

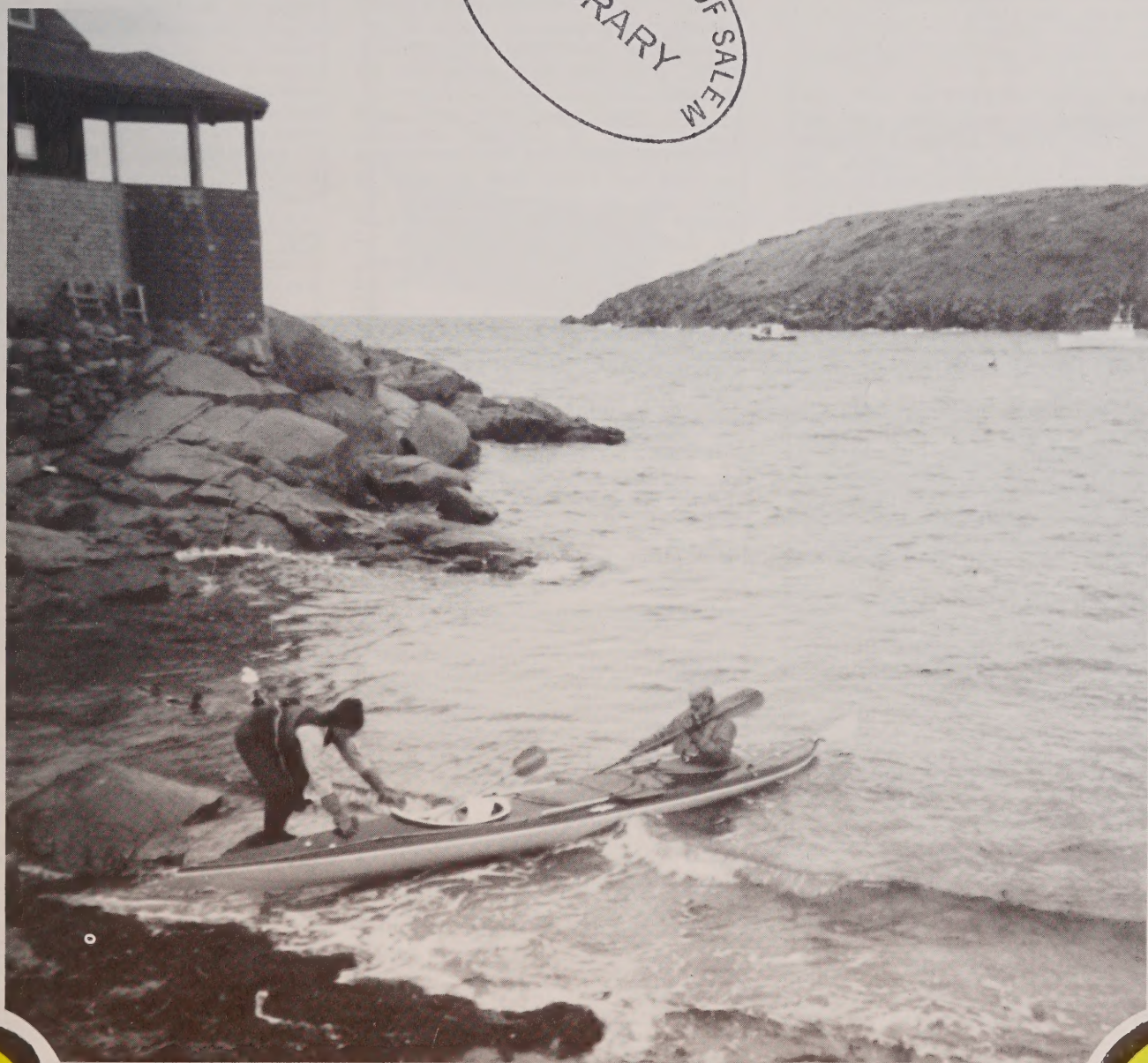
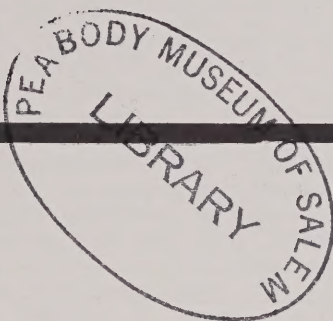
Twice a Month!



messing about in BOATS

Volume 3 ~ Number 15

December 15, 1985





messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS

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FUND YOU THE UNFULFILLED POR-
TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Well, back to 24 pages this is-
sue so a couple of articles promised
go over to the next: Rowing the
Connecticut River from Hartford to
Essex and BRICK, an 8' Bolger de-
sign sailing pram. Additionally
there'll be articles on the 1922
Montycat built in Gloucester, MA
over three generations; the 100
year old "plank-on-edge" cutter Jay
Oker is having built; really basic
catboat plans from Sea Heritage;
Dove, a modern wood/epoxy St.
Lawrence Skiff; Peter Watter's cus-
tomized SURF; the TSCA meet at
Old Saybrook, CT; a look at dinghy
cruising; an adventure in a summer
squall in sea kayaks; and more if
space allows. No shortage of inter-
esting material.

On the Cover...

Chuck Jones has made his an-
nual sea kayak trip out to Monhe-
gan Island off the Maine Coast a
major challenge each year, and this
year he induced some companions to
go along for the trip out, around,
and back. Full report in this is-
sue.

Commentary

BOB HICKS



What are YOU doing?

Every so often I undertake to
encourage readers to communicate
with me, to let me know what they
are doing messing around in boats.
Regular readers will have noted by
now that an increasing amount of
the information in this periodical
is from the readers who have ac-
cepted my invitation and contacted
me. These are the readers who ov-
ercome any reservations about
whether or not anyone would be in-
terested in what they are, or have
been, doing and went ahead and let
me know.

In some cases they send com-
plete, ready to publish, articles.
In others they send me a brief note
or card and I call them or write to
them and we subsequently get to-
gether on their story. Maybe I vis-
it them. Maybe we meet at an e-
vent. Whatever way it happens,
their story gets into print on these
pages.

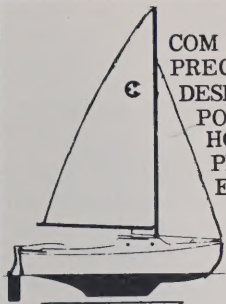
Trades people are included. I
do hear from time to time some
questions as to why I chose to do
an article on some commercial as-
pect of messing about, whether it
be a builder or restorer or teacher
or leader of outings. Because the
person featured is doing it as a
living (or partly so) there is a de-
gree of unhappiness created a-
mongst others who are engaged in
the trade and didn't get written
up. Almost always, the person who
does get written up has contacted
me and told me about what he's do-
ing. I don't go looking for them, I
don't have "favored" tradesmen I
publicize. My favorites are the
ones who will send me useable in-
formation. Those who do not trou-
ble to contact me don't get written
up usually simply because I do not
know about them or enough about
them. So, tradesmen amongst the
readers of this column, it's up to
you. I'm interested in what you're
doing if you're interested enough
to let me know.

The people who are just hav-
ing a good time messing about in
boats and let me know about it are
the mainstay of this sort of perio-
dical. Like the local weekly news-
paper, we focus on the local
people, and in my context, local

means here in New England and ad-
jacent areas of New York and New
Jersey. These people are the ones
who let us all know about interest-
ing places to go boating, about
activities that might be attractive
to others, about projects that will
touch on familiar experiences a-
mongst others. Their stories will
never, ever be seen in the major
national boating press, there is
simply no space in so limited an a-
mount of pages per year for so
huge a country and so diverse a
boating population. Many of the
major publications are heavily com-
mercial anyway and supplement lots
of ads with lots of editorial huck-
stering, pushing the products,
hustling up sales. Those not so
motivated simply have more than
they can handle in the way of the
human interest, everyday sort of
messing about in boats.

You've heard all this from me
before if you've been a reader for a
while, but I'm still very strong on
providing the opportunity for your
story to be told. You don't get any
big dollars from me, I haven't any,
but you'll never get them from the
publications that do pay for arti-
cles unless you have something re-
ally significant and professionally
put together to grab their atten-
tion. So, with financial reward for
your very own story not an issue,
tell it to our readers for the pleas-
ure of it. I don't NEED your input
but I sure do WELCOME it.

Winter is here and there's
time now for more of this indoor
stuff, I'm ready to travel around to
see people who now have the time
to spend with me. And those of you
who have already been in touch and
who know I plan to get to you,
don't despair when you see I'm ask-
ing for more. To keep this sort of
thing going I have to line up a lot
of material well ahead and then try
to put together two or three sub-
jects for any one trip out there on
the road. Last summer I hit the e-
vents and did quite a lot of boating
with readers. Let's look at building
or designing or restoring or creat-
ing interesting gear this winter.
Let's hear from more of you.



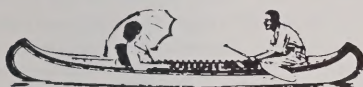
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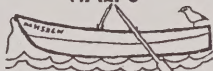


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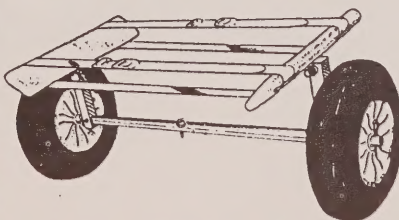
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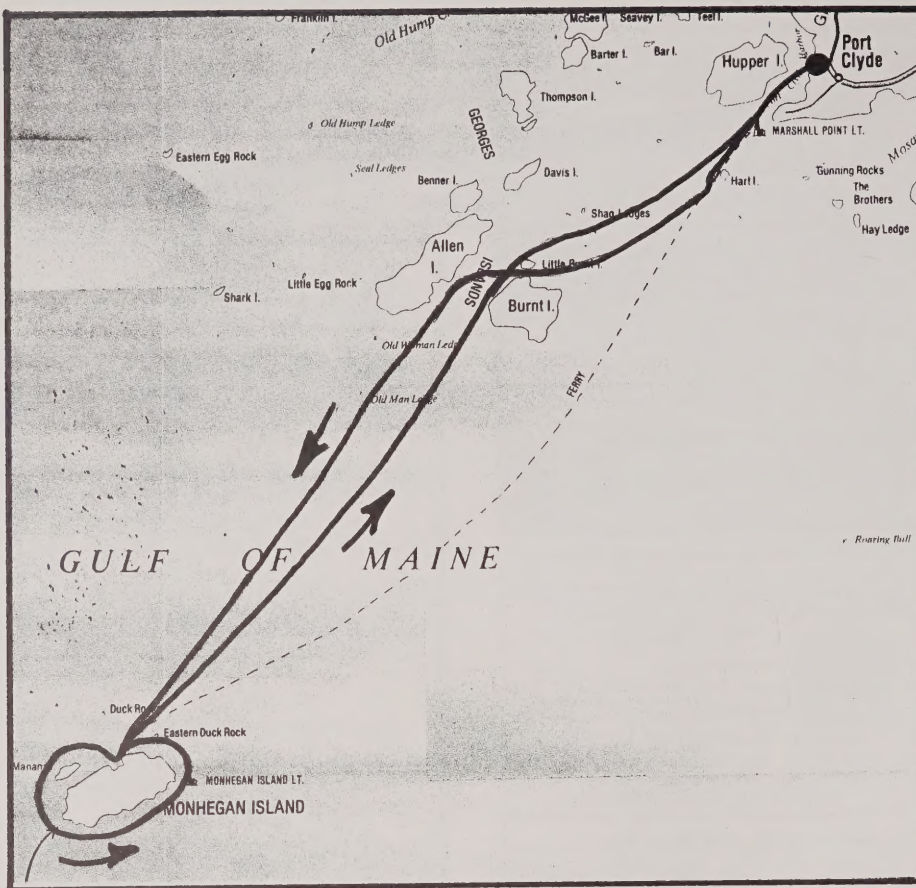
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Three to Monhegan

Report & Photos by Chuck Jones

Each of the last three Octobers have seen my sights set slightly higher, for my annual "migration" by kayak to Monhegan Island.

This year the plan was to use three days to paddle over, around, and back to the mainland without help from the mailboat. Also I wanted some company.

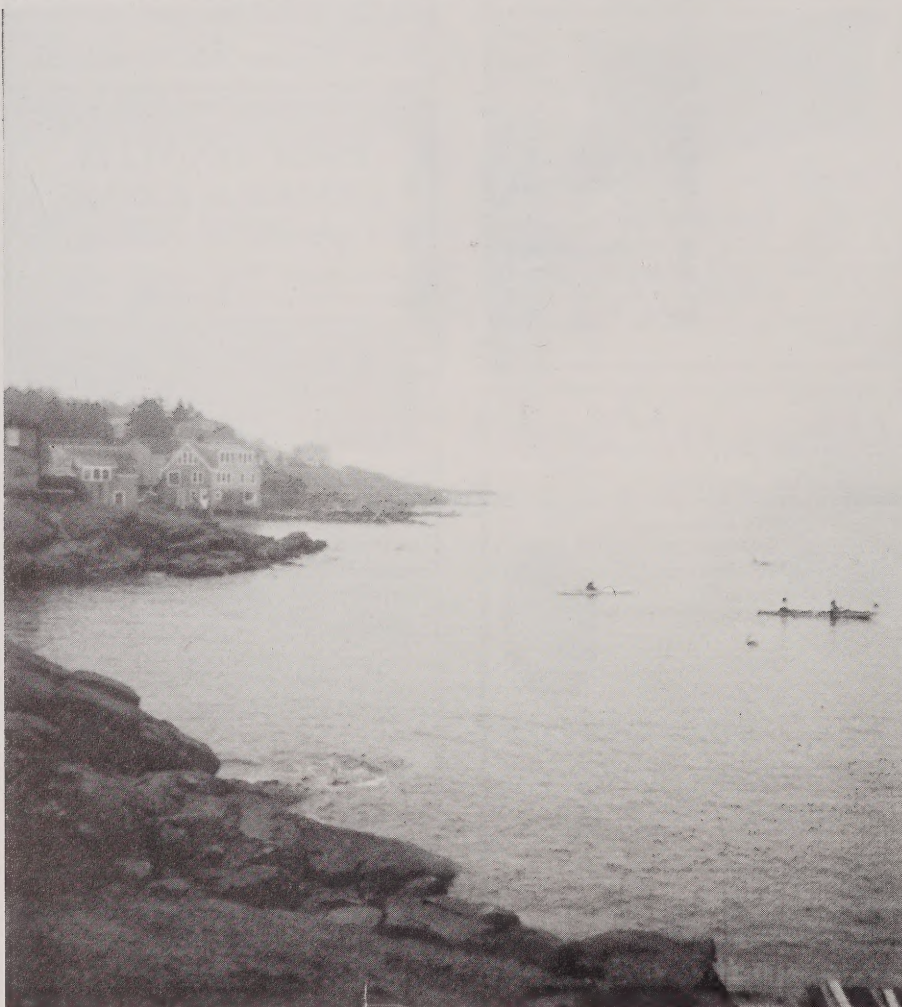
Until slightly before departure, there were to be five souls in four kayaks (one double, three singles). A conflict with the Head of the Charles rowing preparation lost us two singles, however. So it developed that Alice and Bill McKenna, from Sweden, Maine brought their Eddyline "San Juan" double, and I used my month old "Mariner XL" single.

The wind on October 12th was strong on our backs as we stood on the beach at Port Clyde and looked out to the south east. The weather report suggested the blustery north west would diminish a bit "later"; and after all, it was a tail wind. We loaded up and pushed off, about 10:00 A.M., ahead of our friends who were gathering for the ferry "Laura B".

We decided to head for the passage between Allen Island and Burnt Island, about four miles off shore. It would give us a few minutes of relative shelter and was on the ferry route. From there we could expect to see Monhegan, this clear day, only about six miles further off shore.

As we left the lee of the mainland it was clear our challenge was not forward propulsion, but maintaining vertical and directional stability, while the wind and waves hurled us off shore! My boat, in particular, liked to surf; perhaps something inherited from its west coast designer. Alice, in the bow of the double, was scooping up some green water, but her great "whoops" were from exhilaration, not fear. Bill, dry in the stern, was just smiling and steering.

The ferry passed us in the channel between the islands, with



much waving and shouting. For a while we thought the wind was blowing, but when we cleared the islands it came in strong, and stayed 'til we finally blasted into the harbor on Monhegan about 12:15 P.M.

There was no welcoming committee, as they were up feeding at the Trailing Yew. We pulled up our boats and slogged up to consume left-overs. No brass band, no photos, ALMOST no lunch!

By dinner time, we did decide Alice MIGHT be the first of her sex to paddle out to the island. However, we must check this out with Ken Fink and other veterans of the area, before ordering the brass plaque.

During the night the wind switched to southwest, for our proposed circumnavigation of BOTH Manana and Monhegan, on Sunday. We headed north out of the harbor, swung a left around Manana and crawled into the nasty headwind and seas on its west coast. It was slow and sloppy, with both boats considering a re-entry as we crossed the south end of the harbor. But we worked our way northeast toward the cliffs of Monhegan. We decided the worst was over and got into position to surf down the east side of the island. We soon learned to stay off the cliffs a bit as many waves were breaking as they approached the steep shore. There were hundreds of Eiders and other ducks on the water; probably in partial molt as they stayed very low when clearing a path for us.

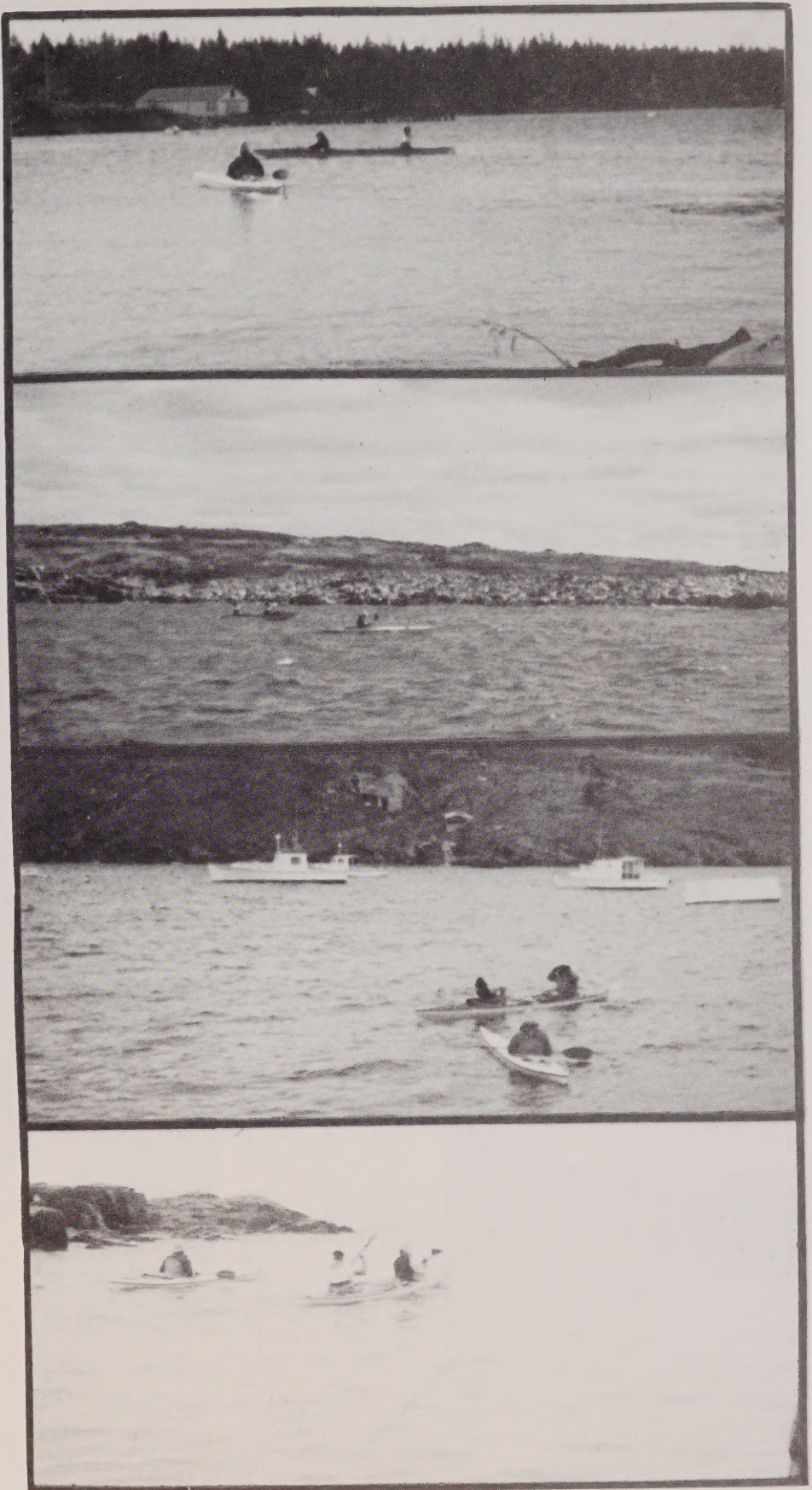
I had promised Bill and Alice lots of seals after we rounded the north end. Although the tide was high they were there, waiting for a mutual check out.

The rain started as we worked our way back to the harbor on the gentle side of the island. We found a dryer in the basement of the general store and a kerosene stove on the sales level. Both very welcome!

Monday morning the wind was light northeast, with heavy fog. We set a compass course for the whistle south of Allen Island and paddled gently into the murk. We were listening for the whistle when we saw the dorsal fin of what at first appeared to be a dolphin. It proved to be whales. Three surfaced, one quite close. Later, in Port Clyde, we were told "fin backs" were working west. We still don't know exactly what species they were, but they crossed our path carefully and slowly, and that was appreciated.

We picked up the whistle, the islands, and finally, the horn at Port Clyde. The "Laura B" came in as we were loading the boats onto our vehicles.

Next year, Matinecus has got to be high on the list of "new" islands to be visited. Maybe, also, we can get Susan and Bill off the Charles River?



From the top: Leaving Port Clyde on a bright morning. Out amongst the islands as seen from the passing ferry. In the harbor at Monhegan, ready for the circumnavigation of both Monhegan and Manan islands (Manan in the background). Leaving in the morning fog for the return trip to the mainland.



The SNOWSHOE Project

Report by Bob Hicks
Photos by Dick Talbot

MESSING ABOUT IN BOATS turned up one day in Dick Talbot's mail drop at the Needham (MA) post office, addressed to the former box holder, who must have been a boat person on one of the rented mailing lists used to find new subscribers. Dick wasn't much on boats, he was heavily into bicycles and flying, along with his livelihood at Polaroid and his family commitments. But, he looked it over, anyway, and spotted the article on Platt Monfort's SNOWSHOE geodesic canoe. Dick had friends in canoeing, and prior to being able to own and fly his own plane, he had built many, many models. Here was familiar looking stuff.

Well, wouldn't trying to build one of these be a great project for him and his 9 year old son, Chris.

A great father and son adventure. This was Dick's thinking as he read over the article, and soon he was in touch with Platt and soon after that one of Platt's kits was enroute to the Talbot's. "For about \$300 I got everything we needed," Dick explained, "and it saved me lots of time running around looking for heat shrink dacron and kevlar and aerolite glue. Platt's boats are ultra light and tough but they're not made from your local lumberyard sort of materials.

"Platt says to use the cardboard carton for the molds," Dick went on, "but I found that the cardboard from bicycle cartons was far more rigid." So the bicycle carton got cut up, and the strong-back made and the molds put on and building began. "The instructions are very, very complete," Dick says, "and all the material is there in sufficient amounts." Chris became involved in each of the building stages, but his nine year old patience was sometimes hard pressed, "How soon will we get done, Dad?" sort of thing.

There was incentive nearby, for Needham, MA is right inside of a fairly large U-turn in the Charles River, within a mile or less in opposite directions, the Talbots could put in the canoe and paddle a dozen miles or more upstream or down and end up close to home, either way. Dick's paddling friends (bicycle people and canoeists seem to have an affinity for one another) expressed some reservations as the fragile looking craft took shape, but Dick, observing how much the Monfort design paralleled aircraft construction for lightness and strength, did not let these doubts deter him.

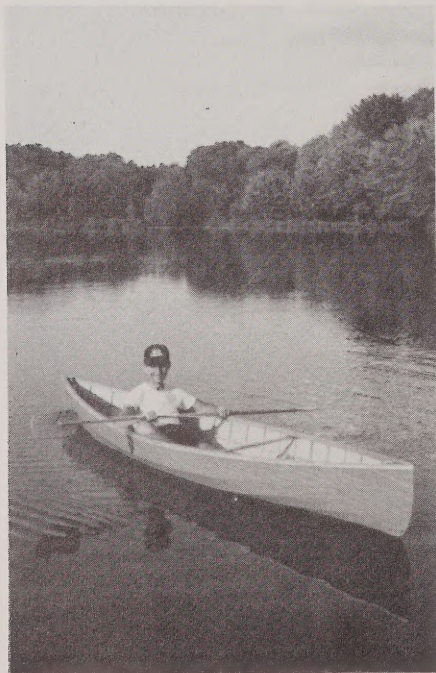
Although there were plans for the double paddle included, materials were not, so Dick did have to chase down some thin plywood and

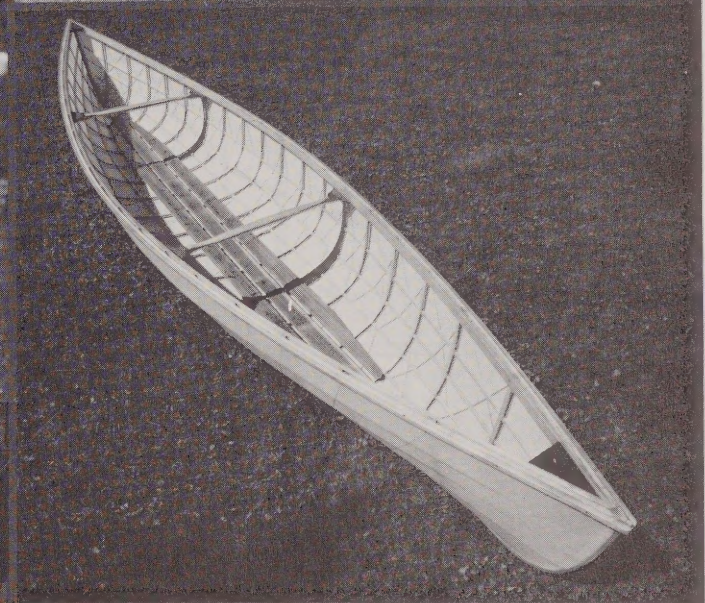
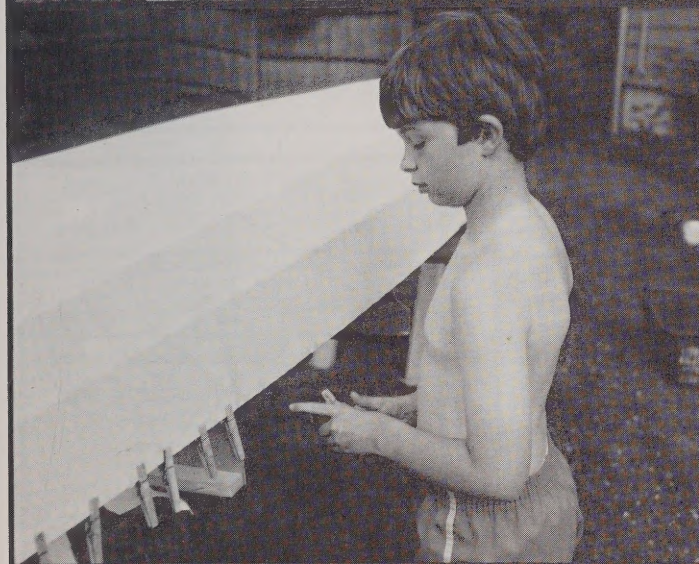
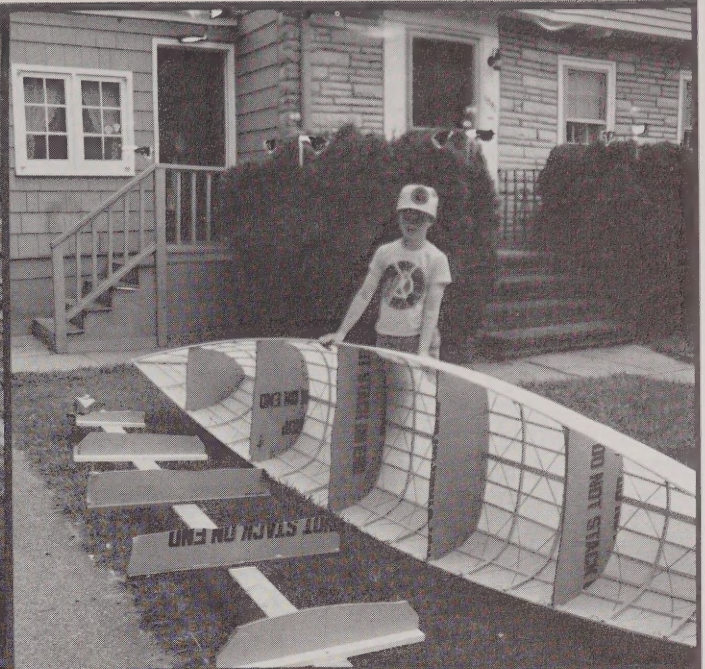
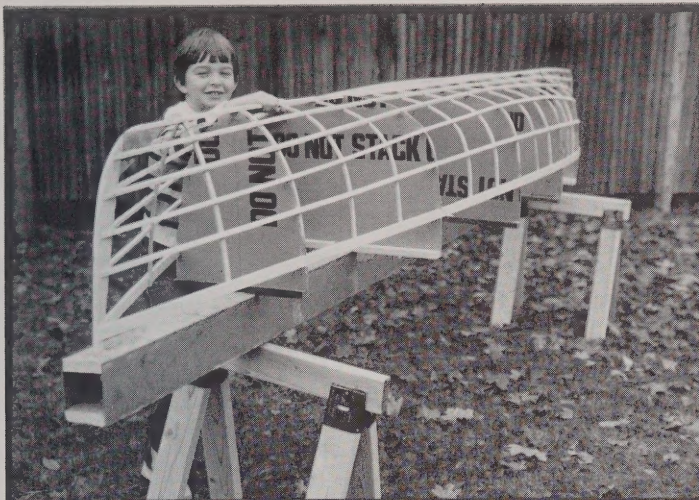
spruce poles. He glued up the curved paddle blades with epoxy, which he had switched over to on the detailing of the boat. "The aerolite glue is certainly strong enough, but it leaves a big lumpy sort of joint," he explained. Two small patches in the dacron skin testify to a slip of the hand attempting to grind off the excess glue on some of the stringer joints.

At last the day came and Chris was exuberant. So was Ted, for that matter. The canoe was launched in the nearby Needham Reservoir on a mild day and it floated! And it paddled so easily! And it was so easy to carry to and from the water. Elation, the first ever boat worked just like it was supposed to.

Since then Chris and Ted have paddled some 30 miles of the Charles together, exploring different sections at a time. "If there's one thing this boat has done for me," Dick emphasizes, "it's shown me a whole new perspective on this river and its environment." Dick talks of how much more "natural" the shoreline looks from the water than from the glimpses one gets from bridges and adjacent roads in the heavily suburbanized area. "I can really see why the canoeists in particular are so earnest about saving the Charles."

Dick has no plans for further boatbuilding, the SNOWSHOE project served a purpose in his relationship with his son, and now it is providing them both with the pleasures of paddling the river, opening up their view of the natural beauties that surround even modern suburbia. He does not rule out the possibility someday, but for now, at least, this one shot at boatbuilding has been sufficient unto itself. Perhaps later though, when Chris wants his own boat . .





Chris at work on the SNOWSHOE. Framing up on the strongback and molds made from cardboard cartons. Stretching on the dacron and heat shrinking it tight. Off the molds, just cut them away. Finished out ready for painting. With dad, ready to head for the water.



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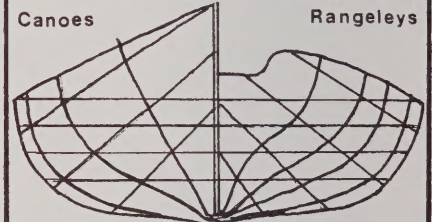


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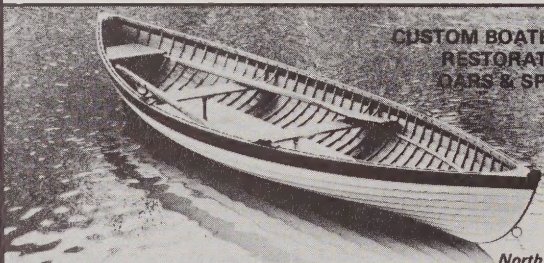


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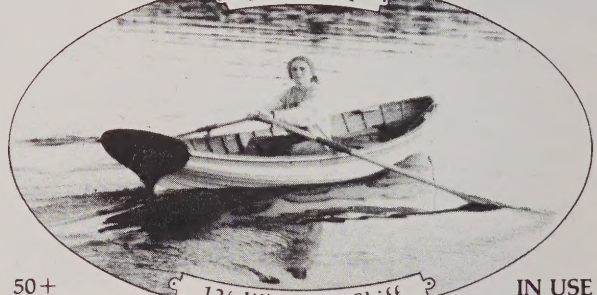
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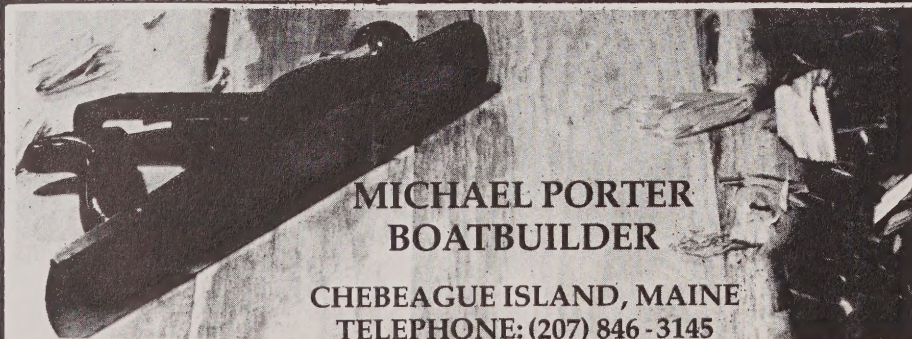
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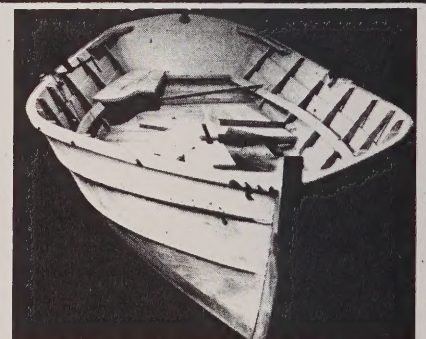
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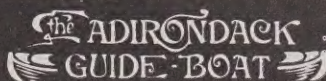
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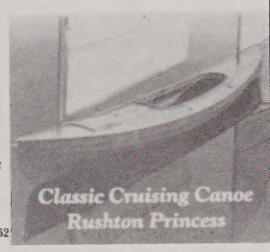
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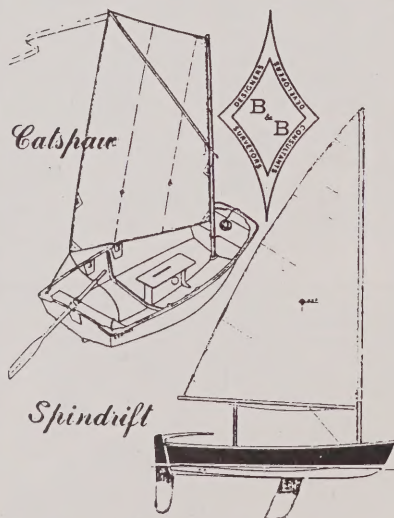
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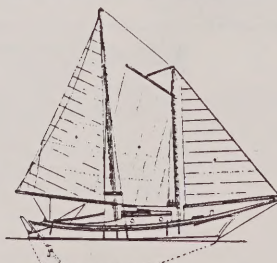
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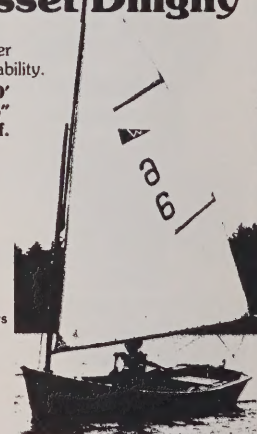
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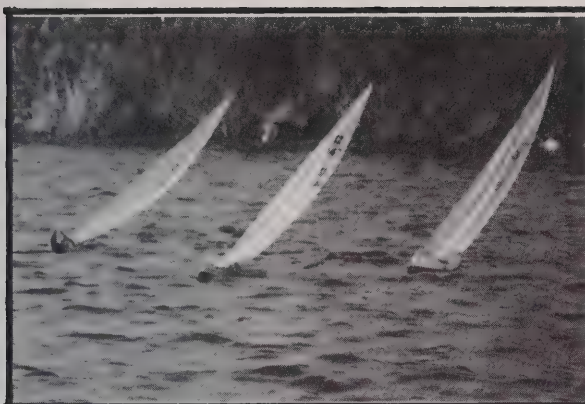
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Racing the Littlest Yachts

After almost four hours of racing the two leading yachts, both EC-12's, were on the same lap on the course, the 23rd. The two boats were within a few feet of each other and their two skippers were even closer, shoulder to shoulder at the railing alongside the leaf filled municipal swimming pool at the edge of Rosemary Lake in Needham, MA. Each wielded his little radio control box with its two levers and its dials, both strained to catch the vagaries of the wind, now easing off from its earlier 15 knots. With now less than 5 minutes to go in the 4 hour endurance race, Art Morell and Al Spring knew it was now going to be decided by some little thing.

The Minuteman Model Yacht Club runs this 4 hour enduro to close its outdoor season on the first Sunday in November, and it is unlike any other of the many model yacht races that go on here at Rosemary Lake all summer. As the tiny boats are patterned after the real thing, so the usual race courses are, triangular and oriented to the wind to provide all three major sailing challenges, windward, reaching and downwind. And the races are heats of usually three or so laps. But the enduro goes on for 4 hours and the course is very long, close to a half mile, with the layout involving a series of slalom type gates on the windward leg. And the furthest mark is well over towards the far side of the lake, several hundred feet from where the skippers stand. Here is a unique challenge the big boat racer does not face, how to know exactly the relationship of the boat to the upcoming mark.

The two EC-12's rounded the windward mark and set off on a reach for the far mark, which was now right in the path of the setting sun, the long glinting brightness effectively masking the mark. This was Al Spring's undoing, he had a short lead on the leg, but his guess at where the mark was in the glare was off and he found himself under the mark when he finally spotted it, and this meant hanging a U-turn and going back around on an extra tack. And so Art Morell won it all on that mark.

Earlier in the event he had built up almost a lap lead on the field, but a battery change and its consequent delay dropped him back within Spring's reach, setting up the rather dramatic finish.

Eleven boats started the enduro, eight finished. Most were the EC-12's, patterned after the twelve meter COLUMBIA. The others were the Marblehead M boats, model yachts designed as models, resembling no particular bigger yacht. The fin keel on the M boat with its lump of ballast would be a ten foot draft on a thirty foot craft, obviously not a scale down possibility. The M is a better boat in stiff breezes apparently, but the EC-12 is an easier boat to sail remotely. These boats are about four feet long with six foot masts, very graceful looking yachts.

So the race ended at 3 p.m. the boats all turned in to the beach where they are picked out by their owners. Jack Sullivan, the organizer, walked through the group handing out the ribbons, boats were placed in cradles, rigs removed, gear put into carrying cases, and everyone was loading up and heading out within 15 minutes. No ceremony, not much standing about reliving the race, for the skippers had already been standing about together for the past four hours racing the race. Why relive it now? Maybe in the coming winter months.

The eleven skippers could not be fit into any sort of stereotypical mold. Jack told us some are retired sailors, many of them are retired men with plenty of free time to play, but others were obviously younger, able to afford the \$1000 or so investment involved, and finding in it the challenges of competition they felt comfortable with. There is the same sort of competition aspect that one can get from a computer game, controlling a moving object in the required way to beat the other guys. But this is played outdoors in a real environment, and using the natural force of the wind to propel the toy. The technology comes in with the remote control.

Essentially there are two battery operated winches in the boat,

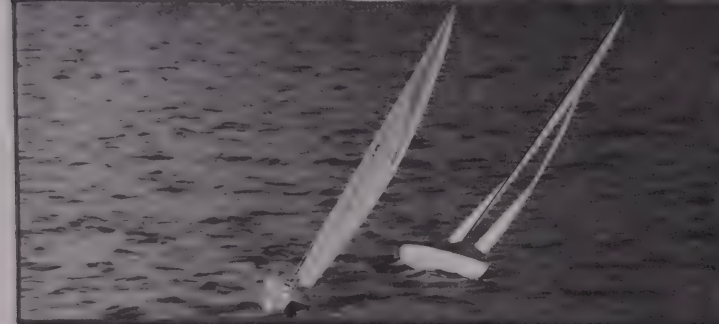
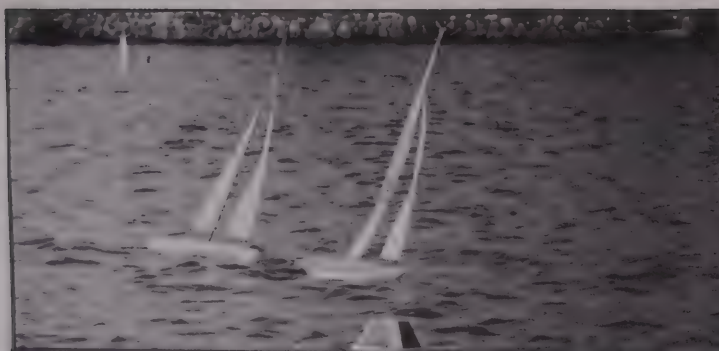
one controls the rudder, the other the sheets. Both the jib and main sheets go to a crossarm on a single winch, their relative amount of movement is set by locating the sheet in an appropriate hole in the arm a certain distance out from the pivot. Each radio unit operates on a slightly different frequency and tells these winches what to do and how much of it to do. So, an understanding of the theory of sail-power is needed and an ability to read wind and wave(lets) has to be developed. Thus, while this is analogous to a game, it has the attributes of the real thing that add much to its appeal, outdoors, dealing with real water and real wind.

"Last year this race ran in a grey, rainy almost windless day," Jack told us. "At the end only one boat was running." Fun? Well, maybe. But this year the stiff southwesterly breeze and partly sunny skies made it an ideal late fall day to enjoy the water. The entire lake was deserted except for the racing yachts, and only the two dozen or so model yacht folks involved were on hand to enjoy the afternoon.

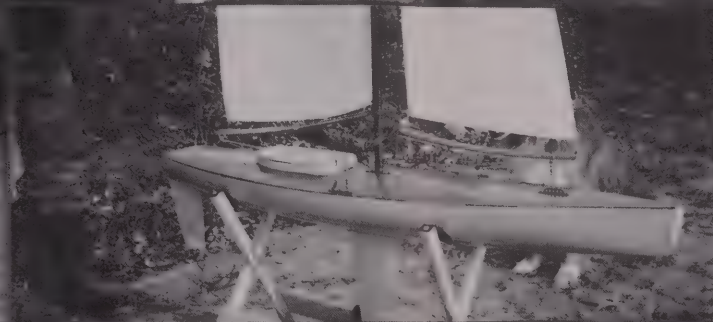
The Minuteman Model Yacht Club runs a full schedule beginning in April. During the summer they race one evening a week in addition to scheduled Sunday meets. They also travel to other model yacht races around New England and in the metropolitan New York area. There is an active racing group in Central Park right in Manhattan. "Those guys carry their M boats to the Park on the subway," Jack informed us. The EC-12 is popular in southeastern Massachusetts and Rhode Island with its obvious America's Cup background. The Marblehead is raced in Marblehead of course, but has adherents in other areas. There are several other classes, such as the Star, for example, another scale model of the real thing. And there are non-racing craft, schooners, etc. that get out on the water at special meets.

But it is also the handiness of going sailing on short notice nearby that attracts. "Some of our retirees sail their boats almost every day," Jack told us. A bit like the retiree playing golf, or shuffleboard. Seems like more fun, though for the boating person.

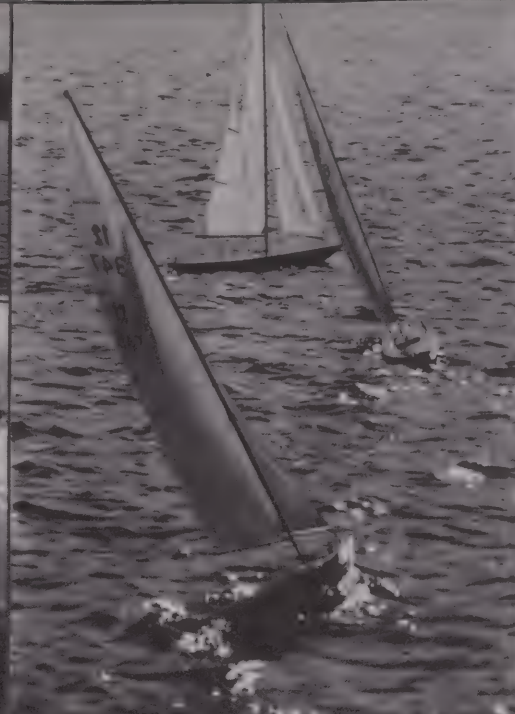
While this is basically a pretty localized sort of messing about in boats, Jack Sullivan happens to be one of a handful of EC-12 owners who has qualified to race next summer at Newport in the mini-America's Cup trials. And the winner of that event gets to go to Perth, Australia for the real thing, the America's Cup race, where the mini-America's Cup will also be raced. Good luck to you, Jack, what a nice way to climax your own way of messing about in boats.



Close action rounding the marks.



The two leaders, side by side on the water . . . and on the shore. The Marblehead "M" class with its deep fin keel. The EC-12 is pretty much a scale model of the twelve meter COLUMBIA.



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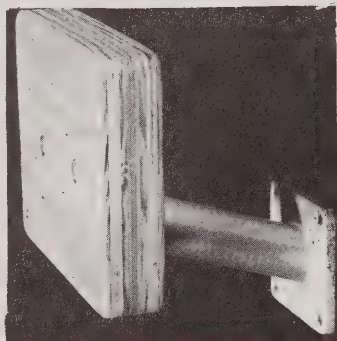
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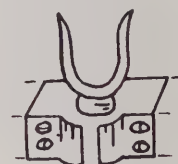
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CHAPTER 5

We were soon out of the track of vessels and having a pleasant bit of sailing. The sky had been nearly clear when we started, but now the clouds had begun to pile up in great cottony masses.

"There's a shower stringing down from that big fellow up north," said Joe.

The splendid, solid-looking cloud mountain he pointed out was almost flat on the bottom, as such generally are; and we could see the dusky, rain bands streaming down from it, across the bright horizon sky beyond.

"Not much of a shower, though," said I. "But there must be tons of water in such a cloud as that. Suppose there was some giant big enough to give the whole thing a squeeze, as you would a sponge, wouldn't there be a wetness?"

"I'd as lief stand from under. The cloud-bursts out West are something that way, I should judge; I'm glad the rain isn't in such a hurry, where we live. There's another place where it's coming down, further west; but as long as the wind isn't coming from along there, we're all right."

So we were; for the southwest wind still held as strongly as ever, sending us along gaily. The buildings which stretched out on the long, narrow neck, toward the point, began to show up quite plainly; there were several small shanties and sheds, with a queer-looking windmill in the midst. Joe got out his little spy-glass and took a peep.

"It's some kind of works, fish-oil, I shouldn't wonder. The platform under that windmill is rigged on a sort of circular railway, so it can be turned to face the wind," and he handed the glass to me, and stooped for the map.

"It don't say anything about them here, there aren't any names set down for any buildings," he added.

"There weren't any where I copied it from," said I.

"What a name for the point," he went on, "Common Fence!" and he glanced up from the map. "I don't seem to see any fence; but most of what there is looks common enough."

"Actually squalid! But I've heard about that name; in old times this long strip of land was the 'common,' or pasture belonging to the town, where anybody could turn in his cattle, if he chose. You see it was easy to fence it off; only a short wall across the lower end of the neck and the water did all the rest."

"Like that place where we hauled the boat across, up the river."

"Now, pretty soon we'll be exploring," said I. "So far we've

From the book, JOE & I, or, ADVENTURES DOWN THE BAY

Adventures Down the Bay



Wallace P. Stanley, Author

Published in 1901

H.N. Cady, Illustrator

seen everything, some time or other; but once we get around Common Fence point, we'll be travelling in new regions."

"Hullo, look the other way!" rejoined Joe, whose gaze had wandered astern, "pretty soon we'll be wet; and before we begin exploring, like as not."

I looked behind and at the foot of the dense, towering cloud masses in the northwest was a long stretch of deep blue-black, rising slowly above Mt. Hope and the adjoining shores. A delicate flash of lightning suddenly twinkled against it.

"Never mind, we'll get on our waterproofs, if it comes, but I don't much think it will; this southerly wind'll keep it away."

"Unless it's big enough to bring a wind of its own."

How flat and quiet that stretch of blue-black looked, as it rose higher and higher, with the still sunlit shores standing out yellow and bright against it! The broad, low arch of its top was tossed and torn; black wisps of vapor swept viciously about, and the roiled, tumultuous clouds above were rolling and changing; but the dark seat of the storm was uniform and motionless, except for its rapid, steady upward spread, and the crinkling play of the lightning. Now low rumblings reached us from behind the western hills, even yet in the sunlight, but a few moments more and they were wrapped in deep shadow. But the whole south was still bright and the verge of the gloom seemed to keep well to the north of us, with all its spreading.

"I don't believe it'll touch us," declared Joe, "but we're likely to fetch the point first, anyway."

Suddenly the shade enveloped us and rushed on across the water to the point, now not more than a quarter of a mile away; and the

range of rough buildings stood darkly out from the Tiverton hills beyond, till, in another half-minute, the shadow was hurrying up their long slope. The murky arch of the storm covered nearly half the sky; its further end reached around due north of us. The thunder boomed menacingly, quick upon the flash; the leaping waves no longer sparkled, but were dull and leaden.

"There'll be a squall!" exclaimed Joe. "Watch the water! We don't want the sail to gybe; I'll tend sheet," and he undid it from the cleat.

In another minute our favoring wind began to fail, and in a surprisingly short time it had died almost entirely away.

"The squall's cleared the way for its own wind!" said I.

"Yes, and it'll be here next thing. We're almost to the point, let's row around to the other side of it! If we stay here we'll have to row harder to keep from being pounded and scrunched around on a lee shore. That storm'll kick up a rugged sea by the time it gets across the bay."

Even if it should, the two of us could have hauled the TRITON beyond where the waves could reach her and grind her about, without much trouble; but each of us shipped an oar and pulled away as for dear life. We fetched the point in short order, shaving by so closely that the bottom grated slightly.

"Just in time!" exclaimed Joe, glancing to the northwestward, where the dark water was roughened by a still darker belt sweeping swiftly onward; here it was! The sail slatted furiously; the sheet, which Joe had dropped when he took his oar, playing about the surface as it whipped too and fro.

Joe had the bow oar which he passed hurriedly to me. "Lucky

that sheet wasn't made fast!" he said, as he made his way forward, and tugged away to unship the mast; up it came with a jerk, and the strain of the wind on the affair nearly pulled him overboard. But he compromised by letting the whole thing down slap into the water, where it dragged around a-
longside.

"Now, see what you did!" cried I.

"Well, go it would; and I wasn't going with it, anyway. If there's as good a shower as there bids fair to be, the salt water'll soon be washed out."

"Gracious! See that sloop careen off there to the eastward!"

As Joe glanced up at the craft, which was heeling before the piece gust in an alarming way, she suddenly righted again, but with her mainsail split from top to bottom, and the sundered edges flapping helplessly as her head came up into the wind and the useless canvas was hastily let down.

"They should have done that before," said Joe.

"So had we," I returned, as we gathered our dripping sail into the boat, "but, after all, a wetting is easier to cure than a ripping."

At that moment came a sharp flash of lightning, followed by a tremendous crash and rumble and within a few seconds the water around began to popple with big spattering drops.

"That jarred the bung out," said Joe. "Let's beach the boat and run under one of those shanties; we can get to shore with a half dozen strokes and it'll take longer to get out our waterproofs and put them on."

In another quarter of a minute we jumped out on the gravel; the rain was now coming with a vengeance, and after hauling the TRITON nearly out of the water and heaving over the grapnel, we struck a bee-line for the oil works and dove under the nearest shanty, pretty well besprinkled.

"Next time I see a shower hanging out a cautionary signal, my waterproof goes on first thing," I remarked.

"Oh, we'll dry right off, this is only a surface wetting, hullo!" he exclaimed, as a streamlet trickled down from above on his hat brim.

"This concern's got past its surface wetting," I observed. "It's something like Camp Dilapidation up the river, where we had to put the waterproofs on the floor overhead."

The drops of water increased in number, but by clambering into a cart which stood at one side, we found ourselves under a portion of roof sound enough to protect us. On the opposite end was an empty stall; we were quartered in the barn of the establishment. The op-

en door looked out over the water and fortunately away from the direction of the wind; but we could scarcely see a dozen yards through the downpour, which roared on the shingles just overhead as though bound to crush through to us by main force.

"'Twould be rather rough on us if we had to stay here as long as we did in that old shebang, without even a place to kindle a fire in," said Joe.

"No fear, rain that comes from the westward never lasts."

But this hung on pretty well, though the worst of it wasn't more than ten minutes; but it was an hour, or nearly so, by Joe's tick-
er, before we cared to venture outside. The storm had gone over to the east, which looked black enough and the whole sky as cloudy and rather gloomy, except a bright place in the west where the sun was trying to break through. But it was getting towards evening and his chances didn't amount to much.

Two men came sauntering out of the large building a little way off.

"That your boat?" one of them inquired.

"Yes. We landed just as the rain began and took refuge in your barn."

"Found it rather leaky, I guess? Why didn't you come into the house?"

I thanked him and explained that we weren't acquainted with the premises and our only thought was to get under the first cover that offered.

We walked down long the beach toward our boat.

"Plenty of water in her, I shouldn't wonder?" said Joe.

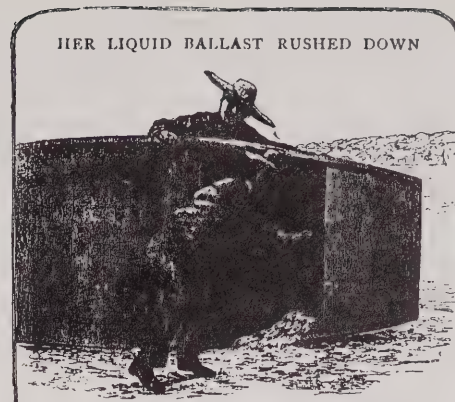
And there was; the salt water had been well washed out of the sail as Joe said it would be. The tide had ebbed further and left her not exactly "high and dry", but stranded; and owing to the slope of the shore, the rain water had all run back astern. It was ponded against the locker door almost to the top.

As I noticed this, my mind misgave me, for I knew the door wasn't water-tight and there hadn't been any need of its being so before.

"Hurry up and let's tip her out. Our things'll be soaked!"

We hastily took out the bags, which were all right, being water-proof and stowed near the bow; and having laid the oars and sail also on the beach, we hove up the old TRITON, which wasn't any joke, with several pailfuls of water inside, and her liquid ballast rushed down to sweeten the bay. Then we noticed at once that there was an oozing and a trickling from around the door.

"Hold her steady, while I get that open!" said Joe, and while I



kept her balanced on the port gunwale, he threw open the door and let loose a harrowing flood from among our blankets.

"Great Caesar!" he cried.

We let the boat down and ransacked the place. The blankets were done up loosely in our waterproofs but that hadn't saved them, though there were a few dry spots on Joe's, which had lain higher up than mine. Then there were our cots, made of drilling; they were soaked; our lantern and oil can, hatchet, fishlines, spare nails and a few other trifles didn't mind a wetting.

"Let's wring 'em out," said Joe.

So we twisted away, getting out some of the water and distributing the rest more evenly. Joe looked rather blank, and I suppose so did I.

"There's no sun, we can't dry them till tomorrow. We'll have to sleep without blankets tonight. Well, 't isn't cold weather."

Still, it wasn't as warm, by considerable, as it was before the storm.

"You'll be a rather damp Chrysalis, I'm afraid, anyway you fix it," said I. "Everything's wet, except the clothes we stand in and they're none too dry."

"I'll tell you," he said, "we'll sleep in that cart in the barn. Wipe the drops off the waterproofs and they'll be dry in half an hour; then we can lie on them, with the blankets folded underneath to keep our bones off the boards." And I agreed that this seemed to be the best plan we could devise. So the waterproofs were shaken and wiped with a blanket corner wrung dry as we could squeeze them. Then we spread them on the thwarts, tucking the other things back into the locker and started for a walk along the shore. The sun bored a hole between a cloud and the horizon and shot long beams across to the Tiverton shore; the hills started out bright and warm against the dark sky beyond; the white houses gleamed; here and there a window sparkled intensely with reflected rays.

To be continued.

What's happening...



SEBAGO CANOE CLUB

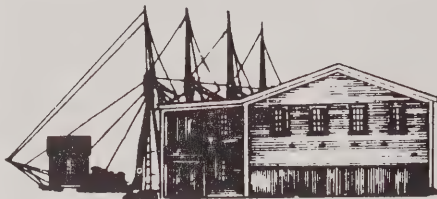
The Sebago Canoe Club of Brooklyn, NY has set up an early winter schedule of activities for members and potential new members:

DECEMBER 21: Kayak Pool Sessions in Brownsville to learn eskimo roll and to practice. \$15 for three sessions, bring your equipment if you have it and nose clips. Contact Chuck Sutherland at (718) 767-5020.

JANUARY 1: Frostbite Regatta, yes we really go out on the water. Contact Bev & Bob Humble at (516) 546-5965.

For further details on the Sebago Canoe Club (kayaks too) contact Francine Michel at (212) 796-3226.

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM WINTER PROGRAMS

Boatbuilding workshops at the Apprenticeshop are scheduled throughout the winter. The following is the tentative schedule:

JANUARY 14 & 16: Oar & paddle making with John Burke, Shipyard and Apprenticeshop director.

FEBRUARY 11 & 13: Sail repair & maintenance with Nat Wilson of Wilson Sailmakers, East Boothbay.

March 11 & 13: Rigging and marlinspike seamanship with Brion Toss of Center Harbor Sails & Rigging, Brooklin.

April 15 & 17: Painting & Finishing with Greg Rossel, Apprenticeshop instructor.

May 14 & 16: Caulking with John Maritato, chief caulker for the pinky schooner MAINE.

Each workshop is made up of two three hour sessions running from 7 to 10 p.m. on the Tuesday & Thursday evenings noted. Class sizes will permit hands-on instruction. Fee for each is \$35 for non-members (\$25 for members). The entire series (with maybe exception now of the canoe course) is offered at \$210 for non-members. To register or to learn more, call the Museum at (207) 443-13126.

What's been happening...

A ROUNDUP OF READER REPORTS ON HOW THEY'VE BEEN MESSING ABOUT IN BOATS



ALL ASHORE THAT'S GOING ASHORE

Hurricane Gloria put a lot of boats ashore this past fall, along the Connecticut coast and on Massachusetts' Buzzards Bay coast. Dick Talbot took these aerial photos of the situation around Marion, MA, where a number of yachts ended up in the wetlands, but firmly ashore. Plans to get them back to the water by digging channels to them to float them out, or by dragging them out with heavy equipment, foundered on the opposition of the local Conservation Commission which refused permission to tear up the wetlands to get at the boats. So a giant Sikorsky Sky Crane helicopter was flown in from the Pacific northwest where it normally lifts giant logs out of inaccessible forest areas. This machine can hoist 10 tons and it quickly and easily hoisted the stranded yachts back to the sea. Cost figures were estimated at about \$3,000 to \$5,000 per boat.

SPRING FED PADDLING



Our Florida canoe builder/correspondent, Mac McCarthy of Sarasota has turned up a unique paddling experience in his locale. In his exploration of the local Chassahowitska River he turned up a little side stream which became really narrow in a mile or so in a swampy area until it suddenly opened out into a 30 foot pool with bright sandy bottom over the spring that was providing all this water. Mac calls this canoeing at its best, finding those treasured nature spots only such a small light craft could reach.

FROM OUT OF THE PAST COMES. . .



George Blackburn owns a company on Staten Island, NY known as Submarine Tool Co. He also owns a brand new traditionally built 25 foot steamboat that is 25 years old. It has been in storage, never used, since the builder, one Ivan "The Chief" Rackliff completed it at age 82 and then suddenly died before it could be launched. Blackburn's announcement of the emergence of this treasure from a quarter century of storage claims it to be the last of the breed, traditionally built in 19th century manner. Maybe, maybe not, but even without that particular claim, it certainly is an interesting craft.

The engine is claimed to have been used to power Teddy Roosevelt's personal steam launch. The hull is strip planked in 1-1/4" cedar, edge nailed with 113 pounds of copper nails. The boat is complete-

ly outfitted with rare antique marine gear including three steam whistles, a brass gas-operated searchlight, brass cased chronometer, brass binnacled compass, brass capstan forward. All the wooden construction is brand new and the used machinery fitted is in excellent operating condition.

Blackburn says he has to decide whether to sell this gem to help finance a business venture or launch it for the Statue of Liberty Centennial celebrations right on his own waterfront next year. Since he is troubling to send around the announcement, I'd venture to suggest that he would be receptive to potential purchasers, you can find out more by contacting a Bill Burrows at Submarine Tool Co., Staten Island, NY, (718) 727-3191.

CANOE REPAIRING IN CONCORD

Meanwhile back here in New England where the spring fed streams are soon to freeze over, amongst those who carry on canoe restoration and repair work is Daniel Hamilton of Concord, MA. Daniel has been doing this for 6 years now in a basement workshop on a rural road not far from the Concord River. He does it all, major structural work, recanvassing, and cosmetic restoration on any sort of wood/canvas canoe. Now he's branching out to do small wooden boat repairs with one winter project already in hand, a 20' double ended sharpie needing major rot removal and repair. With a dozen or so old canoes also on his schedule, Daniel is getting close to the point where his "hobby" business could become a full time affair.

While Daniel would like to move to Maine to pursue this dream, he is now rather handily located to provide his services to many greater Boston area canoeists and small boat people. If you've been looking at some repair or restoration that you cannot handle yourself you might want to talk to Daniel, he's at 1732 Monument St. in Concord, MA 01742, phone is (617) 369-2325.



Boats & Gear & Stuff...

A couple of promotional pieces related to small craft naval architecture turned up here this month, one the comprehensive packet from YDI Schools of Blue Hill, ME, the other a catalog of instruments and books needed for doing your own naval architecture at home from Waterlines of Southold, NY.

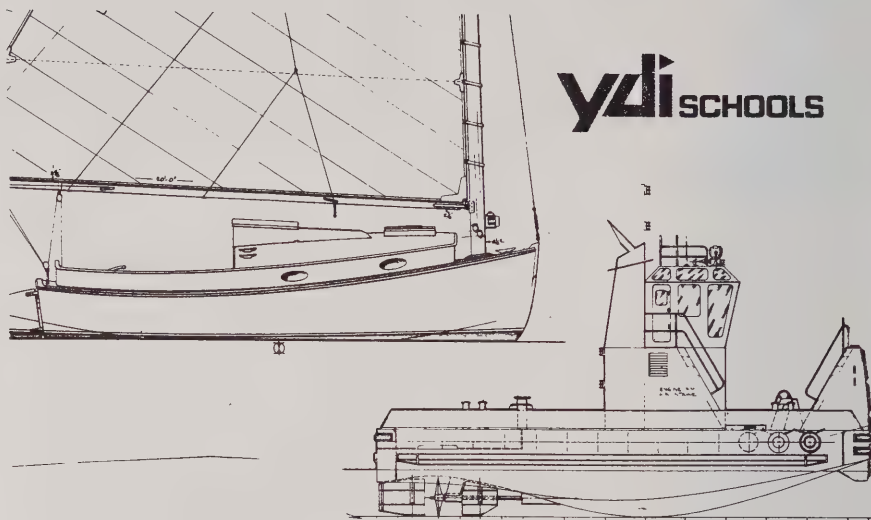
First YDI. This is Yacht Design Institute, founded by Bob Wallstrom sixteen years ago as a mail order school of yacht design. What's new is the establishment of a two year residential program at the facilities of the Maine Maritime Academy in Castine. One Ann Bingham wrote up two publicity puffs for this program, one of 736 words, the other of 1,603 words. Here's the 736 word version, it's nicely done.

"Interested in a career in yacht or small craft design and wondering how or where to look for the proper training? If you are interested in a college level program, there's only one school in the United States that offers one in small craft naval architecture technology: YDI Schools of Blue Hill, Maine. And one of the beauties of YDI's program is that you can earn your associate degree by studying at home, by participating in YDI's two-year residential program in Castine, Maine (fifteen miles from Blue Hill), or by combining the two options and doing the first year's course work at home and moving to Castine for the second year.

All this is not to say that YDI is the only place where you can learn to design small craft (up to 200 feet in length). It's not. There are other programs, including the traditional ones: Getting an engineering or a big-ship naval architecture degree and adapting your learning to fit the requirements of small ships and working in a design office and learning by doing.

Although YDI's residential program is new this year (beginning September 1985), the Institute has been training small craft designers for over sixteen years. Operated solely as a home study/correspondence school for thirteen years, YDI took in its first set of residential students in 1982 for a one-year diploma program. The program ran for three years as a single-year course while the directors worked on developing it into its present two-year form, still officially unaccredited but having been granted candidate for accreditation status by the New England Association of Schools and Colleges.

IS DESIGN YOUR INTEREST?



The original home study program, a non-degree diploma program, was accredited by the Accrediting Commission of the National Home Study Council in 1978. Although its format has been changed, the diploma program is still offered by YDI and is still accredited by the NHSC, which has also accredited the associate degree home study program. All the programs are based on the knowledge and experience of practicing naval architects. There is no other place in the United States or Canada where as thorough training is available in a residential program and where residential and non-residential training is led by small craft designers with over seventy-five cumulative years of experience in the field.

At the center of all of YDI's programs is the same set of reference materials and Bob Wallstrom (YDI's Director) and Bob Watkins (Director of Studies) objective: To arm YDI's students with the basics and encourage them to think and grow independently. That's why all the courses begin with the same reference materials, but aren't limited to them, the more technical the course, the more references and study required. YDI encourages independent study, even in the residential program. In the real world, few employees are afforded the luxury of having their work spoon-fed to them. Wallstrom and Watkins believe that independent problem solving is probably the single most important skill a school can teach.

However, in the residential program, many projects are designed to be team efforts so students get accustomed to working closely with others, often on just a very small part of a boat.

YDI's objective seems to work. It is an internationally recognized institution with home study students in 58 countries. Alumni and still-enrolled students are well received in the industry, working for designers (including C. Raymond Hunt Associates, Inc. in Boston; Hood Yacht Systems in Marblehead; Sparkman & Stephens in New York), production boat companies (including C & C Yachts Ltd. in Ontario; Henry R. Hinckley Company in Maine), surveyors and boatyards alike. YDI's lesson materials and courses have been used by boatyards to train employees and by other institutions who offer single courses in small craft design.

And it all originates from an office on elm lined Main St. in Blue Hill, looking toward Blue Hill Mountain in one direction and Blue Hill Bay and the mountains of Mt. Desert Island in the other. An unlikely spot for a school, perhaps, but a location that is hard to beat. Besides, it's not far from most of Maine's boatbuilding industry.

If you are a dreamer or are interested in small craft design as a career, YDI just might have an educational program for you. Call Bob Wallstrom, YDI's Director, or write for more information. YDI Schools, Main St., Blue Hill, ME 04614, (207) 374-5551.

AND WATERLINES?

Waterlines sent a catalog for small craft and light aircraft designers. This is a \$3 deal because it's pretty expensive of a catalog with 15 pages of instruments and 20 pages of books appropriate to designing small craft. You're on your own doing it this way, but Waterlines seems to have everything you'll need for do-it-yourself small boat design education. Send your \$3 to Waterlines, Box 1534, Southold, NY 11971.

NAUTICAL LAMP SHADE



I'm not much on nautical trinkets but Fred L. Woods Co. of Marblehead, MA, has a nice one, a lampshade made up from a chart of your favorite harbor to order. These come in several sizes ranging in price from \$11 to \$19. Fred Woods made these for forty years, and now that he is deceased, his family is carrying on the nautical supplies business he ran, including the custom lampshades. You can arrange for one of these by contacting Fred L. Woods Nautical Supplies, 76 Washington St., Marblehead, MA 01945, phone (617) 631-0221.

CANOES FOR LOAN

Black River Canoes has a loaner program to deal with the many requests the firm receives for such "borrowing" for various instructional programs. In essence, the firm will loan canoes to bona fide organizations providing qualified canoe instruction programs for the duration of any one program, no longer than one year. The borrower must pay all shipping costs and put down a 60% refundable deposit on each boat borrowed. If this happens to be something you are interested in, contact Walt's Boat & Tacke in Dracut, MA, at (617) 957-5865 for further details. Walt is New England distributor for Black River Canoes.

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Sail
a
DOVE

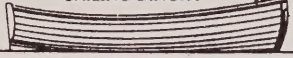
A white cedar
Reproduction
of a Classic
St. Lawrence Skiff

DOVE

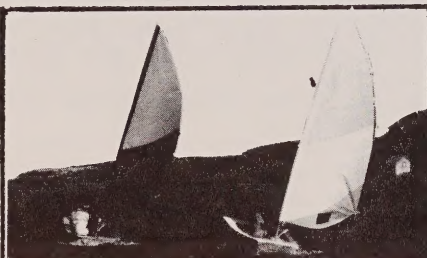
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14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease, whether by yourself, with passengers or with cargo. Rugged, sturdy rowing boat ideal for pleasure, sport or good health. Amazing stability with sharp entry to the seas and traditional wine-glass transom.

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(207) 967-4282



Mashapaug Dinghy has a modern sail plan on a 20' mast and 11' boom. She is quite fast in light airs and tacks very close to the wind, has a distinctive look, and better yet, is really fun to sail.

The mast is spliced so that with the boom it can be stored in the boat. The boat comes with a sail, all rigging, two-piece Shaw & Tenney oars, and is tested on Mashapaug Lake.

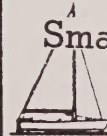


Catalog \$1

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Mashapaug Lake

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Small Boat Exchange



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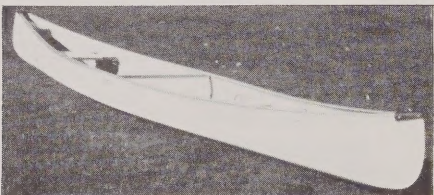
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CLASSIC SWAMPSCOTT DORY, cedar on oak, mahogany seats and trim, ready to sail away with fisherman's main and jib: \$2750. BABY LOU, ATKINS' 10-foot sailing skiff. Cedar on oak, mahogany trim, fir mast and jaw boom. Ready to go: \$1350. UQBAR 7, superlight yacht tender (45 lbs.) Mahogany plywood, ash trim and skeg: \$450. 19' CAPE DORY TYPHOON, very good, 4-1/2 h.p. Evinrude: \$3950. 30' HOLLANDIA SLOOP, built in Holland 1959, replanked 1984, mahogany on oak. Good for live aboard or extended cruise. In the water, ready to go. Outboard bracket installed: \$8500. EAST HAMPTON TOWN MARINE MUSEUM, Bluff Road, Amagansett, NY 11930 (516) 324-6393 or (516) 267-6544. (15)

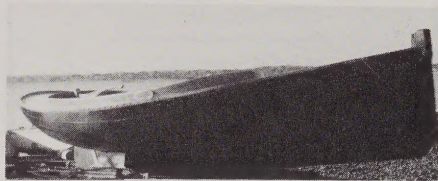


1985 BLACK RIVER APACHE CANOES. 14'9" \$499; 15'9" \$535. WALT'S BOAT 'N TACKLE, 908 Mammoth Road, Dracut, MA 01826. (617) 957-5865. (15)

WANTED: HERRESHOFF 11-1/2' or CATSPA W DINGHY. JOHN SCHARDING, 17 Russett Hill, Sherborn, MA 01770 (617) 651-4049.

NEVER USED! One pair 1/4" bead and flute cutters for making strip built canoes. These are the Furnima Industrial Carbide cutters described by Ted Moores in "Canoe-craft". A bargain at \$35. HARRY TARGAN, RD 2, Box 194C, Greenwich, NY 12934. (518)692-9404. (15)

12' CAT BOAT: I don't even know who made it. It's probably about 20 years old, fiberglass, with good sails, centerboard, should be lots of fun: \$200 or best offer. MAX or TIM, CHEWONKI FOUNDATION, RR 2, Wiscasset, ME 04578. (207) 882-7323. (15)



VINTAGE 1890'S GREAT SOUTH BAY CATBOAT, 22' LOD. Beautiful sleek lines with elliptical transom and varnished steam bent oak cockpit coaming. White cedar on white oak, bronze fastened. Iroko seats. Asking \$5500. DON CURRY, Quincy, MA, (617) 328-5435. (15)

16-1/2' MCNULTY HUNTSMAN, f/g kayak, 1984 British built modified Greenland style, 22" beam, 2 bulkheads and VCP hatches, Yakima footbraces, deck grab lines, tow line, chart bungees, orange hull and deck. \$500. BOB PORTER, Ipswich, MA (617) 356-7794. (15)

45' MOBJACK KETCH PROJECT...Free poop sheet. PLATT MONFORT, RFD #2 Box 416, Wiscasset, ME 04578. (15)

19' CLASSIC CONCORDIA SLOOP, Culler design, pine on oak. Built 1984, rarely sailed. Boom tent, O/B, cradle, perfect condition. Must sell. \$6900. STANLEY DINOFF, Ipswich, MA (617) 356-4097. (15)

MAKE YOUR OWN KAYAKS, CANOES! Downriver kayak \$295. Two downriver kayak molds \$795. C2 wildwater canoe mold, good condition \$995. DAN SHEEHAN, Kingston, MA (617) 585-5666. (15)

FLYING DUTCHMAN SAIL BOAT. Wood in excellent condition, fully equipped with extra sails and trailer. \$3500.00. 3 molds for fiberglass model boats plus molded hulls. Some fittings. \$350.00. Several old outboard motors 3-50 H.P. DON FARNSWORTH, China, ME (207) 968-2011. (15)

12' HOLDER (built by Hobie Cat) CAT RIG DAYSAILER. 1984 special edition yellow sail and hull in like new condition. Used 3 times. Very fast fun boat. Can be cartopped \$1100. (Buying fishing boat). JOHN MURACH, Dracut, MA (617) 454-5927 eves. (15)

17' EASY RIDER ESKIMO SEA KAY- AK, foot control rudder, adjustable seat and foot braces, flotation/storage bags, deck mounted compass, Kober paddle. Asking \$925. JOE MEADE, Sandwich, MA, (617) 888-4243 (16)

14' ADIRONDACK GUIDEBOAT. Fiberglass construction with ash trim and cane seats. Maple oars with bronze oarlocks. 16' SEDA VIKING sea kayak, flotation bags. 10.5' SOLO CANOE, 27 lbs. Can arrange N.E. inspection and delivery. R. WOLFERTZ, Box 75, Rosemont, NJ 08556, (609) 397-0141 (16)

18' GAFF SLOOP. Alden "Biddeford Pool" design. Built in 1980. Cedar/oak/bronze. Full keel daysailer in excellent condition. Includes 4 H.P. outboard. \$8,000. Also 40' Bob Rich built lobsterboat. Cedar/oak/bronze. G.M. 4-71 diesel. Excellent condition. \$44,000. DON STAPLES, Falmouth Foreside, ME (207) 781-3532 or (207) 625-8911. (15)

TWO (2) WHITEWATER KAYAKS, each with flotation bags, neoprene spray skirt and Iliad feathered paddle: Hollowform, used one season, excellent condition, asking \$395; Liedermann Mark IV used in one indoor pool class session, almost like new, asking \$495. Will sell items separately. KEN PADDOCK, Box 167, Spruce Head, ME 04859. (15)

16' OLDTOWN BERRIGAN C2, red deck, white hull, med-high volume, two cockpit holes with center cargo hole. Lots of flotation and deck bungees. 2 Perception paddles & hatch cover & skirts. \$750. JOHN LAMBER, Hampton, NH (603) 772-6343 or (603) 926-8084. (15)

ANTIQUE RACING CATBOAT, 16' Annisquam Fish, first built in 1922 for Annisquam Yacht Club racing by Montgomery of Gloucester, still built today by grandson of original builder in same boatyard. This one is a solid hull in need of some structural work (frames) and seam caulking, new deck, trim, etc. Includes brand new marconi sail and 25' mast, standing rigging. Rudder & boom missing but easily available from Montgomery. Only \$350, price of sail alone. BOB HICKS, Wenham, MA, (617) 774-0906. (14)

Looking for a Boat or Gear?

WANTED: Used double folding kayak in good condition. Klepper or Nautiraid preferred. I'd like sail rig and spray skirt also but these are not mandatory.
STEVE SELWYN, Brooklyn, NY, (718) 615-1580. (16)

ANTIQUE RANGELEY LAKE BOAT, transom stern model, the real thing originally from Rangeley Lake. This boat needs a lot of restoration, mainly ribs amidships and some planks and refastening, plus removal of a LOT of old paint, but it is the REAL THING and well worth restoration efforts if a Rangeley is your dreamboat. \$250.
BOB HICKS, Wenham, MA, (617) 774-0906. (16)

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15.5' UTILITY BOAT, 56" beam, looks like john boat but quality built of fibreglassed plywood. Rows well, goes well with small outboard. Use for shellfishing, pond fishing, committee boat, etc. Like new. \$495.
BOB WHITTIER, Box T, Duxbury, MA 02331, (617) 934-5136. (16)

16' TANZER daysailer, 1981, main, genoa and spinnaker.
H.J. BORNHOFFT, Gloucester, MA, (617) 283-0079. (16)

14' CHESTNUT CANOE, wood/canvas without the canvas. Straight, true hull with good frames, needs gunwales, breasthooks, recanvassing. Nicé solo antique well worth restoration effort. \$100.
BOB HICKS, Wenham, MA, (617) 774-0906. (16)

18' MAST WANTED, used, wood or aluminum, will refit for my application.
BRUCE FITZ-PATRICK, Foxboro, MA (617) 549-3012 or (617) 339-7839 (nites). (14)

MAC KENZIE 23' CUTTYHUNK BASS BOAT. Lapstrake mahogany on oak, 220 FWC Palmer V-8, fully found and well equipped. Trailer for winter storage. \$9000.
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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)

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. (14)

ROWING BOAT WANTED, light weight with sliding seat. Prefer 18' to 21' suitable for choppy water.
RONALD KILBURN, Barrington, RI (401) 433-2817. (14)

DOVEKIE, 1983, green, trailer, recent modifications. Located in Maine.
H.L. COLE, Saco, ME, (207) 282-4956 eves. (14)

NEW CATALOG: Nautical gifts for all occasions and budgets. Remarkable savings over retail prices. Send \$.25.
THE MARINER, Box 781MA, Old Lyme, CT 06371. (14)

CAPE COD CATBOAT CIRCA 1905, good condition, in water, 14'6", \$950.00.
CAL PERKINS, Mattapoisett, MA (617) 758-4740. (14)

15' TASAR CLASS SLOOP in excellent condition. Lightweight, fun, easy to rig high performance boat. \$1,200.
KEN CONDON (413) 596-4998. (15)

RHODES 19 CENTERBOARDER WANTED. Must be complete and hull A-1 and should be with trailer.
RONALD KILBURN, Barrington, RI (401) 433-2817. (14)

FALL BUYS AND WINTER PROJECTS: 1966 Thompson 17' outboard with 60hp Evinrude, \$1,000. 19' Lowell 19 complete with trailer, needs work, \$1,000. 16', 6" Town Class sailboat circa 1955 complete with new 4.5hp outboard, 1983 16', 6" Town Class sloop complete, like new condition, \$5,000 or best offer. 18' Novi hull outboard, carvel planked, make an offer.
RALPH JOHNSON, Newbury, MA, (617) 462-7409 days. (14)



OYSTERMAN 23 SKIPJACK. Very fast cruise equipped sloop with roller furling jib, jiffy reefing, 84 Merc. 4.5 h.p., 3 anchors, etc. \$10,000 or best offer.
DANIEL MARCUS, Noank, CT (203) 572-9188 or (203) 536-7398. (15)



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