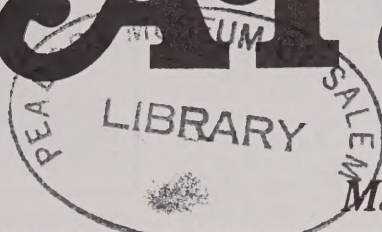


Twice a Month!



messing about in BOATS

Volume 3 ~ Number 1



May 15, 1985





Commentary

BOB HICKS



messing about in BOATS

PUBLISHED TWICE A MONTH, 24 ISSUES A YEAR. SUBSCRIPTION PRICE IS \$15 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (617) 774-0906

PUBLISHER & EDITOR: BOB HICKS

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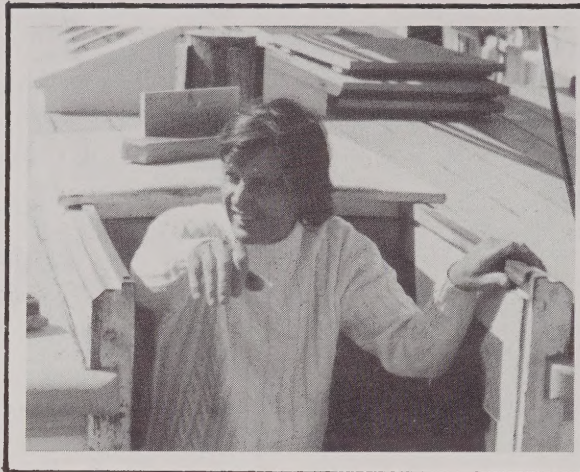


Our Next Issue...

Someone has built one of Elrow LaRowe's MICRO min-cruisers designed by Phil Bolger, and he went all out on it, we'll have the story. David Montgomery is the third generation building boats at the same location in Gloucester, MA, he still makes the locally famed Annisquam Fish catboat as well as some other interesting custom one-offs. It'll be time to go paddling along the shore, the sort of cold blustery spring to date has delayed that initial outing but now it's time. And Tom McGrath brings us the next installment of his adventures getting to know his old Townie. Of course, the calendar of activities continues to grow and the classifieds are bulging with spring buys. And more...

On the Cover...

Michael Porter's dory skiff WATER RAT sailing on Casco Bay makes a nice spring cover, beckoning us on to the coming summer on the water. In this issue we look at this boat and two other "dory skiffs" not at all similar.



48 Down...

This is the 49th issue of MESSING ABOUT IN BOATS since I decided to do this crazy thing, publishing a little down home sort of boating magazine for New Englanders who like to mess about in boats. It's now off on a third year and I hope this puts to rest the usual reservations people have about subscribing to new "little" magazines that don't look as if they'll survive very long. This view is firmly founded on the failures in this business.

So over the past two years I've put out 48 consecutive issues, all on time, no interruption, delay, etc. Yes, maybe you got your copy late from time to time, but that's really a post office situation because my schedule with the printer is pretty tightly structured. Twice a month doesn't leave any room for major delay.

Twice a month has proven to be fun on this end. I wanted to read about the boating I liked more often than once every two months, so I started this schedule and so I now get to read a lot about these sorts of boats and people and experiences because much of our news now comes in from readers. Yes I still do generate various articles, but no longer is it all just my stuff. My pleasure now is in first receiving some good material and second getting it into print for your enjoyment.

It appears that there are enough of you out there in readerland who like this sort of broad gauge interest in boats as a good solid subscriber base now exists, and advertising support has picked up a lot recently. You'll note there are now 24 pages each issue, still pretty skinny compared to the "real" consumer magazines, but multiplied out by 24 that adds up to 576 pages over a year (lordy) and if you divide that by 6 you get 96 pages were this one of the every-other-month magazines. And a lot less of ours is in advertising. So, it's not too bad an investment even in terms of square inches of space, even though I presumed to try to sell this magazine on the information it contained rather than on its bulk, col-

or ads or consumerism.

Now moving into year three I'm after more readers who subscribe. This is simply due to the need for the money, ads do not provide the main income for us as they do in "real" magazines. The ads are certainly welcome, but you'll note they are modest in size and inexpensive for those placing them. They pretty much present further useful information as to products and services the firms can supply, rather than attempt to entice you in over your head on some latest hot setup boating product. The readers pay the bills, and that's why I want more. More, sounds a bit greedy, but it's still down at that survival level. At present level the magazine pays its bills okay each month, but there's little left over for me. It's sort of a hobby that doesn't cost me out of pocket anymore. But it takes enough time (albeit enjoyable time) that I really ought to endeavour to make it a livelihood. So, more subscribers are invited.

You know, I get these heart warming notes from readers when they renew. "Really enjoy your little magazine, in fact I pass my copy on to two other friends who also enjoy it." That is heartwarming. But the accountant part of my mind notes those two readers enjoying the magazine while not helping me make it financially rewarding. So, guys, buy a subscription for yourself, it's only \$15 in a whole year, not much to you, but totalled up with a lot more, everything to me.

This sales pitch winds up on this note: If you are now a subscriber, thank you, and please do renew when you get a notice tucked into your last copies. If you're seeing this as one of my free samples distributed each issue to entice you into subscribing, go for it. You'll not be sorry. It grows on you, every couple of weeks it'll turn up in your mail like a letter from a friend who enjoys messing about in boats as much as you do.



Really Live a Little

A couple of years ago, gad, could it be that long, a couple, in what is commonly called their golden years, but what I, with dawning insight have come to regard as the rowing prime, came into my shop looking for a rowing boat. A local dealer had offered to fit them out with a jon boat, but fortunately a friend had suggested they come up and see me.

Turns out they had retired from Chicago to place nearby on the Eastern Branch, so we were neighbors. They asked a number of penetrating questions and when they at least departed to consider the matter I knew the money was in the bank. It's a rare prospect that can sight down that sheer and walk away unmoved. Should he be so rash as to bring his checkbook, the struggle is mercifully short.

Dorothy opted for the Sitka oars and, with none in stock, agreed to the loan of a lesser pair until I could get hers done. Be forewarned, your acceptance of one of my loaners salves my already concupiscent conscience and it may be a while before I get back to you. This has become a locally recognized syndrome that afflicts mid-Atlantic residents anxious to get their hands on the wood.

This particular commission was doubly difficult because Dorothy wanted her oars just a little bit on the short side and it pains me sorely to cut down a blank. In time the proper piece turned up and by and by I set out for the river, taking along kit for another gentleman.

Russell had shown up waving his checkbook and wanting a boat for exercise as his knees had called a halt to his

jogging. He is close to eighty. I delivered his boat to a very old house by the waterside which his lovely wife had furnished with fine antiques. He proudly showed me the dock he had recently built and when I remarked on his old windmill, he explained it was out of kilter and he was going to have to get up there and fix it.

Anyway, it was getting late so we passed up the Ocran Boatshop and made straight for our shack (Thayer & Co. Mid-Atlantic Marine Test Facility) on Bell's Creek. Next morning I put the Livery over and with the mast up, was unrolling the sail. I only had a couple of feet out when I noticed we were already moving smartly. Imagine that; roller reefing! I was inordinately pleased with this development and continued to play with it as I zipped along. The head tended to work out of the roll when tacking and determined to put a snap on it when I got back to the shop.

Just past the chicken ranch I gybed over to my destination. Bert, a hearty fellow of boundless enthusiasm, was into home brewing, always an area of interest. He showed me his "brasserie" and tendered a bag of bottles sufficient to see me safely home. Strolling back to the pier, which is usually quite high, Bert expounded upon his solution to the boat hoisting problem. He had rigged two trailer winches to hoist the Livery out of the water. So far, so good. The remaining problem was to keep the water out of the boat. Either the boat had to have a drain or a cover or be turned onto its side. Blithely promising to return in a couple of weeks with a cover, I hopped into my boat. Well, after that oar deal, I doubt if they will be too disappointed. We really are going to be supplying covers soon. Really!

Being of indolent nature and easily led (just ask my wife) I continued to blow downwind. In defense, I cite Bolger, who counsels row downwind because it may change before you head back. In no time I was clear at the end of the Eastern Branch and so broke out lunch. As I drifted about in the shallows I noticed areas of turbid water, due, I supposed, to local denizens digging about on the bottom. It may have been carp. Once up

the creek as far as a canoe could go we saw a monster carp go dredging by with his back clear out of the water.

Lunch having been dragged out as long as time and the Puritan ethic would allow, I deployed the oars and poked out into the stream. While I had been tucked away, my fresh breeze had gotten a good bit fresher. We now had one of those snot-in-your-ear days beloved of boating writers who revel in the adjectival possibilities of a thrash to windward.

Thank goodness I hadn't a centerboard or, heaven forbid, an outboard! They would have put me out there in an apparent wind of thirty per and no way to keep warm. As it was I just conceded that it would take a little longer than usual to get back and bent to the task. In open water bucking straight into a stiff breeze can be more work than one might wish for. Generally, however, one can play the shore, sneaking around in the lee of points and sort of tacking across when the other shore looks more promising.

The Eastern Branch is ideally suited to this sort of fun. One putters along in the bays where there is hardly a ripple and then pauses at the point, much as one hesitates under a porch when it's raining. Finally, having determined the shortest course to the next shelter, one noses out, takes a good bearing over the stern and dashes or chugs, depending on one's nature, resolutely across. The experienced rower will keep moving steadily ahead while generating enough internal steam to neutralize the wind chill. These little workouts are actually welcome as they encourage one to improve technique as well as requiring some exercise.

Even though it was a fine, albeit windy, day, the waters were utterly deserted and nary a soul was seen ashore. I certainly have no complaint but it does make one wonder. I'll bet that if they had a fine pulling boat they would be lured from their wide water view mansion behind their neat bulkhead to really live a little.

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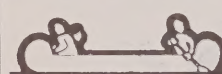
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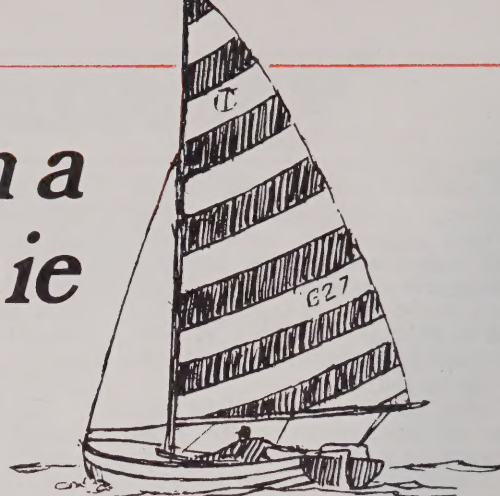
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How I came to own a Townie

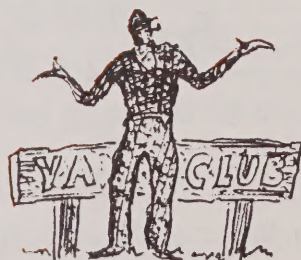
Over the past couple of months, Tom McGrath has entertained us with his tales of adventures in his 30 year old Townie sloop. Now, it's flashback time to those memorable days when he first went looking to get a boat.

Report & Illustrations by Tom McGrath



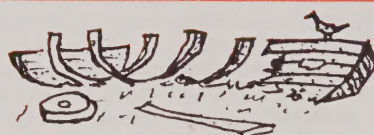
THE BOOKS

I read too many sea stories. That gave me the craving. After the books, I found myself unexplainably down by the seashore staring out over the water. I began neglecting things I should have been doing. Most of the time, I didn't know what I was doing. I agonized over neglected boats left in backyards and on their moorings. "People shouldn't do that," I kept mumbling to myself. The inevitable day arrived when I finally gave voice to this confounding madness by screaming, "I've got to get a boat." From then on I regained a little control of myself. I was still half mad, mind you. I knew what I was doing part of the time. I began my inquiries at the local yacht clubs. This left me with the impression that the majority of the members know less about boats than I did. And I admit knowing nothing. Everyone I turned to for information stopped me dead in my tracks. Mostly with a blunt, "Can't help ya mister."



CAN'T HELP YA MISTER

Perhaps they sensed it was my first boat and were trying to administer a merciful cure, but in older people like myself, it has to run its prolonged course. Children should be exposed to boats as early as possible to avoid this in later life.

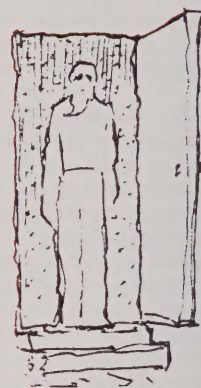


WHAT'S WRONG WITH IT

When I found a boat for sale and asked the final question, "What's wrong with it?", the answers were: "There's no riggin'."; "No sails."; "Transom's rotted."; "It doesn't have a bottom."; "Hogged."; "Fastenings are all gone."; "A little work and a little money will fix her up." I didn't want to work. I wanted to sail and I didn't have any money. I was finally told by Clarence, the Warfinger, to go see John, who lived in an old weathered house on the cliffs of Nahant. When I knocked on the door, it was opened by a smiling, gracious middle-aged lady who was about to invite me in when I asked if I could speak to John about buying a boat.



Her face went blank as she temporarily turned into a terrifying hobgoblin. "Oh, those damn boats!" She whirled and sped back into the interior of the house still breathing fire and screaming, "John, somebody's here to see you about your goddam boats." I knew I had found the right place. A tall, calm, white-bearded man replaced the ogress in the doorway.



A TOWN CLASS?

"A Town Class sailboat, you say." "Yup." "Will you race it?" "Yup." "Have you raced before?" "Nope." "Done much sailing?" "A little." "You'll have to sail before you can race." "I figure I'll learn both at the same time."

We laugh with each other and at each other, good-naturedly. "Well, first we'll have to get you the boat. Come in and sit down. I'll be right with you." He left and came back shortly talking to himself and carrying a stack of papers. "I have an old list here of boats for sale. Some may still be available." He made several phone calls with no luck. "Now this is the list of people who don't use their boats." More calls. No luck. He put the phone down and lounged back in his chair, eyes half-closed, searching his memory cells. His eyes flashed open and with a voice from another world, he said,



"There was a man in Sharon...." I thought he was beginning a limerick till he began dialing. That call proved fruitful. The boat had not been sold. It was

still there. Asking \$700 for it. I told him I would be down tomorrow to look at it. I went home and took my vacation pay, \$300 and my income tax refund, \$300 and decided to offer him \$600. I went and looked at the boat. It was covered upside-



down on wooden horses. I couldn't tell much by looking at it. By this time I was willing to buy anything I could put in the water. He told me he hated to sell it, but they were selling the house and moving. His wife wouldn't sail with him and it required two to race... etc. When he finished, I offered him \$600 and he accepted. I would come over that weekend with a trailer and take it away.

I went over to Tudor Wharf in Nahant to talk to the Harbormaster, a short pudgy fellow.



"I'd like to drop a mooring in the harbor."

"A lot of people would. We don't have room."

"I joined the Dory Club to race in the Townie fleet."

"You can put in at Lynn Harbor."

"That's too far away. The Townies race here."

"Can't help ya."

"I'm looking for a chain for a mooring."

"There's a chain there on the floor."

"How many feet will I need?"

"Thirty feet. That's thirty. You'll need a float and a pennant. The float's over in the corner. Can you splice? There's line there too, help yourself. That'll be thirty dollars. You can't get chain for less than \$1.00 a foot."

"Will you take a check?"

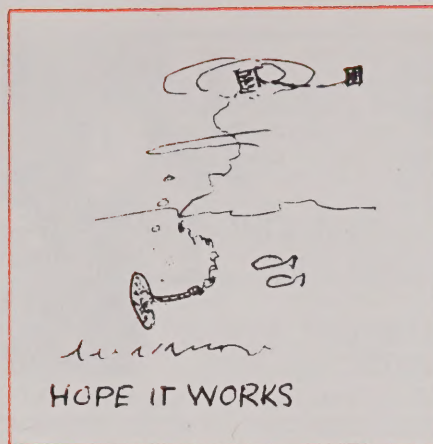
"Sure. Get yourself a fifty pound mushroom."

"Where do I put it?"

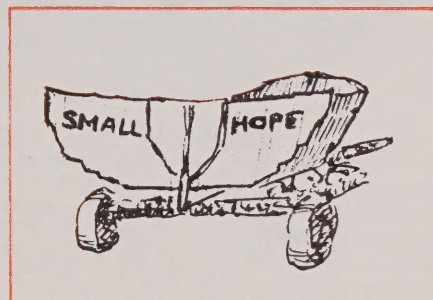
"Right behind that powerboat close to the rocks. I'll put it in for \$15."

"I'll let you know." (Son of a shark!)

I never put a mooring together before. When I finished, I dropped the whole thing in that night and hoped it worked.



I rented a trailer and got two of the strongest friends I could find. We piled into the '69 Ford whose mileage had gone twice around the hundred thousand mile mark. The trip to Sharon sparkled with talk of what can be done with a good, well-found vessel. I could smell the sea. When we arrived, Jack came out of the house and took us around back. We stood around a bare hull, 16-1/2 feet long upside-down on wooden horses, with no bottom paint and the glass was bubbled on the sides. Glass over wood. Thirty years old and out of the water for two years. We stared at the boat and then at each other. No one spoke for a long time. On the stern was lettered "Small Hope."



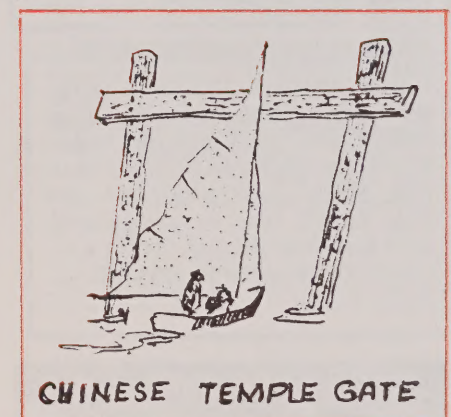
I coughed to break the silence and said insincerely, "Looks fine to me." The three looked at me sympathetically. I didn't care. I just wanted something to put in the water, I kept telling myself.

We turned it over and struggled to put it on the trailer. Set the mast and boom on top. Rudder and sheets. Tied everything down. Shook hands and began the journey to the sea. I talked to the car. "If you just get my boat to the water, I'll change your oil and give you a full tank of gas", realizing I'm always asking an awful lot from ancient things. Thirty-five mph on the highway and 15 mph through the towns put a long parade of cars behind me. We made it to the ramp. I thanked the car, emptied the boat and backed it into the water. Paddled it around to a ladder on the wharf wondering whether I should have done something to it to make it seaworthy. I felt I couldn't do enough for it, but don't know what to do. I lashed it to a piling and dropped the mast in from the top of the wharf, pinned the stays, secured the boom and set the rudder in place.



Three old Wharfingers were leaning on the railing above peering down like turkey vultures. "Got no bottom paint on that boat, Sonny." "Don't have time. Put it on later." "Where you goin'?" "We're sailing out to see the Tall Ships leave Boston Harbor." "Should let her swell up first." "Haven't got time." I mumble to myself, can't they see I'm possessed. "You should break those bubbles on the side. They look like hell." I don't respond so they chatter among themselves. Wait'll I cast off and sail smartly across the harbor.

My two shipmates climb down and scramble aboard. "Lower the center-board," I command. It's released from the cleat and let go, slamming down with a jarring crash that must have loosened up everything. The boat settles with a groan. It's taken on a little water. Hell, all boats leak a little. Raise the main. Raise the jib. Pull in the sheets and cast off. The boat swings off the wind and heads between two pilings coming to a dead stop. The crew looks at me for an explanation. I wiggle the rudder. It seems free. We all look over the side into the water. Can't see a thing. The sail is full and we're standing still. I look up smiling sheepishly at the Wharfingers' stone faces. One raises a finger skyward. We all look up. A cross-beam is fastened to the two pilings like a Chinese temple gate.



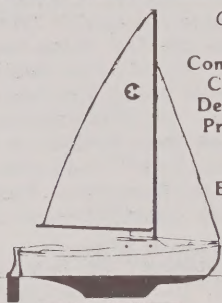
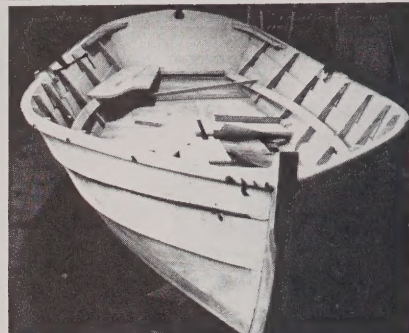
The mast is pinned against it half way up by the wind. We lower the main in an unseamanlike way, pulling the boom and sail out of the water. Then the jib is pulled down while the boat tries to make it as difficult as it can. We paddle and push away from the pilings and start drifting toward the whole fleet of moored boats in the harbor. Raise the main. Fend off. We wend our way through. Broad reaching. Jibing. Running and fending off



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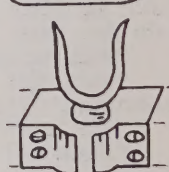
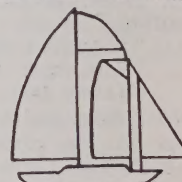
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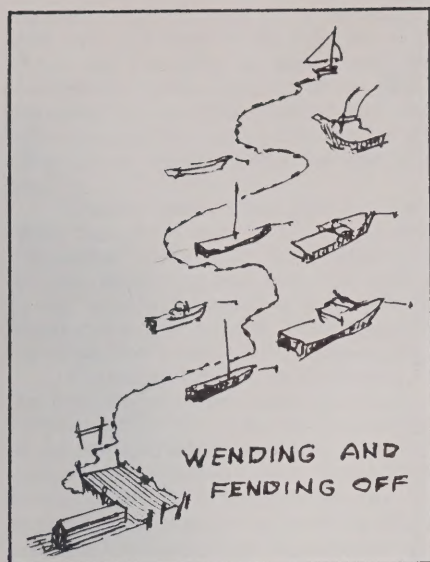
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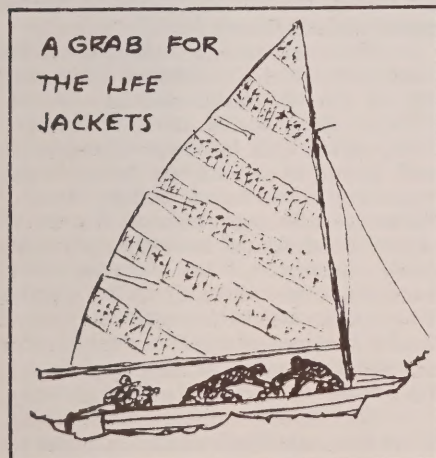
with pole and paddle.

When the last boat is behind us, we can see the first of the squareriggers gliding out of Boston Harbor. I set a course for Graves Light to intercept them. The wind is light. The crew starts bailing leisurely. More and more ships appear. Beautiful sight. They are

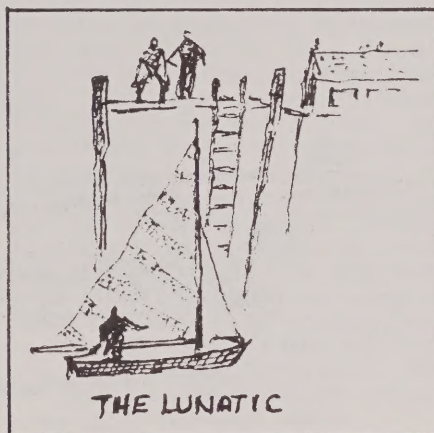


moving faster than we are. The first ones will pass well ahead of us. We sail on and bail on. I'm wondering if all boats leak a lot. The sun descends and the ships sail by, well ahead of us. We won't intercept even the last one. But it's worth it even to be this far to see them leave. There's magic in seeing a ship from the water.

We decide to turn back when we realize it is hopeless to pursue them any longer. Now the wind pipes up. We have to beat into it. White caps begin to appear. An outgoing tide creates a two wave pattern and where they cross the water rises steeply and breaks. We be-



gin to take water over the bow. The bailing is steady and serious now. The crew grab the two life jackets and I wonder if the rudder will float. Otherwise, I'm going to follow the tradition of the sea. The boat burst through some waves, riding over others slamming into the troughs. Fear begins to shoulder my madness aside. I begin to consider turning tail and running before it, driving the boat up onto Revere Beach and leaping out to safety. That's a panic move. I'm only afraid now. I have terror to go through to get to panic. You don't abandon your first boat. I'm being tested. Roll, pitch and bail mates. We're all wet, cold, tired and fearful; wondering when the bow is going to disappear for good beneath the waves. The wild tolling of the bell at Flip is heard off the bow, the beam, and shortly the stern. We're soon in the lee of the harbor, through the moored boats and up to the wharf. The mates gratefully scramble up the ladder, turn, and look down at the lunatic at the tiller.



I'll take the boat to the mooring. Be in shortly. The sail fills and I head for the rocks. I'd better hit that mooring right or I'm in trouble. Damn Harbor-master. I ride right over the pennant, let the sheets go, scramble to the bow while I drift back on it. I don't know why I did it that way but it worked, securing it to the bow cleat, I lowered the sails. Raised the centerboard. Unshipped the rudder. Tied and coiled the lines and bagged the sails. I was just about to throw myself in the water and swim ashore when a voice cried out, "Hold on there, sonny, I'll give you a lift in." The pram pulled alongside. I threw the sailbags in and climbed in myself. "Have yourself a nice sail?" "Great." How many mistakes have I made that I haven't paid for yet? On shore, I looked out to the boat and had a strange feeling that I wouldn't see it there tomorrow when I came back.



WOOD BLOCKS

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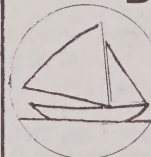
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The winter here in Seekonk is almost over but, steam is still hissing and whistling in the radiators. Outside the northwest wind whips around the corners of our house. In the backyard the sun is setting behind the bare trees, gilding the white canvas cover which hangs over our boat.

"Miracle" was designed by Walter McGinnes and built in Japan in 1961. She is 35' overall, has a 10' beam and a 4'8" draft. Her spruce mast rises 40' from the deck. When in the water she reminds me of a swan, white, fullbodied and graceful. Out of the water she looks strange, all those compound curves poised on jack stands. Bro, my husband, is tearing out the bulkhead between the bridgedeck and the aft end of the galley. For years rainwater has been running under the bright mahogany framing of the companionway and down along the counter top to settle on the starboard side where the counter meets the bulkhead. He has removed the sink, the stove, the icebox, but that is another story.

Although it's Spring by the calendar it's often too cold to work on the boat. Instead of ordering seeds for my garden, I've been looking through old log books from past summer cruises. I've been remembering other springtimes and other boats.

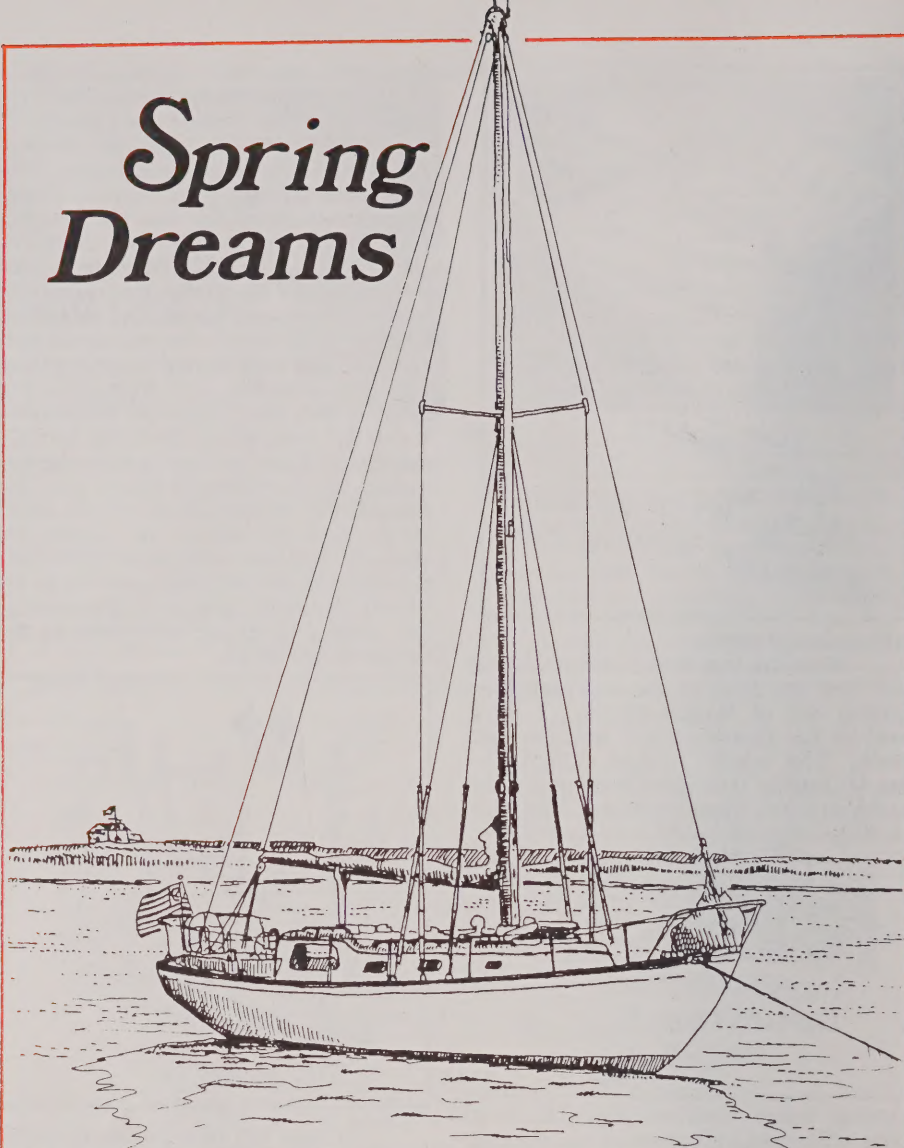
In 1956 my father bought a Herreshoff 15 called "Lazy Jack" for \$600.00. On Mother's Day my mother took us to Weeds Corners in East Providence. My brother, my two sisters and I sat on the curb looking up over the hill waiting for OUR boat to appear. Suddenly, there she was, floating serenely along the road on a trailer, behind a pickup truck. She was bright red. She looked huge to me, all 25' of her. "Lazy Jack" has long overhangs and a sweet sheer. It was love at first sight.

That spring my father dug a deep hole under "Lazy Jack's" keel. She was sitting on her cradle in our neighbor, Harry's, driveway. Harry is a skilled carpenter. He and my father scarfed in a new piece of deadwood and replaced the stern post and rudder fittings.

I had my first taste of sanding in early June. Dad's theory was that since we didn't need to bend over to avoid hitting our heads on the turn of the bilge, we kids could sand the bottom. Decked out in our oldest clothes, with kerchiefs tied over our faces, bandit-style, we sanded and sanded and sanded. The reddish copper paint left a metallic taste in our mouths. We all looked like American Indians after a session under "Lazy Jack".

In the middle of June the big day finally arrived. Dad and Harry jacked up the two runners of the cradle. We four kids rolled the first pipes underneath them. We moved the boat by a system of pulleys and a come-along, all tied and retied to various trees on the 200 yard route up the road and across another neighbor's lawn and beach. We ran around to "Lazy Jack's" stern and lugged pipes and rollers up to her bow. She wobbled majestically down the street, just

Spring Dreams



Report by Phoebe Buffinton Dunn

Illustration by Bro Dunn

clearing the old maples in full leaf.

At low tide, the men, with my Dad the smallest and most vocal of the group, eased her down the short, sandy incline, across 10' of shingle and onto the soft mud at the water's edge. Dad handed me a paint brush and admonished me to paint fast. With all hands helping, the last coat of bottom paint went on in 15 minutes. Dad clambered aboard to finish up last minute projects and to wait for the tide to lift her off her cradle. We walked back down the street for lunch.

That afternoon my sister, Carol, and I rowed out to "Lazy Jack" to pump her out. The sun made gold reflections on her sleek red sides. She was taking some water around the centerboard box, but not much. We sat in the big cockpit surrounded by the delicious smell of cedar and marlin. Just sitting on the mooring we felt free.

My first sail was a terrifying experience. One sunny afternoon my Dad rowed the entire family out to the boat. The breeze was the usual brisk southwesterly which brings white caps to the head of Mount Hope Bay. The two youngest kids were wriggling ecstatically inside their life jackets. Carol and I felt

very mature without ours. My mother sat in the stern, holding the tiller in one hand and my baby brother in the other. Sue and Carol perched on the starboard seat. I stood by the mast to help prevent the hoops attached to the cotton mainsail from fouling. Dad raised the sail and I hung on the throat halyard. He cleated the throat and raised the peak. What a tremendous racket that huge mainsail made! Somehow the boom crutch got stowed, the jib raised, the backstay hauled in and the mooring float thrown free.

We were sailing on the side of the boat! Carol and I scrambled to the very top of the windward side in horror. "We're going to tip over, Daddeeee!" "No, girls. This boat was designed to sail heeled over. It gives her a longer waterline which makes her go faster." Shivering with apprehension, I crawled under the deck and cowered against the center-board box. When we came about I scrambled ignominiously up the slanting floorboards and back under the deck. I wouldn't come out until we were heading downwind. Then Dad cajoled me up onto the boom to act as a human vang.

Eventually, I conquered my fear. More than anything I wanted to be out on

the water. Soon I could sit on the leeward side with the rest of the boat towering above me. Learning to steer, push left and the boat goes right, cured me of any lingering terror. The rush of the sleek hull through the water, the feel of the tiller in my hand, all this was poetry to me.

Twenty years later Bro and I became the proud owners of a Folkboat. "Suzandee" was built in Denmark of African mahogany and oak. She arrived in our backyard behind a big truck one blustery April afternoon. The waiting and the dreaming began again.

This time I didn't do much sanding. My free hours were spent keeping our toddler son and five year old daughter out of my husband's hair while he rebuilt the companionway hatch cover. I spent long hours at my desk doing books for our business and wondering how we could afford all new standing and running rigging. I would look out the window and admire "Suzandee's" deep, lapstraked hull. We painted her topsides white, my husband being of the "all yachts should be painted white, work boats black or green" school. As the days lengthened our customers stopped asking, "Where's the Boss?" They knew he was working on the boat.

My father-in-law gave us a beautiful, antique mahogany table top. Bro quietly converted it into new cockpit locker seats for Suzandee. He measured very carefully on the starboard side and cut the seats on the bandsaw in our basement. The next warm day I climbed the ladder to the boat to find him staring glumly at his handiwork. The starboard seat fit perfectly. The port seat was 3" short! He made a rude remark about Danish craftsmen.

That August we sailed to Cuttyhunk. The sky was flat gray, the wind a tired southwesterly. The forecast mentioned thunderstorms. We were on the lookout for black clouds and thunder. We were sailing along on a broad reach under full main and working jib, when suddenly Suzandee heeled way over. Frantically, I pushed the tiller to leeward. The mainsail was flogging madly. Bro clawed it down; together we furled it. The boat fell off broadside to the wind and the building waves. From his station at the mast Bro pointed astern. The dingy flew into the air and landed upside down. As I watched the painter parted and the little boat went wallowing off into the white maelstrom of horizontal rain and spray. Somehow I managed to nudge Suzandee downwind so that we were running before it. The bow wave rose to the deck. The jib pulled the stopper knots out its sheets and cracked in front of us like a demented flag.

Visibility was about 10 feet. I began to wonder how far we were from the shore. Just then the gale abated, the rain stopped. We could see that we were nicely lined up for the breakwater. We lowered the jib and raised the main which was torn along the leech, and limped into the harbor. We were impressed with Suzandee. Her thin spruce mast stayed up. She would heel over so far and no more. On the deck we heard that the wind blew over 70!

The next day we found the dinghy. She had come ashore on the western side of the island in the only sandy spot on the otherwise rocky beach. The islander who found her refused our offer of money. He said, "You were lucky," and smiled.

Two years later we were in Cuttyhunk harbor with Eli, Jenny and the new baby, Rob. After a day spent combing the channel beach for shells, Bro was passing out crackers and cheese. I was giving Rob a warm saltwater bath. Eli, then three, was firmly tethered in his safety harness. Jenny, nine, was reading a book. Bro said, "Now that's my kind of boat. No varnish anywhere." I looked up and saw a big white sloop with green trim powering across our stern. At the helm was a ruddy-faced white haired man. He came up to windward and said, "Folkboat, isn't she? Nice boat. I almost bought one back in 1949." As he passed in front of us we saw the black and orange For Sale sign taped to the sloop's stern.

After supper Bro went for a row. By sunset the children were asleep and the galley straightened up. As I was getting ready to call the Coast Guard I heard the dinghy bump against Suzandee's side. "Where have you been?" I asked. "Talking with George," Bro told me, "on Miracle, the big white sloop. I think we should buy her, Phoebe."

The following morning I rowed over and had coffee with George. Miracle seemed humungous. She had wide decks, a giant cockpit and a light airy cabin which looked like a ballroom compared to the dark interior of Suzandee. Later on George took all of us for a sail. Miracle handled like an ocean liner, slow and sure. We gave George our card and promised that we would call.

In October we had Miracle surveyed. She passed with a few reservations: she had some soft spots in her deck. We asked George why he had named her Miracle. He told us that her original name had been Trade Winds, that he had bought her after his first wife died, that he found it a miracle that he could enjoy his life.

One day last September we were awakened by the phone at 5:30 a.m. As I leapt out of bed to answer it, I heard someone banging on the front door. Bro threw on some clothes and ran downstairs to find the Seekonk police on our doorstep. "The Swansea police just called us," they said, "Your boat is on the beach in Touisset." Bro tore out of the house and into the car. He made it to Touisset in 10 minutes flat, breaking every speed limit along the way.

Meanwhile I was on the phone with Jimmy Russe, a quahogger friend who lived there. He said that when he got up to go fishing he saw Miracle on the shore, leaning against a pulley line. "It's a low tide," he said, "and flat calm." During the night the shackle to the mooring chain had come apart. Bro hadn't wired it shut because we were putting in a heavier mooring farther out. Miraculously the boat had drifted ashore, bow first, missing two nasty clusters of rocks and a speed boat. She ended up with her keel in the mud. Bro couldn't find a mark on her. It seems the name fits.

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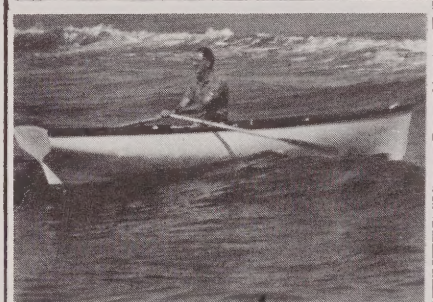
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Dory Skiffs

Three little boats, each one called a dory skiff by its designer, but each quite different from one another in concept. One offered for sale by the builder to order, a second offered for sale by the builder to order, or alternatively a set of building plans offered; the third a set of building plans and instructions for the home builder.

Michael Porter of Chebeague Island in Casco Bay, ME offers the 14 foot WATER RAT as a traditionally built classic dory skiff, flat bottom, rounded topsides, lapstrake built. Eric Reich's ECHO BAY DORY SKIFF is a 12 foot flat bottom boat built in plywood, epoxy glued and bronze nailed. Jim Merritt's DORY DINGHY is a 11 foot flat bottom double ender with strong resemblance to Phil Bolger's TEAL, intended to be built by the home builder from inexpensive lumberyard materials.

Let's see what each has to say about his craft:



WATER RAT

14' - 0" x 4' - 5"

"A Practical Boat for Practical People." The dory skiff WATER RAT has proven to be an ideal boat for messing about along the New England shoreline. Derived from the round sided Swampscott dory, she has all the advantages of a flat bottom boat (easy trailering and beaching, for example, as well as economy), but her bottom is double-ended and so narrow as to give her the performance advantages of a round bottomed boat as well. She is seaworthy enough to deal with the steep chop of Long Island Sound (or Casco Bay), but she is also docile and easy to row, enough so to make exploring rivers and salt marshes a real pleasure. For those who are more serious about their rowing, the addition of a sliding seat makes her into a more specialized rowing boat. Maintenance is simple, thanks to modern finishes and her proven traditional construction makes WATER RAT a long lived investment which will keep its value.

Equally at home poking her bow into the smallest cove to check on the fiddler crabs or beating across the sound on a blustery afternoon, she will carry a couple and their camping gear anywhere they want to go, in comfort and in style. Nor is she limited to any single cruising ground; a properly fitted trailer makes it

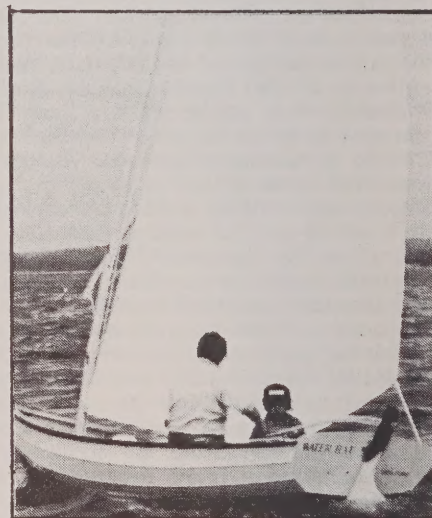
easy to explore Muscongus Bay one weekend and the Rangeley Lakes the next. She is not pretentious, just a handsome, sensible, practical boat that is a delight to row or sail.

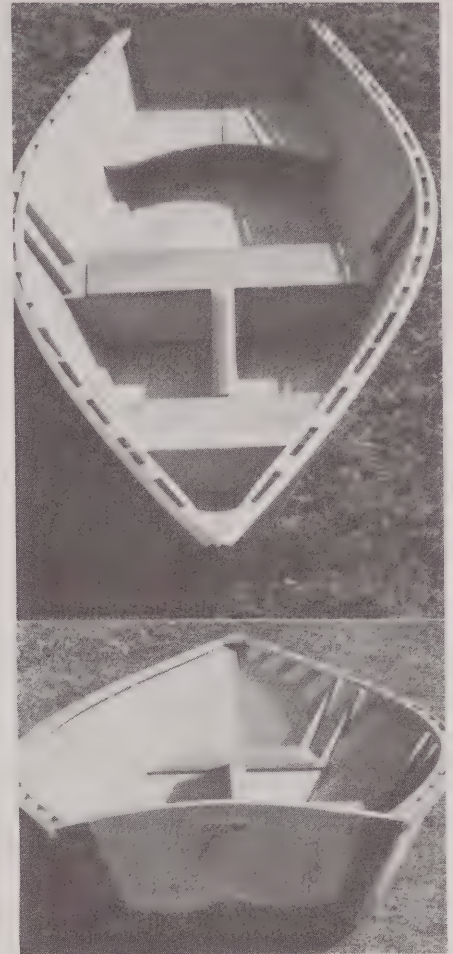
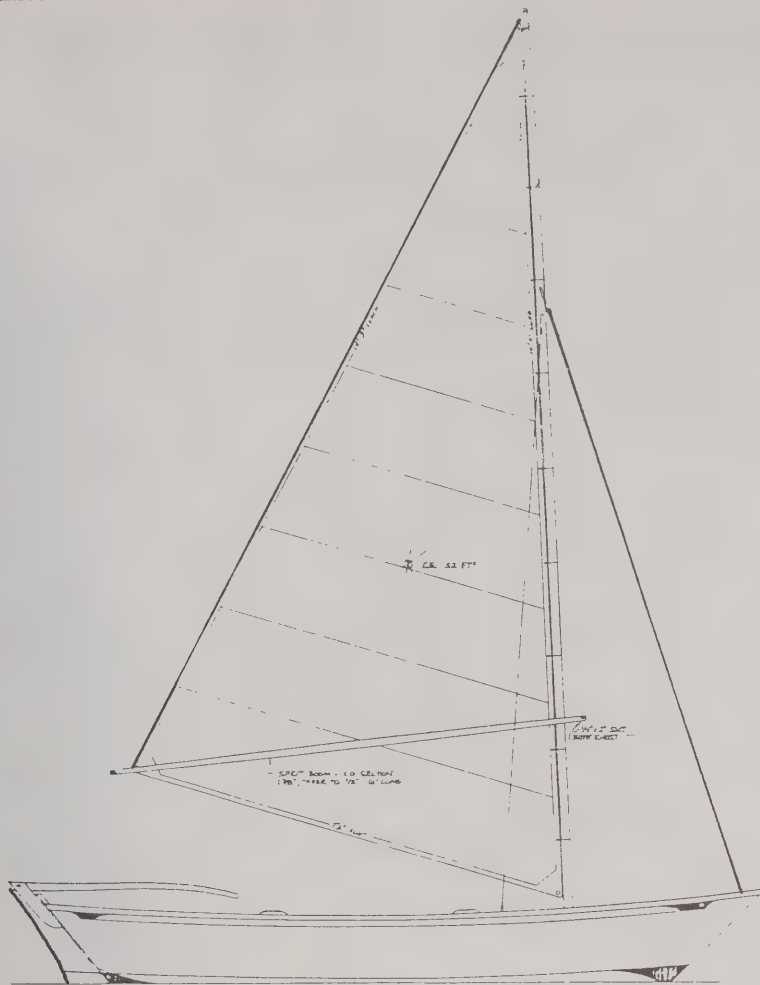
This boat is built in the traditional way, of native woods, with pine planking on oak timbers. The construction is traditional lapstrake with copper clench nails in the laps and silicon bronze screws and nails elsewhere. All oak is treated with Cuprinol for decay resistance. The standard boat is oiled inside with Deks Olje #1 and painted white outside with dark green trim, but other color schemes are available. Her spars and custom oars are varnished spruce. The boats are built by hand, one at a time, and so dimensions and details may vary slightly. But, because of this, it is also usually possible to accommodate individual desires in the way of lockers, brightwork etc.

The single sprit sail was chosen, like everything else on this boat, for simplicity and efficiency. The Dacron sail is normally kept rolled up around the sprit and tied alongside the mast. Setting sail just involves putting the mast through the partners onto its step (easy even for a slight woman), undoing the stops which hold the bundle all together,

and tying up the snotter which holds the heel of the sprit to the mast. No boom, no expensive fittings. By varying the tensions of halyard and snotter the shape of the sail can be adjusted to suit wind conditions and point of sail. Simple and practical.

WATER RAT is built to order by Michael Porter, Boatbuilder, Chebeague Island, ME 04017, (207) 846-3145.





ECHO BAY DORY SKIFF

12' - 0" x 4' - 6"

Why bring another small boat design into the world when there are zillions of published designs just aching to be built? How else can an individual with modest means experience the fulfillment as artist, engineer, craftsman, test pilot (sounds impressive so far) and yacht owner for a little over a thousand dollars? My contribution to the collection of professional and amateur designs is the ECHO BAY DORY SKIFF. The basic design objective was to achieve a multi-purpose boat, a capable recreational row-boat and sprit rigged catboat, of a size and weight that could be conveniently car-topped.

The ECHO BAY DORY SKIFF evolved from an earlier design, an eight foot tender which had two feet of beam across the bottom and four on deck. Though an experimental design, it turned out to be a qualified success. Her narrow waterline beam and fine lines forward made rowing effortless and contributed to her excellent handling and speed in a steep harbor chop. The fine bow offered little resistance to waves, but had sufficient potential buoyancy because of the modest bow overhang.

Though the design served me well for three years, I would not recommend it for general use due to poor initial

stability. This can be unnerving, of course, to the uninitiated, who don't realize that the flared sides produce good potential (reserve) stability which will ultimately prevent the boat from capsizing.

I like to think that I learn from my experiences, so when building a, "new and improved," version of the eight foot tender, the resultant design was the twelve foot ECHO BAY SKIFF. The new design is considerably more conservative. It resembles less "dory" and more "proper" flat-bottomed skiff, providing a more stable platform while retaining the positive attributes (performance and seaworthiness) of the former design.

The ECHO BAY DORY SKIFF is designed with two rowing stations, allowing proper trim whether one, two or three decide to use her; four in calm weather if the center thwart is shared. Both stations provide good legroom for six-footers, allowing a generous sweep of oar without performing a spinal adjustment on your partner. In the forepeak is a built-in raised platform for secure dry storage with plenty of room for safety gear and a picnic lunch. Located below each thwart are plywood box sections which house flotation and provide transverse rigidity. Both forward

and aft box sections are bridged by the centerboard trunk, bracing the trunk and providing longitudinal strength to the hull. The mast is stepped directly on the forward thwart, evenly distributing compression loads to the chine and hull skin. Shrouds terminate abaft the second set of frames, transferring their tension loads through the framed interior structure, reducing concentrated loads on the skin at the gunwale.

The sailplan is a modest 52 square feet with a sprit boom that guarantees not to change the color of your forehead (politely put) by providing sufficient vertical boom clearance over your head. I suspect she'll be fast, but also very spirited, which will no doubt be due to her dory origin.

Lastly, she is a strikingly good looking boat, produced by no less than a monumental effort with special thanks due to my Pink Pearl eraser (or what's left of it!).

The ECHO BAY DORY SKIFF is built to order by Dan Marcus of Echo Bay Boats, P.O. Box 1708, New Rochelle, NY 10802. Complete building plans which include dimensioned layouts of the sides, bottom, rudder and centerboard as well as construction details, are available for \$25 from Echo Bay Boats.



TANGENT DORY DINGHY

11' - 2" x 3' - 10"

This little boat is neither a true dory or a dinghy in the normal perception but is a very useful craft and a joy to row in spite of the short length. In concept it is very similar to Phil Bolger's TEAL, that is to take a given amount of low cost material and see how much boat can be built from it using relatively simple tools and minimal skills. The end result is quite refined for its modest concept, and is seen by most viewers as a pretty boat with good stability and rowing qualities. Performance under sail is adequate, given limitations of stability, and the entire rig rolls up for stowage onboard down the centerline.

The rowing model can be built for under \$60, and when finished rows and tows well. With addition of the simple sail rig, it sails well in mellow conditions.

The objectives of ease of construction and economy of cost were met with the following major concepts:

Wood construction, primarily plywood, was selected for low cost, easy availability and comfort of working with. Ordinary exterior grade plywood can be used with inexpensive fir or spruce framing. Of course, fancier materials may

be substituted at increase in cost and durability, but not in building difficulty.

The assembly was made as simple as possible, with three frames, two of which are identical, a stem and transom piece. All primary bevels can be cut with a saw and no building forms are required. No lofting or drawing are required, with full size patterns for the frames furnished in the plans packet.

The double ended dory shape was selected for its easy lines regardless of load and its good rowing qualities and ability to sail under very small sail area. The short decks at each end provide protected storage and allow launching into the water end on from a nearly vertical position without shipping water.

The sprit sail rig is recommended for the reasons which brought on its development for early day workboats. Short and simple spars, minimum rigging, inexpensive sail, and excellent performance. The choice of leeboard rather than centerboard greatly simplifies construction and allows the sail option to be an add-on at a later date if desired.

Permanent built-in flotation coupled with the natural buoyancy of the wood provides peace of mind for any worst

case situation which might develop out on the water.

No fixed seating is provided in order to permit load placement to best trim the boat. The folding stool is very practical for rowing, and two rowing stations will accommodate to all probable requirements of use.

There are some negatives. At a bit over 11' it will not store in an 8' space, nor does it fold up or come apart. In this length, on the other hand, the double end design reduces total carrying capacity in comparison to a broader transom sterned skiff, and the double ends also preclude clamping on an outboard if you had that in mind. The stability is not up there with a beamier craft and so it will not carry a taller sailplan.

But, it's meant to be an easy to build and inexpensive craft that will row very nicely and sail a bit too. In this we feel we have succeeded.

The DINGHY DORY plans and instructions are available from Tangent Marine, 1715 Harlequin Run, Austin, TX 78758 for \$15. The packet includes necessary building plans and patterns, and a thirteen page instruction manual with a list of suppliers and materials.



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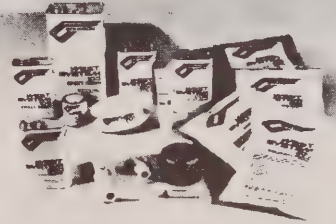
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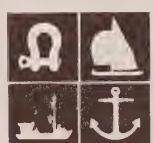
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NORTH AMERICAN

SMALL BOAT SHOW

This issue should get to you a few days before the Small Boat Show, so I thought I'd bring you the latest available listing (as of April 19th press time) of the boats you can see at the Show. In our last issue I detailed the scheduled activities and emphasized how this show makes it possible for you to not only look over the boats but try out many on the water if you are serious about being in the market.

So, herewith, the list of boats that will be on display May 17-19 at the second North American Boat Show in Newport, RI.

SAIL:

Wingsailer 11
Cormorant 12
Millimeter Mini 12
Peep Hen 14
Hobie Cat 14
Pintail 14
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MISC. PADDLE:

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ROWING SHELLS:

Small Craft 10
Alden Single 16
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ROWING SKIFFS:

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SeaTec 14
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Wellcraft 19
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Dyer Midget 8
Robinson 8
Fatty Knees 8
Montgomery 8
Nutshell 8
Dyer Dhow 9
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Car Topper 9
Nordic 9
Montgomery 9
Dyer 10
Delaware 10
North Shore 11
Nordic 11
Robinson 12
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INFLATABLES:

Achilles
Achilles 17
Stingray
Thompson
Zodiac T240
Zodiac T280
Zodiac C260
Zodiac C285
Zodiac C310
Zodiac Mk. I
Zodiac Mk. II
Zodiac Mk. IIC
Zodiac Futura
Zodiac Mk. IV HD 17
Zodiac Tender 17
Min Hawk
Avon
Novurania

SAILBOARDS:

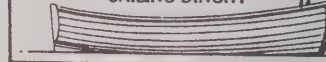
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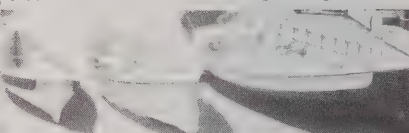
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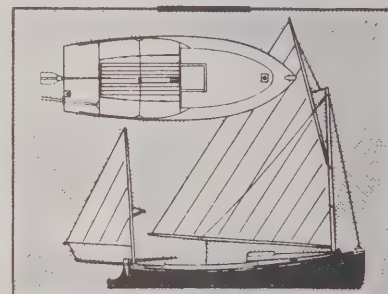


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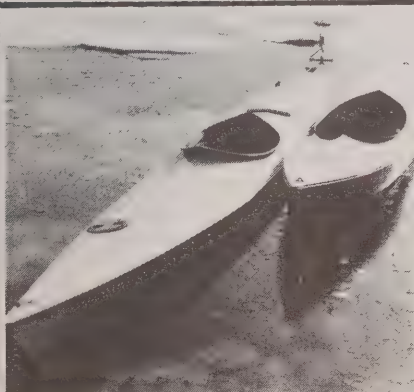
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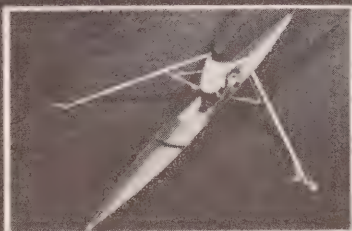
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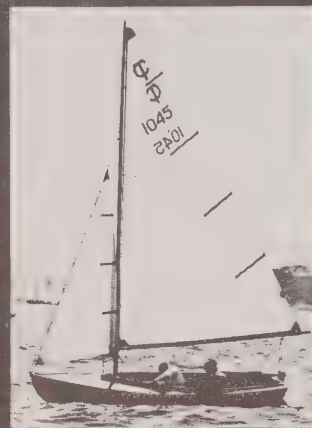
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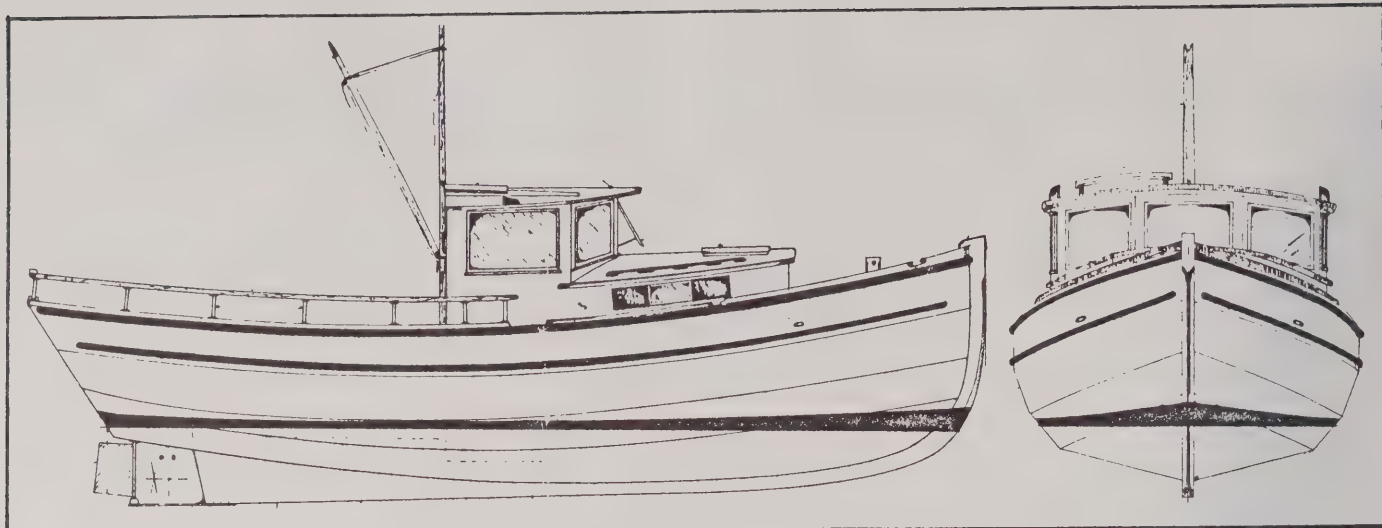


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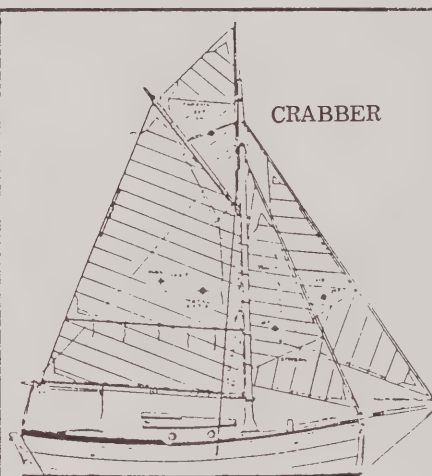
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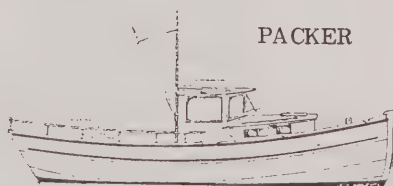
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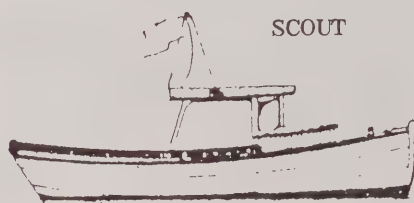
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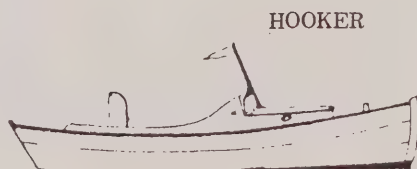
CRABBER



PACKER



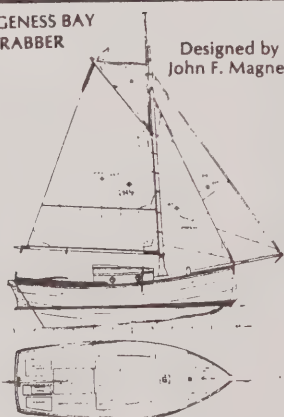
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DUNGENESS BAY
CRABBER

Designed by
John F. Magner



DUNGENESS BAY CRABBER, a multi-chine C.B. Cutter designed by John F. Magner. Plywood planking, bronze fastened. LOA 21'6"x7'10"x 1'10". Easy rigging and trailering with tabernacle mast. A fine wood pocketcruiser of traditional lines. Building plans for one boat, \$75.00 set. Study plans, \$7.50. Boat complete FOB our shop, \$11,700.

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206-683-4795

John Magner does his boat building out in the Pacific Northwest, so it is not too likely that any readers will be asking John to build them one of his interesting boats. Not likely, but not impossible either. But some readers might find his designs of sufficient interest to want to buy his plans and build one of the boats here in the east. And first, you might be interested in study plans to see better what these sort of old timey appearing craft are like.

Magner has designed one basic hull on which he offers several optional setups. The Dungeness Bay Crabber is the sailing version, a multi-chined gaff rigger of traditional lines. At 21', 6" LOA with a beam of 7', 10" and a draft of 1', 10", this is a pocket cruiser that can be trailered. The mast is mounted in a tabernacle for that purpose. Planking is plywood, bronze fastened. A set of building plans is \$75 and they include notes to assist the amateur home builder. The study plans are \$7.50. Magner will build the boat for \$11,700 FOB Carlsborg, WA if you want to go all the way with it.

From the Crabber, Magner developed three motor boat versions of the hull, the Packer, Scout and Hooker. The Packer is the most complex with a cabin and pilothouse, fine for fishing, crabbing or poking around exploring under power with comfortable overnight accommodation below and all-weather conning from the pilothouse. The Scout is a more open version, with a roofed over open sided conning area instead of an enclosed pilothouse. The Hooker is an open utility type boat with windshield and high cockpit coamings. Both the open versions also have the belowdecks area forward.

If these rather intriguing designs catch your fancy and you want to learn more about any of them, contact John Magner at Magner & Sons Boatworks, P.O. Box 114, Carlsborg, WA 98324, or phone him at (206) 683-4795.

What's happening...

AMC CANOE OUTINGS FOR SOUTH-EASTERN MA.

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

MAY 18: Barnstable Harbor paddle through a labyrinth of tidal channels in extensive marshes of this area, and perhaps cross over to Sandy Neck. Call Ann White at (617) 888-4669.

MAY 25-27: Flatwater river paddle on Battenkill River in Vermont, an easy and beautiful outing. Call Bob Milburn at (617) 294-0875.

JUNE 1: Tidal paddling on the Westport River in Westport, MA. Come see the ospreys. Call Paul Murphy at (617) 822-6486.

JUNE 8: Tidal paddling on the historic Bass River in Yarmouth, MA. Call Barbara Hughes at (617) 362-3954 or Bud Carter at (617) 398-2605.

JUNE 16: Beginner instruction at Camp Farley in Mashpee, MA. A good chance to learn basic canoe technique or improve your existing skills. Call Tony Arnold at (617) 759-4767.

JUNE 22: Flatwater paddling on the gentle Nemasket River in Middleboro, MA. Call Bob Ladd at (617) 697-6241.

JUNE 22-23: Exploratory two day trip on the Wood River in RI. Call Bob Milburn at (617) 294-0875.

JUNE 29: Tidal paddling on Waquoit Bay in Falmouth, MA, a popular bay soon to become a preserve. Call Paul Murphy at (617) 822-6486.

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.

SCHOONER SAIL TRAINING TRIPS

Mystic Seaport's schooner, **BRILLIANT**, a 62 footer designed by Sparkman & Stevens in 1932, will host adult weekend sail training trips this spring and next fall, limited to persons 20 years of age or more. Youth sail training goes on throughout the summer months. Openings for the weekend adult cruises are available at \$275 per person for the following weekends: May 24-27, May 31-June 3, September 13-16, September 20-23, September 27-30, October 11-14, October 18-21. Participants serve as active crew under direction of Captain George Moffett and Mate Jeff Stone on cruises on Long Island Sound. A special celestial navigation cruise at a \$400 fee is offered September 4-9. For registration or more information, contact the Education Dept., Mystic Seaport Museum, Mystic, CT 06355, phone (203) 572-0711.

MISERY ISLAND ROWING RACE

Henry Szostek of Prides Crossing, MA is planning his first competitive event at his favorite rowing location, out and around Misery Island in Salem Sound on the Massachusetts north shore. Henry regularly rows his own Misery Island Peapod in the area and has decided to invite fellow oarsmen and women to come to Manchester, MA on Saturday, May 18th to participate. Boats can be put in from the public parking area near the Manchester Yacht Club just off Rt. 127 and rowed/paddled about a mile out to Misery Island. The race is scheduled to start at noon, and courses of differing lengths will be provided for different boats, the longest for sliding seat rigs, etc. This will be an experiment in handicapping so all may start at once and finish closely. Start and finish will be on Misery Island, accessible only by boat, so plan on getting any friends or support crew to the Island over water. For further details, contact Henry at (617) 927-1834.

Plan to take part in Henry's race and then go on the next day to Hull, MA across Boston Harbor for the Ship Channel Sprint.

SHIP CHANNEL SPRINT

The second annual Ship Channel Sprint will take place on Sunday, May 19th starting at Windmill Point in Hull, MA and finishing 8-1/2 miles later at Old Ironsides at Constitution Wharf in Charlestown. Sponsors are the Hull Life-saving Museum and the Constitution Museum. The race course follows the old Boston Harbor ship channel for most of its length. Organizer Ed McCabe says the event will cater to the whole spectrum of human powered rowing and paddling craft. The boats must have open water capabilities for use out in Boston Harbor. Workboats, livery boats, big boats, sliding seat boats and ocean kayaks are the major classes, with sub-groups in some cases based on length and number of oars.

Pre-registration is needed to properly plan logistics for such a long race with start and finish some 25 miles apart overland. Plans are to transport crews and craft back to Hull, perhaps in the MDC landing craft or similar ferry craft. Contact Ed McCabe, 24 Fairmount Way, Hull, MA 02045, phone (617) 925-4826 to register.

SUNFISH CONNECTICUT RIVER CLASSIC

On June 1-2 Sunfish owners will race down the Connecticut River from Hartford to Essex with a midpoint overnight campout on an island. Competitors must carry their camping gear on their sailboards, making for an interesting looking racing fleet.

CAPE COD TSCA MEET

May 18th and 19th are the dates for the Cape Cod & The Islands TSCA small craft meet at Osterville, MA on Cape Cod. Persons interested in traditional small craft are invited to attend, bringing along a boat if one is available. The meet is at the Crosby Boatyard just over the bridge in Osterville, from Saturday morning through Sunday afternoon. Many of the boats brought are available for tryouts, which is the Saturday activity. Saturday evening a program will be held, and on Sunday morning a cruise in and around the Osterville area is planned. Interested? Come on down, no registration or fee or any formality required. Just turn up, and bring along your boat.

CONNECTICUT RIVER OAR & PADDLE CLUB SETS 1985 SCHEDULE

The Connecticut River Oar & Paddle Club is located right on the Connecticut River in Old Saybrook, CT by the I95 bridge, where the River opens out into its estuary.

May has one event, on the 19th, a cruise out to Duck Island departing at 10 a.m. from the Needle Loft on Rt. 1 in Clinton, CT. This is about a 5 mile distance, lunch on the island and enjoy small boating in the area.

June has three outings planned. On June 3rd a full moon cruise beginning at 8 p.m. from the club at 18 Riverside Ave. in Old Saybrook will leisurely cruise on the river with simple refreshments on return. June 15-16 will be the Father's Day overnight on Selden's Island in the Connecticut River opposite the town landing in Deep River. Participants may come from their own choice of starting locations, but some groups will depart Had-dam at 11 a.m. and Saybrook/Lyme at noon. Guests or non-boaters may be picked up at Deep River by a shuttle boat to the island at 6 p.m., returning them about 9 p.m. On June 29th a cruise from the club to Griswold Point through the estuarine areas is on with lunch at the Point and boating in the area. A shorter route is possible from Smith Neck Rd. ramp in Lyme.

For information on taking part in these, or other, activities of the club, write to them c/o Jon Persson, 18 Riverside Ave., Old Saybrook, CT 06475, phone at (203) 388-2343.

BARRINGTON TO HOST HIGH SPEED ACTION

The Barrington Yacht Club in Barrington, RI has a couple of special interest sailing races on schedule this spring. On May 30 and June 1 they host the North American Inter-Class Solo Championships and on June 22-23 they host a Finn Invitational.

MCKC SPRING PADDLING SCHEDULE

The Metropolitan Canoe & Kayak Club of New York City offers the following outings for the rest of May and all of June:

MAY 18-19: Lehigh River, PA, Class II. It's release time, call Larry Stone at (516) 482-2752.

MAY 18-19: Delaware River, NY, Hankins to Ten Mile River, Classes I-II. This includes terrific scenery, Skinner's Falls and the deepest pool on the river. Rentals available, car camping. Call Kirk Van Tassel eves. at (212) 749-6784.

May 25-27: Memorial Day Weekend family outing at Harper's Ferry, Classes I-II. Suitable for all skill levels, with sections of the Shenandoah and Potomac Rivers for Class II, Antietam and Catoctin Creeks for gentler outings. This is co-hosted by the Mohawk Canoe Club and to participate, call Chris Nielson eves. at (201) 876-3454 before May 1st.

MAY 25-27: Best Available White-water, going for the demanding action is the intent. Call Curt Gellerman at (201) 245-6492 eves.

JUNE 1-2: Esopus Creek, NY, Classes II-III. Water release for decked boat races, we can go along. Gentler Classes I-II action downstream for more moderately skilled. Call Kirk Van Tassel at (212) 749-6784 eves.

JUNE 1-2: Cheesquake Park, NJ, tidal canoeing and camping. Call Leon Recht at (212) 734-6786.

JUNE 1-2: Pine Barrens, NJ, Brownwater. Scenic mellow paddling. Call Larry Stone at (516) 482-2752 eves.

JUNE 8: Upper Toms River, NJ, Brownwater. A trip on a lovely, challenging and somewhat overgrown river with little evidence of civilization. Needed are agility, stamina and a sense of humor. Call Betty Quick at (914) 986-5187 eves.

JUNE 8-9: Delaware River from Ten Mile River to Port Jervis, NY, Classes I-II. This section of the river includes Shohola and Mongaup Rapids, Hawks Nest, lots of little rapids and first rate scenery. Rentals available, car camping. Call Jay Rogoff at (516) 731-2182 eves before Memorial Day Weekend to arrange cars and camping.

JUNE 15-16: Lehigh River, PA, Classes II-III. Another release weekend. Call Larry Stone at (516) 482-2752 eves.

JUNE 15-16: Pine Barrens, NJ, Brownwater. Rentals available, camping. Call Bill Simon at (217) 734-8605 eves.

JUNE 29-30: Delaware River, Port Jervis, NY to Bushkill, PA, Class I. Two days of good paddling with overnight on midstream island. Rentals available, canoe camping. Call Kirk Van Tassel at (212) 749-6784 eves.

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

USED BOAT SHOW AT NEWPORT

Here's one for the bargain hunter not yet ready for that new boat. May 31 through June 1, second hand boats and gear will be on sale at the Newport Yacht Center in Newport, RI, same place the "other" boat shows are held.

CCRA 1985 RACE PROGRAM

The Connecticut Canoe Racing Association has just published its 1985 Race Packet, a comprehensive guide to the numerous canoe races and outings their member clubs will host in 1985. For \$5 you can join the CCRA and receive this detailed 48 page, 5-1/2 x 8-1/2 booklet.

As the season progresses the events will be listed on these pages. For the balance of May and all of June, here is the calendar:

MAY 18: CT Whitewater Championship, Farmington River, Riverton, CT. A 12 mile downriver race from the Peoples State Forest on the east side of the river in Riverton. Class II rapids and a drop into Satan's Kingdom are included. Contact Schuy Thompson at (203) 263-3404 days or (203) 482-2431 eves.

MAY 18 & 19: CT Slalom Championship, Farmington River, Burlington, CT. A 20 to 25 gate course at the Punch Brook Access Area just south of the junction of Rts. 4 and 179. Contact Jeff Dickson at (203) 289-9040.

JUNE 1: The Great Farmington River Race, a 14 mile flatwater race for open canoes and downriver kayaks. Start is at Rt. 4 bridge in Farmington, CT, finish at Curtis Park on Rt. 315 in Simsbury, CT. Contact Gerry DeSimas at (203) 693-8813.

JUNE 8: Shetucket River Cruise, a 14 mile outing on the Natchaug and Shetucket Rivers starting at Lauter State Park in Willimantic, CT and finishing at the Babe Blanchette Baseball Field on Rt. 97 in Baltic, CT. The course includes 1-1/2 miles of lake paddling and a 100 yard portage around a dam. Shuttle will be provided. The following weekend will feature a race over the same course so this is a good chance to pre-run the course. Contact Sue Audette at (203) 456-0558.

JUNE 15: 11th Annual Shetucket River Race, over the same course described for the June 8th cruise. Contact Sue Audette at (203) 456-0558.

JUNE 22: Pachuag Canoe Race, a 6 mile race on 3 miles of river and 3 miles of lake, flatwater, starting at the Pachuag Marina & Campground on Rt. 165 and finishing at Hopeville Pond State Park on Rt. 201. Contact Bob Bromley at (203) 376-4009.

POLING EVENTS: The poling enthusiasts have three events on for June.

JUNE 2: Clinic and picnic, contact David Sinish at (203) 693-0073.

JUNE 8: Housatonic poling clinic at the base of the rapids below the covered bridge in West Cornwall, CT. Learn basic poling from top experts. A fun race will conclude the day. Contact Harry Rock at (203) 443-5368.

JUNE 22-23: New England Poling Championship, Tarriffville Gorge, Tarriffville, CT. Slalom course. Contact Nelson Walker at (203) 429-8711 eves.

For more information on the CCRA, write to them at 785 Bow Ln. Middletown, CT 06457.

RC MODEL YACHT RACING

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

MAY 18: Northern Div. Championship, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

MAY 19: Northern Div. Championship, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

MAY 25: Carlin Memorial, Hecksher, NY, Class 3UR, call Jack Patton at (516) 421-1135.

MAY 26: Spring Open, Stonington, CT., any boat under 66", call Bob Weall at (203) 599-1644.

MAY 27, Memorial Day Regatta, location to be announced, any boat. Call Ed Walton at (617) 449-2662.

JUNE 1: Island Invitational, L.I., NY, Class A. Call William Moll at (516) 334-5276.

JUNE 1: Hecksher Invitational, Hecksher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

JUNE 2: Hodgkins Memorial, Saddlebrook, NJ, Class A. Call Francis Lucke at (201) 335-7609.

JUNE 8: Endurance Regatta, L.I., NY, Class 3UR. Call William Moll at (516) 334-5276.

JUNE 9: Roy Clough Memorial, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

JUNE 9: Northern Division Championships, Providence, RI, Class EC12. Call Mike Andrea at (401) 724-5221.

JUNE 15: Eastern Division Championships, Central Park, NY, Class 10R. Call Richard Plaut at (212) 249-3772.

JUNE 15: Harry Reynolds Memorial, Hecksher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

JUNE 16: Fathers' Day Picnic, Saddlebrook, NJ, Any boat. Call Francis Lucke at (201) 335-7609.

JUNE 22: Island Invitational, L.I., NY, Class M. Call William Moll at (516) 334-5276.

JUNE 23: M Boat Race, Springfield, MA, Class M. Call Bernie Gaudette at (413) 525-7316.

JUNE 23: Fred Herstemy Memorial, Saddlebrook, NJ, Class A. Call Francis Lucke at (201) 335-7609.

JUNE 29: Kehoe Memorial, Central Park, NY, Class M. Call Richard Plaut at (212) 249-3772.

JUNE 30: Fun Sail Day, Needham, MA, Any boat. Call Ed Walton at (617) 449-2662.

If you desire to find out more about radio controlled model yacht racing, you will find there are a number of clubs in New England and New York. The Minuteman MYC puts out a newsletter with a listing of schedule and all other clubs, send for this by writing to Jack Sullivan, 222 Manning St. Needham, MA 02192.

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.

SEA MUSIC FESTIVAL AT MYSTIC

June 7-9 are the dates for the sixth annual sea music festival at Mystic Seaport Museum. Over the three days a number of concerts will go on, some open to the regular admissions, others by reservation. Thirty performers will be on hand, and some will be performing outside the Museum after hours at selected local pubs.

Heading the list of performers is Welshman Stan Hugill, 79. He is the last chanteyman who once sailed before the mast in the age of commercial sail.

The schedule opens with a Friday evening concert at 8p.m. under a tent on the Seaport grounds. Admission is \$5 (\$4 to members). Saturday morning will feature a symposium on the research involved in the presentation of authentic music. From noon until 4p.m. there will be continuous music on the grounds and on the deck of the CHARLES W. MORGAN. These are open to the general admission public at no extra charge. Saturday evening will feature a country dance at the Mystic Art Association at \$5 admission while several local bars will host sailor-style pub singing. Sunday morning a special seaman's service will take place at the Seaport Meeting House. Sunday afternoon will again feature ongoing music with a final concert at 3p.m. of all the artists around the MORGAN.

A weekend ticket at \$25 gets you in to all events, including Seaport admission. For tickets or for more information write to: Festival, Mystic Seaport Museum, Mystic, CT 06355, or phone (203) 572-0711.

LARGE SCALE SAILBOAT RACING

Maybe one of these might catch your interest. The week of June 7-15 finds a Maxiboat series running out of the Newport Yachting Center in Newport, RI. On June 15th a race from Annapolis, MD to Newport, RI gets underway, finishing at the Ida Lewis YC in Newport. June 21 the Cruising YRA starts its race from Marion, MA to Bermuda. And on June 29th the Twenty Hundred Club (?) hosts the Prince Henry Race on Narragansett Bay, RI.

We haven't come up with information phone numbers on these yet but are working on it.

ASTA RENDEZVOUS AT MYSTIC

On June 29 through July 1 ten schooners and other sail training vessels will gather at the Seaport under the auspices of the American Sail Training Association. Normal Seaport admission will permit viewing of the craft from shore.

4TH ANNUAL L.L. BEAN CANOE DAY

June 22 is the date for this one, the place at the Yarmouth Waterworks on Elm St. in Yarmouth, ME. This is a great opportunity to try out all the canoes and kayaks and pulling boats (by RKL) that Bean sells, with introductory basic lessons available and a 3 mile race upriver and back. For more details on this latter event, call L.L. Bean at (207) 865-4761, Ext. 2106.

SCULLING SCHOOL ETC.

If you're interested in developing your sliding seat rowing skills in serious racing type shells, or improving such skills as you already have, the programs offered by the Craftsbury Sculling Center in Craftsbury Common, VT, might interest you. Weekend sessions begin May 17-19 at \$210, week long sessions begin June 8-14 at \$390. Price includes all expenses, accommodations, etc. at the camp on Lake Hosmer way up there in northern Vermont. A rowing tour from the northern end of Lake Champlain to Albany, NY is also planned, for July 1-14. For details and brochure, write to the Craftsbury Sculling Center, Box 31, Craftsbury Common, VT 05827, or phone them at (802) 586-2514.

MAINE MARITIME MUSEUM SPRING PROGRAMS

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.

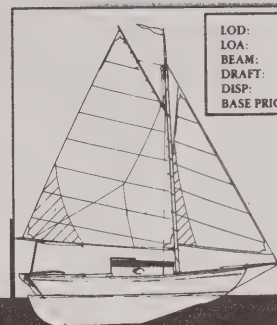
JUNE 23: Pier Day at the Percy & Small Shipyard will include in the celebrations the launching of the Apprenticeship's 40 foot pinky schooner, dedication of the new pier and opening of a new exhibit on dory trawling aboard the old Grand Banks schooner, SHERMAN ZWICKER. Demonstrations and exhibits on maritime related crafts, displays of small boats, entertainment and food will also be part of the occasion. Time is from noon to 5p.m.

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

CANOEING INN TO INN BEGINS

Art and Dianne Sharkey, owners of the Stone House Inn in North Thetford, VT will commence their weekly canoe trips on the Connecticut River the week of June 25th. These are two day trips on the river with overnights at cooperating inns. For all the details contact the Sharkeys at (802) 333-9124.

THE WINTER WREN

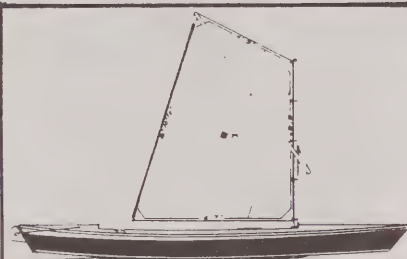


LOD: 18' 8"
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Auspicious beginning for this paddle-row-sail cartopper. Prototype built by Dave Montgomery and tested by designer Bolger. Information on it and fabulous mini-cruiser MICRO is \$1 with SASA. Plan \$20 (\$22 US overseas). LA ROWE BOAT PLANS, 302 Crosswinds Dr., Palm Harbor, FL 33563.

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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 and in June are the following:

FUNDAMENTALS OF CANOEING.

Courses designed to introduce student paddlers to the rudiments of safe canoeing on flat water. Basic strokes, self rescue, group rescue and safety. Classroom session on May 15, on-the-water weekend at Lake Sebago, NY on May 18-19. Fee is \$40.

BASIC RIVER CANOEING. Courses designed to introduce student paddlers to the basic flat water paddling skills and fundamentals of paddling on a river. Classroom sessions are on May 29 and June 5 and 19. On-the-water sessions will be June 1-2 at Lake Sebago, NY, June 8-9 on the Batsto River and June 22-23 on the Delaware River. Fee is \$65.

BASIC RIVER CANOEING SOLO

A course for anyone having completed the Fundamentals of Canoeing course. Student must provide own canoe (preferably NOT aluminum), paddles and PFD. Canoes must have flotation. On-the-water on the Delaware River, June 8-9. Fee is \$20.

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.

WOODEN BOAT SCHOOL IS ON

WOODEN BOAT magazine has its 1985 Wooden Boat School all lined up for summer, with over two dozen courses beginning late June and continuing on to September and even into October this year. Building, maintaining, designing and using wooden boats are all covered with recognized expert instructors in all fields from master builder to sailmaker to surveyor to skipper. You can get a free 12 page newsprint tabloid brochure with all particulars from The Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. Most course are limited to number of participants and many fill up early so if one catches your fancy, go for it soon.

Scheduled for June are the following:

JUNE 9-14: Marine surveying with Giffy Full (held at Gloucester, MA).

JUNE 16-21: Conditions, surveys and proper maintenance with Giffy Full.

JUNE 23-28: Building the Nutshell Pram with Eric Dow.

JUNE 23-28: Repair your own canoe with Rollin Thurlow.

JUNE 23-28: Art and tradition of able seamanship onboard Ed Davis' own SPRAY replica.

JUNE 28-JULY 5: Building ultra light boats and canoes with Tom Hill.

JUNE 30-JULY 5: Art of oar and paddle making with Lou McIntosh.

JUNE 30-JULY 5: Art and tradition of able seamanship onboard Roger Duncan's Friendship sloop.

JUNE 30-JULY 19: Theory and practice of boatbuilding with Arno Day.

ALDEN OCEAN SHELL SEASON OPENS

The first race of 1985 for the Alden people is the Second Annual New Hamburg Regatta on the Hudson River on June 8th. It's open to Aldens/Trainer and racing shells. The three mile course starts at the New Hamburg YC. Contact Donald Seales, 3 Stone St., New Hamburg, NY 12560.

ANTIQUE & CLASSIC BOAT SHOWS

Summer show time is at hand, with two shows in June in our area. On June 22 the Annual Wooden Boat Show will be held at Seawanhaka YC on Oyster Bay in Huntington, NY. Call Bud Woodworth at (516) 271-9351. On June 29-30 the Long Island Chapter of the ACBS hosts its boat show at the Bay Shore YC in Bay-Shore NY. Call Warren Moore at (516) 757-0174.

CHEWONKI SUMMER PROGRAMS FOR YOUTHS

The Chewonki Foundation of Wiscasset, ME has two mid-summer programs planned for 14-18 year old boys and girls involving sea experiences. Two Mariner trips are scheduled, one from June 25th to July 16th, the second from July 20th to August 13th. These involve trip planning and subsequent expedition to islands for campouts in two boats, the Crotch Island Pinky and Mackinaw Boat. Each trip will accommodate ten youths, co-ed. The use of various islands is with owner permissions. Coastal ecology and maritime history studies supplement the seamanship sailing, rowing and camping experiences.

Two sea kayak expeditions will also be held, June 25th to July 16th and July 20th to August 13th. The overall concept is the same as for the Mariner trips but will involve use of sea kayaks rather than the larger craft. For all the details, contact the Chewonki Foundation, Wiscasset, ME 04578, phone (207) 882-7323.

CHELSEA ROWING CLUB ORGANIZES

Oarsmen in the Norwich, Connecticut area have gotten together to revive the old Chelsea Boating Club of the 1877-1922 era on the Thames River at a marina site in Norwich, CT.

Three recreational rowing regattas have been scheduled to date, on May 27th Memorial Day, July 4th and September 15th Harbor Day. For further information on these events and the club, contact the Chelsea Rowing Club, P.O. Box 22, Norwich, CT 06360.

BASIC KAYAK CLASSES OFFERED

Ty Schulze, a New Jersey sea kayaker is holding a series of basic pool sessions for beginners in South Plainfield, NJ this spring and into summer. The classes will be limited to 6 students and will meet five times for 1-1/2 hours each time, on Tuesday or Thursday evenings. Fee for the 5 sessions is \$50. Included in instruction will be paddle strokes, braces and sweeps, boat control, Eskimo roll and rescue and boating safety. Contact Ty Schulze days at (201) 754-7316, evenings at (201) 353-4361 for further details or to register.

SHIPYARD MUSEUM 1985 EVENTS

The Shipyard Museum in Clayton, NY is a bit far for most of us but they do have some interesting summer events planned. May 25-26 is dedication of the new Cleveland E. Dodge Launch House which houses many old motorboats of yesteryear. On July 6-7 the steamboats gather. July 20-21 is skiff weekend, the famed St. Lawrence Skiff is indigenous to the area. And August 2-4 is the annual boat show, the 21st, a major gathering of antique boats, power, oar, paddle and sail. The Shipyard Museum is located in Clayton, NY on the St. Lawrence River. For complete information on the Museum and its activities, write to Shipyard Museum, 750 Mary St., Clayton, NY 13624, or phone them at (315) 686-4104.

TOWNIE ADVENTURES TOUCH MANY

Tom McGrath's erstwhile adventures in his ancient Townie sloop chronicled in the past few issues, have brought more reader response than any other material published to date. A lot of novice sailors found solace and amusement in reading of Tom's struggles and strivings. And memories surfaced too. For example, Neil Folsom of Old Orchard Beach, ME writes:

"The two articles about the Townies really hit home as I was the proud owner of one of the originals back in my college days (I think it was #12) and I sailed it out of Marblehead in a very active fleet. I can even now, over 30 years later, still recall the names of many who sailed with me and of their boats. These are pleasant memories for me even though I never did too well in the standings. I also did some cruising between Nahant and Plum Island so the article on Townie to the Isles of Shoals touched on another fond memory of past fun and foibles, some hectic."

THAYER & CO. MAKING MOVES

Jim Thayer, the THOLEPIN man, designer and builder of several traditional rowing and sailing craft in fiberglass (boats like Livery Whitehall, Li'l Pickle, NINA, etc.) has been on the move in his ancient Volvo. On his latest swing into the New England area from his eastern base in Mechanicsville, VA (his western base, in summer, is way out in Colorado) Jim left a bunch of bare hulls with John Freeman of Burlington, VT, owner of Small Boat Exchange. John is involved in the rejuvenation of that city's waterfront, and assisted by Adirondack Guideboat builder, Steve Kaulback, will finish out the Thayer hulls for local use, small boat enjoyment right in greater downtown Burlington. Thayer also purchased Ken Steinmetz's elegant New York Whitehall mold, from which he plans to offer boats in any state of completion to his customers, as well as keeping Ken supplied with his needs.

You can reach Jim at Thayer & Co., 2106 Atlee Rd., Mechanicsville, VA 23111 and Small Boat Exchange is at 41 Main St. in Burlington, VT 05401.

IPSWICH RIVER CANOE OUTINGS

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

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.

CONRAD TO GET NEW DECK

The steel square rigged JOSEPH CONRAD at Mystic Seaport Museum is getting an all new teak deck, its first in 63 years. During April, May and June the shipyard crew at Mystic will be laying three inch thick teak planking in public view on the lift dock at the Dupont Shipyard. Since last September the crew has been repairing the wrought iron understructure, using some 35 tons of the now unobtainable iron found in a closed Pittsburg steel mill. The CONRAD is now 103 years old.

The teak took a year of searching to locate, 6,000 linear feet of it. That was five years ago. It was cut, dried and shipped the following year and then has spent three more years (after milling) adjusting to our New England climate. Now it's ready.

This teak cost over \$100,000 so it will not be wasted. Every plank in storage has been measured and assigned a specific location on the deck to minimize waste. The planks measure five inches wide by three inches thick, and each is individually clamped to the deck beams to straighten and fair them and then bolted into place with custom made galvanized bolts. The longest strakes are going on first down the middle to serve as index for the balance of the job and the schedule calls for four strakes to be put down every three working days.

The iron work required special training of the shipyard crew and special tools. These two needs were met by a cooperative venture with the iron hulled bark ELISSA in Galveston, TX. Two Mystic workers worked on that ship's restoration to learn the skills needed and the special tools required returned with them.

With the decks "cleared", the layout is being changed back to its original with three companionways installed and a skylight and charthouse removed. The CONRAD will then look as it did up until its 1937 modifications, done by millionaire former owner Huntington Hartford. Prior to Hartford, the famed Alan Villiers had used the ship as a sail training vessel on a two year round-the-world trip. Villiers had to give it up due to lack of money. Mystic acquired the CONRAD in 1947 under a special act of Congress.

By mid-June the CONRAD should be afloat again and then resume its role as a sail training dormitory for young people participating in the Seaport's summer programs.

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BRITISH SEA KAYAKING BOOKS

SEA CANOEING: Derek Hutchinson, 1984. Essential for single paddlers. 216 pages on equipment, technique, navigation, waves, wind, tides, kayak history, rescue. Many photos, illus. \$20** (**MA RES. Add 5% Sales Tax)
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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CUSTOM ANNISQUAM RIVER KAYAK, 15' x 29" beam. Proven design concept, multi-use (sea and river). Sensible, comfortable 48" long cockpit. Plenty of interior volume for storage. Sealed flotation filled bow and stern compartments. Lightweight, strong, constructed from Sitka spruce, ash and mahogany ply. Epoxy glued and fastened joints, sealed wood surfaces. Durable and proven canvas covered hull and deck. Rubbing strips for abrasion protection.
DAVID NORTON, Gloucester, MA (617) 283-5534. (1)

GRAY MARINE Phantom 45 with gear, COMPLETELY rebuilt. Asking \$1500. Palmer 2 cyl, 4 cycle, 7hp reconditioned, with gear, \$800.
RON SILLIMAN, New London, NH, (603) 526-9363. (1)

CLASSIC 9-1/2' SAILING DINGHY, brand new, very pretty. Finished bright. Complete including spoon bill oars, \$3500. 11-1/2' double paddle canoe, finished bright, new construction with seat and paddle. Asking \$1200.
RON SILLIMAN, NEW London, NH (603) 526-9363. (1)

WANTED: 20-35 lb. yachtsman's anchor, Wilcox-Crittenden or Herreshoff. Chelsea ships' bell clock and barometer.
KNIGHT COOLIDGE, Medomak, ME (207) 529-5204. (1)

FREE PLANS for 27 foot St. Pierre dory. JIM WHELAN, Danvers, MA (617) 774-3781. (1)

WANTED: Information on where/how to purchase Mirror dinghy and other Mirror kit boats, either in U.S.A., Canada or England.
STEVE PERLOFF, Gaithersburg, MD (301) 762-5442. (1)

25' HEART'S DESIRE class double ended cutter/sloop. Full cabin, cedar on oak with lead fin keel. Ready to sail. With dinghy, VHF, head, sink, two berths. Asking \$6000.
TOM KELLNER, Orange, MA (617) 544-7760. (1)

COMPAC 16 mini-cruiser/daysailer. M, J, G. 3hp Evinrude, trailer, many extras. \$3995.
JOHN ZOHLN, Newport, RI (401) 846-6225. (1)

23' STAR Class sloop. Classic Etchells design. Excellent daysailer, ready to sail. Trailer. \$2500.
C.T. COSTELLO, Rockport, MA (617) 283-3525. (1)

45' L.F. HERRESHOFF MOBJACK ketch. project: Hull ready for water, 50hp diesel. Needs rig and interior. Reasonable. Call (207) 882-5504. (4)



14' CHAISSON ROWING SKIFF, new, cedar on oak with mahogany trim. Copper and bronze fastened. \$1800. Can be seen at Montgomery Boat Yard, Ferry St. Gloucester, MA.
ERNEST TARR, Gloucester, MA (617) 283-1287 aft. 5 p.m. (2)

SELL THE BOATHOUSE: Folbot 17' rigid kayak with sailing rig and extras. Never in the water. \$300. Old Town Royale 12' pack canoe, two years old, in excellent condition, \$250. "Fatty Knees" 8' sailing dinghy in excellent condition, less than a year old, \$1100.
CLIFF JOHNSON, Merrimac, MA (617) 346-9890. (1)

BEETLE CAT SAILBOAT, excellent condition, ready to go, 3500. Galv. trailer also.
RICHARD HUMPHREY, Kingston, MA (617) 585-5622, 8:00 a.m. (1)

18' OLD TOWN RUNABOUT, cedar on oak. Built in 1961, in very good condition, lots of extras. With trailer. \$650.
HARRY LATTANZI, Manchester, MA (617) 526-7553. (1)

16' CANOE, cedar strip. Cane seats, carrying yoke, like new. \$750 or best offer.
STU KLAUSNER, Ithaca, NY (607) 272-6915. (3)

WANTED: Used sea kayak, reasonable condition and reasonable price. Fiberglass.
ART KEEFE, Hingham, MA (617) 749-8142. (1)

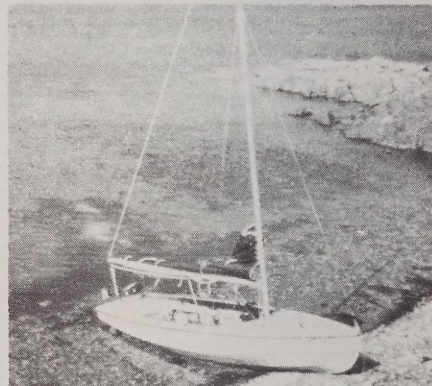
14' WHITEHALL, classic cedar hull, mahogany trim, excellent condition, complete with one pair of oars and new Highlander tilt trailer. \$1400 for complete outfit.
TIM ELLIS, Wiscasset, ME (207) 882-7323. (1)

CLASSIC CHESAPEAKE BAY SKIFF 20'4" long, leaf yellow pine on oak ribs. Spritsail rig. See: American Small Sailing Craft (Chapelles) Fig. 115 pg. 320. \$1990.
FRAN O'LEARY, Dorchester, MA (617) 825-2589. (1)

Classified Marketplace



17' HERRESHOFF Buzzards Bay Sloop. Used one full season. Mahogany/oak/bronze. Fully equipped. \$6000.
BOB BARBA, Rockland, ME (207) 596-6233. (1)



16' WAYFARER dinghy, 1982, with trailer, three cruising weight sails, compass, anchor and rode, gimballed stove, PFD's, tent, cover, oars, bilge pump, many extras. Capable, well equipped English cruising dinghy. \$4500.
W.G. HEATH, RFD #1, Box 57, Lincolnville, ME 04849, (207) 763-3153. (1)

12' NEW FLAT BOTTOM SKIFF, mahogany ply, fiberglassed exterior. Oak gunwales and bow. A real classic design. Stitch and glue construction. With 7 foot oars. \$601.
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BRAND NEW TRADITIONAL SMALL BOATS: 10' Flat bottom skiff; 10' Semi-dory; 11.5' Columbia (row, sail); 13.5' Good Little Skiff (Culler, row, sail); 15' Peapod (row, sail); 17' Swampscott dory (row, sail); 14' Cotuit skiff (sail). **LORING WORDELL**, Box 394, Hyannis, MA 02601 (2)
12' **GRAVES BUILT** fiberglass Waterbug sailboat with complete rig, fresh re-finish, ready for H2O. Will deliver. \$350. **DAVE PEACH**, Marblehead, MA (617) 631-5571. (2)

MINT SOLO CANOES: Jensen 16' 7" Kevlar, 25 lbs. \$550. Mohawk 16' fiberglass, 45 lbs. \$350. Three sets canoe gunwales, two mahogany, one aluminum. \$40 per set. **EDDIE BRISBOIS**, Hudson, MA (617) 568-8879. (2)

GRUMMAN UTILITY, 4.6 meters open boat, 1980, with Shoreline trailer, \$800. **GEORGE SWANSON**, Portland, CT (203) 342-2334. (2)

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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27' ST. PIERRE DORY, 1981. Plywood sides, spruce bottom on oak framing. Good condition. \$1700. **JAN NEWHOUSE**, Hampton, NH (603) 926-6948. (2)

16' BOLGER LIGHT DORY, rowing model, Type V. Excellent condition, complete with oars. \$300. **PAUL BUNNELL**, Madison, CT (203) 245-0271. (2)

CANOES Old Town 18' Otea 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. (1)

INTERESTING GEAR: Mold for f.g. kayak seat and rim with seat and rim in it, 27" l. x 14" w. inside measurement, \$20. Kit to connect remote contr. cables to 9.9 and 15 hp OMC, \$12. Tempo cable contr. OB trim tabs, new, \$22. Mirax aluminized steel gas tank, 12 g., 26x7x19, new, \$65. 3/4" WC flex shaft log, \$12. Wood framed 2-light safety glass windshield, 15" x 53", like new, \$25. Send SASE for data sheet. **BOB WHITTIER**, Box T, Duxbury, MA 02331. (2)

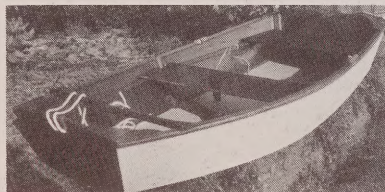
JOHN BOAT, 15.5 ft. x 53". Glassed plywood. Well and strongly made. 285 lbs. Wider, quieter than metal. Good calm water fishing/utility boat. Rocker bottom, rows well or use small OB. Like new, \$475. Send SASE for data sheet. **BOB WHITTIER**, Box T, Duxbury, MA 02331. (2)

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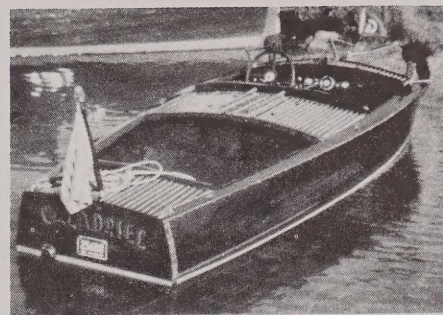
17' KAYAK, wood frame, two-ply Dacron hull, one-ply Dacron deck, mahogany coaming, good condition. \$300. **DUNN'S CUSTOM BUILT KAYAKS**, Eden, NY (716) 992-3941. (2)

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FIBERGLASS C-1, with spray skirt, thigh straps and grab loops. Complete, \$200. **17' OLDTOWN canoe**, c. 1935. Completely restored, new cane, canvas, varnish. \$850. **MARK CASEY**, Framingham, MA (617) 620-6429. (1)



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16' DODGE RUNABOUT, 1930, Hull # 481. Fully restored but needs prop shaft. Original Mermaid. \$4000. **BRUCE REYNOLDS**, RFD 5, Box 9, La-conia, NH 03246. (1)

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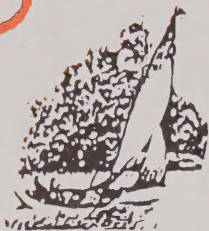
BALDWIN KAYAK, 13', 2" downriver K-1, 24" beam. Made from kit but never used, does need some gaps filled in with fiberglass. \$200, including spray skirt and life jacket. **RACHEL GOODKIND**, Larchmont, NY (914) 834-1448. (1)

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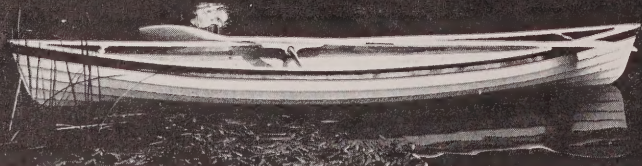
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