

Twice a Month!



messing about in BOATS

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Commentary

BOB HICKS



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Our Next Issue...

We plan to be at the Snow Row for first hand coverage and then there's this long list of other features from which to choose: Some interesting boats built at Old Wharf Dory Co.; Torpedo, an inexpensive sliding seat pulling boat from South Cove Boat Shop; adventure in, "It Wouldn't Tip Over"; more adventure as Tom McGrath sails to "World's End"; beginning, the building of ANDRO-ZEE; continuing, Halcyon Days by Weston Farmer; where to go paddling on the Wampanoag Canoe Passage; interesting boats from Fred Shell in the very northwestern corner of New England; etc.

On the Cover...

On a cold February 1st, LIBERTE', a 38' replica of an 18th century French officers gig, heads down Boston Harbor for Hull, 8 miles away, crewed by the Hull High School/Lifesaving Museum boys and girls who will campaign the craft in rowing races this spring leading up to an appearance in July at the Statue of Liberty Centennial in New York Harbor. It was the beginning of what promises to be a great adventure and they could hardly wait to get started. The whole story is in this issue.

Ed McCabe stood in the stern of LIBERTE' as the 38' gig eased away from the side of the U.S.S. CONSTITUTION and announced, "Okay, ladies and gentlemen, let's go home." Ten oars dropped into the water and the beautiful wooden pulling boat moved out onto the calm waters of Boston Harbor on a frigid February 1st, with a crew of Hull High School students (and recent graduates), headed 8 miles down the old ship channel to "home", the Hull Lifesaving Museum. Ahead lay the prospect of serious training all spring for the coming "American Challenge" rowing races to take place in July in New York Harbor at the Statue of Liberty Centennial celebration.

McCabe is something of a visionary. "No, I never dreamed it would come to this," he replied in answer to our inquiry about his earliest conceptions of where his rowing program in Hull would lead. The whole Hull Lifesaving Museum is a grass roots bootstrap effort by a few people in that community to preserve the heritage of seamanship developed in their town in bygone years by the old Lifesaving Service. With the present day Coast Guard esconced in a new building with their motorboats, the old facilities at Pt. Allerton were abandoned until the visionaries in the community set in motion the creation of the Hull Lifesaving Museum. Ed was one of them, a carpenter by trade. He liked rowing and old wooden boats. So he pitched in.

But, those early days a few years ago held not a hint of what has come to pass. McCabe took over the old boathouse at Pt. Allerton as a Boatbuilding Skills Workshop and soon attracted high school students from across the street into the cluttered, funky old facility. He launched courses in traditional boatbuilding and got students out rowing in a couple of old dories he acquired. Then the City of Boston loaned them a couple of eight oared old boats once used by the Parks Department on the Charles River. The kids fixed them up and got into rowing with great enthusiasm.

You gotta have a dream!

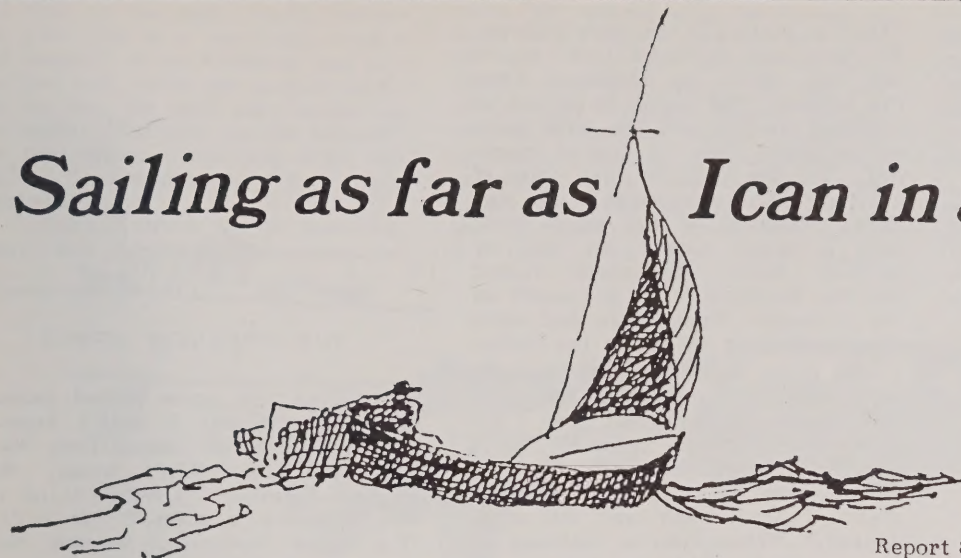
"These kids aren't the 'jocks' in the high school," Ed explains. "They're not the ones who usually get involved in extra-curricular activities." But, Ed's program became an official school extra-curricular activity and both boys and girls flocked across the street. Ed seems to have remarkable rapport with them.

The Hull kids travelled to many of the rowing races in New England, the awkward boats on the back of a flatbed truck Ed borrowed from his family. They brought great verve and enthusiasm to the events, going all out to win with gusto. Girls and boys in mixed crews, and for a while even an all-girl crew. Each year some would graduate, others would arrive new on the scene. Some of those who graduated would return to carry on within the Museum framework. As this program prospered, Ed still had no idea where he was going with it, he was just following his instincts. He conceived of using his success as a stimulus to developing similar programs in other nautically oriented public schools, sort of a public school version of the predominately private school sport of "crew".

When the Statue of Liberty Centennial came into existence, Ed saw opportunity knocking and approached that other visionary of our boating world, Lance Lee of the Rockport Apprenticeshop, about building a really good pulling boat for youth rowing. Lance seized upon the concept and the result is the spectacular French gig, LIBERTE' which came "home" to Hull on February 1st. A companion craft is under construction at Lance's place, EGALITE'. One will be raced by the U.S. crew, the other by a French crew, in July in New York. McCabe hopes this national publicity will launch his vision of high school youth rowing across the country. But that's for later on. Right now the vision is focussed on New York Harbor and Independence Day. While it may seem a bit arbitrary, the kids from Hull have a big head start on being the U.S. crew and Ed McCabe intends to help them get their chance. After all, this is all happening now because he thought it would be a great idea for young Americans to find out about the rewards of the sport of rowing.

Sailing as far as I can in a Townie

(conclusion)



Report & Illustrations by Tom McGrath

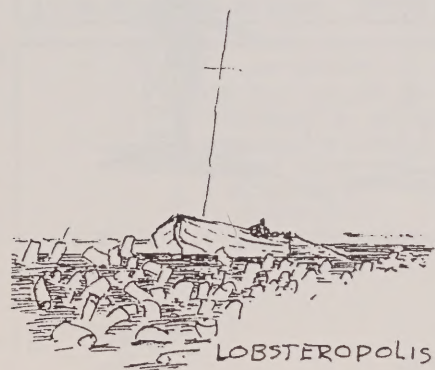
Thursday. Awake at 06:30. The sun is shining and there are high cirrus clouds in the western sky. An indication of wind later on. There's no wind now. The tide is ebbing. I'll try rowing out of the harbor. It should be fun.

predicts strong westerlies just as the wind fails. I turn off the radio and run out the oars. We row through a field of lobster buoys. I never saw so many. We must be directly over Lobsteropolis. We snare



SHOULD BE FUN!

There are only three boats I'll have to miss. Should I row forwards or backwards? I'll cast off and see what the boat does. When I do, the boat wants to go down the river sideways. That way I'll hit every boat along the way. "Stop joking around!" I yell at the boat. I try pointing upstream. It doesn't want to go. So I turn the bow downstream just in time to miss the first boat. "Are you getting even for being painted plaid?" The boat chuckles. "Live with it because I can do something more outlandish next year." "Can't take a joke yourself," the boat snaps back. We row out between the jetties into a light easterly wind on a shimmering silver sea. I raise the sails and begin the first leg of the beat to Cape Arundel on a northeast course, hopping from catspaw to catspaw. "An easterly is supposed to bring fog," the boat declares. "Thanks for reminding me. Is there anymore bad information you can think of?" I turn the radio on. It



LOBSTEROPOLIS

on three. By 12:30 we round Cape Porpoise and by 15:00 Biddeford Pool is abeam. Should we stop at Wood Island Harbor? Or make for Cape Elizabeth eight miles across Saco Bay? With only four hours of light left, how far should I go? "As far as we can," the boat reminds me.

We start across on a cool clear afternoon with a gentle breeze. "It's great to be here!" the boat exclaims again. We pass Stratton Island to port. On the chart, Richmond Island looks promising, but when we approach it, there are waves breaking over submerged rocks around it. We decide to row into Seal Cove. There's a beach on the chart with a lot of rocks offshore. A large gaff-rigged sloop is off to starboard on a course that should cross ours. I could ask her where we could find a mooring. I row hard and steady to catch her. She passes well ahead of us, motoring. The skipper waves. It's too far to shout and be heard, so I wave back. The sun is setting. There are five sails up ahead close



PASSES WELL AHEAD

to shore. There is no wind and they're not moving. Patient sailors. No. I discover they are the stern steadying-sails on moored lobster-boats. We pass close by one where



THE PATIENT SAILORS

two men are baiting traps. I ask, "Is there a mooring available?" "There's one close by the beach that's never used. Don't know how good it is," is the reply. We soon find it with the pennant tied up so it must be the one. I cut the small tie-up line and throw the eye splice over the bow cleat just in time to provide lunch for the mosquitos. I imagine the conversation

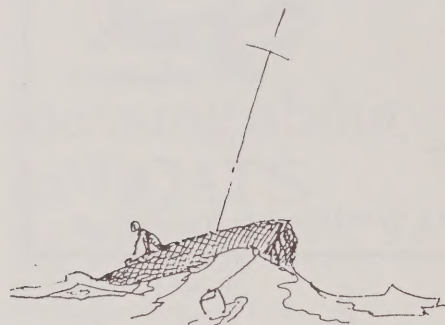


MESQUITE BAY

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among them. "Is he really going to stay?" "Sure. He's pitching his tent." "Better tell the others to hold off. We'll get him when he sacks out." "Great! What do you like a leg or a wing?" "They don't have wings."

I was too tired to stay awake for the banquet. What was left of me awoke at 08:00 to a rolling boat, a rainy day and Bach on the radio. I couldn't light the sterno



BACH AND A ROLLING BOAT

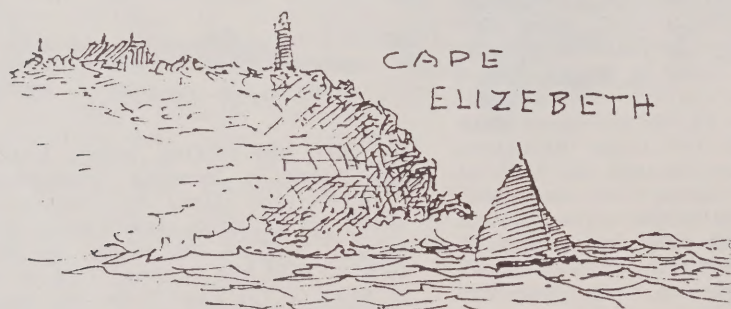
can so I had cold beans and bread for breakfast. The weather settled to a low overcast and gusty easterly winds. The Portland weather station said it would break at noon. The boat tells me to stay. By noon the sky still threatens. I'm impatient and the boat says, "Go."

I dismantle the tent, raise the sails, cast off and make for the distant bell in the fog. It is a wild windward sail around Cape Elizabeth with no other boats on the water, reminding me that perhaps I shouldn't be out there either. The

"This is sailing!" the boat bellows. We race past Portland light where two men watch us curiously from the railing. The water is calmer in Portland harbor and the wind more controllable. Now to find a mooring. To the left is the city of Portland. "Too congested," the boat says. "Perhaps to the right we'll find a yacht club." We sail by Halfway Rock, Nackworth Island and the Brothers 'til I see masts in the distance. Soon, more and more appear. Sailing in among the boats, I spy three docks. We sail smartly up to the first one, drop the sails and find the dockmaster. "Can I get a mooring for the night?" "We're closing up now, so we can't give you a ride back in." "That's alright. I won't need one. I'll sleep aboard." "Then you're welcome to the one in front of the clubhouse." "Thanks." A couple of n'ere-do-wells have overheard and follow me back to the boat. "You're going to sleep in that?" "Yep." "Wher'd you come from?" "Nahant." "You came all the way in that?"

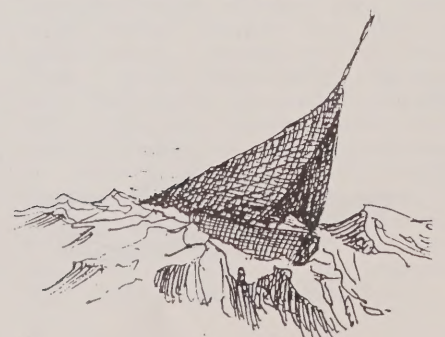


YOU CAME IN THAT?



CAPE ELIZABETH

wind is over 20 knots and the sea has long cresting waves. We pass the lighthouse on the headland and begin the run into Casco Bay. The boat surfs wave after wave. It's having a great time. I'm too scared of broaching to enjoy the frolic.



pointing a finger at my vessel. "Where are you going?" "As far as it'll take me," I replied, a bit rankled. I throw off the bow line and row to the mooring. Before I complete preparations for the night, I am overtaken by absolute darkness. I hear oars creaking and dipping and then a voice. "Want a lift in?" "No thanks. I'm sleeping aboard." "Is that a Town Class?" "Sure is." "I thought so. Haven't seen one of those in years," the darkness says. "Where are you from?" "Nahant, Mass." "You make me feel better. People called me crazy for sailing alone, but it's a lot of fun, isn't it?" "Sure is." "By the way, I come from Nahant," the darkness contin-



THE DARKNESS SPOKE

ued. Then the voice named names from Nahant that I didn't know. Then I mentioned names from Nahant that he didn't know. We laughed together. "I didn't think it was that big a town." "It isn't" "I'm Steve McManus. Mention the name at the Dory Club. Someone may recall me." Splash, creak, splash, creak and the voice rowed away.

I thought it would rain during the night, so I threw the mainsail over the tent and let it hang in the water on both sides of the boat so it wouldn't blow away. It'll make a good sight for early risers. Next day I rowed the boat into the dock again, found a payphone and called Ken. He agreed to come down to Falmouth Foreside with a trailer late tomorrow. I returned to the boat and set sail. These were the last two days of my vacation. This was as far as we could go time-wise. We sailed out between Little Chebeague and Long Island. Then Hope Island and Cliff Island, arriving at Jewel Island early in the afternoon. We anchored in the cove with a long scope near shore. I paddled the boat to the beach, tied a line to the transom, jumped ashore and let the boat drift out. I tied the line to a tree so I could pull the boat back in and get aboard again. A path took me into the interior and then disappeared. All about me was the variety of nature gone wild. And each time I broke out of the undergrowth, the coast was different. I couldn't find the cove. I was tired and it was getting dark. I sat on a log moaning, "I lost the boat again," when a dog came by giving me a casual look and walking on. He had a confident look about him, so I got up and followed. He never looked back. Probably couldn't imagine anyone getting lost on an island. He led me directly back to the cove. I



FOLLOWING THE DOG

got back on the boat, rowed further out and tied to a mooring. Soon I was happily in my sleeping bag under the tent, with the candle burning in the jar and soft music on the radio. "Get lost on the island?" the boat asked. "Did you send the dog?" I countered. We both laughed.

When I awoke in the morning, there was a heavy fog over the

cove. By mid-morning it started to burn off. I raised the sail and cast off the mooring, sailing between Cliff Island and Jewel, in and out of the fog. Through Hussey Sound, around Clapboard Island, back to Falmouth Foreside. Ken was waiting patiently with the trailer. "We could have sailed further," the boat reminded me, "BUT YOU HAVE TO GET BACK TO THAT SILLY

JOB! Longer time---no telling how far we could have gone. Nova Scotia, Newfoundland, Greenland----." "You were on a lake when I found you and never sailed out of sight of the shore and now you act like a veteran off-shore cruiser," I said. "And you're a complainer and a worrier. That's what's holding you back," the boat said.



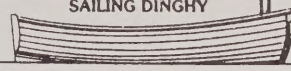
AS FAR AS WE COULD GO.



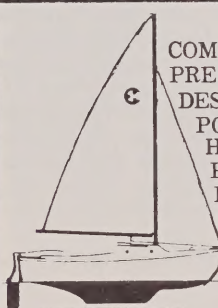
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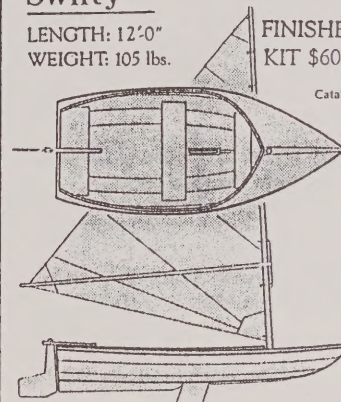
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John D. Little and his MILE CREEK BOAT SHOP

Mile Creek Boat Shop isn't on Mile Creek, anymore. It never was, actually. John Little started his boatbuilding business in Old Lyme, CT on the Blackhall River but he called the business Mile Creek Boat Shop because the shop location was on Mile Creek Rd. Now he's in Washington, ME, back in the woods, 15 miles from the shore. His shop is really in the woods, when I dropped in to see him, his wife's directions over the phone were to look for two mailboxes on the left on this empty rural road a couple of miles from the village center, and then take a right on the obscure driveway opposite. I did, and entered an uphill tunnel through one of those tightly packed evergreen groves, and saw at the upper end the hip roof barn and small sign that announced I had arrived.

Inside on this chilly afternoon, John was at work sanding some planks to be fitted on the Black Hall River Skiff currently under construction for a Pennsylvania client. The building, built in 1979, along with the house, on a 40 acre woodland lot, is fully insulated, but it was cold inside too. It seems John cannot have a woodstove in his shop, due to insurance requirements (the shop is connected to the house) and so he heats intermittently with one of those kerosene construction heaters, jet engines I call them. They roar. At 66, John Little is happy to be building his boats still, despite a lifetime in the trade. The Black Hall River Skiff is a stock design of his own, based on a boat he saw at Mystic Seaport, a lovely lapstrake pulling boat with wineglass transom. The current boat was on the molds upstairs in the shop, while downstairs a 16' catboat was well along, hull completed, cockpit coaming in process of installation. This one is built on spec, John hasn't built one since he came to Maine in 1979. Back in Connecticut he had built a half-dozen of them over the years.

It's been a long trip to Washington, ME. John grew up near Rochester, NY and had little chance to get near the boats he seemed to find enchanting. When his family moved to Rye, NY, near L.I. Sound, at last John could haunt area boatyards to absorb the mystique of wooden boats. When he was of age, he got into the merchant marine, but when he was sort of placed in the mechanical end of things, in the "black gang" in the engine rooms of freighters, he decided to get out of that and joined the Navy just before World War II. When the Navy found out about his predilection towards wood, he became a ship's carpenter and served out the War on board several ships, sub tender, light cruiser and aircraft carrier.

"There's more wood than you might think on a modern steel warship," John explained. The submarines in the War still carried two wooden motor whaleboats as tenders, fastened to the sides of the conning tower, their motor compartments watertight sealed. These boats took an awful beating and were in constant need of repair. John still marvels at the steambox they had on the tender, all steel with steam from the engine room exhaust, no fire to tend. And the wood! Select cypress for the motor launches, Port Orford cedar for the whaleboats and motor boats. His carpentry on the aircraft carrier was focussed a lot on the wooden deck planking. Yes wooden. The wood planks overlaid a steel under-deck, and often aircraft in landing would nose over, the big props hacking up lots of wood from the decking.

After the War, John left the Navy and went to work for Luders in Stamford, CT. It didn't last, but a tip from a fellow worker introduced him to a man building small wooden boats up in Old Lyme on the Connecticut River. John soon joined him and spent a while there producing wooden boats for local customers. The finances were un-

stable, though, and John had to move on, going to work at Electric Boat in New London for five years. "I hated that job," John says, "often there was nothing to do but we had to hang around in case something came up. Long, long days."

Then his former employer in Old Lyme told him he wanted to sell out. By now, John had moved his family to that area. So he took a flyer, bought the machinery and shop tools and took over the rent of the old cattle barn in which the shop was located. He got some orders and was on his way, it was 1962. In a few years, the elderly lady who owned the farm decided to sell out and John bought the farm. Mile Creek Boat Shop was a viable operation by now and now he could live where he worked.

In between boats built to customer orders, John developed his Black Hall River Skiff, and later on, his 16' catboat. He does lapstrake building by preference, but will do carvel to order. Eventually he built six of the catboats and many of the Black Hall Skiffs. By the late '70's the neighborhood was filling up with people and John had an itch to get away, even though, as he admits, he'd often not leave his place for weeks at a time while intent on a building project. The last boat he built before the move to Maine was a 30 foot double ended gaffer designed on the Colin Archer style for a Pittsfield, MA, man. In 1979 John sold out everything (real estate) in Old Lyme and left for Washington, ME, and his 40 acre woodland.

John and his son built a 30x24 shop and a kit log house in a clearing in those woods, and soon he was back in business, now having to make his new location under the same name known to potential clients. John has customers all over the country who want traditionally built wooden boats. One of his catboats ended up in Minnesota and subsequently this led to his going out there for an extended stay to restore a Wianno Senior

that owner had also acquired for use on all-plastic Lake Minnetonka. In turn, he was referred to a Texas man with another traditional wooden boat restoration project, another extended stay, this time near Houston on the Gulf of Mexico. Now John has customers from many areas outside of New England.

It's quite a shift in scale from naval warship work to 11' rowing skiffs, but John loves small wooden boat building. His 16' catboat is an interesting craft also. It is lapstrake plywood construction, unlike the skiffs which are conventional cedar planked. Trim is in mahogany, brightwork is mostly trim, the craft comes complete, ready to sail away, but without an engine, for about \$13,000, a very attractive price on today's wooden boat market. John provides for an engine installation with the shaft log all in place. The one now under construction is within reach of completion for the 1986 summer for an interested person who acts on it soon. At the smallest end of the scale for John are the models and half models he makes. Some are for his own pleasure, some are to customer order, and one he built as a gift for a customer who bought one of his boats.

How does John Little survive in this trade on his volume of work? Low overhead, for one thing. He works alone, owns all the property and equipment, charges his time at just \$10 per hour. Like most traditional small wooden boats, his Black Hall Skiff is fairly costly for what it is at around \$2500. The much larger catboat at \$13,000 is not so costly per unit volume, a benefit of scale. A small boat is always more expensive for its size. He offers the Black Hall Skiff in sailing form also at somewhat higher price. But John is not a young man trying to build up a boatbuilding business with all the overhead acquired in setting up shop. He's a lifelong wooden boat man who is now enjoying a full time working retirement in a place of his own choosing, building the boats he prefers to build, for people who value such a traditionally built craft and the association with a craftsman so obviously enjoying his work.

John invites interested persons to "drop by" his shop to talk of their needs or interests and to see what he is doing. Well, Washington, ME, isn't really located for that easy "drop by" but it is well worth going out of one's way to visit John Little. He's on Bill Luce Rd. in Washington, ME, you turn right off state Rt. 220 in the village center, about 15 miles north of Waldoboro on Rt. 1 and look for those two mailboxes on the left and the narrow driveway opposite. John will most likely be there, it's where he prefers to spend his days.

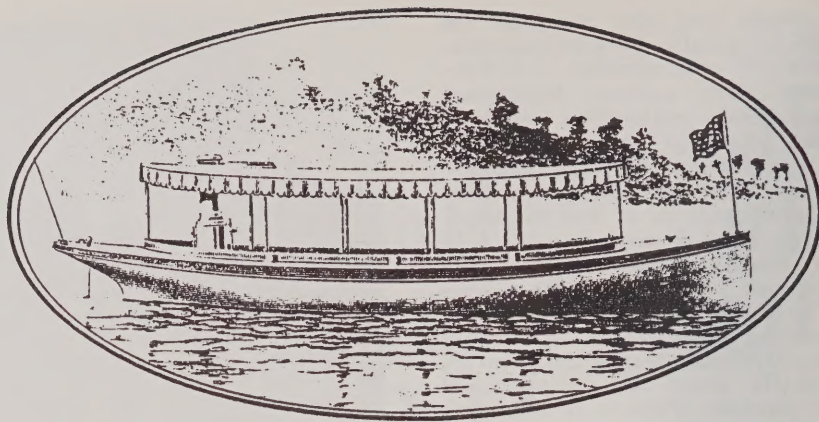


Top: The Black Hall River Skiff is an 11' rowing or sailing lapstrake beauty. Bottom: John has built a half dozen of these 16' lapstrake catboats, this one's available.

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About ten years ago, MOTOR-BOAT magazine ran a series of nostalgia articles by Weston Farmer, reminiscing about his boyhood amongst early motorboating. Weston is gone now, but his family continues to live in the old neighborhood in Minnesota hard by the waters of Lake Superior and Minnetonka. They have much of Weston's work in hand and are offering to interested persons today, copies of plans for many of his designs and reprints of articles he had published over the years. This article is one of them, and through the generosity of Wes Farmer, (Weston's son) we are able to bring it to you over the next several issues.



Gas Engine and Power Co. 30' naphtha launch with standing roof, awnings and storm curtains.

Halcyon Days

Weston Farmer

The nostalgia spell of an old song, as everybody knows, whisks you instantly back to yesteryear. Hearing its first few bars, you are wrapped timelessly in the robe of Romance: soft summer breezes whispering of Louises, the rustle of sail in the gloaming, sounds of string music wafting out from the yacht club verandah.

But better than an old tune there is nothing, I submit - nothing this side of Paradise - that can match the nostalgic hook of seeing in action an old and noble motorboat of a bygone era. For getting the robes of Romance wrapped around your axle, a fine old boat has music beat all hollow.

If you were lucky enough to have lived in the time when girls dropped only their handkerchiefs, and when men retired after dinner to the smoking room to discuss the inevitability of dollar wheat, by Gad, as their cigars burned down, you can recall the charm, dignity, craftsmanship, cussedness and fractious operation of an old-time motorboat. These were the days when Britannia Ruled the Waves, when T. Roosevelt's Great White Fleet was scaring hell out of the Philippine Archipelago, and when women couldn't vote: Men were men and nothing could be done about it.

There are good reasons for the years from 1895 to roughly 1914 being the Golden Age of the internal combustion motorboat.

It was a time of steam train commuting, a time when summer watering places sprang up by thousands along the waterways of the country. It was the summer community "at the lake," fashionably far from the city's summer stifle that, more than any other factor, was responsible for the 4000 boat companies that flourished then and afforded a most active market for over 200 makes of marine engines.

Communication between localities in those days was sketchy or non-existent. Detroit or Duluth cared nary a fig for Chesapeake Bay boat types. No one in Ogdensburg knew what was going on at White Bear Lake. New England thought Florida a land of alligators, swamps, Seminole Indians and six-inch cockroaches, any two of which could lick a dog. And so stood the country: The West Coast was a world apart. Each local waterfront produced an indigenous type of boat unsung and unheard of elsewhere. Little wonder, then, the enormous variety of early motorboats and marine engines.

You must remember that waterways were here long before automobiles and universal roads. Four-cylinder motorboat engines - think of such extravagance! - were here before Mr. Buick's one-cylinder marine engine was laid on its side and slung under a horseless carriage by Charles Duryea.

On the shores of these thousands of watering places, the prosperous folk had agglomerated the best locations and were in need of marine locomotion to get to the post office, or to go to the village to meet Dad on the 5:15 rattler. You couldn't expect the kids to walk two miles through the bush down to Ben Heald's farm for a pail of milk and hope it would be fresh by the time it got home! So, sail being dependent upon the vagaries of wind, some sort of power put into a boat was "de regueur" for the summer man's family.

Back in 1880, the steam launch had come first, but it took half an hour to work up running steam, so the two-minute naphtha launch quickly took over. For about twenty years, from 1885 to 1905, the graceful naphtha launch was the nickel-plated mode for breezing off friends of an evening, or for run-

ning errands.

Naphtha was much quicker to vaporize over a fire than was water. This low grade "white" gasoline deodorized of its sulphurous distillation smell, was at that time in favor for dry-cleaning, and was more efficient as a boiler fluid than water by a heat transfer ratio of 9 to 5. This was proved in 1883 by Frank W. Ofeldt, a Passaic, N.J. inventor and engineer. Ofeldt's idea was to boil the gasoline instead of water, build the engine integral with the heating plant, and run the whole outfit like a steam engine on the expansive vapor of hot naphtha at 65 lbs. pressure.

It was a workable idea. The entire boat had to be part of the power plant because condensing the naphtha after expansion in the engine required the pipes to be led outboard so as to cool the naphtha along the length of the keel before it was returned to the bow supply tank. Every naphtha power plant was a unit designed to work integrally with the boat. Naphtha engines were never sold separately.

Although externally rather than internally fired, and strictly not the kind of motorboat we know today, the naphtha launch found great favor. Nobody seemed to mind being shipmates with a barrel of boiling gasoline, and no license was required to let you boil it. You did need a license to boil water. Yes, siree! Every steam launch required a "licensed" engineer; the owner-skipper of the littlest steamer had to "have papers." This was vestigial underwriters' law from the days of sail, when the windjamming world feared the economic inroads of steam. Congress never did catch up with Ofeldt and his boiling gasoline, but the Law, in its Majesty, advances: Someday seagulls will be forced to wear diapers. You can bet

on it.

Naptha launch hulls evolved from early steam launch hulls. The deep sternpost tuck was fine for submerging a big propellor, and soon the counterstern type evolved into the true rounded "fantail" stern. Salty U.S. Navy bosuns will please note: This is the true "fantail," showing whence came the term - not from the sawed-off butt end of a battleship.

Fantail sterns were the vogue from 1890 to the demise of the naptha launch about 1905. All naptha launches were the product of the Gas Engine and Power Company of New York, and it is from their old mint-condition catalog that I have extracted a cut of their 30' fantail launch of 8 hp, capable of 8 mph. Note that the engine aft, with the fuel supply concealed in the bow, freed the whole boat from the burden of the bunkers, the boiler, the engine, the condenser and the pumps needed by steam. Mine Host's passengers now had the preferred room in the boat. This little ship gave a wonderful, solid, graceful ride, although its operation was sometimes interrupted by fireworks.

If the rich man at the lake wanted full safety and exquisite elegance from 1893 to about 1910, he bought an electric launch - the acme of grace, initial cost, the Rolls Royce quality. These were built by The Electric Launch Co. (Elco) of Bayonne, N.J. after the spectacular success of their first fleet of electric launches in transporting 2,000,000 paying passengers, with a safe record, at the Columbian Exposition in the lagoon at Chicago in 1893.

Early Elco launches were expensive: In addition to the cost of the boat they required shoreside charging facilities. This added to the luster of the night scene as their Cooper-Hewitt mercury rectifiers shed green moonlight during off-hour charging, hopefully not tapped from a nearby trolley line. I can still see the typical electric launch boathouse: All gingerbread Byzantine carpentry, elegantly installed in a private basin into and under the roof of which the boat was nursed when not in use, and over which was a fashionable "gazebo" - the "in" term for a screened lolling place where pallid ladies swapped gossip and swatted mosquitoes with their fans of an evening.

All during this time the steam launch was fading out. And about 1895-1900, when naptha and electric launches were the coveted boats, the internal combustion engine, which had been developed in Germany to a worldwide patentable state in 1878, began to assert its economic superiority over steam, naptha, and the electric boats. Boats were no longer economic if they depended upon power wasteful-

Drawn by William Harnden Foster



The first man to reverse on the spark

ly transmitted from external heat or stored electrical energy.

Slowly, by word of mouth and occasional example, the gasoline engine became part of the awareness of men in boating affairs. Crude communications had kept the great news dormant: Somebody had put fire and its heat energy right inside an engine!

Biography shall here claim you but an instant. Nicholas August Otto is the man who invented the basic proposition of the internal combustion engine. He had already built and sold 5000 gas engines that operated on illuminating gas by the time of the Paris Exposition of 1876. His earth-shaking invention of the Otto four-stroke-cycle followed when, striving to improve his already successful one-cylinder, pile-driver-type engine, he made the dis-

covery that compression of a hydrocarbon vapor in a cylinder enormously increased its explosive pressure and made ignition instantaneous. This discovery - compression and ignition - is Otto's claim on immortality. It made possible the internal combustion engine we know today. Four-cycle, two-cycle, Diesel, Wankel, or producer gas are only variations on the basic Otto theme of compression and ignition.

Up until the time N.A. Otto patented this machine that would dramatically transform our world, his illuminating gas engine was capable of 30 rpm and employed 1/11th of an atmosphere of compression. Ignition was by propagation from a steady flame in a box. The engine stood waist high, developed .86 hp, and could not be built in multiple cylinders because the pis-



The first man to mix his lubricating oil with his gasoline

ton rod was centrally fixed and integral with the piston, and consisted of a rack which operated a ratchet on the flywheel shaft. Otto had bypassed the crankshaft of the steam engine, considering it inefficient in its translation of pressure to rotary motion.

It is interesting to reflect that all the early experimenters with the Big Bang inside an engine were Germans. Although he used a vapor engine, Ofeldt was a German expatriate. Otto, a Prussian born in Holshausen, Nassau, in 1832 was obviously a citizen of the land of the weiner and sauerkraut. Dr. Rudolph Diesel, a German who came later, used powdered coal injected into the first Diesel cylinder and blew his engine to smithereens on the first bang. It is also interesting to ruminate on the terms these gentlemen might have used in their tight Teutonic language to name their contraptions in the mother tongue.

German, you see, is graphic. If you are describing an elephant with a wounded left leg, the Germans have one word for the whole lashup. Thus, submarine becomes "unterseemotorboote". I have it

from impeachably unreliable sources that, what the English in their delicacy term the feminine garment "bra," is in German termed a "holzumfromfloppin". So Otto's first engines were probably marketed as "der innergutzbangenschpitters." This may be why Dugald Clerk, a Scotsman who was knighted for his invention of the two-cycle engine, tried to simplify things.

Levity shall be brushed aside for a sentence or two as we consider these first motorboat engines, even if they were bum German jokes. N.A. Otto had the perspicacity to patent his four-stroke-cycle worldwide in 1877. His U.S. patent, granted on Aug. 14, 1877, was licensed to the Philadelphia firm of Schleicher & Schumm & Company, who also obviously understood the meaning of "bangenschpitter." From an illuminating gas engine at Paris in 1876, to worldwide patents in 1877 and licensing of the four-stroke-cycle in 1878 proves Otto was a man of fine mettle - and don't spell it metal, because, obviously, there was no lead in his pants.

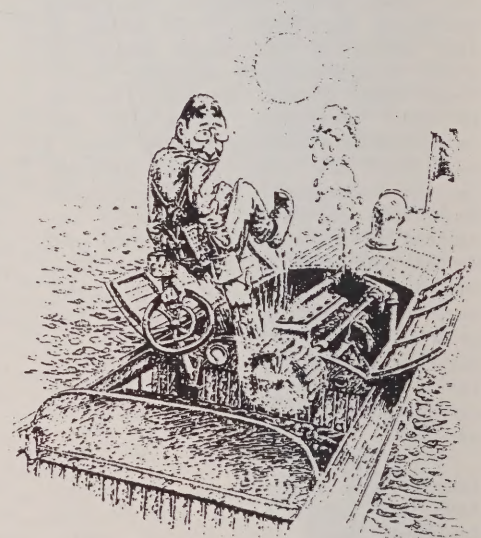
When these patents ran out 17 years later, in 1895, licensing

went out the window and every maker of lawnmowers, trunk furniture, or slot machines got into the business of making gasoline engines. Dugald Clerk's two-cycle patents ran out the same year, and so it mattered little which "cycle" was chosen to manufacture. History records that the cheapies soon fell by the wayside, but those engines built to standards of adequacy and quality, and hence price, survived as market leaders: Longevity and reliability were treasured long after price was forgotten.

By 1905, anybody who could buy castings and cut metal on a lathe seemed to jump into the engine business. Typically, the Lackawanna marine engine was built by the Coldwell Lawnmower Company of Newburgh, N.Y. and the Caille Perfection engine was built by Arthur Caille, of Detroit, whose main business was one-armed bandit slot machines. Most boat-builders were originally incorporated as "boat and engine company," building their own engines.

It is an astounding bit of drama to realize that the entire development of the gasoline engine had occurred within the lifetime of many men still living. I myself have lived 7/9th of the time, and have been a professional in the motorboat game for 60 years. I therefore remember most of this development from having lived it. Time is circular, not vertical, in calling back life's memories, and today when someone hands me an old Schebler bowl carburetor, wondering what it is, I am on affectionate terms with the whole Schebler family, as well as the engines to which it was attached. But let me tell you...

(To be continued)



Mr. Greason Noil - Although not a scientist, Mr. Noil became famous through his discovery that by making certain adjustments a four-cycle motor would run in either direction

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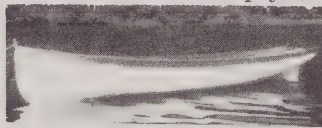
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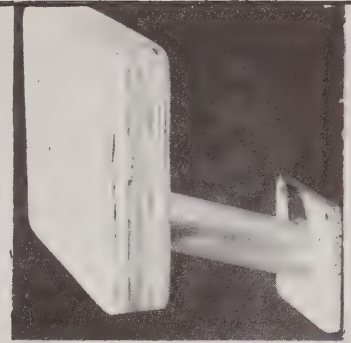


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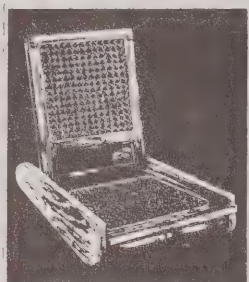
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Rollin Thurlow and his



NORTHWOODS CANOE SHOP

Rollin Thurlow loves the traditional wooden canoes that he restores and builds in his shop in Dover-Foxcroft, ME, so much that he treats each job as a serious restoration or creation, trying to do the job in a historically correct manner, even if the customer only wants a simple repair. "This doesn't make any business sense," Rollin states, "but nobody works for long on wooden boats for the money and I figure since the money is so poor, even after 10 years, I should at least enjoy my work and take real pride in it, or else just chuck it all and go to work for someone else to make some real money."

The majority of Rollin's work is repair and restoration of wood and wood/canvas canoes, but he also builds three different traditional canoes to order. These are an E.M. White 14' pack canoe for \$1100; a 17.5' guide canoe he designed himself, based on an E.M. White design, for \$1300; and a Rushton NOMAD sailing canoe for \$3100. Rollin also can build other E.M. White designs to order but Jerry Stelmok, who used to build with Rollin, generally builds those. Rollin and Jerry still help out one another as the need arises.

Rollin's prices generally discourage people who want just a quick and dirty repair job, so most of his work is extensive in nature for customers from all over New England, New York and Pennsylvania. Being in Maine, he gets many Old Town canoes to work on and he says he sometimes feels he has so many jigs for Old Towns that he could carry on for Old Town if their factory ever burned down.

That love of the craft keeps getting in the way of business profits, though. In 1984 Rollin undertook to restore an 1897 16' E.H. Gerrish canoe. Gerrish was the world's first canoe manufacturer and Rollin's propensity for the historical background of the boats he loves was excited by this chance to see the building details, details which other larger companies later adopted. Rollin wanted so badly to do the job that he gave the owner a VERY low figure for the work, and then after the work was done, Rollin bought the canoe from its owner at the fully restored price!

Another recent project was on an unidentified canoe which Rollin researched to determine it was a 1920's era W.H. Mullins craft from Ohio. Mullins was a large boat-builder but offered only two canoe styles, the "Harvard" and the "Yale", and these for only a very short time. Hence these are very rare boats today.

This aspect of Rollin's infatuation with traditional canoes, the historical research, is carried on as time permits. Rollin is working on a grant application to permit him a more concentrated effort, free of financial pressures. His goal is a comprehensive book on all the Maine canoe builders with plans and drawings of their products, patterned after Manley's, RUSHTON & HIS TIMES. This research is very slow moving as little information was ever set down in any one location. Rollin spends a lot of time poring over old newspapers, town records and tax records, and interviewing grandchildren, retired employees and the like. He figures he has about 150 hours invested to date and he has hardly begun. His fervent wish is that he'd begun 40 years ago when most of the early builders were still alive.

Meanwhile back at the shop, Rollin is particularly picky in his restoration work. He has special pride in the finish he has been able to achieve, both varnished and painted. It is not easy to achieve a good glossy painted finish on canvas canoes, especially on older and sometimes distorted hulls, but Rollin feels he can achieve it. He applies three coats of hand rubbed filler and then five to seven coats of primer and finish paint with plenty of sanding between coats. The interiors are completely oiled to preserve the flexibility of the wood and to retard water absorption. Any new wood used is stained to match the original color, and all ribs and planking are custom made to match the size, shape and taper of the original.

Rollin found he was unable to obtain some of the items he needed in this work so he arranged for them to be manufactured. He now stocks stem bands in the original style, and replicas of the 3 lb hand held clinching iron as used by

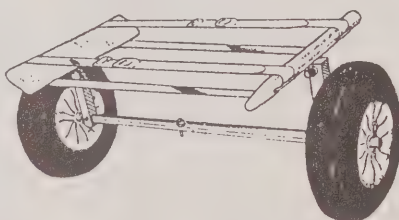
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E.M. White and Old Town in their times. The latter are much more effective than the auto body dolly or axe head that was used as a substitute. Metal pole tips of traditional type are another product Rollin had to have made. These are iron shoes made to fit on the end of a 1.5" diameter pole used for poling a canoe in shallow water. It protects the pole end, sinks the wood to the bottom, and provides a bearing surface on the bottom. His 17.5' canoe plans for the E.M. White design were developed in connection with Jerry Stelmok's book, BUILDING THE MAINE GUIDE CANOE to fill in the gaps, such as the lack of a lines plan for building replica E.M. Whites. Other products in the works now are the 3/16" bronze carriage bolts for fitting small canoe rails and the Radax folding centerboard as used in many of Rushton's sailing canoes.

Rollin does not do any major fiberglass work. He will do small glass patch jobs connected with other work on a boat and he will do glass repair on glass boats, but not on any traditional restorations. Rollin says he has high regard for many of today's synthetic boats but it's just not the material with which he wishes to work. He is aggravated by people who say they want a wooden boat yet cover it all up with glass. What they want, he feels, is a plastic boat that "looks" like wood. That's okay, he feels, but they should come right out and say so and not pretend otherwise.

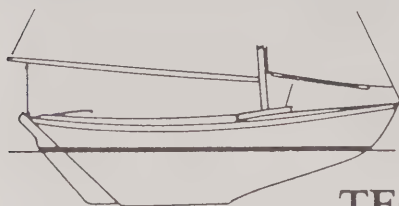
Now after 10 years of trying to make it on his own specializing in traditional wooden canoe work, Rollin is undiscouraged, finding the new challenges of new jobs he undertakes and the acquisition of the historical knowledge a continuing reward. Rollin is ready to discuss traditional canoe restorations, or new construction, with anyone interested in his approach to the task, historically accurate traditional work. He's at Northwoods Canoe Shop, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426, (207) 564-3667.



Top: Two of Rollins restorations, on the right the 1897 E.H. Gerrish he just had to own. Bottom: Rollin and his two children dry sail one of his Rushton Nomad sailing canoes. Rollin and Andrea enjoy the restored Gerrish at the WCHA gathering last summer in Paul Smith, NY.



CRAFTSMANSHIP DOWNEAST



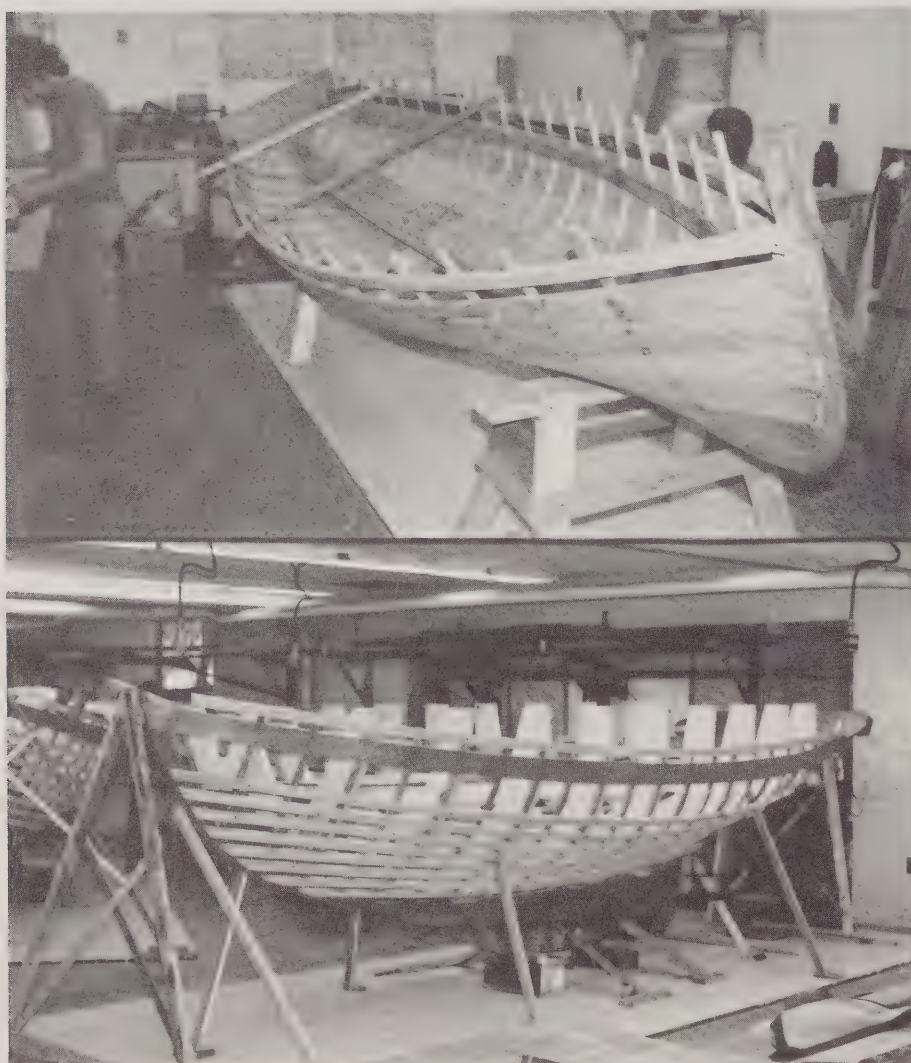
WASHINGTON COUNTY VOCATIONAL TECHNICAL INSTITUTE

Among the several wooden boat building schools which function in New England, there is one operated by a state government, the Marine Trades Center in Eastport, ME, a satellite campus of the Washington County Vocational Technical Institute of Calais, ME. The Center was founded in 1977 by Otto Miller, Jr. who took the boatbuilding program from WCVTI to an abandoned Coast Guard station in Lubec and began training students in the construction of small wooden boats. Miller spearheaded a drive to fund the purchase of a set of buildings located on Deep Cove in Eastport and in July, 1978, the Marine Trades

Center officially opened its doors to students, offering programs in boatbuilding, marine mechanics, marine painting and commercial fishing.

The boatbuilding program is an intensive two-year course, under the overall supervision of the Craft Committee, composed of the Directors of the Maine Marine Industries Association. This program is accredited by the New England Association of Secondary Schools and Colleges and has won, on two occasions, awards for excellence for an outstanding vocational program by the U.S. Department of Education.

Top: The Whitehall is built by first year students. Bottom, second year students build this Herreshoff Buzzards Bay 14. Both require skills needed to build far larger boats.



First year students begin classes around July 15th. From then until the following April 14th they will develop skills in working with wood, marine drafting and lofting, construction of small wooden boats, understanding of boat technology and basic boat design, and understanding of the economics of cost of materials, inventory, contracts and quality control. During this year, working in teams, the students will construct a Whitehall, a 14'9" model drawn in 1973 by Rob Pittaway for the Marine Historical Association, Inc. of Mystic, CT. John Gardner, in his book, BUILDING CLASSIC SMALL CRAFT, devoted 38 pages to discussion of the designs of many Whitehalls. Gardner, as it happens, was born and brought up not far from the Marine Trades Center location in Eastport. The completed boats from each team are usually purchased by one of the team members. Of the 64 Whitehalls built since the Center opened, all but one have been so purchased. That remaining craft has been used by the Center at various boat shows.

After the first year concludes in mid-April, each student is responsible for becoming actively employed at a boatyard for eight weeks. This "co-op" job is a requirement for completing the first year grades and for acceptance into the second year program.

The second year is devoted to re-inforcement of the first year acquired skills and to further development in boat construction drawing skills, power train placement and installation and related systems, and to an understanding of fiberglass boat construction. The teams again form up in this second year and undertake construction of the Buzzards Bay 14, designed by L. Francis Herreshoff in 1945. This particular small boat happens to be built like a big boat, presenting all the construction challenges of a much larger wooden boat. Again, these boats are purchased by one member of each of the teams. Of 30 of these classic boats so constructed, one remains with the Center for show purposes, four have gone out for sale on state bidding. In sum, of all the boats built in this "school", only 4% went on to be direct competition with professional builders. As founder Miller stated, "The boats constructed will be the most difficult to build and the least competitive to professional builders."

After graduation, each student is assisted in seeking appropriate employment. Graduates of this program are employed the length of the east coast and in certain west coast areas now, a tribute to the effectiveness of this vocational training program focussed around traditional wooden boat construction.

What is this "Gig,"
anyway?



It's quite some pulling boat, that's what it is. Lance Lee turned up what is reputed to be the only extant original of this 18th century boat in Ireland, despite its French heritage. It seems that a French Man-O-War sent ashore some weapons in Ireland in the late 1700's to aid the Irish in their ongoing rebellion against British rule, and the gig was used to transport the contraband ashore. A British ship of the line happened upon the scene and the French ship fled, leaving behind the gig and its crew. The Irish declined to turn the craft over to the British and it ended up in the National Maritime Museum in Ireland. Lee's worldwide network of acquaintances put him onto it when he went looking for a serious pulling boat of real performance for Ed McCabe and the Hull Lifesaving Museum.

The gig is 38 feet long, and seats 10 oarsmen plus four "passengers" aft. Originally these were officers or dignitaries and the gig was the "tender" for a warship of the French navy. It resembles very closely a giant Whitehall, and for good reason. Speed and seaworthiness were requirements of the era of the gig, the same criteria that later developed the Whitehall as a New York water taxi.

The Apprenticeshop did a wonderful job of building this boat. Lance brought home the lines from Ireland plus all the construction details and true to the spirit of his Apprenticeshop, the replica was built to these original specs. This is the first of two being built. LIBERTE' will be followed by EGALITE'. And, with a glint in his eye, Lance Lee says, "and that's two of the three to complete the motto." Will FRATERNITE' follow? Lance surely intends that it will and he seems to be able to work his will.

The Launching of the LIBERTE'



It was 4 below at sunrise on January 25th at Rockport, Maine, with a 2" thick ice pack clogging the inner harbor. Inside the Rockport Apprenticeshop the 38' French Gig, LIBERTE' sat awaiting its 11 a.m. launching. It was almost 4 below inside too, the two woodstoves striving in vain to dispell the penetrating cold. By 9 a.m. a crowd had gathered and many of the apprentices and the Hull High School crew members on hand to accept delivery of the boat were outside at the foot of the ways trying to break up the ice so there'd be a place for LIBERTE' to float in.

Then SWIVEL showed up, a stubby steel Coast Guard tug from nearby Rockland. SWIVEL bashed around in the ice breaking the sheet up into floes. The tide turned and the floes began to drift down harbor. The young people renewed their efforts at urging the ice on-wards, now in several of the Apprenticeshop boats, including that marvellously heavy Swedish boat built of 2" oak planking. A light northwest wind made the still intense cold endurable for those standing about.

The big doors opened, LIBERTE' was hand carried by about 30 volunteers over the threshold and set on the cradle on the ways. The apprentices who built the boat boarded and raised the sweeps aloft, with shop chief Dave Foster at the helm. The Apprenticeshop's President, Hank Taft, spoke briefly, and founder/director, Lance Lee, also had a few words as to the significance of the craft and its future, then Jan Taft hefted the champagne and LIBERTE' slid down the ways into the now ice-free harbor. It had all really come to pass as planned.

The apprentice crew rowed down harbor a way and then returned alongside the shop jetty where they then gave over to the kids from Hull, who would campaign the boat henceforth in rowing races, culminating in July at the

Statue of Liberty Centennial in New York Harbor. The kids had been, at first, awed by this craft. Coming from their cramped narrow flat bottomed 8 oared relics loaned to the Hull Museum by the Boston Parks Department, the kids just couldn't believe what they were about to take over. The awe quickly dissipated once they boarded and as they lofted the sweeps to pull away from the jetty, with coach Ed McCabe now at the helm, whoops of excitement escaped and they eased out into open water, paused to get their bearings on the unfamiliar seating arrangements, and then dug in, pulling away down harbor for their short trial. The LIBERTE' moved majestically with hardly a trailing ripple, but it will take some practicing before the crew will be able to really move it.

Upon return to the shop jetty, the crew disembarked and carried the craft back up the ways into the shop. It was scheduled to go to Boston by truck January 31st to be launched there alongside the U.S.S. CONSTITUTION, from where, on February 1st, it would be rowed by this same crew the 8 miles down Boston Harbor to Hull.

On the shop floor, EGALITE', the next sistership, was on the molds being readied for planking up. The chill air was forgotten in the afterglow of exuberance over how lovely LIBERTE' looked out there on the water. This was the beginning of what promises to be quite some adventure in small craft sport. The visionaries behind it, Lance Lee and Ed McCabe, have still to come up with the money to pay for this adventure, an \$80,000 fund raising drive is already underway. Like to help out? Contact Philip Graf at the Rockport Apprenticeshop, Sea St., Rockport, ME 04856, (207) 236-6071. While Phil is looking for corporate sponsorship, individual boosters are welcomed too. This is a whole new adventure in American rowing, still an honestly amateur sport.

...and its purpose?



LIBERTE' and EGALITE' will first off appear this summer in New York Harbor in two days of rowing races between French and American crews as part of the Operation Sail gathering at the Statue of Liberty celebration. After that, both boats will return to Hull's Lifesaving Museum where they will function in ongoing seamanship training programs in Boston Harbor. Ed McCabe has already done preliminary encouraging of other area public schools to get into the rowing program by first setting up pulling boat building programs (more modest in scope than the Gig project), then attracting student participation in rowing these craft, leading to opportunities for rowing the Gigs. Ed compares the available pulling boats used so far by Hull to old VW bugs, the new Gigs to Ferraris. We should have opportunity later on to bring a first hand report on what it's like rowing in this marvelous boat.



LIBERTE' in the shop ready to leave, EGALITE' on the molds being framed up. Apprenticeship director, Lance Lee, discusses the plans with long time friend, "Strats" Stratton

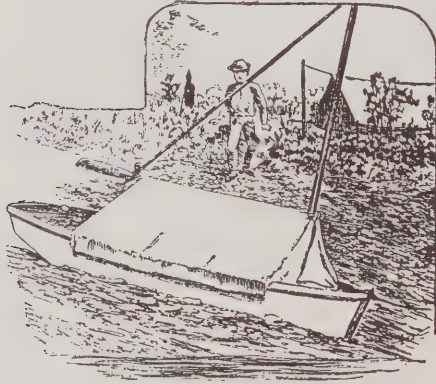


Early efforts at disposing of the icepack were long on effort but short on results. The U.S.C.G. tug, SWIV-EL, made short work of the pack, and then the tide helped the lads move the pieces out. Down the ways she goes. Returning from their first tryout, the Hull crew is impressed. This is SOME pulling boat!

But I wasn't lucky enough to sleep the whole night through, after all. When the tide came up, the TRITON must have been afloat for some hours; but I knew nothing about that. What I first became aware of was an uneasy perception that somebody was trying to use me for a gimlet - boring my head into something, with my feet up for the handle.

Then I slowly came to realize that this wasn't quite the correct idea, but that my heels were lying much higher than my head, and that the latter was jammed against the foot of the mast, with the pillow under my neck in a hard wad. Our pillows were bags of no great size, which we stuffed every night with the fragrant leaves of the bay-berry or wax-myrtle, found growing everywhere along the shore, and emptied in the morning.

I wasn't wide awake enough to realize at once how this could be, and wriggled up out of the uncomfortable fix in some alarm; but it didn't take long to find out what the matter was. When the tide went down, the TRITON had grounded with the stern highest, and the bow pointing obliquely toward the water, on a particularly steep part of the shore. So much for sleeping afloat. I made up my mind that next time I tried it I'd cast anchor out in deep water.



WRONG WAY UP.

Well, I couldn't lie down again in that shape, and at first I was going to pull her around right end up, but the thought struck me that the crunching would likely wake up Joe, who was easily roused by a noise, and he needed his sleep fully as much as I did mine. So I reversed my position instead of that of the boat, pulling the pillow to the other end and re-arranging the blanket. It was pretty dark - there was no moon and the sky seemed to be mostly cloudy; but I couldn't get to sleep again till the pale glimmer of the dawn began to show through the sides of the tent, about half an hour later. Then I dropped off, and slept till after Joe got up; that wasn't in my plan, for I had meant to put the TRITON straight before he saw her, but he understood the whole thing right

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

off, and had a good laugh over it.

"Lucky for me that hat happened to come off as it did, last night," he declared.

This morning there was quite a strong wind from the south, warm and damp; and large woolly clouds were scudding over. After breakfast we started out close-hauled, and tried beating down for a little while, but made no great progress against the wind. The TRITON labored up and down; her bows thumped the crests of the big waves - big for a boat of her size, they were - and threw bursts of spray spattering up, which the wind sent flying over us. We got on our waterproofs, but it wasn't pleasant to have the water splashing into the boat all the time, so that whoever wasn't steering had to be bailing now and then, and the one who was steering kept getting dashes in his face and eyes. We had sailed enough to wear off whatever novelty and excitement there might have been in such a state of things; and as it was, we felt we weren't getting enough to windward to make it pay.

"Blame it!" exclaimed Joe, at last. "Let's leave the rest of Seacomet River for some other time - it'll stay here till we get ready to come again. Let's run up and explore the Cove, between the bridges."

I would rather have liked to keep on till we weathered Seapowet point, at least; and if we could get down inside Fogland point, we would be halfway to the ocean. But Joe urged that the wind wasn't likely to turn more favorably for us that day, and would likely bring a storm of rain by the next, all which was true enough; and he was also quite right in thinking there was no great fun in such sailing as we were going through. So when we were half way across on the second tack, I turned her bows to the north again, and we

scudded straight back up the middle of the passage.

What a difference! The wind, instead of boisterously scolding us for presuming to oppose it, was now gentle and gracious, willingly helping us along. Of course, our progress in the same direction took just so much from the force with which it struck us. Passengers out in a sail-boat, on a blowy day, always find it so delightful when the boat stops working to windward and runs back before the wind; everything becomes so smooth and mild all at once. But it isn't so much pleasanter to the steersman; for one thing, the sail, instead of being hauled close in, spreads square out on one side of the mast, and there must be a heavy strain on the rudder to balance it, and keep the craft to her course - in a single-sailed boat, that is - and that strain comes on the arm that shoves the tiller. To be sure, they often take a turn around it with the end of the sheet, or some line that's handy, and make it easier that way.

Then, too, when the sail's close hauled, the boat doesn't yaw and slide about so much, for the wind blows sideways on the sail, and holds her steady. But before the wind, she's all the time lurching and twisting this way and that, as the waves come under and against her, unless you meet all these motions with the helm before they get fairly started: and that you're bound to do. And if the wind's square behind you, the sail's likely to "gybe" - unless you keep a good look-out - that is, to fly around on the other side; and that's about the worst thing that can happen, if there's much of a breeze.

Though our sail was a little one, it brought a pretty good pull on the steering-oar, with the wind it had then; and, as the TRITON had no keel, she was ready to spin

around like a top, with every impulse, unless constantly held in check; but we were used to her ways by this time, and could keep her straight by instinct, almost.

The slopes of these waves were about as long as she was; and so she went forward in a succession of shoots and checks, what you might call "steady by jerks." During the few seconds that she was on the forward side of a wave, as it passed under, she'd be sliding down hill; then, as the crest rolled past, she'd be on the backward slope, with her bow highest, and that would slow her up a little; then the forward side of the following wave would lift her on again; and so she went - the white-caps breaking now and then on either side of her in wide stretches of foam.

When we started, Gould Island seemed some distance up; but at this rate it didn't take long for it to look larger. As we drew nearer, the sail hid it from me; but Joe, who was where he could see underneath, suddenly exclaimed: "There's somebody there - up on top! They've started a fire."

I bent down to look under the sail, and relaxed my attention to the steering for a few moments. In sailing on the wind it wouldn't have mattered; but as it was, the sharp crest of a wave pushed the stern far enough around for the wind to get hold of the wrong side of the sail. In an instant it whisked across to the other side of the mast, bringing up with a savage jerk on the sheet, which raked Joe's hat overboard. Before I could push the oar to the other direction, to meet the suddenly reversed strain in it, the TRITON "broached to" - swooped wildly around sideways to the wind, taking in nearly a pailful of water on the way, and lay contentedly rocking in the trough of the sea, with the sail furiously slatting.

I didn't let her stay so, but hauled in the sheet with a vim, and bore up for Joe's hat.

"What sort of sailing's that?" he said. "Wasn't it enough to go and gybe, without broaching to and getting her waterlogged?"

"If she did one, she had to do the other," I rejoined. And it was so, as I said, the TRITON was like a top. In a large boat, the heavy sail and spars wouldn't have flung around so quickly, by a deal; and the hull would have been still slower in swinging sideways. There'd have been plenty of time to shift the helm and keep her on her course.

"It was your fault, anyhow, talking to the man at the wheel, and getting his mind 'stracted," I added, as he picked up his hat. "My arms ache, and I guess I'll give you a chance." He agreed, and I vacated the post of responsibility, and became a passenger.

There were three men and a dog on the island; they had carried a basket up from their boat, and seemed to be having a sort of picnic.

They were soon receding on the port quarter, and the long causeway of Stone Bridge became a prominent object in our forward outlook.

"The tide's going out, and we can make up our minds for a tug," I remarked. "At this time yesterday, 't was coming in; but to-day it's later."

"It must be nearly down, though; and I don't believe it'll bother us much. Just get the oars shipped, one forward and one aft, and when we get close to the bridge, down with the mast as quick as you can, and we'll both jump for the oars and crowd her through."

As Joe had surmised, it proved to be running out with no great force, but there was enough current to slow us up more and more as we got into it. We slowly approached to within a few yards of the bridge, with the wind pushing hard against the swollen sail and

the little eddies swirling rapidly past on either side. In a minute or two more, we were within a few feet and creeping slowly up, Joe keeping her pointed straight for the middle. The occupants of a passing carriage eyed us with interest, but they passed on without waiting to see the end. At last the mast actually touched the bridge-timbers and the upper part of the sail was flattened against them.

"Now!" cried Joe, giving a pull to the sheet to clear the sail, and hauling in his steering-oar. In a moment I had the mast and sail down and in the boat, and we were at the oars pulling like mad; we had lost little more than a length. But our strokes didn't begin quite evenly, and the bow swerved to one side; we soon got her pointed straight again, but 't was hard to keep her so with that current taking advantage of the slightest deviation. We felt that a steersman would just then have been worth enough to more than make up for the hindrance of his weight.

(To be continued)

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What's happening...



RC MODEL YACHT RACING CALENDAR

The radio controlled model yacht sailors head outdoors in April for another busy season. The schedule for April follows:

APRIL 5: Islin Memorial, M Class, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

APRIL 6: Icebreaker, any boat, Needham, MA, Jack Sullivan, (617) 668-7163.

APRIL 12: Wagner/Kingston Long Distance Race, Class M, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

APRIL 20: Star Warmup, Star 45 Class, Springfield, MA, Ed Childs, (413) 576-3560.

APRIL 21: Patriots Day, Any Class, Star Incentive, Needham, MA, Jack Sullivan, (617) 668-7163.

APRIL 26: Kerbs Challenge, 10R Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

APRIL 27: Spring High Ball, EC-12 Class, Providence, RI, George Greenhalgh, (401) 245-7493

SHIP MODEL SHOWS

A couple of area ship model shows are going on this month and next. In Charlestown, MA at the Constitution Museum, members of the U.S.S. Constitution Shipwrights Guild have an ongoing show running until mid-March with about 50 models on display plus a working exhibit of model building in progress. Contact George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152, (617) 846-3427 for more details. On March 9th, the Minuteman Model Yacht Club will hold an afternoon show in Needham, MA. Contact Jack Sullivan at (617) 668-7163 for details. Coming up in April, on the 12th and 13th, a two day show will be held in Gloucester, MA, at the Seafarer's Union Hall. Contact Dick Marsh, 39 Stark-naught Hgts., Gloucester, MA 01930, (617) 283-8976 for more details.

MAINE MARITIME MUSEUM



WINTER LECTURES & WORKSHOPS

A series of boatbuilding workshops and winter lectures are scheduled for the coming months at the Museum's Apprenticeship and other locations in Bath, ME. The following is the schedule:

MARCH 6: Lecture, "Cover to Cover, Making of LOBSTERING AND THE MAINE COAST", by Nathan Lipfert, co-author of the book and Museum curator. Patten Free Library in Bath, 7:30-9 p.m. \$2 to the public.

MARCH 11 & 13: Workshop, "Rigging & Marlinespike Seamanship", by Brion Toss. Apprenticeship, 7-10 p.m. Prior registration required.

MARCH 20: Lecture, "Clues From the Coastline, Maine's Exotic Ballast Deposits", by Dr. Ernest W. Marshall. Sewall House, 7:30-9 p.m. \$2 to the public.

Museum members are admitted free to lectures. The workshop registration and fees details are as follows:

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). To register or to learn more, call the Museum at (207) 443-13126.

LAKE CHAMPLAIN RACE & SHOW

John Freeman of Small Boat Exchange in Burlington, VT, has plans for a June 28th small boat weekend including a rowing/paddling race over 5.5 miles of open water around Juniper Island. This event will have classes for fixed and sliding seat rowing craft, recreational and racing canoes and kayaks. John will also hold a small boat show in conjunction with this event, and invites any interested builders to take part, row/paddle/sail/power. Contact John at Small Boat Exchange, 31 Main St., Burlington, VT 05401, (802) 864-5437.



SPRING EVENTS AT EASTHAMPTON

The Boat Shop at the Easthampton Town Marine Museum in Easthampton, Long Island, NY, has scheduled a number of programs for spring. The Museum is affiliated with the Easthampton Historical Society and is dedicated to the preservation of traditional woden boats and their building techniques. For more details on any of the scheduled programs or the Museum call either Ellen Freedman at (516) 324-6850 or Redjeb Jordania at (516) 324-6393.

MARCH 22-23: Lofting, 10a.m. to 5p.m. \$65.

APRIL 19-20: Methods in Wood- en Boatbuilding, 10 a.m. to 5 p.m. \$65.

MAY 1-4: Build Your Own Rowing/Sailing Pram, 10 a.m. to 5 p.m. Build an UQBAR designed by instructor Jordania. \$125 plus materials.

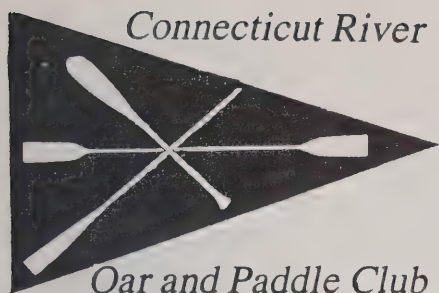
MAY 12-18: Build Your Own Rowing Shell, 10 a.m. to 5 p.m. Build a TORPEDO designed by Robert Barker. \$195 plus materials.

MAY 24: Nautical Flea Market, 9 a.m. to 3 p.m.

JUNE 14: Women at the Helm, sailing instruction for women begins, by appointment.

WHITEWATER CANOEING & OCEAN KAYAKING INFORMATION SESSION

On March 11th, the Southeastern Massachusetts Chapter of the AMC will host an evening information gathering at the Camp Burgess YMCA in Sandwich, MA. The purpose is to introduce these activities to interested newcomers with talks, slide shows, equipment exhibits and knowledgeable persons with whom to discuss these sports. A \$2 donation is asked to cover expenses. The times is 7 to 10 p.m. From Exit 2 off the Mid-Cape Highway go south on rt. 130 for 1.6 miles, bear left on Cotuit Rd. for 1.3 miles, then left on Farmersville Rd. for 1.2 miles, left again on Stowe Rd. for .5 mile. Camp Burgess is on the left opposite Triangle Pond. For further information call Chuck Wright at (617) 564-4250 or Bob Scolomiero at (617) 545-6015.



CROPC PLANS BUSY YEAR

The Connecticut River Oar & Paddle Club of Old Saybrook, CT, has done a preliminary listing of events for 1986 and it is a full one. Planned for the season are the following events (not yet locked into a calendar):

Dory weekend in March to get the club's motor dory into shape for the season.

Ides of March, viewing of Hal-ley's Comet off Griswold Point.

April Fool's Day Cruise to be held in conjunction with originator Ben Fuller, somewhere on the Connecticut River.

A River Race, Essex Boat Club to CROPC Headquarters, sometime in May.

Time Trials over a known course in different types of boats and weather conditions to establish standard times for members to shoot for.

Fall Leaf Cruise on the River.

Traditional Small Craft Weekend, a gathering of TSCA members and friends to share the use of traditional small craft together.

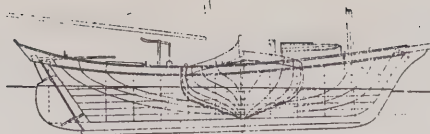
The club also plans to develop more, but shorter, local exploration outings and events suitable for families and novices; two or three long range, three or four day trips with overnight camping; "heroic" events that may be conceived by individual members (Long Island still beckons...).

Yes, it will be a busy season for those who enjoy rowing, paddling or sailing in small boats near the Connecticut River estuary. If you'd like to be involved, contact the Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06457, (203) 388-2343.

Cape Cod Frosty CLASS ASSOCIATION NEWS

CAPE COD FROSTY CALENDAR

The diminutive 6' Cape Cod Frostys will be racing this late winter at various harbors around the Cape. All the events begin at 1 p.m. weather permitting. For last minute information call either of these numbers: (617) 432-0268 or (617) 432-3704, or write to the Cape Cod Frosty Class Association, P.O. Box 599, Harwich, MA 02645.



THE ROCKPORT APPRENTICESHOP

WINTER LECTURE SERIES

The Rockport Apprenticeshop at Rockport, ME, has launched a winter lecture schedule

MARCH 5: "Building Lobster Boats on Vinalhaven", by Phil Dyer.

MARCH 12: "ANGELIQUE, Evolution of a Windjammer", by Captain Mike Anderson.

MARCH 19: "Design, Construction and Racing of Ocean Multi-hulls", by Walter Green.

MARCH 26: "Fancy Knotwork", by Susan Manning.

The lectures are all at 7:30 p.m. Wednesday evenings around the stove at the Apprenticeshop on Sea St. in Rockport, ME. Call Steve McAllister at (207) 236-6071 for more details.



CONNECTICUT RIVER CANOE TOURING

The Connecticut River Safari Canoe Touring Center is located in Brattleboro, VT and provides organized canoeing opportunities for individuals, families or groups. They have rental canoes, offer instruction, have a guide service on the river and area lakes, run overnight canoe camping outings. Typical fee would be like this: A one-day guided tour to Somerset Reservoir for 8 people, 2 to a canoe, \$140, \$17.50 per person. This includes canoes, the guide, and canoe transport to location. For more details, contact G.C. Knickerbocker, Connecticut River Safari, Putney Rd., Brattleboro, VT 05301, (603) 363-4724.

MARCH 9: Crosby Cup, Crosby Yachts, Osterville, MA.

MARCH 16: Midget Where Are We, Dockside Restaurant, Hyannis, MA.

MARCH 23: Mid-Winter Championship, Meeting House Pond, East Orleans, MA.

APRIL 6: Hesperus Cup, Round Cove, East Harwich, MA.

APRIL 13: Birthday Regatta, Wychmere Harbor, Harwichport, MA.

MAY 3&4: 2nd Annual National Championship, Hyannis Yacht Club, Hyannis, MA.



BACK HOME IN NEW ENGLAND

While on the subject of organized adventures in boats, we want to point out that Tom Foster of Outdoor Center of New England in Millers Falls, MA, has another full season of adventures scheduled in canoes and kayaks, whitewater, flatwater and ocean. Tom provides lessons also in one to five day workshops. For all the details, request his brochure from Outdoor Center of New England, 8 Pleasant St., Millers Falls, MA 01349, (413) 659-3926.



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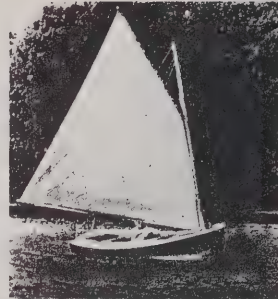
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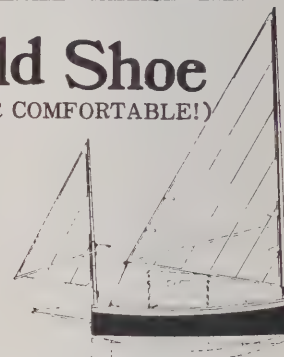


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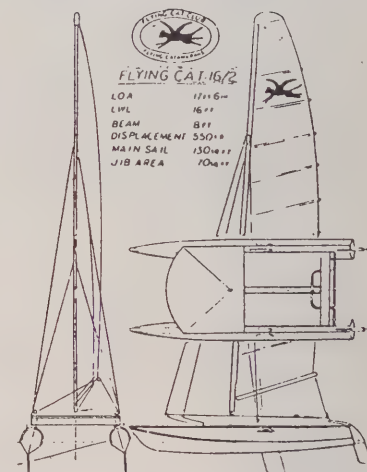
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What's Been Happening...

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

Kayak Commuter



Have you ever asked yourself what it would be like to live on an island and commute daily to work? Well, just suppose the weather has done a change which NOAA didn't quite forecast the night before and there you are on your island with plans which require that you must make a crossing. This is the situation when you have to be able to judge whether you have sufficient skill as a sea kayaker to make this crossing because no one will be available to come across the water to save you in icy winter water should you find halfway across that your skill cannot match the violence of gusty winds or other conditions that nature can create. This is the situation when self-discipline and training becomes most important for self-preservation.

Sea kayaking requires a number of complex skills which can only be acquired through extensive exposure to highly competent sea kayakers who show and explain to you what to do, and consistent practice afterwards in real situations. I could not even begin to safely negotiate my solitary sea kayaking if I had not spent time learning about sea kayaking from such people as Chuck Sutherland, Don Betts, Winston Shaw, Cam Broze and others who were at the Maine Sea Kayaking Symposiums.

Gusty winds in excess of 25 knots are among the sort of challenges which can become unwelcome surprises. If it were not for the effort I had made to acquire knowledge and understanding of the dynamics of the sea and the capability of skills required to paddle a sea kayak safely from people who know what sea kayaking is all about, I would be another statistical failure.

Report by Gail Ferris from ANorAK (Gail lives on one of the Thimble Islands off Stony Creek, CT.)

Repairing the Old Family Dinghy

At the moment (January, 1986) I'm repairing the old family dinghy, a Boston Whaler Squall, one of the great yachts of the 20th century. After 20 years of continual neglect it needs superficial work to make it as good as new. My sisters learned to sail in it and we took it cruising. It has been our most used boat. My father (John M. Garber of rowing the Maine Coast notoriety) had another that he used on his island way down east at Beals, but it was stolen about 10 years ago. In the early days we kept both at our summer house where my sisters and various others invited along would race them around the cove. For their size, the Squalls sailed well especially with lightweight crews of two.

It's been a dozen years since we've sailed the remaining Squall (rotted sail, broken centerboard) but this past season my younger brother wanted to sail it so we dragged out an old Cape Dory gunter rig and had a new board made up. It worked rather well.

I hope to complete this repair job soon to make way for the boat I plan to BUILD, a Pete Culler yawl boat. So far, I have the keel, stem and molds cut and the transom glued up. I messed up the gluing on the deadwood, and while it would still function adequately, I'm redoing it since I want this first boat to represent my best efforts.

Last winter I built the shop, and my first project last spring was to repair an old family rowboat, putting in new cutwater, rubrail, gluing broken breasthook, strip out interior, etc. The previous year I had repaired an old family peapod in my father's shop, doing everything over but keel and planking. So I've been working my way up to the NEW boat project.

You no doubt gather that this family has a wealth of decrepit old boats, but now all that remains beside the Squall is my old outboard skiff. This beauty is from New Jersey, is varnished cedar and oak. I hope to restore it this spring before leaving for Maine this summer.

Report from John F. Garber (at 4:30 a.m., you know how it is!)

Mac's Latest Creation



Mac McCarthy, our Sarasota, FL reader/advertiser, writes that he has built yet another of his stripper canoes. He has the following to say about his latest creation:

"My new boat is modelled after the Rushton WEE LASSIE, 10'6"x27", weighing in at 25 lbs. It is cedar planked with 4 ounce cloth and WEST SYSTEM (tm) epoxy. So far only one coat of varnish. It has a hand carved cherry seat and birch coaming with storage compartments fore and aft with hatches in the bulkheads. A boat cushion (flotation type) makes a fine back rest and the forward bulkhead is located just right for me to brace my feet against if needed. Behind the seat is enough room forward of the rear bulkhead for a thermos and camera bag.

The little boat tracks quite well despite its short length and doesn't feel very tippy to me, after some outings involving big powerboat wakes. I enjoyed paddling this one so much that I've started another and I'm thinking of taking a couple of them up to the Chesapeake this spring if I can find time to get away. That's a terrific area for canoeing and kayaking.

So I'm still building, and using, my boats. My wife says I go to my shop to play, not to work, and she's right! Any readers who may be in the Sarasota area please do drop in to visit, I'm at 17605 Andrea Place in Sarasota, my phone is (813) 953-7660."



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MMM APPRENTICESHIP BUSY

The Apprenticeship at Maine Maritime Museum has a full complement of 12 apprentices and 3 volunteers busy at work this winter. One project is the restoration of a 28' fantail launch for an in-the-water exhibit this coming summer. Built in Westport, ME, by Willard Hodgdon, this craft was used both as a pleasure launch and as a workboat for a sawmill. The original power was a 7.5 hp gas engine, but it was subsequently repowered with a 15hp Kermath. The Museum is looking for a replacement engine in the original size. Anyone with knowledge of such an engine's availability is asked to call the MMM Apprenticeship at (207) 443-2239.

Two new Grand Banks fishing dories are being built for the SHERMAN ZWICKER, to be used as working exhibits loaded with all the fishing gear and swung outboard on the ZWICKER.

A 16' Whitehall, AMERICA II, has been planked up and awaits caulking. This will be one of the tenders for the pinky schooner, MAINE. The pinky progresses also, masts are being made from white pines cut on Westport Island by Bill Bonyun. Engine beds are in, also bulkheads are nearly complete. The fo'c'sle will be completed this winter and rigging will begin mid-March.

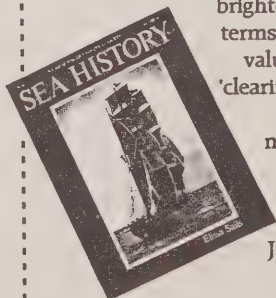
MMM SHIPYARD RENOVATION

Curator Nathan Lipfert and Shipyard Manager John Burke plan to have much of the machinery in the mill and joiner shops at the Percy & Small Shipyard in working order for spring. This will be accomplished while restoring the facility to its original arrangement, including powering from the overhead shafting and belting. The small boat displays at the Shipyard will be changed, the first since opening this exhibit in 1979. 14 of the Museum's 89 small craft are on public display here. And the storage area will be opened to the public, although primarily still a storage area.

TANCOOK BOOK PUBLISHED

The Maine Maritime Museum has published, after several years of effort, the definitive book on Tancook Whalers, entitled, TANCOOK WHALERS: ORIGINS, Rediscovery & Revival. This is the result of the research and hands-on work that went into the Museum's Tancook, VERNON LANGILLE, which was used in the late '70's by the Museum in various programs (it is now privately owned and no longer at the Museum). The soft cover 110 page book is available for \$15 plus postage and handling from Maine Maritime Museum, 963 Washington St., Bath, ME 04530.

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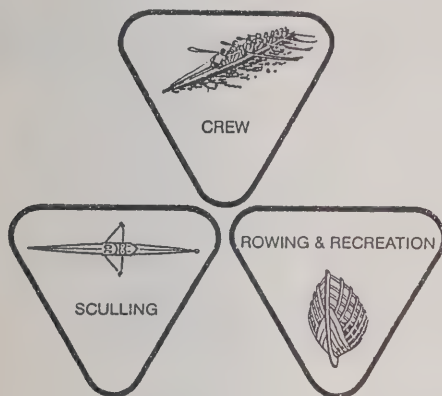
SEA HISTORY BONUS

Recently we mentioned that the National Maritime Historical Society was on a membership building campaign, and now we have received more publicity involving a free book of some interest to anyone joining up for the \$50 (or more) membership categories. Capt. Irving Johnson's book, PEKING BATTLES CAPE HORN, is the book. If you go for the \$100 membership you get additionally a 25"x39" John Stobart poster of the American downeaster, ST. MARY, in heavy weather off Cape Horn. And, of course, you'll get the four issues of SEA HISTORY magazine, good reading for the history buff. It's all to be had from the NMHS, 132 Maple St., Croton-on-Hudson, NY 10520. (You can join for as little as \$20 if you prefer).

Rowboat Parts?

Latanzo

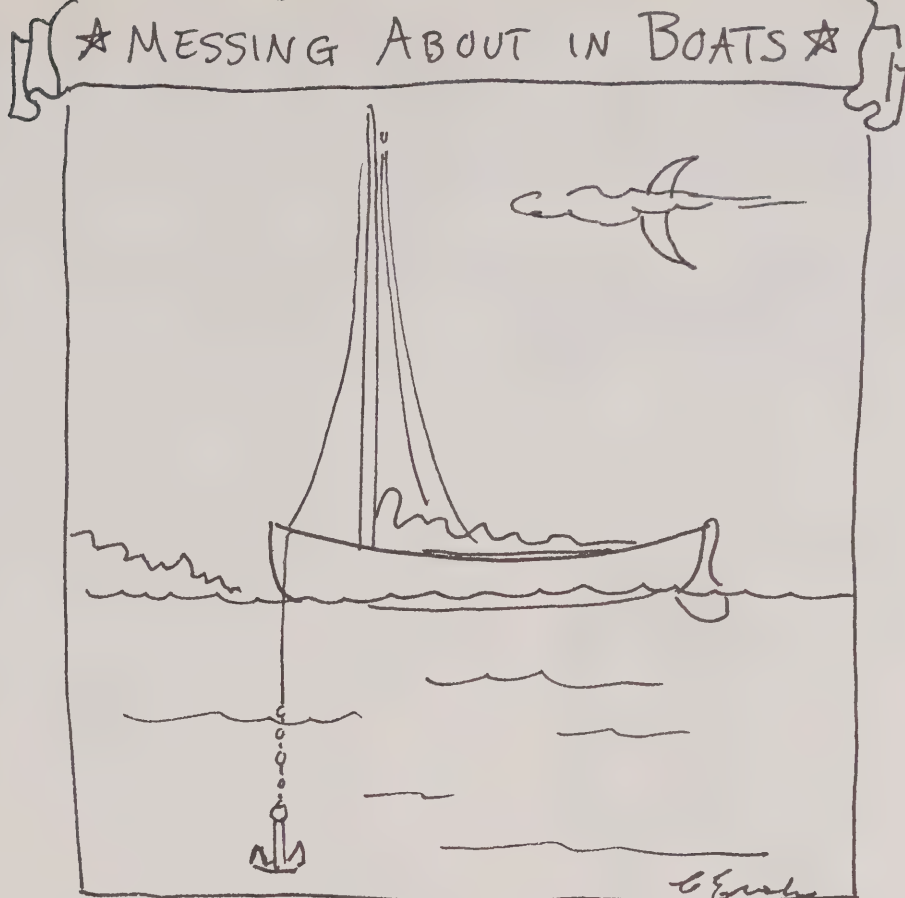
RECREATIONAL & RACING BOAT PARTS



It never occurred to me that rowboats might need spare or replacement parts. But the sliding rigger boat does introduce enough technical hardware to make a business selling replacement parts a reality. George Latanzo of Philadelphia has such a business. His 12 page parts/price list is broken down into the key parts for each of most of the currently available sliding seat boats, and six pages of exploded diagrams of the major sub-assemblies for a typical sliding seat rig illustrate very clearly just what the part you want is called. A bit of a shock in these inflationary times is seeing parts listed at \$.15 each (bolts in this case). One of modern marketings big ripoffs today is the exorbitant pricing of tiny bits and pieces of spares one might need. "Charge a guy a buck for a dime washer, he'll gladly pay it if he needs it", seems to be the marketing philosophy. Not with Latanzo's stuff.

You can buy complete sub-assemblies too, which leads one right into thinking that here's how one can convert that old fixed oarlock pulling boat into a sliding rigger without buying a \$400 drop-in set-up. Maybe the boat's only worth \$200! With some homework, one could buy just those key items not easily fabricated at home. Seats complete go for \$49. Undercarriage is \$16. Tracks about \$14-\$18 a pair. Riggers run as little as \$115 ready to bolt on.

Whatever you needs for a sliding seat rowing rig, repair parts, improving an existing setup, putting one together from scratch, you would want to have a look at Latanzo's catalog first. Order one out from him at Latanzo Enterprises, P.O. Box 21042, Philadelphia, PA 19114.



AND HOW ABOUT THE TIME...

I anchored the Old Town boat in Pidgeon Cove for the night. I had been sailing out around Halibut Point and the Dry Salvages off Cape Ann with plans to continue the next morning. Early next morning I was surprised to see my boat pulled up to a small floating dock there in the Cove. I inquired about this and learned to my surprise that the boat had been picked up floating

out in the bay during the night. The anchor was hanging uselessly and the finder, heading for Pidgeon Cove, towed it on in. I obviously did not allow enough scope for the anchor and the boat decided to go for a little jaunt on its own. I never learned who the lobsterman was who rescued my boat, but if he happens to read this, I wish to express my gratitude.

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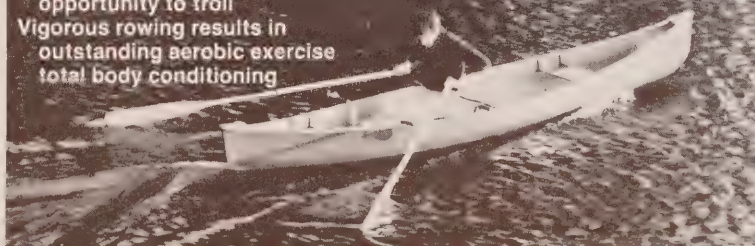
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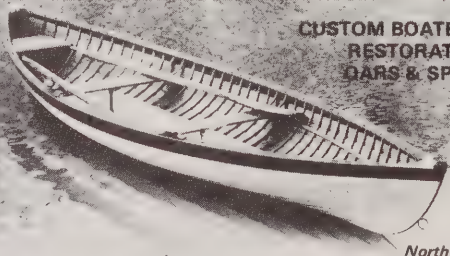


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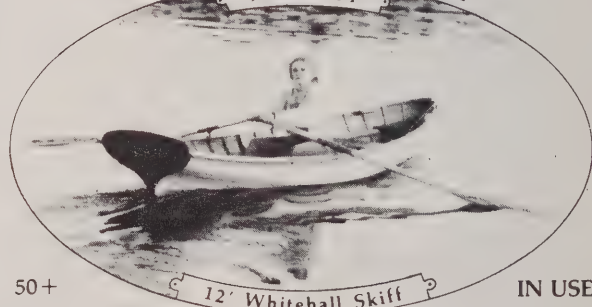
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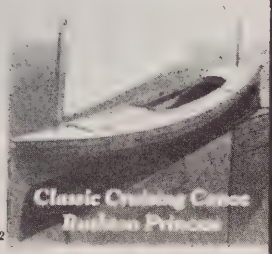
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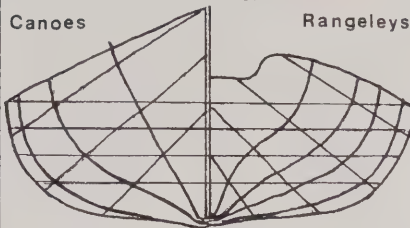
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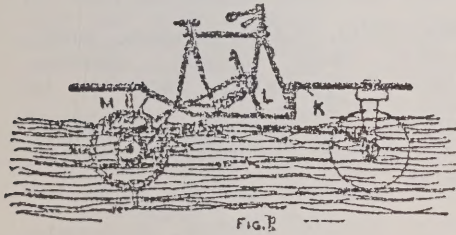
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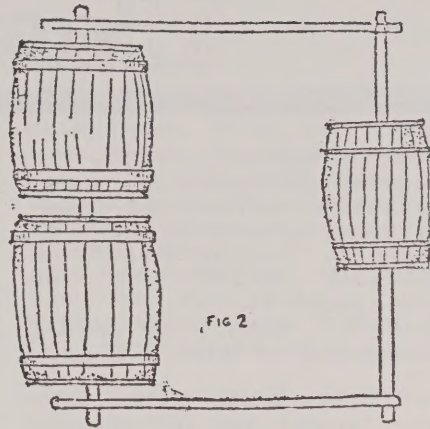
"Water bicycles afford fine sport and like many another device boys make, can be made of materials often cast off by people as rubbish. The principal material necessary for the construction of a water bicycle is oil barrels. Flour barrels will not do, they are not strong enough nor can they be made perfectly airtight. The grocer can furnish you with oil barrels at a very small cost, probably let you have them for making a few deliveries for him. Three barrels are required for the water bicycle, although it can be made with but two. Figure 1 shows the method of arranging the barrels, after the manner of bicycle wheels.



Water Bicycle Complete

Next place the platform of the bicycle frame and connections thereon. Going back to Fig. 1, we see that the driving chain passes from the sprocket driver L of the bicycle frame to the place downward between the slits in the platform to the driven sprocket on the shaft between the two barrels. Thus a center drive is made. The rear barrels are fitted with paddles as at M, consisting of four pieces of board nailed and cleated about the circumference of the barrels as shown in Fig. 1.

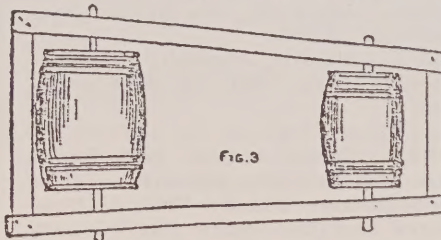
Procure an old bicycle frame and make for it a board platform about 3 feet wide at the rear end and tapering to about 2 feet at the front, using cleats to hold the board frame as shown at the shaded portion K. The construction of the barrel part is shown in Fig. 2. Bore holes in the centers of the heads of the two rear barrels and also in the heads of the first barrel and put a shaft of wood through the rear barrels and one through the front barrel, adjusting the side pieces to the shafts, as indicated.



Barrel Float for Bicycle

The new craft is now ready for a first voyage. To propel it, seat yourself on the bicycle seat, feet on the pedals, just as you would were you on a bicycle out in the street. The steering is effected by simply bending the body to the right or left, which causes the craft to dip to the inclined side and the affair turns in the dipped direction. The speed is slow at first but increases as the force is generated and as one becomes familiar with the working of the affair. There is no danger as the air tight barrels cannot possibly sink.

Another mode of putting together the set of barrels, using one large one in the rear and a small one in the front, is presented in Fig. 3. These two barrels are empty oil barrels like the others.



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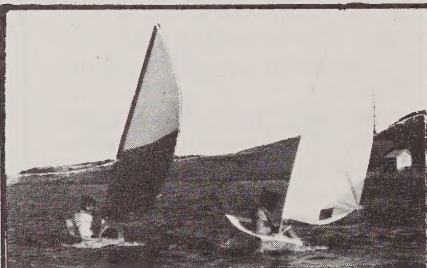


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SPARS. Gaffs, booms, mast hoops from 35' Crocker schooner. Little used dacron sails by Cressy. Some blocks and hardware. Can be seen in Marblehead, MA. Call for appointment. DICK BUTTERWORTH, Marblehead, MA (617) 631-2924 or (617) 631-6415. (20)

APPLEDORE POD, 16' fiberglass complete with sailing gear, somewhat used but still in very good condition. No longer appropriate for present owner. BARGAIN PRICE!

JIM, Portland, ME (207) 773-0262 days, (207) 772-2821 eves. (20)

RUNNING LIGHTS WANTED, matched set of red and green side lights and white bow light, 11" maximum height w/Fresnel lenses and kerosene burners.

SUBMARINE TOOL CO., Box 159, Staten Island, NY 10301. (20)

BOAT PLANS - KITS - SUPPLIES - Build your own boat - Tremendous savings! Hundreds of designs - GIGANTIC 160-page catalog = \$3.00 (\$4.00 AIRMAIL). Includes FREE "SUPPLIES" catalog - Fastenings - Fiberglass - Glues - Books. Revolutionary "POXYGRIP/POXYSHIELD" manual = \$2.00. GLEN-L MARINE, 9152 Rosecrans, Box 756MA, Bellflower, CA 90706.

SEEKING PARTNER. Sailing model craftsman to help me restore to original functional perfection a 5.5 foot model of a cup defender/Ranger class, I think. Built about turn of the century. Plan to include remote controls on this old beauty as well as new sails and working tackle. Call for info. NATE TUFTS, Merrimacport, MA (617) 346-9286. (20)

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)

USED DINGHY WANTED. Preferably fiberglass with oars. Must be sound but cosmetic condition not important. Cheap price is! ANDY UPDEGROVE, Marblehead, MA (617) 631-3142 eves & wknds. (20)

GREAT PELICAN, 95% completed. Bottom has three layers of chopped strand matt, topsides has two layers, per Vaitses system. O/B well, spars complete, new Norseman sails. Must sell due to illness. \$3900 or best offer. STAN DZIEMA, 209 Summer St., S. Walpole, MA 02171, (617) 668-3879. (21)

12' HOLDER cat rigged day sailer, 1984. Easily cartopped. Yellow hull, white deck, yellow sail. Boat and equipment in like-new condition, used only a few times. Complete with paddle, sail bag, aquameter track and tack, equipment storage bag for use on boat. Ready to go. \$1,150. JOHN MURACH, Dracut, MA. (617) 454-5927 (21)

WANTED: Old boating magazines, literature, pictures and news items for research library.

ANN MATHESON, Bear Paw, Rt. 4, Box 51, Murphy, NC 28906. (704) 644-5714 or (704) 644-5325. (21)

Looking for a Boat or Gear?



19' SWAMPSCOTT DORY designed and built by R.D. Culler in 1977. As seen in "Boats Oars and Rowing" but with a larger rig. The last boat Pete built and unchanged from his conception, she is wonderful in every way. Fast in any breeze, she sails like a witch. This is a boat with a soul and we're looking for an appreciative new owner for her. Complete with 9' Culler oars, 2 suits of sails, all misc. gear and trailer. \$5,000. CHRIS WENTZ, Port Chester, NY days (914) 937-0106, evenings (914) 834-9236. (21)

29'x6'x2.5' diesel powered ketch, new sails, recent overhaul, excellent condition. Built 1937 by Bruce Williams in New Bedford. \$9,500 or serious offers.

TOM STEARNS, 68 Coburn Woods, Nashua, NH 03063. (603) 889-2522. (21)

WANTED: Used folding kayak, single or double.

KRIS HANSEN, 75 Parkton Rd., Jamaica Plain, MA 02130. (617) 524-6239 collect. (19)

WANTED: Electric trolling motor, transom mount style, 23 to 28 lbs thrust, in serviceable condition. BOB WHITTIER, Box T, Duxbury, MA 02331. (19)

12' WHITEHALL, classic sailing/rowing boat 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! Drive/sail away at \$2100.

DAVE KIMPTON, Dunstable, MA (617) 649-3632. (21)

EVERYTHING MUST GO. Catboat spars, wooden in excellent condition, 19' gaff, 29'6" boom, 16' mast, 15' boom, 10' gaff. 24' aluminum mast. Marconi spars, wooden, 23' mast, 13' boom, 8'6" spinnaker pole. Gaff catboat sail, 675 sq. ft. like new with cover. Antique bronze hardware, plenty of it. 20' Celebrity sloop. All prices negotiable.

GLEN SCHROEDER, Ship Bottom, NJ (609) 494-5814 eves. (20)

SOME GOOD BOAT BUYS: 16' Chaisson surf dory, original and complete, \$995. 32' Chris Craft twin screw cabin cruiser, complete, very restorable, \$1,200. 8' fiberglass pram with new oak rails, oars and leathers, \$250. 19' 1982 Seaway with 1982 70hp Johnson OB, center console, twin built-in fuel tanks, spray cover and cradle, \$7,000.

DAVE PEACH, Marblehead, MA. (617) 631-5571. (19)

16' TANZER OVERNIGHTER, a day sailer that sleeps two. Fast center-boarder with cuddy cabin. Lots of new stuff including new Cox trailer. \$2900 complete.

DREW HUTCHINSON, Haverhill, MA, (617) 372-0057 eves, (617) 497-2525 days. (20)

24' CHAPPELLE SCOW now building for spring delivery. 6'4" beam, 14" draft, leeboard or keel. A damn comfortable boat.

CHET FARRELL, W. Dennis, MA (617) 398-2649. (21)

CATBOATS: 16' wooden classic gaff rigged flat bottom catboat, \$1200. 16' wooden hard chine, cuddy catboat, \$1500. Also new 6' lightweight plywood pram, \$275.

HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385. (21)

WANTED: Used Zodiac or Avon dinghy.

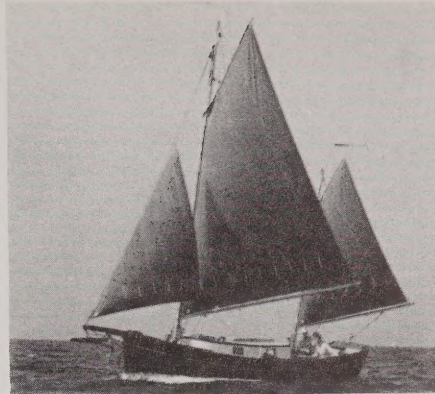
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16' PEINERT 16 sliding rigger, very stable fiberglass, slightly used demo. \$1200.

LYDIA GREW, W. Newbury, MA, (617) 363-2906. (21)

CIRCA 1890 18' launch, cedar on oak, needs restoration. Will include Vire one lugger. Sell or swap for small rowing, sailing tender or what have you. Also, Bolger kayak for \$150.

ANDY ANDERSON, Mattapoisett, MA, (617) 758-9240. (21)



29' GAFF RIGGED vee bottomed sharpie built by George Kelley in 1970. New deck last year. New cotton sails two years ago. Smart, handsome, able vessel. Three berths. Auxiliary outboard in well. \$10,000-\$12,000 negotiable.

GEORGE KELLEY, Hyannis, MA, (617) 775-2679 (23)

8' SPOON BLADE OARS, almost new. Made of laminated northern spruce using Pete Culler's techniques and general design. \$50. Early '50's Johnson 5hp outboard model TD-20. was run without oil and seized. Good for parts. Free. JON ABORN, Buzzards Bay, MA (617) 759-9786 (20)

WANTED: \$500 sea kayak, Seda Viking or Aquaterra Chinook or equivalent.

KEVIN HARDING, Chelmsford, MA. (617) 256-8681 eves. (21)

KLEPPER AERIUS I folding kayak complete with paddles, rudder assembly, spray cover and sail equipment. \$1,200.

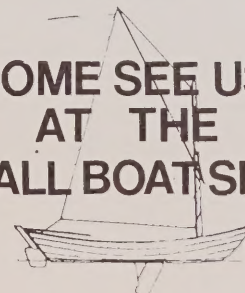
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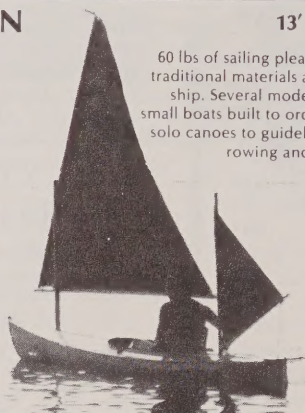
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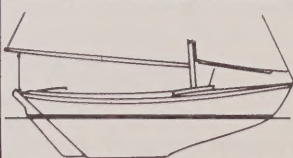
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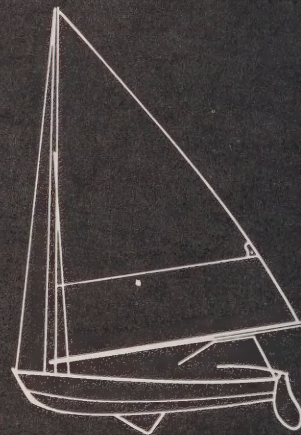


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