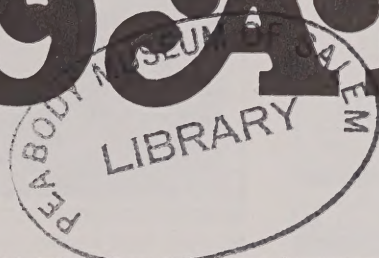


Twice a Month!



messing about in BOATS



Volume 2 ~ Number 22

April 1, 1985





messing about in BOATS

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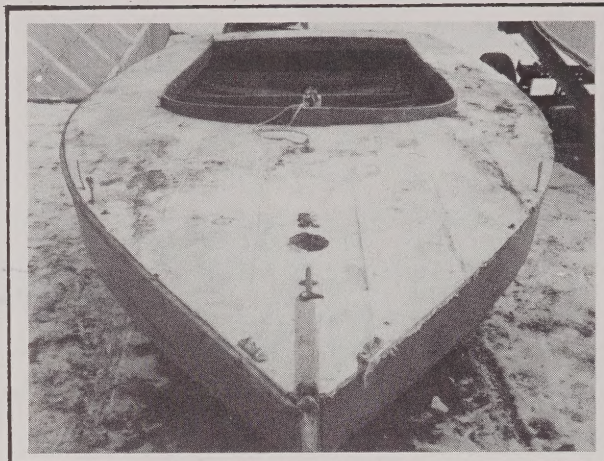
Items that didn't make it into this issue (as we had to hold off another issue on going to 24 pages) will get their turn, the story on the Mediterranean boatyard, Marblehead frostbiting, a fast "beach bomber". The return trip from Plymouth of intrepid Townie sailors will be in, as well as a story on one youth's adventures playing tag with the channel buoys in his daysailer in December, a look in at the Antique & Classic Boat spring gathering in Nashua, NH, and maybe, maybe, a peek at John Garber's newest Maine coast rowing cruiser, CATERPILLAR. Well, we can hope anyway.

On the Cover...

It was a mellow day on February 23rd for the Snow Row at Hull, MA and the bay was a millpond as two sliding seat boats pull away from the start. In the foreground a traditionally built gig, in the background an Alden shell.

Commentary

BOB HICKS



*But,
I'm not ready!*

This is the April 1st issue but I am writing this column the first week of March, and a recent event to which I went, the Snow Row, took place on February 23rd. At that affair (reported upon in this issue) several acquaintances asked, "Bring your boat?" To which I somewhat sheepishly replied, "Well, no, I'm not ready yet."

How can this be? Someone with about a dozen boats of all sorts scattered about the place, most under cover, a few outside. None ready yet? Is this a monument to procrastination? Well, yes and no. Yes, I do tend to procrastinate. No, that's not the whole reason, it's more a case of collecting "projects" which I subsequently seem unable to devote the necessary time to to get them "ready."

Actually several of the boats were "ready", in that they were in useable condition. The Townie sloop for one. The kayak. Aha, that last one was just right for the Snow Row. But I wasn't. I had decided that the maiden trip in my new acquisition would NOT be on the icy, winter waters of the ocean at Hull in February. It would be early in April when conditions would be milder. So, at Hull it was a millpond, 50's temperature, all that. I shoulda brought the kayak. Hindsight. Instead it was the sheepish explanations. I busied myself as journalist photographer and tried to ignore the absence of a boat of my own.

Driving home in the now cold and raw rain I felt a bit better. At my age I really don't need to demonstrate a macho unconcern about uncomfortable conditions. I do this for pleasure, so why place myself deliberately in unpleasant circumstances. This sustained my spirits as an adequate rationale for my non-participation until I got home and viewed the "collection" around the yard and in the boatsheds, awaiting my attentions in order to be "ready."

Oh, hell, I thought, this is, after all, only February. Geez, most boating people start getting ready in May, they think of hitting the water by Memorial Day. And if it drags over into June (and

even July?) why there's still some good boating left. Why get so self critical in February? Right. Yeah, but the boats all sit there silently brooding about my neglect of them.

The flaw in my approach to boating is this enchantment with acquisition of an interesting new "project", because the boat is usually cheap, usually all there and usually of interesting type. If not, I don't acquire it. Visions of fixing up this nice old boat are commonplace in this game, and I guess my tendency to keep on collecting while past acquisitions languish untouched or partly restored is not uncommon either.

Every year as winter comes on we tell ourselves here that this winter, when things ease up, we'll do some catching up. We don't. We add on more. So this spring I'm determined to clear out some of the collection, realistically decide on which boats I really do like best and want to keep to complete, to use, etc. And then put the rest up for sale. I've already had several in the latter category (you probably saw them in the classifieds and thought perhaps I was a dealer) but I should try to clean the slate, get down to maybe three or four I really want to keep, and find new dreamers who would like to finish what I seem to be unable to do.

Well, a couple are easy. The kayak for paddling, it needs just a few of the safety items and gear carrying stuff; the Townie for sailing, it needs the final coat of interior paint to complete it and the sails cleaned; the Old Town for rowing/sailing at small craft meets, it needs interior paint and final trim varnish. The Chris Craft? Heavy duty now. I'd love to get this 1941 mahogany speedboat on the water this summer, BUT it needs a LOT of work yet. But, if I can thin them down to maybe these four or so. And not find myself about the time you are reading this, explaining to Ben Fuller, "But, I'm not ready," when his April Fool's Outing comes up on the 6th. That would be a real achievement in character building.

Perigee Paddling

Report by Gail Ferris



A perigee spring tide, especially if it happens to be combined with a recent period of heavy rain or intense wind from the east, is a great event for unrestricted access with my kayak into remote salt marsh areas. Usually I find this opportunity during the early spring. The salt marshes fill so extensively with water that they become huge shallow lakes. This is one of the safest trips one can take when the water is still extremely cold in early spring because the water is so shallow and has a solid vegetative underlay to walk upon that you can't get into any trouble unless you happen to have a mishap in a channel.

With all this expanse of water the area available to paddle in is enormous within even the smallest marsh. The limitation is not area instead it is time. If you miscalculate the time factor and penetrate too far into an area which has the bare minimum of water for the draft of your kayak, you can become stranded a great distance from the water while the water has been receding. This is most embarrassing. I most highly recommend that you have take apart paddles with you to pole yourself in your boat as quickly as possible back to water deep enough to float your boat. I first decide which salt marsh I want to visit, then I estimate how much time I will have and it is especially desirable to have started on the water one to two hours before the tide turns at the mouth of the marsh. By the time the tide has turned at the tidehead of the marsh, the tide at the mouth has already long since ebbed and started to extensively drain the mouth of the marsh. This tidal differential from the mouth and the tidehead of the marsh can be several hours time. I know of a marsh where this difference is about three hours.

I estimate how long navigable water will be available and try to cover the least navigable areas first to take advantage of the most limited opportunities. Sometimes it is worth it to become grounded anyway just to reassure yourself that you really are a veteran paddler, but try avoiding actually having to get out of your boat at all cost because wet muddy feet are undesirable. Remember, poling can be a fine sophisticated technique - the mark of a paddler who truly believes in seeking challenges.

In Stony Creek, Ct. because of the topography, geology and the continuation of the rise in sea level, we have forest and salt marsh meeting abruptly. During the height of a perigee spring tide I can study geology looking for interesting

mineral formations and I can easily approach rock formations and shell middens normally isolated by marsh and mud. I look for types of botanic specimens such as marsh grasses new to me or the area and changes in their distribution. We have numerous granite intrusions, each uniquely varying in plant growth conditions, some are covered with only crevasses and others have varying amounts of soil. The variety of types and associations of plants are always unique. The most delightful plants are the natural bonsai which are usually jack pines. Opposite to this are granite cliffs covered densely with a full compliment of large hemlocks, oaks, ferns and mountain laurels. These are always very dark, moist and green, even to the extent of the pink granite being weathered grey and completely covered with green mosses. The most frequently found on granite outcrops in this area is a short communal fern, the resurrection fern which grows well under conditions of acidic, very limited nutrients and moisture but with some shade. At the base of a large rock there is a fresh water spring which feeds into the salt marsh. It remains ice-free during the winter. I discovered this spring by the presence of numerous animal tracks going to it in the snow. It is also possible to reach the tide head of some salt marshes where a brook cascades down rocks in a wooded ravine into the flat salt marsh. These cool glens are refreshing to relax in momentarily on a hot spring day when you can lie back and watch the midges swarming. On a misty day you can look for different spiderwebs and their occupants.

In my area are the remains of previous industries which become easier to spot with a change in water level. We have remains of old railroad beds, trolley beds and shipping facilities for the granite quarries. Occasional evidence exists from the damage created by the 1938 hurricane which inundated this area with an enormous tidal wave. This hurricane caused the final demise of the Shoreline Trolley.

"The Old Farmers Almanac" by Robert N. Thomas has always provided me with invaluable information about tides such as the heights, times and a corrections table covering both the U.S. and Canada, weather such as the wind/barometer table and moon phases.

The greatest advantage to a spring tide in salt marshes is that you are not confined to navigation in the endlessly meandering high banked channels.



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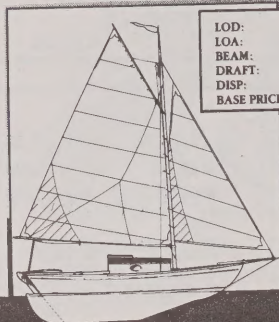
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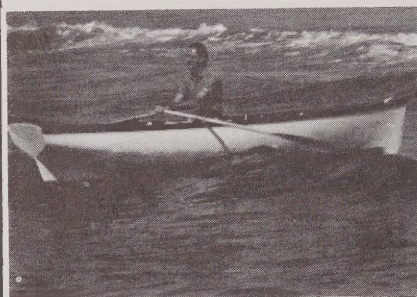
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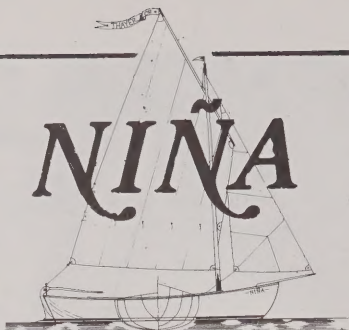


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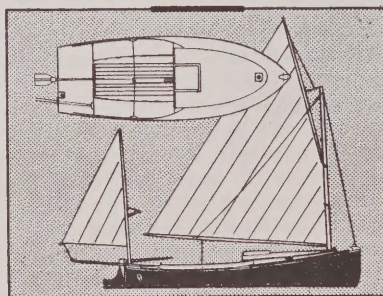


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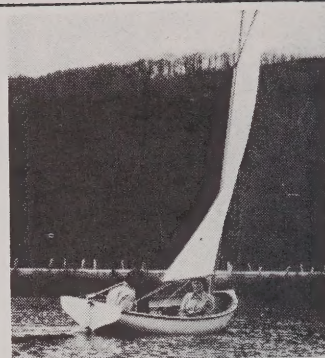
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ON A MILD MILD DAY

Report & Illustrations by Tom McGrath

On a Friday in September of '84, my shipmate and I stood on Tutor Wharf in Nahant, apprehensively watching the white-capped sea. The wind was over 20 knots from the northwest and the land in that direction offered little protection to the pitching and rolling boats in the harbor.

I looked down at the float where my pram should be. It was flattened at the bottom of a pig-pile of other prams. I remembered that one of the oarlocks was missing. So there were two good reasons why I should leave the pram where it is.



THE BURIED PRAM

But how were we to get out to the boat? If I borrowed another pram how many trips would it take to get all our supplies out to the sailboat? The sea and wind were too strong to tow the sailboat to the dock. I looked at the public dock. It was loaded with boats that were left there for hours. There was no room. I decided to think of other things for the moment and maybe that problem would solve itself.

I take a look at the pile of supplies. My shipmate is still talking about taking his four man tent.

"We leave the four-man tent," I say adamantly. "We sleep aboard."

"Then that folding chair stays," the mate says.



STAYS



GOES

"The radio stays," I say.

"We need music."

"I hate music."

"That enormous anchor stays," the mate says.

"There's enough food here to sink the boat." After half an hour of arguing, each of us giving up a cherished comfort, we reduced the pile so it would at least fit on the boat.

A fisherman happens along and solves the problem I was avoiding. He offers to ferry us out to our boat. He rows out and brings his lobster boat alongside the wharf and we throw bag after bag aboard. "Have you got a radio?"



BAG AFTER BAG

he asks. "Nope." "Got flares?" "Nope." "First-aid kit?" "Any fishing gear?" "Nope." "Not going to ask any more questions. Should be an interesting trip," he says with a grin. "I'll stay around awhile and see that you get off alright." When we reach the sailboat we climb aboard and stuff the supplies anywhere they'll fit. Knowing from then on that we will never find anything we look for.

We raise the sail with one reef in the main. "I wish we had another reef or a smaller sail," a tiny voice inside me says. We raise the jib. The sails chatter violently. "Cast off," my shipmate says. "No, let's sit quietly for a few minutes and decide what we're going to do," I say calmly trying to hide the terror that grips me. Eventually I realize that we will be on a broad reach or running out of the harbor and not fighting the sea and the wind.

The weather report was for a mild day and the latest report was for it to get milder. "A mild, mild day, Mr. Starbuck." And look what happened to Ahab and the crew of the Pequot on such a day. So with all thing considered and disregarded, we cast off and spun quickly around running madly out of the harbor.



LET'S CAST OFF

We headed toward the entrance of Boston Harbor trying to avoid a dead run and an accidental jibe. We were yawing a bit with a strong weather helm. I wished now I had rigged a preventer. That's a nautical gadget that stops you from going on a trip like this. We reached the Boston Harbor Islands, a little nervous, but with no mishap. Between the islands, called the Narrows, the sea was calmer and the wind shifting and interrupted. "Prepare to jibe," I said.



AWAY

"Wouldn't it be safer to come about?" the mate replied.

"I jibe better than I come about from a run," I said confidently.

"I still think we should come about," the mate said with all the cooperation he could muster.

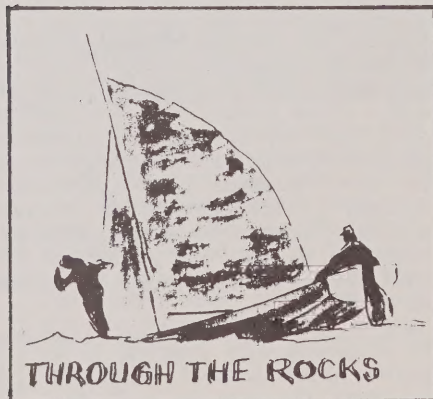
"I've capsized more boats coming about than jibing. Let's jibe and see what happens," I said commandingly. The mate looked at the nearest island and judged how far he would have to swim.

"Jibe-O." The boom swung across the sail filled and we rounded Point Allerton.



"The wind's dropped to 15 knots. Ever sail inside Minots Light?" "Nope." "It would be a little more exciting than sailing around it." "Alright, let's give it a try."

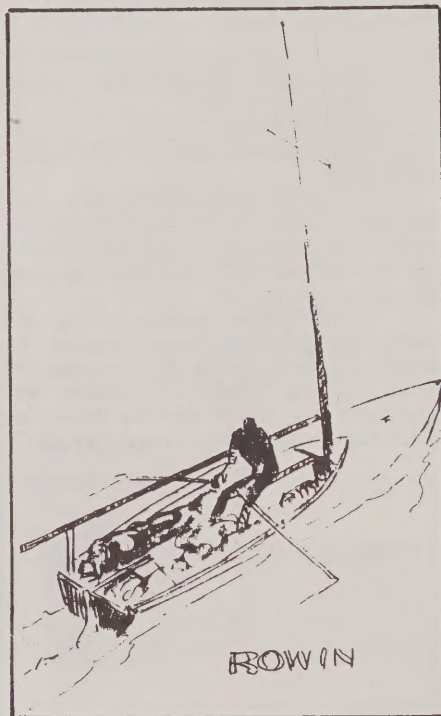
The Grumpuses were visible when we sailed through them and beyond them the water was disturbed above other rocks just beneath the surface. The place was all rocks. Smiths rocks, Bates rocks, Collamores rocks. It appeared that anybody who hit a rock named it after himself. Now the sea became flat with no indication they were there. We started to see bottom. The shipmate went forward. I heard the planking groan. He weighs over two hundred pounds. "Spread your weight or you'll stove the deck in," I yelled. The bow was under water and the rudder was almost completely out. He looked down at the water dead ahead and screamed "Christ-all-mighty." "What is it?" "Oh my God," he said again.



"Tell me what it is," I yelled. "There's rocks all off the bow." "Tell me where it's clear." "Can you back this thing up?" "No." Starboard, port, port, starboard, etc. Soon the water was getting deeper. Off shore there were three large rocks around where we were according to the chart. There was no way of taking a bearing on them. We just sailed on with blind hope. I guess we missed them. The wind dropped and left us becalmed.



"What do we do now?" the shipmate asked as I rummaged for the oars. "Row," I replied. "You're crazy, you won't get anywhere with oars." With that suggestion the mate promptly fell asleep.



I rowed around Cedar Point and into Scituate Harbor as the sun was disappearing behind the land. The mate awoke. "You should row faster and try to be at a mooring before dark, otherwise we'll never find one, although we could beach the boat on that marsh and spend the night there," pointing to an ominous looking sand spit. I thought of highwater, rats and insects and sundry other things I couldn't think of that could befall us.



"No, I don't have much luck landing on a beach," remembering a previous cruise. "Let's go for the inner harbor. There's a mooring there, let's grab that. We won't be noticed." "No, let's go in further, there's a dock ahead." "Alright, but you're asking for trouble. I've heard stories about some of these harbors! If your boat ain't over thirty feet they'll tell you to get out, and if you do get a mooring they'll charge you outrageously."

We pulled into a vacant slip and lowered the sail. "What now?" the shipmate asks. "Get the boat ready for the night," I replied. We bagged the sails and threw some of the gear on the dock. "Where do we sleep?" the mate asks. "I'm getting them ready now." I widen the seats with floorboards and put the sleeping bags on either side of the centerboard trunk. "You're an old fussbudget," the mate interjects. "We have some light here and can see what we're doing. I figure out at the mooring it will be pitch dark." We pile everything back on board in the stern, with a flashlight handy. "What now?" the mate asks the inevitable question. If I'm not given a command by him, I'm asked what to do next.



It's exasperating when you don't know what to do yourself.

"I'm going to see the Harbor-master."

"I'd advise you not to. They're arrogant bastards."

"Come on, we'd better anyway."

We entered the shack at the end of the dock. "Is there a mooring we can use for the night?"

"Where are you from?"

"Nahant."

"How big is your boat?"

"Sixteen and a half feet."

He laughs.

"Is it too big?"

"Pretty near. Take that mooring right out in front. It'll hold a twenty footer. There's no charge. Any unused mooring can be taken, but when the owner comes back you have to get off. That's why it's best to check with me first. Where is your boat now?"

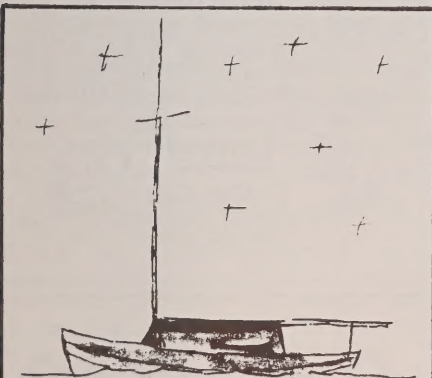
"It's in a slip at the end of the dock. Can we leave it there till we get something to eat in town?"

"Sure"

"Thanks."

"You've got dumb luck," the mate says.

In town we find steaming hot chowders. The shipmate bolts his down, has two beers and lights up a cigarette. "You eat too slow," impatiently getting up to prow the main street. We meet at the dock, cast off and paddle out to the mooring. The tent is rigged over the boom. The mate crawls in with his head under the cuddy up in the bow. "Strange," I think to myself. It's like sleeping with your head down the cellar stairs. I lay down with my head out of the tent so I can see the sky and the stars. It's a beautiful clear night. Flat calm, no wind, no moon. The tranquility is soon disturbed by the deep resonant snoring of the mate.



A BEAUTIFUL
CLEAR NIGHT

NEXT ISSUE: It's all ashore that's going ashore in Plymouth, and the sleigh ride home to Nahant.

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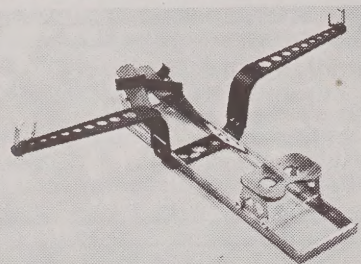
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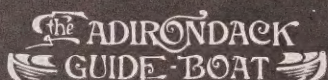
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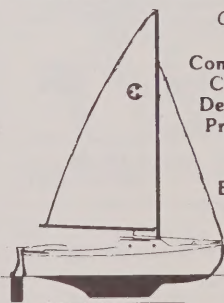
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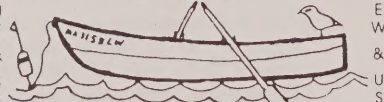
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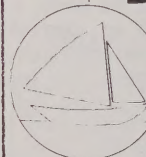
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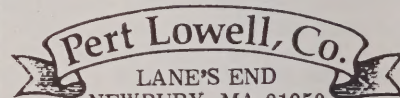
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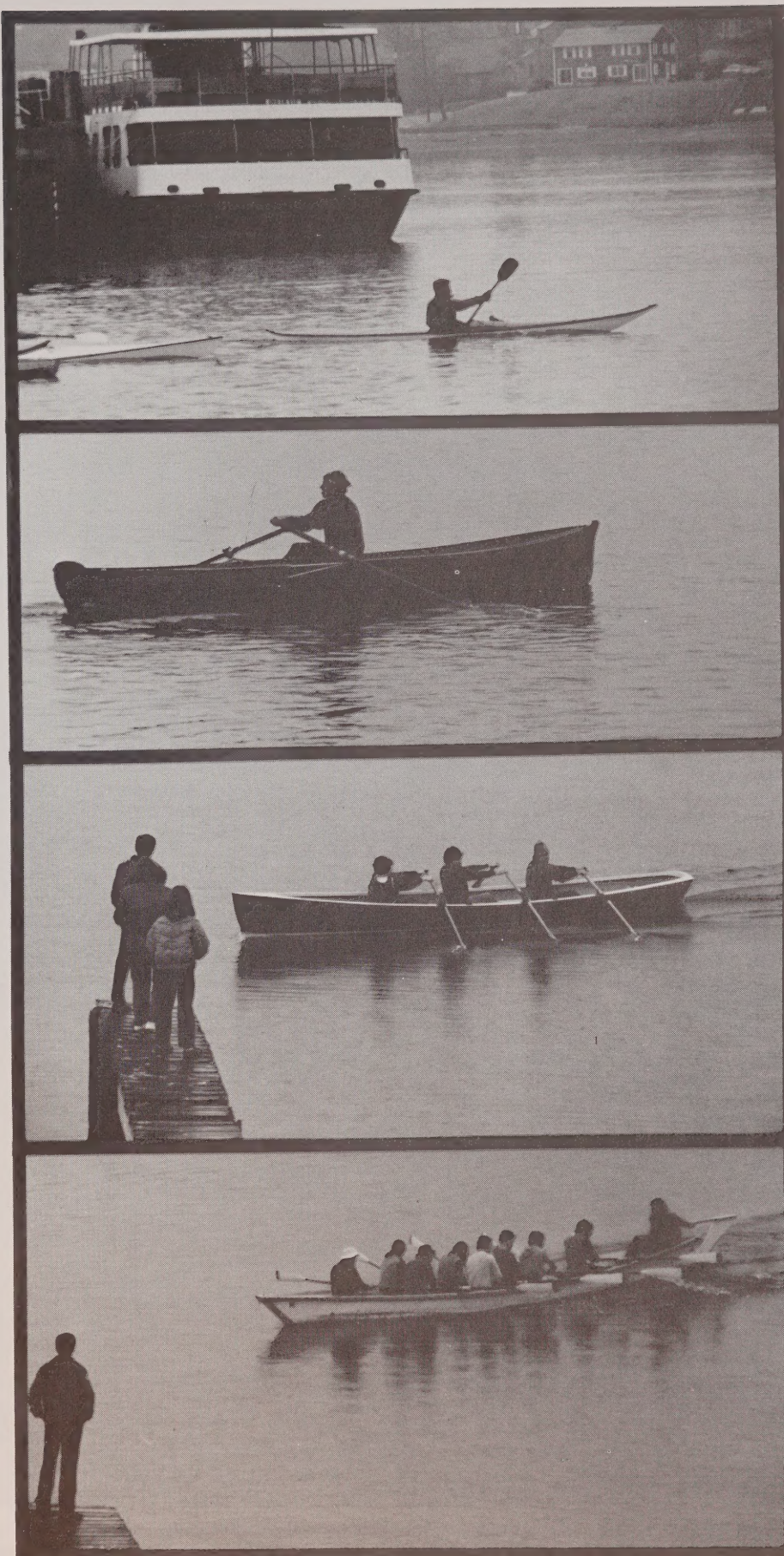
The bay was a millpond off the beach at Hull on February 23rd for the annual Snow Row organized by Ed McCabe of the Hull Lifesaving Museum. No wind. About 55 degrees. But cloudy and faintly drizzly. Two years in a row Ed gets this spring weather in February. About 24 boats turned out for the event, and considering this smallish number, the variety was amazing. Four sea kayaks, one a folding double. Four sliding seat boats, two Aldens, one home built cold molded peapod type, one home built traditional lapstrake gig. Amongst the 15 other rowing craft, of traditional type, a couple of fiberglass replica peapods, but mostly wooden craft ranging from Piscataqua River wherries through a big old Banks dory and the 8 oared barges of the Hull High School crews. And the fiberglass Pilot 21 of the Mainville family.

This is a fun sort of race, but one ongoing battle was renewed as the two Hull High School 8 oared barges are determined to beat the 3 oared Mainville Pilot. It was not to be, however, the Mainvilles were home first about 100 yards ahead of the yellow barge, with the faster (so Ed says) red barge back about 5th overall after a bad start from losing the rudder coming off the beach. They made up an enormous gap, but not enough.

While this battle of multi-oared boats was the dramatic scene, the actual fastest boat around the 3 mile course was Robert Cowen's Alden. The sliding seat boats left after the Lemans start of the traditionally oared craft in order to not get entangled in that mayhem. So Cowen came in at 33:35, the Mainville family crewed Pilot turned in a 34:30. Fastest kayak time was turned in by Ben Fuller in his Nordkapp at 37:15. Ron and Sheila Wallace came home in 40:16 in their double Klepper, Cliff Tuncitaro rowed his Piscataqua wherry home solo in 44:30 and organizer McCabe with Andy Dvorak topped the workboat class in the Lowell dory in 45:44.

The rain got going in earnest as the race concluded, and the short sprints planned for after lunch were cancelled. Nobody wanted to go out into the raw rain and wet boats once the coffee and shelter in the boathouse had been attained.

Report & Photos by Bob Hicks



From top: Boston Harbor boat forms background at start. This young man builds and rows this gig, great training for later serious racing scull competition. The Mainville family team driving their Pilot 21 across the finish first, leading the Hull High School 8 oared barge by about 100 yards.



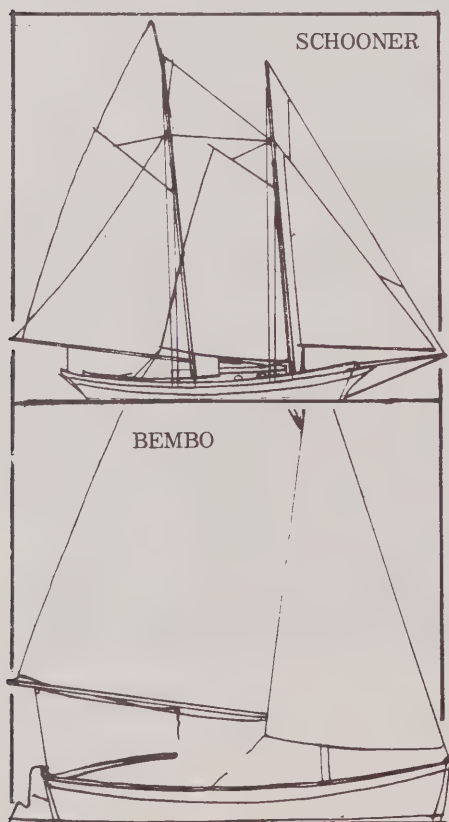
Scene at the Snow Row. Across the top from left: Organizer McCabe and mate Dvorak got the jump at the start ... for about 100 feet. The kayak flotilla gets away. Dan O'Reilly and crew finish in the Piscataqua River Wherry. The two Aldens in a close finish, winner Cowen at left. Across the middle from left: Dan O'Reilly campaigns this Piscataqua River Wherry built by the boatshop at Strawberry Banke in Portsmouth. Traditional small crafters Ron Ginger and Ben Fuller chat while friend checks out Fuller's Nordkapp kayak. Fuller finishing first in the kayaks. Kayakers Sheila and Don Wallace go for dry socks in their Klepper while Dick Wheeler visits. Across the bottom from left: Some of the variety of boats at the Snow Row: An Alden shell, a Nordkapp sea kayak, a home built sliding seat gig, the Concord Yacht Pilot 21, a traditional peapod, a big Banks dory and one of the Hull High School barges.

PLANS

In addition to carrying on building boats to Bob's designs, and restoring valued traditional older boats, Baker Boatworks has available about two dozen of Bob's plans in complete enough form for the amateur or professional builder to build from. The boats range from a 7', 10" sailing catamaran through a 42' ketch, and in a variety of configurations. Prices range from \$20 to \$55. You can obtain the complete current list (in the form of study plan copies) for \$2 from Baker Boat Works, 29 Drift Rd. Westport, MA 02790.

A summary listing of the available plans follows:

1. BEMBO: 11' x 4', 10" Sailing Dinghy
3. PROSPECT MARSH PINKY: 26' x 9', 2"
6. AZULYKIT: 15' x 4', 2" Whitehall
7. RESCUE: 14' x 4', 3" Whitehall
9. DONOGHUE: 18' x 3', 9" Wherry
10. SAILING WHITEHALL: 15' 4", 2"
18. CHILDRENS' PEAPOD: 13' x 3', 10"
19. SCHOONER: 27' x 9', 4"
21. DRAGONFLY: 20' x 6' Sloop
22. GOSLING: 9', 6" x 4', 3" Sailing Dinghy
23. TERN: 10' x 4', 7" Sailing Dinghy
25. KETCH: 42' x 11'
27. CAPE COD CAT: 20' x 9', 9"
42. TWO-FORTY: Sloop
52. NEWPORT SHORE BOAT: 11', 4" x 4', 7"
53. BUTTON SWAN: 12' x 5', 2" Newport Boat
56. PUDDLEDUCK: 8' x 4' Pram
64. CATAMARAN: 7', 10"
66. SLOOP: 27' x 9'
69. WESTPORT SHARPIE: 14' x 4', 11"
71. WESTPORT SKIFF: 11' x 4'
74. PENGUIN: 16', 6" x 7', 10" Newport Cat
75. ORCA: 20' x 6', 6" Noman's Land Boat
94. PEGGOTY: 17', 6" x 9', 9" Newport Boat



Report by Bob Hicks

BAKER BOAT WORKS

Carrying on the Tradition



Julia Ferguson rows one of Bob's pulling boats.

I met the late Bob Baker only once on a visit to Baker Boat Works down in Westport, MA with friend Ron Ginger. Ron was interested in Bob's plans for SAMANTHA, a lovely 27 foot schooner he designed in 1963, one later built by builder Sam Guild of Maine. I had seen that boat at Christmas Cove at a TSCA small craft meet, and it was so perfectly proportioned that out on a mooring it appeared to be a much larger craft than 27 feet. Ron had sailed over to the Cove on her with the Guild's and had fallen in love with the boat.

It developed that at that time the plans for SAMANTHA were simply lines and offsets, the construction details. Bob had left to the builder. We sat in Baker's old house on the Boat Works property and talked a while. Within another year Bob Baker met an untimely death from a brain tumor. Since 1944 he had been creating his elegant, classic designs, mostly small craft, and for many years he had done many restorations of older classics.

Baker Boat Works carries on with Bob's widow, "Pete", her son and a daughter, and Bob's most recent protege, Julia Ferguson, building to order small craft, restoring older boats, and organizing Bob's files of plans into a systematic collection that could be made available to builders. This past winter I visited the shop again to see how this was all progressing. Pete and her crew had been exhibiting at the Wooden Boat Show where a special award had been presen-

ted to them in recognition of Bob's by-gone efforts at restorations of valued classic old motor yachts by the Antique & Classic Boat Society.

The sign once painted on the roof of one of the buildings in the complex, which was once a farm, was gone. On my earlier visit this sign had proclaimed the place as the "Dilettante Boat Works" in honor of a local zoning battle. When Bob first moved to the location, it was not zoned for a boatyard type of business and he had to go before the local zoning board to obtain a special variance. One opponent was a woman who daily drove by and she expressed her opposition in one way by stating that Baker and his crew were, "just a bunch of dilettantes anyway." So Bob painted the sign on the roof. Obviously, he got the special variance, along with his revenge.

Inside the building shed this winter, one of those old frame farm buildings with lots of windows on the south and west, and a wood stove at the northern end, one of Bob's sailing dinghy designs, BEMBO, was on the building molds. Julia was at work, she is the boatbuilder now. She came to Baker's several years ago from the New Bedford technical high school where she had learned boat repair (fishing boat style) to take the place of a departing "apprentice". Bob taught her his ideas, methods and ways, and after he died, Pete asked her to stay on and carry on with the building work.

BEMBO was named for Bob's youngest son by a former marriage, but later

he changed the name to the North Shore Dinghy as a firm by that name undertook to build some in Maine. This is a nicely turned out 11 foot rowing and sailing dinghy, and one man who built one a number of years ago is yacht broker Bill Page of Camden, ME. Bill had this to say in a recent letter to Pete when he learned that they were to again undertake to build the boat:

"NELLIE (Bill's boat) is the ONE boat in which I would change absolutely nothing if I were to build her again, and would not part with her at any price. Bob did an absolutely outstanding job when designing her. I was delighted to hear that you are going to build her and I wish you the best of luck. Many people have inquired concerning the origin of NELLIE and I refer all inquiries to you."

When Bob's tumor became obvious as a terminal illness, he and Pete began to get his thoughts about all of his designs down on tape for a future book, since he had never gotten around to assembling this information in any formal way. They reviewed his plans from day to day, Pete asking him to explain his thinking and ideas, recording his responses on tape for future editing and publication (now in a long process). The discussion on BEMBO was as follows:

"Is this BEMBO?"

"Yes."

"Is this boat designed from a traditional idea or is it completely your own design?"

"It is mostly my own work but I suppose the Bahamian dinghy scared me a little bit."

"What influence did the Bahamian dinghy have on this design?"

"Mostly the shape of her transom and the shape of her bow. We were down there when I did her. Those damn little boats were all over the place."

"Was the shape of her transom or the shape of her bow something you felt was significant for the shape of a boat?"

"Well, I think to a certain extent. They were beautiful."

"Did you feel that she would fit in these waters?"

"Well, I thought the shape of the bow and the shape of the stern would fit in any of these waters."

"So, you feel it was successful?"

"I certainly do. I think she is one damn fine boat."

"Could it be made bigger or smaller?"

"I suppose it would stretch. I don't want to do it. I hate trying to stretch boats. You always end up with a compromise. It is not good. This boat just the way she is does just exactly what she is supposed to. She carries her people. She rows. She sails. Why not just leave her alone?"

"BEMBO plans are for sale ... construction plans and everything?"

"Yes. The construction plans are a little strange. I want to talk to somebody about that."

"In what sense are the construction plans strange?"

"She has an off-center centerboard and I didn't draw the thing quite the way

I wanted to."

"What would you change?"

"The way things were fitted. The fitting of it."

"Were the Bahamian boats built with an off-center centerboard?"

"No."

"Why did you design an off-center centerboard?"

"More room."

"What more room did you get?"

"Leg room and things inside."

"So was it sort of a test?"

"Yes, it was a complete test."

"If you built it again would you build an off-center centerboard?"

"I think so."

"What would you do differently if you say you weren't happy with it?"

"I'd copy the construction of T and G's boat."

"So it's the constructional method of the centerboard case?"

"Yes."

"T and G's boat is the Whitehall named RESCUE?"

"Not an exact copy of RESCUE. I changed her in places ... has to tinker! The off-center case construction is the only thing bothering me about the boat BEMBO. I'd like Paul to help on that as he has great knowledge of centerboard cases. I named it BEMBO for my youngest son. Changed to North Shore Dinghy because that was who was building her."

Bob Baker is gone now, but his legacy of creative design of lovely traditional boats exists in his drawings and in his commentary on them. I know little about the constraints of designing boats,

but I know what quickens my pulse in a beautiful boat. When I saw SAMANTHA that fall in Christmas Cove my pulse quickened. Just beautiful. I could never hope to build such a boat but I sure could still fall in love with her. And Bob's small boats, like BEMBO, have that same air of gracefulness and beauty. Pete and Steve and Julia are determined to carry on Bob's work. Pete, who admits to little knowledge of boatbuilding (she restores old houses) is putting together Bob's lifework into publishable form. Steve, who is a professional naval architect, is finishing off the details on the plans as well as designing his own small boats now, and Julie is out in the shop building the boats Bob dreamed up.

NELLIE under sail (Bill Page's BEMBO).



What's happening...

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM SPRING PROGRAMS

The Maine Maritime Museum has scheduled a number of programs for April, May and June. The April and May events are as follows, June will be listed in later issues:

APRIL 4: Lecture, Memories of Hendricks Head Lighthouse by Mary Charbonneau, at Sewall House, 963 Washington ST. in Bath, 7:30-9:00 p.m. Members free, non-members \$2.

APRIL 9,10,11: Workshop, painting and Finishing by Will Ansell and Greg Rossel at the Apprenticeshop, 279 Washington St. in Bath, 7 - 9 p.m.

MAY 3,4,5: Maritime History Symposium, speakers on a variety of subjects, at Sewall House, 963 Washington St. in Bath.

MAY 25: Opening of Exhibit, Maine and the Sea, a Look at Contemporary Marine Art. This will be open throughout the summer at the Winter St. Center in Bath, daily 10 a.m. - 5 p.m. The Museum also opens for the season on this date.

For details contact the Maine Maritime Museum, 963 Washington St. Bath, ME 04530, phone (207) 443-1316.

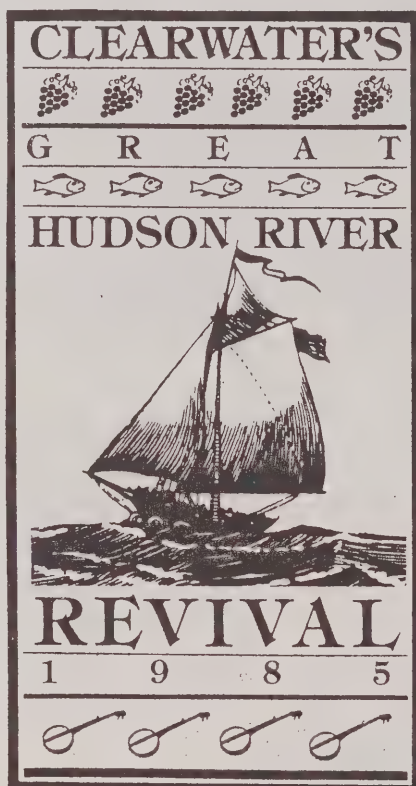


MYSTIC SMALL CRAFT WORKSHOP JUNE 1-2:

Once again the weekend gathering of traditional small craft at Mystic Seaport Museum is on this first June weekend, despite recent adverse weather that seems to haunt the dates. It's a great time for those who love traditional small boats, lots of boats in the water to try, boatbuilding presentations, the Sunday morning downriver breakfast cruise, etc. Everyone who has previously attended will be directly contacted by mail for registration, which is usually limited to 400 persons. If you have not yet been to this gathering and would like to do so, write to the Curatorial Dept. Mystic Seaport Museum, Mystic, CT 06355 to request registration information.

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.



CLEARWATER REVIVAL ON AGAIN

Folk singer Pete Seeger and friends put this festival together around the Hudson River sloop CLEARWATER, which is, in turn, an environmental focus on the cleanup of the river. While this is mainly a music festival, it also has a very strong traditional boat participation amongst many other crafts exhibits. The location at Croton Point Park on the Hudson permits arrival by water if you like, but the activities are all on land. The dates this year are June 15th and 16th. If you enjoy a variety of folk music, crafts, old boats, and young people very involved in what they're doing in these fields, you'll like it. I've been twice and found it very enjoyable and engrossing a mix of activity. You can find out more by requesting information from Revival '85, 112 Market St., Poughkeepsie, NY 12601.



EASTHAMPTON HISTORICAL SOCIETY BOAT SHOP ACTIVITIES FOR SPRING

The town of Easthampton, L.I. NY has a historical society with maritime overtones, one of which is the Boatshop. Director Redjeb Jordania announces the following of note:

FRIENDS OF THE BOATSHOP. Newly formed volunteer group designed to boost boatshop activities and opportunities. Those who take part get to use the boatshop and the boats while helping to keep it all moving along.

NEW SAILING SCHOOL. This will provide sailing instruction in a wooden Herreshoff H-12 1/2 donated to the Boat shop by Andrew H. Mark. Graduation exercises may include a weekend sailing cruise to Block Island.

NAUTICAL FLEA MARKET. On May 11th the Society will sponsor this event at the Boatshop. Plan to donate your nautical knick knacks to help the cause, or sell them on your own behalf. Boats are invited (limited in size) as items for sale. For this affair, call Jo at (516) 324-6850.

For information on the other Boat Shop programs and plans, call Redjeb at (516) 324-6393.



ROCKPORT APPRENTICESHIP WORKSHOP

The 1985 Lapstrake Boatbuilding Workshop, with Simon Watts, is on for August 5th through 10th at the Rockport Apprenticeshop, Sea St. in Rockport, ME. Why announce it now? So early? It's limited to 8 students. Fee is \$275. Simon Watts will spend the week teaching the building of a 10 foot Herreshoff pram. He's a boatbuilder, furniture maker, author, contributing editor for FINE WOODWORKING magazine. The pram will be built traditionally of cedar planks on steam bent oak frames. Contact Steven McAllister, the Rockport Apprenticeshop, Sea St. Rockport, ME 04856 if you're interested. Or call him at (207) 236-6071.



U.S.S. CONSTITUTION MUSEUM PROGRAMS FOR SPRING

The U.S.S. Constitution Museum is a private, non-profit museum in the old Charlestown (MA) Navy Yard adjacent to "Old Ironsides" (U.S. Navy commissioned vessel) dedicated to the backgrounding of the ship and the times in which it functioned. Starting in April they have scheduled the following events:

APRIL 1 (through May 31st): Travelling exhibit of paintings by Lt. Col. Charles Waterhouse from the U.S. Marine Corps Museum, "Marines in the Frigate Navy, 1794-1834."

APRIL 8: Opening date of special exhibit of drawings by marine artist John Roach (continuing until October 21st). The opening day will feature a special showing of a classic 1928 silent film, "Old Ironsides" with live piano accompaniment, celebrating the Museum's ninth birthday.

APRIL 19: Marine re-enactment hourly on the U.S.S. CONSTITUTION.

For information on all of these and the Museum, call (617) 242-5670.



IPSWICH RIVER CANOE OUTINGS

The Ipswich River Watershed Association in Essex County, MA has two spring outings on tap for flatwater canoeists.

APRIL 21: Sally's Landing Dedication. Put in will be at Thunder Bridge on East St. in Middleton, MA (just off Endicott St. Exit of I95) at 10 a.m. A lunch stop will be at the canoe landing at Hartland Meadow for dedication in honor of Sally Weatherall, RWA's first executive director. Take out will be at Rt. 97 in Topsfield, MA. Call Jackie at (617) 887-9685 or Walt at (617) 887-8671 for further details.

MAY 19: Middleton to Topsfield trip, put in at the bridge on Rt. 62 (Maple St) in Middleton, MA at 10 a.m., take out at Rt. 97 in Topsfield, MA. Bring lunch. Call Ray at (617) 774-4493 or Jackie at (617) 887-9685 for details.

SMALL BOAT SHOW

SMALL BOAT SHOW IS COMING

May 17, 18 and 19 are the dates for the 1985 Small Boat Show at Newport, RI. Again organized by the Newport Yachting Center with sponsorship by SMALL BOAT JOURNAL, the 1985 show is planned to capitalize on the most attractive features of the inaugural show last year.

Prime aspect of interest is the in-the-water feature. Many of the boats on display are in the water for serious potential buyers to try out. In 1984 this was a very popular show feature. The organized events provide a second major attraction. The small boat rowing race will again take place, organized by John Peinert. A new event will be the "Sarocathon", a four part race involving sailing, rowing, paddling and war canoeing, aiming at the Small Boat Journal Cup. Rowing clinics will be run by the U.S. Rowing Association, and there will be a "Waterbug Slalom" for pedalcraft for a \$250 cash prize.

Tradespeople interested in exhibiting should contact Susan Carroll, P.O. Box 549, Newport, RI 02840 for an exhibitors kit.



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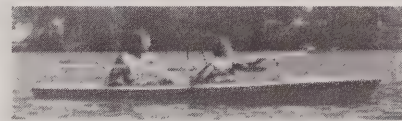


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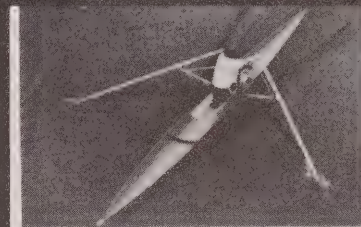
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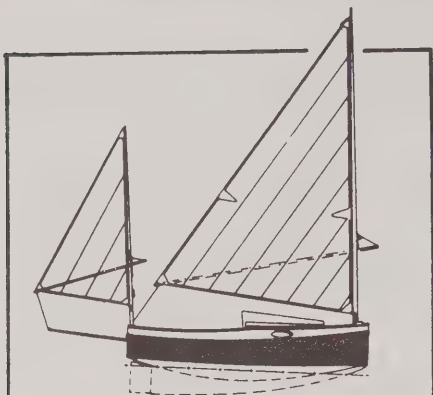
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Brookfield

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.



SEA KAYAK POOL SESSIONS

Dave Anderson and Bob Walker of Aqua-Ventures of Boston have arranged a final spring 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. Dates are Apr. 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.



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.

CAPE COD SEA KAYAK & CANOE GET-TOGETHER

Chuck Wright of the Southeastern Mass. AMC Chapter is organizing an introductory sea kayak meet on May 12 at Megansett Harbor in North Falmouth, MA to bring together persons interested in sea kayaking. Chuck invites anyone who thinks this might be of interest to come, bringing kayak, canoe or rowing craft. Persons without boats but interested in sea kayaks should come as this is planned as an event to introduce the sport to new enthusiasts. The morning session from 10 a.m. until noon will be on shore, to get acquainted, to look at the boats and to explain to novices the nature of the sea kayak and its use. After lunch (bring your own) Chuck plans an 8 to 15 mile paddle/row for those with boats. If heavy rain or gale conditions exist, rain date is May 26th. Location is in village of North Falmouth, taking Rt. 151 west off Rt. 28 (About 7-1/2 miles south of Bourne Bridge) about 1-1/2 miles through village of North Falmouth straight ahead to harbor at foot of hill. Call Chuck Wright at (617) 564-4250 or write to him at Box 814, No. Falmouth, MA 02556.

SEA KAYAK SAFETY SESSIONS

You may get this too late (depending on the U.S. Mail) but just in case it might be useful to you to know it, Backcountry Outfitters of Tarrytown, NY and ANorAK are running three Thursday night pool sessions to teach self rescue, group rescue, navigation, weather and equipment to new sea kayakers. Chuck Sutherland and Bill Swan will instruct. Dates are March 28th, April 4th and 11th, location is Fairview-Greenburgh Community Center Pool in White Plains, NY. Time is 7:45-9:30 p.m. Cost is \$45 for three sessions. Contact Backcountry Outfitters at (914) 631-0409, you won't have time to write.

AMC CANOE OUTINGS FOR SOUTH-EASTERN MA.

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

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.

Anyone interested in becoming involved with the activities members of the Southeastern Mass. AMC organize can call Chuck Wright at (617) 564-425 for more information. These outings are NOT limited to AMC members alone.

CCRA RACING SCHEDULE

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

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.

MAY 1: Rainbow Reservoir, call Geoff Latsha at (203) 653-4312.

MAY 4: Housatonic Downriver, call Bill Tingley at (203) 364-5321.

MAY 5: Camspto, call David Sinish at (203) 693-0073.

MAY 18-19: Whitewater Weekend, call S. Thompson at (203) 263-3404.

More detailed information should be in hand for later 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.

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:

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. Call Marc Dattoma eves after 8 p.m. (516) 826-2049.

APRIL 6-14: A Week of New England Rivers, Class 3. A full week of heavier New England Class 3 and upwaters, 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 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.

SCHOOL TIME FOR PADDLERS

The Metropolitan Canoe & Kayak Club of New York has scheduled a number of instruction programs for spring and summer. Coming up in May are the following:

MAY 8: Fundamentals of Canoeing Instructor's Course (Red Cross certification), classroom section.

MAY 11-12: Fundamentals of Canoeing Instructor's Course, on the water section. Fee is \$30 in all.

MAY 15: Fundamentals of Canoeing, classroom section.

MAY 18-19: Fundamentals of Canoeing, on the water section. Cost is \$40 all in.

MAY 29: Basic River Canoeing classroom section begins series of two classroom and three river sections running through June. Fee is \$65.

For further information on these courses and others planned for the year contact the MCKC Instruction, c/o Al Abatti, 176 Sheraden Ave., Staten Island, NY 10314.

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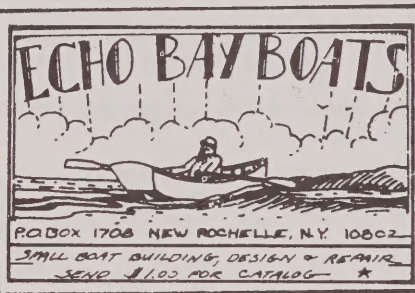
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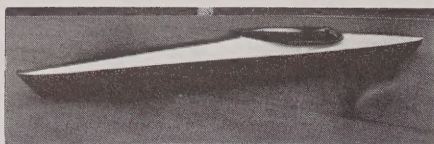
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LINDA JONES, Enfield, NH (603) 632-7654 day or eve. (22)

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

BOB HICKS, Wenham, MA (617) 774-0906 (22)

16' BOLGER LIGHT DORY, rowing model, Type V. Excellent condition, complete with oars. \$425.

PAUL BUNNELL, Madison, CT (203) 245-0271. (22)

WHITEHALL: Sturdy fiberglass mold for 11.5 foot sailing and rowing boat, dagger board. \$750.

ED RICHARDSON, Peacedale, RI (401) 789-3339. (22)

SAILBOARDS: Two '84 demos in excellent condition and one new fun board. Last of our '84 stock. Super discounts on all three.

LEO CAMPBELL, The Boat Shed, Reading, MA (617) 944-2996. (22)

SNARK MACH II: Length 13', 10", beam 4', 3", sail area 82 sq. ft. Cap. 3 adults (500 lbs). Hull ABS plastic, mast, boom, yard aluminum. Rudder, daggerboard marine mahogany. \$450.

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)

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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)

23' FLAT BOTTOMED HULL has cabin and is decked. It's unfinished but tight, could make good "combo. As is just \$2100.00. Also have two wooden canoes. CHET FARRELL, W. Dennis, MA (617) 398-2649 (22)

CANOE Old Town 18' Otca half ribs nice \$695, Old Town Wahoo sailing canoe \$795. Saroca with sail & O.B. brkt. new condition \$1995.

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.

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

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).



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MONFORT ASSOC. Box 1490MA, Wiscasset, ME 04578. (TF)



13' SALISBURY PT. ROWING SKIFF, with spritsail rig. Built by Lowell's Boat Shop in May, 1983 of mahogany. Includes Shaw & Tenney oars and custom cover. Located on Cape Cod. Asking \$2400.

ANNE DRISCOLL, Cotuit, MA (617) 428-7188 or (617) 477-3470. (23)

28' PETERSON wooden cruising sloop. Mahogany planked, teak deck, Volvo diesel, VHF. Good condition. Asking \$10,000.

MICHELLE MENO, (603) 664-5303. (25)

15' SLOOP, 6', 8" beam, 12" draft, C.B. 33", 120' sail, 9' cockpit. Full description in SMALL BOAT JOURNAL #27. Designed by W.H. Oherle. \$2800 with trailer.

JAMES EASTON, Newport, RI, (401) 847-1557. (23)

WANTED: Beetle Cat in need of repair. CAL PERKINS, 1 Oak St. Kennebunk, ME 04043. (23)

ANTIQUE 1-CYLINDER MARINE ENGINES, 3hp to 5hp, shaft and propellor included. List on request.

BILL, So. Boston, MA (617) 268-1262. (23)

FLYING SCOT, 19' one design daysailer, hull #703. Complete and ready to sail, including 2 sets sails and spinnaker. \$2850. Trailer and OB available. Will deliver.

JACK LANCE, Northboro, MA (617) 393-8615. (23)

24' RAINBOW CLASS SLOOP, fiberglass unsinkable, Sparkman/Stevens design. Excellent condition, 4 sails, boom tent, cushions, much more. \$3500.

CHARLES BLUME, Westbury, NY (516) 997-9728. (23)

WANTED: Old sailing trophies, any condition. Needed for small but active group of sailing canoes.

LAWRENCE HAFF, Sudbury, MA (617) 443-9804. (23)

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RICHARD FYLER, 242 Merrimac St. Newburyport, MA 01950. (23)

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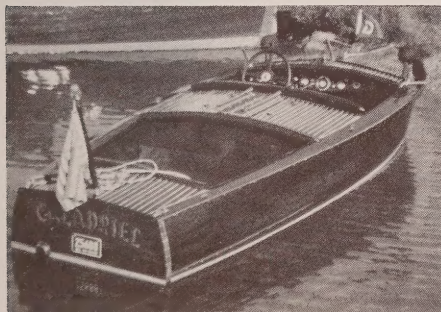
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JOHN ARBA, Lawrence, MA. (617) 688-1682. (23)



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BRUCE REYNOLDS, RFD 5, Box 9, Laconia, NH 03246. (23)

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BERNARD ROLSMA, Topsfield, MA (617) 887-5158. (23)

17' COLD MOLDED CANOE, cedar ribless, two inner layers, diagonally opposing, outside layer strip. Mahogany gunwales, cane seats. Bulkhead under forward seat and mast thwart. Hollow 16' spruce mast with track, solid boom, SS running hardware, branded halyard sheet and rudder lines. Dacron 55 sq ft. C Class 3 batten sail. Mahogany leeboard and tilt rudder. All in very good condition, 4 years old. Builder and designer was Steve Redmond, VT.
BOB VOGEL, P.O. Box 1631, Burlington, VT 05401. (23)

WANTED: MAHOGANY RUNABOUTS, all makes and models considered, but rot-free boats preferred, complete with all original hardware. I know what I am doing and pay fair prices.
BOYD MEFFERD, P.O. Box 9, Canton, CT 06019. (203) 693-4811 (23)

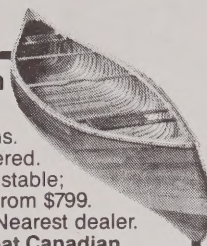
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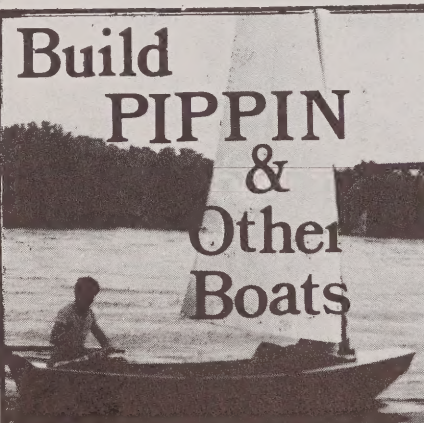
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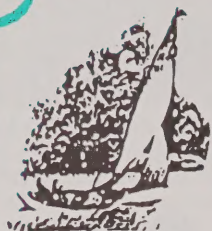
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