retain its lines and shape as a plug for laying on the plastic.

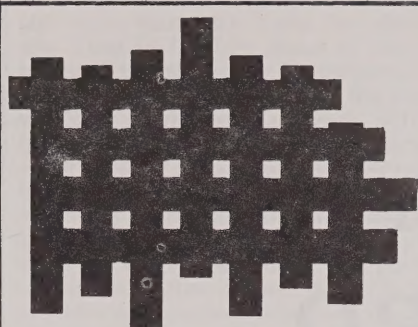
Vaitses process involves mechanically fastening the glass cloth to the wood with staples, and building up layers of glass cloth, roving and resin, often as many as a dozen in heavily stressed areas such as the hull/keel joint. Finishing off the exterior with the gel coat is more of a task as it is not automatically smooth and shapely from the interior of a mold. It has to be finished off by hand sort of like a fine plastering job.

The book goes through the whole process so you can do it yourself. He starts by asking why bother? Then he goes into costs, preparation, choice of materials, doing the job on hull, on deck, on houses, moving the boat in the process, finishing off. The technique for doing the job on lapstrake is also discussed.

Several case histories are included and I thought the story of DEFIANCE was a good illustration:

"DEFIANCE is a 40 foot sloop built by Crosby Yacht Building and Storage in Osterville, MA in 1927. She is shoal and wide with a big cabin and bigger cockpit, like an elongated catboat, and as comfortable as an old shoe.

At first she seemed to need re-fastening, but then it was found that somebody had already added fastenings between the original nails, so that her planking was pretty well perforated at each rib. What was worse, all of her ribs from amidships aft had that strain of nail sickness in which water leaking past rusty fastenings runs down the outboard face of the rib and rot eats out the rib until it is hollow. From the in-



COVERING WOODEN BOATS with FIBERGLASS

1. Why Do It?
2. Rot, Weight, and Cost
3. Choosing Laminates and Fastenings
4. Preparing the Hull
5. Terminating the Covering
6. Turning the Hull
7. Laying Up the Hull Covering
8. Covering Decks and Tops
9. Finishing Techniques
10. Waterlines, Centerboards, and Lapstrake Construction
11. Some Case Histories

Review by Bob Hicks

side of the boat the ribs look fine, and one surveyor was completely fooled by their appearance; they are really only shells.

Faced with this situation, Bob Cicchetti, her owner, brought her to us to cover. I worked from the following notes:

1. Six layers on the topsides: 1-1/2 ounce matt; 18 ounce roving; 3/4 inch galvanized staples; another layer of matt; another layer of roving; the last two layers matt.

2. Eight layers on the bottom.

3. Because the iron keelbolts are suspect and the whole keel wobbly, about 20 layers in the garboard-to-keel corner over a triangular fillet, tapered out onto hull and down onto keel. Use additional flathead stainless screws along garboard and top of keel.

4. Owner says boat lacks lateral plane to go well to windward; wants one foot added to draft of keel before covering. Install two pieces of 6 inch by 6 inch oak, one below the other, under the iron ballast keel, faired with profile fore and aft. Attach to boat with vertical steel straps; wood screwed to oak keel above, and to added oak below iron; machine screwed to iron ballast keel.

5. In covering keel, which now slants to starboard, lay boat down on starboard side (to cover port side first) so that weight of boat will straighten keel. Shrinkage of covering on port side will pull keel to port.

6. Cut overhanging rabbet along top edge of sheer strake up into underside of covering board.

7. Remove outside chainplates. Rout wide, shallow depression in planking wider and deeper than these, and line depression with about six layers. Reinstall chainplates with notches cut in edges to lock into glass; use flathead screws. Cover with topside covering and additional layers until topsides are fair over chainplates.

8. Remove rudder and cover wooden blade with fiberglass. Extend covering right around the rudder stock and build up a connecting collar of glass wrapped around the stock just above and just below the blade to keep water from entering along the stock.

9. Remove heavy bronze rudder port that has worked loose in horn timber and Edson steerer platform; wrap port in fiberglass. Enlarge and flare holes in horn timber and platform. Reinstall port with glass casing on; fill flared holes with chopped strand putty and matt, tying into bottom covering at bottom, and build flange of fiberglass in flared hole in steerer platform at top.

10. Remove outside stuffing box, cover area under flange, and reinstall stuffing box over covering.

11. Remove all through-hulls, bobstay, boomkin stay, and whisker-stay eyeplates, and replace over covering.

12. Fair hull with pigmented talc and resin putty, and restrike waterline and boot top. Owner will smooth and paint.

Bob did smooth and paint DEFIANCE, and he got her pretty quickly into rather nice looking shape from where we left off. He's an architect with the critical eye needed for his trade, so he knew just where to bear down on her with the sander and fill with putty. She has looked good enough to leave her just as she is for three years in succession, with only the bottom paint renewed each spring. But after the next repainting of the topsides, she will look even better. Meanwhile, Bob is delighted to have a stout boat under him again, especially in case he ever forgets that she draws another foot and hits a rock where there wasn't one before.

Incidentally, she does go to windward better now, and Bob says he's not afraid to sock it to her anymore."

The 150 page book is chock full of this sort of information and can be ordered from International Marine Publishing Co., Camden, ME 04843. My copy cost \$15.95 a couple of years ago, it might be more today, check on it. Whatever it is, if this is something you might find useful, even for a small boat, it's a good investment.

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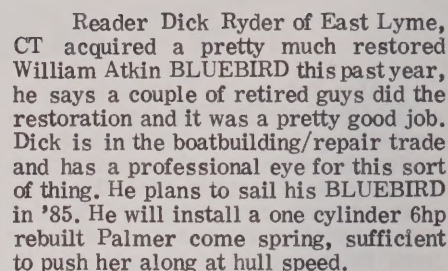
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by William Atkin

by William Atkin



Dick sent us the following discussion of BLUEBIRD by the designer, William Atkin, from a 1940's era boating publication, and it tells better than anyone else could, what makes this little 18 foot cruiser so attractive.

"In the spring the urge comes to get out in a boat. Then, along the river's bank; or where the water sings along a lake's wooded rim; or where the great salt sea washes the harbor's landing stages, little boats will seem to be the world's most precious material things.

And so in the spirit of spring, here is our latest little number, BLUE BIRD. Not too big, mark you, is this BLUE BIRD; and yet not a tiny bit of wood and canvas. Where is the place, I often wonder, where the little boat becomes the big one? Is it 16 feet, or 24? I like to feel that perhaps the depth and capacity have to do with this question. Then BLUE BIRD's modest 18 feet of overall length, because it is coupled with generous breadth and depth of hold, becomes a big boat. And so it goes.

To be precise, the overall length of this little craft is 18 feet, 1 inch; the waterline length is 16 feet; the greatest beam is 6 feet 10 inches; and the draft exactly 2 feet. And let me remark; she needs not a centerboard. The freeboard at the bow is 2 feet, 5 inches and at the stern, 2 feet. Between cabin floorboards at station seven the depth from the line of the sheer is 2 feet, 6 inches. So you see there is unusual room in the hull for so small a boat in overall length. The headroom under the companion slide is 4 feet 2 inches and sitting up room over the bunks is 3 feet 2 inches. In this matter of headroom, what more might one expect in this little boat?

I know that there will be builders who will lower the floor, raise the sheer, the cabin sides, the house top crown and such seemingly small changes in an effort to improve the design or to make it adaptable to some very particular requirement. And in about six months I'll receive a letter telling me the boat does not perform as specified and that I should not encourage people to build boats at all. Only a few days ago, a similar letter came; practically no changes were made to the design, except: The thickness of the planking and decking was doubled, the sheer raised three inches, two feet added to the cabin length and cockpit, heavier spars used, and sails; and to cap these slight changes, the boat was built with a round bottom. The design was of a V bottom. It never occurred to the builder that the design was now his by the time he had finished building it; not mine. His boat did not sail very well; nor will BLUE BIRD if the design and construction are

altered. If you will leave her as she is then you will have an excellent little boat measuring up to all expectations.

BLUE BIRD is a round bilge model and should be built as such. Don't guess as to the shape by building one or two forms and arriving at the shape of the rest of the boat by springing battens around from end to end. No, take the trouble and save time by laying down the lines to full size on the building floor, or on strong paper. Draw the profile first, getting all heights from the offset table and the plans. Draw the deck plan next, the centerline of the deck plan will be the base line of the profile. Draw the diagonals next. Then when these first three proceedings are completed, draw the body plan (sections). Do not reverse this order. Do not draw ONLY the body plan from the dimensions given. The thing will never come out right then. Full size lines are required for obtaining all bevels for the stem, rabbets, stern and required for a great many other vital things you will wish to know about the boat before it is completed.

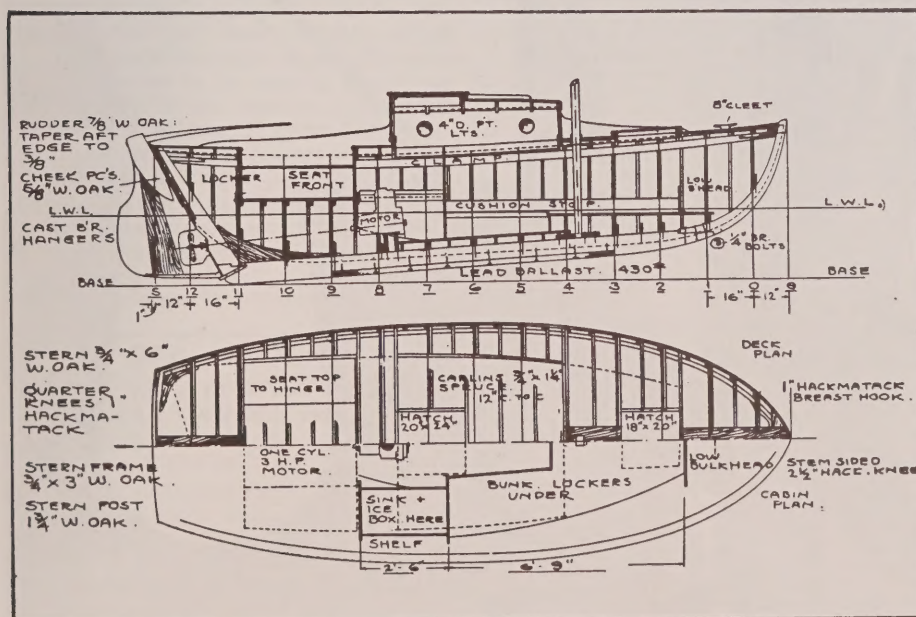
There is not a single thing about the building of any boat quite as important as the lines and the laying down of these full size. One of the most important, and highest paid workman in the ship-building industry, is the loftsmen. He is the man who lays down the lines full size, and supplies the bevels, the angles, the plating shapes, the locations of bolt holes, and all the templates and full size dimensions required by the rest of the gang so they can build the ship in the easiest and best manner known. So, if you are smart to see to it whoever builds a boat for you, or if you build it yourself, that the lines are followed and properly laid out at full size.

The cabin of BLUE BIRD can be made a mighty cosy little place. There are two good sized bunks, on one side a table built in for sink and icebox as shown, while on the opposite side there will be a table for stove and lockers be-

low. Room is provided for dish shelves as shown on the cabin plan. There will be fair room below the bunks for storage too. Then in the bow ahead of the low bulkhead stowage space for anchors, line etc. The motor, if it is one of the small and light single cylinder types, will fit beneath the bridge deck. There is ample room here for a small twin cylinder marine motor. In the matter of power, I would not advise anything over 8hp. And I would not use reduction gear drive. The hatch in the forward deck will permit lots of air to flow through the cabin and provides an excellent safe place to stand when making a mooring or getting up anchor. The cockpit floor is not intended to be self-bailing; little too close to the waterline for this. It is interesting to notice that the length of the cockpit and bridge deck is 4 feet, 4 inches; that the cockpit is 4 feet, 9 inches wide; that the seats are set well below the level of the deck; and that the space between those seats is 2 feet, 2 inches. Grand room for two for long spells, and for four during an afternoon sail.

The sail plan shows the rig that is the mode just now and carries 175 square feet in staysail and mainsail. This makes a handy rig and about as simple as it can be. All halliards, topping lifts and sheets lead to the cockpit. The little boat of course steers with a tiller."

Dick Ryder welcomes visitors to his shop this winter. He'll be working on restoration of a 1916 Herreshoff 12-1/2, on finishing up a new lapstrake Whitehall, and on finishing off details on another 12-1/2, this one a 1939 built. The shop is not large enough to accommodate all at once, so he offers no guarantee as to which boat will be, "in residence," at any one time. Ryder & Son Woodworking is located about 15 miles west of Mystic on Pattagansett Lake in the Flanders section of East Lyme, CT. at 287 Boston Post Rd (U.S. Rt. 1). The phone number is (203) 739-0561.



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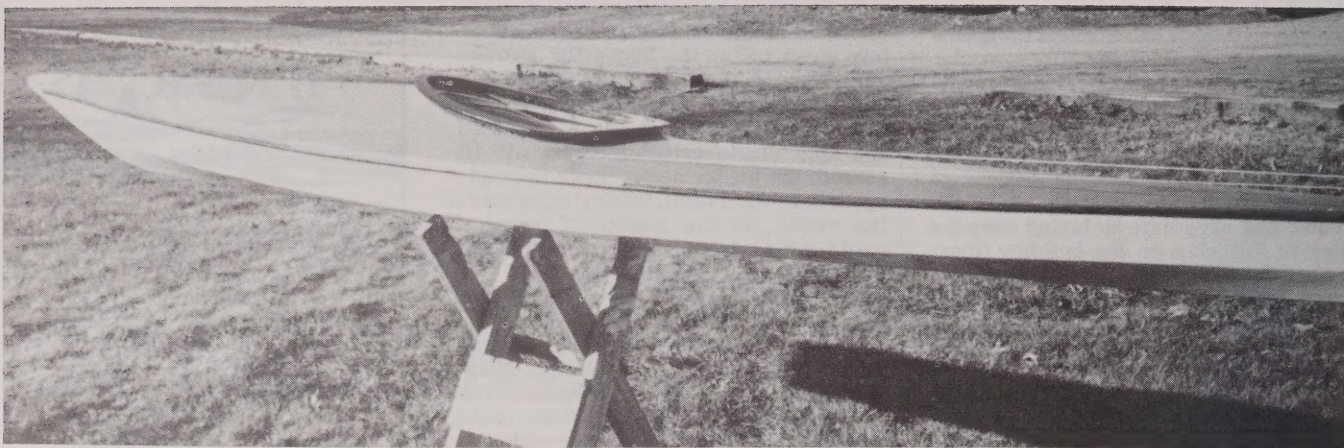
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So, what's so bad about wood/canvas?

The 16 foot "Greenland type" sea kayak had been advertised for sale on and off most of last summer and fall, in area classified weeklies and in the classifieds of this magazine. In late November the price was reduced from \$300 or best offer to \$275, not significant in dollars, but indicative of an increasing urgency to sell the boat. So I called the owner, John Arba of Lawrence, MA and drove over to have a look.

On the phone John explained that he had built the kayak himself, it is of the stitch and glue type, epoxy glued plywood

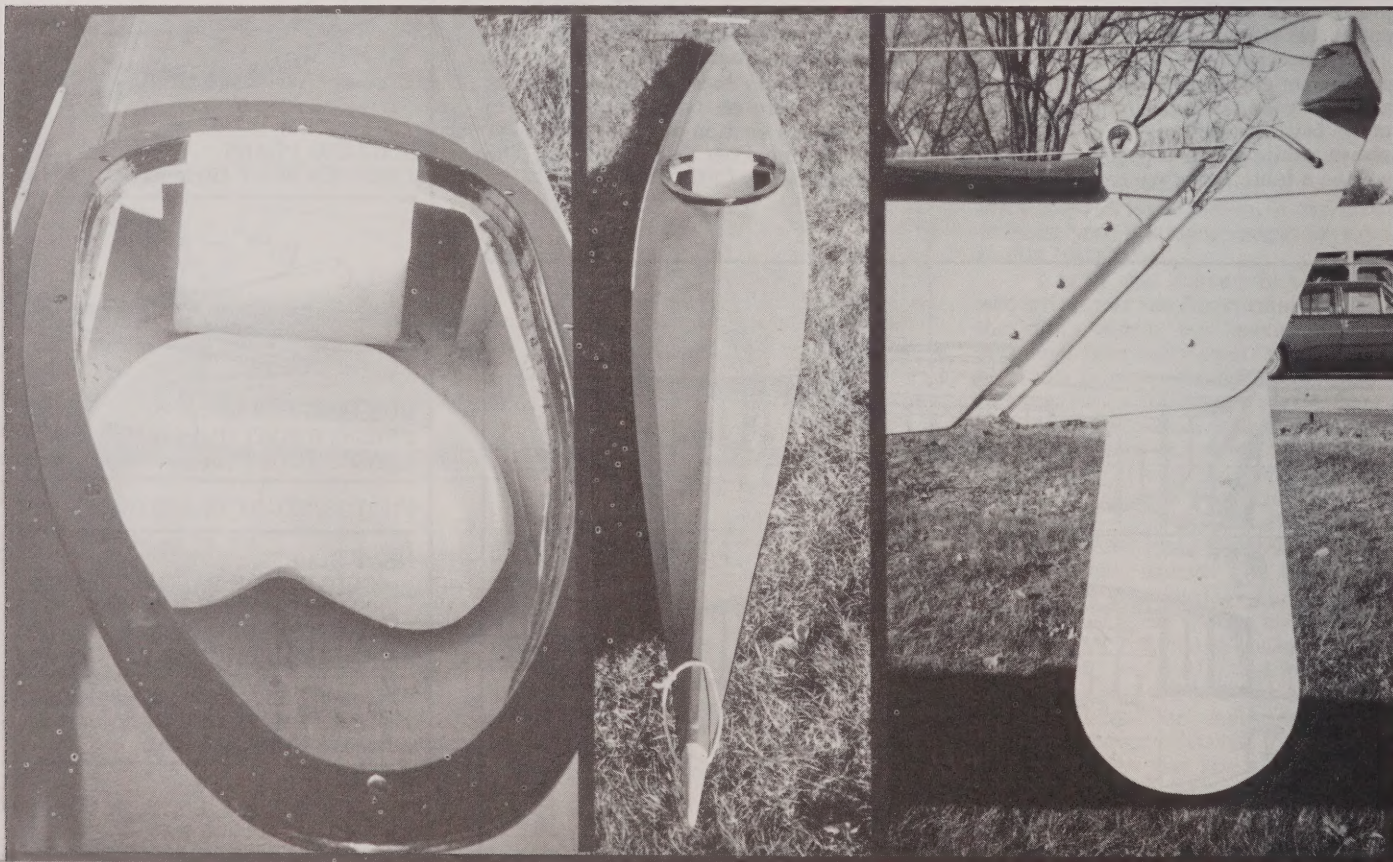
hull, canvas covered deck. "When I tell inquirers this over the phone," he told me during my visit, "Most people just lose interest right then." Plastic prevails in the minds of modern man.

I like to shop around for interesting boats at affordable prices, and am inured to the circumstance of discovering that one man's "excellent condition" is not another's opinion upon viewing the craft. In this case, John was absolutely right, the boat was indeed in first class condition, the plywood hull glassed and sealed with polyester before being paint-

ed a bright yellow, the canvas deck stretched tautly and evenly over its frames and painted a bright red. Colorful, but harmonious colors. Almost like plastic colors.

The boat is fitted with a neat rudder assembly of aluminum and stainless steel operated by a set of foot braces mounted ruggedly to a post that can be adjusted forward or back to suit leg length. The seat is a comfortable formed plastic affair with a rigid foam backrest shaped to fit to the rear cockpit rim. A yellow spray skirt snaps tightly onto

Cockpit seat is molded plastic, backrest is shaped from foam plastic. Nice lines, canvas deck fitted well, good looking boat for a homebuilt. Rudder assembly is aluminum with stainless pin and wooden top yoke. Cables are stainless.



the quite high cockpit rim. I got into it (on land in Arba's yard) and found it very comfortable (something some kayaks I've tried are not) and suitable to my 6 foot height.

John built it to a set of plans from a firm known as Outdoor Sports, of Tus-kaloosa Alabama, starting back in 1978. Over the next several years he dabbled at its construction while completing college. It is the sixth boat John has built, the others canvas/wood framed kayaks for whitewater use, which is his main recreation. Prior to going on this home-built binge, Arba began boating in an old fiberglass canoe on flatwater. The sea kayak was completed in 1982 and used on several river cruises (Lawrence is on the Merrimack River in northeastern Massachusetts). Then he stored it as he increasingly got involved in whitewater. Finally, space was at a premium, and so to market.

The plywood hull is aviation grade maple, 3/16 inch thickness. It is glued up with epoxy over interior hardwood frames, and the seams are taped with fiberglass inside and out in usual stitch and glue practice. The entire wooden hull was then sealed with polyester resin prior to painting. The canvas is 10# grade bought from Sears Roebuck, of all sources. Its fastened over the gunwales with full length batten strips and stretched in place and painted. Alongside the cockpit, aluminum gunwale guards protect the canvas from paddle shaft blows. The folding rudder lifts out with a special hooked stainless steel pivot pin for instant storage inside the boat for land transportation.

John had used a Mitchell paddle he had for his whitewater use, and that was not included in the deal. Readers who have been with me for a while will know I've tried sea kayaking several times over the past year, always in borrowed boats. So it will be no surprise to them to read here that I gave John the money and brought the boat home. In the course of messing about in boats I cannot own one of EVERYTHING, but a good well built sea kayak of a type I've already tried and found suitable to my novice capabilities at such an affordable price was not to be passed by. It can hang quietly in the shed here and be instantly available in '85 when I have reason to go off sea kayaking, without my feeling that I "ought" to use it more to get my money's worth. Those who hung up on John when they heard about the wood/canvas part were the losers.

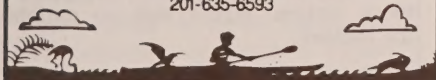
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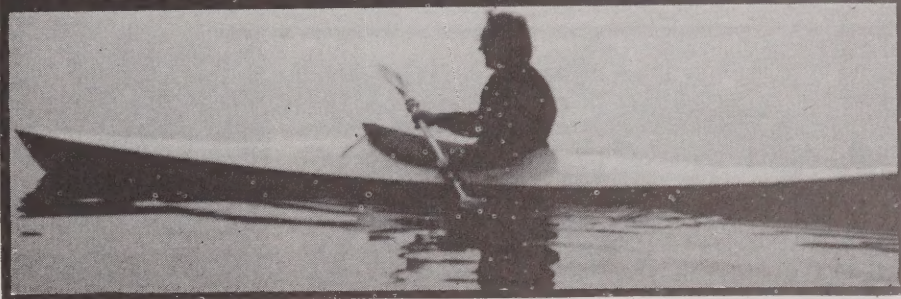


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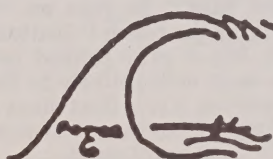
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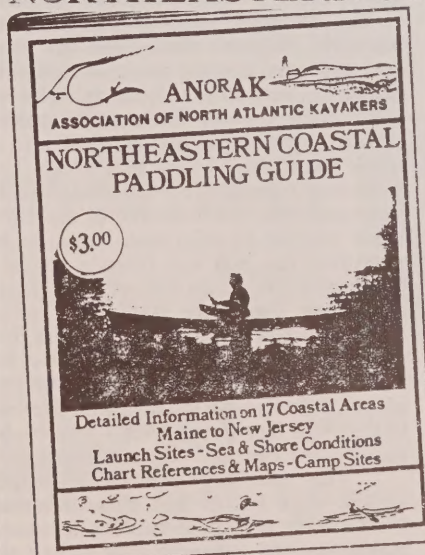
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The barn that Dean built so he would have a place to build his Muscongus Bay Sloop.

Dean Stump was really pleased. He stood in his woodstove heated barn and looked at the backbone of a 24 foot Muscongus Bay Sloop with its molds all in place and just grinned and grinned. But, it was the long slender strips of clear pine marking out the sheer and other lines of the hull that brought the grin to his face. At last it was beginning to look like the boat of his dreams. That sheer batten immediately created a graceful curving line where before there had only been the molds rising to the common top braces. The bilge battens swept down from the mahogany clipper stem around the midsection and then tucked back up in under the overhung transom, another beautiful curve delineating where the hull would soon begin to appear. Yes, Dean was delighted.

Dean is retired from TWA and this ambitious boat is his first building project. He's not without the necessary skills, he's done woodworking most of his life and worked for a while part time at the Crocker yard in Manchester, MA. But when Sturgis Crocker asked Dean if he'd go on full time, they needed a full time guy, Dean decided it was about time to go build his own boat. Despite his acquired affection for the work at Crocker's he declined the offer and went home to his barn to get to work.

"I should have built this barn twenty years ago," he'll tell you. "I thought about it for years, but when you get to my age you think more and more about conserving your money and not spending it." Dean says he spent about \$7,000 in

all on the nicely finished 20 x 30 two story barn. "I could have made it just a shed down back," he goes on, "but right up here by the house I had to do it up better." It's a gray painted batten board style barn built entirely by Dean, and inside and out it is a first class job. If the Muscongus Sloop comes out as well, it'll be some first boat indeed.

So far it's looking good. Dean is building the boat to plans from the Smithsonian, but he's doing it up with epoxy laminations and strip planking. The entire backbone is laminated up from mahogany, there's about two dozen laminates in the reverse curve of the stem and bowsprit support alone, and the stem, keel and horn timber are also bolted together as well as glued, using big bronze bolts. The curved transom is another laminate, and the centerboard and its trunk likewise. "I use that Chem Tech T-88 and it seems to work really well," Dean explains. At moments of maximum labor needed in minimum time, he has recruited his son and friends to lay on the lamination strips and get them clamped before the resin started to set up. "This stuff is supposed to be good down to 35 degrees," Dean goes on. But, that nice big woodstove just keeps the shop toasty. "I've come out nights on occasion to keep the fire going when I had the big assemblies curing," Dean explains.

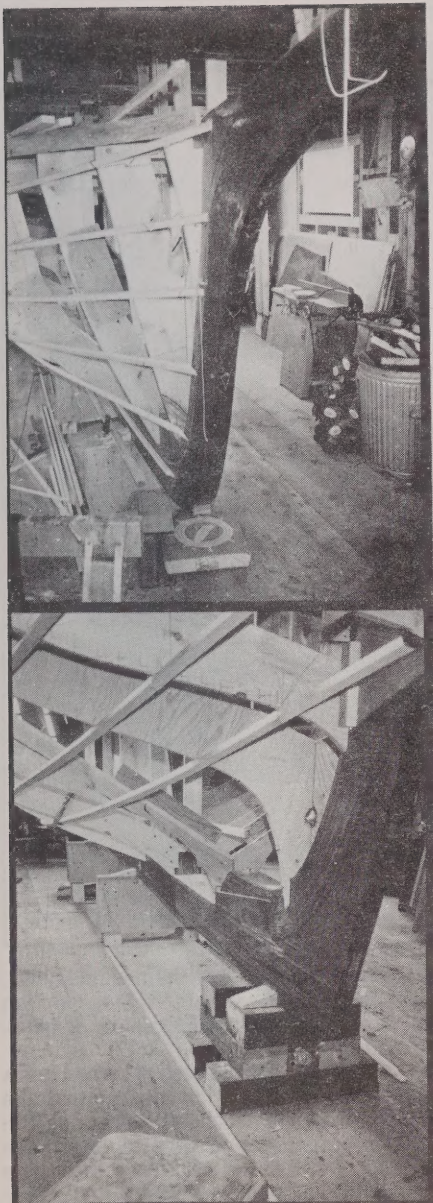
The planking will be 3/4" pine strips, edge nailed and glued. He plans few interior frames except the necessary bulkheads and strengthening either side of the massive centerboard trunk for

ballast to rest on. There's no time limit on completion, the building is in itself an end, not a means, and Dean finds it keeps him busy, as he's been very thorough in all of this.

With no prior boatbuilding experience, Dean is going by the book. He's read them all, and analyzed them all, and discussed details with others who have homebuilt. His experience at Crocker's yard was helpful. Most of all, he's following that dictum of Pete Culler's, "Experience begins when you start to build." Dean began at the beginning too, the floor of the loft is white painted plywood and the complete laydown of the lines is still there.

Those lines. "You know, I expected to have all sorts of fussing to do when I laid on these battens over the molds, but there's only two stations, #2 and #8 that are off a bit," he explains. Part of the delight in putting on the battens was this discovery that the lines he laid down transferred to the station molds and then proved up nearly completely fair. He points to the places where the molds are a bit off, maybe a half inch to trim away to fair up the battens. Not bad for a first boat of such complexity. Now with the backbone (foundation) in place, the dream will begin to develop throughout the winter as those one inch strips slowly rise from the keel to enclose the shapely area delineated in early December by those batten strips that so delighted the builder.

Report & Photos by Bob Hicks



Laminated stem and sternpost are joined by laminated keel timber. All mahogany.

Dean Stump welcomes interested visitors to his shop daytimes, he's located on Rt. 97 in Topsfield, Massachusetts, #14 Valley Rd. Give him a call first at (617) 887-8387.

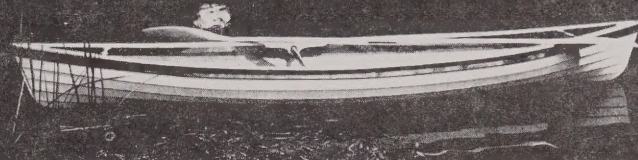


BAKER BOAT WORKS

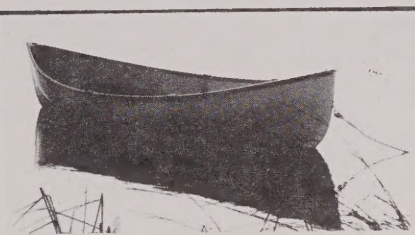
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The PILOT 21... an update

During the 1983 boating season, an unusual pulling boat was seen at several of the rowing races around New England. The Mainville family of Sudbury, MA were campaigning their own design 21 foot pulling boat, with father Chuck, son Frank, and daughter Kristen as crew. And, they were winning the traditional class events. The boat was designed by Chuck, fabricated in fiberglass, was obviously very fast. And yet, the Mainville's also used it as a vacation cruising craft on Moosehead Lake in Maine. In fact, past experience on that lake had caused Chuck to build his boat extra heavily to "split rocks". So it weighed over 300 lbs. And still was fast.

Now a year later, the PILOT 21 has evolved into a far more sophisticated craft. And it has now won eight straight rowing races in its class, with that family crew aboard. Chuck is in business as Concord Yacht and the latest version is now a production boat for the oarsman (woman, men, women?) who want something really impressive in size and performance.

Several major changes have taken place to the basic 21 foot by 4 foot hull. It has been lightened in construction, but a complete interior/deck liner has been added. Fixed oarlock rowing stations are still offered, but so are sliding seat riggers of Chuck's own unique "monorail" design. The boat weighs in at about 200 to 250 pounds now, even with the added structure, and depending on which of the several versions one orders. Details in the liner/deck mold have created water-

ways that lead water which might come over the bow back to a stern sump, wet feet are now unlikely. In the 8 mile Ship Channel Sprint last summer in Boston, the Pilot finished first in class, and third overall behind two Graham King competition rough water shells, and was dry at the finish. With that same family crew. No big Olympic candidates at the oars.

Chuck's new sliding rigger option is typical of his innovative thinking that resulted in so fast a hull design. A single "I" beam monorail runs the length of the floor of the hull liner, and the seats (up to three!) roll on this, captured by the flange of the beam and thus unable to fall out should the boat ever be dumped over. The outriggers are lightweight rigid aluminum construction and fold in easily for coming alongside a dock or other boat. The beam weighs only 7 pounds per rowing station, the seats roll on those nylon rollers, the monorail concept often extolled for rail transport. The stretchers attach to the rail also and can be adjusted to any position to suit any oarsman of any size. Chuck has no stereotypical "average" oarsman in mind. He's had interest from such extremes as a 5 foot, 8 inch oarsman who found he would fit, to a 7 foot tall, 300 pound athlete looking for a pulling boat that would fit him.

Buoyancy between hull and liner provides full flotation with gunwales well above water for dumping/bailing water and self rescue. A watertight forward compartment is useful for carrying gear

that MUST be kept dry (cameras, lunch). There are two other watertight inspection ports opening into the bilges for inspection if needed.

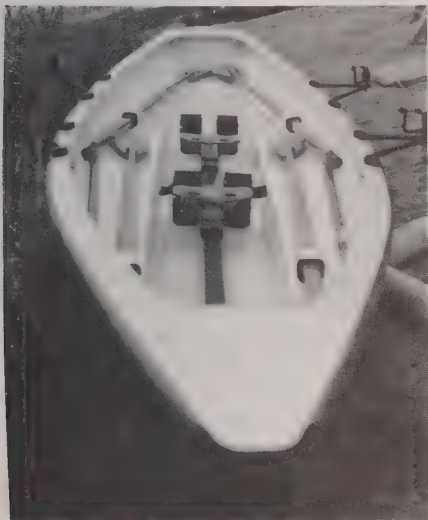
The fiberglass construction uses unidirectional fiberglass rather than the woven sort in order that the strands can take full strain longitudinally, and to use less resin (less weight) for comparable or better strength. This is a trickier production layup. On the lightest versions alternating layers of chopped strand mat are used with the unidirectional fibers. The latter run continuously from sheer to sheer in each layer and along the sheers and keel, full length longitudinal fibers are used. Capping it all off is a yacht finish trim of varnished mahogany.

Three versions are offered. The PILOT 21 comes with gloss white exterior finish, bow and stern eyes, three varnished mahogany fixed rowing seats, varnished mahogany sheer strips and three sets of bronze oarlock sockets. It sells for \$2850. The PILOT 21 SPECIAL is the above with the addition of varnished mahogany trim on inside of coamings and caned seats with backrests fore and aft. This is priced at \$3400. The PILOT 21 COMPETITION is the standard model with no fixed rowing stations, and weighs in at 200 pounds. This model sells for \$2650. The custom design sliding riggers sell for \$490 per station, one, two or three.

Chuck offers 8 foot spoon blade oars at \$200 or 9 foot, 9 inch Piantadosi sculls at \$240 a pair.

For a boat that is a proven fast moving craft, the PILOT 21 also offers lots of cargo carrying capacity for those wanting to cruise when not competing. Despite its size, one person can make it move nicely, and three can cruise with all their camping gear in high speed luxury. It does seem to be a successful melding of the two disparate requirements.

If you'd like to know more about the PILOT 21 pulling boat, contact Chuck Mainville, Concord Yacht Co., P.O. Box 424, Sudbury, MA 01776. (617) 443-4238.

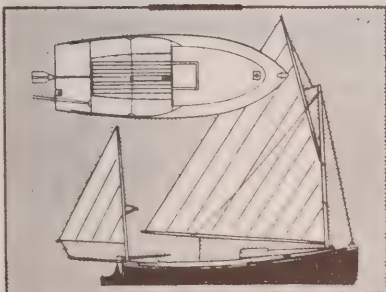


Above: The "monorail" sliding seat installation, simple, effective, uncluttered. Right: The start of the Ship Channel Sprint last summer. The PILOT (dark) overhauls both the U.S. Coast Guard's Monomoy lifeboat with 10 oars and the Hull Lifesaving Museum boat with 8 oars. They went on to finish third 4 minutes behind the winning Graham King shell, and 2-1/2 minutes ahead of the Hull boat and the Coast Guard boat, over an 8 mile choppy harbor course.

Report by Bob Hicks
Photos from Chuck Mainville



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While thumbing through my journal to refresh my memory, names and faces of the many people we had met on the way to Alaska kept rising to the surface of my consciousness. When friends ask, "What was the best part of your adventure?" I answer, "The people."

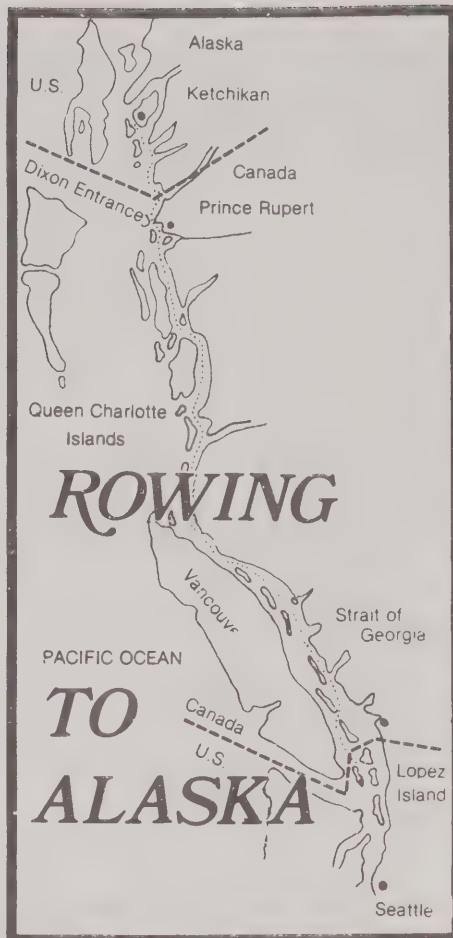
Steve and Mary Gropp, who were our original inspiration for the entire venture, and Jeremy and Celia Snapp, our boat builder and his wife, were people who exhibited a faith in us which few of our older friends were able to do. Both couples shared their wisdom built on practical experience, and always expressed confidence in the completion of our goals.

Jo Bailey, of *Nor'westing* fame, cheered us on our way after a brief interview on the docks of Friday Harbor, a week before our departure. Her enthusiasm warmed our hearts and left us feeling richer for the meeting.

All along our route, people clambered to be part of our adventure. They wanted us to take a portion of themselves along with us. A friendly retired couple, boating to Stuart Island, gave us abalones on our second night out, along with wishes for a successful journey. Across Haro Strait in Bedwell Harbor, we were showered with attention. Pleasure boaters checking through Canadian Customs detoured by our dory to wish us well and to give us tokens of their interest: grease for our stubborn oarlocks, an old cargo net to batten down our gear on the forward deck, an enormous apple, a new strain of Delicious, developed by the owner of the boat named *Yakima*. On Minstrel Island we were given delicate shrimp by the captain of a shrimp boat out of Westview.

Besides these generous gifts, we were the recipients of hospitality ranging from coffee and cookies aboard through overnight lodging, complete with dinner, bed and breakfast. Such pampering was beyond any expectations we had had before setting out, and so welcome to a pair of dirty, tired rowers. We will always be grateful to the staffs at Big Bay, Goose Bay, and Butedale, and to the Whelans of Foggy Bay, the Kupperts of Greene Point Rapids, and the Hansens at Port Neville. Their warmth and generosity will remain in our thoughts as very special.

Along the Inside Passage, we encountered many people who, by their example, forced us to re-examine our values and to look inward to the sources



8~The People

By Nancy M. Ashenfelter

of meaning to our lives. Everywhere we touched, we met people who had deserted previous lifestyles to settle into more basic, rugged, physically-demanding patterns on the B.C. coastline: a computer technician and programmer now living a laid-back existence on Lasqueti Island; a psychologist from Newfoundland via Vancouver, running a fish and garden in Burial Cove; a former military man now serving as a junior light-keeper on Pointer Island; a gold miner living 33 years in a floating house by himself. These people left indelible prints on our memories.

Our first experience with this phenomena came after our boat swamped on Lasqueti Island. A more bedraggled pair of senior citizens had seldom been seen. Since we had both been knocked down two or three times by the breakers while attempting to unload our boat, we were completely

and thoroughly soaked. Our boots squished at every step, and water coursed in rivulets down our necks.

We arrived on the doorstep of Diane Tucker's one-room home which was perched above the jinxed bay. We knocked tentatively and hopefully. The door opened a crack and glorious words in the English language emerged: "Come in and get warm by the fire, I'll put on a hot cup of coffee." We almost cried from our relief as we oozed into her living room and backed up to the crackling wood stove.

Diane had to leave for her waitressing job at False Bay, but as she left, she said, "The house is yours. Dry out. Eat whatever you want. You, of course, will spend the night. My husband, Errol, will be home this afternoon, and he'll see that you get dinner." With that, she left Paka, their little black dog, in our care and drove off. We spent the day dragging food and clothing up from the beach to dry out in the warm room.

Diane and Errol have settled on Lasqueti after abandoning the hectic city life of Vancouver. They raised three children there, and Errol worked in the burgeoning computer industry. He also was a symphony-level musician, and at one time, a member of the RCMP. Around age 36, Errol picked up the message of the sixties: "Life is short. Live each day the way you want to. Do as little as possible." Errol now lives by that philosophy, working as a jack-of-all-trades, only enough to meet their needs and supplement Diane's salary. Their requirements are few. Their one-room cabin has no running water, no refrigeration, and wood heat only. They both read insatiably, and Diane is a gifted artist and poetess. They believe the rewards of their lifestyle are many, but not all of their past friends or family members share that belief.

We shared a delicious dinner and good conversation with Errol that night, slept on their sofa bed with Paka curled around our feet, and pulled away in our reloaded boat shortly after breakfast. As we waved goodbye, I shouted, "What are you going to do today, Errol?"

"As little as possible," he responded with a grin and a wave.

About two weeks later, after making it through the Yuculta, Dent, Greene Point, and Whirlpool Rapids, and the Johnstone Strait, we pulled into little Burial Cove on East Cracroft Island. It was raining, of course, but we looked forward to staying in an empty, dry cabin offered by a young man we had met at Port Neville. As we entered the

cove, we saw a woman waving at us and yelling, "How about some tea?"

Never ones to turn down an invitation involving warmth, dryness, and a hot beverage, we pulled for shore quickly and stepped into the warm friendliness of Bob and Eileen Wood.

They not only plied us with tea, but also gave us fresh lettuce, kale, parsley, and chives from their beautiful garden, and invited us back for breakfast the next morning. After a night listening to the rain hammering on the roof of our snug little cabin, we hurried across the cove to share a wonderful breakfast of bacon, eggs and fresh rolls baked that morning by Eileen. We pushed back from the table satiated with good food, and started a conversation that lasted a couple of hours.

Bob, who was born in Scotland, and still bore traces of his ancestors' burr, was an engineer and instrumentation and computer installation expert for pulp mills. He and his delightful wife, Eileen, had been sent to Africa and Czechoslovakia to consult in mill development. After years of travel and city life, they decided to bag that mode of living, and do something totally different. Thus the land and small cabin at Burial Cove. Their plans include building a new home in 1984, and an even more extensive garden and orchard. Eileen cans most of their goods—even a deer which Bob shot as it invaded their garden. Bears are constantly raiding their 100-foot tall cherry trees, so they expect to have canned bear soon, too!

We became very fond of the Woods. Their pioneering spirit was infectious, as was Bob's gruff humor and Eileen's gracious hospitality.

Before we left their home for the pull to Minstrel Island, we were given the honor of using Bob's beautiful 'throne room'. It was up the hill from the house, and was perhaps the most beautiful outdoor accommodation we had ever visited. It contained a vanity with mirror, fully-equipped magazine rack, and an expensive wooden seat, all set in traditional Bavarian architecture.

As we made our farewells, their lightning-quick cat presented Eileen with a hummingbird, which it caught in the garden. The bird sat for a second in Eileen's hand, dazed, then whirled off in a blur of color. The cat caught several a day, but never injured them.

We hugged our new friends goodbye, and promised to write. Both Pete and I felt warmed by their reception.

Perhaps no one left us with a feeling of poignancy more than Ken of Finn Cove. We never learned his last name, as he did not offer it, but I still feel a rush of pathos when I think of him, and tears are near the surface.

It was late in the day when we pulled into Finn Cove on Penrose Island, leaving the influence and swell of Queen Charlotte Sound for the first time in over a week. We saw a couple of houses built on floating docks, so we decided to ask if there was a suitable camping site in the cove.

Ken pulled out to meet us in his small outboard skiff. He made it clear that people were not welcome on his property, and suggested we set up camp on a dock down the bay. We thanked him and started off, but with a grimace of conflicting emotion he said, "You might as well come in for tea. Tie up anywhere and come on." This was said loudly without a smile, and it appeared to be against his natural inclinations. Fascinated now, we followed him into his cozy boat home, and introduced ourselves.

"I'm not very hospitable," he said vehemently. "I don't like people and I came here to get away from the bloody city. I hate cities!"

As he served us tea and packaged cookies, he sat at his small kitchen table, where his only companion, an ancient canary, teetered on its perch. The bird became upset if moved from the table, and would fall to the bottom of its cage, so Ken let it remain there near him.

Hummingbird feeders hung at every window, and the tiny creatures visited Ken in droves, their throats gleaming in brilliant red flashes and their wings vibrating like miniature helicopters. Ken had invested in over 35 pounds of sugar for them since spring.

Ken had been an early gold prospector in the B.C. interior near Lake Williams. He also served in the Army, and then made fishing his career. He moved to his present bankside location 33 years ago alone, and has remained so since. During that 33-year span, Ken has created a miracle on the hillside behind his water-based home. Originally a rock-strewn wasteland, Ken has built it into a lush vegetable garden complete with fruit trees. He did it by bringing in one bucket of top soil a week, which he secured from an abandoned truck farm near his mail pick-up location. He started with carrots and lettuce, and gradually expanded his crop with each additional bucket of dirt. He is also building an at-

tractive new home on the hillside, where he will live when completed.

We thanked him for the tea and cookies, and I climbed back in our boat as Pete released the lines. Ken's inner struggle began again.

"Look here," he said gruffly, pointing to a net shack at the end of his dock, "you can stay here tonight if you don't bother me."

The shack was complete with mattress and foam pads—a luxury beyond description—and it had a roof to ward off the constant rain. We accepted with pleasure. Ken indicated where to tie up, then disappeared into his home.

We settled in and laid out our limited supply of pots and pans to prepare dinner on the dock. Ken appeared again carrying a huge chum salmon he had caught that day. He hacked off a hunk and left it, saying, "You might as well have some of this for your dinner, but don't bother me."

Within five minutes he was back again with two cans of salmon he had canned last year.

"Here—take these, but leave me alone."

Later, I risked his annoyance by taking him some hot pan bread to go with his dinner. He avoided eye contact, but grabbed the bread eagerly and took it into his home to add honey. I felt tears rise behind my eyes as this melancholy man disappeared into his home.

We left early the next morning after tacking a note of thanks on the shack door. We never saw Ken again, but he has entered our thoughts and conversation many times since.

After working our way north up Fitzhugh Sound with stop-overs in the Koyeye River, Namu, and Kissameet Bay, we turned into Lama Passage and skimmed close to the Pointer Island lighthouse, which is one of the 17 remaining manned lights in B.C. The junior keeper came down and sat on the rocks to chat with us. We asked how far it was to Bella Bella and if he could sort out the two towns for us—New Bella Bella, which is an Indian town, and Old Bella Bella, called Shearwater by the natives. He explained that our mail would be at Old Bella Bella, but the store was at New Bella Bella, and they were a half a rowing day apart. He also reminded us that it was now Friday and the Post Office was not open on Saturday. He generously offered to pick me off our boat that afternoon, as he had to make a run into town in his speed boat.

At 1:00 p.m. Dave Edgington and the senior light keeper's wife arrived in his hot boat. I clambered over his port rail with lists and money in hand. Pete rowed on to Ada Bay to find a suitable campsite for the night. On the way to town I questioned them about life on an isolated rock. The senior light keeper and his wife, the Ambroses, had been on Pointer Island for 25 years and raised six children there. Kids were taught by correspondence courses until reaching junior high age. Then they were usually boarded in town with friends or relatives for their secondary education. Reading and writing became important features of life on their rock, along with handwork and culinary skills. The men added maintenance of the light, buildings, and grounds, and managed to stay busy. Mr. and Mrs. Ambrose, nevertheless, were looking forward to life in the interior, away from water.

After dropping Mrs. Ambrose in New Bella Bella, Dave and I headed to Shearwater to a rewarding mail pickup of letters and packages from our offspring and friends. On the way, he filled me in on his past life in the military, and his present life as a light keeper. It was filled with details of his daily schedule and relationships, and I was entranced with the lifestyle. We stopped for coffee and cookies in a brand new bakery, shopped for food, then returned to Pete, who we found surrounded by all our gear drying in the afternoon sun on a tiny grass-covered islet. A pleasant interlude.

The fog closed in on us during the next two days, and we wended our way up the Seaforth Channel hugging the shoreline to maintain our sense of direction. We inadvertently turned into a bay and ran into (almost literally) an anchored Canadian Hydrographic ship. The delightful young crew, who expressed great interest and excitement about our trip, invited us aboard for breakfast, and Pete managed to wolf down his second of the day, complete with bacon and apple pancakes. Their hospitality was appreciated, and we picked their minds for facts and figures on the strange tidal action of the B.C. waters. Their discomforting response was that there was no logic to the tides or currents in the area. They had given up long ago trying to reason them out.

We had one of our few unpleasant encounters with our kind when pulling out of Lowe Inlet in the Grenville Channel. We left on an ebb tide, and were just turning into the channel when a huge, American pleasure boat started out of the inlet. He went slowly until nearly abeam us, then gunned his engines and roared by, refusing to look our way or acknowledge our presence. His wake almost capsized us as we had no time to turn bow or stern to the wave. Pete yelled an epithet, and I had a strong desire to give him an internationally recognizable hand signal.

The people who became the most indispensable to the completion of our goals were Sam and Sarah McMillan, a gillnetting couple from New Aiyansh,

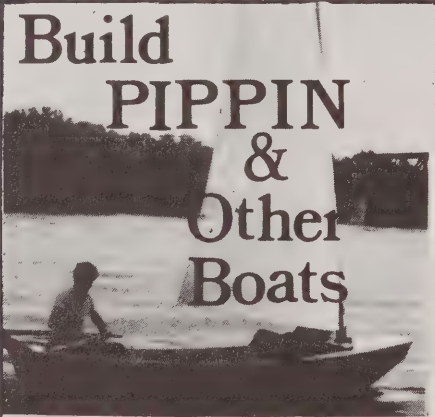
B.C. Their vital role in our adventure was that of saviors. At the time of capsizing off Prince Rupert, Sam and Sarah were there within five minutes to pluck us out of the water with some help from men on a second boat. They hauled us back to the inner docks and left us with a friendly wave. Some friends in a third boat secured our boat and some of our floating equipment and towed it in.

We have kept in touch with Sam and Sarah, who returned to their New Aiyansh home for the winter. They called us during the Christmas holidays, and we felt a warm-hearted kinship with them. In his rich, mellifluous voice Sam said, "I often think what would have happened if Sarah and I had not been out there when you capsized. We just thank God that we were." So do we, Sam.

Another eight days of struggle with the oars and the elements found us at our destination—Ketchikan. Even though it was pouring, no city ever looked more beautiful. We capped off our trip with a delicious home-cooked dinner served to us by Kay and Larry Meehan, a couple we had met at the Bishop Bay Hot Springs near Butedale. Their excitement and pleasure in our accomplishment was rewarding and gratifying.

As we walked down to our motel from their hillside home, the faces of the people who had added to the wonder of the whole excursion flashed into our thoughts. They were indeed the best part of it all. □

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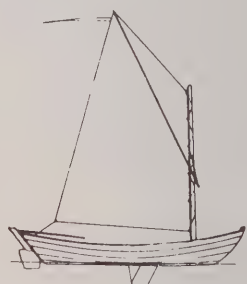


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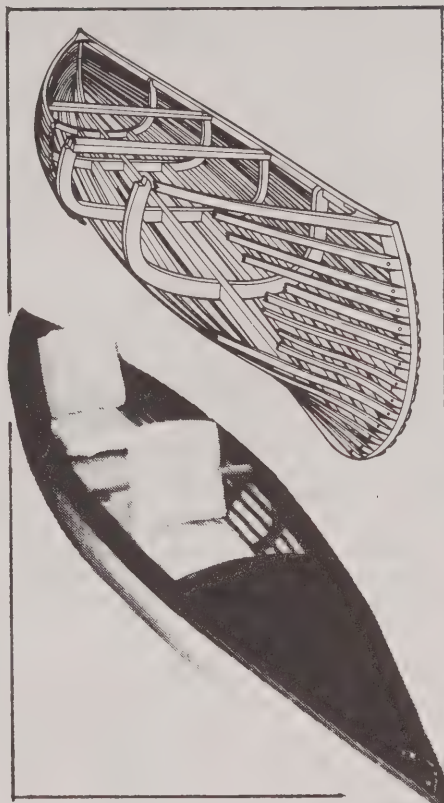
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PLANS



The best deal that's come to my attention in inexpensive plans for the amateur builder has got to be Ron Overstreet's plans/patterns for his 16 foot canvas covered canoe and double kayak. For \$5 you get a 24 page instruction book with diagrams and photos of all stages of construction, plus full size pattern sheets of key parts such as stem pieces, cross braces, etc. Also included is a full size pattern for making your own paddle. The paddle pattern can be bought alone for \$2.

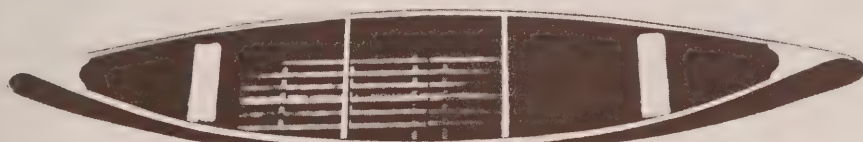
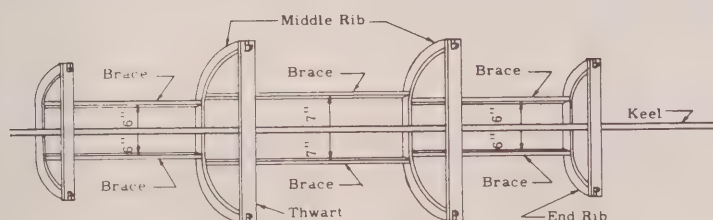
Wow, how come so much for so little? Well, Ron used to be in the canoe business in Kansas, he started in 1962 with \$650 capital and built the Trailcraft business up to annual gross sales over \$2 million with 46 employees. In 1977 a disastrous fire wiped him out, but he hung onto the instructions/patterns for the kit boats he was offering at that time and today sells them as a sideline to his regular employment. During the heyday of Trailblazer Canoes, Ron also was publishing a quarterly newspaper of 20 pages called TRAIL-A-CALLING, full of information on canoeing and camping/fishing/etc. in the backwoods. Quite a comprehensive venture.



Ron also has some leftover publications, he offers a choice of any one with any plan order. The titles include Canoe Camping Logbook, Introduction to Canoeing, All About Fiberglassing, Introduction to Water Trails, etc. His order form for the plans includes the complete listing from which he asks you to make first and second choices. The stuff is available as long as it lasts.

You'll be as impressed as I was when you receive your \$5 worth of canoe or kayak plans and instructions. It's a really complete package, and if the spirit moves you towards either of these 16 foot boats, you can't go wrong.

Trailcraft is at P.O. BOX 392, Concordia, KS 66901.



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(617) 465-0312

What's happening...

MYSTIC SEAPORT MUSEUM ACQUIRES A MILLION PHOTOGRAPHS



The entire collection of maritime photographs taken by the Rosenfelds, father Morris and son Stanley, over one million images, has been sold to Mystic Seaport Museum for an undisclosed sum. Whatever it was, the Seaport thinks it was worth it, 100 years of superb photographic recording of yachting for the most part, with some supplementary views of seaport life, mainly around New York. The photos go back a century as the collection includes some early images taken by predecessors to the Rosenfelds.

Mystic will arrange to house the collection, which is in superb condition, in appropriate facilities for preservation, and then begin the enormous task of organizing it for accessibility. Plans include computerized indexing and videodisc recording of prints and negatives that are brought out for research or publication in magazines, as prints, etc. The collection will eventually be accessible to researchers, and photos from it will be appearing on an ongoing basis in appropriate publication efforts.

From 8 x 10 inch glass plate images of 100 years ago to present high speed 35mm color and black and white, this is some visual history indeed.

SEA CUSTOM KNOWS NO DEATH

Mark Twain, in FOLLOWING THE EQUATOR, had the following to say:

"As far back as Noah's time it became law that ships must be constantly painted at fussed at when at sea; custom grew out of the law, and at sea custom knows no death; this custom will continue until the sea goes dry."

Henry Szostek

MYSTIC SEAPORT OFFERING WINTER SAILING WORKSHOPS

A new series of winter workshops for recreational sailors at the Mystic Seaport Museum will run into March covering diverse topics of interest. All are evening programs beginning at 7 p.m. The schedule is as follows:

JANUARY 8: Racing rules is already past so we move on to:

JANUARY 15: Varnishing. Alison Pyott, currently working on the yacht MAH JONG at the Seaport will explain varnishing techniques, including step by step removal and application. This one is tight to publication date of this issue so you might miss it too. But, the rest are still accessible as follows:

FEBRUARY 5: Boardsailing. Marion Marcey of the Windsurfer Shop in Mystic will explain techniques and equipment for both beginner and advanced boardsailors.

MAINE MARITIME MUSEUM WINTER PROGRAMS

The Maine Maritime Museum at Bath, ME has a winter program of indoor lectures and workshops scheduled as follows:

JANUARY 15 & 17: Surveying Wooden Boats, a workshop by Jan Bijhouwer, marine surveyor. At the Apprenticeship, 279 Washington St, Bath, from 7 - 10 p.m. Members \$25, non-members \$35.*

JANUARY 24: Rebirth of the Bowdoin, a lecture by John Nugent on the restoration of the famous Arctic exploration schooner. At Sewall House, 963 Washington St., Bath from 7:30 - 9 p.m. Non-members \$2.

FEBRUARY 7: Lonely Hearts & Whalers' Arts, a lecture by Irma Alvord and Ken Martin on maritime crafts and arts of a romantic nature. At Sewall House, 963 Washington St., Bath from 7:30 - 9 p.m. Non-members \$2.

FEBRUARY 8: Sailor's Valentine Ball, dancing to the big band music in historic York Hall in Bath, from 8 p.m. to 1 a.m. Call Museum for details,

FEBRUARY 12: Ocean Sailing. Captain Gordon Coombs, who offers a sail training program on his 37 foot sailboat out of New Haven, will discuss ocean sailing with a focus on choice of boat and provisioning.

MARCH 5: Survival at Sea. Captain George Moffett of the schooner BRILLIANT will concentrate on the use of safety equipment carried by vessels for disaster situations, including life raft inflation, flares, EPIRBs, etc.

Complete details and registration and fees can be obtained from the Education Dept., Mystic Seaport Museum, Mystic, CT 06355. A BONUS for the first 100 who register for two workshops or more will be a special invitation to view Whitbred's new film, 1983 ROUND THE WORLD RACE, on February 19th. You can phone for details if you prefer, at (203) 572-0711.

(207) 443-6311.

FEBRUARY 12 & 14: Steam Bending workshop by Will Ansel and Greg Rossel on bending frames and small planks with use of steam. At the Apprenticeship, 279 Washington St., Bath from 7 - 10 p.m. Members \$25, non-members \$35.*

FEBRUARY 21: Ships in Bottles, Renewing a Lost Art, lecture by Gilbert Charbonneau, a leading ship models in a bottle builder. At Sewall House, 963 Washington St., Bath from 7:30 - 9 p.m. Non-members \$2.

*The winter boatbuilding workshop series of five course can be paid for as a unit at \$125 for all five (members) or \$175 for non-members. March and April courses are in caulking and in painting and will be listed in later issues.

Information on all Maine Maritime Museum activities can be obtained by phoning (207) 443-6311 weekdays during business hours.

THEY SAVED DEER ISLAND

If you're not from Amesbury, MA you probably wouldn't be much interested in the fact that local citizens managed to raise funds to buy a six acre section of an island in the Merrimack River to preserve as a natural area. But anyone who boats on the river for recreation can appreciate this grass roots effort, for onrushing development would have placed condos (that word!) on yet another piece of still natural waterfront accessible to the public. So congratulations go to the

Amesbury folk who pressed the town into the acquisition, to the Merrimack River Watershed Council for loaning the balance of funds needed to match the town appropriation, and to the people who are now running fund raising activities to repay the Council loan, so that money can again be made available to similar river protection efforts. It's a bit of an example for any area where small boat people find open, accessible shoreline shrinking before the onrush of development.

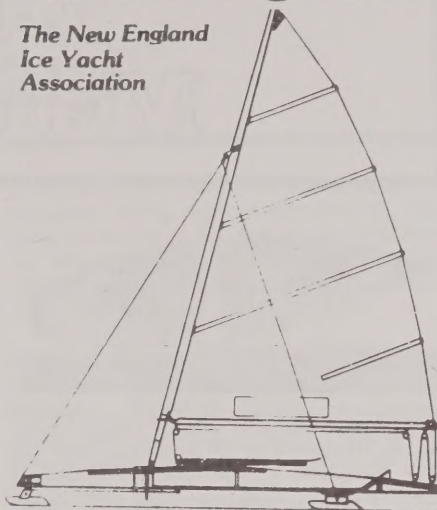
the WHO The New England Ice Yacht Association: Its purpose is to serve and promote the sport and to sponsor races. There are two classes of membership: Active (\$10 per year) and Associate (\$5 per year). Newsletters are published from time to time and sent to all members.

the WHERE There is an active telephone network among ice-boaters which serves to locate where the best ice boating conditions exist. That information is put on tape each Thursday and Friday evenings and is available to all from 7 p.m. on by calling 585-8855. . . in Kingston, Mass.

the HOW Ice boats come in many classes and sizes, and can be home built from scratch, or are available in kit form. They can be bought completed new or second hand. Prices for used boats may run from \$400 to \$1000. New boats, fully equipped run around \$1350 and up.

Ice Boating Facts

*The New England
Ice Yacht
Association*



For further information, call:

Hal Chamberlain (Milton, Mass.) 696-2582
Stew Hamel (Sharon, Mass.) 784-6896
Jeff Kent (Weymouth, Mass.) 331-5544
Lloyd Roberts (Camden, Maine) . . . 207-236-8803
Lee Turner (Wolfboro, N.H.) 603-569-2971

Incidental Information

1. How fast do ice boats go?

Ans: Up to two and one half times the speed of the wind . . . except when going directly downwind, in which case the boat slows up to the speed of the wind.

2. What does Ice-Boating offer?

Ans: Fun outdoors in Winter; good fellowship; speed without fuel; interesting but not overwhelming home-workshop projects; high-tech sailing at low cost; unusual access to National and International competition.

Therefore. . . if you are a type "A" and busy making it in the world; have an unusually high frustration tolerance; possess a reasonable "do-it-yourself" ability; enjoy the outdoors; appreciate the exotic; like to travel; and have a competitive nature (not essential but helps the N.E.I.Y.A.) . . . then detach, fill out, and send in the attached application.

SNOW ROW COMING IN FEBRUARY

Ed McCabe of the Hull Lifesaving Museum called to announce that this annual winter outing for oarsmen will again take place from the Museum boathouse at Pt. Allerton in Hull, on the 24th as tentatively planned. More details in the next issue.

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.

THE SLAVESHIP

"What's that college boy of yours doing now?"

"Damndest thing you'll ever hear. When he got all done school he went and built himself a Slaveship, an ancient pulling boat with banks of oars. Spent a lot of time making it as authentic as he could. I thought he was a darnfool and he was wasting his time. When I asked him what he expected to do with it, he said college gave him the idea.

He figured people would pay good money to pull on an oar down in the hole

of an authentic slave ship. Relive history he said. Got the college to give credits to students who take the cruise. Teaches history all the time the ship is underway. Got a few doctors to recommend it. Get away from stress, they said. Good exercise and diet. He didn't hardly feed them.

The harder he makes it for the people the better they like it. He's made so much money he's building another one to keep up with the demand. Yep, he says college taught him that slavery can be a recreation. Ever hear the like of that?" Tom McGrath

HOW ABOUT THOSE FORWARD FACING OARS?

Last summer a story on the forward facing oars designed and built by reader Myron Young of Laurel, NY on outer Long Island, occasioned much response it seems. Myron writes as follows:

"So far I have received about 15 requests for my drawings (he offers them free), most from New England, but also one from Oregon and Washington, two from Florida and one from Los Angeles.

So, as you can see, MESSING ABOUT IN BOATS really gets around."

For readers who may not have seen that article, Myron's setup is a carefully designed linkage arrangement whereby the swing of the oars is reversed so you sit facing forward but row the same. The advantages are obvious, the disadvantages chiefly are getting oriented to the necessary reversal of some moves when

maneuvering in tight areas. The drawings Myron offers are simple and complete and the finished units work smooth as silk, no drag, no wobble, no sloppiness. The oars pull as if they were not "knuckle jointed" in the middle. You can get a set of drawings from Myron by sending a stamped, self addressed envelope to Myron Young, Box 113, Laurel, NY 11948.



Classified Marketplace

FOLBOT SUPER, 17 foot, two person folding kayak. Hypalon cover, 2 paddles, sail rig, lee boards, 2 rudders, flotation bags. Two years old, in the water 4 times. \$900 or best offer.
CHARLES PRESCOTT, Brooklyn, NY (718) 789-2505 eves. (18)

USED SAILS: Miscellaneous collection, mostly good to excellent condition, many one design racing sails used only one or two seasons and replaced by newer designs. Could be recut to suit your needs. VERY REASONABLE prices.
EMERSON DAHMEN, Salem, MA (617) 744-3180. (18)

15' STRAWBERRY BANKE SAILING DORY for sale by raffle winner. Pine on oak, copper fastened. Designed and built by Douglas Martin. Tanbark spritsail by Anson. Never used, must sell, asking \$2,000. May be seen at Strawberry Banke, Portsmouth, NH.
WILLIAM LAWRENCE, Box 304, 2 Chaucer Dr., Greenlawn, NY 11740. (516) 261-1442 or (212) 724-2800. (17)

12' SAN FRANCISCO PELICAN, great family day sailer, fir marine ply on Honduras mahogany framing. \$3500 with sails. Brand new.
OLD WHARF DORY, Wellfleet, MA. (617) 349-2383. (18)

BEETLE CAT in good condition, complete boat with sails, rigging, etc. Ready to go, repainted, good canvas deck. Needs only minor cosmetic touch up. \$995.
BOB HICKS, Wenham, MA (617) 774-0906. (18)

CLASSIC GAFF CATBOATS: Two completely rebuilt hard chine boats, one at \$2500, one at \$3000, both for \$5200.
HOLT VIBBER, Waterford, CT (203) 442-7376. (17)

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. (18)

CLASSIFIED ADS ARE FREE TO SUBSCRIBERS.

Yes, anyone who buys a subscription to MESSING ABOUT IN BOATS can place free classifieds in any issue. We hope you won't abuse this with lengthy or numerous ads, but we'll accept any reasonably concise ads for boats or gear appropriate to our editorial content.

CLASSIFIED ADS ARE NOT FREE TO COMMERCIAL ACCOUNTS FOR GENERAL PRODUCTS OR SERVICES.

We will run free classifieds for any firm which has a subscription for individual boats or gear, but not for general product lines or services.

CLASSIFIEDS FOR NON-SUBSCRIBERS ARE 10¢ A WORD, \$3 A PHOTO, EACH ISSUE RUN.

18



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. (TF)

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. (18)

31' SOUTHERN CROSS. Complete blue water cruiser. Well equipped with Loran, wind generator, 9' Avon dinghy. Has Airex hull, much more. Asking \$52,000.
JOHN BEIRNE, Ipswich, MA (617) 356-7485. (17)

BOSTON WHALER SQUALL sailing dinghy, excellent. Costs \$2000 new, sell for \$950.
RICHARD SMITH, Poughkeepsie, NY (914) 454-3700. (17)

WANTED: Boat trailer strong enough to winter store a 17-1/2' Hermann catboat (8' beam) with inboard, about 3,000 pounds weight. Road inspection not required, yard storage use only.
NOB HOVDE, New York, NY. Call collect and leave your number: (212) 753-0462. (17)

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

WANTED: MAHOGANY RUNABOUTS. Have trailer, will travel.
DAVE PEACH, Marblehead, MA (617) 631-5571. (18)

MELON SEED SKIFF, built of white cedar over white oak to Smithsonian lines. Canvas decks, spruce and fir spars, 4 lb. Danforth and rode, extra paint and varnish, oars. \$2500.
DENNIS CAPRIO, Fairfield, CT. (203) 866-8598 or (203) 372-4335. (17)



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 (18)

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. (18)

ICE BOATS: 3 DN's & 1 mod. E. Boat, 2 pl. fore & aft. Will sell any three.
JOSEPH GAVIN, Harwich, MA (617) 432-0881. (18)

BEAUTIFUL FLAGS, banners, wind-socks, yacht ensigns, courtesy flags, marine gifts. Our shop is open 7 days.
FLYING COLORS LTD., 468 Thames St. Newport, RI 02840. (401) 846-0418. (TF)

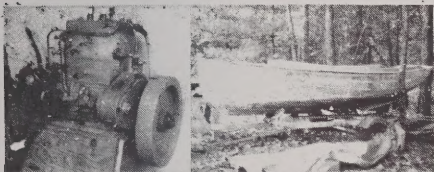
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WILLIAM CLEMENTS BOATBUILDER, P.O. Box 87M, N. Billerica, MA 01862 (617) 663-3103 (TF)

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. (18)

Looking for a Boat or Gear?

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. (18)



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. (18)

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.

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). (18)

"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 (18)

BUILDING A SPRAY REPLICA? I am selling the entire rig for SPRAY. The main, mizzen and jib are of the exact dimensions as the original and are of tanbark dacron used only two seasons. Also included are beautifully varnished spars, booms and gaff, wire rigging, deadeyes, blocks, running rigging and sail covers. All for the bargain price of \$2800.

ED DAVIS (207) 244-3380 or (207) 244-3144. Southwest Harbor, ME. (18)

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

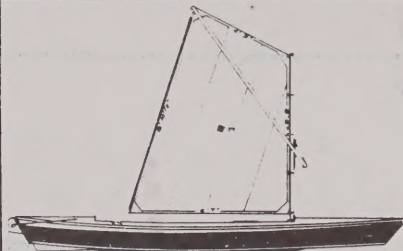
KARIN BUTLER, 17 Conochet Trail, E. Greenwich, RI 02818. (18)

2-CYLINDER KERMATH inboard engine, electric start, with transmission. Engine is not froze up, has been winterized in storage, probably will run. \$250. ED HAMMER, Newburyport, MA (617) 465-5184. (18)

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. (18)

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.



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.



"THE SCALE LAPSTRAKE DINGHY" KIT. 8" long. Full size patterns for all pieces including Planks. Finest quality mahogany, spruce, maple. Complete kit, \$21.50.

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