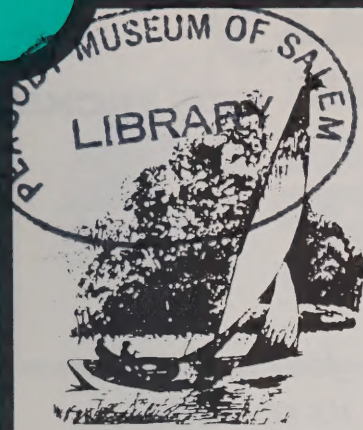




Twice a Month!

messing about in BOATS

Volume 3 ~ Number 8

September 1, 1985





messing about in BOATS

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Our Next Issue...

Will be our Wooden Boat Show Report issue, who knows what we'll turn up of interest at Newport. Because of the time of the Show, I'll delay publication about 5 days later than normal in order to get it right into print, so don't get concerned if your September 15th copy is a few days late.

On the Cover...

The S.S. Crocker Memorial Race reported on in this issue attracted over 60 boats of all sizes and forms, and one of the more interesting was this converted double ended lifeboat with everything it had aboard hanging up there in the calm that hovered around the first two thirds of this event.

Commentary

BOB HICKS



Journalism has its rewards...

Tuesday, July 30th on Salem Sound; clear bright air, blue skies, moderate southwest winds, a golden high summer day. In Marblehead, Salem, Beverly and Manchester around the Sound well over 5,000 pleasure boats rested at marina slips or on moorings. Out on the water with us were never more than a dozen visible. The place, such a madhouse on a summer weekend, was deserted. Where was everyone?

On Tuesday, working of course. But everyone? It's vacation time. Someone else must have had the time off, in all those thousands of boats. And with a day like this, not humid, not muggy, not calm, not blustery, just beautiful. We could have been in Nova Scotia somewhere.

We. Bob Brown is recently retired at 55, through fortuitous personal circumstances. Me, this is my job, go around and mess about in boats with other folks and write it up afterwards. Bob knew I was available so when he decided to go for a sail in his son's Rhodes 19, he called me.

Sort of a trip getting there. Bob's son keeps his boat in Marblehead Harbor (sanctum sanctorum for yachties and racers) and belongs to the venerable Corinthian Yacht Club out on rather exclusive Marblehead Neck. Racing the Rhodes is his one sport (he's an architect building his own business up) so the cost of doing it this way seems bearable. For me, definitely a public dock type, the gig of parking by the tennis courts at the Corinthian, walking through the gates onto the sprawling veranda, peeking at 100 years of commodore photos on the

walls inside, viewing the dining room overlooking this Mecca of yachting, all quite something. And the launch ride out to the Rhodes with Bob, who is qualified for all this through his family relationship. What a trip. A taste of how the game can be played if you don't mind what it costs and are willing to wait for your application to reach the top of the pile.

Sailing the Rhodes was a teeny bit of déjà vu, for my early sailing lessons (yes I took lessons, didn't know anyone who sailed in 1977) were in Gloucester Harbor in a Rhodes, one I later rented a couple of times to practice in, before we got a boat of our own. The 19 foot keelboat is lively yet comfortable, and certainly feels different than the centerboarders I've come to be more familiar with.

So these two at-leisure types enjoyed a couple of hours of sailing over to Misery Island and back, undisturbed by any motorboats, waving at one or two other sailors, viewing all the uninhabited rocky islands (as well as the two larger private inhabited ones), scanning the shores for some sign of an emerging fleet of sail, or insect buzz of thumping outboards with 12 year oldsgassing them. Just about all to ourselves, a private bay. Really nice. I guess most everyone else must have been busy making money. Bob doesn't have to do that anymore, and I, well I keep forgetting about that aspect of publishing this modest journal. I like the other rewards so much I neglect that important stuff. Someday, it'll catch up with me, maybe. But in the meantime, what a life...





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19th Annual S. S. Crocker Memorial Race

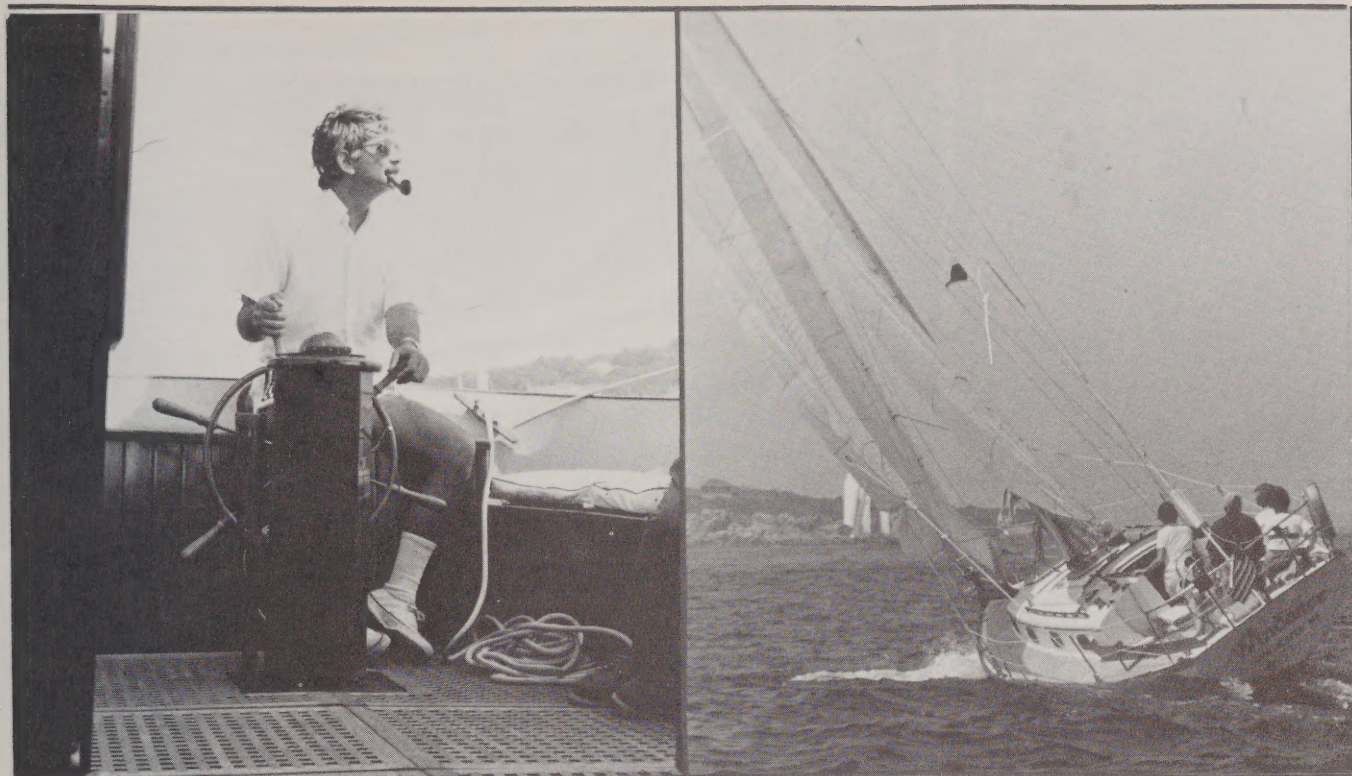
Report & Photos by Bob Hicks

A major rule governing the 19th Annual S.S. Crocker Memorial Race on July 20th off Manchester, MA, was the one about protests. None would be entertained. This is a "fun" race (a description that seems to imply that some races are not fun). It welcomes the non-racing sailor as well as the racer, and provides a variety of classes and handicaps so designed as to simplify the scoring at the finish. In sum, the finishing order of the boats is the finishing order of the race. While held in memory of Sam Crocker, a noted naval architect and first generation proprietor of Crocker's Boatyard in Manchester, and providing a class for Crocker designed boats, the event was open to all interested and sixty-seven turned out on a pleasant day.

I went along for the ride on Jerry Jodice's MAMIE, a 25 foot Fenwick Williams catboat mentioned before on our pages. Lots of room on MAMIE, yet only four of us crewed, Jerry, his daughter Mary, friend Louis Ranieri and myself. For about three fourths of the race over a 20 mile triangular course that ran from Baker's Island in Salem Sound out to the whistle buoy off Newcomb's Ledge and thence to the whistle buoy off Eastern Point Gloucester and then home there wasn't a whole lot of wind, and we enjoyed lunch at ease on a painted sea, calzone heated in the oven, cold soda and beer. Behind us much of the fleet lay nearly motionless, sails slatting in the low swells.

I say behind us, because by the time we lunched not far from Eastern Point, the huge 650 square feet of sail on MAMIE had ghosted us ahead of all of our starting group (the second) and past most of the first group, except for the traditional catboat SCOTER, who's skipper had out-ghosted us despite his smaller rig. The first leg had been a broad reach out to Newcomb's with maybe 5 to 8 knots of breeze, and the second leg a run down to Gloucester saw the breeze gradually poop out until that last mile to Eastern Point was covered at 1.23 knots (Jerry's digital knotmeter provides constant speed readings to two decimal places). Mary was at the helm and her competitive instincts, honed in daily dinghy racing all summer and on the B.U. sailing team, chased every ripple on the sea. We were a bit closer inland than most of the fleet and there was occasionally a puff or two reaching us. Still, SCOTER rounded the mark first and headed home.

Amongst the Crocker designed boats in the race were three of the famed Stone Horse type (this one a fiberglass Edey & Duff boat), PATIENCE, a home built flush deck cutter, and WIND DRIFT, a clipper bow ketch.



Portrait of a racing skipper. . . well in a light breeze in an 11 foot beam catboat, it can be quite sedate. But later on it breezed up, WINDANCE hard on the wind at the finish passed us AFTER the finish.

Well, this racing was pretty sedate stuff. The 11 foot beam on MAMIE provided plenty of sprawl space, the full cabin had all the amenities, the huge sail up there wasn't demanding much attention as it reached for every stray zephyr. (On the FM, Gloucester's classical music station broadcast Beethoven and it was a pleasant day on the water.

Heading home was still a ghosting contest for a while, but we could see up down towards Salem, and even further inshore from us off Magnolia some boats (not in our event) were tramping right along. It appeared the normal southwest wind of a summer afternoon was working up inshore and would eventually meet us.

Eventually it did, after a while spent chasing shifting puffs around. When we finally got into it, it blew up to about 15 to 20, just the beginnings of whitecaps, and now that big sail began to put the pressure on the helm, hard on the wind. SCOTER was still ahead, and now a couple of other boats drew up on us and passed by, like one Freedom 22 that could point much higher than our old timey gaffer and eventually went on to the overall win. With the action picking up, Jerry took over the helm much to Mary's dismay, she'd shepherded the boat through most of the doldrums and now there was some SPEED. But, it's Jerry's boat. It was quite exhilarating now, MAMIE doing just over 5 knots, sedately heeled, still all the sail up. We rushed across the finish fifth overall.

Manchester still has quite a few Crocker built boats around, the yard today is run day to day by Sam's grandson, also Sam. In between is Sturgis, who built a good many of the boats his father designed. Sturgis is now retired.

What that means is he now spends his days at the boatyard but doesn't have to deal with the customers. Sturgis has recently compiled a book on his father's designs which is to be published by International Marine, and all of the original Sam Crocker designs have been transferred to the Peabody Museum in nearby Salem for permanent safekeeping. For years the original work of Sam Crocker was stored in a tiny upstairs office over the main boatshed, hundreds of drawings of hundreds of traditional wooden boats.

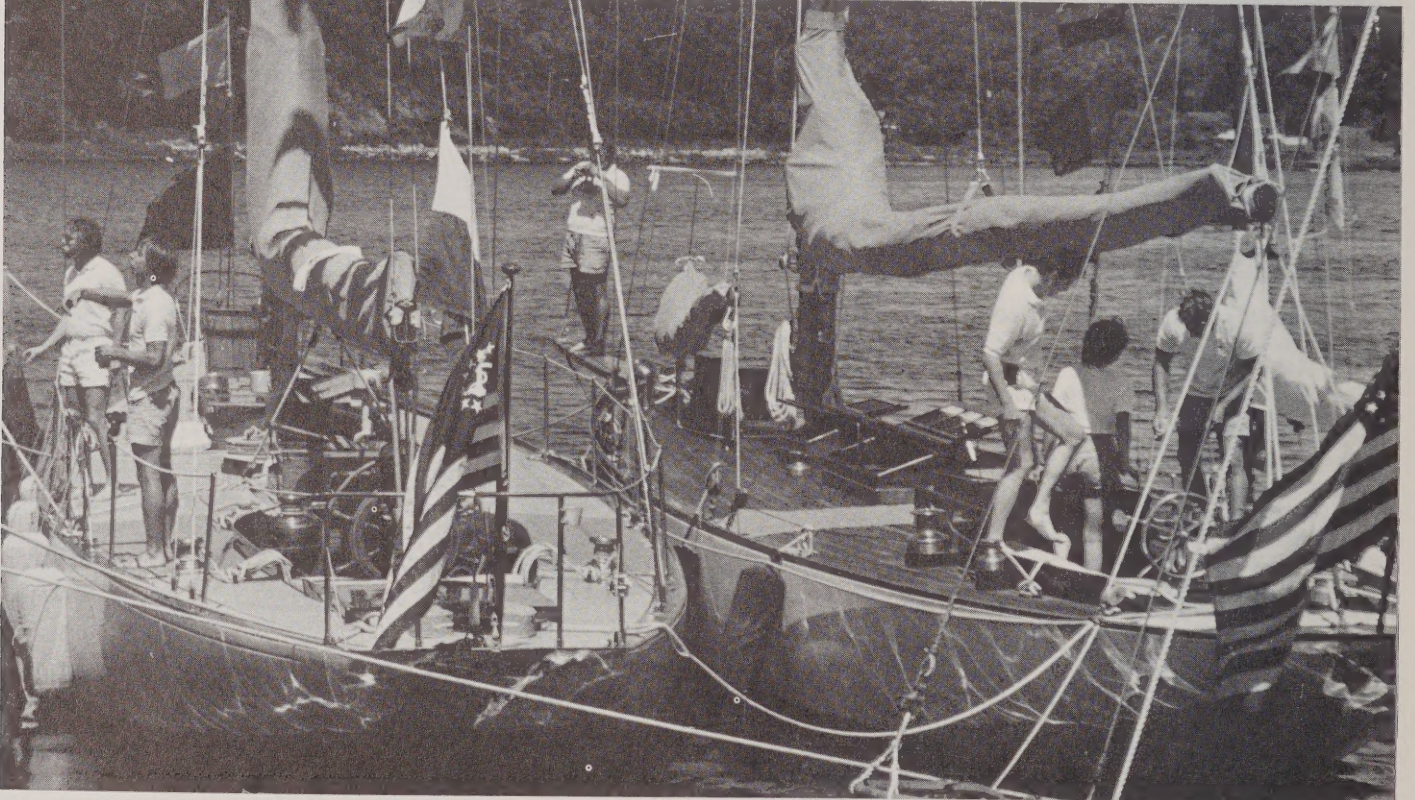
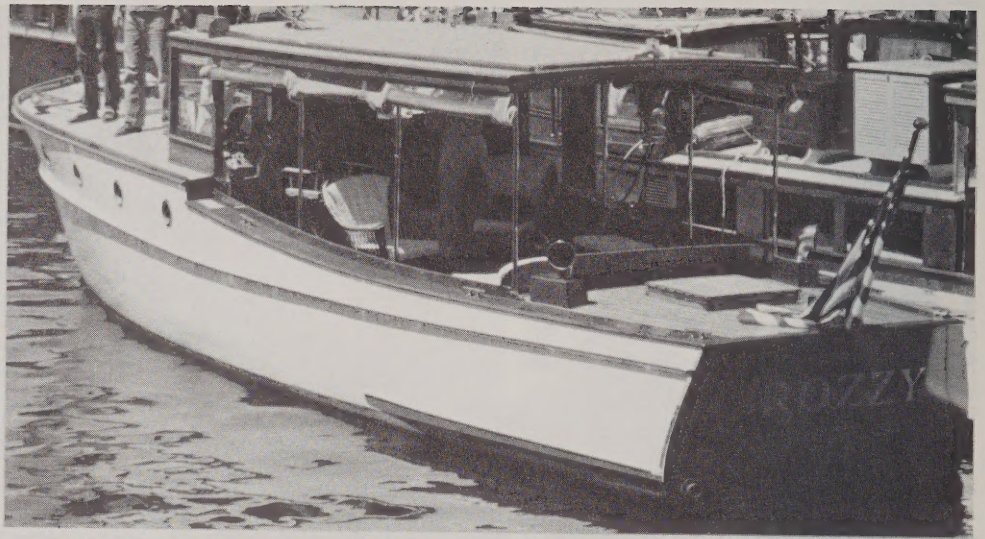
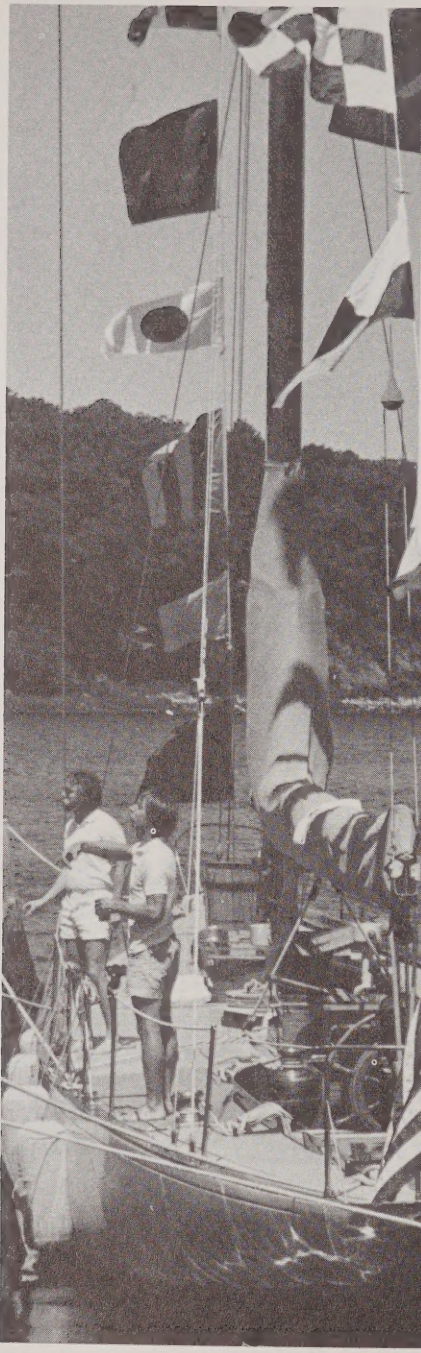
In the packet of information supplied to each participant in the Crocker Race was a reprint from a 1935 article on Sam Crocker from RUDDER magazine.

One paragraph seems to neatly summarize the nature of Crocker and his work:

"With all the individuality of Crocker boats, there is nothing of the freak about his work. The individuality is not striven for or consciously arrived at. It is probably partly the natural result of the fact that every boat from Crocker's design is from his own hand. He works entirely alone. He prefers to work alone and feels that he can give much more attention to detail in this way. He enjoys the feeling that every boat bearing his name is his personal handiwork. He is, hence, personally responsible for every line that goes into his craft and he bears that responsibility cheerfully."

25 foot MAMIE isn't a Crocker cat, she was designed by Fenwick Williams.





The 12 meter yacht, GLEAM, at left was awarded Best Sailboat, while the motor yacht ROZZY (in inset) was awarded Best Powerboat. Next to Gleam, NEITH was awarded Most Accurately Researched & Restored.

Classic Yachts Gather at Mystic Seaport

Undeterred by foul weather on Friday, 38 of the expected 40 vintage boats cruised into Mystic Seaport Museum on July 27th for the annual Antique and Classic Boat Rendezvous. The fleet of wooden vessels, all built prior to 1940 and maintained in a manner faithful to the boat's original appearance, competed for many awards in eight categories. The dress ship inspection and downriver parade attracted a large turnout of onlookers along the banks of the Mystic River. New participants such as a 33 foot Crosby catboat and an 80 foot powerboat joined old regulars.

6

GLEAM, a 12 meter from Newport, RI was awarded Best Sailboat, the 67 foot sloop was designed by Clinton H. Crane for his own use and built in 1937. She is owned by Bob Tiedmann.

The 43 foot cruiser ROZZY was awarded Best Powerboat. ROZZY was designed and built by the Dawn Boatworks in 1927 and is owned by Jay Connolly of Stamford, CT.

Most Improved winners were the Herreshoff yawl BELISARIUS from Bristol, RI and the 74 foot commuter APH-RODITE from Port Washington, NY. Owner of BELISARIUS, Charles O. Read had

made substantial improvements in his 50 year old yawl since last year, while APH-RODITE was cited in 1984 for its then in progress restoration work.

Winner of the long distance award was NEREUS, a 63 foot motorsailer owned by Miles Wagner of Philadelphia, PA. All boats in the Rendezvous must attend under their own power/sail.

Period costumes for crews have been encouraged and have become a special attraction. The Most Historically Authentic Costumes were those worn by the crew of NOR'EASTER out of Mystic, a 1927 motorsailer. The Most Entertain-

ing Fashions were displayed by the crew of the 1924 CHEROKEE from Mystic. APHRODITE and BELISARIUS received honorable mentions for costumes.

The 59 foot William Hand motor-sailer NOR'EASTER, owned by Jon Helm was awarded Best Motorsailer.

Two special citations were made for restorations and maintenance done entirely by owner families. SUNNYSIDE, a 1906 Crosby catboat from Stamford, CT is owned by Walter Krasniewicz. DARK SIDE OF THE MOON, an ELCO Cruisette built in 1940 is owned by Richard Jones of Center Moriches, NY. He rescued the boat after it had spent seven years underwater.

Most Accurately Researched & Executed Restoration award went to Jack Brown of Mystic for his 1907 Herreshoff cutter, NEITH.

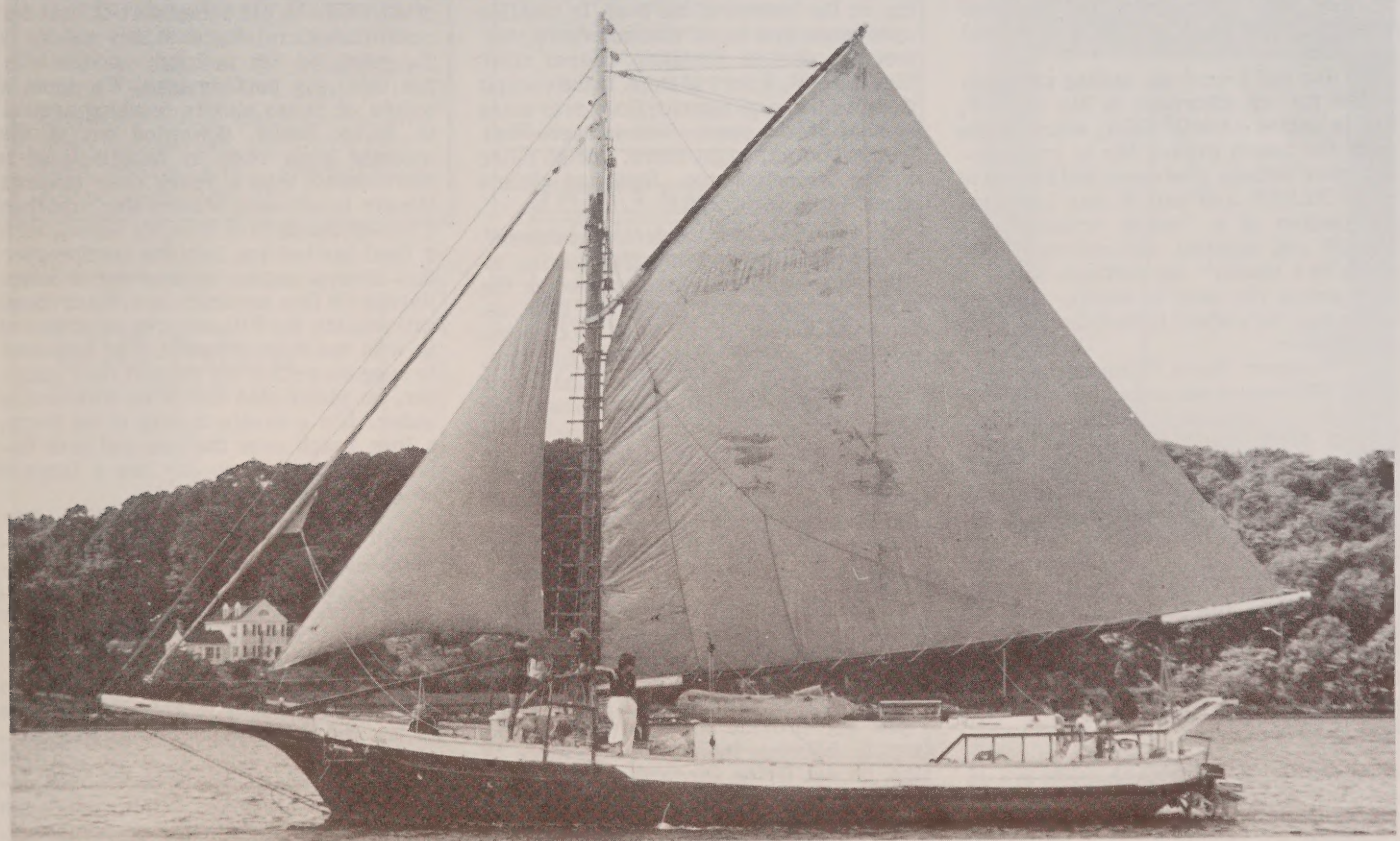
GASPE II, a 39 foot ELCO won this year's Most Outstanding Restoration By Owner award, Duke Merdinger of Westport, CT the owner.

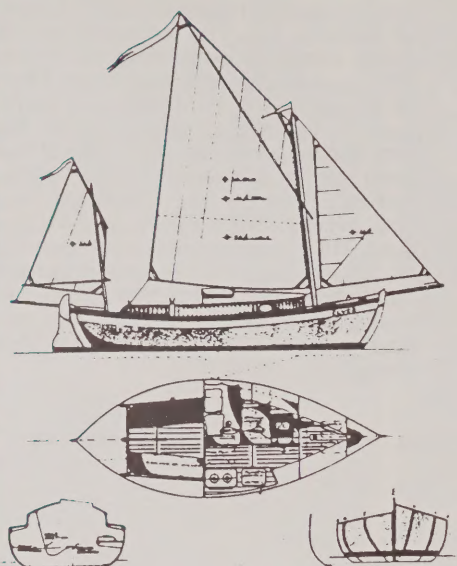
Virginia Jones was cited for her years of work in the Seaport's Dupont Shipyard and on the ten years of the Rendezvous, and Stuart Mauer of Padanarum, MA was cited for his years of continued improvement and loyal support of the event.

You might wonder who would presume to judge such classic competition.

Well, read on. Head of the committee was former ELCO employee John R. Leonard of Hadlyme, CT. The committee included naval architect John Atkin of Noroton, CT; marine photographer Peter Barlow of Westport, CT; the Director of the Museum of Yachting at Newport, Tom Benson; marine surveyor Paul Coble of Newport; marine surveyor Giffy Full of Marblehead, MA; former Concordia Yacht Co. owner, Waldo Howland of Padanarum, MA; yacht specialist Michael King of Oyster Bay, NY; former owner of the Stonington Boat Works and marine surveyor, James Giblin of Noank, CT; small boat specialist for Mystic Seaport, Peter Vermilya.

The 1905 workboat FLORA is always popular with her banjo band aboard. The 1880's era oyster sloop CRISTEEN may not be "elegant" but she is certainly "classic".





Report & Photos by Bob Hicks

Sailing an ELVER

Jay doesn't sail his ELVER off the mooring amidst the densely packed boats at Salem Willows Yacht Club. After having a chance to sail the boat myself, I can sympathize with him in this. The boat doesn't respond very nimbly to the helm. "The first time I tried to sail out of here, I must have bumped into every other boat around," Jay laughs. "I was actually going backwards at first." Well, you might be inclined to ascribe this ineptness to the skipper, but not so, Jay has plenty of sailing experience. The 20 foot long canoe yawl, for whatever reason, seems to be awfully slow to heed the helm.

Jay and I went out sailing on Salem Sound for an afternoon in his ELVER, his is named AMMOPHILA, which is the latin for beach grass. Jay is an oceanographer college professor and his yen to build ELVER and sail it was based on that notion of a "beach cruiser." "I haven't yet camped out overnight, let alone on a beach," Jay confided. Now that he's gotten the boat to handle as best as he can, he's about to test the camping capabilities.

Designer Steve Redmond has sold over 500 sets of plans for this boat, undeniably an enchanting looking old timey sort of craft. The flat bottomed hull is very full bodied, the high sides well rounded, almost plumb, but pleasingly so in appearance. There's lots of room in the 20 feet, with a sitting headroom cabin of substantial size for storing gear and bunking in. The bunk itself is pretty much a single, it's built to port from the top of the long centerboard trunk. And I found I could not quite sit up straight on the bunk unless right on the amidships edge, the downward curve of the house roof is substantial.

The cockpit is so deep you climb down into it. The high coamings are up near my shoulder blades (I'm just six feet in height), and the seats are high e-

nough so that your legs fall straight to the cockpit floor at 90 degrees, while your back is amply supported by the coamings. It's a very secure and comfortable cockpit for two, but not a stretch out sort of place, more of a sit up comfort. Deep, spacious, but short and abruptly narrowed by the insweep of the gunwales to that canoe stern. And then there's the tiller right there with its linkage mechanism to get around the mizzen mast. A funny thought standing on the cockpit floor was that I was standing on the bottom of the boat. In smaller open boats this is, of course, where your feet are. But in a bigger, deeper craft like ELVER, I sort of think of the cockpit floor as being an interior floor over some sort of bilge space. Not so here. That is the bottom, right there. And so close to the waterline too. Redmond claims about 4 to 6 inch draft.

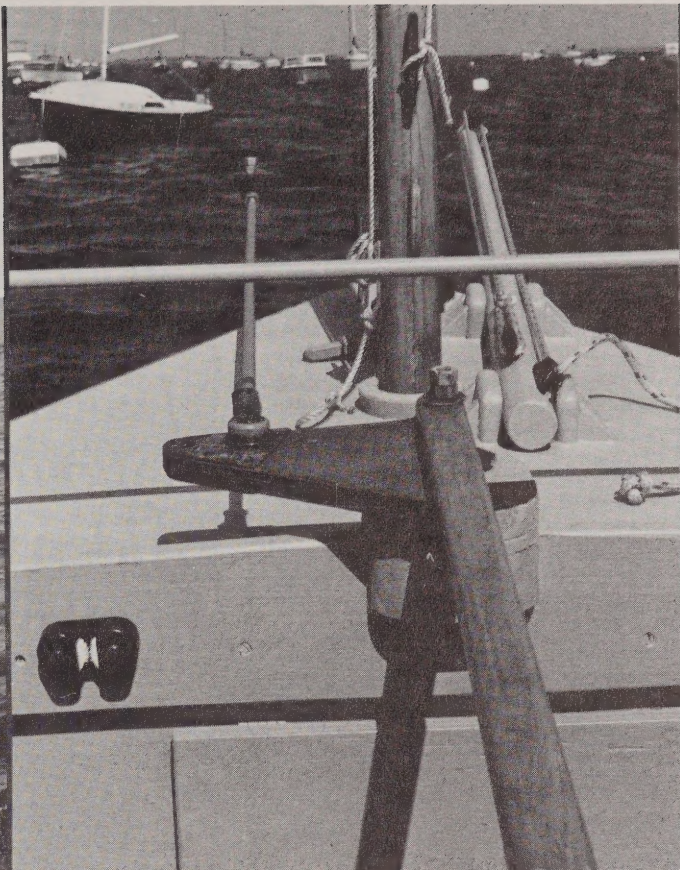
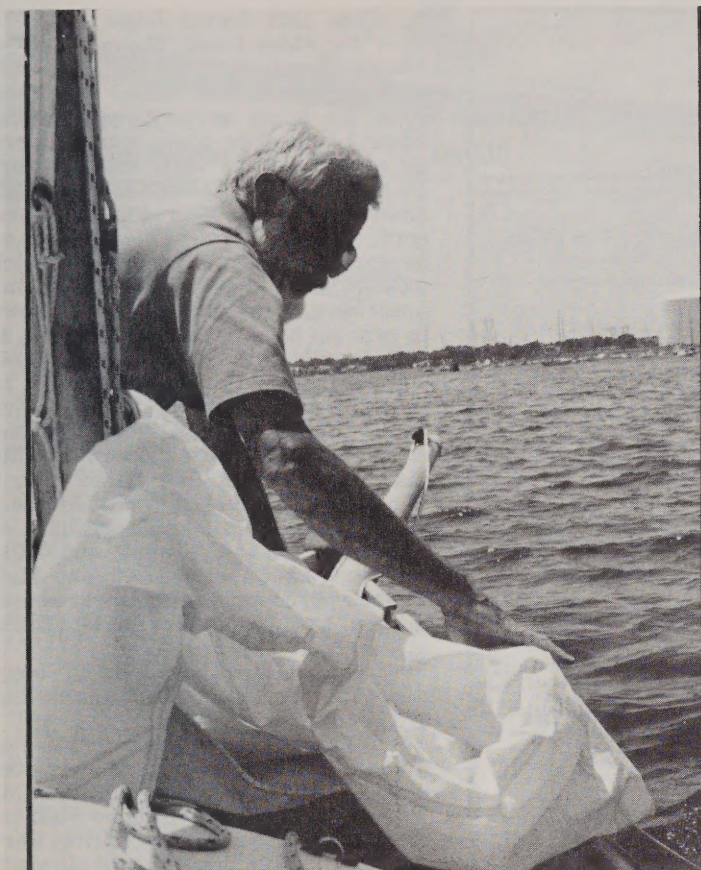
So what about this sluggishness? Well, Jay admitted to often having to jibe around rather than tack when the boat just stopped in stays. Our first attempt to tack in the 10 to 12 knot southwesterly blowing resulted in just that, standstill until we backed around. Next shot I let the boat fall off on a reach far enough to pick up some good speed, then rounded sharply up from there and got past the tack okay. It took a lot of momentum. Every time I think of that dead flat bottom, 20 feet long with no rocker, I can't help suspect that this has a lot to do with the sluggishness in response.

And then there's the weather helm. The rig is a traditional sprit main with no boom and a standing lug mizzen. The swing-up rudder and big centerboard both create lots of lateral plane and with the split rig provide much opportunity to try to balance the boat. Also there is the jib set flying forward. With all this to mess with, it was possible to get the helm more comfortable on a reach, the

mizzen sharply trimmed in and the rudder raised somewhat eased it up. The linkage setup to get around the mizzen mast gives very little leverage on the rudder, a short lever arm of less than a foot tied to another on the stubby two foot tiller is it. So the weather helm is not easily overcome with simple mechanical leverage. It has to be juggled out by tinkering with the sails, rudder and centerboard.

"She's not very quick," Jay volunteers correctly. But that isn't the point of ELVER. An old timey sort of boat for comfortable cruising in skinny waters is the point. So Jay is happy enough with the leisurely performance. We spent a couple of hours mostly reaching around in Salem Sound, downwind out of the mooring area over to Naugus Head in Marblehead, then a reach over towards Misery Island near Manchester, and then a closer reach back towards Salem, with a final upwind leg into the southwester that always seems to blow out of Salem Harbor on fine summer days. We dropped sail outside the Willows area and motored in with the 4 hp outboard. The outboard is hung on a strut off the port rear quarter, no place else for it on this double ender. It's a hassle to hang it out there, a long reach over the side and back beyond the cockpit, so Jay has a lanyard on it, just in case. . .

"I really enjoyed building this boat," Jay explains. He spent two summers and part of a third on the construction, going to "work" every day on it, he's out of school by May, has June, July and August free of professional commitment. He did a nice job, AMMOPHILA is nicely done, in workboat finish, little yachty sort of detail. And now it's time to try out that "beach cruiser" aspect, after all, with about 6" draft and that flat bottom, that's where the ELVER design should shine. And AMMOPHILA can come face to face with her namesake.



Jay rigs the jib which is set flying. Getting all three sails up takes a bit of time. The tiller linkage to get around the mizzen mast doesn't have the leverage a traditional sort of tiller provides. But there's no other way.

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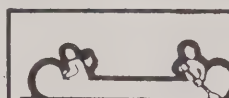
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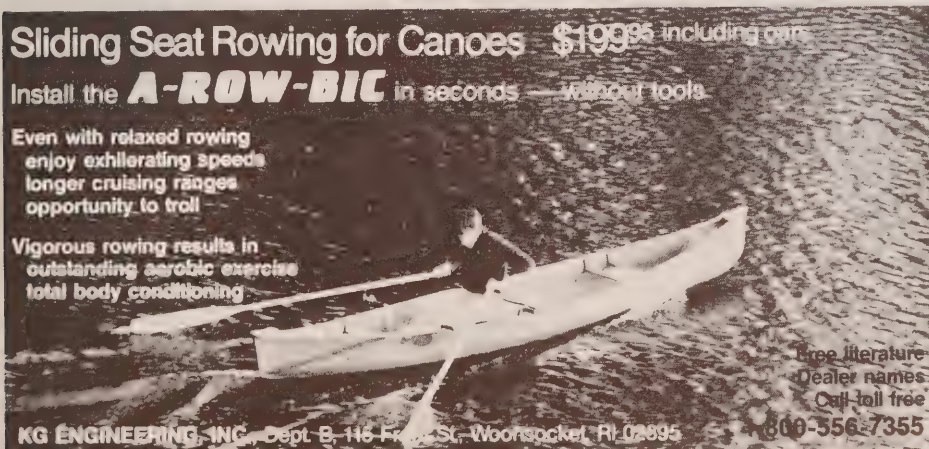

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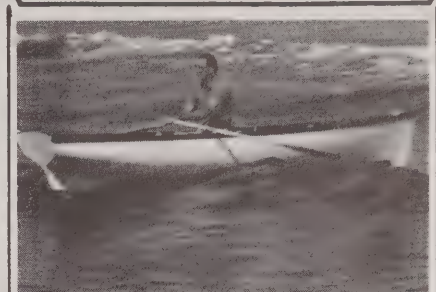
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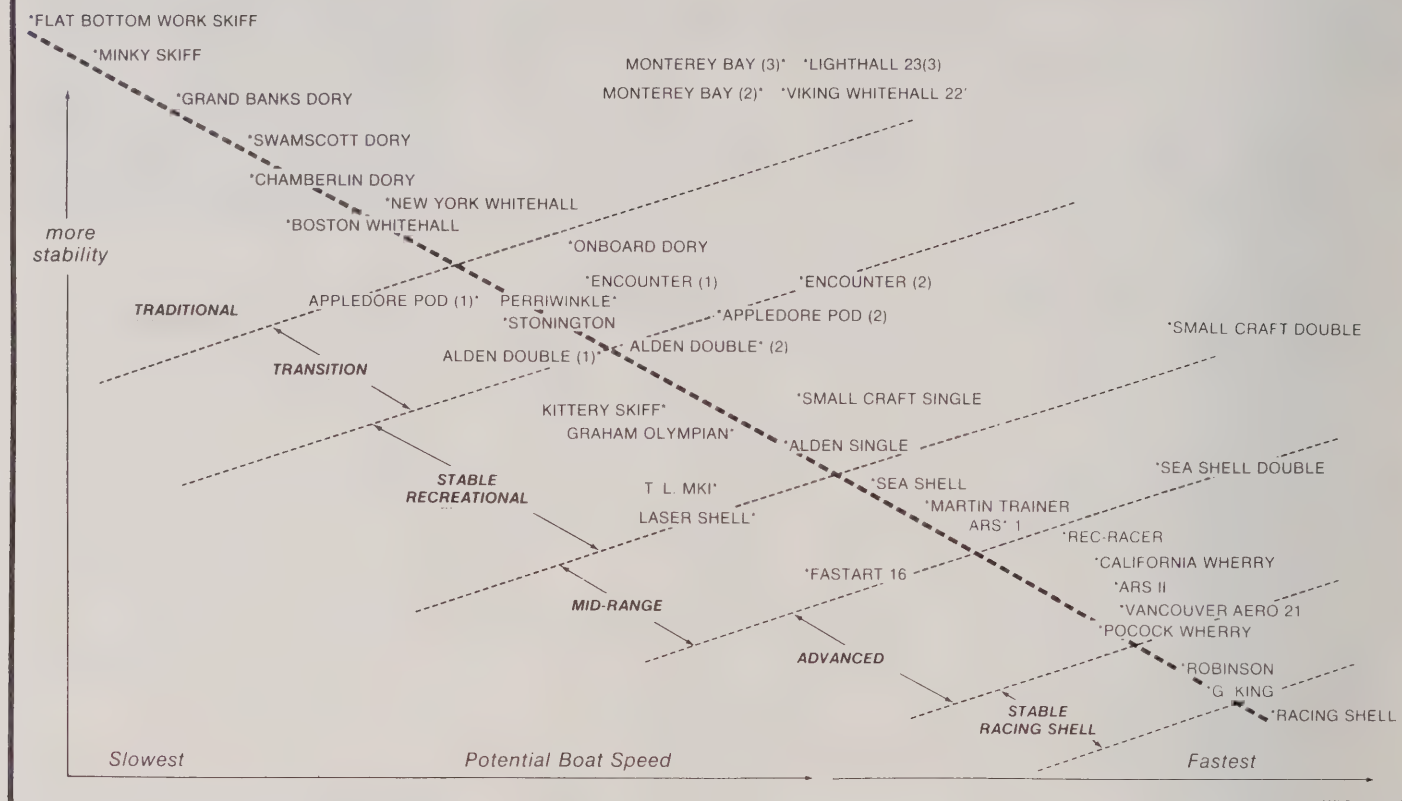
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Comparative Study of Recreational Rowing Boats



With so many recreational rowing boats now on the market, how can we compare their qualities? What criteria do we have to decide which boats are worth considering and which don't meet a particular set of needs? How do we decide which one to buy?

For many years the choice has been simple. Realistically, the possibilities were either a racing shell or a small traditionally designed pulling boat or dory. Today there are over two dozen recreational boats on the market with more being introduced this year. These boats run from training shells that handle almost like racing shells to traditional boats dressed up and rigged like shells.

When the Alden shell was introduced it filled the gap between traditional and racing shell. As it turned out, the Alden showed how big a difference there is between the two extremes. Acceptance of recreational or open water rowing boats performing in the range between traditional and shell has been overwhelming.

At one end of the spectrum is the traditional heavy dory. These boats represent stability, seaworthiness, versatility and seakindliness. Speed is a low priority. Handling was important for the watermen of the 1800's who had to make livings with these work boats. This type of boat was used for ocean fishing, coastal commerce, ferrying people safely back and forth as well as nesting comfortably on the deck of a fishing schooner. The Swampscott type dory and the New York Whitehall represent the last development

of the traditional evolution.

On the shell side of the rowing world, the racing shell has only one job to do; to go as fast as an oarsman can possibly row. Stability, seaworthiness or any other considerations are not important. Speed is the only requirement.

If speed was the only criterion to judge the qualities of recreational boats today, then we would all be in rowing shells. Conversely, if stability and seaworthiness were our only considerations, dories and Whitehalls would be our choices.

The real trick is to design and build a stable AND fast recreational boat.

Stability is very important for the way these boats are going to be used. Shells are primarily rowed on flat water, usually racing for 2,000 meters. Recreational rowing is done on open water, around islands, across bays, for longer periods of time, over to San's for a beer or for long distance races in the open ocean. Stability enables rowers and passengers to be and feel comfortable. Seaworthiness enables rowers to feel confident with the boat's handling even if the weather kicks up. These boats must be easily handled in wind and more moderate sea conditions.

To make a boat more stable, a designer draws a hull wider and flatter on the bottom. This also makes it slower. In rough water a wider hull with more freeboard will enable the rower to put more into rowing and less into balancing and staying upright.

The two main comparisons are

speed and stability. No longer is faster necessarily better in the recreational rowing world. What we are looking for is a boat that is a good mix for each particular rower, that fits stability and speed into his particular match to find the right boat.

In order to evaluate the growing numbers of recreational boats, we have compiled data from five years of recreational rowing race results and performed a series of 2,000 meter time trials plus on-the-water testing. The race results include the California Open Water Rowing Association regattas plus some east coast regattas, including the Isles of Shoals race. Where regatta results were not available for a particular make of boat, relative placement is based only on time trials results. For stability ratings, four to six scullers tested each boat on the water and compared notes.

The results of our study have been plotted on a graph which shows boat speed on one axis with stability on the other. In this manner we can see natural groups of types of recreational boats on the spectrum from dory to racing shell; traditional; transition; stable recreational; mid-range; advanced; stable racing shell; racing shell. The differences between boats in the same group are subtle while the differences between groups are major.

The graph starts with a generic flat bottom work skiff at the upper left and finishes with the racing shell at the lower right. The Alden Single is the benchmark. Most recreational boats in-

variably or inadvertently can and will be compared to the Alden. With the Alden placed in the middle, all the boats to its right are faster and all those to its left are slower.

In general, a faster boat is also less stable. This is revealed by a downward slope in boat placement on the graph. Experience shows us that faster boats are longer, thinner and lighter, thus less stable and less apt to be used in rough water conditions.

Most of these boats are priced around the \$1500 mark, some more, some less. Many oarsmen do move to faster boats as their rowing abilities improve. Selling the first boat for a reasonable price to help pay for the new one may be

a consideration.

The boat must fit a given set of use requirements set by each individual rower. Then if they are going to race, they should just remember that there are faster boats and faster rowers. If class racing does materialize it is only an added bonus from a good boat purchasing decision.

Find a dealer who can provide many different boats to try. Row as many as possible. With all this knowledge and comparison shopping, a good purchasing decision on a boat now will give many hours of contented rowing for years to come.

Report by Gordon Nash

Reprinted by permission from ROWING USA, publication of the United States Rowing Association, and from the author, Gordon Nash, of Rowing Crafters, Sausalito, CA.

Gordon Nash has been in rowing regattas since 1978 and holds the course records for the Isles of Shoals race in Casco Bay, ME as well as the records for the California events, Marina del Rey to Catalina Island and Monterey to Santa Cruz. Gordon has also competed in both of the Small Boat Races at Newport, RI in 1984 and 1985, finishing 3rd overall in the rough 1985 event, 45 seconds behind winner Ken Lynch. Gordon has some opinions on the conditions of this event and how different sorts of boats were affected.

A Lesson Learned at Newport

Opinion by Gordon Nash

When the wind is blowing over 20 mph from the northwest, kicking up a 3 foot chop on top of a 2 foot swell, can a rowing race in recreational shells be safely run if all boats have PFD's?

This year's Newport, RI, Small Boat Race on May 18th had 80 entries, 52 starters and 43 finishers. The 2.5 nautical mile course was littered with swamped boats because the weather conditions made rowing very unsafe.

Dubbed the, "Ringers Around Goat Island Race," because each manufacturer tried to get a very good oarsman to race his boat, it could have been a real tragedy if not for the fact that all the rowers were excellent and sufficient rescue boats patrolled the course. Water conditions on Narragansett Bay proved to be too rough for many rowing boats to handle. Nine boats did not have a chance to finish and twelve were rescued and then went on to finish. Three rowers were treated by paramedics for hypothermia.

A close examination of the boats that had trouble revealed that their cockpit sizes were very large. The type of boat that had very little trouble with the rough water conditions typically had small cockpits.

Racing shells have small cockpits, as do the new recreational shells with enclosed cockpits. First through fifth places went to this enclosed type of boat.

For many years we have been convinced that recreational shells were faster in rough water than racing shells because a shell would be harder to handle in waves. This Newport race showed that when a large cockpit recreational shell is full of water it is not only slower but less safe. Racing shells finished first and second, third was a Small Craft ARS and a Vancouver 21 rowed by Judy Geer was fifth.

The quantity of water in the cockpit in proportion to the volume of the entire boat establishes a way of comparing boats and their safety. By dividing the volume of the hull by the volume of the cockpit we get these comparison numbers:

Racing Shell	44.86	5.5
Small Craft ARS	40.25	16.0
Vancouver 21	23.76	21.0
Small Craft Single	21.58	29.0
Seashell	19.81	20.0
Martin Trainer	8.64	53.0
Alden Single	7.86	63.0

We see that the safety factor is not in designing a boat that is short to keep water out of a very large cockpit, but is in designing a higher volume boat that does not hold very much water in the cockpit.

The installation of an automatic bailer does help drain the cockpit. These bailers work when the boat is traveling at over 2 knots. Their maximum flow is 5 gallons per minute. As a large cockpit boat starts filling up with water the boat becomes sluggish and slower, making the bailer work slower. A boat with a small cockpit will not hold as much water, which makes the speed maintained higher and allows the bailer to work more effectively to keep the boat dryer and safer.

While most rowing is not done in rough water, the safety of the rower is still a concern. If a storm kicks up waves, power boat wakes are present, or ocean rowing is done, the safety of a rowing boat can be improved by decreasing the gallons of water that can be held in the cockpit. While addition of an automatic bailer is a safety asset, the best safety factor possible is your own knowledge of your boat and your own abilities.

The Organizer Comments...

The 1985 Small Boat Race was organized by John Peinert of New Bedford, MA, builder of Fastart recreational shells. John has the following to say about the race and boat safety:

"My conclusion is that a good oarsman could probably row any boat and finish in such conditions as we had at Newport, but some boats had a much better chance. The safest boats are the totally enclosed ones with small cockpits or footwells. These are unswampable. All boats of this type entered finished. Such boats as the Fastart 16, the Laser and the Warning had no big troubles even with less than highly skilled rowers.

Boats with low sides or with large cockpits, on the other hand, all had problems, and these were the types that made up the non-finishers. The complete race results illustrate this.

Place	Time	Name	Age	Boat		Time	Name	Age	Boat
1	24:11	Ken Lynch	42	Kingfisher	26	37:31	Ann Pennington	22	Laser
2	24:51	Bob Dreher	21	Race Trainer	27	37:37	Robert Watts	50	Seashell
3	24:56	Gordon Nash	35	ARS II	28	38:15	Bob Lincoln	39	Little Rangeley
4	25:55	Kill Phelps	20	Leser	29	38:35	Lynn Dorsey	29	Ocean Shell
5	26:05	Judy Geer	31	Vancouver 21	30	38:41	Bob Tarrant	29	Ocean Shell
6	27:09	Peter Wilhelm	30	Homebuilt	31	42:49	Tricia Brady	24	Race Trainer
7	27:21	Chris Schulten	13	Ocean Shell	32	43:38	Mark Trafton	24	Onboard
8	27:41	Miles Peterle	26	Ocean Shell	33	43:58	Dan Wlodkowski	37	Seashell
9	28:04	David Bridges	23	ARS	34	44:41	Bob Parlee	31	Atlantic
10	28:10	Dick Dreissgacker	38	Cheap Thrills	35	45:54	Jeanette Denby	35	Homebuilt
11	28:14	Richard Crannell	37	Ocean Shell	36	46:24	Steve Furman	25	Warning
12	28:28	Edmund West	42	Ocean Shell	37	48:10	John Stratton	44	Martin Trainer
13	29:20	Edward Brainard	53	Ocean Shell	38	48:55	Richard Schulten	37	Ocean Shell
14	29:41	Rick O'Connor	37	Kingfisher	39	51:15	Ralph Szur	38	Homebuilt
15	30:02	Paul Caraballo	37	Pocock Wherry	40	53:00	Patty Flanagan	32	Laser
16	30:34	David Pustell	30	Fastart 21	41	54:35	Sean Byrne	14	Ocean Shell
17	30:36	Frederic Mis	29	Kleaver	42	62:19	Christopher Stickney	29	Peapod
18	30:53	Dick Macasherry	36	Fastart 21			Karen Stickney	26	
19	31:32	Lindsey Bolger	22	Kleaver	43	62:22	Tom DeHillo	37	Rooster
20	31:51	George Gifford	54	Encounter	DNF		Peter Frank	32	Martin Trainer
21	32:33	Pepin Colette	32	Laser	DNF		Larry Haynes	37	Martin Trainer
22	32:36	Stephen Hopkins	36	Seashell	DNF		Charles Pincombe	69	Ocean Shell
23	32:44	Steve Larson	30	Seashell	DNF		Phelps Holloway	33	Canoe
24	34:23	?	?	?	DNF		Brendan Flynn	39	Homebuilt
25	34:27	Jon Aborn	36	Wherry	DNF		William McLaughlin	38	Homebuilt
		David Webb	36		DNF		Martin Dennis	32	River Shell
					DNF		Scott Florio	22	Raredos
					DNF		Shoshana Mertens	18	Stampfli



Paddling with Chuck

Report by Bob Hicks

Chuck Wright has this neat little hidey-hole a few hundred feet from his home in North Falmouth, MA on Buzzard's Bay where he launches his boats for local outings. It's known as Rand's Harbor but it really is just a pair of narrow tidal inlets leading away from the southwest exposure of the larger Megansett Harbor, inlets that don't dry out at low tide, but the entrance gets a bit shallow over a gravel bar. Not to worry for Chuck, though, he launches

his sea kayak or a canoe or his 14' Hobie Cat here, none need much water.

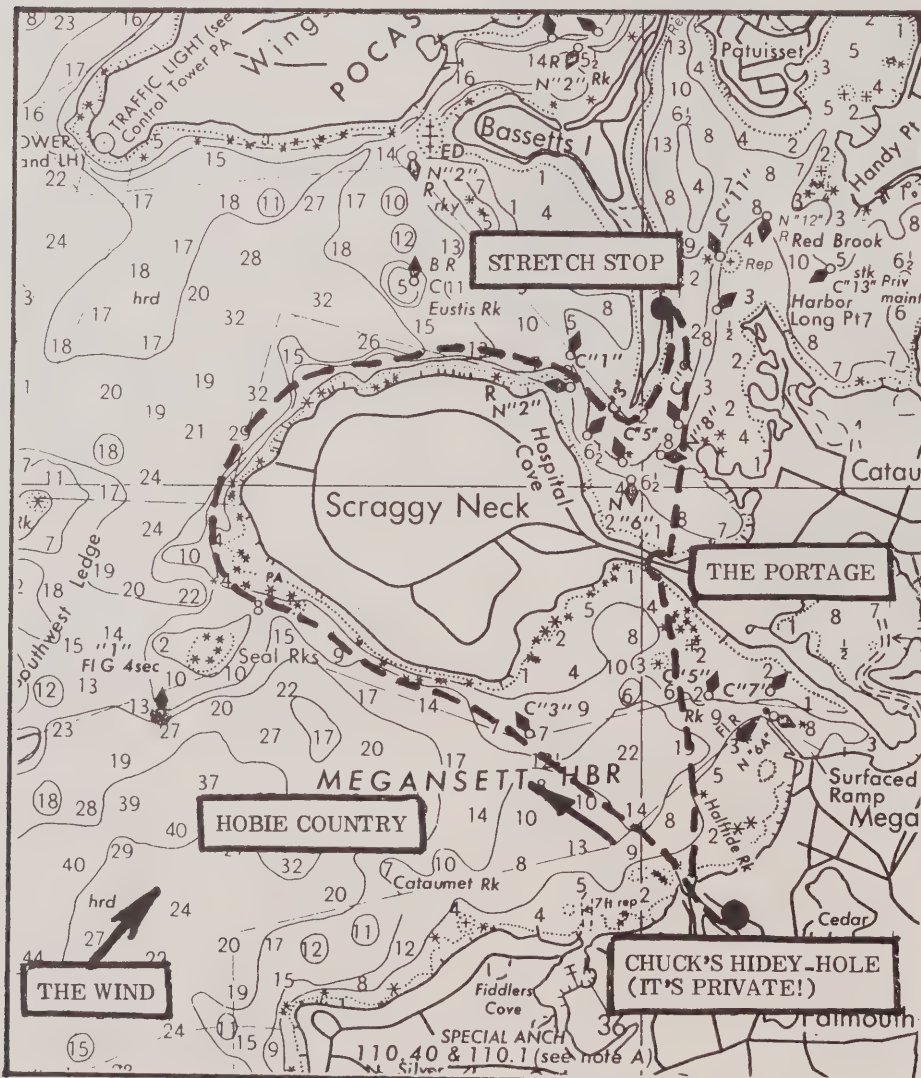
Chuck leads many of the AMCSoutheastern Massachusetts Chapter canoe outings on Cape Cod, mostly tidal river stuff, and last year he personally got into sea kayaking. He once kayaked as a youth but spent years in canoes since. "The canoe requires more skill to properly paddle," Chuck will tell you, but he has added sea kayak outings to his 1985 calendar, we reported on his May event

in an earlier issue. That one attracted 20 boats for local paddling near Megansett Harbor. In July Chuck led just three others on more adventurous paddling out of Woods Hole and around Hadley Harbor and the nearby Elizabeth Islands. So he's a busy guy. It helps that he is self employed (building his house right now) so he's not locked into just weekend outings. Knowing this, I joined Chuck at the end of July on a Wednesday to do some Buzzards Bay kayaking, AND also have my first try at a Hobie Cat.

The days was golden summer, the air clear and the sky bright blue. The southwester was blowing up by noon at about 15 knots so it was already getting lumpy out in the Bay, first inklings of whitecaps cresting the bigger of the one to two foot swells. With all we had in mind to do, a trip to Hadley's Harbor (overland) to paddle was put off for another time and Chuck took me on about a 6 mile paddle out around nearby Scraggy Neck to Bassett's Island and poked into Red Brook Harbor near Cataumet some. I was just as happy, the first three miles or so out across Megansett Harbor and around the point of Scraggy Neck was exposed to that steady wind and so I pretty much concentrated on my paddling in the chop. Behind Scraggy Neck it flattened out, even the crossing from the southern tip of Bassett's Island to the causeway on Scraggy Neck (which we portaged) faced only wind chop wavelets. There were some youngsters sailing dinghies in this area from a nearby yacht club, otherwise this lovely Wednesday of high summer found us just about alone, a neighboring kayaker did meet us over on this side of the Neck for a while. Funny to see another sea kayak coming up in a harbor full of moored sailboats.

The windward side of the Scraggy Neck causeway had the swells breaking on its narrow beach, only a foot high, but hard for this novice to get launched into, as the beach shelf was not wide enough to head the boat out, I had to get in broadside to the little rollers. Chuck shoved the boat around when I was set. Funny how the splashy crashing of the small breakers on the beach fades away in a few feet once one gets off a bit.

Back across the wind on Megansett Harbor, into the blessed quiet of the inlets, and then it was HOBIE TIME!



I suppose those who have used catamarans are accustomed to this sort of reaction from the first timer, but I was pretty impressed by this craft. The 14 is really a solo boat but with us both on board it still rapidly accelerated away across the southwester once we had eased out of the inlet. As the first of many big dunkings of water from the waves launched itself at me, I shrank away, but it was WARM! Oh how nice! "72 degrees today," Chuck recalled. On the north shore the other side of Boston where I live, the water is still in the mid to high 50's. So the water was now part of the fun.

Prior sailing I have done made handling the Hobie not too mysterious for me when Chuck handed over the tiller hiking stick. Everything just happens a lot faster. And tacking is not easy. The cat just stops as quick as it starts when it gets into stays. Chuck eases it up on the wind and slides it through, but often just jibes around anyway, and after a couple of dead stops at tacking, I ended up jibing the turns. The sail is a high aspect fully battened airfoil thing, and jibing in the 15 knots wasn't threatening at all. Fact is it was sort of fun to just bang it around.

So the sedate traditional small boat sailor in me got a taste of SPEED. The serious cats are of course much more exciting even, but then you get into the trapezes and the need to know what you are doing. The 14 was nicely manageable first time out and it was fun to duck into the inner harbor behind the breakwater at North Falmouth and sail amongst the moored craft.

Some contrast. The sea kayak attracts me towards going somewhere to explore. The cat was more of a bat around the bay thing, just absorbing the rush of it all, the hum of the wind, the crashing into and over waves, the soaking in the warm water, the rush of the wake past the twin rudders, the feeling that it really wouldn't matter if the whole rig tipped over. "It takes 145 lbs to right the boat," Chuck recalled. He just about makes it, and his daughter, who sails it alone, doesn't come close. But it all just floats there, nothing to bail out, nothing to sink. It's a high summer, warm water plaything, sure one can wear a wetsuit in colder water and air, but the mystique of it to me, the carefreeness, would depart, and it would become more like the kayak experience, planning for dealing with possible problems, capsizes, keeping dry and warm, etc.

Well, you'll see there are no pictures this trip. My pocket Olympus XA finally needed a tune-up after three years and my wife's 35mm Canon is far to big and costly a thing to lug around in kayak, let alone in that mobile shower bath on the Hobie.

Driving home that evening I contemplated the afternoon. Sea kayaking still attracts me strongly for all its potential for exploration and adventure (even in protected local waters at first) and this hot rod Hobie thing has now seized my imagination as something to do that would be great fun in hot weather. We'll see...

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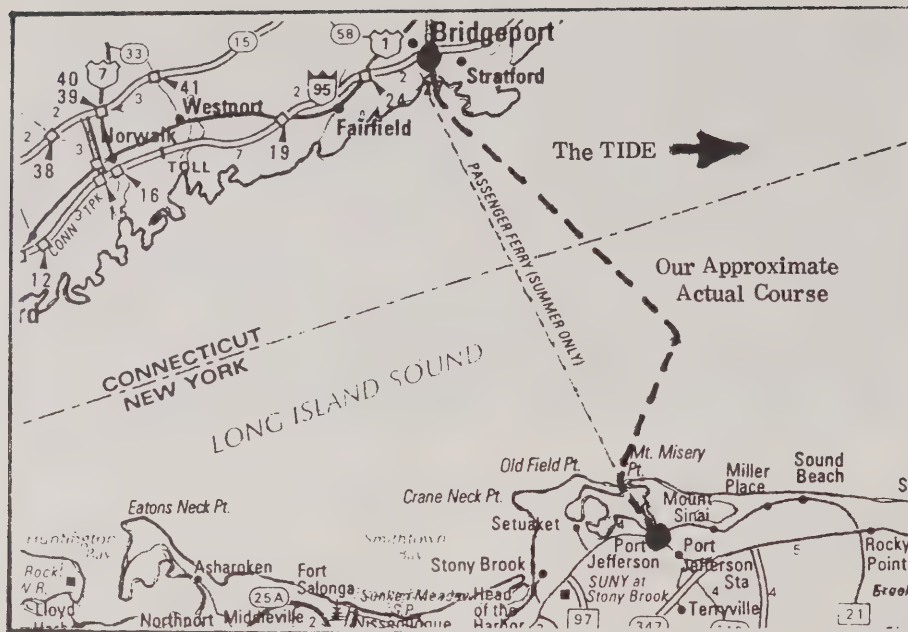
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Crossing the Sound

Report by Chuck Sutherland

2:40 a.m. Ugh, I feel sick. Kill the clock. I picked up my bags, collected the cold water and soda from the refrigerator and staggered down the stairs. On the road at 3:00 a.m. - a cup of coffee from an I-95 rest stop helped considerably. Exit 30 to Lordship, keep right at the Y and turn right at the first stop sign beyond the airport. The road goes on straight to the beach. At 4:05 a.m. Don Betts was already there and in another couple of minutes the Lozanos arrived.

There was fog over the water. The red lights on the west side of the harbor (Bridgeport) entrance looked fuzzy. Some people at a late party at a nearby house hollered a few more goodnights and headed home on their motorcycles.

When the boats were packed we moved the cars down the road to the parking lot and at 5 a.m. we were on our way in soft pre-dawn light on a course bearing of 160 degrees. This was calculated to take us thirteen miles from Bridgeport, CT across Long Island Sound to Port Jefferson, NY on the north shore of Long Island. High tide had been at 3 a.m. By 5 a.m. we found it already ebbing to the east - though it was hardly noticeable once we were away from shore.

In a half hour, time for sunrise, the shoreline had receded into the fog. The sun didn't appear until 5:45. The water temperature was around 70, no wind, no waves, about one mile visibility and water disappearing into the curtain like veil of fog lit by the cool orange light of dawn. We were in a special world. Up ahead, a sailboat with furled sails appeared to be at anchor, a deception resulting from the complete lack of reference points against which to mark its progress. A modest wake appeared behind it and our compass told us he was headed east into the sun with the tide. Apart from a single powerboat that passed to the east some distance behind us, our three boats, a double Klepper, a Gantock

and a Mariner Sprite were alone on this sea.

Our intention was to paddle out to the Middle Ground lighthouse, halfway across the Sound, shoot some pictures and then continue across to Port Jefferson from where we would catch the ferry back to Bridgeport. Away from shore there were almost no birds, we saw only a few gulls, one duck flying by, two terns sitting on a floating tire and two birds that looked like petrels. A Monarch butterfly fluttered past us on an easterly course. Some blue was visible overhead but one mile visibility remained at the water's surface.

From time to time the lighthouse appeared as a slightly darker patch in the fog in front of us. It was an illusion. After two hours of steady paddling, we still failed to raise the lighthouse out of the fog. We were now in an extensive field of lobsterpots. It was obvious that a strong tidal current (about 1.5 knots) was moving east past the pot buoys.

By 7:20 a.m. it was clear that we had missed the lighthouse due to the effect of the tide. We changed our bearing to 240 in order to head back toward our desired course. No land was in sight in any direction and had not been for about an hour and a half. There were only gentle swells on the water's surface, no breeze at all. I noticed that buoys appearing off my port quarter always came directly to the boat. Thus we were moving as much sideways down the Sound as we were diagonally up the current. In general, visibility in the fog continued at about one mile. We must have missed the lighthouse by at least two country miles due to the strong offset from the tide. About a mile to starboard a couple of lobster boats were just visible. We stubbornly held to the 240 course.

After a while longer a few boats became visible ahead of us. We could hear engines running in the distance. A long darkened area appeared very faintly

at first ahead of us. Gradually this area darkened and then light areas appeared at the right end of the dark mass. These gradually became massive bluffs and sand dunes marking the entrance to Port Jefferson. Soon boats were visible everywhere filled with folks out for a day of fishing a short distance from the Long Island shore.

We had completely missed the lighthouse. We never saw a channel buoy. We were entirely out of sight of land for nearly three hours and landed right at Port Jefferson at 9 a.m. We were feeling pleased.

We landed, got into our supplies of food and drink and then headed into the harbor. As we did so, the first ferry of the day arrived from Bridgeport. We landed at the dock within 50 yards of the ferry terminal at 10:45 and quickly put our boats aboard the ship. In 15 minutes we were on our way, the easy way back to Bridgeport. At 11:30 the missing lighthouse loomed out of the fog and in another 40 minutes we were on the Bridgeport dock. By now, noontime, the heat and the sun were upon us. For \$6 we taxied back to our cars at Lordship. The Bridgeport landing was totally lacking in any handy spots for launching small boats. Still we were feeling good about having made this plan and seen it work out! We'll get that bleeping lighthouse next trip.

The 13 mile crossing took us four hours of steady paddling. The early morning hours kept us cool. At that time of day we were not bothered by crowds of boats. The navigation lesson we got was impressive. We could have landed some 6 to 10 miles east of our intended destination had we not made the course correction. While I am not usually impressed with paddling mindlessly across vast expanses of open water, this trip turned out to be a beauty.



Illustration from Blue Water Paddler

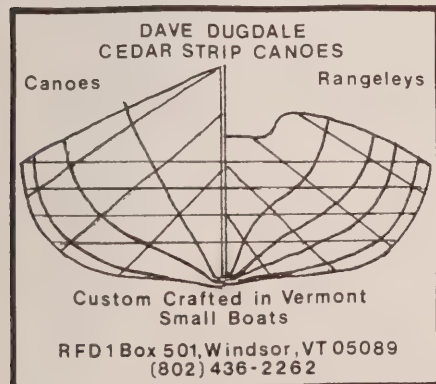
Paddling as Art

Despite all the notoriety of paddle boating sports during recent years, the sight of a kayak is still a rare occurrence. In two weeks of paddling on Cape Cod, we saw only two other kayakers, one a single seat canvas-on-wood that, from what we could see, had seen better days. The other was a whitewater plastic model which was being used for surfing. Yet, the sight of two persons paddling in smooth, relaxed synchronization, bodies nearly motionless, low to the water, is a very pleasing one. Other boaters, most often sailors, pulled alongside to tell us how much they admired the lines and the movement of our craft. I understood why when I had a spectator's view of my two children paddling along the beach in two foot swells in unbroken rhythm in seemingly effortless movement. It was beautiful to watch.

Paddling a kayak is partly an art. This became especially clear to me when a canoeing acquaintance joined me in my Klepper. Despite my continued coaching, he could not break his habit of vigorously plunging his paddle into the water at nearly a 90 degree angle, sometimes pushing so hard that the paddle would turn edgewise and cut through the water. He was unable to relax enough to use the backrest but instead bent forward aggressively to attack the water. That was kayaking as work.

One develops a state of mind when kayaking. Another world is entered. The cares of the day and week are forgotten. The rhythms of the environment are absorbed and become magnified. It is what sports physicians call the flow experience, the high some people reach in running or skiing, the serenity that meditation brings. One does not only DO kayaking, one FEELS it.

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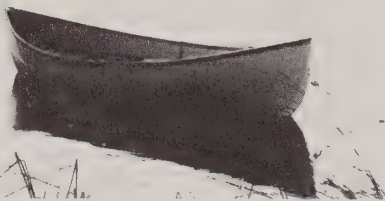
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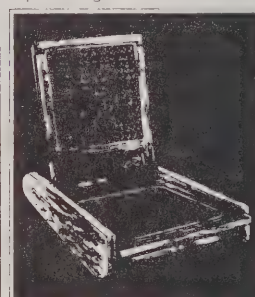
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What's happening...



MIGHTY MERRIMACK ROWING RACE

The third running of the Mighty Merrimack Rowing Race on the Merrimack River from Amesbury to Newburyport, MA is on for Sunday, September 29th early afternoon. The 3-1/2 mile downstream course runs along the undeveloped northern shore of the river past saltmarshes and several wild islands before joining the main channel at the bridges in Newburyport for the last 1/4 mile to the finish behind the sponsoring Custom House Museum alongside the public waterfront promenade. Classes for traditional dories, oar-on-gunwale rowing craft and sliding seat/rigger boats, solo or multi-crewed are provided. Food and drink is available at the finish area where a small traditional boat display will also be featured. The adjacent Custom House Museum is likewise open. Entry fee is \$5, sign up at the start at the Amesbury Town Ramp on Merrimack St. on the north shore of the river in Amesbury, just off Rt. 110. Any oar powered craft is eligible, racing shells should be aware that river can get lumpy near bridges at finish line from powerboat traffic. Contact Regina Tracey at (617) 462-8681.

FLASHING OARS IN PHILADELPHIA

The Philadelphia Maritime Museum has featured an ongoing special exhibit on the history of rowing on the Schuylkill River since June. We missed Part 1, but Part 2 gets underway on September 20th and runs through December 30th. On display will be Thomas Eakins' painting, THE PAIRED OAR SHELL; engravings, lithographs and photographs including Muybridge's rowing motion studies; three full size single shells plus models; Olympic medals, banners, rowing attire and similar memorabilia. You can try out the rowing machine or compete against a computer in simulated sculling. On September 21st a one day seminar on the history of rowing in Philadelphia is scheduled. Featured participants will include historian George Thomas, author Elizabeth Johns, rowing historian Thomas Mendenhall, designer and builder Douglas Martin, curator Roger Allen and master boatbuilder John Brady.

Call the Philadelphia Maritime Museum at (215) 925-5439 for further information.

GERRISH ISLAND RACE/CRUISE

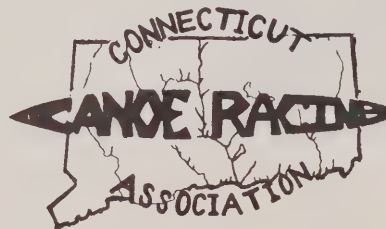
The 11th Annual Gerrish Island race is on for September 14th at 11:30 a.m. at Gerrish Island near Kittery Pt. ME. The spirit of the occasion is to celebrate useful human or wind powered small boats able to negotiate a tortuous salt marsh and open sea with equal ease. The entry fee is only \$3 but there is a 30 boat limit (For reasons of room at start and on first two miles of the course through the marsh channels). Many categories of prizes are offered, such as 1st peapod, 1st fish caught enroute, 1st with pointy oars, etc. Further awards are solicited from interested persons/firms wishing to support any specific class of boat. The course is long, over 7 miles, 4 of them along the open sea-shore from Brave Boat Harbor southwest to Kittery Point. For further information or to enter, contact Doug Martin at Box 251, Kittery Point, ME 03905.

SPIRIT OF WELLFLEET DORY RACE

The 1st Annual Spirit of Wellfleet Dory Race is on for September 15th in Wellfleet Harbor on outer Cape Cod. It is a part of the Barnstable County 300th Anniversary celebration and is open to traditionally rowed boats and to those fitted with sliding seats or riggers. The entry is \$10 per pair of oars and this includes a memento tee-shirt. Contact Walter Baron at (617) 349-2383.

TRADITIONAL VESSELL WEEKEND

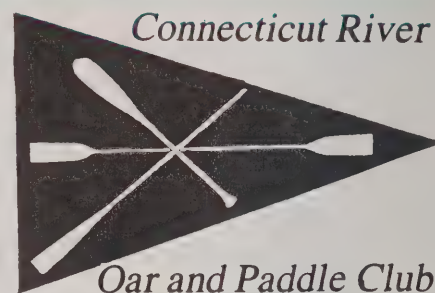
The gathering of traditional plank on frame wooden vessels at Steamboat Dock on the Connecticut River at Essex, CT is on for September 13,14,15. Races, awards, pageantry and history all come together here. Contact the Connecticut River Foundation at (203) 767-8269.



CANOE RACING EVENTS SCHEDULED FOR SEPTEMBER

SEPTEMBER 8: Mansfield Hollow Marathon, 9 mile flatwater (with 5 mile course for local recreational entrants) in Mansfield Center, CT. Start is at Mansfield Hollow State Park. Afternoon events will include youth race, obstacle course, war canoe challenge and Olympic sprints. Race course is a loop using two lakes connected by culverts. Call Sue Audette at (203) 456-0558.

Connecticut River



Oar and Paddle Club

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 for September:

SEPTEMBER 8: Participation in the Saybrook (CT) 350th Anniversary boat parade from Chester to Old Saybrook.

SEPTEMBER 14-16: Three day outing and overnights, Middletown to Hurd State Park overnight, thence to Selden Island overnight, thence to Old Saybrook. Participation in one day sections welcomed.

CANOEING & KAYAKING IN SOUTHEASTERN MA THIS SUMMER

The Southeastern Chapter of the Appalachian Mountain Club has the following outings planned for canoeists and kayakers scheduled for September are:

SEPTEMBER 7-8: Washburn Island flatwater paddling on Waquoit Bay and campout on Washburn Island, near Falmouth, MA. Call Chuck Wright at (617) 564-4250.

SEPTEMBER 14: Tidal paddling to Monomy Island from Stage Harbor in Chatham, MA. Call Russ Ottey at (617) 563-6637.

SEPTEMBER 21-22: Overnight campout and two day flatwater paddling on Saco River in Maine. Call Judy O'Bryant at (617) 587-3370.

LOWELL ATLANTIC DORY RAFFLE

In connection with the Mighty Merrimack River Race the Custom House Museum of Newburyport, MA, will be raffling a new Lowell built Atlantic rowing skiff. Tickets are on sale for \$1 each or 6 for \$5 from the Custom House Museum, P.O. Box 306, Newburyport, MA 01950, or may be purchased at the Race during the day.

Finally, the Custom House Museum of Newburyport, MA will host a six week class on plank-on-frame model building led by Jack Farrell of the Gloucester (MA) Fisherman's Museum. To learn more, call Regina Tracey at (617) 462-8681 during Museum hours.

ADIRONDACK CANOE CLASSIC

At no time will the appeal of the Adirondack Forest Preserve be more apparent than during the running of the Adirondack Canoe Classic on September 13-15. The 90 mile classic from Old Forge to Saranac Lake will wend its way through the rivers and streams of the Adirondack Park ablaze with the reds, golds and russets of autumn foliage during the state's Forest Preserve Centennial Celebrations.

Canoeists, kayakers and guideboat enthusiasts will spend three days paddling the routes of the early guides and trappers of the upstate mountains. Unparalleled views of the ancient Adirondacks, sparkling waters at Raquette and Buttermilk Falls, glimpses of white tail deer browsing along the shallows of the crystal clear lakes and the sound of honking geese overhead will make the weekend an unforgettable one for competitors and spectators.

An early chronicler of the wonders of the Adirondacks was a Boston preacher, Rev. Wm. H.H. Murray. Murray did more than any other person to popularize the mountains in his small book, ADVENTURES IN THE WILDERNESS, published in 1869. "You can enter upon a voyage the like of which, it is safe to say, the world does not anywhere else furnish . . . a thousand lakes lie embedded in this vast forest of pine and hemlock. Nothing gives a deeper feeling of solitude than floating over one of these wild lakes at night."

The same wonders and joys of the mountains experienced and touted by Murray will be sampled by the Classic competitors on their three day journey through the 6 million acre Adirondack Park, the largest park east of the Mississippi River.

A unique bit of Adirondack Forest Preserve history may be viewed by the Classic participants as they paddle across Raquette Lake. Pine Knot, one of the earliest of the "Great Camps" built by William Durant may be seen nestled among the pines. The "camps" were the 19th century rustic retreats of the very wealthy. Often sprawling complexes with anywhere from 45 to 60 buildings, they were, for the most part, owned by one family. They were self sufficient, having

their own ice houses, smoke houses, working gardens and walk-in coolers. A main lodge made of local timbers with rustic furniture and massive stone fireplaces provided dining and recreational quarters. Sleeping accommodations were in individual cabins. Pine Knot provides a brief look at the opulence of many wealthy landholders who summered in the Adirondacks when the Forest Preserve was first formed a century ago.

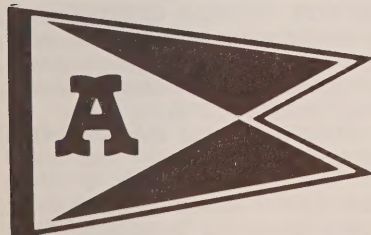
Paddlers will face a number of portages or carries during the classic. Some are a short tenth of a mile while others are guaranteed to test the mettle of the heartiest competitors. But, as race manager J. Sue Dyer points out, "Fifteen year old boys and girls and grandparents have successfully completed this race with no great difficulties at the carries. The challenge and the competition seem to spur them on and they really come up with the extra effort needed during the race."

One of the carries reached on the second day is Indian Carry in the Axton-Coreys area. History relates that an Indian village and lead mine were located at this carry. Arrowheads and a skinning knife have been found, but despite searches, no trace of the legendary lead mine has ever been found. That secret died with the last Indian to inhabit the area.

Breakfast and dinner will be catered each day of the Classic at the overnight camping locations at the Forked Lake Campsite and at the Wawbeek Resort on Upper Saranac Lake. Competitors will be responsible for their own lunches. Songs will resound through the mountains each evening as racers and organizers gather around blazing campfires, relax and discuss the day's racing.

The entry fee for the Adirondack Canoe Classic is \$10 per person, per boat with a late fee charged after September 9th. There is no charge for the nightly camping but the meals are at an additional cost. For more information and entry details, contact the Saranac Lake Area Chamber of Commerce, 30 Main St., Saranac Lake, NY 12983. Phone (518) 891-1990.

(ED. NOTE: This has to be the most persuasive news release to come our way this year, really makes you want to go.)



ANTIQUÉ & CLASSIC BOAT SHOWS FOR SEPTEMBER:

SEPTEMBER 11-15: Adirondack Guideboat Show, Harrietstown Town Hall, Saranac Lake, NY. Call Kathleen Ivimey at (518) 891-1990.

SEPTEMBER 15: Finger Lakes AC BS Rendezvous, Red Jacket Y.C., Cayuga Lake, NY. Call Jim Brennan at (315) 446-1023.

WATCH FOR SBJ SEA TRIALS

SMALL BOAT JOURNAL magazine again conducted sea trials of various boats at the May Small Boat Show. According to managing editor Richard Lebowitz, the boats to be reviewed in detail are as follows:

NOVEMBER 1985 Issue: Sailboats: Spindrift 19; X-21; Mirage 5.5; Holder 20; Sea Pearl 21; Montego 20; O'Day 19.

JANUARY 1986 Issue: Powerboats: McKee 18; Dell Quay 18; Wahoo 16; Boston Whaler 18.

MARCH 1986 Issue: Rowing boats: Fiord; Lowell Atlantic; Dove; Sea Ranger; Appledore 16; Barnegat Bay Dory; Persson Pulling Boat; Bangor Packet.

RADIO CONTROL MODEL YACHT RACING THROUGH SEPTEMBER:

SEPTEMBER: Last Bloom of Summer, every Tuesday night, 6 p.m. until dark at Rosemary Lake, Needham, MA. Call Ed Walton at (617) 449-2662.

SEPTEMBER 1: A Skipper's Memorial, Saddlebrook, NJ, Class A. Call Francis Lucke at (201) 335-76-9.

SEPTEMBER 2: Trigg Memorial, Needham, MA, Class EC-12. Call Ed Walton at (617) 449-2662.

SEPTEMBER 7-8: Mini America's Cup Regatta, Newport, RI, Class EC-12. Call Rich Palmer at (201) 575-7766.

SEPTEMBER 7: George Bursuch Race & Picnic, L.I. NY. Call Ed Helme at (516) 383-8453.

SEPTEMBER 8: Long Distance Race, Saddle Brook, NJ, Class 10R. Call Francis Lucke at (201) 335-7609.

SEPTEMBER 14-15: Campbell Cup, Marblehead, MA, Class M. Call Gene Thober at (617) 331-0797.

SEPTEMBER 15: MYRAA A Championships, Saddle Brook, NY, Class A, Pond Rules. Call Francis Lucke at (201) 335-7609.

SEPTEMBER 21-22: 3UR ACCR, L.I. NY, Class 3UR. Call Ed Helme at (516) 883-8453.

SEPTEMBER 22: Gansett Special fleet and match racing, Providence, RI, Class EC-12. Call Mike Andrea at (401) 724-5221.

SEPTEMBER 28: Keough Memorial, Central Park, NY, Class 10R. Call Richard Plaut at (212) 249-3772.

SEPTEMBER 28: Invitational 3UR, Hecksher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

SEPTEMBER 29: Randall Memorial, Springfield, MA, Any boat. Call Bernie Gaudette at (413) 525-7316.

SEPTEMBER 29: Eastern A Championship, Saddle Brook, NJ, Class A, Pond Rules. Call Francis Lucke at (201) 335-7609.

SEPTEMBER CANOE OUTINGS ON THE CONNECTICUT RIVER:

The Connecticut River Watershed Council has a number of canoe outings scheduled into September. Fees range from \$16 day trips to \$50 overnights for non-members (members are \$12 and \$40 respectively) and if you bring your own canoe and PFD these are reduced by \$4 and \$8 respectively.

obtain more details contact the Council at CRWC Canoe Trips, 125 Combs Rd., Easthampton, MA 01027. Phones are as follows: Connecticut - (203) 277-6914; Massachusetts - (413) 584-0057; Upper Valley - (603) 643-5672.

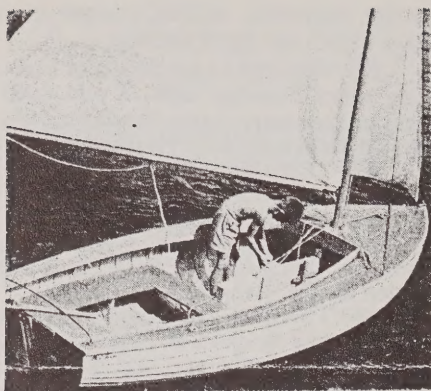
SEPTEMBER 14-15: Overnight trip to explore source of Deerfield River in southern Vermont, including Somerset Reservoir.

SEPTEMBER 21: Day trip from Northfield, MA to Barton's Cove through French King Gorge on Connecticut River.

SEPTEMBER 22: Day trip up Deerfield River from mouth to Sunderland, MA.

SEPTEMBER 28-29: Overnight trip to Connecticut Lakes and Lake Francis.

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13' OLD TOWN WHITECAP sailboat, c. 1956. Has had very little use. Cotton sails, spruce spars, all brass and bronze hardware. \$4,000 with trailer. 14' STRIP-BUILT open outboard boat, cedar on oak. With mooring cover, excellent condition. \$1,500. 18' OLD TOWN SPONSONSKIFF, needs new transom, refinishing and recanvassing. \$300 as is or have me restore it.

OAT CANOE CO. Mt. Vernon, ME (207) 293-2694. (9)

GREAT PELICAN, 95% completed. Bottom has three layers of chopped strand matt, topsides two layers, per Vaites system. O/B well, spars complete, new Norseman sails. No reasonable offer refused, must sell due to illness. STAN DZIEJMA, S. Walpole, MA (617) 668-3879. (9)

VARNISH FOOD: Cleans, restores and protects varnished and painted surfaces. 12 oz. can \$6.50 plus \$1.50 shipping and handling. CUTWATER BOAT WORKS, 6657 Lake Ave., Williamson, NY 14589. (9)

18' CULLER STATEN ISLAND SKIFF, built in 1979, white cedar on oak frames, clinker built. With canvas sprit rig sail. Hardly used. \$3,500. PETE BAKER, Westport, MA (617) 636-3272. (9)

16' APPLEDORE POD, Martin Marine. Used 5 times, will sell as single or as double. Single price \$1,599 or B.O. ROCKY KEITH, Wellesley, MA (617) 237-6233 eves. (9)

WALT HAS 'EM: 12' NEWFOUNDLAND SKIFF, new, mahogany and oak with 7 ft. ash oars, \$695. 18' BLACK RIVER CANOES, new, both asymmetrical, one has rocker, one has not, 35.5" beam, 12.5" depth, 65 lbs weight, Coast Guard rated 590 lbs capacity. Each comes with 2 paddles, 2 life jackets, car topper. "Life Time Warranty"! All for only \$885 per canoe. 14', 9' APACHE PONY CANOE by Black River, new with 1 year warranty. Comes with two paddles, 2 life jackets and roof topper. All for only \$564. ELECTRIC TROLLING MOTORS, 20 lbs thrust, new, 4 speeds forward and reverse, \$128 each. MOTOR BRACKET for canoes, \$35 each.

WALT'S BOAT & TACKLE, Dracut, MA (617) 957-5865. (9)

16' WHITEHALL sailboat, fiberglass with mahogany trim, beautiful traditional lines, excellent condition. Trailer and many extras. \$3,000. DARI FORMAN, Albion, ME (207) 437-9368. (10)

19' FLYING SCOT fiberglass sailboat in excellent condition fully equipped with two sets of sails, spinnaker, trailer, motor, covers, anchor and other extras. \$3350.

PAUL BUNNELL, Madison, CT (203) 245-0271. (9)

14' HURKA KAYAK, fiberglass, 1984. 29 lbs. Used once. New \$547, for sale due to illness, \$395 or B.O.

JENNIFER SMILEY, Rochester, MA (617) 763-8735. (9)

14', 8" LAPSTRAKE CANOE, 33" beam, 11" depth, would make a good sailing canoe. \$550. 18' lapstrake double ender, very good sailer. \$800. Half-built Butternut canoe on building jig, needs three strokes to finish. \$350.

CHET FARRELL, W. Dennis, MA (617) 398-2649. (9)

EASY RIDER sea kayak, 1984 model, used once. Cost \$1300. Sell \$1100. 15' Chestnut canoe, needs complete restoration. \$100. Rangeley Lake boat with hourglass stern in need of restoration. \$300. DANIEL HAMILTON, Concord, MA (617) 369-2325. (9)

OUTBOARD MOTOR: 1985 Honda 2 hp four-stroke. Used three hours. \$375. PETER WATTERS, Cambridge, MA (617) 492-6467. (9)

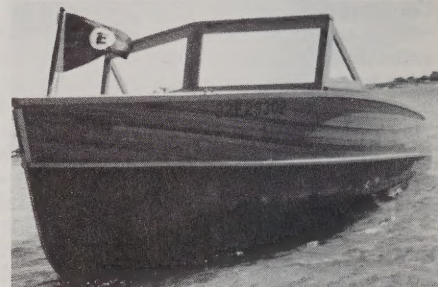
NEW CATALOG: Nautical gifts for all occasions and budgets. Remarkable savings over retail prices. Send 25¢. THE MARINER, Box 781MA, Old Lyme, CT 06371. (13)

16' SEDA sea kayak with flotation bags. Like new condition. \$475. Also 10-1/2' "Wee Lassie" style canoe, fiberglass construction, 28 lbs. \$10 per pound. BOB WOLFERTZ, Rosemont, NJ, (609) 397-0141. (8)

BEETLE CAT sailboat, excellent condition, with galvanized trailer. Call early a.m.

LILLA CINGOLANI, Kingston, MA, (617) 585-5622. (9)

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1984 GIESLER utility runabout, cedar on oak, f/g to waterline, 17' x 6' x 32", bronze fastened, Mariner 3-cyl. el. 6 hp, trailer, all gear (anchor, oars, speedo, etc.) \$10,000 U.S. PAUL LEFORT, OTTAWA, ONT. (613) 837-4651. (9)

SET OF L.C.A. SAILS for Lightning class sailboat by Hard Sails, Islip, NY. Long Shaft 28hp Evinrude, needs seals in lower unit. Best reasonable offers or swap. Need rigging and sail for 12' sailing dinghy and 2 to 4 hp outboard, regular shaft. DAVID DOANE, Lynn, MA (617) 593-5913. (9)

15' WHITEHALL, wooden rowing boat. \$750. CHAUNCEY BANCROFT, Ellsworth, ME (207) 667-3382. (9)

REPAIR & RESTORATION of wood and wood/canvas canoes and boats. Also specializing in custom building of lapstrake canoes and sailing canoes and tenders. Built with Bruynzeel mahogany plywood using the epoxy glued lap method of construction.

WILLIAM CLEMENTS BOATBUILDER, P.O. Box 87M, No. Billerica, MA 01862 (617) 663-3103. (TF)

CASCO BAY DIESEL CRUISER, 33', sleeps three, never used commercially. Standard electronics, mahogany over oak. Unique character boat. Owner purchasing sailboat. Asking \$14,500. MIKE SHERWOOD, Old Lyme, CT (203) 434-2276. (9)

16' OLD TOWN double ended rowboat. Built 1952. Wood with Dynel fabric. Good condition and ready to go. Has been used with sail and motor. \$500.

CARL ERICKSON, Verona, NJ, (203) 438-0311, ext. 493 weekdays. (9)

9-1/2' OLD TOWN dinghy, cedar/canvas, 4' beam, in good condition, most original hardware. \$375.

JOHN FREEMAN, Burlington, VT, (802) 879-6103 eves. (9)

Looking for a Boat or Gear?



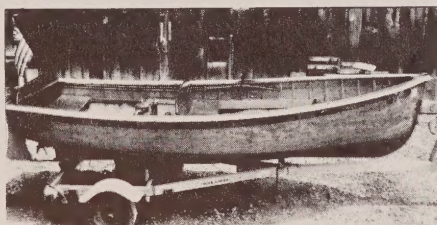
24' NEWPORT NEPTUNE sloop, 1980. C & C design. Shoal draft keel with retractable dagger board. Tandem axle trailer with brakes. Main, jib, storm jib, two genoas and spinnaker. New 7.5 hp Sallmaster. Winter cover. Standing headroom, full galley, sleeps five. Marble-head mooring for remainder of season. Cruise equipped. Safe and dry. Excellent condition, great family boat. Much TLC. \$14,000. DICK PIPPIN, Raymond, NH, (617) 658-5600, ext. 5867 days. (9)

STILL LOOKING? TRY THESE: 14' Bart Hawthay slalom kayak, fiberglass, with paddle, flotation, skirt, top shape. \$375. Antique 1930's 21' Robertson 4-man racing canoe, strip wood construction, varnish finish, superb condition, \$995. Dynamite windsurfer, a Payson "Instant Boat" with new sail, ready to go, for beginner level, \$200. Antique Annisquam Fish catboat, first built 1922, still built in Gloucester, MA traditionally. This one a restoration project but with brand new sail, \$450. Old Lightning, not plywood, hull bad shape, but complete with spars, rigging, sails, etc. \$195. 16' Old Town Lake Rowboat, Rangeley hull lines built canoe style in 1934, restored exterior, interior needs finish painting, includes 65 sq. ft. sprit sail rig, rudder, leeboard, etc, two sets 7' oars, bronze fittings, etc. Useable as is, some work to pretty up interior. \$995. 1941 Chris Craft 17' mahogany runabout restoration project, all original fittings, hardware, etc, except non standard windshield, correct K engine in need of overhaul but no bad problems. Hull stripped out and re-fastened, new mahogany planking for decks, needs new interior, seats, etc. All you need except the labor and minor hardware for \$1500. Reducing the fleet. BOB HICKS, Wenham, MA (617) 774-0906 eves best, but try days, sometimes I'm near the phone.



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. (9)

16' EASY RIDER Eskimo sea kayaks (2) fitted with bow & stern stainless steel painter eyes and toggle handles, adjustable Yakima footrests and adjustable seat and backrests. One is expedition equipped with bow a stern sealed bulkheads, two air bags, neoprene spray skirt and True Track System rudder, compass assembly, rescue lines, Kober Regatta paddle. Save over \$500, selling price \$1350. One sea cruiser including a bow sealed porthole, stern sealed bulkhead, two airbags, neoprene spray skirt, foot control rudder, compass assembly, rescue lines, Kober Regatta paddle. Save over \$500, selling price \$1150. Special combination offer, both for \$2300 with extra Kober Breakaway paddle. PATRICIA MALINOWSKI, Pittsburgh, PA (412) 665-1426, 7:30-9:00 a.m. or 5:30-9:00 p.m. (9)



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NEIL FOLSOM, Old Orchard Beach, ME (207) 934-2309. (9)

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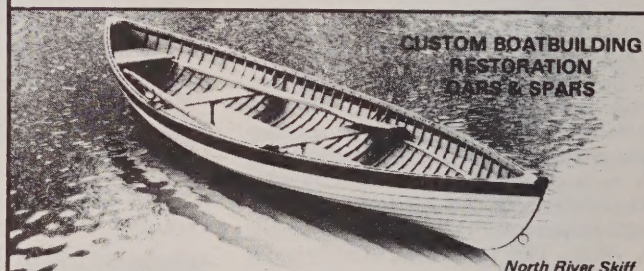
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