

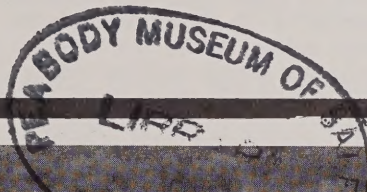
Twice a Month!



messing about in BOATS

Volume 3 ~ Number 5

July 15, 1985





messing about in BOATS

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Our Next Issue...

A whole bunch of stuff has backed up here because I kind of went overboard on the Small Boat Show coverage in the June 15th issue and the Mystic Small Craft coverage in this issue, so for the August 1st issue I hope to get most of it into print. Friendship catboats; the why of the wooden canoe; an inexpensive home built sliding seat rowing rig; a summer sailing vacation that ended up mostly on dry land; a long time sailor's last solo cruise; commentary on inflatables for cruising tenders; Oldshoe, an even smaller Bolger boat; a rowing clinic. Also a summer-opening small boat get together on Plum Island. Well, maybe some of these will carry over to August 15th...

On the Cover...

Mystic Seaport's Small Craft Workshop included much time for trying out all the boats that people brought, the couple on our cover seem to be finding sailing a long in Puddleduck a pleasant experience. The whole weekend was, a lot more on it all in this issue.

Commentary

BOB HICKS



A Sharing of Enthusiasm

Small Craft Workshop, what a nice way to put it. Mystic Seaport has been hosting this annual June weekend for traditional minded small craft people for about 15 years now, and it has endured because of its focus, small craft. Not small sailing craft, nor small rowing craft, nor small paddling craft. Certainly not small motor craft. No such narrowly defined qualification. The criteria established gives first choice for the limited number of boats (about 100) that can be accommodated to traditionally built craft in traditional materials, that is, WOOD. The caveat always included is that boats of "other" materials can be included only if space permits after all the wooden boat owners wishing to bring their craft are accepted.

This year there were some fiberglass boats, and even an aluminum canoe. And a MOTOR BOAT! Yes, the Seaport recognizes that the early internal combustion engine is of historical significance and a one lugger power dory made the scene in 1985, "thunk, thunk, thunking" around on the river all weekend, and drawing steady onlookers at the floats.

The fleet included sailing craft from 8' dinghy to 40' Tancook schooner; rowing craft from tiny 10' ultralite to the GENERAL LAFAYETTE, the Seaport's four man racing gig; paddling craft from Rob Roy double paddle canoe through state-of-the-art fiberglass sea kayak. And the power dory.

The people who come may have each his own personal preference in a small boat for recreation, but they sure do avail themselves of this marvelous opportunity to try something else. With the golden weather this year, the floats were constantly crowded with the participants coming and going from trying out different craft, photographing, talking over, learning, enjoying. The on-shore workshops and meetings drew attendance too, but it was on the water where the action was.

The rule of thumb on bringing your boat is that you can display it on land if you'd rather not have others taking it out on the water. Or you can moor it at the float with some notice about anyone interested looking you up for an outing, or you can just tie up at the float and stand back while the multitude shuttles

your precious craft back and forth from float to river. With many of the boats in the latter group obviously lovingly restored (or newly built) gems, I am always impressed with the generosity and enthusiasm of their owners to permit this to happen. It's not misplaced, few boats ever get dinged up, none have simply disappeared around the bend. The more common difficulty is when the under-qualified participant decides to go for a sail in a more complex craft. There were a couple of capsizes, but no harm done.

Regular readers already know I am an advocate of the broad perspective in enjoying small boats, I like sailing, paddling and rowing, and also interesting power craft. This Mystic Workshop is just my thing, and obviously it appeals to 400 others, the limit set on participation, and usually reached. The small craft person who is only into whitewater canoeing, or sliding seat rowing, or sea kayaking, or dinghy racing, that sort is unlikely to be seen at Mystic. No, those on hand, while perhaps restricted by circumstances to just one way of messing about in boats, are interested in the other ways. My sea kayak was taken out by a number of paddlers of double paddle canoes, interested to find out what this longer and narrower craft would be like while still being propelled by that familiar paddle. Small boats that were set up to either sail or row were getting used in both ways. The several sliding seat rigs on hand were being tested by those who normally row oars-on-gunwale. New possibilities were being explored.

The sharing of enthusiasms for the different sorts of small boats created an atmosphere in which one wasn't waiting about for the "next" thing to happen. There just wasn't enough time to try every interesting boat and talk with every interesting person and listen to each interesting program. It wasn't a formally structured program in the sense that everyone was shepherded from event to event, a schedule of events was posted but it was everyone for himself as to which of the activities one took in. The result a spontaneity of activity and opportunity. The variety of ways in which small craft can work their enchantment upon those susceptible was in full swing. Great fun!



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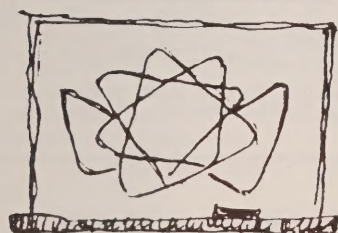


You could have ten children and you wouldn't be able to get ONE to crew for you. That's the first law of racing. So you go out and pick up a neighbor's kid. This "child" weighed 50 pounds more than I did. He had never set foot in a boat before. Just 210 pounds of enthusiasm. We



THE CHILD

sat in the clubhouse while the course was mapped out on the blackboard. Of course, each time the wind was checked the course was changed until it was decided not to check the wind anymore and the course was fixed. Shag, Flip, Bailey's Hill and finish, twice around if the wind held. Leave everything to starboard, with everything subject to a change.



COURSE

We scrambled for the prams and rowed out to the boats. Ten boats would race. Contrary to the books, we all raised our jibs first. That's the way it's done in Nahant. JIB FIRST. I stood on the bow and secured what I thought was the head to the halyard, hanked the luff to the stay and told my shipmate to hoist away. I realized too late I had made a mistake. The mate heartily applied himself to the task and the jib was hoisted upside down! I heard laughter from the clubhouse patio.



JIBS FIRST

I knelt on the bow and hid my head in my hands and told the mate to lower it. In all innocence, he asked, "Why?" "Oh my God, LOWER THE JIB!" It came down slowly.



WHY?

The sky darkened and then all hell broke loose. Heavy rains and high winds.

Those unfortunates who were too efficient and had cast off their moorings grabbed frantically for lobster trap buoys or other boats. The sea whipped up into a short vicious chop. I dropped the mainsail down over us as a tent and we held it in place as the wind lashed angrily at it. The storm stopped as abruptly as it had started and the sun came out.

We came out of hiding and stared at each other. Wilson yelled over to me, "Never put the jib on upside down!" "Does that always happen?" I replied, referring to the squall. "Every time," he responded. We sat in the boats for a while to recover, then cautiously sailed out to the starting line.



REVERSED

At the line I'm told the course has been reversed because the wind has changed. Bailey's Hill, Flip, Shag and finish. Leave everything to port. Once around. I was on the wrong side of the starting line. The six minute warning gun is sounded and watches are checked. There are no visual signals because the flagpole is too weak to take the weight of the flags.

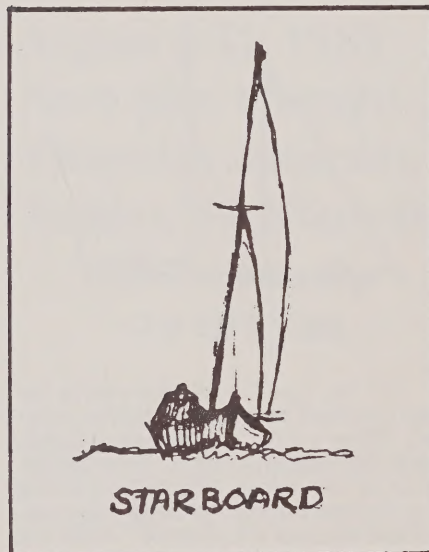


HELL BROKE LOOSE

The base is completely rusted through. When it falls of its own volition, it is hoped that it will be courteous enough to fall into the sea and not onto the clubhouse.



The three minute preparatory shot is fired. There is a lot of shouting and complaining that it was late. I find myself on a port tack with the entire fleet. This doesn't seem right. All boats should be on a starboard tack at the start. The port side of the line must be favored. There's John, he's on a starboard tack, racing down the line on a close reach. Hello,

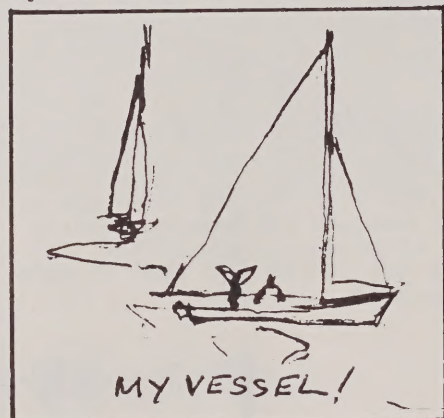


John, I say to myself, thanks for helping me to get this boat. How do you like it? Isn't she a beauty? I don't actually say anything because he seems to be in deep concentration.

Some people on the other boats start shouting that the starting gun is late. It should be six minutes after that first gun, start now. "Starboard, starboard," I hear. Looking to starboard I see John bearing down on me. We are on a collision course and he has a determined look on his face. "Starboard, starboard," he screams again. "Starboard, hell, I'm trying to get out of the way!" There are boats on both sides of me. I try to come about and luff up into the wind. Wrong, and too late. My stern swings into his bow.

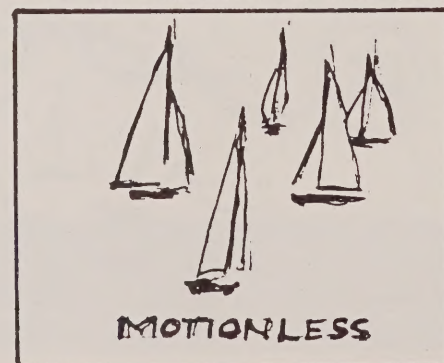


He crashes into me abaft the beam. The coaming, deck and rubrail are splintered. I am spun about. He is brought to a sudden stop. The rest of the fleet sails smartly by. John regains his speed quickly, leaving me in a wake of nautical expletives while I stare incredulously at my shattered vessel.



The cannon finally fires the start. "You landlubber, if that's the way the game is played . . ." I start after him at ramming speed telling myself I only want to blanket his wind; slow him up, so to speak. Disguising the violence that was emerging from its primal depths. The boat senses my rage and whispers, "Retaliate. No quarter," sailing faster and closer to the wind. I still trailed the fleet after rounding the mark at Bailey's Hill, which is a moored 26' sailboat that is put into the water each spring, never sailed, and taken out of the water in the fall. A reliable racing mark.

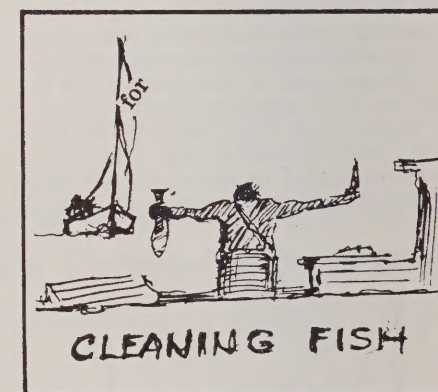
The wind was now directly astern, but it soon dies, leaving us in a dead calm sea. Motionless. The boats point



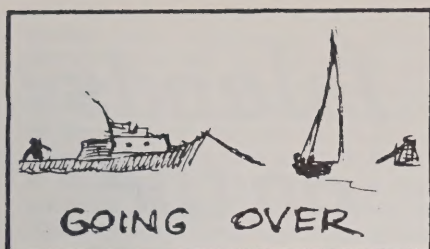
in all directions. "This is RACING?" my crew comments disparagingly, stretching out and falling into a deep sleep. The crews of the other boats watch the smoke from the pipes and cigarettes attentively, trying to anticipate the direction of the new wind. When it comes, it favors John and I.



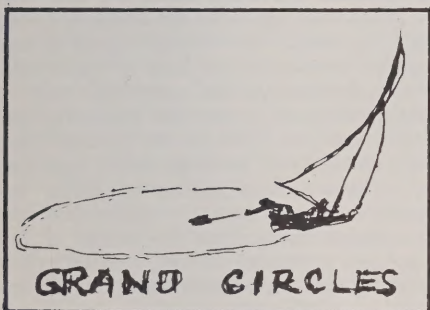
On a broad reach now, I am right behind John weaving from side to side trying to blanket him. I got this thing in my head about blanketing. Every time I opened a book on racing the page was about blanketing. I tried it every which way and nothing happened. I abandoned that strategy and tried for an overlap on the inside.



Nearing our last mark I noticed a fishing boat tied up to it with a long mooring line. Cleaning fish! I felt John would give me trouble if I followed him around so I decided to go over the mooring line between the fishing boat and the buoy. I awakened the crew and told him to pull the centerboard up slowly when we passed over the mooring line. The fisherman stopped what he was doing and stared incredulously at us as we bore down on him. I must have had the same look John had when he rammed me. Our centerboard forced the mooring line down far enough to clear our rudder and we were over, rounding the mark ahead of John. I had overrun my quarry and was left without a purpose.



Then I realized that I didn't know where the finish line was. The hell with it. I sailed for my mooring. On the way I snagged the stay of another Townie and wondered if it had been broken before I hit it. If the owner had been racing, it wouldn't have happened, I rationalised. Then I snagged a lobster trap, and when I pulled the board up too strongly, it jammed in the box. Ran over my mooring but managed to grab it at the stern, sailing in two grand circles like a tethered goose. My crew meantime told me the



whole race had been dull, slow, uncivilized and confusing and that I should have the decency to never ask him to crew again.

After the race was over, we sat around in the clubhouse sulking. "The starting gun was late," someone snarled. "The gun goes off when it damn well pleases," the starter declared. "Who was wrong on that collision?" "Tom was wrong, being on a port tack crossing a starboard tacker. Then John was wrong in not trying to prevent the collision the instant he realized you were such a dangerous fellow." It was discussed at length until I was convinced it was nobody's fault at all.

"If you're going to be a member of this club, you're going to have to learn how to put your sails on right side up and not jeopardize the lives of the rest of the members," I was told.

"Who won the race?" someone asked.

"No one won," the judge declared definitively. "No one went over the finish line correctly except SMALL HOPE and he was disqualified for not having done a 720 after the collision."

"What's a 720? I asked. Everyone looked horrified.

"You sail two full circles after you have hit someone."

"Can I sail two circles before I hit them? I asked maliciously.

"You'd better read the rules."

"I did, but they don't make much sense if I haven't applied them."

"Are you going to apply all the rules to us before you learn them?" I was then asked.



"Well, then," the Commodore says, "you might as well have the Whalen Cup right here and now," and presented me with a large oversize tureen. "This is usually given at the end of the season, but nobody is going to outdo you in persistence, determination and the most damage inflicted upon the fleet," he concluded.

Some of us were not to recover from this debacle for two or three days while others were to forget the whole thing by the time they walked out the door. But all of us would turn up the following weekend to go through the racing mania once again. Why? Because we're here.



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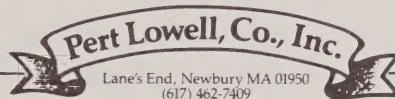
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Islands on the Cape

Report by Bob Hicks from Information in the BOSTON GLOBE & ANorAK

A recent survey done by the "Boston Globe" turned up the fact that there are 48 small islands adjacent to Cape Cod, and that half of these, 24, are open to the public. Of these, 20 are accessible only by boat. The "Globe" ignored any larger islands further than 1/4 mile offshore, because those are pretty well identified as to status and location. The focus was on little known islands that the small boat person could explore.

Two concentrations of these islands were particularly noticeable. In Barnstable Harbor on the inside of the Cape are a number of low, small marshy islands, and the adjacent harbor has extensive saltmarsh and channels. These will get a closer look in a later issue. The other area is Pleasant Bay on the outside of the Cape just north of the elbow. This bay is a large, shallow protected area that seems ideal for the small craft user. Here's the comments a sea kayaking couple made in the recent issue of ANorAK's newsletter:

"At the southern tip of the great outer Cape beach that stretches 30 miles from Provincetown in the north to Chatham in the south (and then hops a narrow channel to become Monomoy Island) is the entrance to Chatham Harbor and Pleasant Bay. Dotted with islands and ringed with saltwater ponds and coves all directly linked to it, this bay is protected from the Atlantic by the narrow barrier beach extending 9 miles north to Nauset Harbor inlet in Eastham. It is a kayaker's paradise (or for any small paddle/oar/sail powered craft). The bay is bordered by the towns of Orleans and Chatham both of which provide town landings open to the public, free of charge at almost every inlet, cove, channel and beach. In Chatham alone there are 19 public landings and in Orleans at least 9. Those we were able to examine had parking available although in limited amounts. It appeared that few other than local people were aware of their existence.

To begin our exploration of the Bay we chose the landing at Meetinghouse Pond, the northernmost water access connected to the Bay. This required a two mile paddle through a channel, then a cove and Little Pleasant Bay in order to reach the main Bay itself. We encountered changing winds, tides and currents



and the scenery evolved from heavily wooded hills surrounding the Pond to marshland in the Bay and the dunes and surf (on the ocean side) of the barrier beach. A large part of Pleasant Bay is very shallow, in some places less than a foot deep at low tide and the tidal range is only about 2-1/2 feet. So you are not bothered much by boats requiring much depth except if you are in or crossing one of the few navigable channels that cross the Bay. The only boat we met on our day on the Bay (in midsummer, our vacation) was a canoe struggling against the incoming tide.

Pleasant Bay has a large population of horseshoe crabs and as we glided over the Bay in our Klepper in water as shallow as 6 inches we could see them all over the sandy bottom.

There are two detailed street maps that will make you a font of wisdom on finding your way about the Cape. Called "Miller's Maps" they are sold at selected local stores for \$1.95 each. One covers Provincetown, Truro, Wellfleet and Eastham. The other covers Brewster, Chatham, Dennis, Harwich and Orleans. They are always available at the Goose Hummock Shop on Rt. 28 just a few hundred yards off the big Rt. 6 traffic circle in Orleans. These maps pinpoint all the town landings and note mean low water depths of all adjacent bodies of water. For on-the-water travel on Pleasant Bay, obtain NOAA Chart #13248 Chatham Harbor and Pleasant Bay."

So there's a bit of first hand advice from a sea kayaking couple. The islands in Pleasant Bay that are open to the public include Tern, Strong, Hog, Sampson and Pochet. The latter is separated from the outer barrier beach by a tiny stream, all the rest must be reached by boat. They are marked on the map in crosshatching, so you could locate them handily on the NOAA chart. Tern is a Mass. Audubon property and you should check with their Wellfleet office to see if it is appropriate to go ashore there, as it is a major nesting site for terns. Strong is owned by the town of Chatham but the original owner still lives on a 3 acre portion under terms of the purchase. It is covered with pitch pine and scrub oak and has gentle hills rising from pebbly coves just right for small craft picnicking. Pochet, Hog and Sampson are privately owned but the development rights are held by the National Seashore and you can roam them as you like, avoiding the houses located on Pochet. No residents live on Hog or Sampson.

Camping overnight is NOT permitted, these are day trip islands. So what do you do in summer for overnight on the tourist packed Cape? I cannot advise you on that. Since I can drive to Orleans in two hours, I guess I'd just get an early start and make a long day trip of it, that way accommodations become no problem. Nickerson State Park in nearby Brewster has camping but I'd wager your chances of getting in would be slim in high summer.

After Labor Day might be the best time to enjoy Pleasant Bay if you must stay overnight on the Cape.



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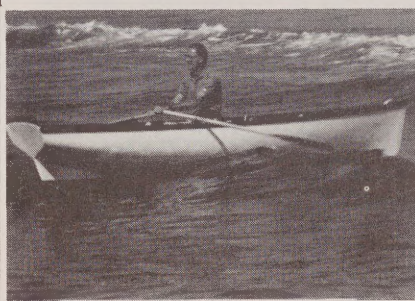
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Small Craft Gather at Mystic

John Gardner looks over Ron Ginger's Nahant Power Dory from the Second Dory Book.



The sound of the internal combustion engine was heard on the quiet morning waters of the Mystic River June 1st at the annual gathering of traditional small craft at Mystic Seaport Museum. No, it wasn't the ubiquitous outboard, it was Ron Ginger's 1904 one lugger thumping along in his just completed 17 foot Nahant power dory. For the first time a power boat was part of the gathering.

And there were lots of double paddle boats, more than I've ever seen before at this event. Many were open canoes of the Butternut sort, others were decked small canoes, or kayaks, even a few modern fiberglass sea kayaks.

And moored out in the river was the Tancook schooner VERNON LANG-AILLE, once from Maine Maritime Museum, now privately owned by Dick Everett. Accompanying the Tancook were a couple of other larger "small craft", one a just completed replica of an Egret type of sharpie.

It was certainly the most varied collection of small craft to participate in this long running meet, once dominated by dories and peapods and such. Oh, they were still to be seen and tried, one very solid looking lapstrake craft from the Rockport Apprenticeship was an all oak Norwegian type that weighed a ton (well almost). In the Norwegian workboat tradition, it was built to last, trunnel fastened heavy oak planking on heavy oak frames, oak rudder, oak centerboard.

At the other extreme, Platt Monfort had his little 10 foot geodesic dacron covered kevlar re-inforced Whitehall, about 18 pounds. And Rob Pittaway had his paper canoe, a decked Rob Roy type glued up from brown craft paper, a bit lumpy in spots but quite serviceable. Unlike Walter Fullam's paper canoe, which was laid up with newsprint, Rob's boat had no diverting reading material incorporated into its construction.

The weather was superb, a change from the past several years, and the turnout of people and boats was large.

The program of activities had been revised a bit to present fewer workshops and permit more time to get out in the boats. For that is where it's at in this affair, here's the chance to try out that traditional boat you always thought might be fun to build or own. Row it, paddle it, sail it, most boats were available to any participant, if not alone, then accompanied by the owner. The weather was so benign that the river was crowded all weekend with the small boats and smiling faces.

Back on the land, the workshops featured Mike Alford talking on the construction of North Carolina small boats; John Gardner on half models as design tools; Rushton pulling boat construction ongoing in the Grey Boatshop. Coaching in rowing, paddling and sculling was offered at dockside to interested persons. Saturday evening, Dick Wagner, founder of the Center for Wooden Boats on Lake Union in Seattle, WA showed slides on the achievements in traditional small boating that had been made on Puget Sound.

Sunday morning's downriver cruise to Mason's Island for breakfast was well attended with about 75 boats arriving on the sandspit for more boat talk plus the juice, coffee and doughnuts. Normally the food is brought downriver in one of the CHARLES W. MORGAN whaleboats rowed by those without boats of their own. Apparently this year crew was in short supply, and one of the two whaleboats arrived under tow by the Seaport's utility outboard launch. Changing times.

The annual meeting of the Traditional Small Craft Association was its tenth anniversary and John Gardner, who founded the group, was guest of honor. The TSCA carries on spreading the word about the values of traditional small boats and encouraging the building and using of such craft.

Well, the Seaport Museum is, of course, based on similar boats, albeit

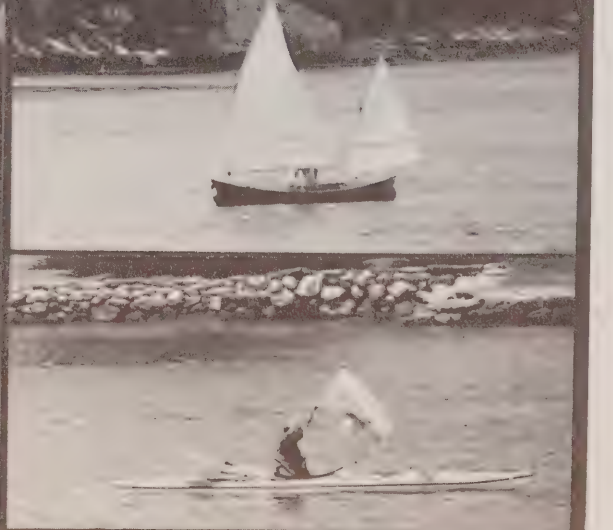
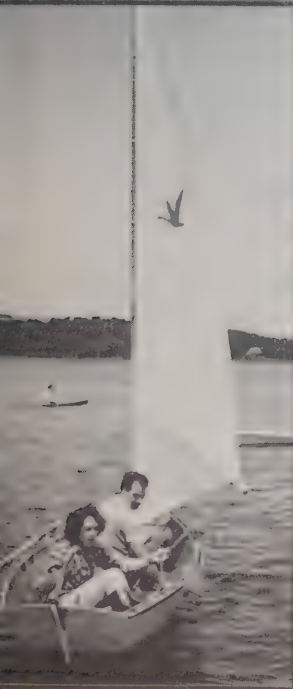
many larger ones too. So to see more modern concepts welcome on the scene is at first perhaps confusing, but on reflection, it is a rather nice melding of old concepts with new technology, and it seems that perhaps this is the intent that curator Ben Fuller has. The modern fiberglass sea kayaks are current technology applied to traditional design. Many of the wooden boats were of modern cold molded construction, in fact a nice juxtaposition of Ben's traditional Delaware Ducker and Bruce Bender's modern cold molded version drove home this point, the traditional design that developed to function in its particular role was not spoiled by being built in a current state of the art version. And Bart Hauthaway's elegant fiberglass Rob Roy and Sugar Island canoes for double paddle, and his Greenland kayak too, set off against similar boats brought by home builders in wood, further made plain that the real appeal of the traditional boat is in its design, its lines, its performance. While an individual might choose to work in one medium rather than another, the basic concept still emerges, a delightful boat to enjoy.

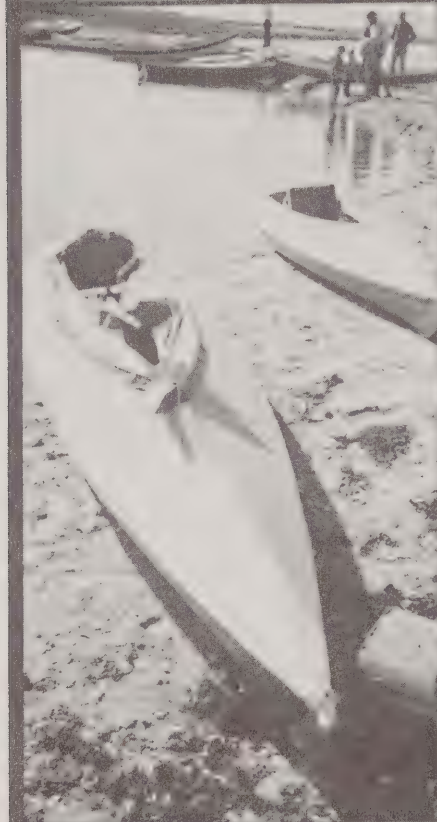
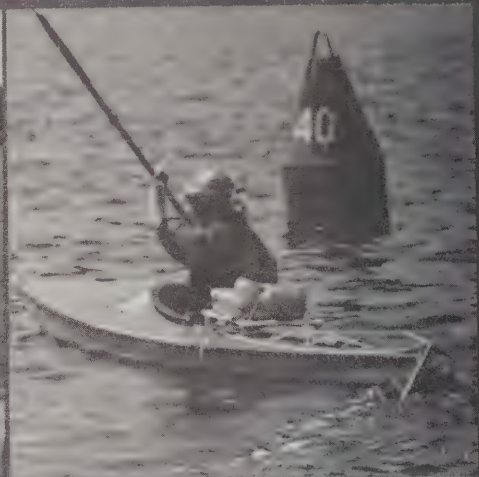
After several years of bad weather and decline in attendance, this was a very upbeat renewal of enthusiasm, the turnout and involvement and the variety of small boats on hand just developed that sort of spontaneous momentum that is the fuel for a happening. Paddling a tiny double paddle canoe, rowing a Swampscott dory, enjoying a sail with Dick Everett in his Tancook, trying a sea kayak, riding about in a power dory, or teaming up to row the GENERAL LAFAYETTE, the Seaport's replica of an early four oarsman racing boat, it's a once a year opportunity for so many different sorts of boats and boat nuts to meet and mingle. I still feel the charm of the small craft such as these is in the variety, the many, many ways one can enjoy a small boat on the water.



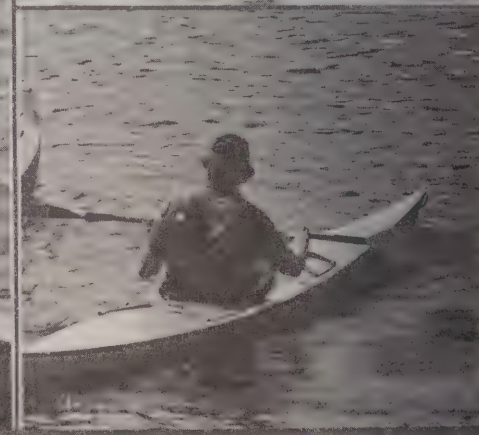
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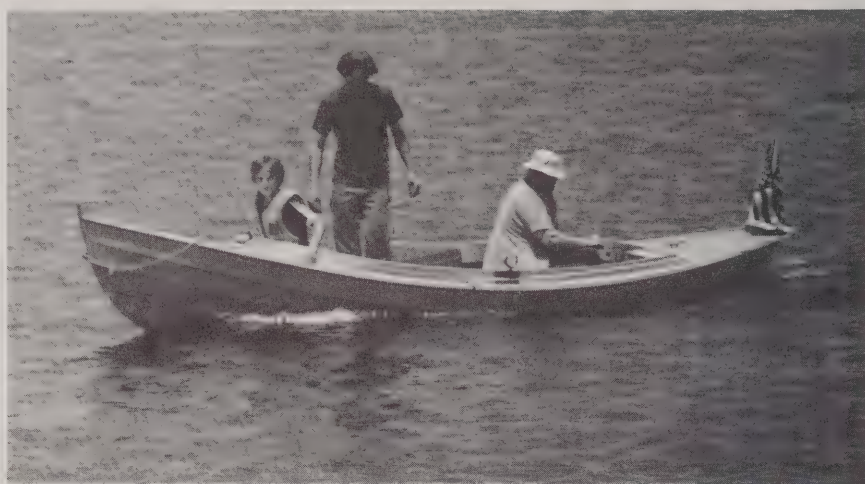
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Here Comes THUMPER!

Ron Ginger's THUMPER sure got a lot of attention at Mystic Seaport's Small Craft Workshop. The first powerboat to participate in this annual affair, the 17' Nahant Dory with its 1904 Gray one lugger seemed to have a constant gathering around it at the float, especially while Ron was working out the "first outing" bugs in the engine operation.

"I found out more about making this engine run right this weekend than I would have all summer working alone," Ron explained. Amongst the onlookers were several with prior experience with one luggers and each in turn was able to help Ron solve an overheating problem and an erratic running problem. The former was due to a poor water pump gasket joint, the latter to the location of the exhaust port almost on the waterline. This meant variation in back pressure for the engine depending on whether or not the port was above or below water. Once realized, this was dealt with by placing passengers forward and to port keeping the exhaust continually out of the water. Then the evenly spaced thumps echoed out over the river in a pleasing way.

Last March at the monthly meeting of the small craft club at Salem, Massachusetts' Peabody Museum, Ron had skimmed through John Gardner's second edition DORY BOOK, and lo, there was the Nahant Power Dory. Ron had acquired the one lugger Gray at the Owl's Head Museum auction a year earlier with intent of fitting it into an old launch hull. Ron has a summer camp near East Boothbay on a tidal estuary that really does not permit sailing in and out with tide, wind, current and lack of maneuvering space all conspiring against it. So he had in mind a traditional inboard motor launch, or maybe even a baby tug. The Nahant Dory grabbed him though, it had the traditional lines and construction dear to his heart, and his motor was just right for the size.

About March 15th Ron went to work on the dory in his garage. He's built a number of traditional small boats and has the experience and equipment for the job, it wasn't a learning experience.

He began to use some accumulated back vacation time to put in concentrated two or three day sessions, working from early morning until midnight or later. The boat took shape rapidly, a dory isn't a complex building task if one knows how its done. The goal became having it ready for the Mystic meet the first weekend in June. Ron's intense application to the task resulted in success, THUMPER was running at Mystic. "I really wanted to do it's first sea trials beforehand," Ron admitted, "but it wasn't ready until the day before Mystic." But, it was ready, all details complete, even the name neatly lettered on the rear quarter. The motor final tuning turned out to be all it needed at Mystic, and this turned out to be fortuitous, as described earlier, with the know-how that came forward from amongst the gathering.

THUMPER is traditionally built but with plywood garboards to deal with the wide boards needed for this on a dory. Since Gardner himself endorses this approach, Ron feels comfortable with the contemporary touch. Ron raised the sheer forward a couple of inches, which made it very pleasing in appearance. The decks are traditionally planked with caulked seams, the coaming is a single steam bent oak piece, the topsides are a light gray paint, the interior a matt finish natural wood.

At present the engine is directly connected to the 12" prop, start it up and off you go. The prop has a very deep pitch so it gets a big bite at low rpm and the boat immediately moves ahead almost a perceptible leap with each of the "thumps". To reverse there is a switching procedure for the spark, to set the two-stroke running backwards as it comes up on its next compression stroke. This still needed some tinkering to get it right.

This must be how it was at the turn of the century when people who had to row or sail for a living first found that the early internal combustion engine would do all that for them if they were willing to live with its idiosyncrasies and the messiness that comes with the fuel and oil and exhaust smoke.



Across the top: THUMPER was on display at the June meeting of the Peabody Museum TSCA. The "thump" comes from here. Tinkering at Mystic. Across the bottom: Traditional dory transom, steeply angled propeller and shaft. Advice in progress.

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What's happening...

MAINE TSCA EVENTS

The Traditional Small Craft Association of Maine will host two summer on-the-water events as follows:

JULY 20: Eagle Island Escape row or sail out to the summer home of Admiral Peary for a tour and beach picnic. Leave from Dolphin Marine Service in South Harpswell, ME Call Mike Porter at (207) 846-3145.

AUGUST 24: Bremen Meet, a day on the water and lobster cookout at Hockamock Channel in Bremen, ME. Camp space available. Call Dick Shew at (207) 644-8120.

SALEM WATERFRONT DAY & HULLS & SKULLS LIGHTHOUSE RACE

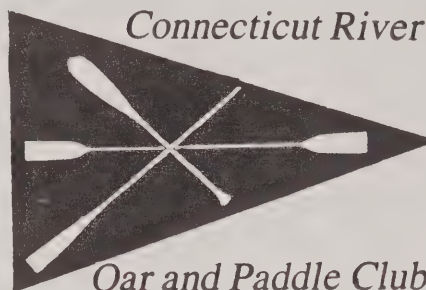
July 21st will be Waterfront Day in Salem, MA held at the Winter Island Park on the harbor near Salem Willows and the power station. Many sea related activities are planned ashore and afloat. Boat and memorabilia exhibits are invited. The location includes a beach and paved ramp. Contact Judith White at (617) 745-0140 if you are interested in participating. As a special event, the Fort Pickering Lighthouse Association will be running the Hulls & Skulls Race, for rowing and sailing craft at 11 a.m. Two events for oarsmen, serious and recreational and one for sailors will race from Fort Pickering Light on Winter Island to Derby Wharf Light and back. There is a \$15 entry fee to go to fund raising for restoration of Fort Pickering. Call Gary Moore at (617) 745-5704 on the race info. Winter Island is accessible by car with plenty of parking.

SIXTH ANNUAL SMALL CRAFT DAY AT PORTSMOUTH, NH

The Seavey Island Rowing Club is hosting the sixth annual small craft day at Prescott Park on the shore of the Piscataqua River in Portsmouth, NH on July 20th, featuring racing for traditional rowing craft only, no special racing boats, skulls, kayaks, canoes. Three races are held, one for workers at the Portsmouth Naval Shipyard, one for women and one for allcomers. The river has a fast running current so be prepared. Racing begins at 12:30 p.m. and there will be a picnic and traditional boat showing afterwards for participants on Four Tree Island, refreshments provided. Fee to enter is \$2.50 per oar, spectators no charge. Call Michael Kelso at (207) 439-4635.

LONG ISLAND CANOE & KAYAK SHOW

The second annual Long Island Canoe & Kayak Show is scheduled for August 10th at Dowling College in Oakdale, NY. Potential exhibitors are urged to call Jerry Howson at (516) 271-4778. Both commercial and educational displays are included.



MIDSUMMER OUTINGS FOR REST OF JULY AND ALL OF AUGUST

The Connecticut River Oar & Paddle Club schedules a number of recreational outings for interested persons in oar or paddle powered craft. Membership is not required but is invited. Contact Jon Persson at (203) 388-2343 business days for more particulars. The events coming up in midsummer are as follows:

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.

AUGUST 7, 14, 21, 28: Wednesday evening cruises to explore the river and its estuaries at dusk, ideal low pressure outings to bring along guests or to experiment with new rigs or to exchange boats. Leave from the club at 18 Riverside Ave. in Old Saybrook, CT.

AUGUST 11: Thimble Islands Day Cruise / Stony Creek and Guilford. A leisurely cruise amongst the Thimble Islands, launching from Stony Creek.

AUGUST 25: Just-After-Dawn-Patrol. Departing the club at 6 a.m. for scenic trip up or down river depending on weather with light breakfast on beach of choice. About 6 miles.

The Club has acquired a Seagull O/B for the big dory. The rowing shells have been received and are ready for restoration. It is hoped to have a quad in shape for the July 28th Pawcatuck River Race. Consideration is being given to organizing some sort of traditional small craft event. Floating docks are in the works as building materials are now being collected at the club.

A recent impromptu outing to Essex with a writer from SMALL BOAT JOURNAL was a great success with 15 boats, 17 people and fine weather. The Monday evening Full Moon Cruise also went off well with 10 boats, 16 people and fine weather for the moon.

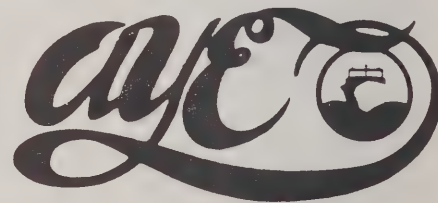
LAPSTRAKE BOATBUILDING WORKSHOP

The Rockport (ME) Apprenticeship has a week long workshop with Simon Watts scheduled for August 5-10 at the shop on Sea St. in Rockport, ME. Call Steve McAllister at (207) 236-6071.



ANTIQUE & CLASSIC BOATS GATHER AT MYSTIC SEAPORT

A fleet of classic wooden yachts, sail and power, built prior to 1940, will gather at Mystic Seaport Museum on July 27th for the 10th annual rendezvous. The boats taking part must arrive under their own power and be in original condition or faithfully restored. Cabin cruisers, motorsailers, coastal packets, oyster boats, sloops, yawls, schooners, cutters, commuter craft, all are represented. After midday judging the fleet departs mid-afternoon downriver on parade led by the steamboat SABINO with dixieland band aboard to set the spirit. Many of the participants are dressed in the attire of the era of the boats they are displaying. Spectating from the shore of the river in downtown Mystic by the drawbridge and nearby is best, while close up viewing is best done at the Seaport, regular public admission cost includes this opportunity. Call (203) 572-0711 for further information.

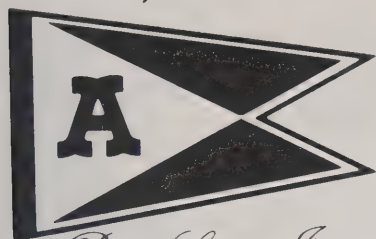


ANTIQUY YACHTING ETC.

ANTIQUY & 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.

The Antique and Classic



Boat Society Inc.

ANTIQUE & CLASSIC BOAT SHOWS FOR MID-SUMMER

Many shows of antique and classic craft are scheduled for high summer, the rest of July and all of August look like this:

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.

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.

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.

AUGUST 2-4: 21st Annual Boat Show, Thousand Islands Shipyard Museum, Clayton, NY. Call Bo Collins at (315) 686-4104.

AUGUST 10-11: 3rd Annual A & C Replica Show, Wakefield, RI. Call Walter Beckmann at (401) 783-1859.

AUGUST 10: Barnegat Bay ACBS Show, Barnegat Bay, NJ. Call Gordon Sulcer at (201) 285-0460.

AUGUST 15-18: 5th Annual Wooden Boat Show, Newport, RI. Call Rob Dwelley at (401) 846-1600.

AUGUST 15-18: Antique Powercraft Historical Society Show, Newport, RI (at Wooden Boat Show). Call Dale Tassell at (813) 365-1850.

AUGUST 17: Hudson River ACBS Rendezvous, Kingston, NY. Call Jim Muller at (914) 331-6539.

AUGUST 23-25: Adirondack ACBS Rendezvous, Bolton Landing, NY. Call John Binley at (518) 543-6002. This will include Gold Cup boat races and dedication of ACBS International Headquarters.



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 balance of the schedule:

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

JULY 22-26: Cedar and Canvas Canoes with Horace Strong.

AUGUST 5-9: Rowing Shells with Ken Bassett.

AUGUST 12-16: Recreational Boatbuilding with David Foster.

For a complete brochure write to Brookfield Craft Center, Box 122, Brookfield, CT 06804.



SUMMER SEA KAYAKING IN BOSTON HARBOR

The folks at Aqua*Ventures in Boston, MA have quite a summer schedule planned for all levels of sea kayakers. Details are as follows:

JULY 13-14: Teaching Tour, weekend instruction in paddling, navigation, safety, tides, etc. with overnight campout on an island. For details on this event contact Outdoor Center of N.E. at (413) 659-3926.

JULY 20: Day trip with instruction similar in concept to July 13-14 weekend but one day only. Again, contact Outdoor Center of N.E. at (413) 659-3926.

JULY 27: Day trip for beginner level paddlers with instruction and lunch on an island, leaving from Hull, MA. \$55 fee includes everything but your personal attire. Contact Aqua*Ventures at (617) 524-6239 or (617) 391-5954.

AUGUST 17: Sea kayaking day trip with picnic lunch on a harbor island. This is a beginner level outing for instruction purposes, 9 a.m. to 4 p.m. All boating equipment and lunch provided for \$55 fee. Contact Aqua*Ventures at (617) 524-6239 or (617) 391-5954.

AUGUST 18: Sea kayaking demonstration on Lovell's Island, free instruction, bring lunch, swimsuit, etc. All boating gear provided. To get to Lovells take private boat direct or public ferry from Long Wharf in Boston (\$3) or Hewitts Cove in Hingham to Georges Island, free shuttle boat thence to Lovells. Call Aqua*Ventures at (617) 524-6239 or (617) 391-5954.

AUGUST 24-25: Sea Kayaking Teaching Tour, same as on July 13-14 date listed above.

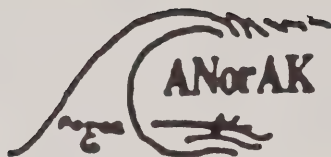


CANOE RACING EVENTS SCHEDULED FOR AUGUST

AUGUST 14: Sunset Special Canoe Race, Bolton, CT. Start is at the Bolton State Ramp. The course is a figure 8 on Lower and Middle Bolton Lakes with a short portage between, 5-1/2 miles for racers, 4 miles for special local classes. Race time is 6:30 p.m. Call Ted Kenyon at (203) 872-0219 or Jeff Heidtman at (203) 742-6388.

AUGUST 18-19: Bluefish Festival Flatwater Weekend. Start is in Clinton Harbor from town beach, in Clinton, CT on the tidal Hammonasset River. Course is 10 miles with short portage over an island, on river and in river mouth bay. Race time is 12 noon Saturday, 9:30 a.m. Sunday. A cruise and canoe polo match are also scheduled. Call Earle Roberts at (203) 346-0068.

AUGUST 24: Seekonk Summer Sizzler. Start at East Providence Yacht Club in East Providence, RI. Course is 11 miles of tidal flatwater. Mass starts for novice and recreational classes and for all racing classes, 11 a.m. Call Scott Olsen at (401) 434-4971.



SUMMER SEA KAYAKING

Here are several outings for interested sea kayakers during the next couple of months:

AUGUST 10-11: Sea Kayak Symposium, Castine, ME, sponsored by CANOE magazine and L.L. Bean. Call (207) 865-4761, ext. 2090. Limited to 250 participants, \$40 fee.

AUGUST 24-25: Narragansett Bay, Prudence Isl. etc. Contact Chuck Sutherland at (718) 767-5020.

FALL CAMPOUT: Chuck Sutherland is interested in a fall campout somewhere on Chesapeake Bay and invites comment from potential participants. Call him at (718) 767-5020.

WOODEN BOAT SCHOOL COURSES IN THE REST OF SUMMER

There's still time to get into some of the remaining Wooden Boat School courses during July and August, you'll have to call Peter Anderheggen at (207) 359-4651 to confirm which of these are still available:

July 21-26: Art of Boatbuilding with Bud McIntosh.

JULY 21-26: Art & Tradition of Able Seamanship with Ben Ellison.

JULY 21-AUGUST 2: Building the Bangor Packet with Joel White.

JULY 21-AUGUST 2: Lines & Shapes of Boats with Dave Dillon.

JULY 28-AUGUST 2: Before You Pick Up a Tool with William Crampton.

JULY 28-AUGUST 2: Art & Tradition of Able Seamanship with Ben Ellison.

AUGUST 4-9: Building the Nutshell Pram Kit with Eric Dow.

AUGUST 4-9: Maintaining your Wooden Boat with Paul Bryant, John Maritato and George Fatula.

AUGUST 4-16: Building a Small Cruising Boat with Gordon Swift.

AUGUST 11-16: Honing skills with Hand Tools with Sam Manning.

AUGUST 11-16: Art of Sailmaking with Robin Lincoln.

AUGUST 18-23: Beginning Boatbuilding with Kevin Dwyer.

AUGUST 18-30: Wooden Boat Repair Methods with Ralph Stanley.

MCKC PADDLING OUTINGS FOR JULY

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 INTRODUCTIONS

L.L. Bean has scheduled a series of Saturday sea kayak instruction sessions running through Saturday August 3rd. For \$10 you get a two hour introductory session in a Chinook sea kayak on the Royal River in Yarmouth, ME. You bring appropriate clothing, including old sneakers (you'll get wet feet) and a PFD. Bean supplies kayak and paddle and two hours instruction. Each Saturday has three sessions, at 9 and 11:30 a.m. and at 2 p.m. There will be 5 students per instructor. For details and/or registration, write to L.L. Bean Sea Kayak Lesson, L.L. Bean Retail Store Customer Service Dept., Freeport, ME 04033.



Wooden Canoe Heritage Association, Ltd.

WOODEN CANOE ASSEMBLY

The Wooden Canoe Heritage Association will hold its national assembly this year July 25th through the 29th at Paul Smith College in Paul Smiths, NY in the Adirondack country. For all the details write to the WCHA, P.O. Box 5634, Madison, WI 53705.

RADIO CONTROL MODEL YACHT RACING THROUGH AUGUST

Model yacht racing carries on during high summer at the following locations:

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.

AUGUST 3: Commodore's Invitational, Heckscher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

AUGUST 4: Tony Lombardi Memorial, Providence, RI, Any Boat. Call Mike Andrea at (401) 724-5221.

AUGUST 10: Cutty Sark, Central Park, NY, Class M. Call Richard Plaut at (212) 249-3772.

AUGUST 11: Larson Memorial Invitation, Housatonic, CT, Class M. Call Robert Mersereau at (203) 226-9370.

AUGUST 17: Eastern Division Championships, Heckscher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

AUGUST 18: Summer Open, Stonington, CT, Any boat under 86". Call Bob Weall at (203) 599-1644.

AUGUST 24: Island Invitational, L.I. NY, Class 3UR. Call Edward Helme, Jr. at (516) 883-8453.

AUGUST 25: A Skippers Memorial, Saddlebrook, NJ. Call Francis Lucke at (201) 335-7609.

AUGUST 31: Max Bain Memorial, L.I. NY, Class M. Call Edward Helme, Jr. at (516) 883-8453.



SEBAGO CANOE CLUB

SUMMERTIME OUTINGS, PADDLE & SAIL

This summer the club has many one day trips planned to local rivers (from Brooklyn, NY club location) as well as other outdoor activities, including camping on Long Island Sound and Narragansett Bay. Boats are available for those in need and instruction for those feeling a need for brush up or learning of new paddling or canoe sailing skills. The calendar for the rest of July and all of August is as follows:

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

JULY 27: Phantom Trip led by Lester Modell. Call him at (718) 252-2689.

JULY 28: Togetherness Sailing Races, two in a canoe. Call David Mahler at (201) 861-7243.

AUGUST 2-4: Basic Canoe Course at Lake Sebago, NY.

AUGUST 4-16: Sugar Island ACA Encampment, canoeists and kayakers from all over in lovely wilderness surroundings at the Thousand Islands on the St. Lawrence River. Bring your own boat and camping gear. Call Marilyn Vogel at (718) 767-5020.

AUGUST 10-11: Cabin Weekend, the club will host the rest of the ACA Encampment for a wine and cheese party. Call Dick and Sandy Schneider at (718) 331-8677.

AUGUST 17: Hudson River from Croton Point, calm water and charming company for a relaxed afternoon. Club boats may be rented. Call Jerry Dorfman at (718) 627-8591.

AUGUST 17: 5 Meter Sailing Races, call Gordon Miller at (201) 796-2792.

AUGUST 24-25: Narragansett Bay, Prudence Island outing for kayaks, canoes and sailing canoes. Paddle 1-1/2 miles out to island, camp overnight. Possible 16 mile circumnavigation of the island. Or do your own thing. Call Chuck Sutherland at (718) 767-5020.

AUGUST 25: Workday at the Brooklyn Clubhouse.

AUGUST 30-SEPTEMBER 2: Celebration at the Cabin. Floating cocktail party, cookout, square dancing, water games, etc. Call the Humbles at (516) 546-5965.

AUGUST 30-SEPTEMBER 2: The Dead River in Maine aint dead on Labor Day, dam release for class 2 and some class 3 paddling whitewater. Reservations required in advance. Call Marilyn Vogel at (718) 767-5020.

AUGUST 30-SEPTEMBER 2: Stillwater in the Adirondacks. Call Bob Colifarco at (718) 651-3972.

ALDEN

OCEAN SHELL ASSOCIATION

SUMMER CALENDAR IS FULL

One event in July and two in August for owners of Alden Ocean Shells provide opportunity for both competitive and recreational oarspersons. They are as follows:

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.

AUGUST 17-18: Second Annual Martin Oarmaster Regatta on Schroom Lake near North Creek, NY. Saturday morning will feature a 1000 meter race, the afternoon will include a clinic and relay race. On Sunday morning the Martin Challenge Race of 8 miles will be run. Host is P.O. Smith, RD 1, Box 65, River Rd., North Creek, NY 12853.

AUGUST 18: Third Annual New Meadows Cruise at Brunswick, ME, A 6-1/2 mile row. Host is John Chandler, Jr., 6 Brookmere Way, Brunswick, ME 04011.



Merrimack River Watershed Council

MERRIMACK RIVER CANOEING

The Merrimack River Watershed Council has a couple of canoe trips scheduled this summer on sections of the river in New Hampshire and Massachusetts. On July 20th the trip will run from Concord to Hooksett, NH, 14 miles. It is all flat-water with one portage and a number of islands to explore. On August 17th the trip is from Methuen to Groveland, MA, 9 miles, timed for tidal conditions with four islands to explore. For further information call the Council at (617) 363-5777 or (603) 224-8322.

VISIT THE SPIRIT OF MASSACHUSETTS

On August 10th and 11th the SPIRIT OF MASSACHUSETTS will be moored at Tucks Point in Beverly, MA for the city homecoming week and harborfest festivities. This will be the only visit of this schooner to the Massachusetts north shore this year. Public may board on Saturday morning and Sunday evening at \$2 adult, \$1 child or senior citizen. If you are more ambitious in your desires, you can arrange to charter the schooner for a cocktail party for \$500 (ship only, no comestibles) or for \$1000 you can take up to 50 of your friends on a 3 hour cruise. Call Daniel Hoisington at (617) 921-0040 if these opportunities attract you.

CANOEING & KAYAKING IN SOUTH-EASTERN MA THIS SUMMER

The Southeastern Chapter of the Appalachian Mountain Club has the following outings planned for canoeists and kayakers through August:

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

AUGUST 3-4: Local river paddling near Tanglewood Concerts in Lenox in the Berkshires. Call Paula Phillips at (617) 826-8080.

AUGUST 10: North River tidal paddling in Marshfield, MA. Call Ruth Irwin at (617) 447-4637 or Bob Milburn at (617) 294-0875.

AUGUST 17 - 18: Knubble Bay Campout at AMC camp to explore tidal waters between Bath and Boothbay Harbors in Maine. Canoeists call Tony Arnold at (617) 759-4767 or Barbara Hughes at (617) 362-3954. Sea kayakers call Chuck Wright at (617) 564-4250.



JULY & AUGUST AT MAINE MARITIME MUSEUM

Several events of interest are on the calendar at the Bath, ME location of the Museum, as follows:

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.

AUGUST 17-18: Opening of exhibit on Lobstering & the Maine Coast, dedication, lobsterbake, reception, etc.

AUGUST 31: Maritime Consignment Auction of boats, marine engines, maritime antiques, boating equipment and gear, any boat related items. Benefit for Museum. Morning inspection, bidding begins at noon. At Percy & Small Shipyard location. Consignment forms, catalog and further information on this auction from the Museum, call (207) 443-6311.

IPSWICH RIVER GRAND CANOE EVENT

The Ipswich River Watershed Association will host an 11 mile tidal canoe paddle on August 17th from the Green St. Bridge in Ipswich, MA to Long Wharf in Gloucester. Awards and a picnic will follow at Long Wharf. Pre-registration is required at \$5 fee. Call (617) 887-9685 or (617) 887-8671.

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MODIFIED BOLGER SURF, 15', 6" x 3', 7". A pretty boat in very nice condition. Cat ketch rig, swingup leeboards, launching wheel, etc. Easily car topped by one person. See, "A Cambridge Cruiser," MESSING ABOUT IN BOATS, Vol. I, No. 9, page 11. \$1000.
PETER WATTERS, Cambridge, MA (617) 492-6467. (6)

O'DAY 22, 1972: Main, genoa. Located S.E. MA. \$4000 or trade for small boat(s) or equipment, esp. Hobie Cat or kayak(s).
CURTIS BETTS, New York, NY (212) 807-9533. (6)

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. (5)

SEVEN 17' SAILBOATS, AMF Alcort Puffer class, used but complete with sails, all in good condition. \$1000 each.
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DON FARNSWORTH, China, ME. (207) 968-2932. (5)

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R.E. ROODE, Newburyport, MA, (617) 462-6451. (6)

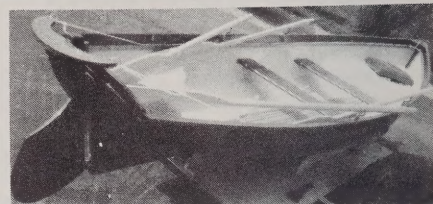
16' SWAMPSCOTT DORY, Crawford b'lt. 5 hp Mariner, Henderson trailer, all 1979, good cond. Able seaboat. Oars, seat cushions, etc. \$1750.
HARRY MEEHAN, Lynn, MA (617) 598-3466. (6)

29' CLASSIC KETCH, Sparrow. Sleeps 4, excellent condition. Sailaway, in water. \$16,500.
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14' PHANTOM daysailer/racer. Good beginner's boat, fun for all. Excellent condition, complete with beautiful multicolored sail, launching wheels, all for \$800.
GEORGE BUNN, Middletown, RI (401) 849-5645. (6)

10' DINGHY, cedar strip, epoxy glass covered in and out. Includes sailing rig. \$500. 4hp longshaft Merc with extra tank, 20 hours use, \$350. 1.5hp Seagull, \$75 or B.O. Runs good.
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SOME INTERESTING BOATS: 16' Appledore Pod (FG), sail hull, no rig. Exc. cond. \$800. 19' Appledore Pod (FG), sail hull, no rig, used just a few times, needs wood rail to complete. Cost \$1950, sell \$850. Gloucester Gull (FG) with oak trim, Martin Oarmaster sliding seat and 9', 9" oars, \$900. 16' Shew & Burnham light (70 lbs) cedar Whitehall, S & B oars. A lovely classic custom built for lightness, in exc. cond. \$2500.
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11', 3" LAWLEY TENDER, partially restored by boatbuilder who ran out of time. The boat is in excellent shape but still needs rails and interior work. \$1200.
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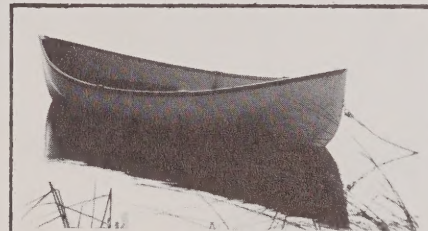
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