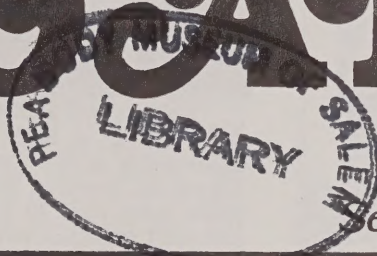


Wooden Boat Show Issue

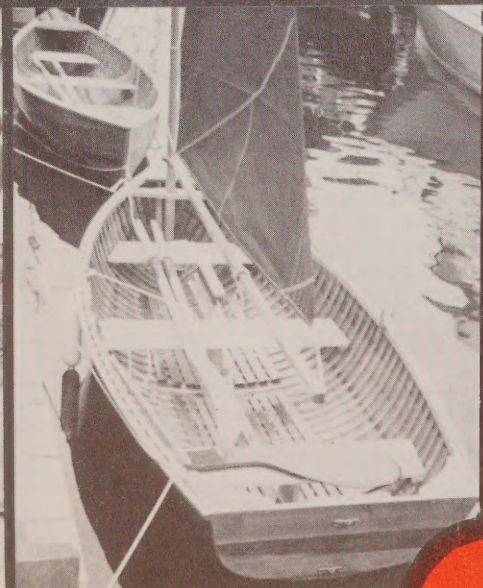


messing about in BOATS



Volume 3 ~ Number 9

September 15, 1985



Commentary

BOB HICKS



messing about in BOATS

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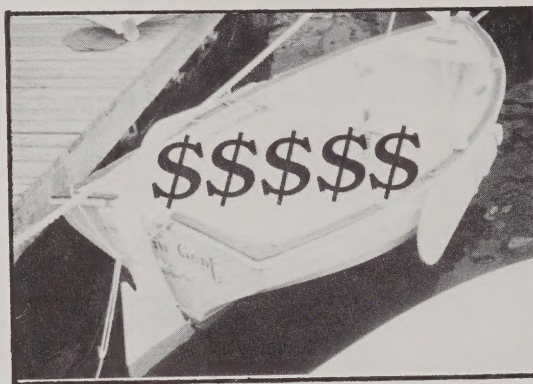
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Our Next Issue...

Or two, or three (it may take that many to catch up with the backlog of articles we've accumulated) will include wrapup features from the Wooden Boat Show that didn't fit into this issue, like our cruises on the Hudson River Sloop CLEARWATER and the Plimoth Plantation Shallop; and a detailed look at seven daysailers featured at the Show; a report on the Sea Kayak Symposium at Castine; a summer sail to the Isles of Shoals; coverage of the Pawcatuck River Race; the launching of the ROBERT H. BAKER, 45 years after Bob first drew the lines; a visit to a nautical auction at Maine Maritime Museum. And Tom McGrath returns with more tales of Townie adventures. And we hope to begin serialization of a turn-of-the-century story on a summer cruise of Narragansett Bay by two teen age youths in their sailing skiff. Enough? There'll be more.

On the Cover...

The Wooden Boat Show takes up this entire issue, and on the cover, clockwise from top left are North River Boatworks' sailing garvey, PIPPIN; Bob Barker's version of the Sam Rable runabout, OSPREY; tender craft from Canada's Tender Craft Boats; and the Plimoth Plantation's Shallop.



Wooden Boats are Dear

Well, here's another one of our boat show issues, so much is to be seen and experienced at the Wooden Boat Show in August at Newport that I just turn the whole issue over to the subject. And, it still isn't enough, I've got three features leftover to use next issue (October 1st), all requiring much more room than I could afford in this one. Our cruise on the Hudson River Sloop CLEARWATER, a harbor sail/row in the Plimoth Plantation Shallop and a look in some detail at seven wooden daysailers displayed make up this carryover.

It was interesting to see the emergence of these bigger daysailers, ranging from 16 to 20 feet, from about \$6,000 to \$18,500, open boats intended for daily outings rather than cruising, a trend not pursued by the mass consumer boat market, where a cabin is a must on almost any size sailing craft. Standing headroom preferably.

So that's all coming up in a couple of weeks in the next issue. The dedication of this issue entirely to the Wooden Boat Show has also shoved aside a host of other interesting articles, see our wild promises to the left under, "In Our Next Issue." There is certainly no lack of good news about messing about in boats.

After 5 years the Wooden Boat Show continues to evolve and endure, the focus adjusts in small ways from year to year, and the crowd continues to grow in size. Apparently there are enough people still interested in the individuality that wooden boats provide, all has not been lost to the consumer boat industry. Five years ago the notion of a wooden boat show was a bit daring, would anyone come? Some precedent had been set out in the Pacific northwest where such a show had been going on for some time organized by the area's wooden boat enthusiasts. But, unlike Newport, as one acquaintance once complained, that show is FREE, at Newport one pays to look. It's a lot more commercial in that respect.

The two boat shows I go to each year, this one and the spring Small Boat Show, attract me because of the involvement of the builders/creators who exhibit their work, the sort of "crafts fair" overtones absent from the much larger consumer shows. This is why I can spend four days at Newport cruising the

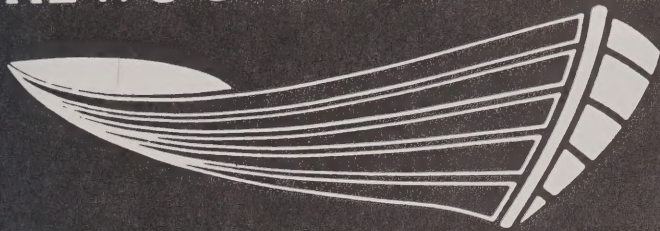
show and gathering material for this follow up report. Almost everyone there has a good story, and there seems to be something interesting about nearly every boat exhibited. This is not quite so true for the gear/trinket exhibitors. While much of the gear is indeed still of interest and utility to wooden boat folks, there are more of those displays looking for a crowd, any crowd, before which to offer one's products.

It looks like the used boat sales business is the coming thing. This year one broker rented a whole dock and had about a dozen of his clients' boats on display, all neatly posted as open to inspection by appointment/invitation. No rubberneckers please tramping through these yachts. Private owners could rent dock space also if they chose, and many did. A forest of masts fills the outer basin now, a few powerboats interspersed, but mostly sail. The range of used boats ran from about \$15,000 for a smallish Friendship sloop to \$350,000 for a largish motor sailer. Most were sailing yachts in the 30 to 40 foot size, \$20,000 to \$50,000 prices.

Prices. One thing this show emphasizes to the dreamer is just how much wooden boats can cost. Amongst the new craft were dinghies under 10 feet going for up to \$5,000, with a bottom figure of about \$750 for a rather basic plywood pram. A couple of 20 foot daysailers were crowding \$20,000, while many of the rowing craft were in the \$2500 to \$5000 range. Nice boats, products of much effort and craftsmanship. And costly. Yet many of the builders will complain that even at those figures they're not making a living.

This is the thing that drives the public to fiberglass production boats, mostly boats of little appeal in terms of beauty, craftsmanship, tradition, but of much appeal in cubic feet per dollar, number of persons "slept", variety of modern hi tech gadgets. The buck buys a lot of "appliance" in consumer boats, if you want wood you have to really love it, for you get a smaller, more demanding of upkeep, simpler craft for your money. Wooden boats are no bargain, they are dear in price, but can become dear to one's heart in ways no plastic boat ever can.

THE WOODEN BOAT SHOW



The Wooden Boat Show continues to have its unique appeal. The crowd this year was large on Saturday and Sunday, the fine weather on the weekend helping a lot. Thursday and Friday were the days the hard core devotees turned out, to be able to indulge their curiosity without anyone getting in the way. The cast of exhibitors continues to evolve, each year some new, others from the past. There is a large number of exhibitors of the gear, supplies, bits and pieces that go into wooden boats. The number of really small wooden boat builders has declined, the hopefuls of bygone years who did not realize instant sales aren't back. But a number of small builders who have gotten beyond the building stage and into the marketing area do participate, it's a four day in-person form of advertising of the product for some 10,000 or so people to view.

There were more big boats than ever, the broker basin, which is also open to private owners, was chock full of 25 to 50 foot wooden yachts of all sorts. One broker, Dick Sciuto of Dartmouth, MA, who advertises that, "Wood is Wonderful," rented a whole dock and had a dozen or so of his clients' boats on display. No small boats to be seen in the brokerage basin, a couple of runabouts were offered for private sale near the inner basin trade displays. Bigger boats

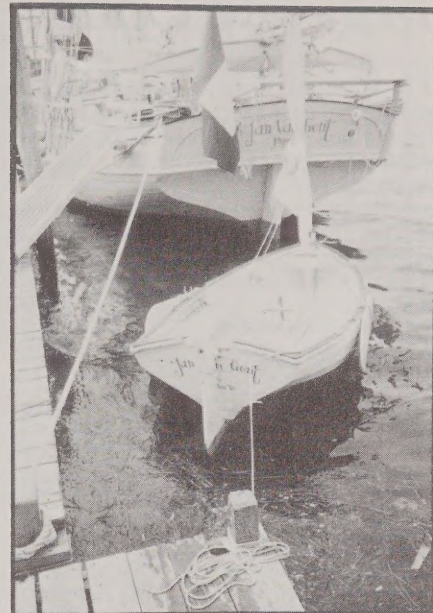
Right from top: French built cold molded schooner had marvelously detailed tender, all very expensive looking. John Gardner chats with Steve McAllister of the Rockport Apprenticeship. Baker Boat Works North Shore Dinghy was an elegant sailing tender at over \$5000. Below, the show was busy on Saturday and Sunday, here Pert Lowell (second left) talks about Townies.

are definitely making way in this show.

Not so much on-the-water action as at the Small Boat Show, and only one organized on-the-water event, the Sika Challenge Race. But some private on-the-water stuff went on, the TSCA boats were available for tryouts, the Plimoth Plantation Shallop made daily forays, the Hudson River Sloop CLEARWATER went out each evening at 6 for a two hour sail with 50 on board. And a parade of the concourse d' elegance yachts took place Sunday morning.

There was plenty to look at, on the shore and afloat, boats, gear, materials, schools, museums, private yachts. The exhibitors unfamiliar with the nature of the show comment on it not bringing in buyers, cash in hand. That seems to be the way it is. Some smaller craft do get sold but most of the boats that are brought to the show go home with their builders. Yet, all is not lost. Two days after the show, in the mail here arrived a classified ad from a reader offering his present boat for sale. "I saw my next boat at the Wooden Boat Show," he explained in the accompanying letter. It is that sort of show.

This issue is devoted to the boats and people and happenings and gear that caught my eye over four days of prowling the show on the lookout for what would be of interest.



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Maybe a Concession?

When two guys walked onto his float mid-afternoon on Sunday and asked about renting his North River Skiff, Howard Mittleman almost succumbed, but then explained that the boat was there to be tried by potential buyers on short outings nearby. The hopeful renters took it in good humor, but after they had gone on, Howard remarked that perhaps next year he'd set up a ticket booth and sell "rides" in his boats. "It's been just like a concession stand almost," he explained. The little paddle boat for kids was in almost constant use by kids, here was something they could try out, that was OK to climb into and paddle about.

Howard's assistant had come up with the tiny craft, his grandfather had built one and it seemed a possible "toy" for the otherwise serious wooden boat building shop to produce. Howard said it would sell for about \$450 and he has serious intentions of making the tiny sidewheeler skiff into a production boat for his shop.

The North River Skiff and the sailing Garvey Pippin completed Howard's exhibit. The 15 foot skiff is a lovely rowing boat traditionally built, while the Dave Gerr designed Pippin is a plywood epoxy constructed contemporary sailing tender. At 11 feet it is quite a big tender, more like a 14 footer with the forward 3 feet removed and replaced with that bow transom. "I'd like to build a bigger version," Howard remarked, he thinks maybe about 14 feet, lots more room for daysailing larger groups or for overnighting for two. North River Boatworks is at 6 Elm St. in Albany, NY 12202.

Skip Too!

The other "concession" in almost continuous operation was Skip Snaith's display of glued lapstrake Wee Lassie type double paddle canoes and his two unique tape and glue plywood sea kayaks. Skip had the only kayaks in the show and especially on the weekend both his 14' Alaskan and 16' Aleutka were on the water much of the time, and not just in the hands of the kids. "I'm getting a lot more attention here than I did last week at the Sea Kayak Symposium," Skip volunteered. Even the awkwardness of getting into the tippy little boats from the float did not deter those interested, and once afloat they paddled about the inner basin and outside along the waterfront with big smiles. Something about these personal sorts of boats. His comparison of interest between the two shows was thought provoking, the sea kayakers at one show ignored his craft because they were wood and not plastic, the wood boat enthusiasts at this show found them unusual in design but still of interest because they were wood. Skip Snaith is at 40 Lonetown Rd. in Redding, CT. 06875.

Return of the Egret

WOODEN BOAT Magazine has gone well beyond the publication field in its ten years, and at the show they had not only the magazines, books, plans, half models, sweatshirts, caps and all that, but also the boats/kits they offer. Down on the water at their float where the Nutshell pram and Kingfisher rowing shell resided, was moored GRIMALKIN, the first replica of the Munroe sharpie EGRET to be built from the recently recreated plans offered by WOODEN BOAT. So GRIMALKIN's owner, Bob Jones, was invited to bring her to the show and tie up at the WOODEN BOAT float.

Bob got the boat afloat the end of May and took it to Mystic for the June Small Craft Meet, where he joined a couple of other not-so-small craft like the Tancook schooner VERNON LANGILLE. "I spent a lot of time moored near those small boats watching them all come oh so close to banging into my boat," Bob reminisced.

Amongst the claims for EGRET's charms is the one about it being easy and inexpensive to build. Bob began last fall and finished up this spring, the 28 footer indeed not difficult to build. "Of course, I'm not a builder, but I always wanted to build a wooden boat," Bob explains, "so I set up my own boatbuilding school, hiring Graham Ero to work on the boat, with me as an apprentice." Bob is a self employed architect, and while he admitted that his bankers looked askance at his taking the winter off to build a wooden boat, the adventure went off okay.

Jones is an experienced sailor, but this is his first building venture. He has to date sailed GRIMALKIN in a variety of weather (but no really extreme storm conditions) and says he's appreciating what the advocates of the sharpie have been long saying, it's a seakindly boat easy to sail. He has the spartan accommodations below set up for overnighting, it is only a 7 foot beam so the sitting headroom below the foredeck is not unlike a substantial pup tent. He's found the sleeps two (on a 28 footer, wouldn't the consumer boat ad men die over that one) is true, but he prefers to use one side as a sitting area and excess baggage terminal. To go "below" you duck down to the cockpit floor and crawl in, but it is roomy enough for sitting, no head bumping.

I asked if the boat was just on display or for sale. "Well, WOODEN BOAT asked me to bring her here, but I would sell her if my price were met," Jones remarked, "but that's a pretty extravagant figure." So I didn't ask. Inexpensive to build, perhaps, but not in the mind of her builder is she inexpensive to buy. The plans you can buy from WOODEN BOAT, for \$50, they include lines, offsets, sail plan and construction plan. WOODEN BOAT is at P.O. Box 78, Brooklin, ME 04616.





A Hiking Club?

Well, why not, there are people at boat shows selling trinkets unrelated to boats, even at the Wooden Boat Show (though not nearly so many as at the big consumer shows). The Appalachian Mountain Club is a venerable (over 100 years old) club based in Boston and the White Mountains of New Hampshire that has long encouraged as an adjunct to its hiking programs, canoeing activities. These are virtually all river and lake outings but early readers will recall the series we did on the AMC Down East Canoe Trail along the Maine Coast.

But it wasn't for the canoeing that the AMC was here, it was to attract the wooden boat types who might have an understanding and affinity for what the AMC is doing in providing recreational opportunities on foot, bicycle and in canoe. And maybe attract some financial support. The assumption was that boat owners have some cash. And the AMC needs the money. They expanded from their old cosy Boston Brahmin base very fast, acquired costly real estate in several preservation efforts (to fend off unattractive tourist facility development) and got in pretty deep. The focus at this show was the "Million Dollar Canoe."

Another Wee Lassie sort of double paddle canoe, this one designed by Walt Simmons and built by Geoff Burke. Geoff was on hand by his beautifully finished traditionally built lapstrake craft explaining what it all meant. "The canoe is the focal point of a million dollar fund

raising campaign," he stated. Geoff donated the boat to the AMC as a gesture of appreciation for what the club had meant to him. "The AMC took me out of a bad age and introduced me to the mountains urban environment when I was a teen and streams and a way of life that had some meaning for me," Geoff goes on. Now he lives in Chocorua, NH and builds boats professionally, no advertising, but making a living where he wants to be. The canoe is NOT to be raffled, it's more the gesture Geoff made in building it and giving it to AMC that is being promoted. Like, maybe you can't give them a canoe, but you might give them some money.

This is not as crass as it may sound, clubs like AMC operate in the same financial void that museums do, and places like the Rockport Apprenticeship. All these non-profit efforts need people to chase money, donations, memberships, contributions. They don't sell products or services which create profits needed for operational expenses, so they are always out there begging money in modern discreet ways. And so, the AMC at the Wooden Boat Show. As one knowledgeable person commented to us on the subject, "Keeping the opportunities going for the peanut butter set means someone else out in the real world pursuing the money." Well, Geoff Burke is certainly not well heeled, but he did build and donate a boat that could be sold for a couple of thousand dollars because he is a believer. The AMC is at 5 Joy St., Boston, MA 02108.

Building & Teaching

Another of the Wee Lassie type lapstrake canoes was onshore in a tent. Tom Hill, who more or less pioneered the glued lap technique for this particular type always brings these boats because they sell at the show. It's not that hard to write out a check for one around the \$1000 mark and carry it out with you when you head for home. Tom builds several other craft in similar fashion, glued lapstrake ply, but his 12' CHARLOTTE at only 25 pounds is the handiest. Tom's been busy teaching his technique to would be builders around Burlington, VT and was headed for Brookfield, CT after the show to teach his week long course at the Brookfield Craft Center summer long program in wooden boat building. "Ken (Bassett) and I made them (Brookfield) a proposal last spring on doing up a wooden boat building program, and they went for it," Tom explained. He and Ken have both commented on wooden boats being a crafts industry, so it seemed appropriate. Brookfield had raised a substantial grant for funding and did the whole thing up first class. "They did a few things that showed some lack of understanding of this trade," Tom elaborated, "like announcing they'd take a 40% commission on selling any builder's boats that were entered into their juried show." Tom said some of the builders involved had to talk to them about that. Maybe 10%. This is wooden boatbuilding! Tom Hill is at Box 16, Shelburne, VT 05482.



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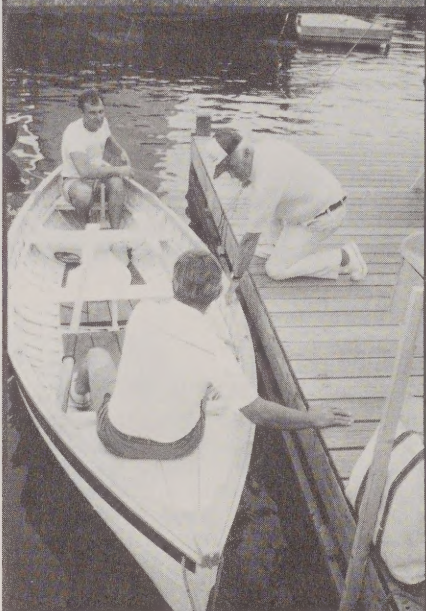
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He Loves Dove

Tom Henry fell in love with a boat and ended up signing on as New England distributor for Dove, a Canadian builder on an isolated island in Lake Superior. Tom is in the oil business (home heat) and his marketing of the Dove is a hobby business at present. While the original St. Lawrence skiff lines have been reproduced quite faithfully in this modern sort of wooden building, the addition of a Martin Oarmaster sliding seat rig is a new notion. It fits well towards the back of the skiff but seems to not upset the trim to much, judging from viewing the craft on the water during the outings Tom made with it during the show. The skiff is priced from \$1895 to \$2495 depending on what you want with it, ie. just sailing, or with rowing option. Tom is at 17 Little Point St. in Essex, CT. 06426.

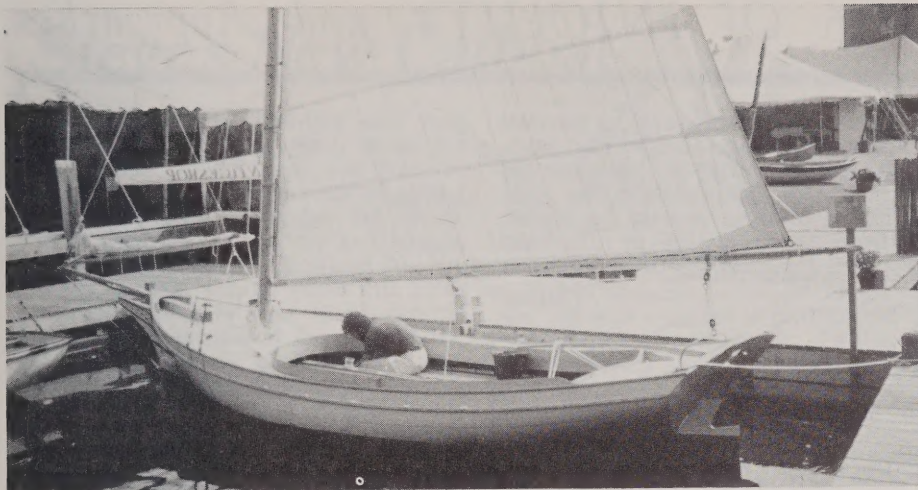
Ty Still Tries

Ty Proctor had his little custom built 8' Herreshof pram on display along with a nice peapod. Ty builds in Bar Harbor, and he's not much cheered by the boatbuilding schools' impact on the small builder. Not too far from him is a state supported boatbuilding school in Eastport, ME, and Ty has found some of his prospects choosing to buy from the school at half the price he could afford to build the tender for. "It's a good thing I'm in the construction business," Ty offered, "I'd never be able to survive as a builder facing that sort of competition."

Well, it's a long running cause of friction in the boatbuilding trade, the schools don't have the labor costs to charge to the boats they eventually turn out. And, since the main objective is to instruct in the correct way to build, the work is carried along regardless of time until it is right. Ty builds his boats in Bar Harbor, ME 04609.

Basic Bargains

Amongst all the rather pricey but lovely wooden boats, one modest exhibit offered simple, basic prams and skiffs. On the sail of the sailing pram was a simple CP logo, it stood for Coastal Products, which turned out to be a Rhode Island firm that does custom woodworking not necessarily marine related. So why the prams and skiff? "My father has always built small boats," stated the proprietor's son, manning the booth, so they decided to give small boats a try. The boats are plywood over oak frames, flat bottomed, decently finished off, and priced in under \$1,000 at the show. The pram is 7', 9" and is available as rowing or sailing model, transom bowed, while the skiff is 9' and is for oar or outboard power. Coastal Products is at the Bristol Industrial Park, Wood St., Bristol, RI 02809.



The ROBERT H. BAKER built by the Rockport Apprenticeshop is on the market for \$18,500.

The Boatbuilding Schools

Where do the boatbuilding schools fit into this game? Oh, yes, they teach aspiring builders how to do it, but they also end up with boats as byproducts, boats they then offer to sell to enhance cash flow. Three had comprehensive displays at the show, and two of them had byproducts on the water for sale.

Lance Lee's Rockport Apprenticeshop had the real eyecatcher, their 20 foot ROBERT H. BAKER gaff rigged day-sailer. They also had ongoing exhibition of work in progress on half models, spars, oars, and a couple of other boats to sell. Interesting to see amongst the sort of stereotypical apprentices with longish hair, beards and somewhat raffish attire, one young man with a flat-top crew cut and 1940's apparel who could have been right out of a, "The Marine Corps Wants You" poster. Is this the leading edge of something new?

Over at the Maine Maritime Museum booth were several of those aforementioned bearded long haired sort of would-be builders, here was a smaller

exhibit focussed on the opportunities at that program, without a boat afloat or anything being "built."

The Landing Boatshop had a tent display emphasizing the school's programs, and two boats on the water, the byproducts. One their 19' Buzzards Bay 19 being offered up as an example of a boat they'll build to order as student training, the other a just launched 18 foot catboat of superb construction being offered by its owner, who has never sailed it. "I'm moving to Atlanta and can't take it with me," the owner told us. Plans change. At \$20,000 that was some deal for the catboat aficionado.

Oh, yes, the ROBERT H. BAKER was offered at \$18,500 and the Landing will build you the Buzzards Bay 19 for \$8200. The Rockport Apprenticeshop is at Sea St. in Rockport, ME 04856. The Maine Maritime Museum Apprenticeshop is at the Percy & Small Shipyard in Bath, ME 04530. And, the Landing Boat Building School is at P.O. Box 1490, Kennebunkport, ME 04046.

Dunkirk Veteran

Because it has dawned on me that many, many people today have no recollection of World War II nor have much interested themselves in it, I briefly here explain that when the British army had to get out of Belgium in 1940 after defeat by the Germans, they were brought off at Dunkirk in a giant flotilla of all sorts of boats including every private boat the British could find that could make the trip across the Channel. ZAREFAH was there and ZAREFAH was at Newport 45 years later, somewhat the worse for wear, but with a sign announcing that the historically significant gaff ketch was undergoing a long term complete refit and rebuild by its present owners. A big job ahead. And the bagpiper on the fore-deck added just that touch, here's a boat that's seen some history.



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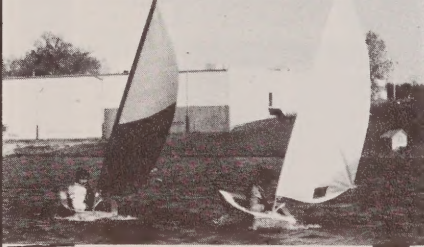
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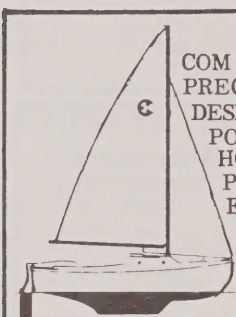
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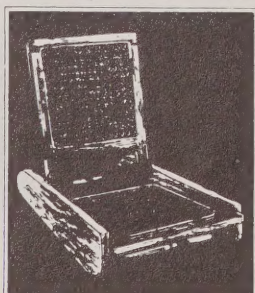
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SEA OF INIQUITY and Approaches



Jane Crosen works at WOODEN BOAT as a copy editor and typesetter, part time. Jane really likes to draw maps and a while back, at the bitter end of a long Brooklin winter (nothing happens in Brooklin in winter) she produced her whimsical Sea of Iniquity & Approaches map. Indeed, what at first appears to be a chart of some part of the Maine coast turns out to include such locations as the "Midlife Passage," "Moot Point," "Dire Straits," and "Boardinghouse Reach," along with a host of other locales ashore and afloat. Cabin fever inspires.

Jane is a vivacious young woman who somehow combines her enthusiasm for her work with an appealing wonder that anyone would care about it and so she becomes an effective salesperson without obvious intent. She's gone on from her original whimsy to do several other maps of a more conventional sort, Cape Cod, Penobscot Bay, that sort of thing. Jane's maps are not charts, they are illustrations nicely done up in a

vaguely old timey style, you sort of expect to see a sea monster over in an unoccupied corner. She offers these creations as posters or tee shirts for about \$10 or as inexpensive postcards at 60¢ each. They make great gifts for the sailor or in your family or circle of acquaintances. Her work caught the eyes of some folks involved with next year's big New York Harborfest and maybe a map of New York Harbor is next in line.

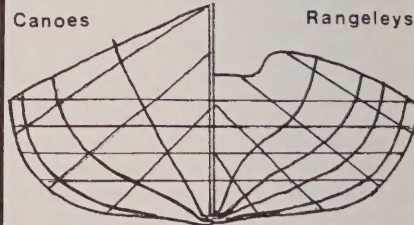
Jane has yet to determine how she will handle success, at some point her business will crowd her work, and she does like the WOODEN BOAT job and the close society within the mansion in Brooklin, especially in the cold desert of a Brooklin winter. If she ever does have to go out on her own she could, of course, move to somplace with more action for the self employed. Maybe over to Panic City and its Nitespot Strip, certainly not to West Peignor though. Jane is at Brooklin, ME 04616, it's a small town, your order will get to her okay.

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Steve's New Catboat

Right next to Tom Hill each year is designer Steve Redmond, famed for his popular ELVER plans, now over 700 sets sold (see our comments on sailing an Elver in the September 1st issue). Steve went on from Elver to Whisp, a long narrow pulling/sailing boat that has caught on with similar speed with home builders. But this year Steve had his new catboat project at the show, a 15' glued lapstrake ply craft that he is sort of empirically designing as he goes along. His sketch of the concept is already a smudgy and tattered sheet of drafting paper with the adjustments he's been making as he goes. The completed hull was on hand, Steve said it weighed about 350 pounds without deck, and he was applying the final coats of paint during the show to the interior.

While the spacious hull promises much in the way of comfort and overnight accomodation, and its flat bottom (with some rocker) will allow real shallow water cruising and beaching, it was the sail rig that had Steve excited at the moment. "It's much like a gunter, but will have an almost straight luff all the way to the tip of the sail," he explained. What he has done is laid out what appears to be a conventional marconi mainsail. But, the lower portion of the luff laces onto a short mast, the upper portion is

fastened in place on the gunter rig spar which can be raised nearly vertical to the mainmast. In fact it has two sets of jaws, one to slide up the main mast, the second set partway up to lock onto the mast when the spar is peaked up and thus make it virtually an extension of the main mast. "The lacing on the lower mast sets the luff back a couple of inches from the mast," Steve pointed out, "while the snug fit on the spar brings the upper part just about in line for a nearly straight luff. Why all this fuss? An easily dis-mounted sail rig with the high performance of the marconi type, that's why. Steve is building his own boat, while he is a designer by profession, he was a builder and since he's also still working out details, it sort of means he has to do the building himself.

There was no opening in the main bulkhead yet, just a solid wall of plywood separating cockpit and cabin. "I'll decide on just how big and what shape the companionway opening will be when I get the cockpit side decks on and the coaming laid out," Steve explained. Then he will draw it in place right on the wood. Empirical design procedure, sometimes known as seat of the pants style. It does look promising. Steve Redmond is at 456 North St. in Burlington, VT 05401.

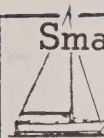


Trying Out Traditional Craft

The TSCA has been at the show since its inception, and continues to provide interested showgoers with opportunities for trying out a variety of small rowing craft brought by members. This year a Beetle Cat sailboat was added to the collection, courtesy of Beetle's

shop. Trying out small boats off the gas dock right on the inner harbor channel is a busy scene, lots of traffic in large yachts constantly passing by. The TSCA, Traditional Small Craft Association, can be reached at P.O. Box 350, Mystic, CT 06355 for membership information.

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Powerboats Were in Short Supply



Well, the absence of any significant representation of powerboats was a bit of a surprise to us, not so much any new ones that might be on show but rather the expected 40 or more restored ones originally publicized as coming. The arrangement with the Antique Powercraft Historical Society for their 2nd National Jamboree fell through at the last minute,

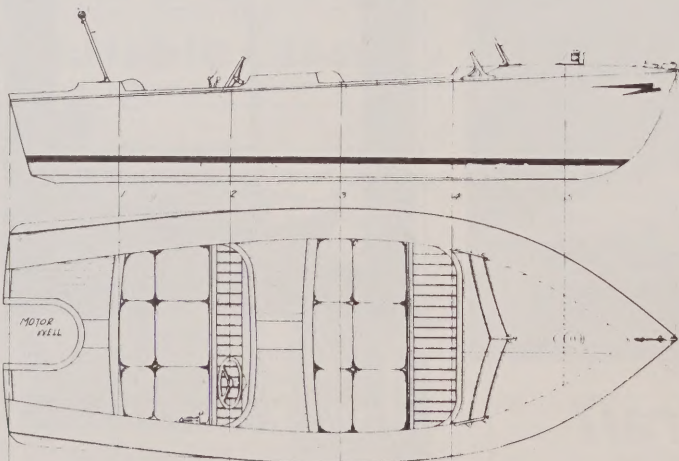
according to the Show's director, and so only a scattering of old powerboats made the scene. While there were several larger such craft in the Concourse d' Elegance, notably APHRODITE, in the show proper not many.

Bob Barker's outboard runabout we mention below is a one man shop product while Grand Craft had one of their fancy

models on display, this is the new firm which acquired the services of some of the old Chris Craft employees and embarked upon building near replicas of the good old mahogany runabouts. The boat was immaculate and superbly done, and very expensive. It's interesting, because Chris Craft was not an expensive boat of its type in its heyday, more in the Ford or Chevy category rather than in the Cadillac class. A similar craft was displayed by Staudacher Marine, I never did get to find out more on this one. And, one private owner of a restored 1934 Chris Craft double cockpit runabout attracted steady viewers in the water, but a peek into the engine room revealed, to me, non-stock big V-8 Chrysler power. Swell for gassing it, but not "correct." Maybe that wasn't important.

The Antique & Classic Boat Society, Southern New England Chapter, had two members' boats parked on trailers with their table of literature. A modest effort, but the show director stated that for 1986, ACBS will be the group that will be invited to participate. "They are well organized and enthusiastic," was how it was put. So maybe we'll yet see good old wooden powerboats become a more significant part of the Wooden Boat Show.

Sam Rabl was Here



Boat nuts who recall the '30's and '40's era with nostalgia often think of the plain but somehow attractive little boats designed by Sam Rabl and published in his book, *BOATBUILDING IN YOUR OWN BACKYARD*. Well, Bob Barker of

Montague, MA followed through, he built a modern strip plank version of one of Rabl's little runabout powerboats, a nice 16 footer bright finished, with double cockpits, outboard powered. Bob had his

creation available for \$5,000 complete with new outboard and trailer. One of what turned out to be the very few power boats in evidence. Bob is at Box 10, Montague, MA 01351.



Dick Pulsifer's Hampton

Every time Dick Pulsifer maneuvered his Hampton workboat out of its inner basin location to take a prospect out for a ride, someone nearby would remark, "Boy, he really can handle that boat." Not that the Hampton is all that big or ungainly or that its diesel engine is temperamental, just that Pulsifer looks so completely at home standing at the wheel on its midships console, easing back and forward swinging about and out, totally relaxed. He ought to be, this is the 23rd one he's built.

"Do you do other boats too," we queried.

"No."

"Do you do boat repairs?" another question.

"No."

"Just Casco Bay Hamptons?"

"Just Casco Bay Hamptons."

This is a hundred year old workboat design that Dick Pulsifer builds to

order in wood, powered with a modern 27hp Yanmar diesel from Japan. An interesting marriage. Who in Japan was getting ready to build diesels back in 1885? The boat can be finished to suit the customer, the one at the show had lots of brightwork, varnished oak decks, oiled interior (maybe not oil, maybe flat varnish?). This is an adaptation of the workboat for recreation. But, "A couple of owners later lost interest," Dick explains, "and the boatyards where they kept the boats snapped them right up." An elegant yard launch, still capable of doing the grunt work while looking good. Yes, even boatyard folks like nice looking boats.

Pulsifer's ad has run so long (see illustration) that the boat has become very familiar to me even though I'm not a prospect. Lately, Dick replaced the little drawing with a photo. Oh well, progress. He doesn't stand on tradition, but

rather views his boat as an evolution of that effective original concept. "My boats are more than a revival of a specific hull type and the mechanical construction of reproductions. Through my hands, the Hampton evolution continues toward efficiency and simplicity. Durability and excellence are my watchwords. I build each Hampton myself from selected native pine, oak and cedar. I set the standard. I make the decisions. I am responsible."

The above isn't what he said to me in person, it's his quote in his brochure. But it summarizes the feeling you get when you see this boat and watch it glide effortlessly away from its dock and maneuver lightly through the surrounding gathering of boats with the tall man so at ease at the helm. Dick Pulsifer is at RD3, Brunswick, ME 04011.

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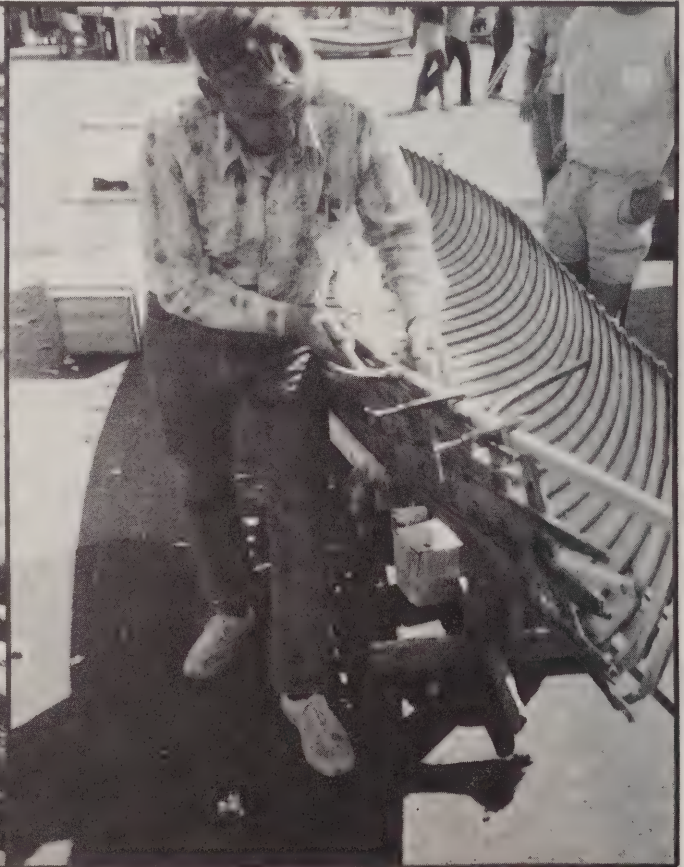
Nice to See the Good Old Wood/

The Wooden Canoe Heritage Association has been at the show each year in a very modest way with member Walter Fullam and his wife manning a small booth under the main exhibitor tent. This year the members came in force for a major display and it was the liveliest of the three, with a number of restored old canvas/wood canoes on display along with an ongoing restoration project being carried out by Maine canoe builder/restorer, Guy Cyr. The weathered cedar hull with gaping holes in the planking and rotted out stems seemed beyond hope to the uninitiated, but Cyr steadily worked along, steaming new stems, fitting new gunwale strips, replacing bad and missing planking, replacing cracked and broken ribs. By Sunday the craft was still a long way from being done, but it had a bunch of new wood all in place, and Cyr finally took the copper nails out of his mouth, laid down his hammer and backup iron and called it a week. Obviously the "wreck" was going to be salvageable, and when one turned to the completed craft done by members and other professional builder/restorers, such as Rollin Thurlow, the effort all seemed worthwhile. The classic old canoes, dating back to the turn of the century, brought

back to a well maintained, if not entirely new, condition aroused an awareness of what a pleasure it must have been to paddle these craft, not just for the exercise of paddling but for the enjoyment of being in a really fine boat while doing so.

Thurlow, who runs the Northwoods Canoe Shop in Dover-Foxcroft, ME is something of a researcher on old canoes, in the course of restoring older craft for clients he has chased down the background information on them. And he is also a modern day entrepreneur in one way. The supply of the small half-round brass rub strip used on the stems of the old canoes seemed to be about gone, so Rollin took out a loan and got a mill to run off a lot of the strip, with its convex outside curve and concave inside curve, it's not just your everyday brass bar stock. Rollin offers the trim to any in need at about \$1.50 a foot, and also has a stock of the correct canoe tacks and wooden canoe plans. His most recent coup in providing the necessary stuff for wood/canvas canoe restoration is the casting of the curved backup irons for heading over the copper tack points as they come through the ribs inside. Rollin found none available, many restorers

Top left, a lovingly restored turn-of-the-century sailing canoe complete with gunwales for added buoyancy. Below, Guy Cyr with a mouthful of copper tacks goes at his restoration project. He says, sure, there's hope here.



Canvas Canoes

were using auto body backup irons. He unearthed an old cast iron backup iron and had a foundry use it as a pattern for a collection of new tools. They also work well for turning the points of copper nails used in traditional small boat lapstrake planking. Rollin is at Northwoods Canoe Shop, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

While on the subject of canoes, a couple of exhibitors had today's wooden versions on display. The Great Canadian folks from Worcester, MA, who brought us the unforgettable postcard of the canoe built one end up, one end down, had an enormous rack full of their cedar planked, epoxy/glass covered models for sale, nice "woody" looking boats, and out front a really funky birch bark canoe, the real thing, the exhibitor stated

it was built by a Canadian Indian. Interesting to see was the white side of the bark was inside, against the quite roughly done planking. Tall, deep, looked like a fun boat to catch the eye. Great Canadian is at 45 Water St. in Worcester, MA 01604.

Another modern day wooden canoe exhibitor (canoes of the conventional sort, not the little Wee Lassie type double paddle ones) was Dan Lindrooth of

Mobile Marine. His stripper canoes were on the water a good part of the show, one of the few exhibitors offering prospects a first hand on-the-water tryout. Dan was at the Small Boat Show earlier this year, only a couple of builders made it to both. And Dan comes up from Pennsylvania, he's at 2924 Orchard Lane in Huntingdon Valley, PA 19006, where he says his 17 foot garage is just big enough for building his 16 foot canoes

At right, Jeff Hanna builds a couple of these big laker type canoes each year at his shop. Below left, a real birchbark canoe displayed by Great Canadian. Below right, this old Robertson sailed into the Show, rested alongside this float as its owner toured the Show.





Still Quick & Dirty

Sika Flex was back again with the popular sideshow. Now it is dignified as the Sika Challenge Cup, gone is the earlier lighthearted, "Quick & Dirty Boat Building" contest. But it's still the same game, and it's still quick and it's still dirty. A mess. But such fun.

The designs accepted grow more sophisticated. Those undertaking to apply are coming up with some stuff that almost resembles a real boat, and the firm accepts a broad cross section of ideas so as to make it good fun and illuminating. Six are accepted from those who submit designs. The design stage is the first part, you have to design a boat that can be built from the limited materials, chiefly a couple of sheets of plywood, some nails, some 2x4 studs and lots of Sika Flex.

The building is next, here it is a contest against time. Fastest built gets maximum points. But, the scoring has also become more sophisticated, so it is no longer absolutely essential to be the fastest built, the boat has to also be successful afloat, and work well enough to place well in the third portion of this carnival, the race itself.

The six boats this year included one multi-chined craft that looked very much like one of Phil Bolger's designs, it was named, DIFFIDENT. Another was a round bottom craft, incredibly created out of the flat plywood into a not bad looking but decidedly tender craft. It had a fixed keel, no doubt in awareness of the built intenderness. A third was a rather prosaic flat bottom, plumb sided double cockpit sort of kayak/sunfish amalgam. Fourth was a proa, always there is a proa, the lure of the two hull stability in the otherwise rickety craft. A fifth was a very deep boxy craft, sort of a packing crate concept with a pointy end. And lastly a long narrow "dragon boat" with much attention lavished on a colorful dragon headed bow. Most got painted (the dragon boat only the bow figurhead) in garish colors, even the sailcloth illustrated in some instances. Times ranged from just under 2 hours to over 5 hours. Interestingly, the extremes figured in the final showdown.

On to the showdown. The race on Sunday afternoon draws a big crowd that lines the gas dock float and the pier behind. The course laid out is triangular and so directed as to require the contestants to row or paddle the first leg, sail the second (downwind, there's no upwind capability with these craft) and anything goes on the run back to the finish (upwind though).

The two guys in the double cockpit boat rushed off the a fast start, one a skilled canoeist gave them a big edge at the first mark. Their nearest competitor was the Bolger look-alike, which was rowed AND paddled, an unusual combination, the guy amidship rowing, the aft crew with a double paddle. The tender



Top left: The everpresent Sika caulking gun, the only unlimited material permitted. Top right: The first ever round bottom boat in the Sika contest, it was not too stable. Bottom: Viking motif seemed in fashion, guys at left had fierce demeanor but slow, unstable boat with handling problems. Proa at right was hardly a serious Viking ship, yet carried these graphics on its square sail.

Dirty... and Fun!

craft was, and spent a lot of time wallowing and swooping about without much directional stability. The proa was workmanlike but slow, the Viking ship did a lot of tipping and recovering and the dude in the derby in the packing crate just didn't have much speed despite considerable stability.

Downwind the double cockpit leading team just barely held off the Bolger look-alike, the latter with a rather nice lug rig, the former a plain old square sail. They rounded the second mark together and in the row/paddle to the finish, the more efficient Bolger look-alike hull/crew overtook the paddlers, there was some close in bumping and shoving approaching and rounding the last mark to the short sprint to the dock, where the better boat prevailed after a final entanglement stopped the paddlers momentarily.

Meanwhile back in the pack... the guy rowing the tender craft got his act together and began to make headway. The Vikings, who were all geared out in appropriate costumes, were hopelessly behind with a defunct sail (a line slipped off the yard up on the mast and they had to demount the mast while afloat, a tricky balancing act), the proa carried on slowly tortoiselike, the packing crate incredibly slow under sail.

All boats finished the race, none capsized, unlike other years. The packing crate was dead last. After the close battle for the lead, the rest had no contests amongst them.

Well, the best boat won the race, but it took longest to build, so the second place craft took the Sika Cup for it had been fastest to build. Amongst the more interesting notions was that one of the oars/double paddle combination. "Well, there isn't room for two to row in the boat," one of the team explained, "so the double paddle seemed the best idea to add to the power." Once the latter got in step with the oars it did seem to work okay. On the other hand, the tender round bottom boat saw the smaller of the team at the oars, the bigger in the stern as sort of live ballast, contributing nothing to the motive power.

And then there were the proaguys. Each had a double paddle. Each paddled only with the outside blade. Where in between the hulls could they ever dip those inner blades? Technical oversight?

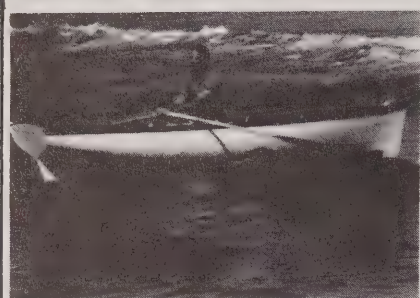
And the Vikings. They had the class act, costumes, appropriately intimidating figurehead on the bow, lots of energy. But, terrible seamanship prevailed.

It's a lot of fun and while it does demonstrate one can build a boat rather quickly, it also says something about why decent boats take a while. Still, the guys who built the Bolger look-alike were seen rowing about the inner basin later in the afternoon, smiling, while the rest of the quick and dirty craft lay abandoned on the gas float.



The race. At top the start saw the kayak type get away clean with vigorous paddling while the round bottom craft swooped and lurched amongst the rest giving here the packing crate design (SIKA-RETTE, yet!) a fit. The dash to the finish as the Bolger look-alike overtakes the kayak, close action ensues, and then a clear win for the "real" looking boat as the kayakers momentarily fluff their strokes. That leading boat really does look like a "real" boat, doesn't it?

PISCATAQUA WHERRY



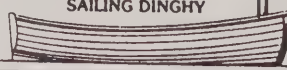
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Not So Quick but It's a Real Boat

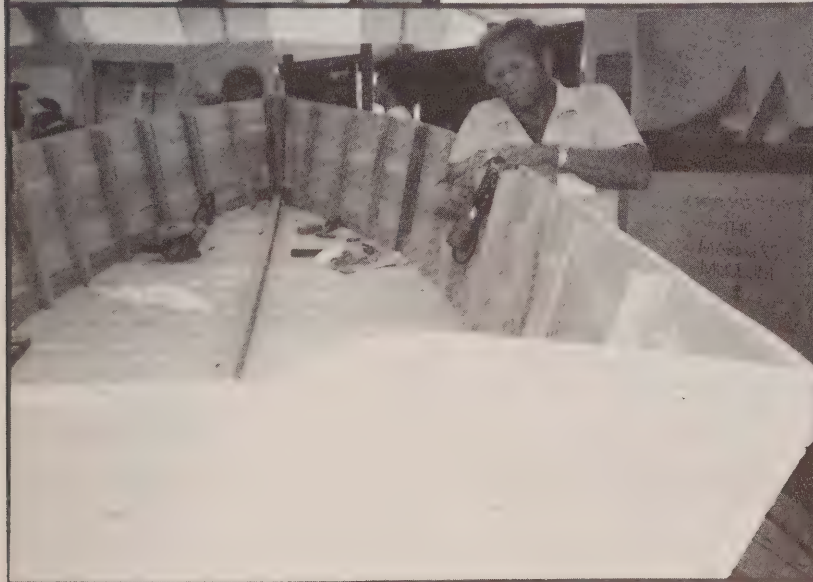
While the Sika carnival drew big crowds in the bleachers set up under its awning, at the other end of the show, Billy Moore and his two sons knocked together

a real boat in the Mariners' Museum tent, a big, heavy work skiff that was undeniably a serviceable boat for oar or outboard, one to fish from or haul lobster pots from, or clam from, or tong oysters from.

With no limitation but time, the boat was to be raffled off at 50¢ a chance, Moore and sons went at it with power saws, hammers, nails, clamps and Sika Flex. They cut and bent and clamped and nailed like a carpentry crew putting a porch on your house, no waste motion but no apparent hurrying either. They too had a steady crowd watching, especially as the planking went on and the frames were set into place. When the cutting and fitting and nail banging was over, the big disc sander came out and all the rough edges got rounded over, the excess Sika Flex from the seams skun off, the transom top shaped. By Sunday it was done, not painted, but ready to go to the winner.

Those in the know responded to our gee whiz reaction to this display of expertise with, "You should watch the video of Billy building the bigger stuff he does for them." But I didn't have time for the 30 minute TV show. Anyway, the real thing in the flesh was impressive enough. And someone said, "Billy Moore isn't even a boatbuilder for a living, he's a locomotive engineer.!" True? I can't say,

when I heard that, Billy was gone, his weekend work complete. Maybe he did have to get back to Virginia and his locomotive.



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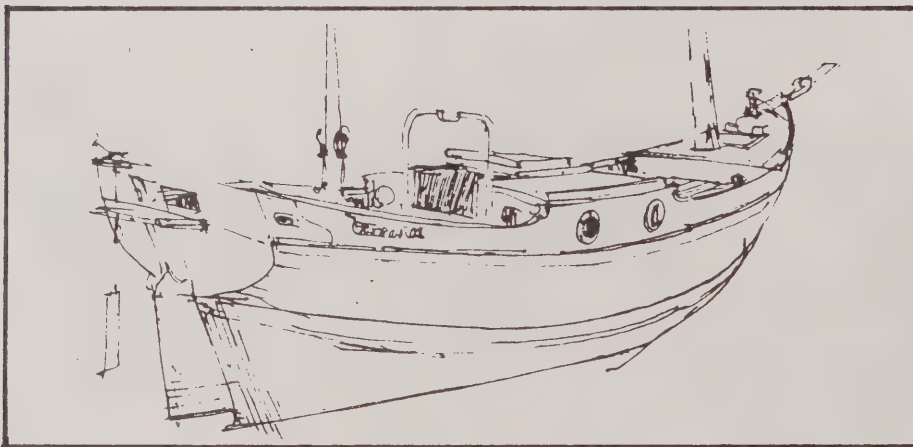
The major part of the boat basin at the show was chock-a-block full of sizeable private yachts for sale. While the inner basin featured the new boats of various builders, this bigger outer part was a forest of masts, all sorts of sailing craft and a lesser number of motor yachts. One whole dock was taken over by Richard Sciuto, the broker who advertises that, "Wood is Wonderful." He had over a dozen of his client's yachts ready for inspection by serious buyers. To control the tire kickers, each boat was posted with instructions on "by invitation" inspections. Who needs rubberneckers.

Amongst the many private craft, we noticed CORUS, a 35 footer built in Great Britain back in 1956, offered at \$28,000. On the backstay a geography book map of the Atlantic Ocean showed the route that CORUS had taken to Newport, leaving Marsailles, France in Aug-

ust, 1981, sailing out through the Straits of Gibraltar and thence south along the west coast of Africa, across the south Atlantic to Argentina, and then north along that coast to the Caribbean, up the east coast of the U.S.A. to this summer's cruising of the Maine coast, and then dropping back to Newport. The sign proclaimed what fun it had all been for Olivier and Caty Murset of Switzerland. So why sell out now?

"This is not all there is to life," Olivier responded. "We must go home to Switzerland now before winter and get a house and return to work," he went on. "I will feel very badly when I see CORUS go on to a new owner," said Caty, but she too seemed convinced that the four year adventure, with all of its marvels, was enough. We noticed that the boat was listed with broker Bill Page, he's at 26 Sea St. in Camden, ME 04843.

World Cruiser NOT for Sale



Over in the "Concourse d'Elegance" section of the show, the far side of the gas dock from where stuff was for sale, gathered many superb private yachts on display just for the showing. Towering over them all was the Hudson River Sloop CLEARWATER, but not too far away was a well weathered catketch, ALICE ALAKWE, a 40 foot L.F. Herreshof design sporting a Bolger type unstayed rig with sprit booms. The sign at the dock stated, "Welcome Aboard," with a smaller announcement about the tea being on. The hospitality was irresistible, so I went aboard. I had already been advised by the Swiss couple whose four years at sea in CORUS struck me as the big adventure on the scene, that Gary Underwood and Beryl Sampson had been even more adventurous. Their trip began in the Solomon Islands of the South Pacific.

Gary was a gregarious extrovert in a flowery print "Hawaiian" shirt, and he

had a deckful of guests already under the awning. Yet he immediately took me to see below and chatted on about his experience and his curious amalgam of Herreshoff, Bolger and the South Seas.

"ALAKWE is a polynesian word for sea bird," Gary told us. "Alice is just a woman's name because I thought the boat needed such, there's no Alice anywhere in my life." Gary has had 7 boats and has sailed for years from his native New Zealand. "Sailing's very big there," he explained, "and there's a good bit more breeze about." But the boat was built in the Solomon Islands, scene of some of the fiercest fighting of the Pacific War during World War II.

"Yes, I was sailing about the islands back in 1981 and came across this local boatyard on the beach," Gary said. "It seemed a good spot to do my next boat, so we made a deal, I took my boat to Australia, sold it and flew back. They

showed me a pad in a nearby grass roof hut and told me that's where I'd be staying."

Gary stayed 13 months while ALICE ALAKWE was built, right on the beach, golden sands, swaying palms, all that. Probably one of the lowest cost boatyards one could find, certainly in the loveliest surroundings. When the boat was done, Gary went home to New Zealand, and in August 1983 headed west. Beryl and he sailed past Australia and across the Indian Ocean. "Not much happens out there for weeks," he describes that trip. It was a LONG WAY out of sight of land. Turning the Cape of Good Hope was a rough trip, and then it was on up across the South Atlantic to the Caribbean and thence up the east coast to Maine for a look around, then to Newport for the show and a winter layover on Narragansett Bay. Next season they head for Europe for summer, then south to Portugal for winter.

Gary visited Phil Bolger in Gloucester this summer, he had chosen the Bolger rig for simplicity without any contact with Phil, just from his books (they do get around!) and Bolger was delighted to hear how the rig had worked. Gary's only complaint was with some excessive wear and tear, especially when reefed for the sprit booms move forward of the masts and do a lot of banging about in the rough stuff. Phil also got to try out Gary's tender, one of Bolger's MIPPET design. Must have been quite a meeting, the reclusive designer in his Gloucester home of years and the world travelling sailor from halfway around the world, sharing a common denominator in that rig.

A \$6000 Boat Kit

The thing that grabbed me first was the wheel, a nicely varnished mahogany miniature brass bound, small, in scale with the cockpit of this mini-Friendship sloop that Classic Boat Kits, a Canadian firm, had on display. The boat is only 15 feet long on deck, a nearly 4 foot long bowsprit stretches its appearance to a larger looking one, but it is a modest size daysailer done up to look like a Friendship sloop, and not a bad job of it either. But that wheel, it sort of said that this was NOT just a day-sailer with a cuddy, it was an attempt to pretend we have here a cruising sailboat. The cabin adds to this image and does indeed provide two full size berths under cover (lower legs back under the cockpit seats) and the rig, a very low one, also contributes to the scale look, a sailing skiff or daysailer of this size would have a far taller rig.

When it was first set up it had these little black plastic mast hoops, along with the oversize wooden, stainless bound deadeyes on the shrouds. Pert Lowell happened by and soon enough the little Friendship was sporting the real thing, steam bent red oak mast hoops, just right. And Pert also brought over some deadeyes made the traditional way, and the folks displaying the boat were delighted to find these. The boat is an amalgam of old time design ideas and modern bits. But most important, it is sold as a kit, you get to build it yourself, next winter, in time for summer of '86.

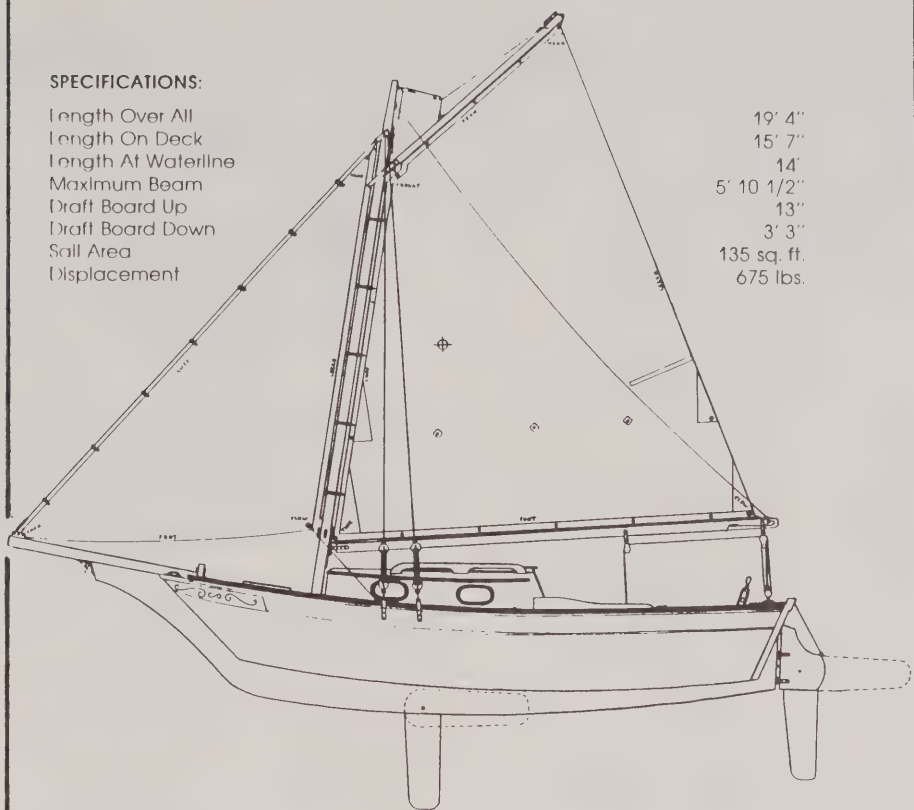
The man behind the product is a sailor (for fun) who came from the auto parts business into this, he decided to try the pre-fab kit boat field and chose the easily recognized Friendship as his product. The actual tiny version was already on paper, someone (he didn't say who) had drawn it up for plywood building. It remained to work out how it could be put together from pre-cut wood pieces and bags of fittings and hardware. Put together by any non-boatbuilder with only modest woodworking skills. Inevitably in this modern marketing approach to wooden boats, computer technology was brought in, all the piece parts are computer cut to exact necessary size and shape. No finish work for fitting is required, so they claim. Basic carpentry tools are all one needs, like hammer, file, screwdriver. The targeted potential builder is not required to be conversant with boat building procedures or jargon. It's all in laymen lingo in the comprehensive instruction manual. What we have here is a triumph of application of the printed word and diagram to the task of putting together a boat.

"So you want to build a boat?" says the literature. They go on to present the kit as follows:

SPECIFICATIONS:

Length Over All
Length On Deck
Length At Waterline
Maximum Beam
Draft Board Up
Draft Board Down
Sail Area
Displacement

19' 4"
15' 7"
14'
5' 10 1/2"
13"
3' 3"
135 sq. ft.
675 lbs.



"Classic Boat Kits has taken all the tedious and complicated work out of boat building. Our concept of the Friendship Sloop Series is not much more than a little box (the upper cabin) fitted on a larger box (the main hull), fitted on a laminated full length wood keel. It is built like a house, ie, panels over a frame work, all of which are pre-cut to size, shape, angles, etc. and numbered to fit like a jigsaw puzzle. . . ." And so it goes on.

Well, this is about a \$6000 or so kit boat, so it's not a big cost saver for a 15 footer with a bowsprit over an already built traditional boat. But, it offers the guy with an itch, but not the skills, to build a boat a shot at it, something he can build at home and trailer off to the water later with some pride in having at least put it together. Sort of like the painting by the numbers thing, or the pre-printed needlework, or the pre-cut furniture. Everyman's hobby boat building project. Gluing it and screwing it together.

The message also seems to be aimed at the novice or even non-sailor, for it stresses the stability and conservative rig. The 135 square feet of sail is all way down low and the flat bottom beamy hull has a lot of initial stability. They are saying, "You can build this boat and you can sail this boat, whoever you are." It's got to appeal to that desire to "build" though, for at the price, you can buy some pretty nice wooden daysailers that are sure to perform a lot better.



"Look, Dad, a steering wheel!"

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.



MYSTIC HISTORY SYMPOSIUM

Mystic Seaport Museum will hold the 5th Annual Symposium on Southern New England Maritime History on November 1st and 2nd at the Seaman's Inne.

Featured presentations include the following:

Man, Shore and History, Their Changing Relationship Along Southern New England Waters by William F. Robinson, author, historian and photographer from Guilford, CT.

The Coasting Trade, by Donald F. Tucker of Fairhaven, MA. Tucker grew up in a family involved in the last days of commercial sail.

New London Whalemens in the British North Pacific in the 1840's, by Robert L. Webb of the Kendall Whaling Museum of Sharon, MA.

Coasting to Tortola, Samuel Townsend and the Maritime Trade of Colonial Long Island, by Joan Baldwin, museum consultant and Geoffrey Rossano, an instructor at the Salisbury School in Salisbury, CT.

A Voyage North on the Edna Hoyt, the Last Five Masted Schooner, by Francis E. Bowker, retired skipper of the Seaport schooner BRILLIANT and veteran of life on large coasting schooners and merchant steamers.

Reservations to attend should be made before October 18th at \$25 fee per person. Contact the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355.

FALL MISERY ISLAND RACE & OUTING

Henry Szostek has plans to rerun the spring Misery Island rowing race and the July small craft meet, both victims of bad weather, on October 5th at West Beach in Beverly Farms, MA. The events will be out and around Misery Island, a half mile offshore from West Beach, but the Beach is the suggested put-in location from 10 a.m. on. Henry has the same course planned for the rowing race as in the spring, the race to begin about noon. The gathering of interested traditional small craft owners will go on as it might develop, the beach on Misery Island making the focal point for gathering and boat tryouts. For more details call Henry at (617) 927-1834.

ALDEN



ALDENS IN OCTOBER

The Alden Ocean Shell Association has three events scheduled for October as follows:

OCTOBER 5: Seventh Annual Sipican Ocean Rowing Regatta, E. Marion, MA. A 5.5 mile race. Contact Richmond Viall III, 125 Cross Neck Rd., Marion, MA 02738.

OCTOBER 12: Head of the Merrimack, Nashua, NH. A 2.5 mile race. Contact Tom Kudzma, Independence Rowing Club, Box 1412, Nashua, NH 03061.

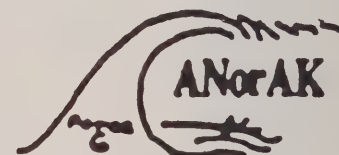
OCTOBER 20: Head of the Charles, Boston, MA. A 3 mile race preceding the main day-long program. Call Ernestine Bayer at (603) 436-7402.

KAYAK & CANOE BUILDING COURSE

Middlesex Community College in Bedford, MA will host an 8 week seminar on building a low cost seaworthy kayak, canoe or similar cartop craft aimed at beginners, teens, adults, families and the handicapped. The late arrival of the notice means we missed the September 14th starting day but perhaps an immediate call could still get you involved. The fee is \$52, the place the Burlington, MA campus, the time 9-11 a.m. every Saturday morning through November 2nd Call the Community Services phone at (617) 275-8910, ext. 297.

FINAL S.E. MASS AMC OUTING

The final outing of the Southeastern Mass. Chapter of AMC for canoeists will be on October 19th, flatwater paddling on the Nemasket and Taunton Rivers in Middleboro, MA. Call Bob Nixon at (617) 822-5768.



ANORAK FALL CAMPOUT

The fall campout for sea kayakers is being planned for Casco Bay, ME on the Columbus Day Weekend, October 12-14. Interested sea kayakers of any level of skill are invited to contact Chuck Sutherland at (718) 767-5020. A number of interesting islands are accessible in this area of relatively protected shoreline.

IRWA ON THE WATER IN OCTOBER

On October 19th the Ipswich River Watershed Association and the Essex County Greenbelt Association will conduct the annual fall river cleanup and restoration at heavily used sections. Call Jim MacDougal at (617) 768-7241 or Jackie at (617) 887-9685.

On October 27th the final canoe trip will go down from the Salem St. bridge to Asbury St. at Bradley Palmer State Park, through beautiful fall Wenham Swamp. Bring lunch. Call (617) 887-8671 or (617) 887-9685.

TSC&RA CAMDEN WEEKEND

The Traditional Small Craft & Rowing Association of Maine will host a two day outing to explore Camden Harbor in Maine, with a trip out to Curtis Island, on October 5th and 6th. Contact Bill Cannell, P.O. Box 900, Camden, ME 04843, phone (207) 236-4188.

GREAT BAY KAYAK TOURS

A belated notice of the 1985 season of kayak tours on New Hampshire's Great Bay still includes a few for late September and into October. Day trips from 8 a.m. to 5 p.m. will go on the Oyster river in Durham on September 28th and October 26th, and on the Lamprey River in Newmarket on October 19th. Weekend outings from 8 a.m. Saturday to 5 p.m. Sunday on Great Bay will be run on September 21st and 22nd for women, on October 5th and 6th and again on October 12th and 13th for anyone. These are for the beginner level paddler and include necessary instruction and all necessary equipment. Fees range from \$40 to \$95 per person. Contact The Canoe Farm in Kingston, NH at (603) 642-8064 for details and reservations.

FINAL FALL 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. If you wish to 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 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.

OCTOBER 5-6: Overnight paddle, Cornish to Charlestown, NH.

RADIO CONTROL MODEL YACHT RACING THROUGH OCTOBER

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

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

OCTOBER 5: A. Ballentine Memorial, L.I. NY. Class M. Call Ed Helme at (516) 883-8453.

OCTOBER 6: 112th Anniversary, Saddle Brook, NJ, Class A. Call Ted Kuron at (212) 833-1778.

OCTOBER 6: Fall Open, Stonington, CT, Any boat under 66". Call Bob Weall at (203) 599-1644.

OCTOBER 12: Thompson Trophy, L.I. NY, Class M. Call Ed Helme at (516) 883-8453.

OCTOBER 13: Chowder Race, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

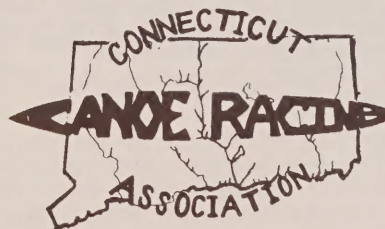
OCTOBER 13: Krause Trophy, Saddlebrook, NJ, Class M. Call Ted Kuron at (212) 833-1778.

OCTOBER 14: Columbus Day, Needham, MA, Any boat. Call Ed Walton at (617) 449-2662.

OCTOBER 19-20: MYRAA National Championships, Hecksher, NY, Class M. Call Jack Patton at (516) 421-1135.

OCTOBER 26: MYRAA General Meeting, L.I. NY. Call Ed Helme at (516) 883-8453.

OCTOBER 26-27: MYRAA National Championships, L.I. NY, Class A. Call Ed Helme at (516) 883-8453.



CCRA FINAL RACE OF THE SEASON

October 13th is the date for the last CCRA race of 1985, the Salmon River Spawner starting and finishing at the state ramp in East Haddam, CT. This is a 7.5 mile flatwater event for open canoes and downriver kayaks held at high tide in this tidal area (11 a.m.) The CCRA annual meeting will follow at the Olde Schoolhouse Meeting Place on Rt. 9A in Haddam. Contact Wendy Messenger at (203) 346-0068.

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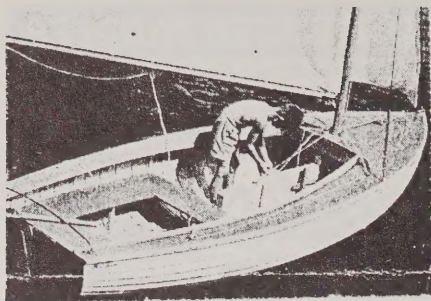


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(207) 374-2877

DEALER INQUIRIES INVITED

Classified Marketplace



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 SPONSON SKIFF, 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)

MUSEUM BUILT TRADITIONAL BOATS: Built at the Maine Maritime Museum Apprenticeship and available for purchase are the following boats: 2 North Haven Dinghies, 14', 5" traditional construction, \$4500 ea. without sails. 1 North Haven Dinghy, 14', 5" cold molded, \$4500 without sails. 2 Chaisson semi-dories, 12', \$2400 ea. with sails. Quoddy boat with sails, reduced from \$7000 to \$5000. MAINE MARITIME MUSEUM, Bath, ME, (207) 443-1316. (10)

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

MFG BANDIT 17, 1976. Mini-cruiser sloop. Cuddy sleeps two. 4hp kicker and trailer. Light blue hull. Many extras. Asking \$2950. TED COYER, Old Greenwich, CT, (203) 661-8260 or (203) 637-4184. (10)

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)

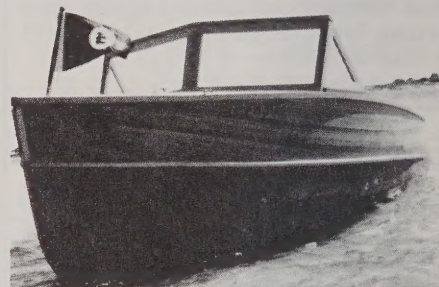
NEW CATALOG: Nautical gifts for all occasions and budgets. Remarkable savings over retail prices. Send 25¢. THE MARINER, Box 781MA, Old Lyme, CT 06371. (13)

STRIPPER CANOE, cedar and ash modified Hazen "Abenaki" design, 18', 3" x 36", straight stems, slight rocker. Built by Dave Foster. Like new, of the finest of craftsmanship. Asking \$1500. BILL GERBER, Chelmsford, MA, (617) 251-4971. (10)

A VIRTUAL FLOTILLA: 24' 1954 Chris Craft sedan cruiser, Chevy powered, \$1850. 15' Amesbury skiff, \$100. 12' Ted Williams Gamefisher, \$300. 9' Boston Whaler Squall, oars and sail included, \$200.

ART BEANE, Manchester, MA, (617) 526-1882. (10)

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)



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)

BEAUTIFUL FLAGS, banners, wind-socks, yacht ensigns, courtesy flags, marine gifts. Our shop is open 7 days. FLYING COLORS LTD., 468 Thames St. Newport, RI 02840. (401) 846-0418. (TF)

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)

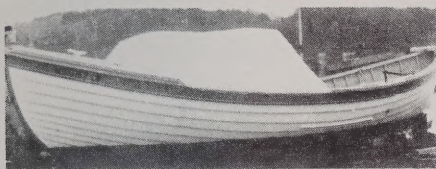
CASCO BAY DIESEL CRUISER, 33', sleeps three, never used commercially. Standard electronics, mahogany over oak. Unique character boat. Owner purchasing sailboat, Asking \$14,500. MIKE SHERWOOD, Old Lyme, CT (203) 434-2276. (9)

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)

BEETLE CAT sailboat, excellent condition, with galvanized trailer. Call early a.m. LILLA CINGOLANI, Kingston, MA, (617) 585-5622. (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)

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26' WHALEBOAT, Atomic 4 engine completely rebuilt in 1984. New dodger 1984. Survey 1984. For sale, reduced to \$2900 or trade.
DON LANGLEY, Amesbury, MA, (617) 388-3200. (10)

GUITAR LESSONS WANTED. Professional boat builder and sailor will exchange instruction or services in wood or fiberglass construction, repairs, navigation or sailing for classical or folk guitar lessons. Located north of Boston.
EMERSON DAHMEN, Salem, MA, (617) 744-3180. (10)

BOATING & FISHING GEAR CATALOG. If you would like to receive a copy, send name, address and description of your style of boating.
WALT'S BOAT & TACKLE, 908 Mammoth Rd., Dracut, MA 01826. (10)

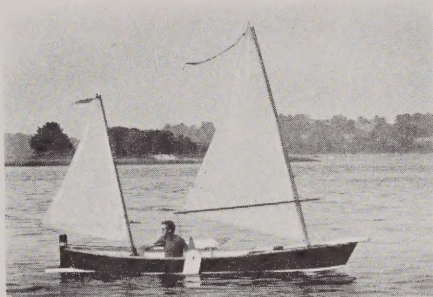
CANOE OVERSTOCK. The best for less. 1985 Marvac 16' fiberglass, \$400 ea. 1985 Apache 14', 9" fiberglass, \$475 ea. 1985 Apache 15', 9" fiberglass, \$510 ea. 1984 Black River 18' fiberglass/kevlar, \$800 ea. 1984 Black River 16' fiberglass/kevlar, \$635 ea. 1984 Black River 15', 6" fiberglass/kevlar, \$599 ea.
WALT'S BOAT & TACKLE, Dracut, MA, (617) 957-5865. (10)

VINTAGE BOATS: International 14 sailboat, restored vintage craft, dacron sails, spare main, \$900. 18' Correct Craft Model D utility, approx. 1948, 100% sound complete rebuild/refinish. Incl. tandem trailer, \$6300 or b.o. 14' Pen Yan fiberglass outboard boat, 40hp Evinrude with generator, \$995 or b.o. Must go before winter.
BRUCE REYNOLDS, Meredith, NH, (603) 279-8385. (10)

WANTED: A pair of reasonably light 8' oars suitable for a double ended dory.
BOB OSGOOD, Marblehead, MA, (617) 631-2839. (10)

BRITISH SEAGULL, long shaft outboard, best for sailboat, \$45.
BOB OSGOOD, Marblehead, MA, (617) 631-2839. (10)

20' SEBAGO canoe, restored, recanvased. Seminole red color. Perfect. \$800.
BOB HALL, Danvers, MA, (617) 774-5652. (10)



MODIFIED BOLGER SURF, 15', 6" x 3', 7". A pretty boat in very nice condition. Cat ketch rig, swing up 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)

TOWN CLASS SAIL RIG, complete rigging, mast, sails and hardware. Asking \$495.
DON LANGLEY, Amesbury, MA, (617) 388-3200. (10)

WANTED: Used rowing shell, prefer sliding seat single, fiberglass. Reasonable condition, reasonable price.
ART KEEFE, Hingham, MA, (617) 749-8142 eves, (617) 848-3900 days. (10)

16' MATINICUS PEAPOD for completion. Epoxy/strip built with 6 oz. glass cloth overlay, mahogany sheer strake. Includes mast and sprit. \$750. 17' rowing shell, Klegecell & strip construction, chopped stranded matt & glass cloth covered. Martin Oarmaster with 7', 6" Sitka spruce oars. \$800. Cold molded Rob Roy bare hull, \$150.
STAN DZIEJMA, So. Walpole, MA, (617) 668-3879. (10)

BIG 14' WOODEN SKIFF, never used, \$595. Fiberglass TURNABOUT all equipped, with trailer, \$1800. 12' SEA GULL with trailer, \$1500. SAROCA, GRUMMAN Sport Sailboat, Sailboard \$395, 3 used COMPAC's.

FERNALD'S, Rte. 1A, Newbury, MA, (617) 465-0312. (9)

18', 9" GAFF RIGGED CATBOAT, cuddy cabin, sleeps two on custom foam bunks. New centerboard, excellent dacron sail. Mast, gaff, boom okay, hull solid. Needs general overhaul. \$1800 or best offer.
CALL (617) 749-2924, 6-9 p.m. (9)

WANTED: Spinnaker suitable for Lightning. Need not be official measure of sail.

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

WANTED: Offshore crew experience on a mid-size sailboat, one to seven days. New England area.

JACK RENNER, 174 Whitehall Rd., Hooksett, NH 03106. Tel. (603) 668-1436. (9)

LOOKING TO BUY: 17 foot Boston Whaler or equivalent boat (wooden acceptable if of similar dimensions). I prefer a bare hull to allow for customizing. If you have one or know of one, please contact me.
RICK BARRETT, P.O. Box 2694, So. Hamilton, MA 01982. Tel. (617) 927-3663. (9)

FOLBOT SUPER 17, two-seater rigid kayak. Yellow deck, tan hull, varnished trim. With paddles, cushion, tarp, dolly. Little used, superb condition. \$350.
PETER MEYER, Westerly, RI, (401) 596-4558. (9)

12' CLASSIC WHITEHALL, row or sail, built by Golden Era Boats in 1979 of hand laid white F/G, bright work teak, oak, spruce. Sprit rigged white dacron sail, S & T oars, boat cover, galvanized trailer. Excellent condition. \$1950.
DAVID KIMPTON, Dunstable, MA, (617) 649-3632. (10)

APPLEDORE POD rowing & sailing boat. WEST (tm) system. Completely equipped. F. Collar oars. \$2000.
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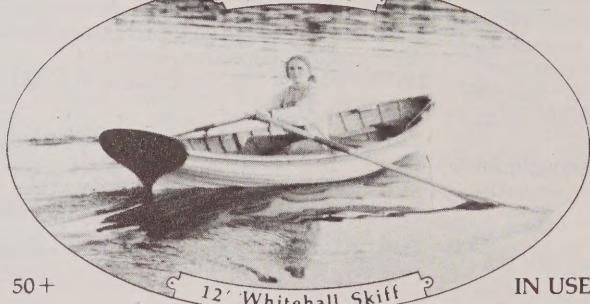
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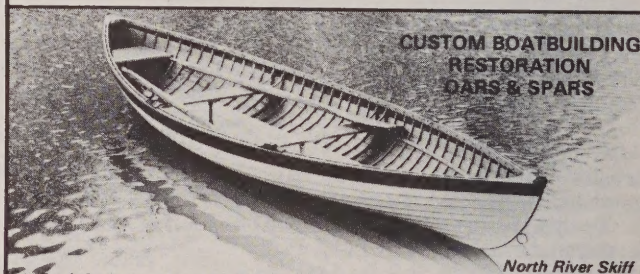
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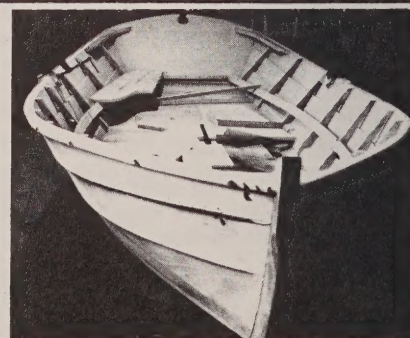
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