

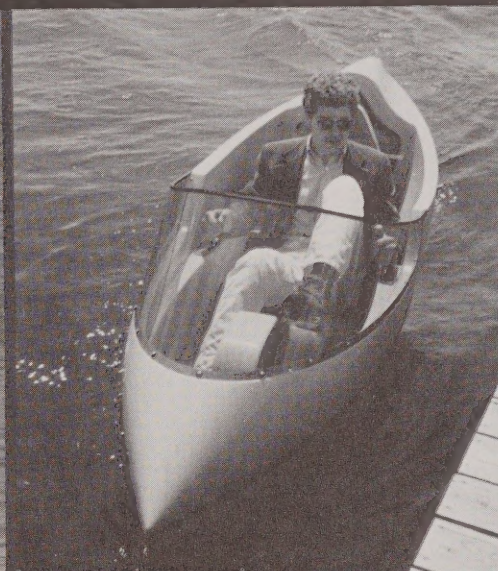
Small Boat Show Issue



messing about in BOATS

Volume 3 ~ Number 3

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Commentary

BOB HICKS



messing about in BOATS

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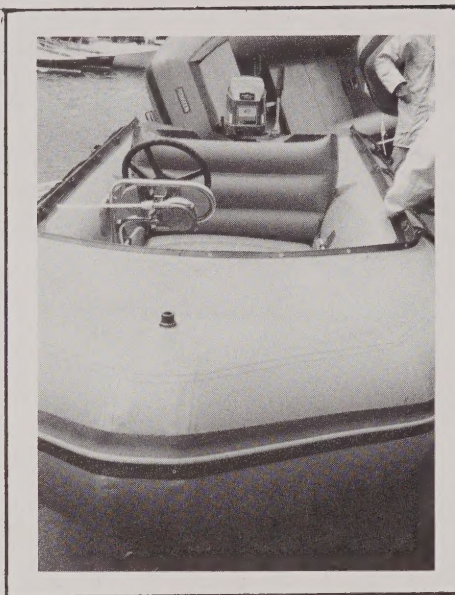


Our Next Issue...

It'll be back to normal with a variety of articles, a couple of spring kayak outings, a look at some \$10 plans for building your own sliding seat rowing rig, more adventures from Tom McGrath in his old Townie sloop, a look back at an old Weston Farmer design, "All Sorts" that one could row, outboard, sail or iceboat; a nice story about Friendship cats; a look at intercollegiate rowing competition. Back to normal.

On the Cover...

The Small Boat Show had lot going for it and not the least was the on-the-water tryouts, like the Row Cat, the Atlantic Skiff, the Waterbug, the Dirigo kayak and the Chebacco 20 doing their things in our cover photos. A lot more inside.



... the Pearson 26 or the Lancer 27, etc.? In this report on the Small Boat Show you're not going to see much of anything about them. They were there, oh, yes. Inflatables in all shapes and sizes and boxes, outboards hung onto a wide array of craft, production fiberglass sailboat cruisers. The Small Boat Show does attract a broad spectrum of boats. So why do I not pay much attention to the aforementioned types? I just cannot get interested in them.

There is a basic underlying difference between these production type boats and all the small boats that were there built by small shops or individuals. It's the personal involvement touch. The guys with their rowing and paddling and sailing boats, wood or plastic, that they built themselves come across entirely different than the overweight type in the red blazer with the four-color brochure and order blank in hand. The latter work for someone who is selling the boat, not only does this person not have anything to do with the boat's design or building, he isn't even normally employed by the person who did those vital things. This distance transforms him into just a huckster. Well, that's the way business works in the U.S.A.

My inattentiveness to the mass produced appliances is not meant to imply that the stuff is somehow inferior. It's usually not, the quality of the products seems very high, the technological marvels of transistorised, computerized 90 horsepower outboards, two to a boat, are monuments to spending a lot of bucks to give the American consumer a simple to use undemanding device which he can indulge himself in considering as his boat (and motor, and VHF and depth sounder and Loran and . . .). My inattentiveness is based on personal prejudice, appliances do not interest me. My home is full of them working for me,

*But, what about
the inflatables
and the outboards and...*

for the most part uncomplainingly. I get around in a motor vehicle that normally gives me pretty good service without my paying much attention. I am in boats for a more personally rewarding human experience. I prefer boats that require me to participate more than just turning a key, shifting a gearshift and opening a throttle. I am an anachronism.

Fortunately the Small Boat Show had plenty of other anachronistic people. While a traditionalist might think of anyone building in fiberglass as being part of the vast consumerland industry, it just isn't so. The boats are well done and are interesting and the guys (and in some cases girls) who built them were right there with their products wishing to convey to you why they think their particular boat deserves your attention and even purchase. Most of these people are not very good salespersons, they are enthused but not pushy, willing to tell you about what they have but slow to crowd you into a corner with order blank in hand. Thank God.

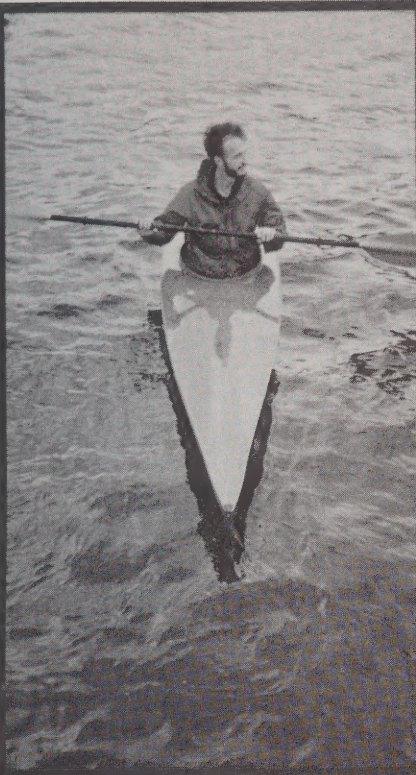
The Show was packed. Even with the unsettled weekend weather, clouds, rain, thundersqualls, hailstorm, and high winds, the narrow paths between the jam packed displays were crowded. Out on the floats many displays got constant attention and the surrounding waters were busy most of the time that the weather relented enough. With all this, and allowing for all the appliances I did not take an interest in, I still will not be bringing you a comprehensive report on ALL the things to be seen and tried. My subjective approach ends up with a few dozen of the really interesting boats, people and happenings that two days of prowling the Show brought to my attention. I think they do capture the essence of that part of the Small Boat Show that still retains that personal involvement of the people behind the boats.



North American SMALL BOAT SHOW

Kicking of the new season on the water, this show brought together an impressive variety of small craft, and in this issue we take a stab at bringing you some idea of what there was to be seen.

Going around this page counter-clockwise from top left: Don Betts tries out Skip Snaith's sea kayak, Alaskan; a couple enjoys Dan Lindrooth's Delaware Stripper canoe; the Lancer 27 was the biggest of the "small"; Bruce Bender in his cold molded Delaware Ducker and Roger Crawford in his fiberglass Swampscott Dory pass by; keeping an eye on the long, long oars of a rowing shell; Pete Sylvia's nice little Classic Charm peapod fitted with the "show" sail, mesh screen.



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Off on a look around...

From the top left photo on this page, counterclockwise: The Bluejacket 23 motorsailer from Collingwood Yachts offered rather nice roomy comfort in a very catboat looking craft, rather nice for the motor-sailer genre. They are located at Box 354, Collingwood, Ont., L9Y 3Z7, Canada. Not quite so luxurious was this rather boxy boom tent rigged on this small daysailer. The Landing Boatshop, which is a boatbuilding school located in Kennebunkport, ME offers the boats their students build for sale, and this nice 19' Buzzards Bay sloop was available sailaway for \$8200. Paul Zim-

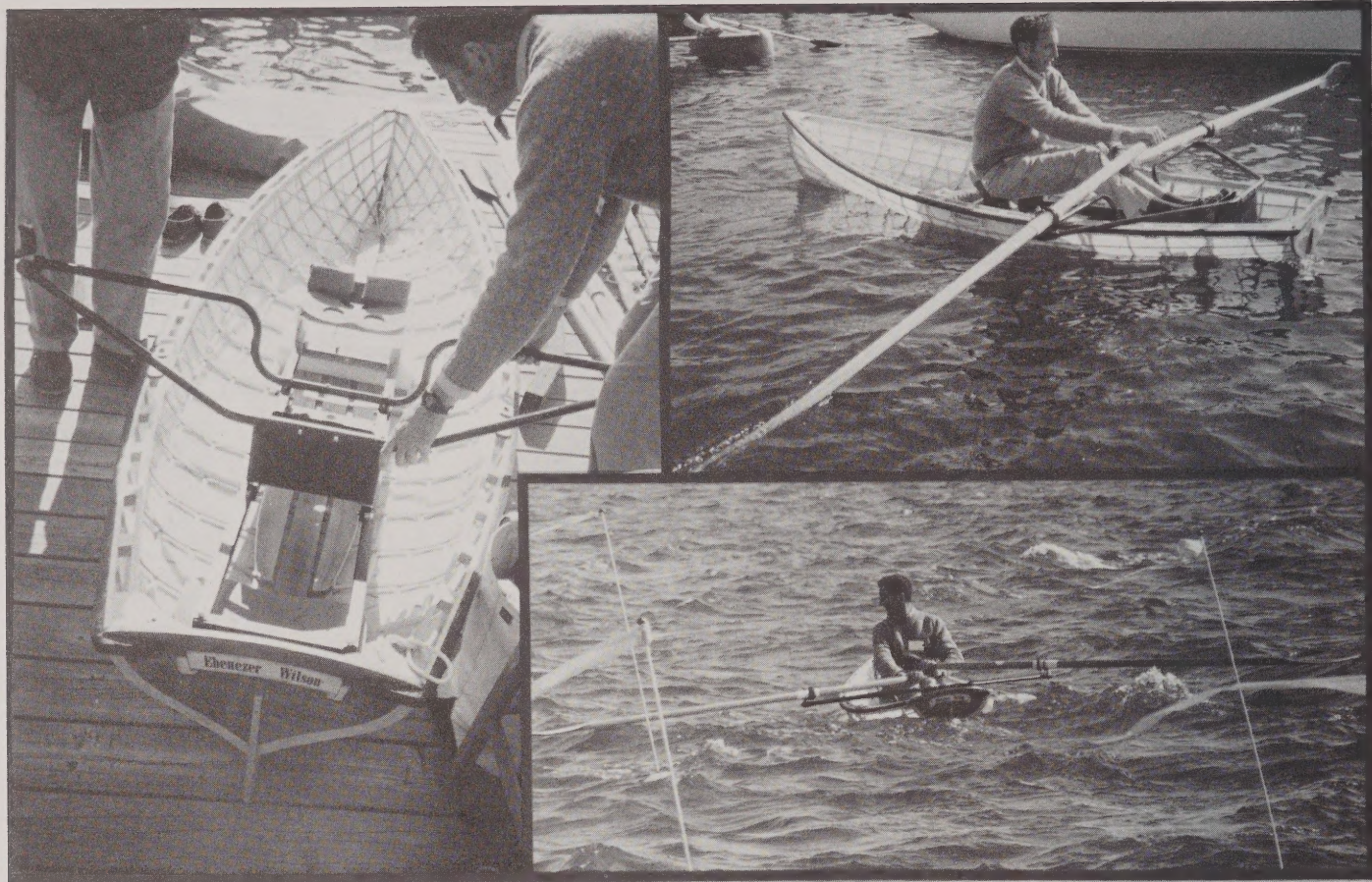




mer and his partner Kent Chasson decided to do strip canoes this spring, they quit their jobs and are living canoes, the 16' Clipper pictured was offered at \$1500. They operate as Cedar Strip Canoes, 462 Pigeon Hill Rd., Windsor, CT 06095. Cedarglass was another Canadian builder on the scene, this strip built Whitehall (15') is typical, the entire cedar strip hull sheathed inside and out with epoxy and fiberglass. The rowing model was offered at \$2900 U.S. (with one set of oars) and a sail rig was available for an additional \$700. Cedarglass is at 9 Allaura Blvd. #10, Aurora, Ont. L4G 3N2, Canada. Roger Crawford had prospects for his Swampscotts out all during the weekend, he's built close to 150 of these beamy fiberglass versions of that traditional boat, Roger is at Box 430, Humarock, MA 02047. Ralph Notaristefano

and John Roche of the Traditional Small Craft Association were busy talking up the group to those who had interest in the "real" way to build boats. Ken Steinmetz was one of Small Boat Journal's judges for their sea trials, on construction details. Here he's checking with Pete Sylvia on his Hi-Liner powerboat. Hi-Liner is at Box P-73, So. Dartmouth, MA 02748. These aluminum craft are known as Duroboats, they stack rather nicely and glitter in the sunlight. If that appeals, Duroboat is at 1140 S.W. Dakota St., Seattle, WA 98106. Dove, yet another Canadian firm after the U.S. boating dollar, builds very nice strip replicas of St. Lawrence skiffs. The base price with oars is \$1895, with an Oarmaster rig in it, \$2595 and with that and the sail rig \$3095. Dove is at Tehkummah, Manitoulin Island, Ont. Canada P0P 2C0.





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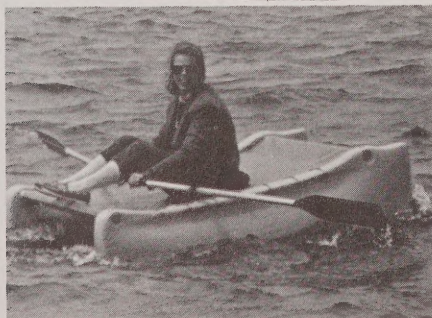
A feature touted by those who offer sliding ouriggers as alternatives to the traditional sliding seats, is that the advantages of the system can be utilized in short boats, where the inertia of the oarsman's body sliding back and forth can cause severe lurching in the progress of the boat. Even the multi-oared racing shells exhibit this behavior, you can see them hesitate when all those bodies move back to grab the next stroke. Well, Ed Hand brought his 18 pound Onboard sliding rigger over to Platt Monfort's 18 pound Little Whitehall geodesic kevlar wood and dacron pulling boat. The tiny ten footer was built as a kid size boat,

Platt named it Ebenezer Wilson after watching sailmaker Nat Wilson's son of that name rowing about at a Maine traditional boat meet.

The Onboard dropped right in on the formed foam block Hand has to adapt it to different craft, with the back end on a foam pad near the little boat's stern. Then Ed got aboard, shoved off the dock, took a big handful of oars and shot away. The boat leaped ahead, bow up in the air, and by the third stroke it had reached its hull speed judging from the waves now dragging along from bow and transom. It was moving. Ed went on out into the chop of that 25 mph northwester and

found no problem in keeping the tiny craft moving. He usually does demos of his rig on a windsurferboard or in a canoe. Now in a tiny replica of a traditional water taxi, it was working just as it should. Thirty-six pounds of boat and rowing device with 200 pounds of oarsman. Platt and Ed were all smiles after the test. The Onboard is available from Ed Hand out of Lowell's Boat Shop, 459 Main St., Amesbury, MA 01913. Platt Monfort offers plans and kits for his ultra light geodesic boats from his home at Box 1490, Wiscasset, ME 04578.

JAG CAT Serious?



My first impressions of the Row Cat as I passed the float was that here was a silly sort of pseudo craft that wouldn't deserve much attention. Two tall narrow bright yellow plastic hulls connected by two aluminum tubes covered over with a blue plastic "trampoline" deck and stubby wooden oars fitted into plastic oarlocks. Awful. I mean, here amongst sleek sliding seat pulling boats, this?

On Sunday I saw the young woman assisting Jeff Gerwin, the designer and marketer row the awkward looking thing out into the open water off the docks into the teeth of the 25 knot northwesterly that was blowing. She didn't make much headway but she didn't simply tip over

either. While hardly a serious rowing craft, it seemed rather safe.

Well, Jeff explained that his concept is a toy, at about \$500 something to pack inside your bigger boat, take out in a sunny mooring and paddle about, or sunbathe upon, or whatever. Since he had no intent of trying to represent the craft as a boat, I found I could accept it for what it was, no doubt a sort of fun thing for playing about in protected waters if such things appeal. Not a pulling boat, not even a dinghy or tender, it's just a floating sundeck with oars. Gerwin Marine is at 150 E. 58th St. in New York, NY 10155.

Rowing is Growing

There were a lot of rowing craft on display, with the sliding seat or rigger sort available in bewildering variety. Martin's Aldens were right up front near the main entrance in full inventory of models, but all around were the proliferating firms that have gone into this market. Now you can go from quite stable beginner level sliding seat rowing craft right on up to serious competition shells, in both plastic and wood.

The United States Rowing Association had people on hand to offer basic instruction out on the end of one of the docks, and when it wasn't blowing too hard, people were out there to find out how its done. Because of the choppy conditions, Lowell's Atlantic skiff was in constant use, it's a lapstrake traditional wooden craft very able in the rough water for the beginner level. Lowell's owner, Jim Odell had one of his son-in-law's sliding rigger Onboard units fitted to the skiff. In contrast was John Peinert's bright red plastic sliding rigger, current state of the art hi-tech pulling boat. And on the dock, Lydia Grew had her turn of the century rowing machine bolted down, a massive iron and oak rig not unlike today's rowing exerciser machines in concept. She acquired it at an auction of old gear at the exclusive Choate School. Out of the attic from yesteryear. A Martin Oarmaster set up in its exercise mode provided interesting contrast also. A mix of modern and traditional in rowing equipment.

Well, the race took place on Saturday and I was away on other business. It was blustery, yet 56 oarsmen in all sorts of rowing craft started out around Goat Island. Outside the chop got really steep according to Rob Lincoln, who won the traditional class in one of his new fiberglass Little Rangeley boats. Several of the open shells swamped, others chose to beach on Goat Island, but 40 carried on to finish. "It was pretty exciting coming through under the bridge with the wind directly astern," Rob told me. It seems the longer narrow shells were trying to broach as they surfed through and the bridge pilings were too close to permit much of that. "Every kind of boat that entered finished someone," said organizer John Peinert. His conclusion was that while conditions were challenging, the oarsman's skill rather than the boat's design, determined which ones finished and which ones swamped. Nobody was in bad trouble, but one wooden boat did get holed badly.

From the top: Ralph Notaristefano tries the Persson brothers' lovely traditional pulling boat with sliding seat. Lydia Grew bought this turn-of-the-century rowing machine at an auction. Cliff Hurst gets down to business with a prospect at the Martin display.



WATERBUG... most unique

Of all the unique craft at the Small Boat Show, the Waterbug had to be the most. Brightly colored easter eggs in appearance, they are very sophisticated pedalboats, another creation from the innovative mind of Garry Hoyt, the man behind the Freedom Yachts. Hoyt was on hand operating the Waterbug Slalom and public tryouts, and manning the Hoyt Harken booth to talk about his creation.

Boy, here is an ideal boat for a rental concession on a summer lake or at an amusement park. People lined up all weekend on the dock for a try at pedalling the Waterbugs through a slalom course or just down the dock and back. Just like lining up for the dodgems. The craft sat comfortably on the water, the deep ballasted keel submerged, the aircraft cockpit accommodations open and waiting. Two models are available, the open one in use for access reasons, but a closed canopy model for inclement conditions available.

"I like to get out on the water for exercise and this can go out in rain or wind that would render a pulling boat or kayak uncomfortable if not dangerous," Hoyt told me. He went on to remark that he is a pilot (Hah, another one, see the Windglider piece) and the cockpit layout of the Waterbug reflects this background.

There's a nice comfy high backed bucket seat and a pedestal in front of it with the pedal cranks at a height that requires a semi reclining position. Hooking your toes into the pedals (ala ten speed bicycle) your legs are up where you are pushing out horizontally rather than down vertically. A two speed (1:4 and 1:3 ratios) transmission connects the pedals to a 3 blade prop. You steer with dual side levers at seat side. Simple thing, just pedal ahead or back, and pull on levers to steer.

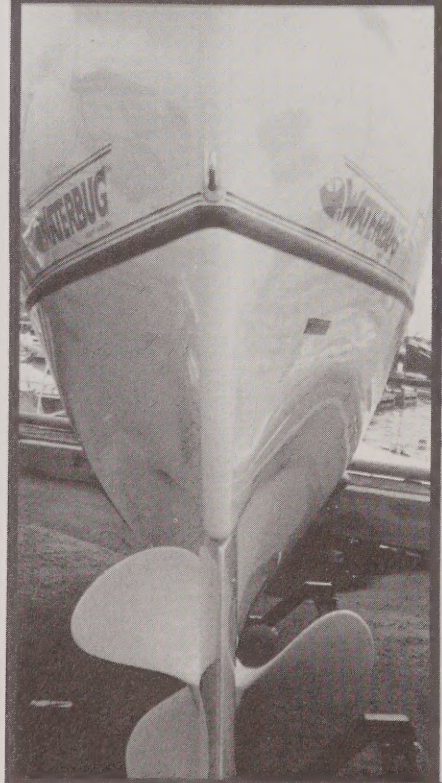
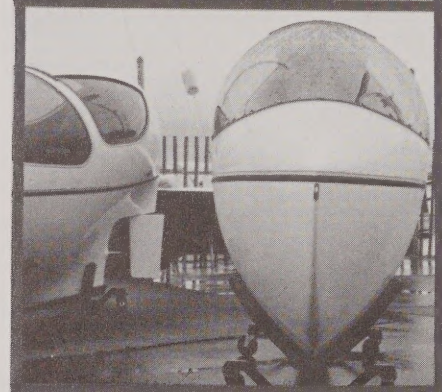
There's 300 pounds of lead in the deep hydrodynamically efficient keel, and

From top left: Garry Hoyt was running the "concession" rides much of the weekend gauging the reactions of the public to his creation. The hydrodynamics of the design seem very apparent in front and rear views. Rob Dwelley cruises the show, probably trying to figure out how to oversee his August Wooden Boat Show in one.

this provides stability and also inertia for moving ahead into the teeth of a wind and chop. The waves just break off the slippery egg shape above the waterline, and the enclosed cockpit keeps one completely dry regardless of weather. Hoyt used his much of the winter out on Narragansett Bay, when rowing or paddling was out of the question.

Like a ten speed bicycle, this requires some exertion to keep moving, instead of the successive thrusts of legs arms and back to propel a sliding seat pulling boat, one keeps up a merry whirl of pedalling, no back or arm work here. Sure you can stop pedalling and the craft will carry on some with that ballast. But it's totally unlike the exercise that rowing provides.

Hoyt's idea was manufactured by Harken, the sailing hardware people, and its a first class job all the way, everything is nicely made. The prices are \$1995 for the open model, \$2695 for the enclosed. Oh, yes, the Waterbug has positive flotation, it will not sink if swamped somehow. Be hard to see how one could swamp it in anything less than a full gale, it just bobs on the water like a corked bottle. Yes, it's not really a boat, it's a toy, but an intriguing one, certainly one that might attract the bicyclist. I asked Garry if he conceived of it as a result of last years pedalboat appearances at this Show, but he said he'd been thinking about it for several years. The open pedalboats were slow and awkward, the California proa was very fast but easily upset and not very maneuverable. The Waterbug is a very secure feeling personal craft that'll peak out at 5 knots (hull speed) and handle a lot of slop and weather while keeping one comfortably dry. Harken is located at 1251 East Wisconsin Ave., Pewaukee, WI 53072.



the HALCYON PUNT

A different sort of trip

Peter Wayne is on a different sort of trip in small boats with his Halcyon Punt. The boat harks back to Victorian England and quiet, peaceful paddling about the backwaters in elegant attire with fine wine and food at hand in the wicker basket. Halcyon means peaceful, so Peter is right off away from the go-go performance direction many of our small rowing and paddling craft have taken.

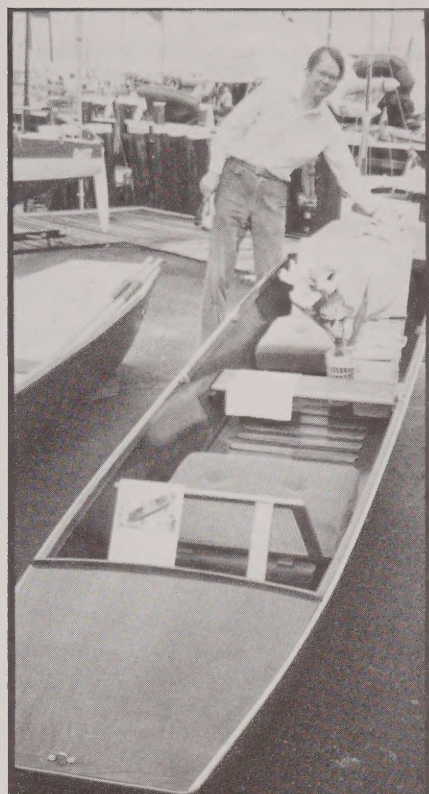
The punt is canoe size, 15', 4" long by 38" beam but it carries its beam all the way out to its ends so it has much more capacity for people and gear. The



flat bottom provides good stability and so two people can sprawl about in luxurious splendor with all those accoutrements of elegance, or up to 5 can get aboard for a paddle. But, it is the couple that Peter is aiming for. "I find the ladies really like the boat," he tells it. Not surprising. Velvet cushions, caned seatbacks, wicker basket, bouquets, the food and drink. An outing on the water that isn't wet, rocking and scary.

Like some other wooden boat builders, Peter now also offers a cheaper fiberglass version. It's pretty barren looking, apparently it has found favor for some utilitarian purposes such as local fire department rescue craft. "Actually, having it alongside helps to sell the nicer wooden version," Peter candidly admits. The difference between about \$1300 for utility and \$2200 for the top of the line wooden elegance is very apparent when the two line up side to side.

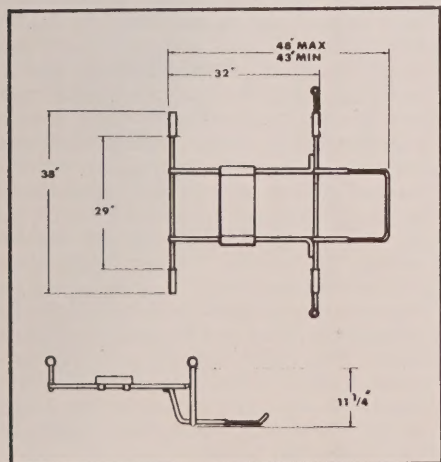
There are various accessories including an off-the-wind sail rig, pop up picnic table/seat, punt pole, that sort of thing. The amateur builder can buy building plans for \$30, it's not a tricky building job. Peter runs Canadian Tectonics, 191 Hillsdale Ave. East, Toronto, ON, Canada M4S 1T4.



A-ROW-BIC

To row a canoe

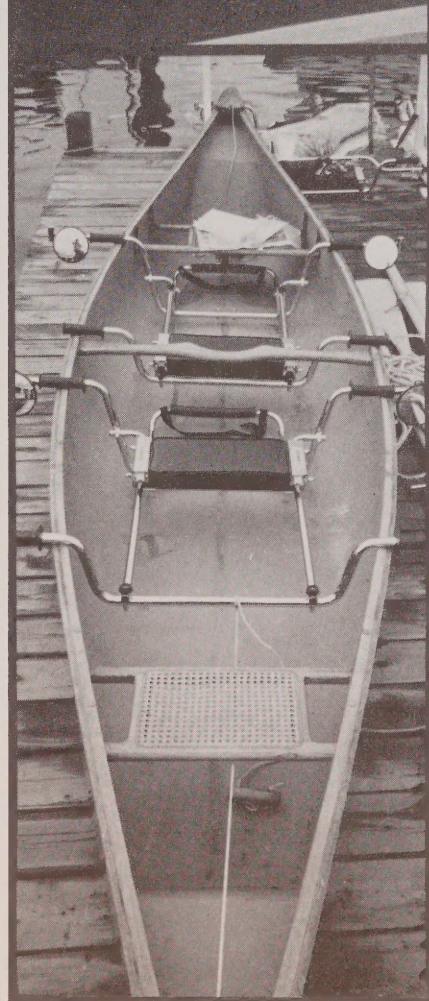
Budget priced sliding seat for your canoe? That's the pitch that KG Engineering has for their chrome and black drop-in rig. One of the firm's owners, Bob Girvin sort of came up with the idea while indulging in canoeing at his summer camp in New Hampshire, and his firm, which manufactures a variety of chrome plated bent steel tubing items was well set up to produce the A-Row-Bic. The name has obvious derivation.

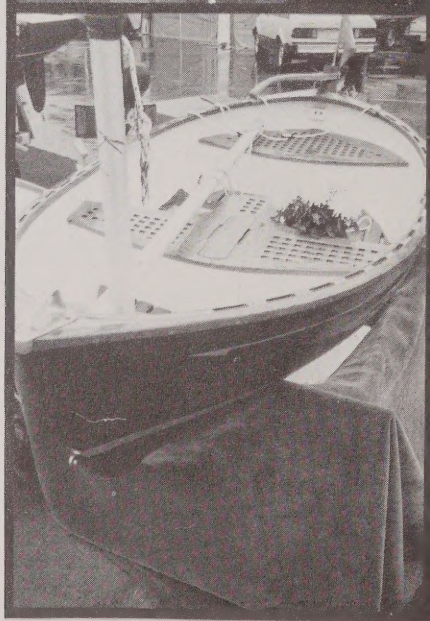
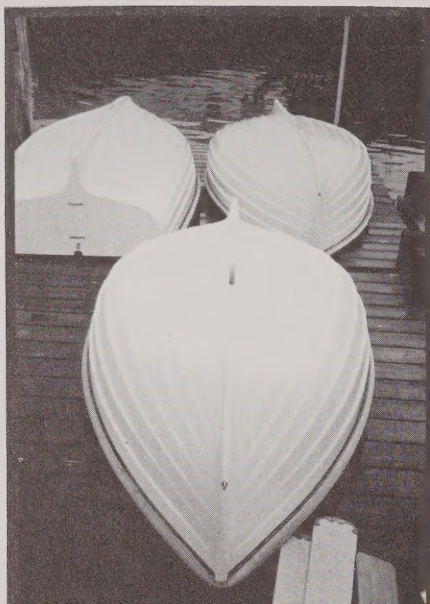


Well, this is very technological in appearance, chrome tubing, black plastic gunwale sleeves, black vinyl, chrome trimmed sliding seat. It's inexpensive at just over \$200 and an interesting option for another \$20 is a pair of convex mirrors mounted on the ends of the outrigger. A set of pretty basic wooden oars comes with each rig, you get all you need to drop into your canoe and go for a row.

The 20 pound unit just drops into the typical canoe. The sleeves on the riggers rest on the gunwales and with your weight in the seat, grip sufficiently so as not to move on the canoe. In some cases a canoe thwart might have to be removed to permit the ideal locating of the rowing unit. Two can go into a 16' or longer canoe no problem if you like.

Probably not the thing for your serious pulling boat, but half the price of something like the Oarmaster. It looks okay in a plastic canoe too, after all if the boat is hi-tech stuff, why not the rowing machine? And, it doubles in winter as an indoor rowing machine with an optional exerciser kit. KG Engineering is located at 115 Front St., Woonsocket, RI 02895 and they have several dealers already around New England who handle canoes.





FATTY KNEES

Joe and Libby Nye were out at the end of a float in the howling northwest winds of Sunday with three of the Lyle Hess Fatty Knees, 7, 8 and 9 footers. Boy are these plump. Hence the name. Last year I explained the name, suffice it to say here that designer Hess' granddaughter coined it. These are fiberglass lapstrake boats with lots of teak trim, and sailing rigs for that fun stuff. I rowed the 8 footer and it is surprising, for it is so beamy and so plump yet it moves right along under oars, obviously not carrying the way a longer waterline does but not progressing in a series of lurching swerves either. And this with 7 foot oars! The Nye's have been handling the west coast built tenders for several years now in New England, and Joe, who is soon to retire from his machinery business, plans on his Grace Marine Corp. becoming his retirement occupation. It's a quality line with prices running in the \$1300 to \$1800 range as I recall, Not the el cheapo \$500 plastic bucket. Grace Marine is located in Natick, MA 01760 at 215 Oak St.

PERRYWINKLE

Perrywinkle, ah, I thought it was just a decoration for the display of other sorts of sailboards and go fast stuff. But, no, the 8' long double ender in deep blue fiberglass with teak trim, floorboards, grate seats, rudder, daggerboard, and sectional aluminum mast was for real. The very full canoe stern brings to this tender a completely different look from the usual broad transomed type. Everything inside curves around to the rudder post in a broad sweeping curve, the whole effect from above is of a teardrop, pointy end forward, of course. Jan Zeller brought the Robert H. Perry designed tender up from Annapolis, MD, and set a vase of flowers in the thwart to complete the elegant appearance. In a way, only that sectional aluminum mast spoiled the effect, the glass hull was totally used as backdrop for all that teak. This sailing model sells for \$1995 loaded. Look at this list: Ivory white hull with blue cove

Dinghies & Tenders

Quite a few interesting little boats for pottering about the mooring area with were on display. The idea seems to be a small boat, 7 to 10 feet long that one can row back and forth to the yacht (or bigger sailboat) doing the necessary transport chores, yet still then row off to gunkhole, or, better yet, sail about on the same pursuit. Or, I suppose, put an outboard on back. The ones I paid attention to were not the latter, in that category were the dozens of inflatables. Some even with steering consoles set up in them.

No, I gravitated to several nice small tenders, some wood, some plastic.

O'DRISCOLL

Joe O'Driscoll and his wife stood under a tent near the main gate with his lovely lapstrake yacht tender and some very low key folders announcing that they were here from Curraghbinny, Cork, Ireland to see if the Americans might like Joe to build them some boats. Very classy people, very soft sell, very nicely built boat. The demonstration model was about ten feet and had enormous capacity, all built up traditional, steam bent frames, lapstrake planking, bright finish with white highlights. Price, \$2700. Obviously for a yacht to carry about on davits. Mr. O'Driscoll allowed as how he was interested in finding some U.S. entrepreneur interested in marketing his work over here. Joe is at O'Driscoll Boats, Ltd., Curraghbinney, Co. Cork, Ireland.

and boot stripes; molded in flotation in three seat tanks with water tight access ports for stowage; laminated teak and ash gunwales, bow and stern breasthooks; teak rudder and daggerboard to NACA foil; laminated teak and ash tiller; teak daggerboard filler for rowing/ towing/ motoring; burnished bronze towing eye, bow handle, two station oarlock sockets with horned oarlocks, rudder mounted flagstaff, mainsheet padeye, Perrywinkle plaque, pintles and gudgeons; sectioned anodized aluminum mast and boom; 3.2 oz. dacron sail (44 sq. ft) and custom sailbag by Sobstad; Harken mainsheet blocks; Samson 5/16" cordage; dacron Perrywinkle pennant; backing blocks for lifting eyes. Enough? No cheap stuff here. There are other options too, like optional colors, cover, etc. The Perrywinkle is sold in the east by Jan Zeller at 326 First St., Yacht Haven Suite 14, Annapolis, MD 21403.

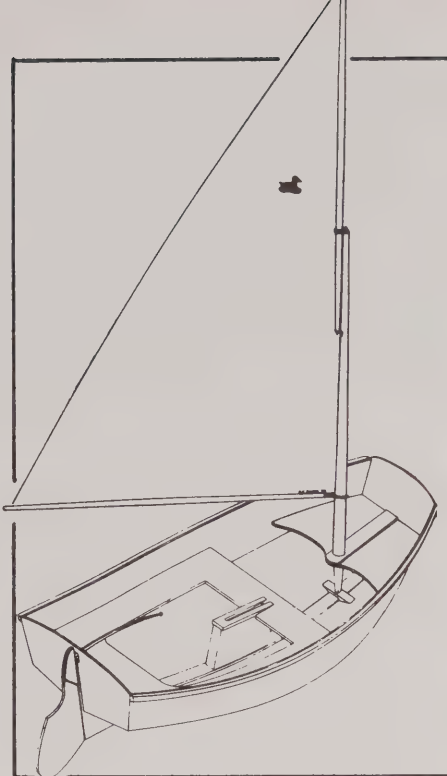
NEW ENGLAND SKIFF

BUILDERS

PUDDLEDUCK

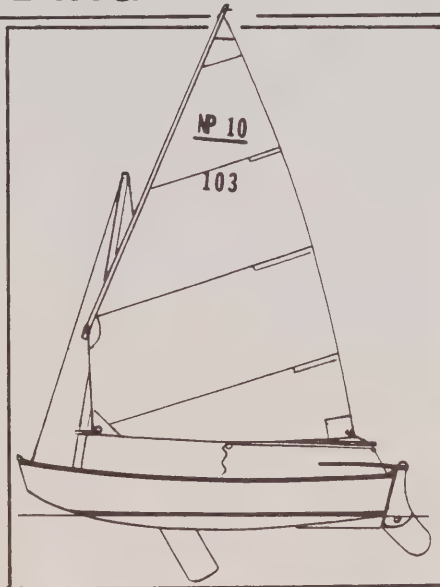
Puddleduck is now available in fiberglass, this is the late Bob Baker's neat little sailing/rowing tender from back in 1951. Jonathan and Nicole Nomer are turning them out at their New England Skiff Builders in Wakefield, RI. Nicole is the daughter of Bob Baker's widow, Pete, who now runs the original Baker Boatworks in Westport, MA building just in wood.

Jonathan and Nicole finish out bare hulls made up for them by a commercial fiberglass production plant on the plug they provided from an original wooden Puddleduck. Puddleduck is 7', 10" long by 4' beam with a 36 square foot gunter rigged sail. It's a hard chine hull with a lot of rocker, big skeg and rudder. The boat sells for \$1350 in white, custom colors add on \$75 more. This is ready to go with sail and rig, spars, oars and oarlocks. The Nomers are at New England Skiff Builders, P.O. Box 267, Wakefield, RI 02880.



DELAWARE STRIP DINGHIES

Dan Lindrooth was up from the mid-Atlantic too, Huntingdon Valley, PA with his strip built boats, canoes are the main line, but Dan had a nice 10 foot Norwegian pram all set up for sailing about the harbor. The round bottom type is ideal for strip building and Dan's work is nice looking. A beam of 4', 3.4" carries well out both ends with transom bow as well as stern. The interior is bright finished over the epoxy applied glass and the outside is painted, again over epoxy applied fabric, this being something called Zynole. So, a wooden boat embedded in fiberglass, best of both worlds perhaps? The sailing model sells for \$3590 all in, the rowing model is \$2850 and a conversion from rowing to sailing kit is available for anyone who later changes his mind, but at \$995 is a costly way to end up with a sailing model. Dan is at Mobile Marine, 2924 Orchard Ln., Huntingdon Valley, PA 19006.



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Sea kayaks got a lot of use

The sea kayak trade has yet to discover this Show it appears, unlike the sliding seat/rigger rowing craft folks. The three exhibitors with sea kayaks were very busy as a result, with their boats out on the water almost constantly. Many had a try at least within the confines of the float area where the Saturday and Sunday wind chop was flattened off.

Elliot and Tod and Peter of Dirigo were here again, the Blue Hill, ME builders had their 17 footers along with the smaller 10 foot double paddle decked canoe they make. Dirigo is the only fiberglass sea kayak being built in New England and it seems to be acquiring a growing number of owners. "I wanted it to look like a boat," Peter says, he designed it. So it has a nice sheer line, a raked back stem, very nice lines. It's wide and low but with a narrow waterline beam so it moves easily, nice combination of stability and speed. Dirigo is setting up dealers now, so the price for the boat is now around \$1200. They are operating as Dirigo Boat Works, P.O. Box 205, Blue Hill, ME 04614.

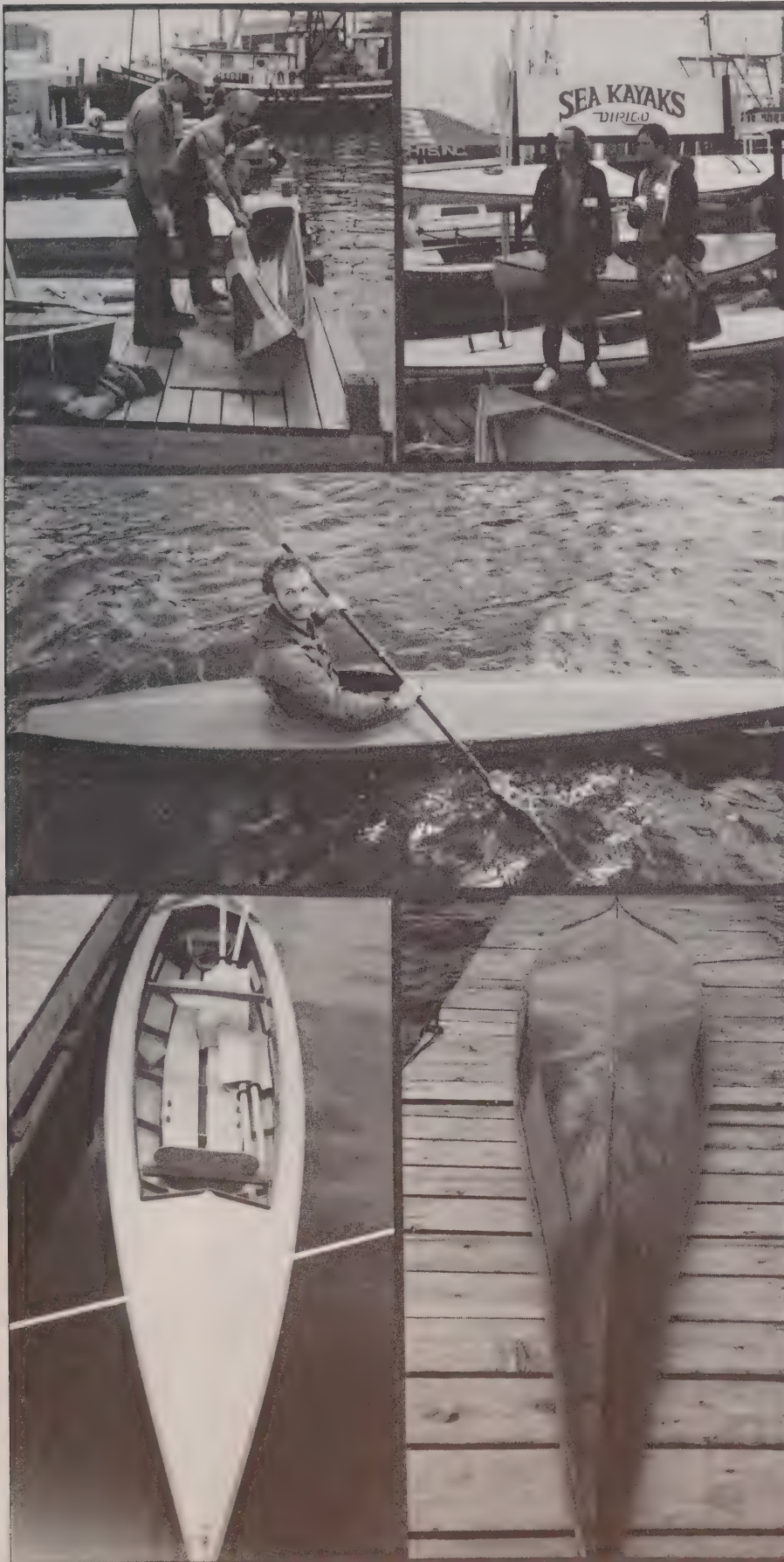
Skip Snaith is from Connecticut, he runs The Traditional Boat Center and his first product was a glued lap Rushton Wee Lassie double paddle canoe. Skip had some on hand, one rigged with the tiny off-wind sail. But his featured attraction was his 13', 8" sea kayak, Alaskan, a very low hard chine glued up plywood craft with solid carved bow and stern, the latter rather unique in shape. "I just wanted to do it like that," Skip explained, "and the only way was to fit on a carved solid end. Adds some weight, of course." But, you can tell he is still

Top: Getting around the crowded float area was really easy in a kayak, because you could see where you were going and the paddle wasn't too long. Bottom: Rick Persson assists a prospect in getting onboard Jennifer Jean from the tall float deck.

pretty pleased with the boat. The deck is slightly cambered and fastened along the edges with brass crews as well as glued. The chine laps are fiberglass taped to strengthen them as the 4mm ply is without interior framing. The boat weighs only 30 pounds and is the cutest thing. And it paddles very nicely too. Don Betts, Brooklyn, NY kayak builder of many of his own designs, was grinning away as he paddled about in Skip's creation. The Alaskan is priced up around \$1300 or so, it's a pretty custom built craft with a lot of handwork detailing, like those carved ends. Skip is at 40 Lonetown Rd., Redding, CT 06875.

The Persson brothers brought their two wood canvas double kayaks to the Show, Rick manning the booth with help from friends from their Connecticut River Oar and Paddle Club. Jennifer Jean and Proud Mary are the boats, one is a 15 footer, the other an 18 footer. The smaller came first and was named for the daughter of a good friend. The latter was then named for the friend. So it happens. These are wood frame completely canvas covered doubles that can also be altered to singles by moving the backrest/seat units. They also are adapted for sliding seat rowing, if that's your preference. Both are beamy and stable craft, similar in thinking to the Klepper and Folbot soft covered kayaks. Jennifer goes for about \$800, Mary for \$900 as paddling craft. The Perssons also offer building plans and materials for the home builder interested. They can be found at Seth Persson Boat Builders, 18 Riverside Ave., Old Saybrook, CT 06475.





Top right: Skip Snaith ready to launch one of his Wee Lassie replicas. Top right, Peter and Todd of Dirigo await the public, they had plenty of traffic. Middle: Don Betts testing Snaith's Alaskan beauty. Bottom left; Proud Mary, the Persson's 18' double. Bottom right: The underwater lines of Alaskan.

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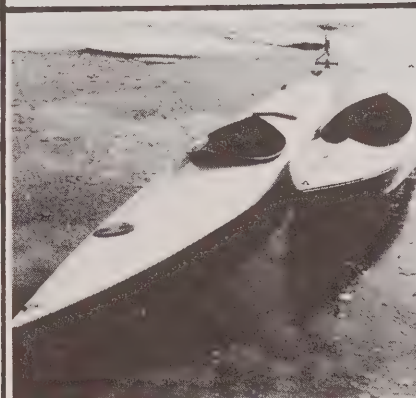
SEA CANOEING: Derek Hutchinson, 1984. Essential for single paddlers. 216 pages on equipment, technique, navigation, waves, wind, tides, kayak history, rescue. Many photos, illus. \$20** (**MA RES. Add 5% Sales Tax)
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SLIPPER 17



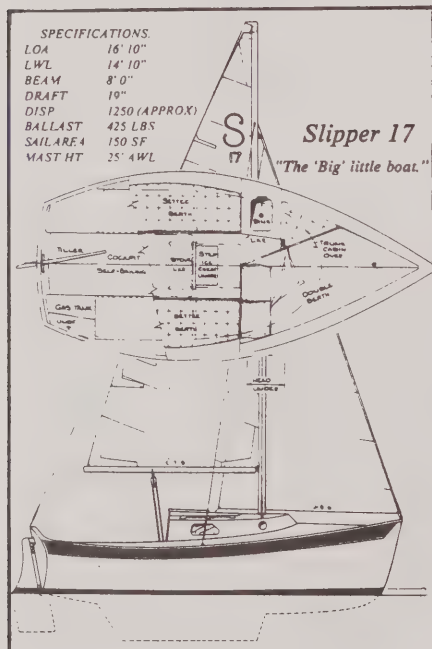
I probably would not have given the Slipper 17 a serious look because of my overall lack of interest in production fiberglass boats but Ron Leuvelink tracked me down and invited me to be more open minded. So I went and sat in the boat and learned a couple of things.

This 17 footer is 8 feet wide, cat-boat proportions. But it is a 7/8ths sloop rig, the mast in a deck mounted tabernacle. So it has a lot of room and its plump hull is not too bad looking with voluptuous curves rather than slab sides. It has a cabin, and yet the cockpit is very roomy and the high freeboard provides really good high coamings to lean back on. Four can easily relax in this cockpit, and there's still the cabin to go.

Belowdeck its like the larger sort of overnight cruiser, vee-berth, coffin berths under the cockpit seats, places to put stuff, decent sitting headroom. Amazing indeed, cramped but okay for two well acquainted persons to accomodate to.

The angle that was least appealing was typical of fiberglass boats built for a price. Lots of rough edges, especially inside. The underside of the deck is the lumpy backside of a fiberglass layup. Looking back along the coffin bunks under the cockpit one sees where the inner liner that makes up the bunks, seats, etc. just sort of ends in a ragged edge. Some bits of carpet are glued along the sides but it still is pretty much like looking at the side of a piece of furniture that is normally backed up to the wall. Not much wood. Yet, the mast tabernacle brace is a gleaming varnished piece of laminated mahogany/pine leaning to one side to allow for the tiny vee berth. What with the paucity of wood trim (odd bits of teak here and there) this stood out as being really out of context. An attempt at gussying up the coldness of the plastic everywhere that was overdone.

The builder claims it sails nicely despite its plumpness, fine entry carrying well back and all. For about \$7600 it seems maybe a pretty good starter boat for the new people intent on the supposed low maintenance carefree life of plasticland. I gotta admit that designer builder Nicholas Hake of Starboard Yachts has indeed gotten an awful lot of space into a small boat rather gracefully. He is located at 4550 S.E. Hampton Ct., Stuart, FL 33494. They have a couple of dealers in New England I recall.

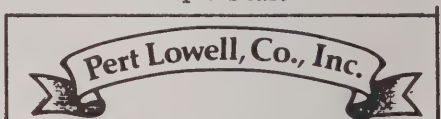


CORNISH SHRIMPER

One of the nicest fiberglass sailboats I've seen is this 23 foot British boat, sort of old timey in design but very high quality modern fiberglass in construction. Maybe I should call this FRP for that's the British term. One of our readers, Tom Sherwood, is the owner of the display boat, he and his wife spent the weekend enthusiastically espousing the attractions of their new boat. Tom has downsized in boats but gone for the quality. Lots of wood on this boat, the hull is FRP done up superbly, none of those rough edges I note in the cheaper glass boats. Tom will keep his boat in Maine and I've an invitation to come sailing with them in due course, so that will be the chance to learn a lot more about this boat. Peter Winterschluden is the importer, he said the boat sells ready to go for around \$13,000. It is trailerable shoal draft keel/centerboard in concept. Contact Britannia Boats, P.O. Box 5033, Annapolis, MD 21403.

Mini-12's get bigger

Last year a feature event was a regatta of mini-12 sailboats, the 12 foot model sailboats you can ride in. Well, a few were spotted still around this year, but the new trend was also in evidence. There was the Universal 16 for example. And the America 17. Two seaters now, still scale models, more or less, of the 12 meter yachts of America's Cup. The bigger craft provide enough beam for two to sit side by side, so you get this peculiar looking sailboat, now approaching the length of many daysailers, yet with this cosy cockpit much like the front seats in a small sports car.



Pert Lowell Company had a new Townie sloop on display, right up near the main entrance. Ralph and Joanne Johnson (Pert Lowell's daughter and son in law) ran the display and they remarked on all the attention the nice white, green and varnished wooden boat got. Many of our readers stopped by to note that this was the boat (design) that has been featured in our ongoing adventures of Tom McGrath. "I thought it was a smaller boat than this," one reader told me when I happened to be there. It is a lot of boat in 16-1/2 feet for sure, that roomy cockpit can carry six comfortably, "really nice with six in a blow," comments Ralph. There's gotta be something right about a boat designed over 50 years ago that still built as it was then and still works so well, looks so good, and sells for about \$6500 ready to go. Townie's are built at Pert Lowell's, Lanes End, Newbury, MA 01950.

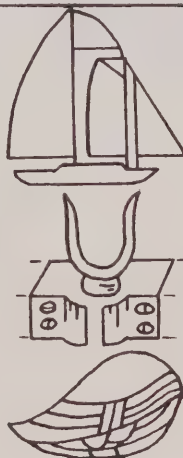
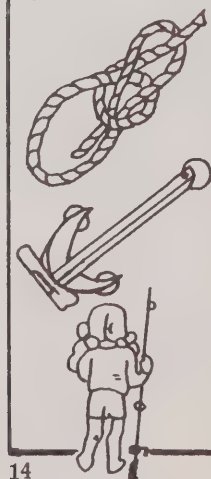
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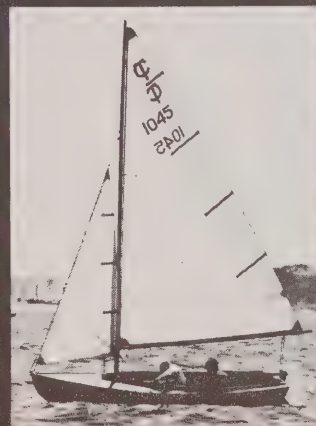
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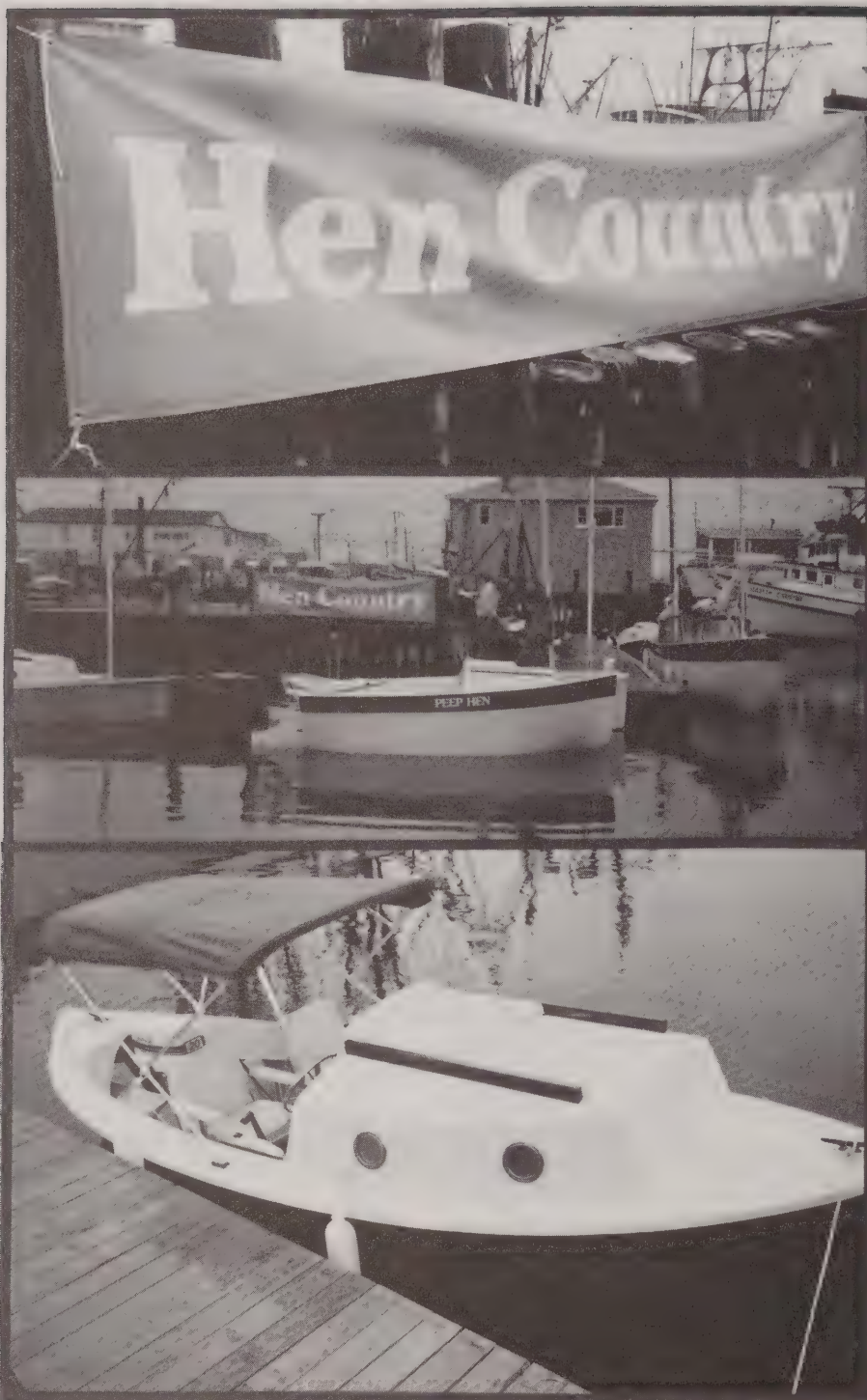
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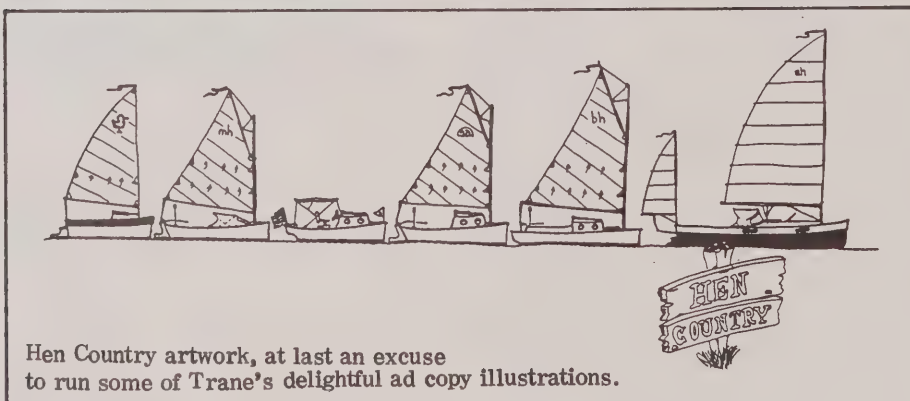
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Middle: Peep Hen, the "chick" of the fleet. Bottom, River Hen.



Hen Country artwork, at last an excuse to run some of Trane's delightful ad copy illustrations.



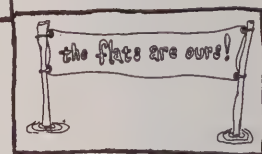
A fleet of hens

Right across the channel from Edey & Duff and the Dovekies were moored the other sort of funny looking boats, the Hen fleet from Florida Bay Boat Co. The queen of the flock was the 28 foot Summer Hen, designed by (surprise) Phil Bolger. Builder Reuben Trane is just so energetic in espousing his work, and some work it has been. Anyone who has the nerve to market a fleet of flat bottom narrow beam fiberglass sharpie type boats all named for hens and market them with an ad campaign featuring Hen Expert Mon Poulet has my respect and admiration. Here is someone building boats with a sense of humor and a good business sense. "Yeah, sometimes I get a call from someone who saw an ad 18 months ago, and never forgot it," Reuben grins.

Well, Summer hen is only 8 feet wide despite its 28 foot length, and Reuben says it trailers as easily as a 14 footer. The whole rig comes down quickly, its a Bolger cat/yawl with offset mizzen mast. Big deep cockpit, high slab sides, two companionways with dodgers. Dan Segal (ex Small Boat Journal editor now editor of "The Yacht") said the hull was based on one of those British canal barges (long for room, narrow because of the canal widths). Since Dan knows Bolger quite well, I accepted his remark as informed.

At the other end of the fleet, on down past Bay Hen, Mud Hen, Marsh Hen, River Hen (powerboat) comes Peep Hen, a 14 foot maximum in a minimum concept, with sitting headroom cuddy, big cockpit, awfully high topsides. It draws 9". Weighs 600 pounds. Pretty heavy set looking little boat.

Peep Hen goes for \$4950 introductory price. How much for Summer Hen? "Around 25,000 ought to do it," says Reuben. Well, as he says in his ads, "The proof is in the henning," and, "The flats belong to us!" Reuben is at Florida Bay Boats, 7095 S.W. 47th St., Miami, FL 33155.



★ EDEY & DUFF ★

Dovkie & Shearwater

Again forgoing his usual policy of not attending boat shows, Peter Duff was at the show along with a fleet of Dovekies sailed in by owners, who happen to be his salesmen, sort of. It seems that Dovekie owners get religion and proselytize like mad anyone who so much as glances at a Dovekie. But nicely, they are so enthused over the Dovekie. You just have to marvel at this loyalty. The boat must be good.

Shearwater was brought along as a bare hull just out of the mold. This is Dovekie's big sister, more of the same, long flatbottomed hard chined hull with leeboards and forward daggerboard, sort of boxy interior. But, Shearwater has a cockpit and bridge deck so "below" is not just an extension of the cockpit. Maybe for better offshore use? Hard to judge

a bare fiberglass hull still unfinished inside. But, certainly much more space than Dovekie for those who need it, although the Dovekie with its open uncluttered interior is pretty roomy.

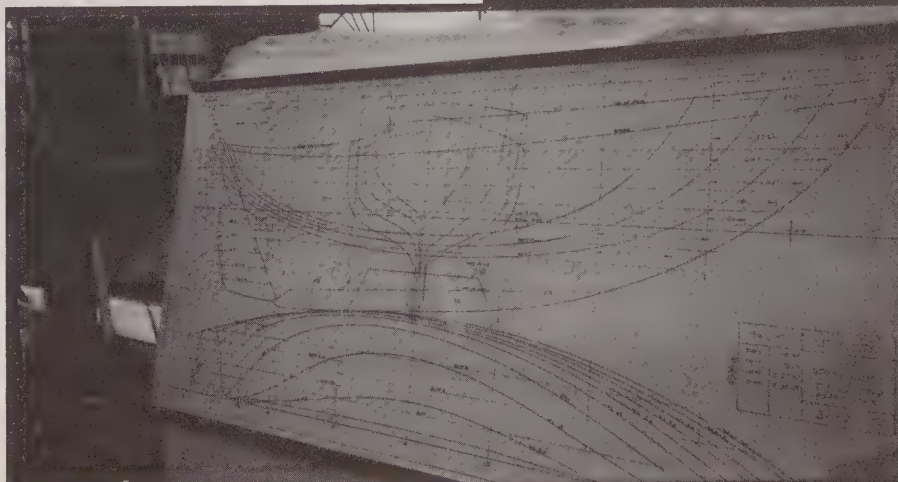
And now, lines plans as decor. Andy Anderson had a 72" x 30" set of lines for Duff's Stonehorse traditional keel cruising boat on display, for \$20 you can buy this bit of nautical decor, not bad for that barren wall, Stonehorse is a lovely boat of traditional lines. No Dovekie lines poster, sorry about that Phil Bolger. Beauty is in the eye of the beholder and one can certainly not fault a boat that inspires such loyalty and such readable ad copy in every issue of Small Boat Journal. Edey & Duff are at 42 Harbor Rd., Mattapoisett, MA 02739.



ELLIOTT MANUFACTURING

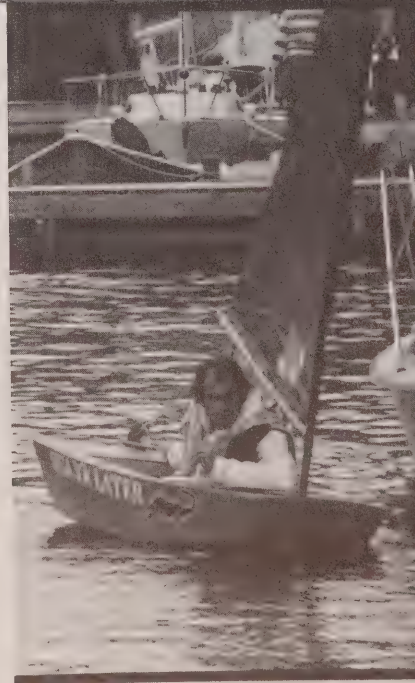


Well, just one outboard... the smallest one, Elliott's Power Paddle, 10 pounds and about 1 horsepower. About the size of the electric trolling motors, but no big battery. Just gas, and not a whole lot of that. The tiny mill strongly resembles my weed wacker with a bent shaft and a prop on it. Elliott is at P.O. Box 773, Binghamton, NY 13902.



Cape Cod Frosties

There were some Cape Cod Frosties sailing around amongst the docks and even outside in the 25 knot winds on Sunday. Tiny little 6 foot long transom bowed dinghies, something that sprang into being on the Cape for winter long frostiting. They have to be the minimal boat that you can get into and sail, they are decked with a cockpit and have a conventional marconi cat rig, rudder and all. Not weird flights of fancy, just very small sailboats. And a firm in Springfield, MA now is building them in fiberglass (the ones on the water were plywood homebuilts) for about \$500 all in. This for a 35 pound boat you can flip onto the car roof one handed, yet sail around in winter without imminent peril of a dunking. The builder is Sailpower Corp., 310 Verge St., Springfield, MA 01129.





does it three ways



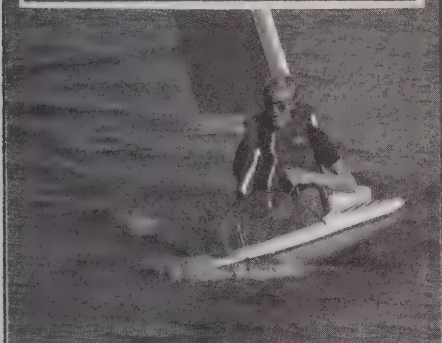
The Saroca is back, and it was to be one of the feature attractions at the Show with an event called the Sarocathon on for Sunday. But, it was blowing too hard, so no Sarocathon. The boat is touted as, "The first multi-purpose boat that really works." The Sarocathon was to illustrate this with a selected group of boat designers/skippers (same fall guys that did the mini-12 regatta last year) to go out there and row, paddle and sail around a course.

Well, what is the common wisdom about multi-purpose boats? They do what they are claimed to do, but not awfully well, necessarily. Saroca claims to be different, and it would be nice to see the boat put through its paces by experienced crew. We all love the notion of being able to do all these things, and many of our small boats today offer some combination of motive power, rowing/sailing, or paddling sailing (not usually rowing/paddling, though).

Saroca was around a few years ago with the designer marketing it. But the money ran out and the firm folded. Now an investment sort of firm called the Signature Group is cranking up to bring it back. They've got a factory in Portsmouth, RI, the original designer on as technical chief and a PR firm to do the selling. Result is a lot of really professional advertising stuff, the press kit I picked up was loaded with handouts, photos, four color brochures and a nice big wall poster looking down on a Saroca with one dude paddling in the bow, cut to another rowing amidships (sliding seat) and then to a woman at the tiller sailing in a breeze, the deck wet, the fun of the spray in her face and all that. Shows what spending the money to sell the product can produce. How much is a Saroca? The basic boat is \$2195. The sailing accessories package (their words) is \$800. The rowing accessories package is \$649. You can also get an outboard adaptor along with mucho other stuff. So this is about \$3700 to go out and do it three different ways.

One of our readers in Maine owns one of the earlier Sarocas. He says he loves it. At the show one was set up in a booth with a tent in place, a stern to stern arrangement, rather nice accommodations. At 16', 6" LOA and 56" beam it does provide quite a bit of space. The hi-tech plastic hull is nicely done, it is all a quality looking "package." Saroca is at 27 Hedly St., Portsmouth, RI 02871.

Left: When it's beddy-bye time cruising in Saroca, you can set up this really elaborate all-encompassing tent, tailored just so, like the rest of the Saroca gear. A lot of creative thinking has gone into this boat.



Wave of the future?

Here we have a sort of sophisticated surfboard fitted out with a tall narrow wingsail, a bit like a miniature of the back end of a jet plane set down on the water. Kathy, Lionel and Roger Maynard of RI/Cape Wingsailer had two of the radical craft on the float, but not on the water. They explained that the designer was a glider pilot, and then one began to see the rationale for it all. You sit in front of the mast. In front of you is a low clear plastic windscreen that screens mostly your feet. A line comes out of the bow which controls the sail position. The rudder is foot operated. Aha, the glider cockpit set on the water.

I'm only an inexperienced sailor but I have learned that one watches the sail while sailing to ascertain trim, etc. Now here we are out front. "Yeah, I find myself still looking over my shoulder," said Lionel Maynard when I asked about how one keeps sail trim. Presumably you don't need to, a sort of a seat of the pants feel develops as one sails this craft.

The Wingsailer will get underway in about 2-3 knots of wind, perks up at 5 to 8 knots, planes at 15-18 knots of wind. "It actually gets hard to control up at that sort of breeze," Lionel admitted. But, he too is still a learner so maybe, like windsurfing, one gets to go faster and faster as one gains experience.

The manufacturer claims one can learn to sail in 10-15 minutes, certainly not what happens with windsurfers. The Maynards have plans to be in Marblehead later on this summer with some Wingsailers and I'm going to have a go at it to find out what it's all about. It has some attributes of sailing and of windsurfing and could be quite an experience. The price is \$1595 plus delivery, and you can contact the Maynards at RI/Cape Wingsailer, 91 Deerfield Dr., W. Warwick, RI 02893.

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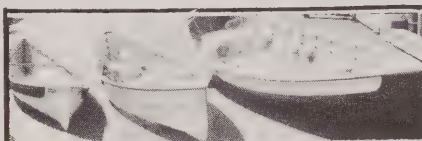
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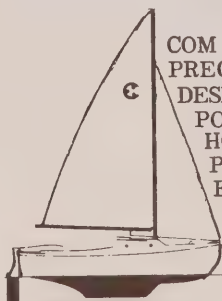
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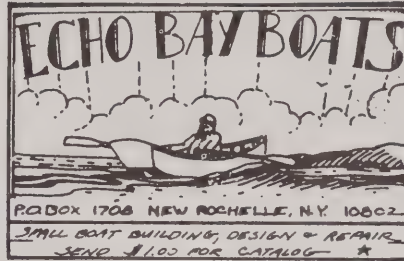
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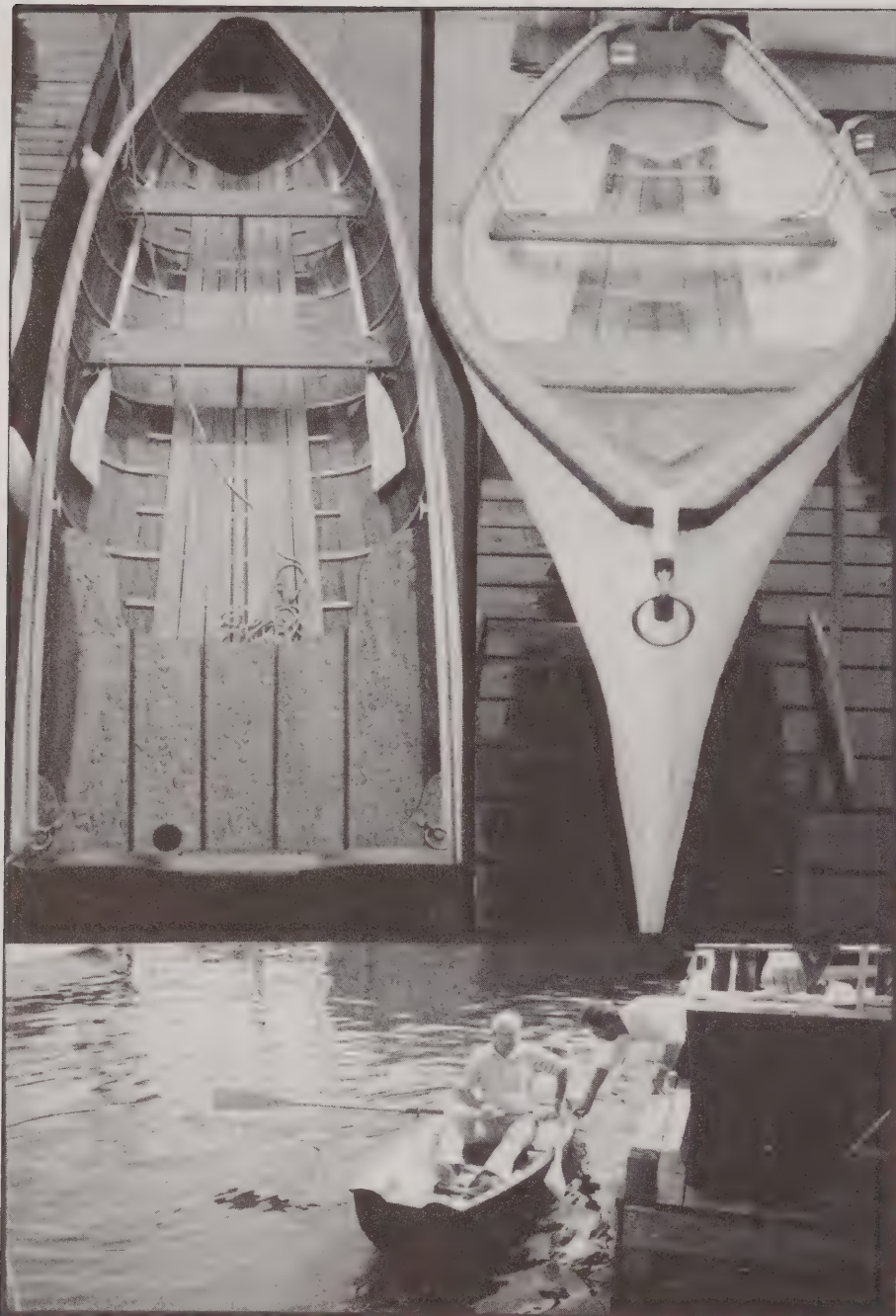
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Top: On left a custom version of Rob's wooden Rangeley in which the beam has been carried aft to accommodate for fitting an outboard. On right, the new fiberglass version of the Little Rangeley. Bottom, Rob sends another prospect off on a test outing.



*Wood is good
but plastic's cheaper*

Rob Lincoln, builder of superbly crafted traditional wooden pulling boats as RKL Boatworks has gone plastic! Oh, dear. His boats were just so well done, of course the wooden craftsmanship was sheathed in fiberglass and epoxy so he has not been entirely unacquainted with chemical boatbuilding. Why now the all fiberglass hull for his popular Little Rangeley pulling boat? Price, what else. A wooden Little Rangeley sells for about \$3800, the fiberglass one goes for half that, about \$1900. Rob's done a lot of nice wood trim on the plastic one, he has the hulls laid up by a commercial fiberglass outfit using his plug. The finish is typical of Rob, outside you'd hardly know the difference, inside, well you do look at that backside of the glass hull, nicely painted but still sort of ripply looking. But, for \$1900...

Rob was really happy Sunday at closing time. He'd sold three of the new glass boats, won the traditional class in the rowing race in one, and picked up the \$100 prize for setting the fastest time in Garry Hoyt's Waterbug slalom contest. "Well, I'm a skier, and it just sort of came natural to me," Rob allowed with a grin. "I'm going to treat myself to a good meal tonight," he announced. Rob can be reached at RKL Boatworks, Box 545, Mt. Desert, ME 04660.

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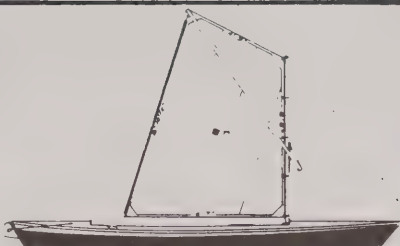
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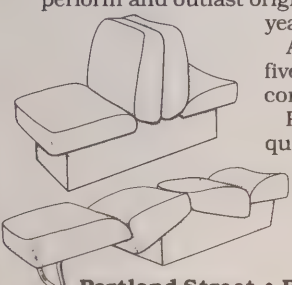
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Read 'em and weep!

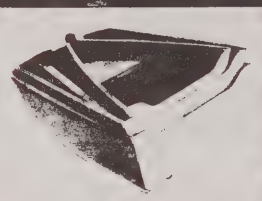
A Small Boat Show 50 or so years ago would have been offering boats not all that different in concept from what we found in 1985. The marketing techniques were certainly very familiar, if the language was maybe a bit quaint in its innocence. But, it's the prices that really grab you. Yes, I know, the builders worked for \$1.50 an hour. Still . . .



THE SMARTEST, HANDIEST DINGHY

of its kind. It is properly designed, honestly built, and finished to satisfy the most exacting. Will carry three people, a couple of duffle bags and be dry in a chop. Varnished oak trim and brass fittings. Price \$50. Bradley Wood, 152 Lexington Ave., New York, N. Y.

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It takes but a few minutes for ONE person to assemble this craft for launching. Simple devices on the hull and gunwale join the three sections into a completely rigid boat that can be used either for rowing or with an outboard motor.



Constructed of waterproof plywood, this practical craft, complete with two seats, oarlocks and assembly devices, weighs but 93 lbs. Measuring 10' 3" overall, it has a beam of 44" and a depth amidship of 15 1/2". Finished in green with gray trim.

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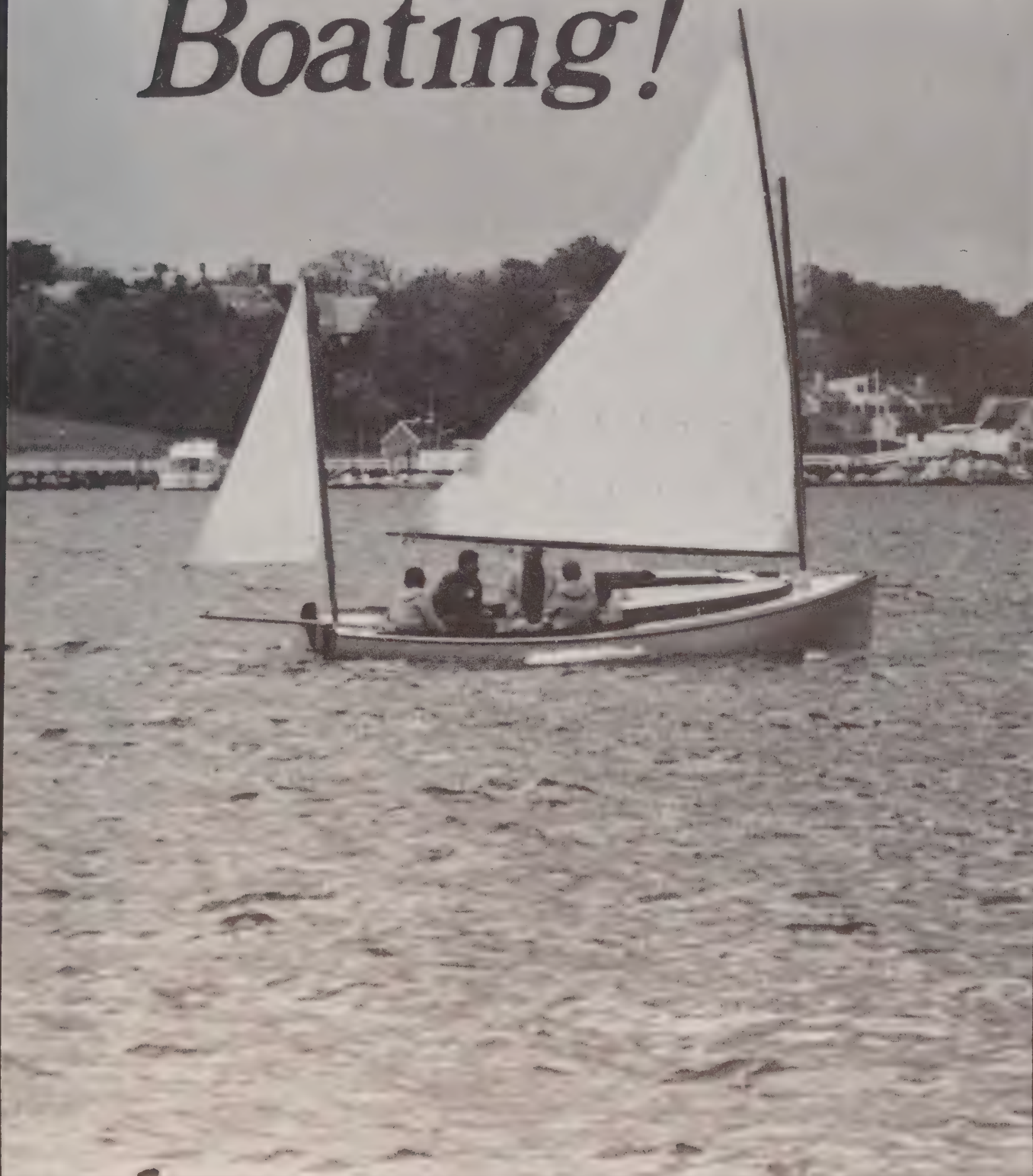
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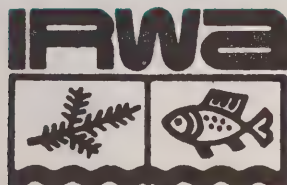
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What's happening...



L.L. BEAN CANOE DAY

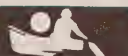
The famed Freeport, ME outdoor outfitter hosts this all day outing at the Yarmouth Waterworks in Yarmouth, ME for anyone interested in trying out canoes and kayaks or obtaining basic instruction or participating in a fun race. From 9 am to noon basic instruction in canoeing will be offered, at 1 pm a 3 mile canoe race up and back on the Royal River will be held. Kayaks are welcomed. All day until 4 pm the manufacturers of the lines of canoes and kayaks Bean offers will be there with demos you can try out. All you are required to bring is your own PFD (lifejacket) as Bean has only a limited number of loaners for drop-ins with no boating background or equipment. Date is June 22nd, call (207) 865-4761, ext. 2106 for information and registration.



IRWA CANOE TRIP IN JUNE

The Ipswich River Watershed Association will run a canoe outing on June 23rd that may be tidal somewhere on the Massachusetts north shore. Call Walt at (617) 887-8671 or Larry at (617) 922-0323 for more information.

BOATS & PADDLES



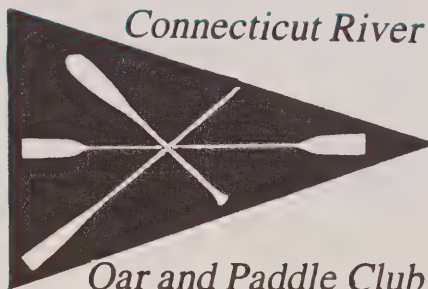
JOY TRIPS

Boats & Paddles, the New Jersey based canoe/kayak store, has scheduled two days a week off from work to go paddling (what a progressive idea) and invite interested persons to join with them on these outings, Saturdays and Sundays. Some trips are geared to beginner levels, canoe and kayak, and the Sweeneys will gladly offer help and information on these to beginners. Certain models of craft will be available for demo tryouts. Contact Ann Sweeney at Boats & Paddles, Box 441, Madison, NJ 07940, phone (201) 635-6593 weekdays for further details.



2ND ANNUAL SEA KAYAK SYMPOSIUM AT SUNY ON IN JUNE

ANorAK and the State University of New York are cooperating to host the second sea kayak symposium at the Purchase, NY campus on June 22, 23. From 9 a.m. to 11 p.m. Saturday, and 9 a.m. to 5 p.m. Sunday, participants will get a full range of workshops on techniques and safety, entertainment with slide shows of sea kayaking adventures, and on-the-water outings. Novice and intermediate levels will be catered to. Deadline to pre-register is June 7th, fee is \$25 per person. Ernie Palmieri is the man to contact at the Physical Education Dept., SUNY College at Purchase, Anderson Hill Rd., Purchase, NY 10577. Phone is (914) 253-5026.



OUTINGS FOR JUNE AND JULY

JUNE 29: Griswold Point Day Cruise will depart the Persson Yard at 10 am for a trip to the mouth of the Connecticut River along sheltered estuaries with lunch at Griswold Point.

JULY 13: Rocky Neck - Four Mile River Cruise will leave the Four Mile River Launch Area off Rt. 156 in the eastern part of Old Lyme at 9 am for exploration of islands and shoreline around Rocky Neck State Park and Giants Neck/Black Point estuary. A longer 14 mile cruise can depart the Persson Yard in Old Saybrook if desired.

JULY 27: Rounding Bell 8, Long Island Sound will depart the Persson Yard at 10 am or earlier for this approximately 10 mile exercise in cruising navigation.

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.



SEBAGO CANOE CLUB

JUNE & JULY OUTINGS

The Sebago Canoe Club is NOT located in Maine, but in Brooklyn, NY. The name derives from the club's summer location on Lake Sebago in New York. This club caters to paddling and sailing canoeists and kayakers as well. Their June and July calendar looks like this:

TUESDAY EVENINGS: Sea kayak instruction by Chuck Sutherland at the club at Paerdegat Basin. Call (718) 767-5020.

JUNE 29,30: Calf Island, private offshore hideaway only reached by boat. Sometimes called Club Med, Jr. Call Francine Michael for an offering prospectus at (212) 796-3226.

JULY 4: Harbor Festival, paddle New York Harbor and out around the Statue of Liberty as part of Harborfest. Call Francine at (212) 796-3226.

JULY 6: Milstone River, picture yourself on a boat on a river with tangerine trees and marmalade skies. Call Jim Parson at (718) 331-0433.

JULY 14: Service Trophy Sailing Races.

JULY 20-21: ACA Class National Championship sailing races at the club. Call Gus Schultheiss at (718) 441-4321.

JULY 27: Phantom Trip led by Lester Modell.

JULY 28: Togetherness sailing races, two in a canoe.

For more information about the Sebago Canoe Club, which was organized in 1933 and has its own clubhouses on Jamaica Bay and Sebago Lake, contact Gus Schultheiss at (718) 441-4321 about membership.

MAINE TSCA MEET

July 20th is the date for the Traditional Small Craft Association of Maine's Eagle Island Escape, a row/sail out to the summer home of Admiral Peary for a tour and picnic on the beach. The group will leave from Dolphin Marine in South Harpswell, ME. Contact Michael Porter at (207) 846-3145 for further details.

SALEM WATERFRONT DAY

July 21st will be Waterfront Day in historic Salem, MA focussed at the Derby Wharf National Park. A number of sea related activities are planned both on the water and ashore. Exhibits of boats and maritime memorabilia are invited as are traditional boats afloat. There is a beach and also a pier. If you would like to participate contact Judith White at (617) 745-0140 for further information.

CANOEING & KAYAKING SOUTHEAST-ERN MASS. IN JUNE & JULY

The Southeastern Massachusetts Chapter of the Appalachian Mountain Club has a busy season of river and tidal and ocean canoeing and kayaking outings open to all interested persons. For the rest of June and all of July the following is the schedule:

JUNE 22: Flatwater paddling on the gentle Nemasket River in Middleboro, MA. Call Bob Laddat (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.

JUNE 29: Waquoit Bay and Washburn Island sea kayaking, 8 to 12 mile trip. Call Chuck Wright at (617) 564-4250.

JULY 4: Tidal paddling at Hadley Harbor on Naushon Island, for strong canoeists. Call Chuck Wright at (617) 564-4250.

JULY 5-7: White water paddling on the Androscoggin River in northern NH, Classes 1 and 2. Call Ed York at (617) 385-6118.

JULY 13-14: Flatwater paddling on the Ipswich River in Topsfield, MA in Mass Audubon areas, river and marsh. Call Judy O'Bryant at (617) 587-3370.

JULY 14: Kayak Quisset Harbor, Woods Hole and to Naushon Island, a beautiful location. Call Chuck Wright at (617) 564-4250.

JULY 15-21: Wilderness paddle in Maine for a week at as yet undetermined location. Call Ruth Irwin at (617) 447-4637.

JULY 20: Tidal paddling on the Nauset River in Eastham, to the ocean, picnic, surf, swim. Call Bob Scolomiero at (617) 848-8396.

MASSACHUSETTS AUDUBON SOCIETY

CANOEING WITH AUDUBON

The Massachusetts Audubon hosts a number of canoeing outings on flatwater rivers during the summer. Coming up in late June and July are the following:

JUNE 21: Herring and Meeting-house Rivers near Wellfleet Bay on Cape Cod. \$15. Call (617) 349-2615.

JUNE 22: Connecticut River north of Holyoke including the oxbow. \$10. Call (413) 584-3009.

JUNE 28: Herring and Meeting-house Rivers near Wellfleet Bay on Cape Cod. \$15. Call (617) 349-2615.

JUNE 29: Charles River, suburban Boston. \$25. Call (617) 655-2296 or (617) 235-3929.

JULY 6: Connecticut River from Springfield to Longmeadow. \$12. Call (413) 566-8034.

You need not be expert, canoes are provided. Wear appropriate clothing and bring your lunch. Most start 7 to 9 am.

MCKC PADDLING OUTINGS FOR JUNE & JULY

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.

JULY 4: Around Manhattan tidal trip, 32 miles carefully planned to be enjoyed by anyone in reasonably good physical condition, not a marathon exercise. Call Larry Stone at (516) 482-2752 eves.

JULY 4-7: Best available white-water flowing. Call Curt at (201) 245-6492 eves.

JULY 5-7: Best available Class I-II. Call Kirk Van Tassel two weeks in advance to discuss possibility of one, two, or three day trip at (212) 749-6784 eves.

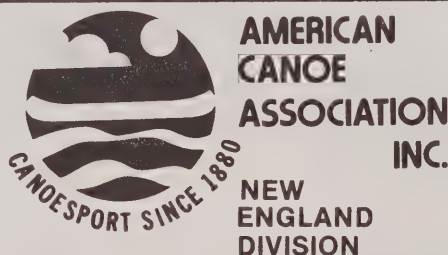
JULY 13-14: Delaware River, Lambertville, NY. Enjoy the national canoe poling championships and do some paddling or poling of your own. Call Mike Dorsky at (516) 593-4952 eves.

JULY 13-14: Toms River, NJ brownwater, joint trip with the Garden State and Monoco Canoe Clubs. Call Bill Weiler at (201) 356-3289 eves.

JULY 20-21: Farmington River CT best available whitewater. Call Larry Stone at (516) 482-2752 eves.

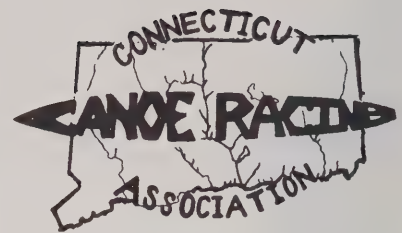
JULY 19-22: Pine Barrens, NJ brownwater, a long lazy summer weekend for as many days as you like. Call Leon Recht at (212) 734-6786.

JULY 27-28: Delaware River, Bushkill to Belvedere (Delaware Water Gap) Class I, a spectacular stretch of the river, camping and rentals available. Call Kirk Van Tassel at (212) 749-6784 eves.



SEA KAYAK SUMMER CLINICS

Two mid-summer sea kayak clinics will be held on Lovell's Island in Boston Harbor sanctioned by the American Canoe Association in cooperation with the Metropolitan District Commission and the Boston Harbor Islands State Park. Organizing these events will be Dave Anderson and Bob Walker of Aqua*Ventures who will be assisted in providing instruction by members of ANorAK. Any interested person need only bring swim suit and towel, all equipment will be provided. These events are designed to introduce the non-paddler to sea kayaking. Each runs from 10 am to 4 pm, rain or shine. Only fee is the \$3 access fee to Lovell's Island via the ferry to George's Island from Long Wharf in Boston or Hewitts Cove in Hingham. Dates are July 7th and August 18th. For more details, call Aqua*Ventures at (617) 524-6239.



CCRA EVENTS FOR JUNE & JULY

The Connecticut Canoe Racing Association has the following calendar of racing and cruising events for the rest of June and all of July:

JUNE 22: Pachaug Canoe Race, a 6 mile race on 3 miles of river and 3 miles of lake, flatwater, starting at the Pachaug 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.

JULY 14: The Connecticut River Race, a 14.4 mile flatwater race for open canoes and downriver kayaks starting at the state ramp off E. Barber St. in Windsor, CT and finishing at the ramp at Glastonbury Ave. in Rocky Hill, CT. Contact Geoff Latsha at (203) 653-4312.

ALDEN



ALDEN OCEAN SHELL CALENDAR

Two events in July are still on and one has been cancelled for those who enjoy Alden Ocean Shells.

JULY 13: Family Fun Time, rowing and racing on the Squamscot River in Stratham, NH. A relaxing day, hot dogs provided, bring your own liquid refreshments and chairs, 4-1/2 acre grounds at riverside. Call Tina Bayer at (603) 436-7402.

JULY 13: Squamscott Scullers Regatta, Stratham, NH. Three miles, hosted by the Ernie Bayers, 371 Washington Rd. Rye, NH 03870.

JULY 20: Thirteenth Annual Isles of Shoals Race, 8-1/2 miles of open ocean from the islands to Kittery Point hosted by the Arthur Martins, P.O. Box 251, Kittery Point, ME 03905.

JULY 27: Ninth Annual Casco Bay Cruise has been CANCELLED. Maybe next year.

RADIO CONTROLLED MODEL YACHT RACING IN JUNE & JULY

Model yacht racing for the balance of June and all of July around New England is as follows:

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.

JULY 4: Rosemary 85 Regatta, Needham, MA, Any Class. Call Ed Walton at (617) 449-2662.

JULY 6: Wischer - Schoenstein, Hecksher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

JULY 7: Schooners & Operating Scale, Needham, MA, Scale Models. Call Ed Walton at (617) 449-2662.

JULY 13: Perpetual Memorial, Central Park, NY, Class 10R. Call Richard Plaut at (212) 249-3772.

JULY 14: Invitational M Boat, Housatonic, NY, Class M. Call Robert Mersereau at (203) 226-9370.

JULY 20: Arges Memorial, Central Park, NY, Class M. Call Richard Plaut at (212) 249-3772.

JULY 27: Melnick Memorial, L.I. NY, Class 3UR. Call Edward Helme at (516) 883-8453.

EVERY TUESDAY NIGHT: Under the lights at Rosemary Lake, Needham, MA 6 pm until the wind dies. Call Ed Walton at (617) 449-2662.

WOODEN BOAT SCHOOL COURSES IN JUNE & JULY

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.

Scheduled for the rest of June and all of July are the following:

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.



CONTEMPORARY BOATBUILDERS EXHIBITION

The Brookfield Craft Center of Brookfield, CT has a summer long program in traditional wooden boat building scheduled, you've seen their ad in our recent issues. In connection with the courses, Brookfield is planning on two juried exhibitions of handmade small craft, one July 5-14 at Brookfield, the other July 20-28 at Norwalk where on-the-water conditions are available.

Judging will be done by Lance Lee, John Gardner, Simon Watts and Ken Bassett. Boats must be under 30 feet in length, under 20 feet in height including any masts/spars. If you want to be considered as an exhibitor of an acceptable craft you have built yourself, send for an application brochure to the BCC Boatbuilding Exhibition, P.O. Box 122, Brookfield, CT 06804.

BROOKFIELD BOATBUILDING CLASSES

The Brookfield Crafts Center in Brookfield, CT has scheduled some summer boatbuilding classes taught by the leading experts in their fields. Here's the July schedule:

JULY 8-10: Strip Plank Boatbuilding with Rob Lincoln of RKL Boats. \$150.

JULY 15-19: Practical Lofting with Robert Prothero of the Pacific northwest. \$225.

JULY 20: Half Models as Design Tools with John Gardner of Mystic Seaport Museum. \$60.

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JULY 14-19: Designing Patterns and Casting Hardware with Michael Podmaniczky and Richard Remsen

JULY 14-19: Art & Tradition of Able Seamanship with Ben Ellison.

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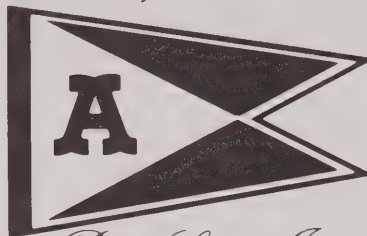


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The Antique and Classic



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ANTIQUE & CLASSIC BOAT SHOWS IN JUNE AND JULY:

The antique and classic boats are on the water and will be gathering at the following shows during the rest of June and all of July:

JUNE 22: Annual Wooden Boat Show at the Seawanhaka Yacht Club in Oyster Bay, NY. Call Bud Woodworth at (516) 271-9351.

JUNE 22: Finger Lakes Rendezvous on Cayuga Lake at Ithaca, NY, a non-judged affair. Call Jim Brennan at (315) 446-1023.

JUNE 29-30: Long Island Boat Show, Bay Shore Yacht Club. Call Warren Moore at (516) 757-0174.

THE GREAT ST. LAWRENCE RIVER SKIFF RALLY



ST. LAWRENCE RIVER SKIFF RALLY

The Thousand Islands Shipyard Museum on the St. Lawrence in Clayton, NY will host a gathering of the indigenous historic St. Lawrence River skiffs on July 20th and 21st. Included in the program will be clinics on sailing and rowing these unique craft, maintenance and restoration. Weather permitting, racing will be organized for all comers in these boats. The rally will include a sort of scavenger hunt event using three person teams in each skiff entering. In this event, entrants must use their own skiffs. Hands on tryouts will be offered also. For more details contact the Shipyard Museum at (315) 686-4104.

JUNE 29-30: Antique Gold Cup Race, Hammondsport, NY. Race and rendezvous for antique Gold Cuppers. Call Fred Tillman at (315) 536-2738.

JULY 12-14: Matthews Owners 8th Rendezvous in NY or CT (to be announced). Call E.M. Penny at (516) 728-0668.

JULY 13-14: Lake Hopatcong 11th Annual Show at Lake Hopatcong, NJ Yacht Club. Call Clifford Shipman at (201) 387-0017 eves.

JULY 13: Alexandria Bay Vintage Boat Show at Upper James St. Dock in Alexandria Bay, NY. Call John Russell at (315) 482-9911.

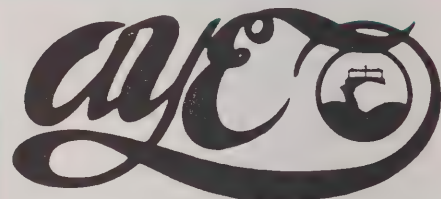
JULY 20: Southern New England Show. Call Hank Conkey at (413) 569-3577.

JULY 20-21: Finger Lakes Antique & Classic Show, Brewerton, NY on Oneida Lake. Call Jim Brennan at (315) 446-1023.

JULY 20-21: St. Lawrence Skiff Weekend, Shipyard Museum, Clayton, NY. Call Bo Collins at (315) 686-4104.

JULY 26-28: Mystic Seaport Museum Show, Mystic Seaport, CT. Call Virginia Jones at (203) 572-0711, Ext. 318.

JULY 27: New England Show, Weirs Beach, NH on Lake Winnepesaukee. Call Andy Moores at (603) 528-1480.



ANTIQUE YACHTING ETC.

ANTIQUE & CLASSIC BOAT REGATTA

July 20th and 21st is the weekend for this rendezvous of antique and classic boats to happen at Pier 4 in the old Charlestown Navy Yard in Charlestown, MA. The affair will include judging of boats, public display, a parade and supplementary on-shore exhibitions. Saturday afternoon activities at the pier are open to the public. Sunday's parade may be viewed from several shore locations along the route. Boats of any type of motive power are invited, motor, sail, oar, paddle. Antiques are pre-1942, classics pre-1967. They need not be in show condition, this is intended as a gathering of the old time boats for enjoying them in any state of being (including shore-bound). For details on taking part or spectating, contact the Boston Educational Marine Exchange at (617) 523-7611.

STEAMBOATS AT CLAYTON

On July 6th and 7th the annual flotilla of steamboats will arrive at the Shipyard Museum in Clayton, NY for a stopover, a great chance to see many variations on the theme of steam. For further information call (315) 686-4104.

MAINE MARITIME MUSEUM



JUNE & JULY AT MAINE MARITIME MUSEUM

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.

JULY 21-22: Friendship Sloop Weekend. The sloops sail upriver to the Percy & Small Shipyard early Sunday afternoon for two days gathering before moving on to Boothbay Harbor for racing midweek.

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

AUGUST AUCTION AT MAINE MARITIME MUSEUM

August 31st is the date for a marine consignment auction at the Bath, ME Museum, so it's not on for a while yet. BUT, if you want to consign an appropriate item of your own nautical gear (or boats) you should get your plans into the works now. This will be quite a fine opportunity to sell something (and then buy something else). The auction will benefit the Museum with 10% commission taken off the successful bid on any item. A catalog of items to be offered will be printed mid-July so consignment should be made early enough to be included. Small boats, marine engines, maritime art and antiques, yacht furniture, boating equipment, cruising gear, books and such will all be considered. Acceptance will be determined by the auction committee. Contact Maine Maritime Museum, 963 Washington St., Bath, ME 04530 for consignment forms.

DORY BUILDING IN JULY

During the month of July, workmen from Lowell's Boat Shop of Amesbury, MA will be constructing a dory at the Custom House Museum in downtown Newburyport, MA. Raffle tickets will be sold for the completed boat by the Museum. The Custom House Museum houses a collection of historical artifacts from the past days of Newburyport's glory as a major New England seaport. For more information contact the Custom House Museum, P.O. Box 306, Newburyport, MA 01950, phone (617) 462-8681.



ANTIQUE & CLASSIC CRAFT INVITED TO MYSTIC SEAPORT MUSEUM

The 10th Annual Antique & Classic Boat Rendezvous at the Seaport will be on July 27th, but now is the time to get your boat entered if you plan to take part. Wooden power and sailing craft built prior to 1940 with fixed accommodations are eligible. They must be capable of reaching the Seaport under their own power (or sail). The Saturday program includes dress ship inspection and an afternoon parade downriver led by the steamboat SABINO, complete with Dixieland band. Typical entry in prior years has included old schooners from the 1890's and turn of the century motor craft, about 40 in all taking part. Over 10,000 onlookers have lined the banks of the river to view the Saturday afternoon parade, many boat crews decked out in period costumes. To participate, contact the Antique & Classic Boat Rendezvous Committee, Mystic Seaport Museum, Mystic, CT 06355, phone (203) 572-0711.



CONSTITUTION MUSEUM & HARBOR-FEST EVENTS

From July 2nd through 7th the U.S.S. Constitution Museum will have a special display of 30 ship models crafted by members of its Model Shipwright Guild, along with other maritime craft demonstrations at the Museum in the old Charlestown Navy Yard in Charlestown, MA. And on July 4th OLD IRONSIDES will make its annual turnaround cruise out into Boston Harbor. For further information call (617) 242-5670.

TUGBOAT MUSTER

Ever want to see a working tug closeup? Well, July 6th is the day and Pier 4 in the old Charlestown Navy Yard in Charlestown, MA is the place, from noon to 4 pm. Working harbor tugs, fire boats and harbor pilot boats will all be there on display with a parade planned and supplementary on-land demonstrations. This is part of the Boston Harbor-fest celebration. Call (617) 523-7611 for further information.

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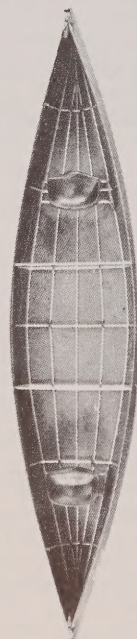
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16' CRAWFORD SWAMPSCOTT DORY. 1979, looks like new. Tanbark sails, oars, Seagull, trailer. \$3500.

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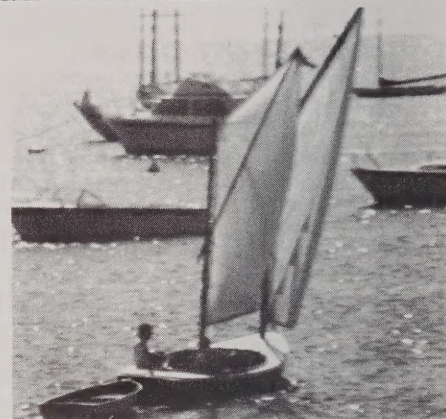
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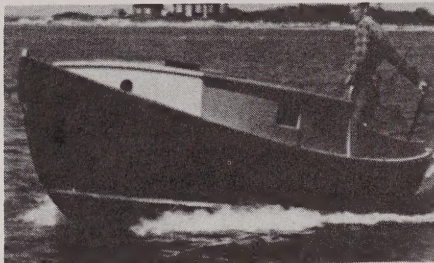
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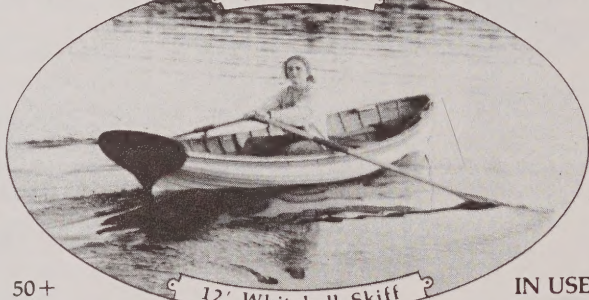
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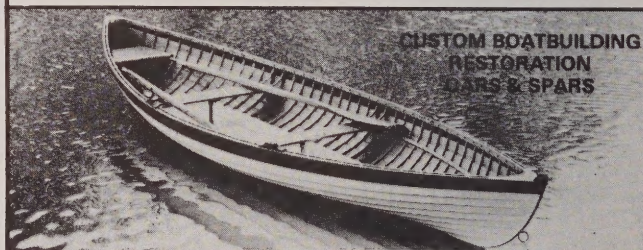
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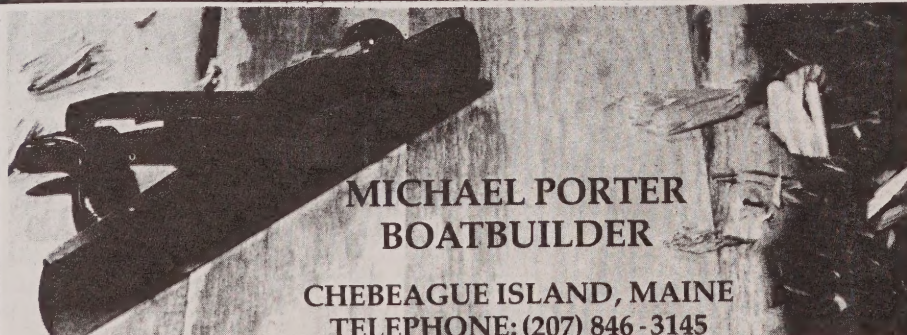
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North River Skiff

For Information Send \$1.00 to:

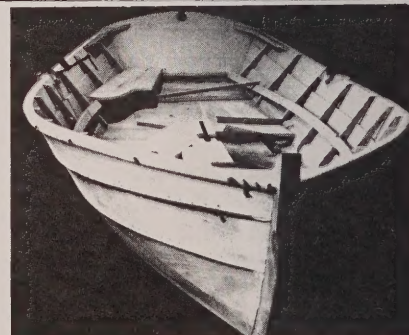
NORTH RIVER BOATWORKS

6 ELM ST. ALBANY, NEW YORK 12202 518-434-4414



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