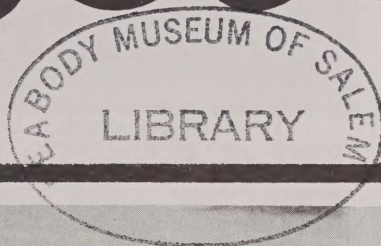


Twice a Month!



messing about in BOATS

Volume 2 ~ Number 21



March 15, 1985





messing about in BOATS

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Our Next Issue...

It looks like we'll be going up another four pages to 24 as news (and ads) continue to increase and the new on-the-water season arrives. Amongst the articles we plan are reports on the Snow Row, a look at boatbuilding in a 400 year old boatyard (on Crete, not around New England), that frostbiter piece we promised earlier, a look at an innovative "beach bomber" said to be an improvement on the Laser, the visit with the Bakers of Baker Boatworks, and more. With 24 pages...

On the Cover...

Yes, that's ice out there behind the kayak and double paddle canoe, but it's mid-March now so it won't be there much longer. Our thanks to Dirigo Boatworks for the nice photo, and it's somehow appropriate, for the sea kayakers are the early birds back on the water, some of them never even stopped for winter!

Commentary

BOB HICKS



Safety in Perspective

I sometimes wonder how many others are as tired of the "safety" gurus constantly urging us these days to have a "safe" whatever. Surely we are not all become such sheep that we need constant admonitions to act in a safe manner at whatever we do. Well, this overkill has a bad side, for it can encourage one to say to hell with all of it. And, in small boats, we do need to have some appreciation of the perils we face in pursuing our interest over the water.

The U.S. Coast Guard's approach to safety and its attendant equipment is typically bureaucratic, all well meaning and valid but somehow aggravating at times. Like free spirited children we usually grudgingly acquire the required safety gear and even use it on occasion, but it's hard to get serious about some of it on a summer Sunday while out in a small boat sailing, paddling, rowing and viewing the insanity of the weekday automobile rush hour crowd now on the water in high powered motorboats. When ten year old youths can drive 200hp motorboats unsupervised at high speeds through crowded boating areas, legally, it's hard to take the safety bureaucrats seriously. They don't seem to want to tackle that problem as readily as they should.

Well, we still do need to have our safety in mind for the water is an unforgiving environment if not respected. And the small boat people I've come to know who are most conscious of this are the sea kayakers. Still a small group of enthusiasts, those amongst them who are most articulate, express lots of concern about safety and survival, thinking of how easy it is to buy a sea kayak and paddle off in it. A sea kayak is a sort of corked bottle craft in which you, the paddler, are the cork. It is a very seaworthy and safe craft properly used, but its tiny size and immediate contact with the water around it leaves less room for error. The present leading edge of the sport is thus very concerned with preventing novices from drowning themselves or perishing of hypothermia. As a tiny minority interest, they feel vulnerable to excessive regulation which might follow highly publicized fatalities.

TV news gets so excited over any sort of bizarre way in which someone dies. While only the goriest multiple fatality automobile accidents make the evening news, the guy who dies in a hang glider or scuba diving or sport parachuting accident gets a big play. Or sea kayaking.

In this issue we've published the safety pamphlet from ANorAK, Chuck Sutherland's sea kayaker publication. He has had some static about his maybe overemphasizing safety and survival from trade interests and has striven in the pamphlet to moderate this while still getting across much that needs to be said. It applies to other sorts of small craft as well, if not in specific detail, at least in overall concept. All small boats must deal with sea conditions on the sea and along the shore. I also have reviewed three sea kayak books which carry heavy overtones on safety and survival.

I don't happen to be a person who goes ahead to indulge in a chosen activity lugging along a lot of anxiety about my personal safety. I have tried to make myself aware of the potential perils in any activity and arranged to cope with them should they manifest themselves. But I'd rather just go have a good time without anxiety, and I think most of us are similarly inclined. There simply has to be some limit to this idiocy of society collectively trying to impose some sort of safety ethic over us all so we do not damage ourselves sufficiently to become a burden to society in the form of needed care, or to be lost to society as "producers" because we can no longer work at our jobs. Once society moved from protecting others from our actions to trying to protect ourselves from our own actions, it got into an area I cannot endorse.

So, I'll not be having much to say on safety henceforth, from time to time you might see items like the ANorAK safety article in this issue, but I'm going to assume that you readers have your own ideas on the subject and don't need hectoring about it from me.

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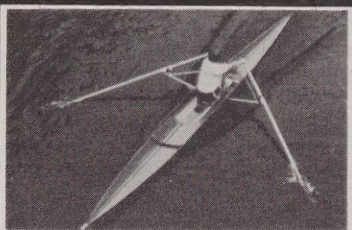
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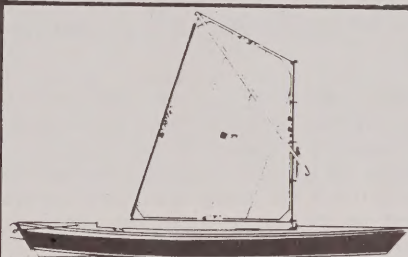
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I remember the first time I launched my dory in a small pond with great hope that here was my oceangoing yacht. As I rowed the dory out from the shore, the tippy nature of the boat (undoubtedly enhanced by not "wasting" the champagne) was a great disappointment and not at all what I expected from a design with proven seaworthiness. I had gone from a fourteen foot "Blue Jay" to an eighteen foot "Lowell's Sailing Surf Dory" and had apparently not gained much in stability. I thought to myself "This is far from an ocean going yacht - it's a tippy little boat to be careful with." I had a lot to learn.

I had bought the boat because it looked like a boat should (graceful, a pleasing sheer, a brave bow, and a sleek narrow body); it was a realistic combination of the beauty of wood and the durability of plastic (with an epoxy covered bottom); and I could purchase it as an unfinished hull at reasonable cost. I really didn't know anything about dories except that they were legendary for their seaworthiness when used by Gloucester fishermen. Even an untrained eye can appreciate the fact that here was a boat that would take on a rough sea and survive.

After three seasons of sailing in varied conditions, several rigging changes, and even a dismasting, I have a much greater appreciation of the virtues and defects of sailing a dory. I learned by some trials and many errors that anyone used to sailing a wide flat, modern, sloop rigged dingy has to adjust to a narrow, loose-footed gunter rigged dory. Sailing a dory is different - not necessarily better - but certainly different.

Before I review some of the dory's unique sailing characteristics, we should briefly examine the unique dory design. There are obviously many dory-based designs ranging from the simple Banks style to the more aristocratic Swampscott style. I am really only familiar with my own surf dory, but all the designs share some basic features: light weight, a flat narrow bottom, straight or rounded sides with great flare, and an almost double-ended shape. The surf dory has the rounded bilges of a Swampscott style but has a narrower beam and is based on a wider planked bottom. My modern version departs from the traditional tombstone stern to accommodate a motorwell. From the beginning, this very handsome boat attracted me as a design that could be rowed, sailed, and motored, but as with all boats, the design is a compromise to accomplish all three forms of propulsion. I was also looking for a boat that would trailer easily. The traditional unstayed gunter rig that stores inside the boat and sets up in minutes has great appeal. My concessions to the notion of a purely simplified wooden boat which included an epoxy treated bottom and an aluminum centerboard, make the boat perfectly suited to dry storage and trailer use. A more traditional dory with an untreated bottom would have to be kept in the water or suffer repeated sinkings until the bottom swelled.

Sailing a Surf Dory

Report & Photos by Kevin Harding



But how will the design sail? And how about its apparent lack of stability? I should admit right off that I bought the boat without ever setting foot in one, let alone sailing one! It should also be acknowledged that a dory is an initially tippy craft. One has to be alert when moving around the boat while stationary. The position of the crew as ballast is very important. The key to understanding the dory as a sailboat is to learn that this initial instability is replaced by a great reserve stability as the boat heels slightly on its rounded bilges that provide extra buoyancy. The narrow graceful hull moves easily through the water allowing for a low sail profile. So I learned the boat doesn't need to sail flat, but more importantly I learned that the bodies aboard are the ballast, and when properly seated, there is a great feeling of security and all that tippyness is dismissed as the boat gains speed through the water. I should also say that I sometimes use ballast when sailing alone in the form of gas tanks and fifty pound weights placed next to the centerboard. In the four years of sailing in a variety of conditions I have never taken water over the side or been anywhere near capsizing. Shipping water could only happen if you were foolish not to realize the crew is your ballast in a small boat. As all the fishermen knew, the more weight in a dory, the deeper she rides, and the more stable she is. When I sail alone in fifteen knot winds I may even reef to keep the sailing easy, but I welcome that wind with

one or two additional bodies on board.

Sailing a loose-footed sliding gunter sloop rig also required some education. This rig is used to allow for a short light mast that is easily stepped and stores inside the boat. I particularly value this feature as I sail from a port locked up by swinging bridges, and while other boats are waiting for the bridges to open, I'm on my way. In addition, I like to sail alone, hence the ease of stepping the mast is essential. But this design that incorporates a gaff to extend the mast means of loss of speed as the head of the sail tends to fall off. It is not a gaff rig in the strict sense as the gaff is peaked snugly against the mast, but it is not as efficient as a Marconi rig. The gunter is a compromise that works well and can be found on several sailing dingys (like the Mirror design from England).

When I began looking at boats (and of course one never really stops looking) my wife's requirement was that there be no boom to hit her head. That means one goes to a modern high aspect ratio with a raised boom (which creates a tall mast that is often difficult to step alone), or one used a lower loose-footed sail. My great fear was the loss in sail trim would mean the boat would be a real dog - especially in the light airs I often sail in. But if one sheets a loose-footed sail to the stern (or in my case, the top of the rudder), you can sheet it in to maintain a tight foot for beating that gives you a sail position close to what would be

achieved if there was a boom. And of course, if you accidentally jibe, there is no boom to remove your head!

One of the reasons the loose-footed gunter rig works well on a dory is that the narrow hull does not demand a large high sail or perfect airfoil to be driven. I can row this boat when needed, and a six horsepower outboard moves the boat at about five knots, so the sails can move her without a high mast, wire rigging, a dangerous boom, or expensive hardware. But once again a compromise has been made. It is rare that I can keep pace with a modern rig when beating, but I often keep up with boats my size on a reach where the loose-footed nature of the sails seem to enhance the airflow. There is no question about it; the dory is not a racer, but you can experience the joys of sailing and not merely feel like you are fooling around with sails in a rowboat.

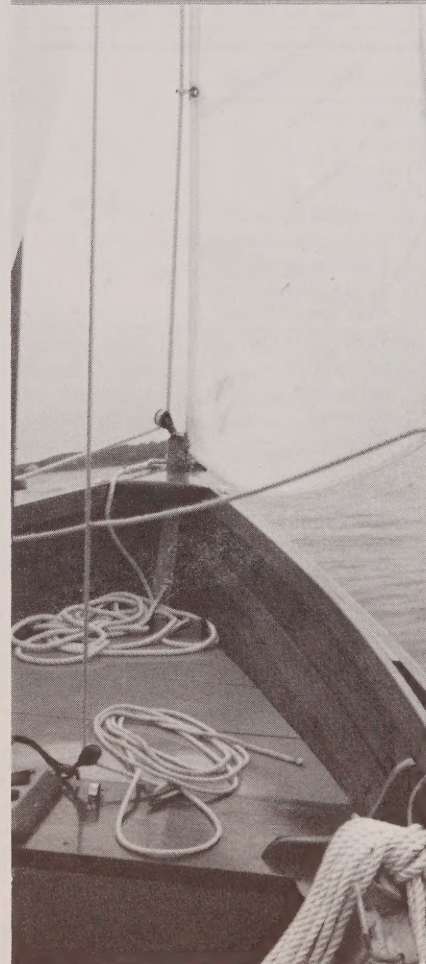
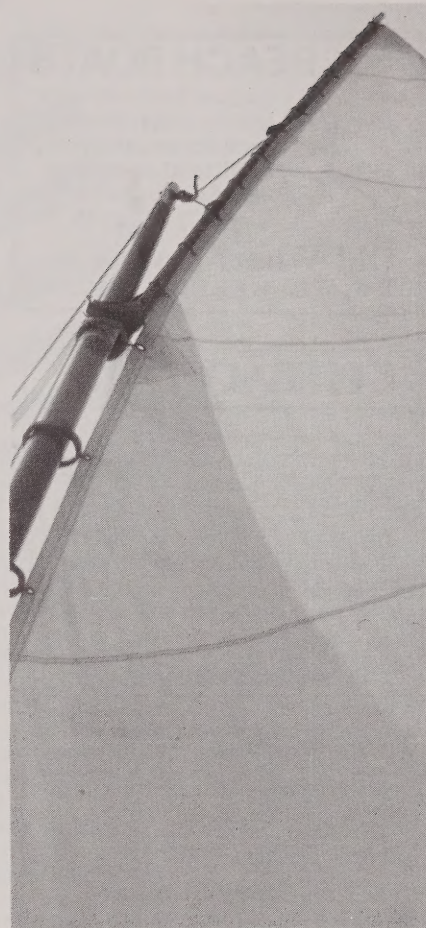
I believe that a jib and reef points on the main are essential to sail the surf dory correctly. The boat will not do well to windward without a jib, but it will tack through ninety degrees or so with a jib properly set. Now one might wonder where to set a jib on a boat with no standing rigging! Believe it or not, the jib rides well on the main halyard which is passed through a block mounted on the stem then cleated on the port gunwale. I did have to be inventive as standard jib hanks do not fit on my three-eighths halyard, but the luff of the jib does stay reasonably stiff when the sail is sheeted in.

You have to be willing to reef in a dory to conform to wind and crew conditions. There is little or no drive gained by sailing with a full main (of approximately one-hundred square feet) if the wind blows more than fifteen knots. If sailing is really for fun, then you should pay attention to the old notion of reefing

before you feel the need to. When a gunter rig is reefed, there is more of the gaff laying nearly parallel to the mast, and the head of the sail falls off less, so your sail trim improves and speed is maintained. Sure, there are often other boats out there with all sails flying, but I've learned to ignore them and enjoy the ride without having to hike out or bail out.

In review, it seems the principal disadvantages to sailing a dory include 1) the boat feels unsteady until underway with the crew properly stored; 2) the dory is no racing machine by anyone's standards; and 3) you will have to adapt your sailing skills if you wish to get the most out of the boat.

On the other hand, the dory shines in several vital categories. Here is a boat with proven seakeeping ability. The seaworthiness of the dory was proven to me while caught on huge Moosehead Lake in Maine in high winds and high steep waves. We got a bit wet, but we were able to motor across the lake to home despite the threat. This design, when combined with an epoxy treated bottom) is perfect for trailering with a rig that I've often stepped even after we are motoring out to the bay. The flat bottom and open boat design makes the dory an ideal beach boat. You'll never have to send anyone to the foredeck to tend sail as everyone is always in the boat no matter where they sit. The dory should be rigged with a minimum of modern hardware. My own dory uses simple dacron stays that keep the mast adequately stiff, but many dory owners prefer the simplicity of an unstayed rig. Finally, it is a rare boat that can be sailed, rowed, or motored as well as the narrow sleek hull of a dory. This traditional design is an interesting compromise that will allow its owner to always get home one way or another.



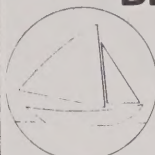
Top right: Gunter rig provides for a short mast but a tall sail.

Bottom right: The jib is hanked onto the main halyard and works okay.

"Look, Rita, no boom!"



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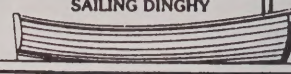
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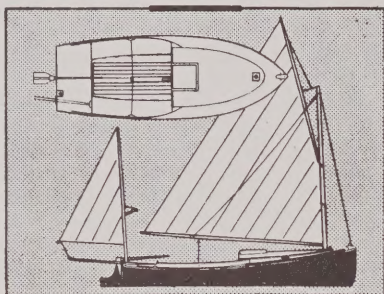
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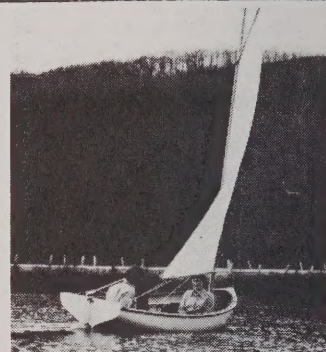
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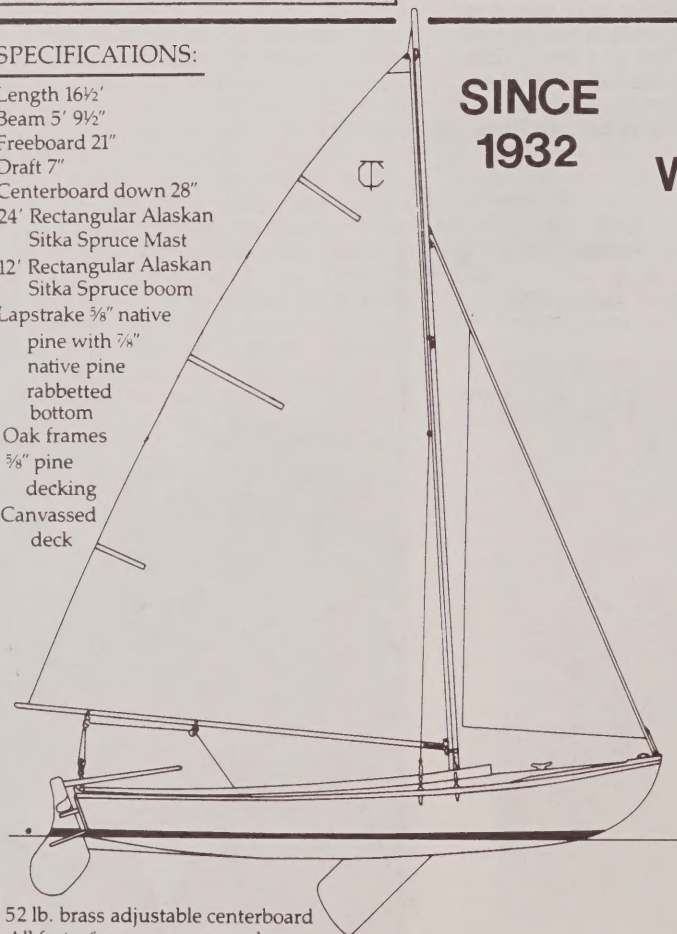
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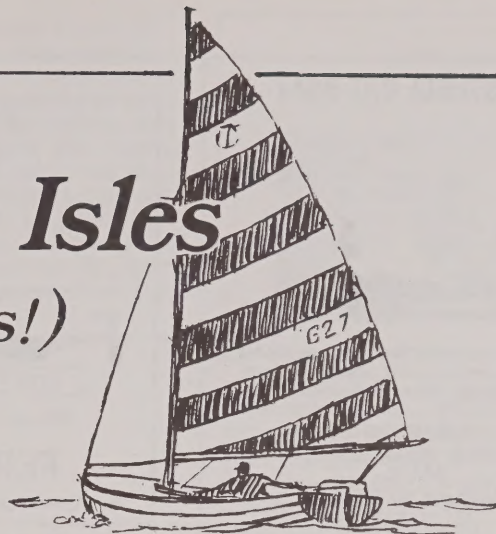
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Townie from the Isles

(...of Shoals, that is!)

ED. NOTE: In the February 15th issue, Tom regaled us with his adventures sailing to an island. Now it's time to return.

Story & Illustrations by Tom McGrath

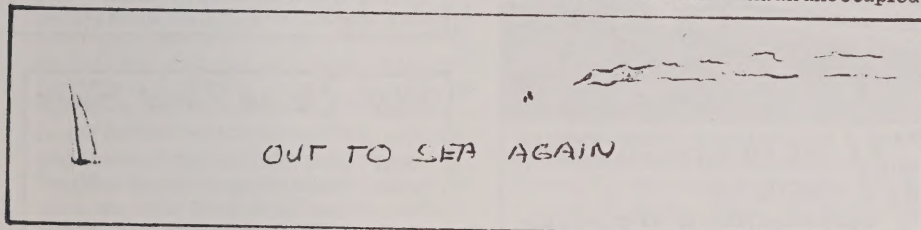


The sun is directly south. It must be noon. Six hours and no land in sight yet. I must be making less than three knots. I eat some graham crackers and drink some water that was flavored with lemon juice. When I do spot number one bell off Cape Ann I am east of it. Out to sea again. I didn't allow for leeway. The

proach I shine my flashlight on the main-sail or jib. I can't see a damn thing, except streetlights on shore. I take the main down, thinking that the wind will come up when I don't want it to. Leave the jib to shine a light on. I begin rowing for the shore. I come across several boats moored but can't find an unoccupied

make them out. I pass them and land on a sandy beach. I tie the bow line to a sign post on the beach and take an anchor out the stern. As the tide ebbs I pay out the bow line to give me more water when I refloat. I finally secure it and tighten the anchor line. I find a pay phone and call home. They were worried. They hadn't heard from me in two days. My last call was from Gloucester; before I left for the Isles. I returned to the boat and slept on it. Thinking that if something was going to happen to it I wanted to be on it, and not wake up in the morning with the damn thing gone.

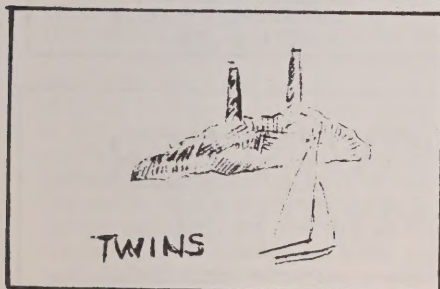
I awoke to the cry of gulls again



same mistake. The boat wants a deep water cruise. Now there is a current from the south knocking me down. I can see the twin lighthouses on Thachers off

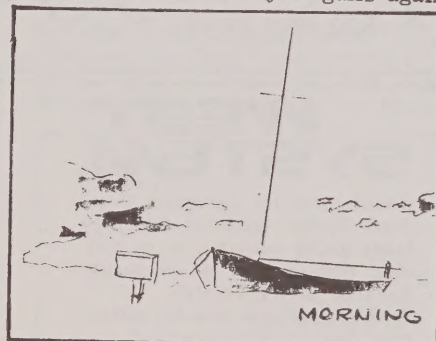
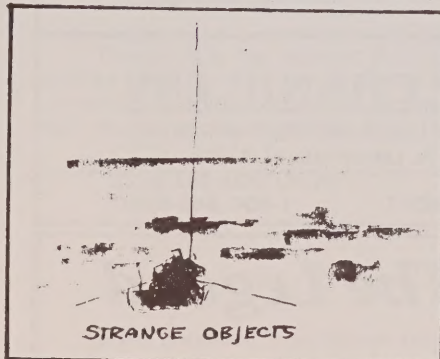
mooring. I tie up to a small motorboat. If I stay alongside I may damage his boat. If I pay out a long line it will probably get caught in his propeller shaft. So I untie and row for shore. I hear waves breaking and wonder if there is a beach ahead and if it is sand or rock. Can't read the chart, remember, forgot my glasses.

It seems to be high tide. Strange objects appear off the port bow. Can't



the bow. The wind shifts to the south and the current is stronger. Most of the sailboats are motoring. Passing Cape Ann. Off Gloucester Harbor. I pass through a fleet of racing boats with spinnaker's set. Then the wind disappears and I'm left with the contrary current, rowing. When the wind does appear I am tacking into it. I abandon hope of making Marblehead Harbor. Perhaps Great Misery Island. I'm not familiar with it but I've been told that there is a beach there, I probably heard that from the same person who told me there was a beach on the Isle of Shoals.

Sunset. The visibility is still fair at twilight. Off Misery Island the light fails and the island is a dark shape with sounds of breaking surf. I don't really know where the beach is and decide to give that up too. The night is overcast with no moon and a slight fog; a few motorboats are still racing about. When they ap-



and an old man peering into the boat. I explained to him how I got there. He said it was alright to stay because it was a private beach and the boat would be quite safe. I looked out at sea and saw huge rocks all over the inlet now that it was low tide. There was even a raft in the middle. The thing I couldn't identify last night. How the hell did I manage to miss everything?

After having something to eat I straighten the boat out. When everything was shipshape the old man returned with a dog. I walked the beach with him and the dog waiting for high tide. A thick fog had



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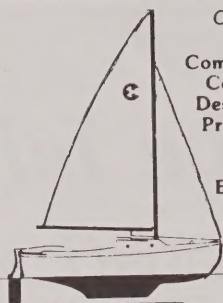


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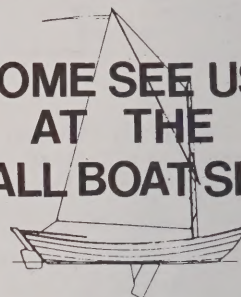
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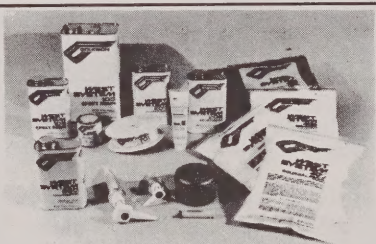
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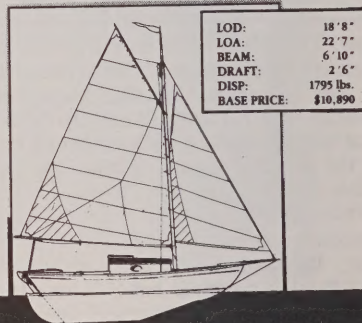
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set in and everything looked like it was floating. There was no wind. He began telling me the history of Pride's Crossing. Pride was a judge and owned most of the land. The place naturally was named after him. The old man told me that he was lucky enough to have lived in the house that Oliver Wendell Holmes lived in. It was built in the seventeenth hundreds.



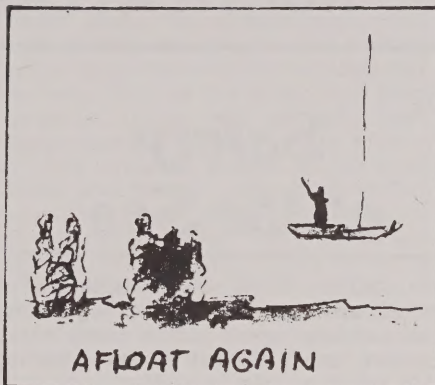
OLIVER W.H. HOUSE

The house originally was in town but a man bought some land from Pride with the understanding that he could not build on it. So he took the house from town and moved it out the the land he bought. Claimed he didn't build, he moved. That must have made Pride a happy neighbor.

Especially when he moved some pens out a little later and started a pigery. When we returned to the boat the old man drove me into town so I could buy some food and phone again. I should have been at work that day. Told the wife to call the shop and tell them I was still lost at sea (enjoying myself). He showed me the house on the way back. He was a house painter and made a living painting all the big houses in the area for years. He had fourteen children 'til his wife died, then he started collecting lobster buoys. They hang from fences, sides of the garage and house. He had extended the back of the house out by taking the back off, cutting it in half, and putting each half on the sides, saving all the original wood. Remarkable job. It looked like nothing had been added to the house.

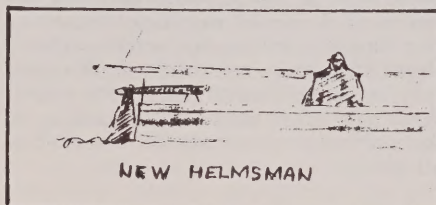
I returned to the boat anxious to set sail again but I had to wait for the tide. It would be high at 11:20 p.m. Three and a half hours to wait. Still no wind. Why didn't I tie up to the raft last night. Sunbathers began arriving. I sat forlornly in the shade of a wall by the boat. It was getting hot and there was still no wind. I wished I was on my way. I could be rowing now. 11:15 and the water was nowhere near the boat. Now it was five minutes to high. What was going on? 11:20 the boat was high and dry. Perhaps there is a delay in the tide. Nope the tide's started to go out. I got the lifeguards and the old man recruited some sunbathers. We all tried to lift the boat. It wouldn't budge.

I threw pails of sea water around the bottom of the boat he help break the suction. We got to the bow and pushed sideways. It broke free and slid around. We went to the stern and pushed that around. Then pushed the bow again. Slowly the boat crabbed toward the water's edge as the tide tried to race us out. We won and the boat was afloat again. I leaped in, waved thanks, and rowed out to deeper water. All that trouble, now fog and no wind, but it was a great day. Better than working.



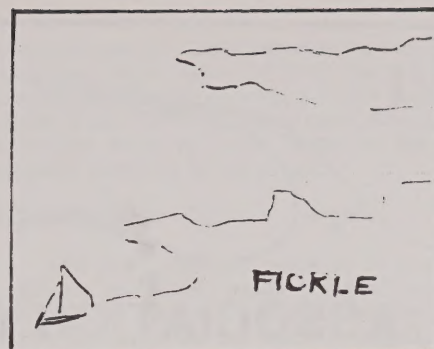
A FLOAT AGAIN

A short stint at the oars and the wind begins to ripple the water. I decide to put up the sails without battens. I recently read that cruising boats don't use them. They break and are a general nuisance. Very shortly the slapping of the leech drives me crazy and I drop the sails and put the battens in. Tack across Salem Harbor and Marblehead Harbor. Around Tinkers Island. On a course of 240 degrees I tie the tiller with a shock cord and the boat steers better than I can provided I don't move around. I busy myself with bailing. Shouting an order back at my new helmsman once in a while.

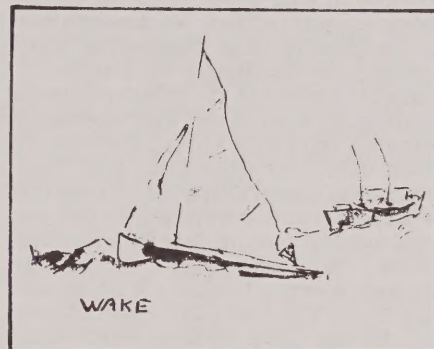


NEW HELMSMAN

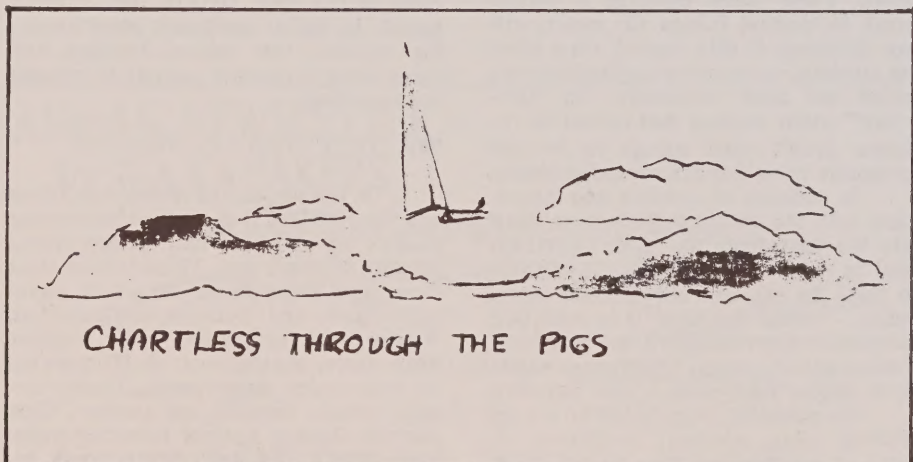
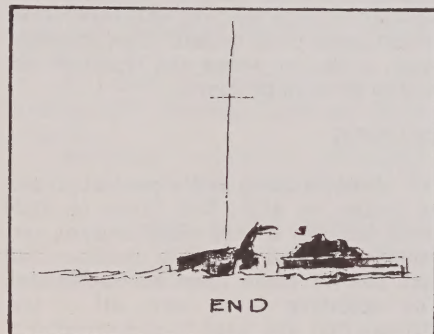
Clouds hide the sun and there is a strange light in the sky. It looks like something is going to happen weatherwise. Sail chartlessly through the Pigs. The



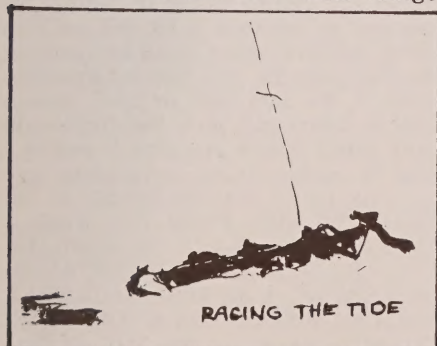
wind holds till I reach Egg Rock. Then it becomes fickle. I would be headed and tack only to be headed again and tack. This repeated itself for some time. The tide was ebbing strongly. I had trouble tacking through the gut at Shags. A motorboat came through at full throttle just at the wrong time and left me wallowing in his wake near the rocks. When I cleared



the wind died. I began to row. As I approached the float Reney sounded the siren. 7:00 p.m. Four days. And so ends the adventure to the Isle of Shoals.



CHARTLESS THROUGH THE PIGS



RACING THE TIDE



ANORAK



ASSOCIATION OF NORTH ATLANTIC KAYAKERS

COASTAL KAYAKING - WHAT'S TO KNOW?

Paddling or boat handling skills, equipment, physical conditioning and seamanship are four important areas to consider in your development as a competent coastal paddler. Most people new to seakayaking find themselves tired enough after paddling 5 or 6 miles. A moderate breeze of 15-20 mph will seem challenging, even pushy. Intermediate or advanced trips may involve distances of 15-30 miles and winds 20-30 mph. Currents equal to average paddling speed may be encountered and wave heights may run from 3-4 feet upward. It is important that novice paddlers don't mistakenly (through overconfidence) set off on outings that are beyond their level of training. Having good physical conditioning and skills honed on inland rapids can not make up for lack of proper equipment and ignorance of the elements of seamanship. Deaths have occurred in this sport. All were avoidable. Accidents can happen to anyone in any season, in good or bad weather. Proper training and preparation should make them trivial. Lack of equipment, common sense and training can lead to serious problems.

TRAINING

Boat handling skills can be learned by taking an ACA, Red Cross or club kayak training course. Such courses are usually intended for river paddlers but that doesn't make them less adequate. The objective is to learn all of the strokes that are used in maneuvering a kayak. Time spent paddling a slalom kayak in modest (Class III) rapids will pay dividends in this regard. On a river the strokes, brace moves and balance are tested and used constantly. On "flat-water" many strokes that should be reflexes aren't used enough to become automatic when they are needed suddenly.

In addition to strokes and the eskimo roll, the ability to get yourself back into the boat from the water (self-rescue) is vitally important. While striving to make the eskimo roll a second nature reflex - never consider it as your only alternative for recovery from a capsize. Team and self-rescue skills are essential. Such skills may save a life someday.

Seamanship, knowledge of marine piloting rules, weather, navigation, effects of weather and tides on sea condi-

Safety on the Sea

ED. NOTE: While Chuck Sutherland's efforts are made on behalf of the growing sea kayaking sport and its many newcomers, much of what he has to say in this safety article is applicable to any small boat taken alongshore on the sea. Rowing and small sailing craft are as susceptible to the vagaries of the behaviour of the sea as is a paddling craft such as kayak or canoe.

One day on Frenchman's Bay we had nearly a hundred seals around us. Another day on another bay the wind was driving waves across our decks and sending sheets of spray into our faces. In a salt marsh in late summer we saw curlews and oystercatchers, Louisiana herons and black skimmers all close at hand. This is the kayakers world on the sea coast. It can be serene or strenuous. The choice is yours. Age is unimportant. Great strength is not required. You need only be in good health and able to swim. Good judgement and an understanding of the marine environment is essential at all times.

tions, can be learned in part by studying books prepared for sailors and powerboaters. As minimum reading, study Eldridge (ref) in detail. It reviews marine rules of the road, signals, tidal current speeds in major northeast coast areas, fog regions, tide tables, bouyage and many other important aspects of coastal boat handling.

SEA CONDITIONS AND WEATHER

On the sea, unlike rivers, conditions are the PRODUCT of several interacting factors all of which may change dramatically during a day. These include tidal flow, wind strength and direction, waves and shore and bottom configuration. Waves break in shallow water whether near shore, passing over an offshore bar or over under water peaks. These several factors magnify one another. Tidal current flowing against incoming waves makes the waves stand up and break. In-

lets therefore can be dangerous when the tide is ebbing against onshore wind and waves.

Weather is indeed fickle. You may not be able to predict weather changes. At least listen to a weather report before going out. Get yourself a weather radio (Radioshack, Model #12-151, \$20.00. Realistic Crystal Controlled Weather-radio). Take a wind speed gauge out with you and learn the relationship between wind and paddling difficulty. If the wind is blowing at 20-25 mph you will be doing WORK to go upwind. At 30 mph you may not be able to control your boat. On a day trip try to paddle upwind at the outset to avoid getting so far away so easily that you lack the endurance to make the return leg of the trip. If fog is likely (ask local fishermen), make sure you can use a compass to find your way in. In the summer you will be able to see weather fronts coming. Get off the water. The winds associated with thunderstorms are a lot stronger than 30 mph. Don't tackle strong offshore breezes. It is easier than you think for an inexperienced paddler to be overpowered by the wind. To practice in the wind find a place where you can get to shore easily when you are tired (onshore wind).

Make sure you know the characteristics of tidal flow where you plan to paddle (western end of Long Island Sound, benign; eastern end at the RACE, very strong and dangerous. Waves 10-20 feet high). Don't combine paddling in storm conditions with cold water or cold weather. For novices the risk is unacceptable. This is so because you do not yet have a realistic grasp of what your limitations are. You may not know how to use a paddle in high winds (keep it low; no vertical strokes). Are you in an area where you can get ashore easily?

Watch the clouds. Does it look like things are getting worse or better? No one can be outdoors a lot and not have some intuitive sense about approaching weather patterns. Has the wind strengthened in the last hour or two? Does a breeze always pick up in the afternoon in your area? Where you plan to paddle - does it matter if the wind kicks up?

ON OPEN WATER THERE IS NO PLACE TO HIDE FROM THE WIND - THERE IS NO PLACE TO REST. IF YOU ARE PUSHED - CONCENTRATE ON KEEPING A MODEST PACE THAT YOU CAN SUSTAIN FOR A LONG TIME. DO NOT PANIC - DO NOT QUIT.

EQUIPMENT

A throw rope, flotation and a PFD are not enough. In cold weather or cold water a wetsuit or drysuit is essential. Polypro and layers will not protect you if you are in the water. On the sea it is vital that you carry emergency signaling equipment no matter what kind of boat you have. This may include some combination of flares and smoke. You should be able to indicate your position to searchers or draw attention to yourself by day or by night. A pump, airhorn on the deck, first aid kit, spare paddle, flotation for self-rescue, compass, water proof map are among the items coastal paddlers should have with them. Take plenty of water on hot summer days. Heat stroke is possible - you aren't just sitting, you're working!

PADDLE IN GROUPS

Paddling alone is far more dangerous than paddling in small groups and safety precautions must be tightened accordingly. Three to five boats in a group may be best. If an accident should happen to a group member one person can go for help while another paddler can stay with the injured kayaker. Your greatest safety factor, however, is in having a realistic appreciation of your own paddling skills. On a calm, warm summer day along a sandy shoreline you may be in little danger (unless the supercharged "cigarette" boats are out). In a salt marsh on a windy winter day, if you have no wetsuit, you may be risking your life. Make a serious effort to find a few capable friends to paddle with. ANorAK maintains a list of people who are interested in coastal kayaking to help people make such contacts.

PADDLING IN TRAFFIC

Avoid it when ever possible. Harbor entrances from mid-morning on can be very busy places. The entrance to Newport Harbor (RI) is busy with dozens of boats going both in and out at the same time on summer weekends. The channels behind Long Beach Island just west of Jones Beach (NY, Long Island) has power boats of every size and shape moving at high speed in many places. The place is like a marine interstate highway. This is just not what sea kayaking is about. There must be hundreds of marinas upstream from the mouth of the Connecticut River. About mid-morning an armada of power boats reaches the mouth of the river and charges full throttle for the open sea. Crossing these channels is spicy indeed. The entrances of other major rivers are no different. If a strong tidal current is running across the river mouth it may tend to sweep you into the path of those power boats.

Cross traffic at right angles. When there are several kayaks in a party, cross together, not strung out in a line. Never race power or sailboats to a crossover point. If the approaching boat intentionally alters course to pass behind you, then proceed on your way. Otherwise wait far enough off their line of

travel to make it clear that you do not intend to cut in front of them. As they approach, pace your advance so that you pass behind them. Cross racing or other sailboats in a way that does not cause them to alter course. Pass behind the boats when an opening appears. If they are watching you closely you may signal by hand that they may pass in front of you. In the event of a capsized in traffic - all boats gather around the paddler in the water. This increases visibility to on-coming boats. One paddler may warn them off with an air horn while another paddler helps the swimmer back into his/her boat. Most of the time, over short distances, power and sailboats don't change course much which helps in pacing your crossing pattern. If you can't handle boat wakes - stay out of traffic. Sometimes in busy channels you may have several boats passing from both left and right at the same time. It may be useful to cross the channel either some distance offshore or a half mile in from the channel entrance before the boats have gone to full power. Be careful in big waves. You may be virtually invisible to approaching boats when you are in the wave troughs. What about several kayaks scattered among wave troughs in traffic?

COURTESY TO PADDLING CAMPAIGNS

Have your boat properly equipped, flotation, etc., including having an airhorn on deck where you can use it to signal your partners. I blast - warning to traffic, 2 blasts - round up kayaks, 3 blasts - help me. Combinations of long and short blasts are used to signal boats (big boats) for various reasons (read about this in Eldridge). Do not undertake a 10 mile trip if you have never paddled 5 miles. Have, by past outings, a frank understanding of your own capabilities. If you have allergies, heart trouble or other medical problems that could result in a crisis offshore - warn the trip leader and make sure plans are in place to cover any sudden emergency. Do not leave the group without indicating your plans. Take the responsibility to look after lesser paddlers in your vicinity. Stop at agreed upon stopping places as the trip unfolds. Do not lag behind or

charge ahead into crossings before such crossings have been OK'd by the trip leader. When with a group, act like part of the team. The trip leader must, where a choice must be made, shepherd the weakest paddlers in the group.

SOME REFERENCES

No pamphlet in 2 pages or 10 can make you into a safe paddler. Our effort here will be counted a success if we convince you to study the sport in detail, read some books about sea kayaking and spend time working on your boat handling skills. We invite you to paddle with ANorAK paddlers. The ANorAK newsletter includes a great deal of information on places to go, tips on equipment, trip reports and other subjects. "Canoe Magazine" has brought out its 1984 Entry-Level Guide to Canoeing & Kayaking priced at \$2.95. This is a fine issue which lists paddling schools all across the country, places to rent boats, John Dowd has an article on choosing a touring kayak, Jim Chute on dressing for paddling, and many other useful bits of information for anyone just getting into any aspect of the paddling scene (rivers, lakes or coastal paddling).

SEA KAYAKING, by John Dowd, 240 pp. \$10.00

ANorAK, 6 issues/yr. \$12.00, Box 444, Tuckahoe, NY 10707.

SEAKAYAKER MAGAZINE, \$8.00 US, quarterly, 6050 Seaview Ave., NW Seattle, WA 98107.

Marine equipment, nautical charts. Ask any store supplying sailors or powerboats.

TIDE AND PILOT BOOK, Eldridge, revised yearly, any marine supply.

METEOROLOGY AT SEA, by Ray Sanderson, Stanford Maritime, London. 227 pp.

PLACES TO PADDLE IN THE NORTHEAST. (coastal kayaking) \$5.00. ANorAK.

INSTANT WEATHER FORECASTING by Alan Watts, Dodd Mead & Co. 64 pp.

A CRUISING GUIDE TO THE NEW ENGLAND COAST, by Duncan & Ware, Dodd, Mead. 702 pp.

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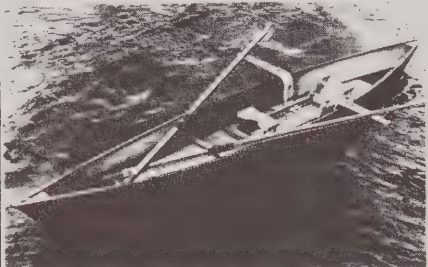
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"THE NORTH RIVER SKIFF"

CARTOPPER 9



Platt Monfort is at it again with his experimental designs using hi-tech Kevlar, aircraft dacron cloth and bits of wood to come up with ultra light small boats. Last April we visited him at his Westport Island, ME shop and did the full story, since then we've had news of his SNOWSHOE 14 canoe and his new ultra light Whitehall. Now it's a cartopper dinghy, called CAR-TOPPER 9. (An 8 foot version is available)

Platt used a bit more wood on this one, the entire bottom is a plywood sheet. But the sides are framed up with light wood bits, re-inforced with the Kevlar strands and epoxy, and then covered with the heat shrink high-strength aircraft wing cover Dacron. The seats are blocks of rigid foam flotation front and rear and a Dacron covered main thwart for rowing. Pratt says that one's real comfortable to sit on.

The boat is light enough to carry on your shoulders and pop onto the car top, yet will carry three grownups easily. It can be rowed or powered by a small outboard, but Platt says, why use a motor that weighs more than the boat?

Herewith a few photos of Platt's latest concept. The plans cost only \$9.95, and for another \$10 you can get the full size building mold patterns. All information on materials, sources and building methods are included with the plans. A complete building kit with plans is \$295. Contact Platt at Monfort Associates, RFD #2, Box 1490, Wiscasset, ME for further information.

"And for my next act, ladies and gentlemen?" Platt is working on a 24 foot rowing scull. Talk about light! Stay tuned.

Near right from top: The transom and bottom plywood form foundation for the Kevlar re-inforced side frames. Sides are covered with heat shrink aircraft dacron. Main rowing thwart is also covered with dacron.

Far right from top: Standing on the chine introduces but a slight tilt. Moving right along solo. Bringing back the gang, the freeboard three up is still ample.



Good Spring Reading

Sea Touring

An informative manual
for sea canoeists

J.J. Ramwell
B.C.U. Coach



SEA TOURING - AN INFORMATIVE MANUAL FOR SEA CANOEISTS

4th Edition

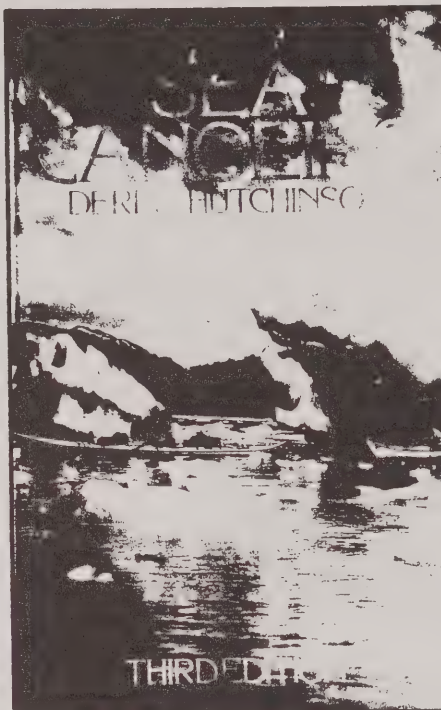
J. J. Ramwell, B.C.U. Coach

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\$12 from Aqua*Ventures, 75 Parkton
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The Sea
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Navigation
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SEA CANOEING

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Derek Hutchinson

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Navigation
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Hazards
Storm Procedures
Camping & Food Gathering
First Aid
Survival Situations
Planning an Expedition
Appendix
Bibliography*

Here are what appear to be THE three books on sea kayaking ("Canoeing" is a British term for kayaking in this instance). I've read all three to find out what this sport is all about and to see if any one of them is the best value.

I found out the sport is all about high adventure on the sea in very small but seaworthy boats. It is sort of analogous to serious mountain climbing at its advanced levels. There's a LOT of emphasis on safety and survival. For the casual weekend small boater this all is somewhat daunting. All three of the authors have major credentials in their chosen on-the-water activity and all three go to great lengths to discuss all the dangerous situations one can encounter sea kayaking, and how one must be

prepared to deal with them.

There's an interesting gradation, to me, in the three books. Ramwell's book is just about an "official" manual for the British Canoe Union, he is a major force in that group. It is a real "nuts & bolts" approach, lots of terse, factual information, but bordering on the dull side for anyone like me who indulges more in flights of fancy. This would make a good military manual for the U.S. Navy Sea Kayak fleet.

Derek Hutchinson's book has more of the spirit of the adventure of expedition coloring its narration of all the things one must know. The cover shows in full color a couple of sea kayakers afloat amongst some mini-icebergs off some far northern coast. While Hutchinson

covers the same general categories of information, he does so in a more expansive format, more illustrations, and hence about 90 pages bigger a book.

Dowd is the most laid back of the three. He too emphasises heavily all the "need to know" stuff and the safety and survival, but his writing is the easiest to read (for me) as it carries one along through all the technical stuff with anecdotal overtones, the storytelling that adds a human dimension. Dowd happens to favor doubles, and is not so caught up in all the "leading edge" stuff about ideal equipment designs. He stresses the same basic necessities but somehow comes across as a guy having a nicer time of it out there on the sea, while still doing hero level things.

Both Ramwell and Hutchinson are British and their attitudes reflect their rather grim, tight lipped, matter of fact approach to peril and physical discomfort. Their books relate much of the sea kayaking details to their home islands, which appear to be formidable places to paddle, all sorts of fierce tidal currents and wildly fluctuating weather conditions. The detail stuff on navigation, etc. is of no use to us here in New England. Dowd is more wordwise in his view, that is he deals with the information in more general terms not restricted to so specific a paddling environment.

All three authors are paddlers who have done major expeditions and have total commitment to the sport. Dowd once crossed the Caribbean in a double, Hutchinson has done arctic stuff, and Ramwell runs a hero level club in Great Britain. Some of the technique stuff is of that hero level, details on how to go end over end in the surf for fun. Like that. But, the books are aimed at us new guys.

There's a lot of absolutely vital information to be acquired by us newer guys, useful even for quiet paddles on our rather benign summer ocean here in New England. Why do the authors all stress survival and all that so much? You don't find any of that in books for coastal sailors or motorboaters. It's a protective reaction, in my opinion. Sea kayaking is deceptively easy to get into, and the nature of the boat demands much more awareness as to what is going on than does a larger craft. The people who are pioneers in this sport do not want to see a "fad" come on with attendant accidents and fatalities amongst untrained and uninformed beginners. While the aims of these books are obviously intended to spread the needed information to what the authors perceive as a possible fad in formative stages, they also carry that load of enlightened self interest.

I liked Dowd's book the best, he has the same technical information as the others and offers a much easier read as well as a philosophical impetus to my particular enthusiasm to which I responded most. Hutchinson's book is the better of the other two. If you prefer the "official manual" no-nonsense approach to a subject like this, then you'll like Ramwell's conciseness and lack of superfluous narrative material.

And if you have no interest in sea kayaking? There is a whole bunch of good information in these for ANYONE planning coastal cruising in sail or oar or paddle powered craft. Weather, waves, currents, basic equipment, things you ought to know. When you read how to pack two weeks worth of gear into a tiny 24" wide kayak hull you'll look at your now enormous seeming rowboat or day-sailer and marvel at its vast capacity to carry along what you need. So these books provide useful information to any small boat user with a hankering to explore even the local coastline.

Reviews by Bob Hicks

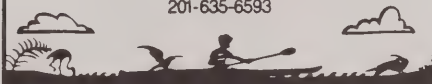
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SEA TOURING: John Ramwell, 4th edition. Manual covering survival issues, rescues, navigation, expedition planning, BCU Sea Kayak Test, pool drills. \$12**.



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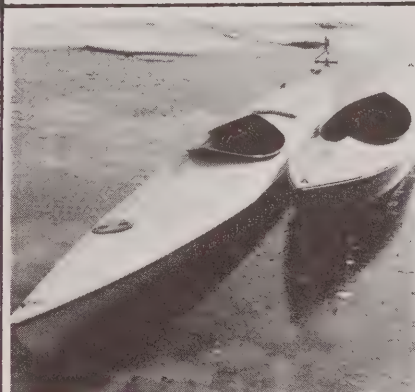
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What's happening...



EASTHAMPTON (NY) TOWN MARINE MUSEUM SPRING PROGRAMS

The Easthampton, NY Town Marine Museum has scheduled several ongoing winter workshops. Those still to be held as of press time (February 20th) are as follows:

BOATBUILDING LEVEL I: A six evening workshop for the beginner would-be-boatbuilder who has no prior experience will accept 6 students who will then build an Ugbar stitch and glue pram. Dates for this program are the evenings of March 19, 21, 26, 28, April 2 and 4, 6:30 to 9:30 p.m. The tuition is \$95 (\$80 for Museum members).

BOATBUILDING LEVEL II: Prior experience is required for this course, applicants should have taken the lofting or techniques courses, or have comparable background. This course will run for ten Saturdays and is limited to a maximum of 8, a minimum of 4 students. They will build Sam Rabi's OSPREY, a 15' runabout, from lofting to completion. The dates are March 23, 30, April 13, 20, 27, May 4, 11, 18 and 25, from 9 a.m. to 6 p.m. each Saturday. The tuition is \$225 (\$195 for Museum members).

Both the Ugbar and OSPREY will be offered for sale at cost to any interested participants.

For further details call Redjeb Jordania at The Boat Shop, Easthampton Town Marine Museum, (516) 324-6393.

SUMMER BOATBUILDING COURSES

Another summer boatbuilding program has arrived, the Brookfield Craft Center of Brookfield, CT will host a series of courses in July and August, in part funded with a grant from the National Endowment of the Arts.

The instructors are all recognized in their fields: Rob Lincoln, Robert Prothero, John Gardner, Horace Strong, Ken Bassett, David Foster, Simon Watts and Thomas Hill.

The Center will also sponsor a juried competition and exhibition of hand-made small craft open to individual builders of small boats. Interested builders are invited to request entry forms.

For full particulars on these summer programs, write to the Brookfield Craft Center, Inc., P.O. Box 122, Brookfield, CT 06804.

ABOUT THESE CALENDAR LISTINGS

It has been stated that the various individual interest groups which organize all these different outings contact their own "insiders" directly via their own newsletters or club postcard mailings. Correct. What this magazine is doing here is introducing ALL readers to the possibilities out there for different sorts of messing about in boats. Learning of some sort of potentially interesting boating activity within reach might stimulate the reader to go have a look at it, if not actually take part. That's how all the activities attract new people.



SEA KAYAK POOL SESSIONS

Dave Anderson and Bob Walker of Aqua-Ventures of Boston have arranged a late winter series of pool sessions for beginner sea kayakers to develop basic paddling skills and also for intermediate paddlers to improve upon their skills. Instruction will cover basic paddling strokes, braces, Eskimo roll, solo and group rescue techniques. Special techniques for whitewater, surfing and touring will be discussed.

All equipment is provided, but students are welcome to bring their own boats, paddles, etc. They must bring swimsuit, towel, and nose clip, earplugs or swim mask as they choose.

The classes will be on Sunday evenings from 5 to 7 p.m. at the West Roxbury YMCA, 15 Bellevue St., West Roxbury, MA 02132. Cost is \$60 for the four week session. Enrollment is limited, no reservations, first paid, first enrolled.

Second session runs March 31st, April 7th, 14th and 21st. Third session is April 28th, May 5th, 12th and 19th. For further information call Aqua Ventures at (617) 524-6239 eves.

MORE SEA KAYAK POOL SESSIONS

Dave Anderson and Bob Walker of Aqua*Ventures of Jamaica Plain, MA have added another program to their already scheduled series of pool sessions noted above. This additional program will be in Marblehead, MA at the Jewish Community Center. Session 1 will run four Tuesday evenings in April, the 2nd, 9th, 16th and 23rd. Session 2 will run on Tuesday evenings in May, the 7th, 14th, 21st and 28th. The four two hour sessions cost \$60 all in, including use of all necessary equipment (other than personal attire). Enrollment is limited with no reservations, first paid, first enrolled. Send application to the Jewish Community Center, 4 Community Center, Marblehead, MA 01945.

AMC CANOE OUTINGS FOR SOUTH-EASTERN MA.

The 1985 schedule of canoe outings in southeastern MA has been established and March and April dates are as follows:

MARCH 30: Early spring exploration of the tidal Mashpee River. Five to eight miles with lunch on beach overlooking Vineyard Sound. Call Barry Gallus at (617) 428-5391 and join this season's opener.

APRIL 14: Walkers Pond, Upper & Lower Mill Ponds five mile paddle. Lunch stop on return trip. Call Chuck Wright at (617) 564-4250.

APRIL 20: Herring River, narrow winding stream with final two miles of tidal waters. About 6 miles in all. Call Bud Carter at (617) 398-2605.

APRIL 20-21: Two days of white-water instruction in New Hampshire on Class 2 and Class 3 waters with qualified instructors. Call Bob Nixon at (617) 822-5768.

APRIL 27: Upper Charles River, a nice flatwater outing with one short portage. Call Ruth Irwin at (617) 447-4637.

APRIL 28: Quaboag whitewater, a chance to practice skills learned in instruction meet earlier on Class 2 water. Call Russ Ottey at (617) 563-6637.

CCRA RACING SCHEDULE

The Connecticut Canoe Racing Association has released its preliminary schedule listing for 1985, with March and April dates as follows:

March 23-24: Uconn Downriver & Slalom, call Steve Sokolowski at (203) 429-0000.

MARCH 24: Salmon River Poling Demonstration, call Nelson Walker at (203) 429-8711.

APRIL 6: Salmon River Poling Cruise, call Harry Rock at (203) 739-5727.

APRIL 7: Easter Whitewater Clinic, Call Mike Mzerewski at (203) 265-1382.

APRIL 13: Poling Wildwater Clinic, Call Harry Rock at (203) 739-5727.

APRIL 27: Quinnebaug, call Jay Pollock at (203) 376-3311.

APRIL 27: Poling Slalom Clinic, Central CT. call Ken Chichester at (203) 379-9000.

APRIL 28: Dam Sprints, call David Sinish at (203) 693-0073.

APRIL 28: Poling at the Dam Sprints, call David Sinish at (203) 693-0073.

More detailed information should be in hand for April issues. The CCRA schedules some non-competitive river canoeing cruises as well as racing events. For more information on the CCRA, write to them at 785 Bow Ln. Middletown, CT 06457.

RC MODEL YACHT RACING RESUMES

The Minuteman Model Yacht Club of Needham, MA has published the 1985 calendar of radio controlled model yacht racing around New England. March and April events are as follows:

MARCH 31: Icebreaker Regatta, Needham Reservoir, Needham, MA. Any boat. Call Ed Walton at (617) 449-2662.

APRIL 6: Insulin Memorial, L.I., NY, M Class. Call Ed Helme Jr. at (516) 883-8453.

APRIL 9 & EVERY TUESDAY THROUGH JUNE 2: Catch It As You Can Spring Evening Series, Needham Reservoir, Needham, MA at 6 p.m. Call Ed Walton at (617) 449-2662.

APRIL 13: Wagner-Kingston Long Distance Race, L.I. NY, Class M. Call Ed Helme Jr. at (516) 883-8453.

APRIL 15: Patriots Day Race, Needham Reservoir, Needham, MA. Any boat. Call Ed Walton at (617) 449-2662.

APRIL 20: Eisenhower Invitational, Eisenhower Park, NY, Class M. Call William Moll at (516) 334-5276.

APRIL 21: Springfield Star 45, Springfield, MA, Star 45 class. Call Bernie Gaudette at (413) 525-7316.

APRIL 21: North Trophy, Saddlebrook, NJ. Class A. Call Francis Lucke at (201) 335-7609.

APRIL 27: Kerbs Challenge, Central Park, NY. IOR Class. Call Richard Plaut at (212) 249-3772.

APRIL 28: Spring HiBall, Providence, RI, EC12 class. Call Mike Andrea at (401) 724-5221.

APRIL 28: 3 UR, Hackscher, NY. Call Jack Patton at (516) 421-1135.

WOODEN BOATBUILDING TOOL SHOW

WOODWORKING WORLD is a trade show scheduled for April 12th-14th in Springfield, MA at the Springfield Civic Center, with emphasis on wooden boat building. Machinery, tools, woods, finishes and supplies for the wooden boat builder will be featured. Seminars on boatbuilding are also scheduled. Admission is \$5 (\$1 off with ad from this issue). Show hours are 5-9 p.m. on Friday, 10 a.m. to 6 p.m. on Saturday and 10 a.m. to 5 p.m. on Sunday. For more information contact the Woodworking Association of North America, 35 Main St., Suite 6, Plymouth, NH 03264, (603) 536-3876.

MYSTIC SEAPORT NAUTICAL INSTRUMENT COURSE.

On April 1st the Seaport Museum will begin an eight session course on building traditional nautical instruments. If this interests you, contact the Public Affairs Office, Mystic Seaport Museum, Mystic, CT 06355.

WOODEN BOAT SHOW

Yes it's a bit early maybe to announce it here, but the 1985 Wooden Boat Show is on for August 15-18 at Newport again. In case you are a builder who might want to think about it. If so, if you want an exhibitor's kit, request one from the Wooden Boat Show, P.O. Box 549, Newport, RI 02840.

MCKC SPRING PADDLING SCHEDULE

The Metropolitan Canoe & Kayak Club of New York City has set up its spring paddling calendar for river canoeists/kayakers as follows:

MARCH 16-17: Schuylkill River, PA Class 1. A joint paddle with the Garden State Canoe Club on this easy, lovely wooded Pennsylvania stream. Bring warm clothes, wool, dry packs. Call Chris Nielsen days at (201) 584-6022.

MARCH 23-24: Lackawaxen River, PA, Class 2 and Callicoon Creek, NY Class 2, 3. Two lovely rivers which should have plenty of water at the scheduled time. Bring wetsuits, flotation. For experienced paddlers. Call Kirk Van Tassel days at (212) 689-4554.

MARCH 23 or 24: Ramapo River, Orange and Rockland, NY, Class 1. A scenic river paddle from Sloatsburg, NY to Mahwah, NJ. Rental canoes may be available. Bring warm clothes, wool, dry packs. Call Lois Gesner at (914) 753-2151.

MARCH 30-31: Nescopeck Creek, PA, Class 3 or Lehigh River, PA, Class 3. Pennsylvania whitewater, some of the best in its class at the right time of the year. Heavier water. Bring wetsuits and flotation. For experienced paddlers. Call Rich Alhanti at (201) 837-0076.

MARCH 31: Musconetcong River, NJ, Class 1, 2. A lovely smooth flowing river with a few carryable 2's. A joint paddle with the Garden State Canoe Club. Bring warm clothes, wool, dry packs. Call Ted Fairchild at (201) 539-5689.

APRIL 6-14: A Week of New England Rivers, Class 3. A full week of heavier New England Class 3 and up waters, whatever is available. Anyone interested in taking the week (or part

thereof) and joining in should call Kirk Van Tassel days at (212) 689-4554.

APRIL 5-7: Farmington River, CT Weekend, Classes 1,2,3,4. Several trips are possible depending on who joins in, something for every level of skill. Warm clothes, wool and drypacks for the easier stuff, wetsuits and flotation for the more challenging, should be brought. Rentals may be available, and camping also. Call Marc Dattoma eves after 8 p.m. at (516) 826-2049.

APRIL 13-14: Bantam - Shepaug Rivers, CT, Class 2 and carryable Class 3. This is a repeat of a favorite from last year. Carries around the toughest spots exist. Bring wetsuits, wool, dry packs and flotation. Call Bob Connolly at (718) 439-4852.

APRIL 20-21: Esopus Creek, Phoenicia, NY, Class 3. Heavier water, still quite cold. Bring wetsuits and flotation. For experienced paddlers only. Call Bill Simon eves at (212) 595-5629.

APRIL 20-21: South Branch, Raritan River, Hunterdon Cty. NJ, Class 1. Another run on this lovely river in slightly warmer weather. Bring warm clothes, wool, dry packs. Call Andrew Laiso at (212) 798-5442.

APRIL 27-28: Lackawaxen River, and Lehigh River, PA, Class 2 and Class 3. More Pennsylvania heavy water, come one day or both. The Lackawaxen is a good transition trip for anyone looking to upgrade skill level. Bring wetsuits, wool, dry packs, flotation. For experienced paddlers on Lehigh. Call Larry Stone eves at (516) 482-2752.

For further information on the club and its activities, contact the MCKC, P.O. Box 1868, Brooklyn, NY 11202.



THE ROCKPORT
APPRENTICESHIP

APPRENTICESHIP SHOP TALKS

The Rockport (ME) Apprenticeship has scheduled weekly Wednesday night "Shop Talks" through the end of March, at 7:30 p.m. at the Apprenticeship on Sea St. in Rockport, ME. The schedule that remains as of press time is as follows:

MARCH 20: Ed Claxton on joinery.

MARCH 27: Bob Wallstrom and Ernest Briery of the Yacht Design Institute on marine design and surveying.

There is no registration or fee involved, just turn up if you're interested.

BOOKS about BOATS

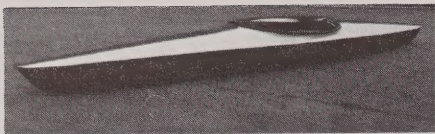
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A PRETTY NICE CALENDAR

William B. Cannell Boatbuilding Co. Inc. of Camden, ME sent us a really nice calendar featuring lovely black and white photos of the sort of traditional wooden boatbuilding they do at their American Boathouse. This is a great calendar for the traditional wooden boat lover, you might want to inquire about availability (they didn't tell us) from them, write to American Boat House, P.O. Box 900, Camden, ME 04843.





NEW FOLDING KAYAK, 35 lb K-1 prototype. 15' reinforced PVC hull, alum, frame, full length zippers on bow and stern decks for access to gear. Cockpit area needs work. \$325.

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HAUTHAWAY SLALOM KAYAK, in excellent condition, complete with paddle, flotation airbags and spray skirt. Red and white. \$450.

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JOHN LANDRY, Hingham, MA (617) 749-5335 before 9 a.m., after 5 p.m. (22)

14' NEW DORY SKIFF, epoxy marine plywood. beautiful. never used. \$890. RICHARD SMITH, Poughkeepsie, NY (914) 454-3700. (22)

WANTED: Old, domestic, preferably running outboard in 3-15 hp class. Parts if available; fuel tank.

GREG KELLY, P.O. Box 2465, W. Buxton, ME 04093 (22)

19' FIBERGLAS SAILBOAT - similar to Com-Pac 19/1. 6 H.P. Long Shaft Evinrude - 15 hrs. running time. Rigged for single hand sailing - custom interior - exterior needs cosmetic work. \$5000.00 firm.

STANLEY DZIEJMA, Walpole, MA (617) 668-3879 (22)

AUTHENTIC ADIRONDACK GUIDE-BOAT, probably Hamner built. Wine-glass stern. Basically sound, but needs complete restoration. \$500 firm. BILL MILLIS, 76 Main Street, Waterville, ME 04901. (207) 872-8969 (22)

12' GAFF SAIL, (gunter) modified dory, all wood, painted, bright spars, decked, floor boards, one suit E-cotton sails, top condition. \$800.00 or B.O.

DAVID KELLY, Woodstock, CT (203) 974-0182 (21)

Classified Marketplace

210 CLASS SAILBOAT. 30' open day-racer bulb keel, spars, sails, cradle, complete. Hull fair but needs replacement. Bronze hardware, winches, etc. #44. Built about 1960. Pay my yard bill and its yours. \$400.

ROBERT HICKS, Box #420, Ipswich, MA 01938. (617) 356-2542 (22)

ZODIAC CADET 10', wooden transom. Max. H.P. 10. 2 yrs. old. Used twice, like new \$600.00. Has tow rings plus cover.

LOUIS BENTON, Williamstown, MA (413) 458-8337 (22)

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FERNALD'S, Rt. 1A, Newbury, MA (617) 465-0312. (22)

KAYAKS new Old Towns regular \$575 now \$375, 13' Stowe canoes wood trim \$325, 16' Canadian canoes \$350, hundreds of canoes.

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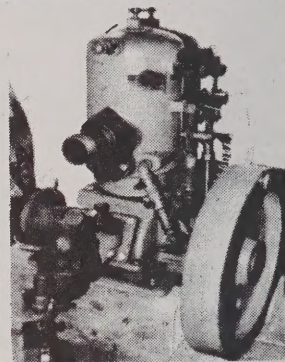
23' MACGREGOR 1974 Coastal Cruising Sailboat. We are going blue water cruising, so we must part with out pretty clipper bowed cutter. She is customized and finely fitted, very complete including roller furling staysail and genoa, 7-1/2 H.P. Honda, trailer, cedar ceiling, birch and mahogany interior, bristol condition, asking \$12,000.

ROY THOMAS, E. Freetown, MA (617) 995-9366 (22)

12' WATERBUG unfinished F.G. hull/deck with some rigging. \$50.00 DAVE PEACH, Marblehead, MA (617) 631-5571 (22).



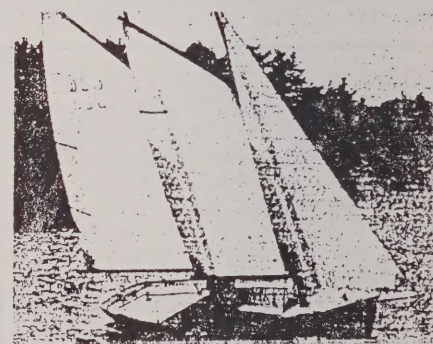
EASY BUILD GEODESICSNOWSHOE 14 Airolite construction, 20 lbs. Build for less than \$75.00. Plans include full size patterns. \$24.95. MONFORT ASSOC. Box 1490MA, Wiscasset, ME 04578. (TF)



ACADIA MARINE ENGINE. 6 hp, 2-cycle make & break, all original running condition, with coil and 19" propellor. \$750. JOHN HOWARD, Clinton, CT. (203) 669-7629. (21)

QUALITY LEAD DRAFTSMAN'S DUCKS. 4 lbs, brass wire, felt bottoms. Gloss black. \$9.50 each post paid in continental U.S.

ROB PITTAWAY, The Water's Edge Company, 222 N. Water Street, Stonington, CT 06378. (21)



GAFF RIGGED SCHOONER 26' - Fiberglass with Iroka trim. Sooner or later every man dreams of owning a gaff rigged schooner. Here is your chance. With cutter rigging and tan bark sails this classic boat draws compliments wherever it sails. A giant cockpit seats 10 comfortably. Sun bathing room for two on the aft deck. \$9500.

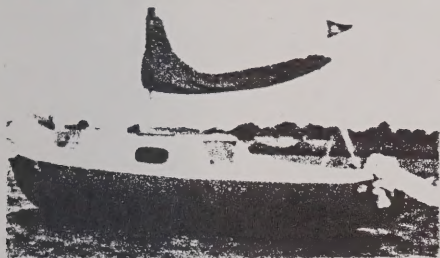
JACK DAVIS, Gloucester, MA. (617) 281-3168 (21)

FREE - Old issues National Fisherman 1967 through 1975 - much info - great to study.

PLATT MONFORT, Westport Isl., ME (207) 882-5504 (21)

16' SWAMPSCOTT DORY Crawford 79 like new with tan bark sails, oars, Seagull motor, trailer. Replacement cost over \$5200. A truly fine boat. Everything for \$3500 or will sell separately. ARNOLD MILLS, Scituate, MA. (617) 545-3606 (21)

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20' ABLE 1970 FULL KEEL SLOOP, \$8,500 All fiberglass 3'6" draft, 9.9 HP Johnson low hours, life rails, sail cover for main, padded seat covers for cockpit, ship to shore depth sounder, sleeps 4 on form, head, sink, icebox, all equipment. P.V. LANDRY, Quincy, MA (617) 472-1183. (21)

WANTED: Owner's manual or other information on a Tallstar 14' fiberglass sloop, a Robert Baker design built by Sailstar Boats in the 1960's. I'll buy original manual or photocopy. SYLVESTER POLLET, RFD 2, Box 450, E. Holden, ME 04429. (207) 667-2255. (21)

BOATPLANS - Antique Launches & St. Lawrence Skiffs. For listing send \$1.00 to cover handling. SHIPYARD MUSEUM, 750 Mary St., Clayton, NY 13624. (21)

16' ANNISQUAM FISH CLASS CATBOAT, structurally solid, but will need some restoration (new deck canvas, cockpit coamings, rubrails, spar refinishing, etc.). Includes almost new sail (one season) and all rigging. A classic Cape Ann catboat daysailer/racer built in Gloucester by Montgomery since the 1930's. \$750. BOB HICKS, Wenham, MA (617) 774-0906 after 5 p.m. (20)

GAMBIT CLASS ICE BOAT 2 seater, alum. spar. Harken blocks. Built in 1983. Ex. cond. very fast. Asking \$1200.00. DAVID MAC NAIR, Camden, ME. (207) 236-9095. Call evenings. (21)

25' MAC GREGOR SLOOP. Mint condition full USCG equipment, new 7.5 HP Evinrude, trailer. \$10,500. A. PETTERSON, Weymouth, MA (617) 335-6850. (21)

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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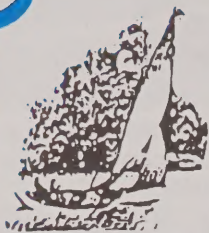
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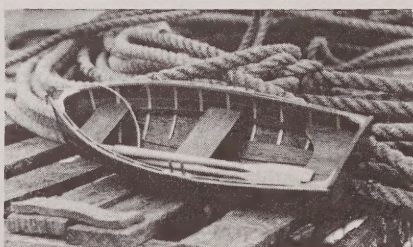
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