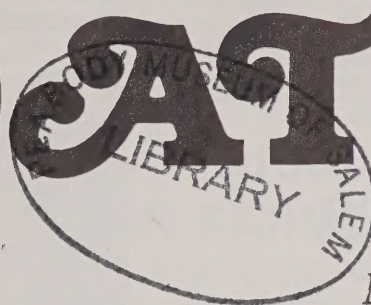


Twice a Month!



messing about in BOATS



Volume 4 ~ Number 1

May 15, 1986





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$15 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (617) 774-0906
PUBLISHER & EDITOR: BOB HICKS

OUR GUARANTEE: IF AT ANY
TIME YOU DO NOT FEEL YOU ARE
GETTING YOUR MONEY'S WORTH,
JUST LET US KNOW, WE'LL RE-
FUND YOU THE UNFULFILLED POR-
TION OF YOUR SUBSCRIPTION
PAYMENT.



Our Next Issue...

Will hopefully sort of cleanup
my winter long backlog of articles,
because the following issue (June
15th) will be all about the Small
Boat Show, and after that it's
on-the-water season and lots of ac-
tivities to report about. So next
issue look for some or all of these:
"Sinking of the Bismark", "Build-
ing a Paper Boat", "The Hammock
Canoe", "Kevin Martin's Lapstrake
Canoes", "An Amateur Builds GYP-
SY", "The Wayfarer Dinghy",
"George Scigliano's Indian", "Ship
Modellers", "The Flying Cat Fleet",
"Maine Maritime's Apprenticeship",
etc. Maybe I won't clean them up
yet!

On the Cover...

Dexter Avery's been sailing in
a Mashapaug Dinghy on the lake of
that name in central Connecticut
for some 35 years, now he builds
them, and more. Full story in this
issue.

Commentary

**BOB
HICKS**



Another Anniversary

Straitsmouth to the Salvages and
the submerged breakwater that
partly protects Sandy Bay. No way
was I going out in that, so my
more experienced companions opted
to put in the sheltered waters of
the Annisquam River where we en-
joyed a five or six mile paddle and
some sport in breaking seas on
shallow, relatively safe Wingaer-
sheek Beach. It was a start on the
season anyway.

But May brings on the rush
and it won't stop until November
now. Looking ahead to the season I
have a very full calendar that will
take me to events for sailors, oars-
men, paddlers, on ocean and lake.
There'll be three boat shows, sev-
eral annual gatherings of special
interest groups like the Traditional
Small Craft Association, the Wooden
Canoe Heritage Association, the
Antique & Classic Boat Society, the
North Atlantic Sea Kayakers.
There'll be the L.L. Bean Canoe
Symposium, a wooden boat show and
rowing race on the New England
"West Coast" at Burlington, VT, on
Lake Champlain. There'll be pad-
dling with friends, rowing in some
races in our recently acquired bar-
gain priced 30' four man bateau,
sailing in a variety of boats with
other friends and readers.

On it goes, and the problem is
how to choose. I enjoy all the dif-
ferent ways to mess about in boats
so I don't begrudge a Sunday out
sailing when other friends are kay-
aking without me. The choosing is
influenced chiefly by my desire to
bring a broad selection of small
boating experiences to readers, a
desire to introduce you to more of
the fascinating people doing these
fascinating things.

So it'll be busy. So busy that
all the jobs that need doing "a-
round the place" that are still in-
complete as winter ends will have
to wait until next winter for my
attention. I'm not wasting any time
I can avoid on chores with such a
promising summer of messing about
in boats ahead. I hope you'll all
come along with me on these pages.



Canada's MASTER CANOE BUILDER



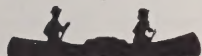
ENDS AN ERA BEGUN IN 1850

A "must" book by canoe historian Nick Nickels about the cedar strip canoe from its start in Lakefield until the present 79-year master, Walter Walker, reveals some techniques.

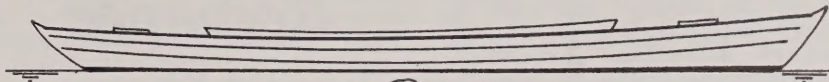
12 US\$ each, bookrate mail
The builder, paddler and collector/dreamer buys from

Nick Nickels

Box 479, Lakefield, Ont.
CANADA K0L 2H0



L. F. HERRESHOFF
★ 16' SEA KAYAK ★
— TRADITIONAL CONSTRUCTION — CEDAR PLANKED —



T. C. ARDITO
(203) 453-0442
SEND SASE
FOR INFO



MULBERRY FARM RD
GUILFORD, CT
06437

"Ahoy there..."

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

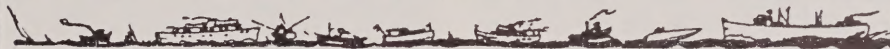
BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$1 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings, offsets, etc. that you can use. Send \$1 for catalog listing.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360



Everyone's Getting Into Small Boats At The North American Small Boat Show May 16-18 in Newport

If you're thinking of getting into boating for the first time, or even if you're a veteran, there's no better place to get into the fun of it all than the North American Small Boat Show in Newport. The North American Small Boat Show is the place to meet the powerboat, sailboat, and rowing craft that could make this summer your best one yet. It's

also the place to come to hear about, learn about, even try out boating. Beneath our tents and at our docks you'll find boats under 30 feet, equipment, accessories and knowledgeable, friendly folks that'll help you get more into boating and get more out of life. Come on, dive in. And bring the family.

Admission is only \$5.00 for adults and \$2.00 for children.

May 16 -18 from 10 am. to 6 pm.

Newport Yachting Center, America's Cup Ave., Newport, RI (401) 846-1600

1015-305
11-5-85

The romantic view has always played a large part in my outlook on things. Somewhere along the line the modern world left me unimpressed. My friendships are decades old. My happiest home was in an 1800's loft building in an old section of Manhattan. You won't find anything but cotton or wool on my back, and wood where I sit and sleep. Fresh food is what I love to cook and eat. Red Bordeaux is my favorite drink. My 1973 Volkswagen has gotten me to and from the Maine coast for the last few years without a hitch.

Of course, this way of living can often be impractical. Old loft buildings have a tendency to act like meat lockers in the winter, laundry bills for natural fibers are a perpetual ransom, and a microwave sure gets you out of the kitchen fast. My romanticism clashes most strongly with reality when I'm forced to admit that I have no mechanical or carpentry abilities to keep old things working. The only object I ever built of wood was in seventh grade shop. It was an 'End Table'. It wobbled and got me a C for the course. I own only a few tools for household repairs and having been a philosophy major in college, couldn't read a blueprint for anything more complicated than a bird feeder.

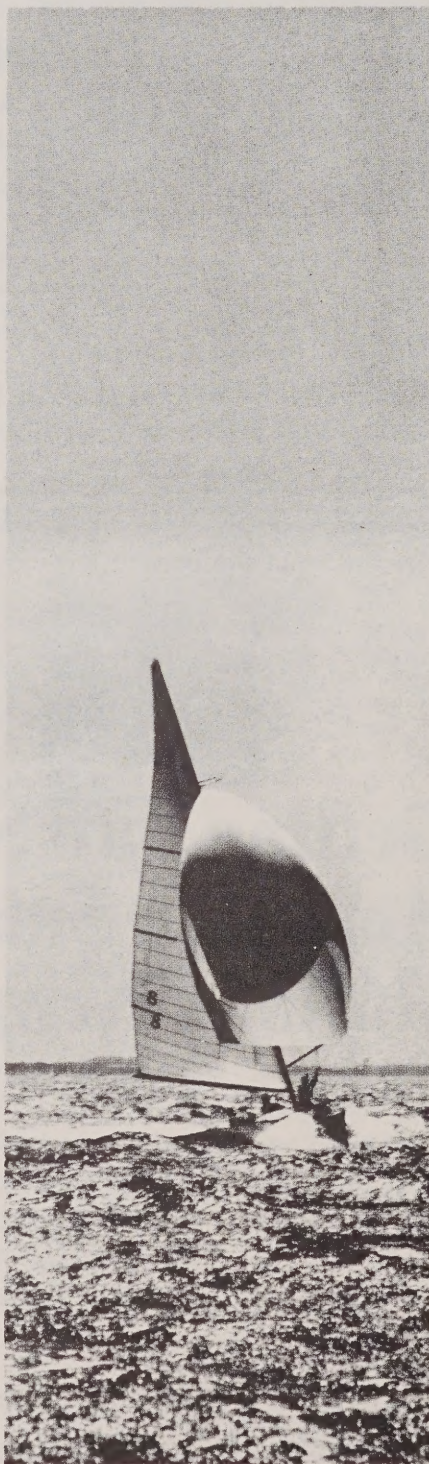
Somehow deep in my craw, however, I have always wanted to sail and have a romantic time on the water. I love nature and the fresh sea breezes warm my soul. My most admired list includes Joshua Slocum, Sir Francis Chichester and the missing Bill Dunlop.

After careful consideration of my impulsive side, I set about on a plan to make sailing a reality. Taking stock of my previous experience -- crewing a Rhodes 19 in Long Island Sound when I was 14 for my tyrannical uncle, and then a day sail on a Tartan 34 from Vinalhaven to Hurricane Island -- I felt a few lessons were in order. I enrolled in a local sailing school on Long Island and found myself holding the tiller on a Bullseye and nervously watching the tell-tails. This was a three day course and led to a certificate along with strong recommendations to continue practicing in placid Manhasset Bay by renting one of the school's boats. I would have none of it! I had some cash and wanted my own boat. My own WOODEN BOAT.

A few months later, I perused the pages of sailing publications, longingly looking over the back section filled with beautiful and classic Aldens, Sparkman and Stephens, and Concordias, words like "vintage", "classic", and "custom" jumped out and said, "that's me." The pictures promised fun, beauty and adventure. So when the ad said, "classic wooden sailboat for sale", and had a few descriptive

Romance & Reality

ON HAVING YOUR FIRST BOAT BE
A 29 FT WOODEN RACING SLOOP



words and the right price, I had to go see it. Had I looked at scores of boats to learn the market? No. I knew when I saw the boat I wanted and could afford, it would happen.

In no time I was rowed out to a long sleek beautiful International 210 that gleamed a deep red upon the deep blue of the Maine coast's Eggemoggen Reach's Bucks Harbor. Romance met checkbook. In my defense, I have perfect sight and knew this boat was a beauty. The International class was on my pantheon of wooden boat names. I have even heard of C. Raymond Hunt, and the name of its builder, Graves Boatyard, while being ominous, was vaguely familiar. (You can learn a lot from reading the ads.) The lines were classic and old. EVERYTHING WAS WOOD. Sitting on the boat, I realized that my visual field was encompassed by the old and beautiful. The original fittings were in place and the brass was well-aged. The entire cockpit was burlled mahogany and glistened in the early morning sun. The deck was a crack-free off-white. It bespoke loving care. In fact, the boat had been "wooded" in 1982 and there wasn't a flaw about her. The bilge was dry and everything looked solid. There was absolutely no wind so a test sail was impossible.

I agreed on the spot to take the boat. I was in heaven. This was one of the most beautiful objects I had ever seen and for about five thousand dollars it was mine. I couldn't believe it. I fleetingly had that old familiar feeling of leaping before I looked ... but that's what makes life interesting, isn't it??

A million things had to be negotiated between the boat brokers in Bass Harbor (I felt protected that they wouldn't deal in a sawdust framed boat) and the owner on Deer Island, but negotiating is what I do best. At the conclusion of the deal several weeks later, I was the very proud owner of an International 210 hull with 8 sails, assorted life jackets, a cradle, and all sorts of pedigree papers that legally put me in the yachting class. Of course, I didn't understand three-quarters of the 210 newsletter that was full of modifications to the racing rules, which, with me not knowing how to sail, let alone race, seemed trivial and petty compared to the romance of the sea. During these negotiations, however, I learned firsthand what I still believe is the cardinal principle of boat ownership, namely with money, everything is possible and, conversely, without it, everything is difficult. Insurance, springtime delivery to eastern Long Island, bottom scraping and painting -- no problem. All could be arranged. One just had to pay. Right then and there I knew I would have to

order my new checks with anchors printed on them instead of the standard sunsets. Ah yes, but the sea. The sun and the wind would now be mine in the style I would grow accustomed to. Thus my boat lay in a Maine barn all winter, ready for delivery in the spring.

Applying principle one, I found a beautiful mooring in Gardiner's Bay, Long Island, a place that reminds me of Maine, and one fine spring day the boat was delivered. It seemed the yard was glad to have such a classic beauty among the stinkpots and production fiberglass sailboats that were everywhere. Some of the yard hands came over to look her over and the general consensus was that it was in perfect condition. It needed no work save for bottom painting with anti-fouling gold-flaked paint (or so it seemed at \$27.50 a quart). I decided to have an outboard rig made so that I could get in and out of the very narrow entrance under power. How the previous owner survived Maine winds and waters without a motor, I still can't understand. With this one modification, I was now set to sail.

Impulsive I may be, foolish I'm not. I have always had a healthy respect for nature in general and the sea in particular. Thus my first day's sailing crew included an old family friend who teaches sailing. The winds were fair and I was in heaven. There was a ten knot wind coming from the southwest and we reached out of the harbor for several miles, tacked, and reached home without the motor. We sailed under the main and jib and heeled effortlessly. My old salt friend couldn't believe how the boat handled and was so calm about sailing with the boat that she frequently cat-napped. I was much more nervous watching the wind, the waves, and the slowly growing puddle which lay in the bilge.

It was early June and we were practically the only ones on the water. I attributed this to the start of the season but as the months progressed and summer drew to a close I remained amazed at how many people owned sailboats and never used them. Even on the most beautiful day only a third of the boats were sailed. Some boats looked like they were never used. Anyway, day one ended with us hitting the mooring right on target, no calamities, a lot of new information, and a lot of self-confidence, ... too much, I was to discover.

Yes, I was in love with the boat. It was poetry afloat, wood everywhere glistening under the varying sunlight. The tall, tall mast pierced the sky and the white sails with the class and hull number were majestic. I sat by the tiller, surveyed my nautical domain and wondered in amazement how I'd pulled this off.

The next time out my nautical friend couldn't make it so my crew consisted of myself and three other novices. In retrospect, even I don't believe that we actually motored out from the dock with small craft warnings up. The wind was blowing at twenty knots with gusts to thirty. There were no other boats in the protected harbor, let alone out on the bay beyond. Even under full power, the motor was unable to turn us into the wind, allowing us to raise the sails (not that I know what I would have done in those winds with our enormous sails) ... and we were being pushed into shallow water and a sand bar. My hand pushed the tiller as far as it would go (which was a mistake) and still I couldn't get the boat into the wind or reverse its progress towards danger. Fortunately, I had my emergency horn on board and managed to raise the marina to send help. They came out in their powerboat and shouted above our panic to center the tiller, gain speed and swing her into the wind. It worked and we shakily returned to port, vowing never to ignore the small craft warnings again.

I promised myself that I wouldn't go out again without someone who really knew what they were doing. Thus, every Monday, I started to line up experienced crew. This worked less than half the time. No matter what I offered, the responsibility for the sail fell primarily on my shoulders. (The marina personnel were especially uninterested in a day's sail.) By late June I noticed a pattern. It seemed that whether the amount of canvas area (we had one of the smallest boats in terms of freeboard and weight), boat design, or weather, we simply had too much wind to make us comfortable. Every time we got into the bay, sooner or later we were scrambling to take down sail. To those of you who already know that this, C. Raymond Hunt designed boat is fast, I would like to confirm that you're right. The 210 is fast. We moved while others plodded along and flew when they were doing nicely. It dawned on me that this was the equivalent of learning to ride a motorcycle on a Kawasaki 750. Having one harrowing day after another, heading for port with barely suppressed panic at the force of the wind (even with just the main and no jib), I decided to have the main reefed. While the work was being done, I made my yearly pilgrimage to Maine and added to my list of wonders that the past owner had not only been motorless but also had no alternative to full sail.

The main was jiffy reefed with two points. That made the difference. Now when the wind came up, the sail came down and the crew could relax. I began in earnest to watch the winds, the weather, the tides, the currents, the other

boats. I learned to anticipate weather changes from the clouds. I read every sailing book I could find and learned the terms and what the equipment was for. I was growing into this sleek, beautiful classic wooden boat at last. People on their boats would stare at us as we knifed through the water, our hard chines keeping our fin keel buried. I overheard someone on another sailboat say, "Look at that antique." I felt proud. I love antiques. Other yachtsmen would yell encouragement like "try the spinaker in twenty knot winds," or "I raced that twenty years ago." My knowledgeable crew members couldn't get over how sweetly the boat handled. They confirmed what I suspected ... this was a great sailing boat.

By the end of the season I knew what I was doing .. a little bit. Certainly no one at that marina of over a hundred boats was on the water as much as we were. So what if we ran aground four times? We never did it in charted shallow water and never in the same place twice. There were no calamities, no one overboard, no smashed heads from accidental jibes (of which there were two, possibly three, one being in dispute), no collisions with anyone and no real close calls while heeling. The checkbook with anchors on it is, however, seriously depleted. The financial hemorrhage does not stop and while the boat needed no major repairs, except for minor garboard leaks which occur only while heeling, the little things like custom made motor mount, boom vang, reefing and dinghies, do add up and up -- not to mention storage charges and mooring fees. But what's money for?

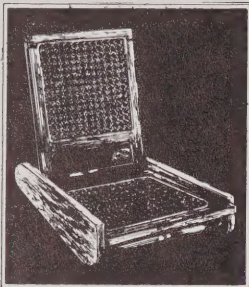
Next year I plan to refinish the deck myself and learn a little about the boat's maintenance, otherwise I'll just keep paying to keep this absolutely beautiful, classic, vintage boat afloat. Of all the horror stories about wooden boats told by those modernists around me, none came true. Just the opposite. I admit that at first I didn't know what I was doing. So what? I read. I listened. I asked questions of those who did know. I experimented and I learned. I also kept something beautiful alive. I recycled money which I earn by exploiting today's fads into something designed right and made to last by real craftsmen.

My first wooden boat has only made me a deeper romantic, albeit a more knowledgeable one. P.S. If anyone has a Winter Harbor 21 for sale, please let me know.

By Jonathan Russo

Portable Class!

Beautifully crafted of Ash and Cane with a clear weather-proof finish. Satisfaction guaranteed. Also specializing in other canoe accessories.



Folding Seat

\$55.00 postpaid

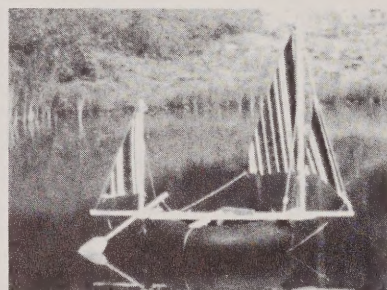
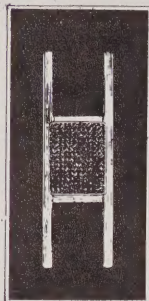
- In Your Canoe
- Fishing
- At a Blue Grass Festival
- Sitting Around Camp



Free Brochure Available
Dealer Inquiries Invited

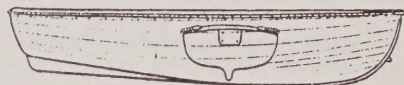
Send Check or Money Order to
ESSEX INDUSTRIES

6 Pelfisher Rd., Mineville, N.Y. 12956 -518-942-6671



DOVER CLIPPER TUBE. Custom built sailboats for the yachtsman who demands both challenge and tradition at a modest price. F M Co, Box 35, Verbank, NY 12585.

THE BRAS D'OR TENDER



The BRAS D'OR TENDER has been molded from a 12 ft. wooden lapstraked rowing boat built nearly sixty years ago at the Alexander Graham Bell boat shop located at Beinn Breagh on the Bras d'Or Lakes in Baddeck, Nova Scotia.

In producing this boat in fiberglass, careful attention has been given to the quality of workmanship. Care has been taken to duplicate the original contours of the lapstrake planks in laying up the hull. The boat can be rowed by one or two persons, powered by outboard or sailed. Ease of maintenance combined with durability and quality of design make this tender a versatile and economical boat for the discerning small boating enthusiast.

cape breton
shipyard
limited

Box 247 Baddeck, Nova Scotia,
Canada B0E 1B0, PH: 902-295-2664

Granta SEA KAYAKS

A GRANTA kit kayak is a long, slender very elegant hole in the water. It is lined with glass-taped plywood. You have to pour a modest amount of money into it and also stir in an enjoyable quantity of manual labor. The result can be taken anywhere to be admired.

PS: You may want to substitute a bit more money for the manual labor and get a regular fiberglass sea kayak. GRANTA makes four models. They also look very nice, but come without the bragging!

HUDSON CANOE

14 HILLSIDE AVE. CROTON, NY 10520
(914) 271-5387



Largest Selection of Canoes

in New England

nearly 500 on display

Old Town, Grumman, Michi-Craft
White, Merrimack, Sportsman

Prices like the good old days.

FERNALD'S

Rt. 1A, Newbury, MA 01950
(617) 465-0312

ROWING SHELLS

Complete selection from entry level to racing, by SMALL CRAFT, R.E. GRAHAM, JULLIEN. Singles, Doubles, Pairs. Featuring the legendary VANCOUVER 21, the rough water SEA RANGER series and the lowest price racing shell in the U.S.

Small Boat Exchange



31 MAIN STREET
BURLINGTON, VT 05401
(802) 864-5437



YACHTSMAN ANCHOR — sizes to 75 lbs. Free catalog. SEA SPIKE ANCHORS INC, 994 Fulton St, Farmingdale, NY 11735, PH: 516-249-2241.

SOUTH BRISTOL,
ME. 04568

SHEW & BURNHAM
since 1964

(207) 644-8120



50+

12' Whitehall Skiff

IN USE

cape ann small craft

JOEL THOMAS

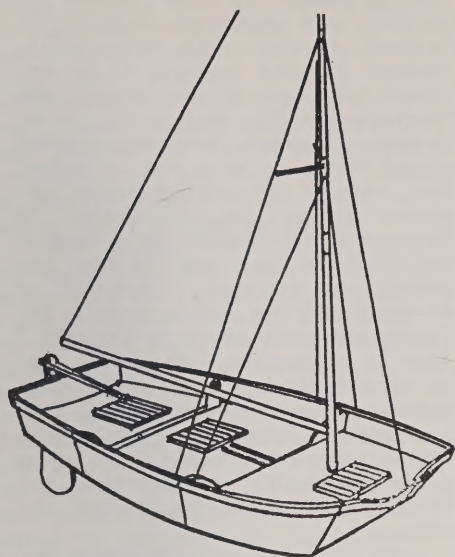
(617) 768-7411

the cats are here...

the hens are coming!

the shipyard box 592, essex, ma 01929

Report by Bob Hicks
Photos by Ray Alan & Bob Hicks



"I thought I had invented the nesting sailboat hull!"

Ray Alan has a wry smile on his face when he says, "I thought I had invented the nesting sailboat hull." We were standing in the basement of his ranch style home in Lexington, MA, looking over the 12 foot, three section daysailer Ray now wants to sell, complete, for only \$500. His letter earlier had stated, in part, "I am in the midst of throwing out old boating books and hulls. It would be a pleasant finale to show an interested person around before it is all gone forever." After a quarter-century of involvement in developing and building the boats of his dreams, Ray is chucking it all, including the home where most of the building went on, and moving into a more efficient condo residence. Recent health problems dictate that he back off from his concentrated commitments.

The NEST 12 is one of a series of such craft that Ray designed and built prototypes of since 1978. The basic premise was a sailboat one could take apart for easy transport and storage. In 1978 Ray thought his idea unique, but subsequent research revealed over 500 patents on a nesting boat hull going back to Civil War times. While none of these seriously precluded his own design and development, the revelation somewhat dampened his views of pioneering. The series eventually stretched from a 9 footer to a 17 footer, with an elongated version of the 12 footer filling in a 14 foot spot. The concept of a "line" of nesting sailboats came about when Ray approached a national boat kit manufacturer with his creation and was encouraged to think in terms of a

"line" rather than of a single size craft. Subsequently, when all had been so developed, Ray found the manufacturer now uninterested. And Ray wasn't about to go into production himself in his garage. Not boats, anyway. Maybe kits.

That garage had seen some projects. Ray is a mechanical engineer with a degree from Cornell. "I just loved to build mechanical things as a boy," he explains, "so I went to Cornell, got my degree and headed out into the world to create and build mechanical things." It didn't work out quite as he had intended. "I was unfortunate enough to be offered a very lucrative job in a sort of "think tank", a firm that does analysis work on military systems for the government. So Ray gave up on "building" mechanical things as a profession, the money was too good analyzing them for others. His outlet for hands-on became boats.

His first boat was free. He went to a boatyard on the Massachusetts south shore looking for an inexpensive sailboat to start with. "Well, you can have THAT one over there for the taking," the boatyard man told him. THAT one was a 16' Winabout partly sunk into the mud, pretty sad. But not to Ray. With that zeal most of us have had on those early "fix-up" dreams, he took the Winabout home and completely rebuilt it. When a friend suggested maybe he'd like one too,

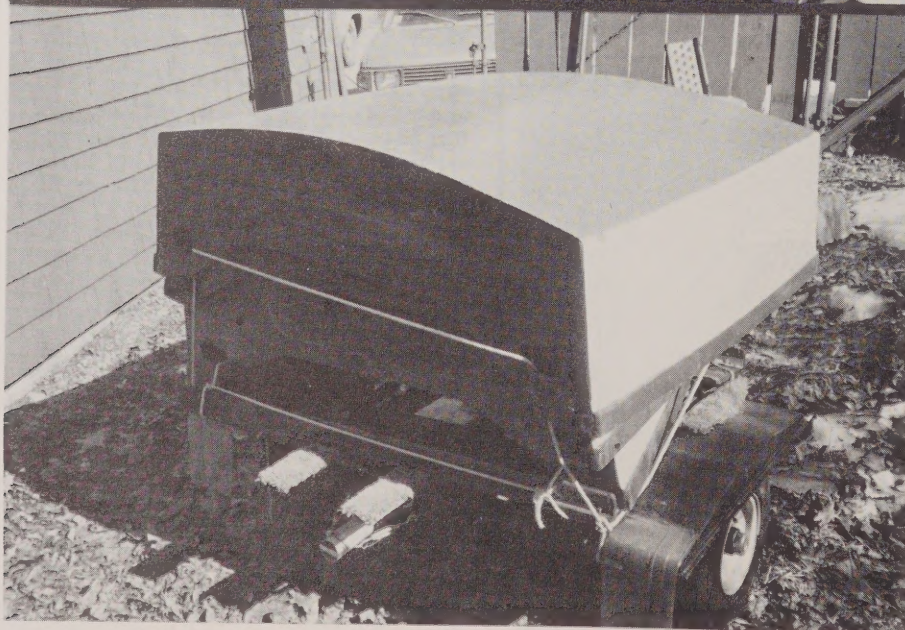
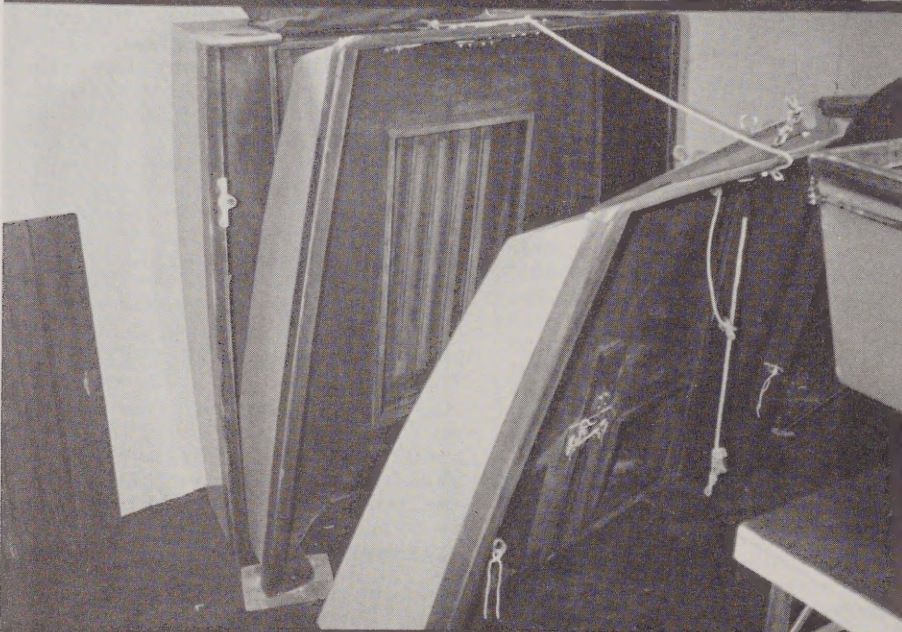
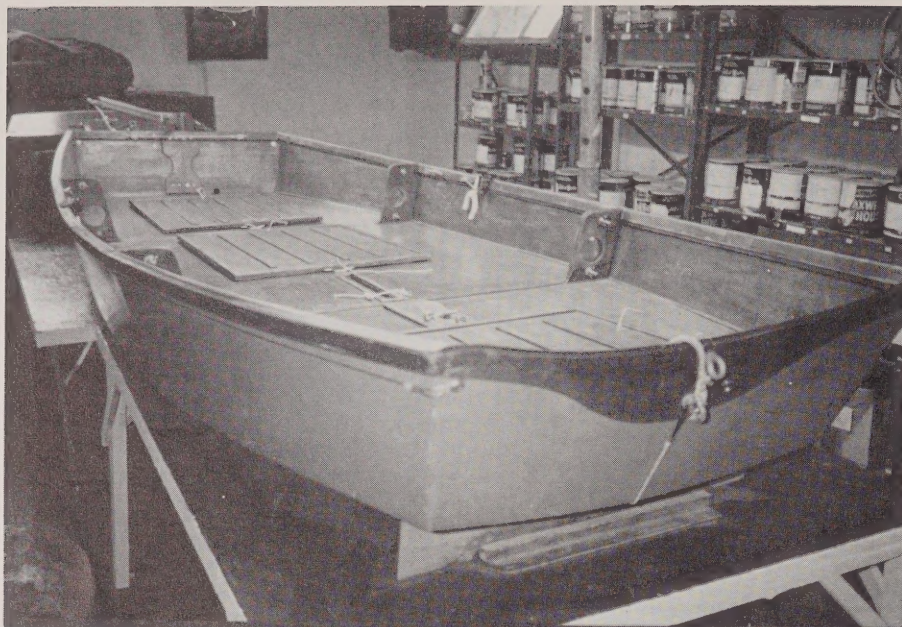
Ray thought about maybe doing one up in the then new fiberglass construction. It was early in the '60's and fiberglass was sweeping away the wooden boat business before it in a public infatuation with "modern" materials.

So Ray finished off the wooden Winabout as a plug for a mold for doing a fiberglass hull, and proceeded to build one. "After that experience, I said to myself, why mess anymore with all the time consuming effort building in wood?" So it was off onto bigger things. Ray wanted a cruising sailboat and not just one he could buy. He got acquainted with naval architect, Winthrop Warner, and Warner designed Ray a nice 26' cruising sloop he could build. In fiberglass. While Ray got underway on that project, Warner sent the design in to RUDDER magazine, where it soon appeared as part of its then ongoing series of interesting designs. "Well, the mail just kept coming in here in sacks," Ray marvels. Warner had mentioned that Alan planned to build the sloop in fiberglass and readers responded with requests to get on his list for the earliest possible production boat, and how much deposit did he want?

Ray wasn't ready for that, so he put all the letters to one side and finished off his own boat. After enjoying it for a season, he got

Ray Alan explains his failed dreamboat.





busy and redesigned it to his own liking, based on that season of sailing, and undertook to build his revised version. At this point, Warner insisted he call it by another name as it no longer was Warner's specific design, but an adaptation thereof. Ray contemplated maybe building this one to order, but looking at his extended attached garage, he had doubts. "I figured there'd maybe be a market for 5 or 6 a year over the next ten years," he explains, "maybe 50 or 60 boats and the public appetite for fiberglass boats would be satiated." Now in retrospect, Ray allows that he should have gone off and located some venture capital to go into boatbuilding seriously. But back then it seemed it would have to be a do-it-himself, one-at-a-time job in that garage. So he dropped the idea.

In 1978 the urge to create became too strong to resist and Ray was back in the garage building his new idea, the nesting sailboat. His approach was very much an engineered one, this particular nesting boat would not be just a two-piece hull that would fit on the foredeck of a cruising yacht, which had been the prior motivation for this concept. No, these would come apart into pieces no bigger than 4' in any direction, and nest together so they could be stored in the upstairs hall closet if necessary. "Even the 17' version can be loaded onto a small dolly and wheeled into an elevator and up to the 32nd floor for the winter," Ray explains. It was not his idea that such a boat be taken apart and re-assembled each time it was sailed. The smaller ones can be lugged a piece at a time down the cellar stairs or up the attic stairs. The bigger model needs some wheels underneath the collected sections.

The basic concept comprises stern, center and stem sections in the 9' and 12' versions. The 14' and 17' versions have an added "pointy" bow section that eliminates the transom bow of the smaller ones. Each section is built in plywood, epoxy glued, and designed to float by itself. In fact, you can launch the middle section, get aboard, and then attach the rest in the water if circumstances required. The joints between each need no gaskets as the bulkheads that fit together are high enough to be above the water. They align now with eye-bolts which also serve as rigging points. Earlier versions had mating male/female "key sections" for alignment but Ray found them superfluous. The

Top to bottom: The 127 Nest assembled, note tensioning cable over transom. Apart and stacked in a corner (spread apart for clarity of photographing). Stacked on a tiny trailer ready to head out.

entire hull is then pulled together by stainless cables that run from bow to stern beneath the keel and along each gunwale. Fitted with turnbuckles and lever clamps at the rear, these put the whole assembly into compression for a very rigid structure. Ray has had the 17' out in really rough water with no qualms about it "coming apart".

The project not only included the designing, the plans, and the building of the prototypes, but also a comprehensive manual for building from a kit. Ray envisioned these as kit boats because they were all of simple lumberyard material and straight line bits and pieces. He figured he could fabricate kits far more easily than entire boats, actually he planned to look around for furniture manufacturers to cut out all the pieces. The construction manual for the NEST 14 is about 100 pages of instructions, detailed drawings of components and assembly procedures and photos of the assembly process. A comprehensive effort in very easy to follow prose. Ray didn't slack off when it came time to tell the buyer how to put his boat together.

Well, with the loss of interest from the national manufacturer, Ray did some financial analysis. "All I really wanted to be able to say was that I made a PROFIT on each boat I did," he says. It didn't matter how much, because he had that lucrative career going. It was the principle of the thing. "I went to a boat show after advance advertising and worked up my cost per contact. It figured out to about \$30 for each person who stopped to talk to me." And they didn't follow up as buyers. So, with the vision of that elusive PROFIT apparently unattainable, Ray Alan decided to chuck the whole thing. When his health showed signs of failing, that did it.

Ray has a 17' version he very much enjoys sailing. His wife, who does not enjoy "tippy" boats, does like the 17 footer. He also has a 9' tender and a 14' version. The 12 was deemed surplus now in the need to reduce his collection and so it is for sale (it's been in the classifieds in recent issues and may be already sold by now) for \$500 with sails, spars (which, incidentally, store in a 6° ski bag) everything. Goodbye to all that, says Ray Alan. From now on it'll be just sailing for pleasure.

If you think you'd be interested you can contact Rsay at 242 Grove St., Lexington, MA 02173, his phone is (617) 862-6092 for messages.



Top to bottom: Arrival at the dock by cartop. Floating together the bow and center sections. Under sail, the 14' in middle, the 17' to right.



Written by the boat, "Wee Hope"

Last Race of the Season

Hurricane Gloria was approaching. A warning was declared, but the track of the storm was uncertain. They all waited till the day before it was to hit, then rushed down to the wharf to pull us out of the water. Some were put on trailers and taken home, their owners were finished for the season; while the rest of us were pulled up on land and left on higher ground. The mate rowed me in, put me on a borrowed trailer, hauled me out, and nestled me among the other boats. He lashed me



NESTLED

securely to the trailer and thought about taking the mast down, but decided against it. He wasn't through for the season. The storm hit. The Eye was inland. We got the edge of it. Enough to do some damage, but not what was expected. The boats around me jumped up and down on their trailers and those not tied down were blown off. The wind howled through the night then stopped abruptly.



HOPPING ABOARD

At the beginning of a fine autumn day, five Townies were quickly put back in the water for the last race of the season. The skippers met and the course was set. The mate, as usual, was too excited to give it proper attention. He rowed out and hopped aboard. "I see you stopped trying to escape by drowning yourself," he said laughingly. "I figure the racing will kill me," I grumbled. "Do you know the course?" "No," he replied. "What if we're first?" I asked. "We'll just have to wait until someone gets ahead of us," he chuckled. "Where's your crew?" I asked. "Couldn't get one. Sailing solo," he said proudly. "There'll be no innocent to be awed when I take command of the recalcitrant vessel." "Disqualified again!" I declare. He giggles.



TAKING
COMMAND

Scared. He's always scared when he gets in, till he sits quietly for a moment and lets his intellect submerge, and the multitude of primordial instincts surface, blending him with the elements. Now he's euphoric and methodically begins the ancient ritual of preparing me for sea, repeating to himself, "The tide goes out that way and comes in this way." (trying in vain to imprint it on his brain.) I resignedly sail to the starting line.



INTELLECT SUBMERGING

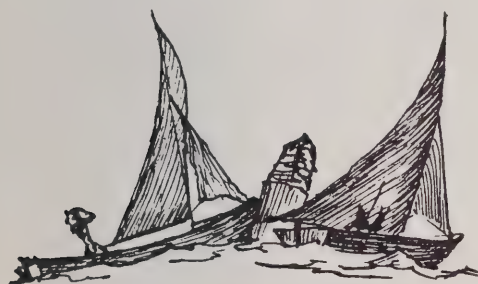
The tide is strong---against us. The wind is light. We stay close to the line at the warning gun. The wind disappears when the starting gun is fired. The strong tide drifts us back from the line towards the shore. Everyone heaved an anchor over the side. The mate



AT ANCHOR

is late, but does likewise. And there we sat, at anchor, waiting for a wind that would be stronger than the tide. For clarification: the Rule states that you are not allowed to anchor before the starting gun is fired. In the Committee boat, the Commodore checks his watch to determine when the race should be cancelled. Inevitably, one boat raised its anchor and made for the line. The wind was still very light. The boat barely made progress. Soon all the boats raised their anchors. The mate had trouble and was late hauling in ours. We crossed the starting line just before the cancellation time.

A large red lobster boat had begun hauling traps just beyond the line. One man aboard, giving no thought to anything but his business. The workboat swung in a wide circle, equally ignoring everything around it. The other four sailboats missed it. It seemed to swing out of their way at the last second. I hit it just as the clumsy scow reversed its swing. "You hit my boat!" the stunned lobsterman screamed. The mate ignored him. I yelled back at the boat, "You swung into us intentionally. You're just as malicious as that greedy bum who's trying to catch everything in the ocean." "I'm a workboat, you're a plaything!" it snapped back. "You're disgusting and a disgrace." I ended.



VALKYRIES

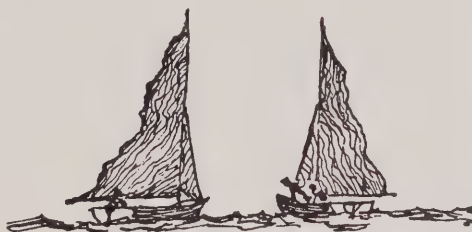
We overtake a boat at the first mark. The Valkyrie. The Commodore's boat, skippered by the Commodore's wife and crewed by the Commodore's daughter. "There's trouble there," I tell the mate. "Don't fret. I've got the overlap," he says as he hailed for bouy room. She gives us just enough. "Don't be intimidated!" I scream. "I'm not," he replies, getting flustered. The tiller escapes him as he's sheeting in the mainsail and we hit the mark head on. I transmit the pain right up the mate's feet, through his body, to his head till he squints and moans. The bell rings madly as his head throbs. "You were intimidated," I accuse. "Perhaps,," he mutters dejectedly. Mrs. Commodore rounds the mark smartly, while I reround it, exonerating myself for hitting the damn thing. The mate studies the green paint on the bell from previous collisions. The wind has shifted for another beat leg. "Take a flyer," I advise the mate. "Flyer? It only looks like I'm going on a flyer. This is the right way. I don't know why everybody else is going the other way. I'm lee-bowing the current and heading closer to the mark than they are. There must be some local knowledge they're using. Perhaps I should follow." "Don't vacillate. Stay with what you're doing. You're on a flyer (when you leave the fleet, you're on a flyer). We're last, and we can't be any less than last." After awhile, it's obvious that we are

closer to the mark than the rest of the fleet. The mate is wild with excitement. "Stay calm and keep moving," I advise. "Keep the boat moving," he repeats dumbly. We



KEEP IT MOVING

close on the second mark agonizingly slow, finally rounding it well ahead of the fleet. "We're first!" the mate screams ecstatically. He lets the main out and we run with the tide, lengthening our lead. At the third mark, the mate sails over to a nearby boat and 'gossips' with the occupants.



GAMMING

"Aren't you racing?" they remind him. "Oh, yes, but I've got plenty of time," he says boastfully. "What are you really doing?" I ask the mate. "I'm waiting for the second boat to catch up so we can make another race of it to the finish." He begins to sail me in circles. "You're not doing this for excitement. You're doing this to have something to write about." "That's right." "Well, you're not going to write this story. I am." "You do the sailing; you might as well do the writing, too." "Even so, this is something to write about. If we zing over the line, it's all over."



CIRCLING

The second boat rounds the third mark. We make one final circle and let the Commodore's boat pull alongside, downwind of us. We quickly begin dropping behind into the "hopeless position". They

shouldn't be able to sail through our wind shadow," the mate says astonished. "Well, they're doing it. Head up wind more." We cross the finish line together, the mate con-



FINISH

ceding us a disappointed second. "Your fault," I chide. "Cruise. You're not a racer. A racer would have finished no matter how big a lead they had." The mate mumbled something and sailed me to the ramp, pulled me up on a trailer and parked me beside the Clubhouse. This was the end of the season.

In the Clubhouse, he's told by the race committee that he won by half a boat length because the finish line was on a bias. "Good race," he's congratulated. Don't count in the standings, though, cause the season's all over. Besides, you're disqualified for racing alone.



WE WON!

Makes no difference to the mate. The racing urge is resurrected. Looking forward to his first legitimate win. He'll read books on rules and tactics all winter and be wild-eyed and uncontrollable next season.

"Try to modify me. I'm too old and tired. This racing will do me in!"



RACING'LL DO ME IN

THE RIGGING LOFT. Contemporary and traditional rigging, U.P.S. service. P.O. Box P-100, So. Dartmouth, MA 02748. 617-992-0434.

Halcyon Days

Part 6

by Weston Farmer

Because freight rates on boats were four times the usual cost of first class rail freight, delivery at the Ramaley plant was recommended to customers. Each Saturday morning, the local one-horse dray would start delivering boats, and when some were not picked up by customers, occasionally it fell to my gleeful lot to be given an old beaver-tailed launch, the SULTANA, to make towing deliveries at any part of the 100 mile Minnetonka shoreline.

My pay scale went down to 40 cents an hour on this chore, but I was being paid for playing. I think 80 cents an hour was the going wage for the other boatbuilders, except for the other team of Phil Sutherland and Bill Swaggert, who also did well on rowboat piecework. Both of those fellows left to start separate shops of their own.

A team of men I remember only by the names of Henderson and Martin built canoes in the loft on the second floor. The upside down mold was solid wood, strapped by 2" wide hard brass straps, over which flat 1/4"x2" cedar frames were steam bent and fastened to false wales that stood down from the sheer line about 3". Then the light 3/16" to 1/4" cedar planking was laid on in broad strakes, being fastened to the cedar frames by copper clout nails that were clinched over by the brass straps on the mold under them. Because the canoes were built bottom-up, the canvas was next stretched over the planked hull, tacked down, and liberally watered with a sprinkling can to shrink the 12 oz. canvas. Henderson did this work.

Martin would then move the hull over onto sawhorses in his paint shop end of the loft and apply a sizing made of about half

parts of Valspar gunked up with whiting. The drying process took a couple of days, with other boats coming along, and after the first coat had been sanded down, another coat was applied, and then next, the final color; enamel reds, enamel blues, enamel greens.

I never paid much attention to the canoe end, so I cannot offer statistics. A lot of them were built and shipped.

My first serious motorboat design was for Winfield C. Wood, Gar Wood's younger brother. Named SUNBEAM, she was first powered with a 60hp Capitol-Buda. She cost Win \$1100 and would do darned near 30 mph. Later, Win installed an OX-5 Capitol conversion and she was a screamer. My fee for drawing the lines was \$25, which I thought a fortune commensurate with my budding genius.

Verily, those were the days of romance, the halcyon days of the motorboat. To those of us who were mere sprouts in that wonderful time of boat development, a perusal of the ads of that day, and even earlier, will flash back to the bragging, the provincialism, the juvenility of a then young and vigorous business. Merely by reading what so-and-so's product is claimed to avoid, the ills it is NOT heir to, one can spot the gremlins of boat-
ing that plagued Grandpa.

"Make us prove it!" was a frequent line. One naive brag went thus: "Oriole Engines, Built in Baltimore, will Run Anywhere." This infers that if the engine would run on the air found in Baltimore, it wouldn't suffocate anywhere. Here is another engine builder's argument: "Positively proved by faultless performance as being second to none, but superior in every way." A spark plug maker

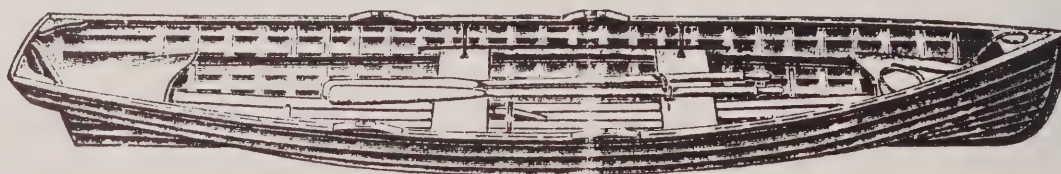
spent sincere money on this ad: "Our efforts to bring out a spark plug that will not refuse to spark have been fully realized."

Ignition, then as now (1975), was a universal bugaboo, but nearer to root trouble in the early days. The industry claimed 30 spark coil manufacturers. In a straight-faced bit of mechanical sales argument, one coil maker asked this: "Why shouldn't a motorboat have as good a coil as an automobile? If YOU think it should, write us and we'll tell you why WE think it should. If your automobile coil gives out, you can walk. If your motorboat coil gives out, it's too wet to walk."

This was considered an unsalable sales pitch. Honesty, based on logic, was the tenor of the time, rather than today's subliminal fantasia of bikinis and girlish rearendums.

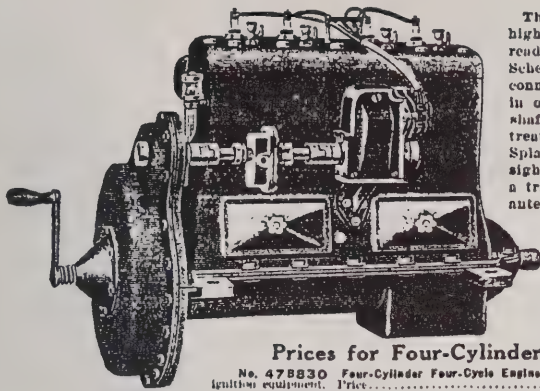
Only in the field of miracle paints, and in the claim of lubrication devices or fuel nostrums and gunks, was the old patent medicine pitch retained. They were advertised as though to say, "If you think we are liars, read this letter from (then would follow the name of a local tycoon, who, of course, had probably made his money lying, but who had never been caught)".

William Harnden Foster's Mr. Sunewill B. Enangel was typical of the fuel experimenters. Even then, trick lubricants were being brewed. "Jevver hear of a non-fluid oil?" One fellow came up with such a preparation, evidently feeling that ordinary lubricants were merely soapy water. He advertised as follows: "You can buy NON-FLUID OILS almost anywhere you go, two grades for the motorboat: K-000 for compression cups and K-00 Special for gear cases."



Back in the '20s, young Weston Farmer, teamed with another man, turned out three gig-sterned clinker-built rowboats similar to the above every 18 hours at the Ramaley shop. This boat, advertised in a post-World War I Sears Roebuck catalog, listed for the incredible prices of \$81.95 for a 14-footer and \$35.95 for a 16' version.

Four-Cylinder Four-Cycle Engine

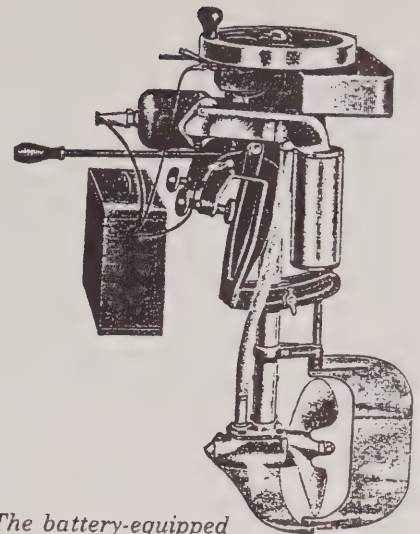


This engine is equipped with Splidort Dixie high tension magneto with cables and plugs ready for starting; no batteries are needed. Schebler model "D" carburetor with warm air connection. Exhaust and intake manifolds cast in one piece; cylinder head removable; crankshaft and connecting rods drop forged, heat treated; removable die cast babbit bearings. Splash and force feed system of oiling with sight feed oil glass. Engine shipped for as long a trial as you want. Satisfactory service guaranteed. Write for more complete description.

Bore, 3 3/4 inches. Stroke, 4 1/4 inches. Speed, 200 to 1500 revolutions per minute. Horse Power, 14 to 20. Weight, with carburetor and magneto, about 450 lbs. Shipped from factory in JACKSON, MICH.

Prices for Four-Cylinder Engine and Equipment.

No. 478830	Four-Cylinder Four-Cycle Engine, complete with carburetor, magneto and	\$198.00
Ignition equipment, 17 lbs.		
No. 478831	18-Inch Two-Blade Bronze Propeller. Shipping weight, 8 1/2 pounds.	5.65
Price.....		



The battery-equipped Motorgo Row Boat Engine was sold by Sears Roebuck for \$38.50, complete with battery. "It steers with a rudder," read the catalog copy, "and will propel a row boat 6 to 8 miles an hour."

In engine advertising, "Make us prove it" was a popular theme. While one naive boast read, "Oriole Engines—Built in Baltimore, will Run Anywhere," this ad quietly offered: "Engine shipped for as long a trial as you want. Satisfactory service guaranteed."

There is one old ad that tops them all for innocent sincerity. Marine plumbing, as all boat users know, has always been a nightmare. Sands, Durkee, Curtiss, Wilcox & Crittenden and the E.J. Willis Co. all made or sold marine toilets, nautically termed, "heads". To meet this competition in 1905, one earnest young man, William Goblet of lower Manhattan, took a whole page ad which shows himself holding, full face to the reader, one of his new patent heads. Behind this he peers imploringly and with great pride, exclaiming, "You can't go wrong on a Goblet!"

Before I bring this reminiscing about the flavor of oldtimes to a close, I offer an explanation as to its final form. A whole definitive history of the powerboating game would have called for dates, names of boats, numbers, and march, march, march. Anyone wanting that kind of reading would do better referring to a telephone book. In the telling, I have found myself tangled up in choices between two techniques; straight reporting, which is one thing, and the more expansive narration of human juices, which is another, calling for scenes and dialogue. I chose the latter course at the risk of leaving the reader with the impression that the author was like a fossilized old sailor memorializing the great tea race between the ARIEL and TAEPIING, Foochow to London.

However, I still believe that the old days were better. If you could invent a better proposition, you could market it; if you "could make it, you could keep it."

Halcyon days!

(Conclusion)



Mr. Sunewill B. Enangel, inventor of Gasomite or intensified gasoline. We momentarily expect to hear the report of his last experiment.

That evening I arranged a "tell-tale," a pennon of scarlet ribbon attached to a light strip of wood which turned freely at the top of a few inches of thick wire inserted into the mast-head. This fluttering signal, like a weather-vane, showed the steersman the direction of the breeze, and might be useful, especially when going before the wind, and at any rate it was ornamental.

Sunday was sultry and rather cloudy, with the wind from southwest, but less strong. In the evening I sat up later than usual, reading; not expecting by any means to start the next morning, and slept somewhat late in consequence. When aroused, it was with the news that Joe was waiting for me, below.

While hurriedly dressing, I perceived that the strong, warm southerly wind of the past four days had brought the natural reaction in a vigorous northwester, which had swept the sky dazzlingly clear of every particle of vapor, and was making the trees sway and writhe about, showing the light under surfaces of their shaking leaves. So I had no need to ask what had brought Joe, that morning.

"Sorry to cut short your snooze," said he, "but I thought you might not like it if I went off without you. Once let me get you rolled aboard, and you can go on with your nap as long as you like. I fastened my flag on, before I disturbed you; come down and see how it suits."

It was a toy American flag, nearly two feet long, faded a trifle, but whole.

"That's good," said I. "Did you see my tell-tale?"

"Yes; and that's good, too - very, very good. The old TRITON'll find herself pretty well flagged out."

Then I went in to breakfast, which I didn't dwell over with hygienic deliberation, and Joe carried the sail and spars down to the boat. When I followed, with my satchel and blanket, and the jug of water, he had stepped the mast, and everything was ready for hoisting away. He had left his bag and blanket at the boat before coming to the house, and had carried the oars along with the sail.

"And a precious lug they were, you may believe!" he said.

We rowed out from the wharf before hoisting sail, for the wind was blowing right against it, making short, fussy little waves which slapped along the wall. I pointed the bow straight into the wind; up went the sail, with Joe hauling hand over hand; when he had belayed the halyards, I turned her head to port, and off she went with a rush.

Adventures Down the Bay

Wallace P. Stanley, Author
H.N. Cady, Illustrator



"If this wind holds, we could get to Block Island before night," I exclaimed.

"Well, you can count on it till sunset, sure. But you don't expect to go to Block Island, I suppose; what DO you think of?"

"Would you like to try the east passage again, and run down to Seaconnet Point?"

Joe shook his head. "Too many bridges; besides, we've just been there, and I'd like to see something else before we go over the same ground again."

"Then what do you think of going clear over to the other side, and coasting down the west passage? We could go in and see Wickford, if we chose; I've never been there."

"Well, that suits me well enough."

How the fresh wind bowled us along! I braced myself, and hung with both hands to the steering-oar; it was held down in the "scull-hole" by a strap of the stoutest harness-leather, which was secured by a large staple on each side. I congratulated myself that the leather was strong.

"Tell you, a bigger sail makes harder steering! in a breeze, that is. If we weren't going far, I'd vote to take in a reef. My arms ache already; I guess I'll let you take it."

So Joe steered the rest of the way out of the river, and headed down obliquely towards the west side of Patience; we were going

over the same track which we had traversed in the opposite direction a few days before, and going even faster than then. With this course the wind came less aft than while we were in the river - almost abeam, in fact; and so it was now much easier to steer. We were half way across before Joe resigned the helm to me again.

"Ever hear of Pojack Point?" I enquired.

"No; did you?"

"That's what I'm heading for now; it's on the south side of the mouth of Potowomut River."

"What kind of names are those to heave at a fellow? I'll bet my third-best hat you're making 'em up."

"I won't insist on the hat; but you'll find out they're real places; and you've lived within ten miles of 'em all your days. General Nathaniel Greene was born on Potowomut River."

"Well; it shows he was brave to acknowledge it. I suppose there's lots of places within ten miles I don't know about, and never'll see," he continued, with cheerful resignation; "but I don't calculate to do all my traveling inside of that stretch."

The air was very clear; so clear as to make it a little puzzling as to just what one was steering for. The Greenwich heights looked as dark and distinct as the shores that lay a mile or two nearer. In ordinary weather, there's enough haze above the wat-

er to put a lighter tint on the more distant land, where a river or inlet makes in, though for all other signs you might think the shore was straight and continuous. And even as it was now, nobody who'd been along that side of the bay and studied the bearings, would have felt at any loss. But the western point of Patience Island was plain enough; and after going a mile or so past that, I could see what lay beyond—plainly, too.

West of us, toward the Warwick shore, a tug was towing a string of barges, just as the first morning we started down, only this time they were coming down the bay, instead of going up, and the great empty hulls, with a little deck-house at each end, stood high above the water. Then, too, instead of being far off across the bay, they were not more than half a mile away; and we were closing nearer to them by degrees.

"Shouldn't wonder if those were the same we saw the other day," Joe suggested.

"But here are six, and I'm pretty sure there were five, then."

"Well, it's easier to tow them empty; and they may have hooked on another one for the trip back. I don't believe they're going any faster than we are."

About that it was hard telling; we had a little the start to the southward, and the old TRITON was certainly putting her best foot foremost. The two paths seemed likely to converge off the south of Patience Island.

A steamboat came up from Oldport, passing to the further side of the two as she made her way swiftly up the bay. Where we now were, the wind had quite a sweep, and the waves tossed up by it effaced all traces of the steamer's swell, as far as we were concerned. Now the north point of Prudence bore to our eastward, running up and hiding the east side of the bay as we scudded on. Patience was on our lee; we passed near to the north-west point, where we had stood a few days before, and it began to shut out the north end of Prudence in its turn.

I had been keeping one eye on the tow; it was now plain that it was likely to be in our way. We were heading obliquely toward the shore, while the barges were going straight down the passage.

"Let's get ahead of 'em if we can," said Joe. "One wouldn't matter; but the six of 'em, with those tremendously long hawsers between, look as though they stretched back for pretty near a mile!"

I thought they had gained on us, but we were a little further south. But when we had approached within a dozen yards, we agreed that it would be too risky to attempt crossing the tug's bows; 't would be a very close shave, at best.

Both the pilot and engineer were looking at us; they were within hail.

"Say! can't you slow up a minute, and let us get by?" I called. The pilot shook his head impassively.

"Everything has to yield the road to a tow like that," said Joe. "They want to keep as near a bee-line as they can, and not let the hawsers get slack. Of course they wouldn't hold up for a skiff with a couple of boys in it."

I was now steering parallel with the tug, which was creeping ahead almost imperceptibly.

"Well; we can't keep on this way; it'll be all day before the whole thing gets by, and we'll be out of the bay. We want to get by and see something of the coast a-long down here, instead of sticking out here in the middle. I suppose there's nothing to do but heave to and wait for them. Get up more to windward, Joe." I let her broach around head into the wind, sweeping within eight or ten feet of the hawser leading from the tug's stern, and eliciting a yell from those on board, to which I gave no attention; they no doubt thought we were going to run into it.

"We're not going to hurt you!" I muttered, as I passed the boom across and hauled the sheet in, with the wind striking on the port bow; then I kept the sail full enough to keep it from slatting, and we waited.

The cable glided by, its middle dipping into the wave-crests; then it curved gradually upward to the bows of the first barge, whose long bulk lumbered past, the steersman solemnly contemplating us.

"What a whacking rudder!" observed Joe. "I should think they'd want steam steering-gear for these things."

Then the next hawser came dragging its slow length along, longer than the first.

"Misery! this caravan'll put us back half an hour!" said I.

"Hullo!" cried Joe. "See that rope dip in? It's under for a quarter of its length. We might run over, easy as not; no, it's too late now, for this one," as the strain came again, and the line rose dripping above the surface, "but let's keep a watch on the next one."

"'T would have felt rather queer, wouldn't it, to have been balanced across that then, when it came up," said I.

"Well, look and slide over when it's going down; they must all be first slackening and then tautening, all the time. With us two here astern, the bow's a bit out of water, anyway. If there's water enough over the rope to hide it, we're all right."

I was taken with the idea, and threw the TRITON's head around so that she pointed across the tow,

fifteen or twenty yards away; we had receded a little while hove to. I let the sheet out so that the sail flapped somewhat; Joe took charge of it, ready to pull in and give us headway.

The bow of the second barge now approached; for a few moments we were becalmed in its lee; then the sail began to flap again, and Joe shortened the sheet a little, checking the flapping, and starting the TRITON forward, slowly.

"Don't be in too much of a hurry!" I cried, bringing her head more to the wind.

"The hawser's well above the water," he said. "Now if it'll only slack up as it gets opposite!"

We watched intently the long droop of the rope; it seemed disposed to keep its place, just high enough to check us, as though aware of our intention. Now the lowest point was approaching, several inches above the waves.

"I believe we'd stand a better chance by lowering sail and unstepping the mast, then we could row under 'most anywhere," I suggested.

But just then the cable began to sag; Joe instantly hauled in the sheet till the sail was fully distended.

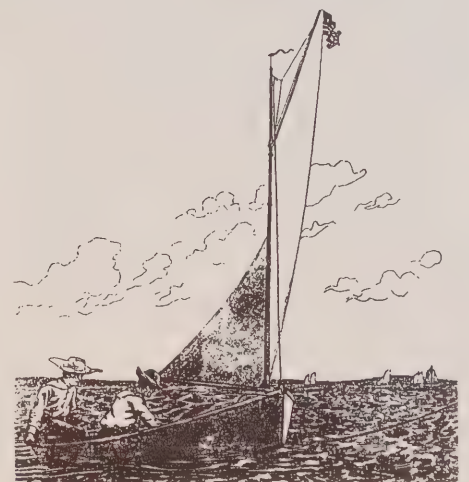
"Hold on a second!" I exclaimed, moving the helm to leeward as we began to forge ahead. "No, never mind, we'll go it," I went on, seeing that it was already touching the water.

"Of course we will!" cried Joe.

The TRITON bore swiftly for the middle of the downward curve; in a few seconds we were there. I caught a glimpse of the big cable, just beneath the surface; then there was a momentary dragging and halting of our speed, as it scraped under our deeper draught astern, and then we were over safely, with the procession not half by.

"We've climbed that fence!" said Joe.

(To be continued)





Everyone's Getting Into Small Boats At The North American Small Boat Show May 16-18 in Newport

If you're thinking of getting into boating for the first time, or even if you're a veteran, there's no better place to get into the fun of it all than the North American Small Boat Show in Newport. The North American Small Boat Show is the place to meet the powerboat, sailboat, and rowing craft that could make this summer your best one yet. It's

also the place to come to hear about, learn about, even try out boating. Beneath our tents and at our docks you'll find boats under 30 feet, equipment, accessories and knowledgeable, friendly folks that'll help you get more into boating and get more out of life. Come on, dive in. And bring the family.

Admission is only \$5.00 for adults and \$2.00 for children.

May 16 -18 from 10 am. to 6 pm.

Newport Yachting Center, America's Cup Ave., Newport, RI (401) 846-1600



TREMOLINO II

Over 150 of the original Dick Newick designed 23 foot trimaran are sailing worldwide. New 19 foot outrigger hulls complement the main ull which was originally developed to utilize the Hobie 16 hulls and rig. A new deck/cabin plan has been developed also for *Tremolino II* with windows in both fore and aft cabins. Plans for a home-built main hull are also available.

L.O.A. 22'10" Beam 16'6"
Total boat weight 850 lb.

Crew capacity: 4 adults, or 2 with camping gear.

TREMOLINO BOAT CO

411 East 6th Street
Chaska, MN 55318 (612) 448-6855

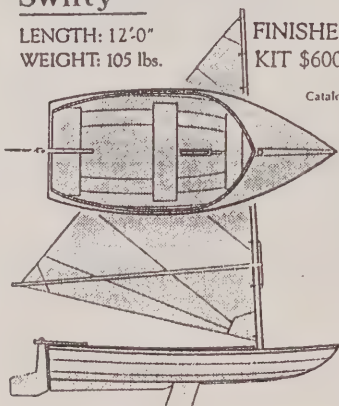
WILL BUILD ON COMMISSION:
Sailing dories, daysailers or cruising boats to 30' LOA, built to your requirements. All of superior construction in wood at reasonable price.
THE LANDING BOATSHOP, PO Box 1490, Kennebunkport, ME 04046.
207-985-7976.

Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs.

FINISHED \$1250
KIT \$600

Catalog \$2.



Modern wooden
boats for rowing
and sailing

RD. 3 Box 255A St. Albans, VT 05478
(802) 524-9645



the hens are here...

Come see the Florida Bay Peep Hen mini-cruiser.
We also will show the CL-16 (fiberglass Wayfarer)
Booths 28 & 29

cape ann small craft

JOEL THOMAS

(617) 768-7411

the shipyard box 592, essex, ma 01929

CLASSIC ROWING CRAFT

Handlaid Fiberglass Construction
Yacht Quality Mahogany Trim
Custom Work Our Specialty

11' ELEGANT YACHT TENDER
13' MAINE PEAPOD
15' ADIRONDACK GUIDEBOAT
14' & 16' WHITEHALLS
17' RANGELEY

12', 14' & 16' ROWING/POWER DORIES
15' MOOSEHEAD LAKER

Small Boat Exchange



31 MAIN STREET
BURLINGTON, VT 05401
(802) 864-5437

WE SEE US at the



**NORTH RIVER
BOATWORKS**



**CUSTOM BOATBUILDING
RESTORATION
MASTS & SPARS**



Try Our New
National Shell, "Half-Moon"

ALBANY, NEW YORK 12202 518-434-4414

DIRIGO



Could we have a show of hands, please?

Do you sometimes wish you had a boat that could take you anywhere? Up the river, down the creek, out around the islands, clear across the bay, or just beyond the next headland? When the wind blows and when it doesn't?

Do you sometimes wish you had a boat that you could take anywhere? Pack your gear, throw it on the car and go?

We are building the DIRIGO 17, a very stable sea touring kayak and the DIRIGO DIPPER, a 10', 6" decked canoe. We thought you might like to know. We would be glad to send you information.

P.O. Box 478B, Blue Hill, Maine 04614
207-374-2877

Mast Hoops

Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeyes
• Belaying Pins •
Bullseyes • Custom Bronze
Hardware

Pert Lowell Co., Inc.

Lane's End
Newbury, MA 01950
(617) 462-7409

Custom wooden boats; mast hoops;
authentic nautical furnishings

CRAWFORD BOATBUILDING

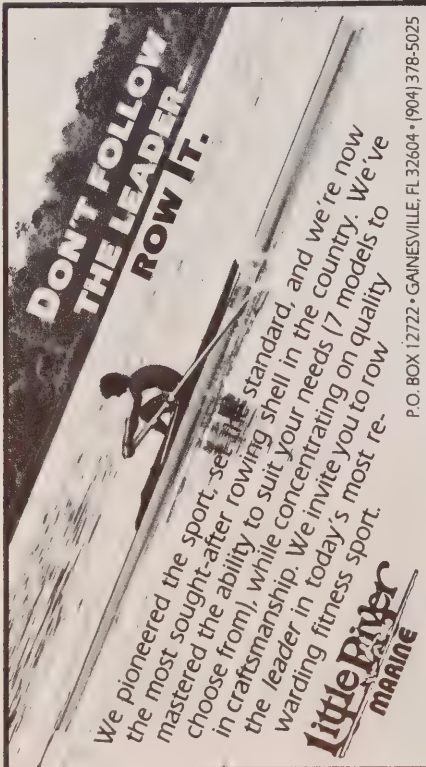
Box 430, Humarock, MA 02047
617-837-3666

16' SWAMPSCOTT
DORIES

**COME SEE US
AT THE
SMALL BOAT SHOW**



Classic beauty and extraordinary versatility. She sails smartly, rows easily and motors efficiently with a small o/b. Sea-kindly in rough open water, it's equally at home on lake or river. Proudly, and superbly constructed fiberglass hull with generous mahogany woodwork. Bronze hardware and fastenings. Bare hulls available.



We pioneered the sport, set the standard, and we're now the most sought-after rowing shell in the country. We've mastered the ability to suit your needs (7 models to choose from), while concentrating on quality craftsmanship. We invite you to row the leader in today's most rewarding fitness sport.

**Little River
MARINE**

P.O. BOX 12722 • GAINESVILLE, FL 32604 • (904) 378-5025

FATTY KNEES

Stable Dinghies For
Rowing, Sailing, Towing



Sturdy fiberglass lapstrake construction with positive flotation. Seven, eight, and nine foot sizes with 500, 750, 850 pound capacity. Lyle Hess design for lasting quality.

FATTY KNEES
SAILING DINGHY

GRACE MARINE

200 Corporate Pl. Ste. 7
Peabody, MA 01960
(617) 535-7748
Joe & Libby Nye



THE PEAPOD OF THE "1800's"!
CLASSIC CHARM

She can be rowed, sailed and cartopped. Prices start at \$950. For more information, contact master shipwright, Peter Sylvia:

HILINER MARINE CORPORATION
P.O. Box P-73, So. Dartmouth,
MA 02748 (617) 992-1807

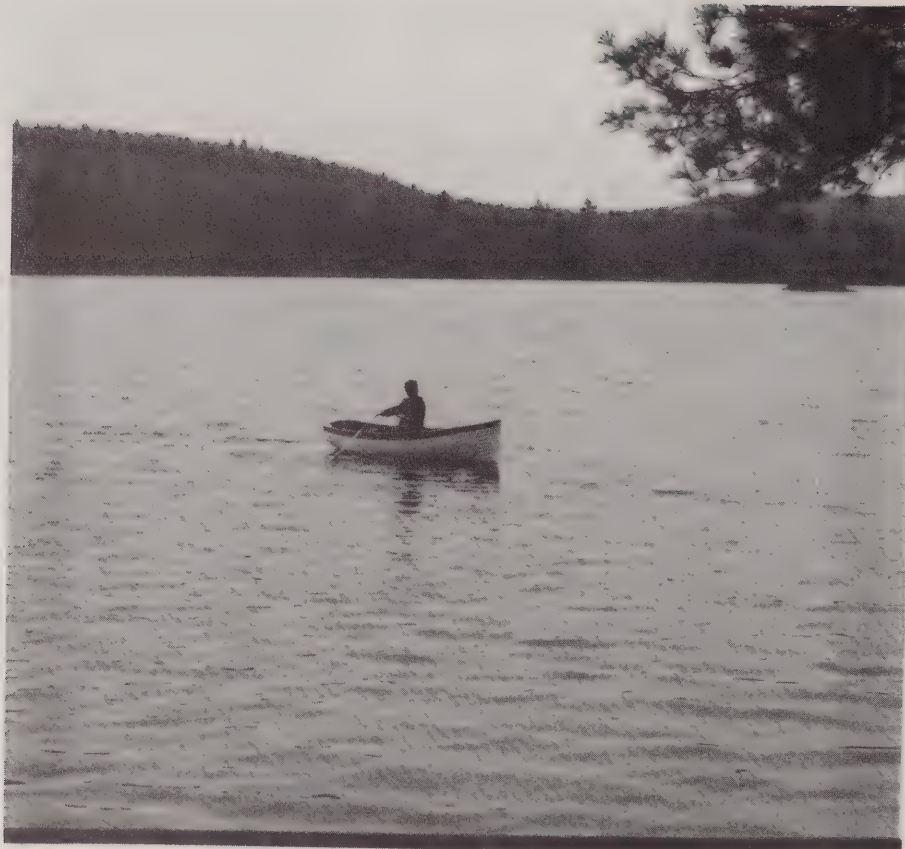
Classic Boat Kits



THE FRIENDSHIP SLOOP KIT is the most complete wood/epoxy sailboat kit ever to have been offered. A timeless, beautiful micro cruiser that sleeps two people and can be towed by a small car. Features wheel steering, oak mast hoops, deadeyes and much more. Computerized wood cutting makes for easy assembly with simple hand tools in a single car garage. Available in various component packages or just buy assembly drawings, instruction manual and full size patterns. Send \$2 for an extensive colour information brochure to:

CLASSIC BOAT KITS

1200 WONDERLAND ROAD SOUTH, BUILDING 2, UNIT 9
LONDON, ONTARIO N6L 1A8 • (519) 652-6591



Building the boats he grew up in.

It's been 5 years now since Dexter Avery took a sort of "forced" early retirement from the phone company in Connecticut and decided it was a good time to go into the wooden boatbuilding business. The retirement came about as the phone company was cutting way back on personnel by, in part, offering early retirement terms to qualified employees that were financially quite attractive. So attractive, according to Dexter, that too many of the middle management help who qualified (by seniority in years employed) left and subsequently there were difficult times for the phone business. But all that no longer concerned Dexter for he was long gone.

Dexter grew up in boats, he says he was swimming in the waters of Mashapaug Lake in Union, CT, before he was walking on its shores, at his family summer home. He's spent 35 summers enjoying sailing on the Lake in the local Mashapaug Dinghy and so when he decided to pursue building boats as a new profession, it was this particular boat that was his choice as a product. The 11'6" LOA lapstrake craft is traditionally built and was originally conceived as a sailboat not a sailing rowboat.

Dexter still stumbles over a set of rails fastened to the porch floor of the family place on Mashapaug Lake, put down in his early building years to allow sliding the building jigs for the Mashapaug, and the smaller 9' Lawton tender he also undertook to build, back and forth in the 8' wide workspace so he could get at whichever side he was working on with room to work. Low overhead is essential for the aspiring builder of small wooden boats, and that porch was the least costly available workspace under cover. Dexter has done building under the open sky on some projects too big for the porch.



Rowing and sailing on Mashapaug Lake, a lifetime pursuit for Dexter Avery.

Now times are changing at Dexter Boats, though. After 5 years, Avery has built up a modest business with his traditionally built craft, but he has noted the increasing use of plywood and epoxy to create nice useful boats that have many of the charms of the traditional types at substantially lower cost. His new DX 12 version of the Mashapaug will sell, at \$3500, for nearly \$1500 less than the traditional lapstrake cedar on oak, copper fastened Mashapaug. The plywood is the best Brunyzeel, glued lapstrake construction using System Three epoxy. The boat is lighter and stronger, as well as less costly, yet looks very similar completed. Dexter has added a weighted centerboard to the DX 12 with an enlarged sail area in compensation for the lighter hull weight.

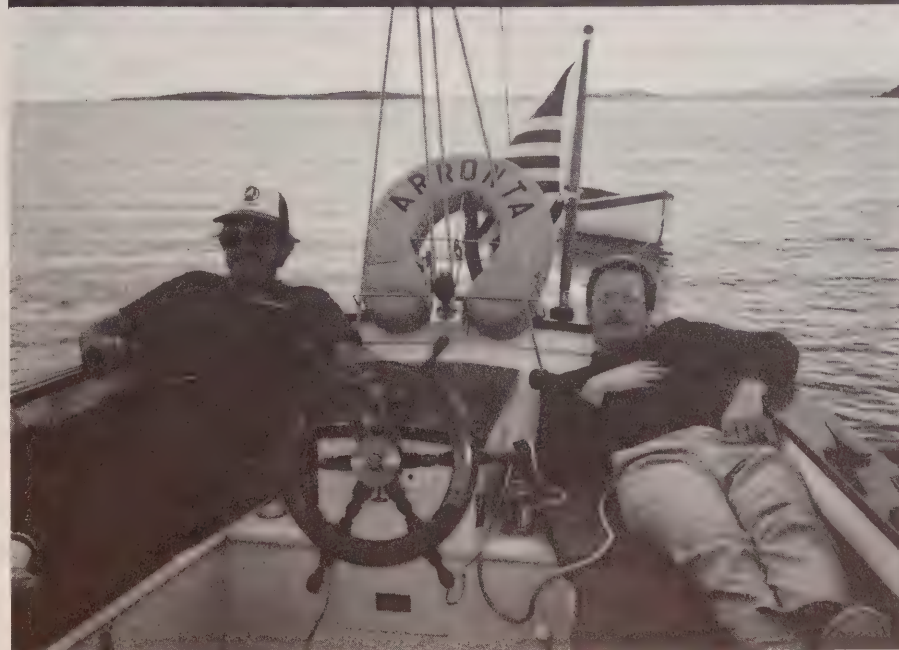
The round bottom lapstrake models are Dexter's main line, but he's also been building skiff/bass-boat craft in similar sizes glued lapstrake, aimed at outboard using fishermen. He also has a hydroplane hull adaptation of a mid-'50's Class C Utility Racer, which he says was his first powerboat. This little racer is 12' long and with a 5.5 hp outboard will plane at 20 mph. Dexter says it's safe and won't flip, he tried everything up to 40 hp on it over 30 years and all he managed to do was get very wet. He hit 40 mph powered with an antique 22 hp outboard. He modifies this speedster into a bass boat with swivel seats, livewell, etc. for trolling use. A 25 hp outboard gets the boat out to where the fish are in a hurry, and the broad flat hull provides a very stable trolling platform at the scene.

But, 1986 is the year for Dexter's new line of DX models, his glued lapstrake versions of the 9' Lawley tender and 12' Mashapaug Dinghy, and a new 14' Daysailer that is a stretched DX 12 that can carry a jib in a full sloop rig. This one is Dexter's "performance" boat, he's aiming at speed under sail and has rigged it for lots of drive with an oversize sail plan option and weighted centerboard. The 14 should carry four adults daysailing (the 12 carries four only in light airs, three in gustier going). The 14 will be introduced later this summer, it is the DX 12 that Dexter will feature at the Small Boat Show this month.

With all this new building underway, the old porch has seen its last as a building shed. Dexter wintered in the family home as it could be heated adequately, but with the advent of summer and the return of the family for summer fun, he had to vacate anyway. He's moving nearby to a summer place he owns with his brother and will be building on a real boatbuilding shop annex and winterizing the living quarters this summer. At

last after five years, and with a growing product line based on boats from his early childhood, Dexter Avery will be in a real shop built just for the purpose of building these boats. The classic traditional models or the new glued lapstrake versions, either way,

Dexter Avery will build you a very nice little wooden boat. If you didn't get to see him at the Small Boat Show, you can ask him for his catalog by writing to Dexter Boats, Mashapaug Lake Rd., Union, CT 06076, or phoning him at (203) 684-2229.



Dexter's dinghys make good yacht tenders at sea also, here Dexter (left) enjoys Penobscot Bay aboard a customer's yacht, Dexter dinghy in tow.

WHAT'S HAPPENING?

SMALL BOAT RACE

The North American Small Boat Show is the setting for the third annual Small Boat Race at Newport, RI, on Saturday, May 17th. This event is limited to oar powered boats of one or two persons. Race chairman is Bill Fisher of Small Craft, Inc. Contact him at P.O. Box 766, Baltic, CT 06330, phone (203) 822-8269, to learn more or to obtain registration form.

ROW AROUND HULL

Ed McCabe has the annual Row Around Hull Race on for Sunday, May 18th from the beach at the Hull Lifesaving Museum's boathouse at Pemberton Pt. This event is open to any human powered boats and includes the open ocean along the Hull shoreline in the course, so entrants should be prepared for coastal sea conditions, not necessarily flat water. Call Ed at (617) 925-2846 for details on entering.

OSTERVILLE TSCA MEET

Traditional small craft return to the Chester A. Crosby & Sons boatyard on Saturday, May 17th, for a one-day small craft get together organized by the Cape Cod & Islands TSCA Chapter. From 9 am on, a day of sailing, paddling and rowing one another's traditional boats on protected waters in Osterville on the south shore of Cape Cod. No fee involved and bring your own refreshments, as well as PFD's for possible others who try out your boat. More information from John Roche at (617) 432-0501.

IPSWICH RIVER FLOAT TRIPS

Mass. Audubon Society is offering a series of spring float trips along the Ipswich River where it passes through their Sanctuary in Topsfield, Mass. Guides will help with spring wildlife observation, introduce you to river plants, aquatic insects and fish, explain river ecology and help with paddling skills. The staff will also provide a riverbank breakfast. Each trip is of about 5 hours duration and is limited to 15 participants at \$45 each for non-Audubon members (\$35 for members) and meets promptly at 7 a.m. at the Sanctuary parking lot off Perkins Row in Topsfield. Dates still available are May 17 and 31, and June 14. For application and information call the Sanctuary from 9 a.m. to noon, Tuesday through Friday or write to Mass. Audubon Society, Ipswich River Float Trips, Perkins Row, Topsfield, MA 01983.

American Canoe Association



CANOE SAILING CLINICS

Free canoe sailing clinics are scheduled on Lake Cochituate in Framingham, MA, on May 18th and June 7th at 11 a.m. These are hosted by local ACA members with Larry Zuk of Concord directing affairs. Instructors and canoes will be supplied, but you can bring your own canoe (rigged for sailing) if you like. Tips on rigging will also be offered to those requesting. Contact Larry Zuk at (617) 369-6668 for further information.

SAILING CANOE COURSE

The sailing committee of the ACA's Atlantic Division has a canoe sailing course scheduled for Memorial Day Weekend, May 24-26 at Lake Sebago in Sloatsburg, NY. Courses for those wishing to learn to sail a canoe and for those wishing to teach such a course are planned. The fee is \$30 for those without a sailing outfitted canoe, \$20 for those with such a craft. Small boat sailing experience is a prerequisite for the canoe sailing course, they are not teaching basic sailing, but canoe sailing. Further information is available from Bob Martin, 27 Morris Ave. W., Malverne, NY 11565, (516) 887-9240 (home) or (212) 425-5027 (business except on Tuesdays).



IPSWICH RIVER CANOEING TRIPS

The Ipswich River Watershed Association will conduct a series of canoeing trips on that river in Essex County in northeastern Massachusetts. June 1st, Topsfield to Hamilton; June 15th, Hamilton to Ipswich Idewater. Each trip starts at 10 a.m. and lunch should be brought along. For reservations or further details call (617) 887-9685.

MYSTIC SMALL CRAFT WORKSHOP

June 7th and 8th are the dates for this year's traditional small craft workshop at Mystic Seaport Museum. Applications to all former participants have been sent and they have first call on the available 400 openings this year. In the event this limit is not reached, new applicants will be accepted. If you'd like to get on the list for such an application, write to Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355, Attn: Small Craft Workshop. The main thrust of this year's program will be multi-oared pulling boats. The Seaport's 27' GENERAL LAFAYETTE will be joined by the 38' LIBERTE' from Hull, MA, along with other whaleboats, seineboats, and similar representatives of oar-on-gunwale type craft. All will be available for tryouts by participants. The second major focus will be a workshop on measuring and drawing up a group of Woods Hole spritsail boats, with the Museum's Crosby Woods Hole boat in the water. In the workshop is a 20' Crosby working cat under construction. Sunday morning's downriver breakfast cruise will again be part of the proceedings, followed by the annual meeting of the TSCA. Of course, ongoing boat tryouts are available throughout the weekend.



ROWING IN THE MAINSTREAM

The U.S.R.A. supported program for bringing recreational rowing to the public as a sport for both physically fit and mobility impaired persons comes to Boston, June 11-14, in cooperation with Community Rowing, the new program started in 1985 on the Charles River by the Cambridge Boat Club. This clinic is open to any interested person, and will be conducted by Doug Herland, an Olympic medalist who has overcome a lifelong physical disability from a "brittle bone disease" which left him a 4'8", 107 lb. physique. Herland has inspired many with physical disabilities to adopt rowing and his drive and enthusiasm are now applied to establishing grass roots rowing programs for the public all over the country. The Boston clinic is one of 6 nationwide this year to be conducted by Herland for the U.S.R.A. For details on participating, contact Community Rowing, P.O. Box 2604, Cambridge, MA 02138.



MAINE CANOE SYMPOSIUM

Schedule of Events

Friday, June 13

- 3:00 p.m. Registration begins
- 5:00 to
- 8:00 p.m. Pay-as-you-go Dinner
- 8:00 p.m. Welcoming Remarks, Introductions
- 8:30 to
- 9:30 p.m. "The Wide World of Canoeing" Slide Show - Tom Sebring

Saturday, June 14

- 6:30 to
- 8:30 a.m. Breakfast
- 7:30 a.m. Late Registration begins, Coffee, Donuts
- 8:30 p.m. Introductions, Announcements
- 9:00 to
- 10:00 a.m. TI—Selecting a Canoe - Tom Sebring
TII—Running Whitewater - Ken Stone
Part I - Approach and Attitude
- 10:15 to
- 11:15 a.m. TI—Open Water Canoe Rescue - Slim Ray & Gordon Grant
TII—Running Whitewater - Ken Stone
Part II - Reading and Reacting
TII—Canoe Poling - Harry Rock
- 11:30 to
- 12:30 p.m. TI—Trip Planning Overview - Jill Bubier
TI—Crafting Your Own Wood Canoe - Bob Lincoln
TII—Northern Canada Canoeing Expedition Primer:
Part I - Planning - Michael & Geoffrey Peake
- 12 Noon to
- 1:30 p.m. Lunch
- 1:00 to
- 2:00 p.m. TI—Fishing from a Canoe - Dwight Lander
TII—The Care and Feeding of the Solo Canoe - Harry Roberts
TII—Sailing Your Canoe - Jim Bowman
- 2:15 to
- 3:15 p.m. TI—Fiberglass Repair - Ben Pearson
TI—Polyethylene and ABS Repair - Steven Krautkremer
TII—Northern Canada Canoeing Expedition Primer:
Part II - On the Trip - Michael & Geoffrey Peake
- 5:30 to
- 7:30 p.m. Maine Woods Barbecue
- 8:00 to
- 9:30 p.m. "Journey Across the Barrenlands" Slide Show - Michael & Geoffrey Peake

Sunday, June 15

- 6:30 to
- 8:30 a.m. Breakfast
- 8:30 a.m. Announcements
- 9:00 to
- 10:00 a.m. TI—The Spectrum of Solo Canoeing - Tom Sebring
TII—Whitewater Rescue Techniques - Slim Ray & Gordon Grant
- 10:15 to
- 11:15 a.m. TI—Southeastern USA Canoeing Sampler - Don Otey
TII—The Maine Northwoods' Style of Canoeing - Garrett & Alexandra Conover
- 11:30 to
- 12:30 p.m. TI—Building the Wood Canvas Canoe - Jerry Stelmok
TII—Getting There: Refining Technique for Ease, Efficiency and Performance - Harry Roberts
- 12 Noon to
- 1:30 p.m. Lunch
- 1:00 to
- 2:00 p.m. TI—Photography for Paddlers - Slim Ray
TII—The Maine River Experience: Allagash, St. John, West Branch - Garrett Conover
- 2:00 to
- 5:00 p.m. Paddling, Informal Workshops

For details write L.L. Bean Canoe Symposium, Freeport, ME 04033, requesting the brochure. Registration deadline is June 1st, the first 300 to register will be accepted. Accommodation and meals will be available in the area, not included in the registration fee.

SOUTHEASTERN MASS CANOEING

The Southeastern Massachusetts chapter of the Appalachian Mountain Club has set up its 1986 schedule of canoeing outings, mostly local flatwater and tidal paddling. For whitewater, they travel inland to suitable rivers. Interested canoeists are invited to take part and should contact the trip leader for the chosen event.

MAY 18: Flatwater paddling Walkers Pond and connecting Upper and Lower Mill Ponds in Brewster, about 2.5 miles. Contact Barbara Hughes at (617) 362-3954.

MAY 24-26: Holiday weekend canoe camping trip to Battenkill River in Vermont with day trips on the river. A \$10 advance deposit is required for necessary reservations by May 17th. Contact Bob Milburn at (617) 294-0875 or mail deposit to him at 21 Elm St., Halifax, MA 02338.

JUNE 1: Tidal flatwater on the Bass River in Dennis. Contact Bud Carter at (617) 398-2605.

JUNE 7: Beginner canoe instruction at Camp Farley in Mashpee, also useful for rusty paddlers wishing to brush up on skills. Contact Tony Arnold at (617) 888-7532.

JUNE 14: Tidal flatwater on Westport River, including viewing of osprey nesting sites. Contact Paul or Wanda Murphy at (617) 822-6486.

JUNE 21: Tidal flatwater on Scorton Creek in Sandwich, through tidal marshlands. Contact Carolyn Crowell at (617) 888-4923.

JUNE 28: Leader's choice outing, contact Chuck Wright at (617) 564-4250.

OLD LYME FLOTSAM & JETSAM SALE

The Old Lyme Rowing Association, which supports the rowing programs of the Lyme-Old Lyme (CT) crew is hosting a nautical flea market on June 14th at Old Lyme's Middle School. There's a 20 year history of crew at these public schools in this Connecticut community and parents, former participants, rowing enthusiasts and friends of rowing provide the ongoing support needed. Over 1,000 students have taken part in this with national successes achieved. Anyone wishing to donate any sort of nautical related items for the sale are asked to contact Jan Hine at (203) 434-2232.

NOANK WOODEN BOAT RENDEZVOUS

The Noank Wooden Boat Association has scheduled its spring rendezvous and picnic for June 21st, open to members and guests. To learn more about this unique group of wooden boat owners, contact Jim Cassidy, Noank Wooden Boat Association, P.O. Box 506, Noank, CT 06340.



NAUTICAL FLEA MARKET

The East Hampton (L.I.N.Y.) Town Maritime Museum will hold its second annual nautical flea market on May 24th, rain or shine, from 10 a.m. to 3 p.m. on the grounds of its Boat Shop, Commercial Dock on Three Mile Harbor in East Hampton, NY. A variety of nautical gear, boats to model boats, hardware, books and magazines, tools, fishing gear, will be offered and participants are invited to inquire about displaying their surplus gear for sale. Contact Mary-Jean at (516) 324-6850.

WHALEBOAT EXPLORER PROGRAM

Easthampton's Historical Society will host long weekend (3-day) and full weekday (1-day) outings this summer in their 27' whaleboat around the eastern end of Long Island for groups of 4-6 persons (not necessarily a pre-arranged group), by advance reservations. The essence of the outings is to sail and row a traditional boat in protected waters to enjoy the special beauties of the bays and estuaries and wetlands of the area. Fee runs to \$225 per person for the weekend outing, all-in. The schedule begins June 27-29 and runs through August 29-31 with mid-week (Wednesday) day trips running from June 25th through August 27th. For full details and application write to the East Hampton Historical Society, Whaleboat Explorer Program, 101 Main St., East Hampton, NY 11937.

MERRIMACK RIVER CANOE TRIPS

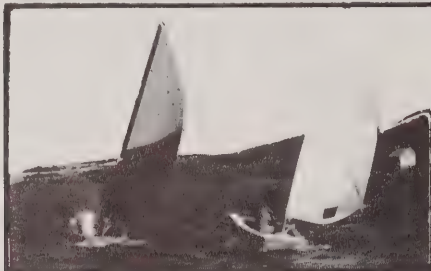
The Merrimack River Watershed Council has scheduled a season-long series of canoe trips on the Merrimack River, starting May 17th with an 11 mile trip from Lowell to Lawrence, MA. Others follow with two in June, one each in July, August, September and October, ranging from Boscawen to Concord NH to the north to West Newbury to the sea. The canoeing public is invited but pre-registration is necessary. The May 17th date is very close to publication time for this issue so you might not make it but you can request full particulars on the rest from Greg Smith at (603) 224-8322 or Curt Laffin at (603) 889-4643, or write to the MRWC, 694 Main St., West Newbury, MA 01985.

AQUA*VENTURES

617-524-6239

75 PARKTON ROAD, JAMAICA PLAIN
BOSTON, MASSACHUSETTS 02130**SEA KAYAK SPECIALISTS**

NEW ENGLAND COASTAL KAYAK TOURS
BOOK NOW for day or overnight tours
GROUP & PRIVATE INSTRUCTION
SEA KAYAK RENTALS
IMPORTER OF McNULTY SEA KAYAKS
GRANTA WOODEN SEA KAYAK KITS

**Cape Cod Frosties**

SAILING DINGHY FOR UNDER \$600
Now in fiberglass. At 35 lbs, easily
car topped. Designed for expert or
novice. Maximum fun at
minimum cost.



SAILPOWER CORP.
310 VERGE ST.
SPRINGFIELD, MA
(413) 543-5824

PISCATAQUA WHERRY

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

BAY of MAINE BOATS

P. O. BOX 631
KENNEBUNKPORT, ME 04046
(207) 967-4282

**RHODE ISLAND CANOEING**

The Rhode Island Canoe Asso-
ciation has published its 1986 cal-
endar of canoe CRUISING events
(not races). This schedule is cur-
rently tentative so if you decide to
join the fun, be sure to call ahead
to the specified contact person for
any last minute changes.

If you would like to know more a-
bout this club, write to THE PAD-
DLER, c/o A. August, 70 Scott St.,
Pawtucket, RI 02860. If you want to
phone, call Barbara Strawn August
at (401) 725-3344 to discuss the
cruises. Here's the upcoming
schedule:

MAY 17: Canoe Jamboree at
Lincoln Woods. Call G. Point at
(401) 246-1356.

MAY 17-18: Quinebaug Camp-
ing, pre-register one week early.
Call S. Cournoyer at (401)
831-2880.

JUNE 1: Lonsdale Marsh, 5
miles round trip, Lincoln. Call P.
Paradis at (401) 333-2819.

JUNE 7: Wood River, 6 miles,
in at Wyoming, out at Afton. Call
P. Bumpus at (617) 226-3150.

JUNE 14: Big River, 6 miles
round trip, Zeke's Bridge. Call B.
Godin at (401) 568-8639.

JUNE 21: Westport River, 12
miles, in and out determined by
tides. Call P. Marshall at (617)
998-5074.

JUNE 28: Hockamock Swamp,
9.5 miles round trip. Call B. Lu-
ther at (617) 336-8797.

The Association has also es-
tablished a whitewater schedule.

MAY 17: Canoe Jamboree at
Lincoln Woods, call G. Point at
(401) 246-1356.

May 17-18: Quinebaug River,
Class 1-2, call S. Cournoyer at
(401) 831-2880.

MAY 17-18: Saco River, Class
3-4, call B. Chabot at (617)
995-1360.

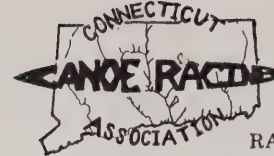
MAY 17-18: Rapid River, Class
4, call D. Pineo at (401) 353-6547.

MAY 24-26: Blackstone River,
Class 2-3, call B. Strawn August at
(401) 725-3344.

MAY 24-26: Leader's Choice,
Class 3, call K. Bruce at (617)
993-8869.

MAY 24-26: Kennebec & Dead
Rivers, Class 4, call D. Pineo at
(401) 353-6547.

JUNE 6&7: Penobscot River
West Branch, Classes 4-5. Call D.
Pineo at (401) 353-6547.

**RACE PROGRAM**

The Connecticut Canoe Racing
Association has published its 1986
RACE PACKET, a 40 page booklet
with all the information on sched-
uled races, both paddling and pol-
ing, cruises and clinics. All clas-
sifications are described, and ap-
plicable rules and regulations de-
tailed. If you think that canoeing
in Connecticut with this club of o-
ver 200 members sounds attractive,
contact Greg Latsha, 5 West Granby
Rd., Granby, CT 06035 for member-
ship application. Dues are only \$10
annually for an individual, \$15 for
a family. The race packet distribu-
tion is limited to members due to
the cost of publication.

MAY 17: Connecticut State
Whitewater Championship Canoe
Race, a 10 mile whitewater race for
canoes and kayaks on the Housaton-
ic River in Falls Village, CT. Con-
tact W.R. Tingley at (203)
364-5321.

MAY 17: Poling Clinic on the
Nexcopec River in West Hazelton,
PA. Contact Harry Rock at (201)
769-5345.

MAY 24: Poling Clinic on the
Schuykill River in Reading, PA.
Contact Harry Rock at (201)
769-5345.

MAY 31: Middle States Divi-
sional Poling Championship, on the
Schuykill River at Philadelphia,
PA. Contact Harry Rock at (201)
769-5345.

JUNE 7: The King Philip Cup,
a 14 mile flatwater race for open
canoes and downriver kayaks on the
Farmington River in Farmington,
CT. Contact Gerald Desimas at
(203) 693-8813.

JUNE 14: Shetucket River
Cruise, a 14 mile picnic/cruise on
the Shetucket River Race course in
Willimantic, CT. Contact Sue Au-
dette at (203) 456-0558.

JUNE 15: Shetucket River
Race, a 14 mile race on the Nat-
chaug and Shetucket Rivers, in-
cluding a 1.5 mile lake section, for
all CCRA classes plus local novi-
ces. Starts in Willimantic, CT.
Contact Sue Audette at (203)
456-0558.

JUNE 21: Pachaug Canoe Race,
a 6 mile flatwater race across Pa-
chaug Pond and down the Pachaug
River for all CCRA classes and
novices in Pachaug, CT. Contact
Bob Bromley at (203) 376-4009.

JUNE 22: Poling Clinic & Pic-
nic on the Farmington River in
Pleasant Valley, CT. Contact David
Sinish at (203) 693-0073.

JUNE 28 & 29: New England
Poling Championships on the West-
field River below Knightsville Dam
in Huntington, MA. Contact Nelson
Walker II at ((203) 429-8711 eves.



RC MODEL YACHT RACING CALENDAR

MAY 18: Reservoir Fun Race, any boat, Rhinebeck, NY, Jack Sullivan, (617) 668-7163.

MAY 24: Carlin Memorial, Huntington, NY, Jack Patton, (516) 421-1135.

MAY 26: Memorial Day, any boat, noon start, Needham, MA, Jack Sullivan, (617) 668-7163.

JUNE 1: Housatonic Open, any class, Stratford, CT, Robert Mersereau, (203) 226-9370.

JUNE 8: Ken Comeau Memorial, Under 66", Mystic, CT, Bob Weall, (203) 599-1644.

JUNE 8: Northern Divisionals, EC-12 Class, Providence, RI, George Greenhalgh, (401) 245-7493.

JUNE 14: John Renolds Memorial, 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

JUNE 15: Fathers' Day Invitational Scale Steam, Electric, Sail, Medfield, MA, Jack Sullivan, (617) 668-7163.

JUNE 21: Sunshine, 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

JUNE 22: Marblehead Regional, M Class, Springfield, MA, George Brown, (413) 788-4669.

JUNE 28: Kehoe Trophy, M Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

JUNE 29: Roy Clough Memorial, M Class, Marblehead, MA, Gene Thober, (617) 631-0797.

WOODEN BOAT SCHOOL BEGINS

The 1986 summer sessions of the Wooden Boat School in Brooklin, ME, get underway late in June. While, in many cases, arrangements to attend require advance registration and planning for time off, you may still be interested in available opportunities worth inquiring into, so I'll run the course schedule with course names only, no details. For those, contact Ben Ellison at Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.

JUNE 22-28: Marine Surveying with Giffy Full.

JUNE 22-JULY 5: Building Ultra-light Lapstrake Boats & Canoes with Tom Hill.

JUNE 22-JULY 5: Canoe Repair & Restoration with Rollin Thurlow.

JUNE 22-JULY 5: Building the Maine Guide Canoe with Jerry Stelmok.

JUNE 29-JULY 5: The Craft of Sail with Roger & Mary Duncan.



HIGH ADVENTURE PROGRAMS

The Outdoor Centre offers the finest technical instruction in New England for whitewater and flatwater kayaking, open canoeing and decked canoeing. In its fifth year, the Centre offers one to five day workshops; all courses feature a full day (eight hours) of instruction and small classes (ratio 1:4). Private lessons are available (20% discount) for groups of five or more. Our instructional workshops are designed to provide fun, comfort and refined technical skills. Instruction packages include lodging, meals and equipment.

The instructional staff are certified ACA instructors with combined teaching experience of over 50 years. Video films enhance the learning experience.

Special workshops for women, schools, outdoor leaders and businesses. Junior camps for youth are scheduled during the summer. American Canoe Association instructor training workshops in kayaking, open canoeing and decked canoeing are available also.

The Centre is a non-profit educational foundation with member discounts. Write today for 1986 brochure.

OUTDOOR CENTRE OF NEW ENGLAND

8 PLEASANT ST., MILLERS FALLS, MA 01349 (413) 659-3926

SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

SALES * RENTAL * TOURS * INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (617) 636-3007

Flying Colors Ltd.

468 THAMES ST. NEWPORT, RI 02840

FLAGS * BANNERS * WINDSOCKS
FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 9-5 (401) 846-0418

SPRING NATIONAL GREAT OUTDOORS SALE



ACCESSORIES
BOATS
CANOES



WALT'S BOAT 'N TACKLE

1275 PAWTUCKET BLVD. • RT. 113 • LOWELL, MA 01854
(617) 454-1746

WIN A 1986 CHEVROLET ASTRO VAN

or a 16' Starcraft Bass Boss with Johnson® Sport 50 Outboard
or a Coleman® Williamsburg™ Camping Trailer during the
Spring National Great Outdoors Sale and Sweepstakes!

NO PURCHASE NECESSARY

ACCESSORIES

- * OARS & PADDLES
- * LIFE VESTS
- * CANOE SAILS
- * CARTOP CARRIERS
- * LINE & ANCHORS
- * WATER SKIS
- * MARINE BATTERIES
- * ELECTRONICS
- ...and more

BOATS FIBERGLASS

&

ALUMINUM

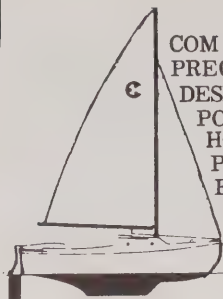
- * JON BOATS
- * BASS BOATS
- * ROW BOATS
- * CANOES
- * POWER BOATS

FISHING TACKLE (Fresh & Salt Water)

- * RODS
- * REELS
- * LURES
- * TAV
- * TACKLE BOXES
- * NETS
- LIVE BAIT
- ...and more



MARINER OUTBOARDS



ON DISPLAY
COM PAC 16', 19', 23'
PRECISION 14', 16', 18'
DESIGNER'S CHOICE
POINT JUDE 16'
HOWMAR 12
PHANTOM
ENSIGN SAILING
DINGHY

COM-PAC

lots of used day sailers

FERNALD'S

Rt. 1A, Newbury, MA 01950 617-465-0312

WOOD: A Manual for its Use as a Shipbuilding Material

Originally issued in four volumes by the Bureau of Ships of the U.S. Navy, this 8½" x 11" First Collected Edition contains 418 pages, with 230 photos and drawings and 31 tables. It is the most complete single source of information on the use of wood in boatbuilding.

Hardbound \$22.00; softbound \$19.00. Add \$2.00 p&h to U.S. zip codes; foreign orders add \$3.00. Visa and Mastercard accepted. Mass. residents add 5% sales tax.

TEAPARTY BOOKS
PO BOX 232
KINGSTON, MA 02364



PISCATAQUA SAILING WHERRY

14'x47" Hand Laid Fiberglass Hull
With Solid Mahogany Gunwales and Seats .
Includes 65 sq ft Sprit Sail Rig . 2 Foot Draft
Dagger Board . One Pair 7' Oars . 2 Rowing
Stations.

BAY of MAINE BOATS

Box 631, Kennebunkport, Maine 04046
207/967-4282



AND HOW ABOUT THE TIME. . .

We first met our neighbors. We had just moved into the fifth floor of an apartment complex. We had our hearts set on buying a Klepper kayak and decided to forgo the purchase of drapes for our picture window until fall. After all, it was still cruising weather!

We brought the Klepper home in three bags and practiced assembling our folding dream boat. We found we could assemble it in about twenty minutes. We planned our space. The water bottle here, binoculars there, slickers under the deck aft. Of course, we had to sit in it too.

We climbed aboard and practiced our strokes across our carpet sea, the living room carpet. Our house cat, not to be left out of the

fun, climbed aboard on the stem and looked for all the world like a furry black figurehead. During this brief "cruise", I chanced to look out our bare picture window and saw that our antics were being studied with awe by our neighbors across the court. We waved rather sheepishly between strokes as though bidding a fond farewell to these land-locked lubbers.

Our first voyage had been a success and marked the beginning of many adventures in this business of, "messaging about in boats". Yet, we still tend to lower our gazes to inspect our shoestrings when we happen to meet our neighbors on the elevator.

Report from Wendee Nussle
Illustration by Carl Erickson

IMPROVED CAPE DORY 14 FOR SALE: Fiberglass Whitehall reproduction. Sails beautifully, rows well. Also for sale, nice oak sliding seat with Piantadosis, suitable to convert medium weight rowing boat into a flyer (and you into a Blithe Spirit) ROGER TAYLOR, (207) 236-4342.

Old Town

BERT DECKER CANOE CO.

"A Canoe Specialty Shop"

• Rentals • Repairs • Restoration •
• Sportspal • White • Michi-Craft •
• Mohawk • Rainbow • Wabash Valley •
ACCESSORIES? OF COURSE!

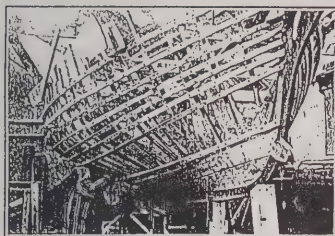
"Quality At Competitive Prices"

(518) 374-4071

515 MC CLELLAN ST., SCHENECTADY, NY 12308



To Market
To Market!



TO MARKET, TO MARKET

Two years ago this spring, the Rockport Apprenticeshop organized a weekend seminar for builders of traditional wooden boats on marketing their products. About 75 persons attended, mostly individual builders, to hear from an array of experts in various fields of marketing, how to best go about finding buyers for the boats they build. 18 speakers covered the subject exhaustively, from establishing perspective on through all the nuts and bolts of marketing, advertising, publicity, salesmanship, dealer networks, delivery, accounting, financing, pricing, and on to a look into the future.

The entire transcript has been assembled now into a 72 page, 8.5x11 publication available from the Rockport Apprenticeshop for \$7.50 plus \$1.50 postage and handling. If you were at the seminar and want the record, or didn't make it but are in the trade and want to learn more, or are contemplating going into wooden boat building, this is well worth your reading. Order your copy of TO MARKET, TO MARKET, from the Rockport Apprenticeshop, Sea St., Rockport, ME 04856.

BRAVE BOAT HARBOR BOAT CLUB

Lance Gunderson, for several years organizer of the Gerrish Island Race in Kittery Point, ME, plans to organize a local small boat club for informal racing and camp-cruising this summer from the Kittery Point, ME, area in traditional small craft. Lance says he'd love to see a regatta of BB-14's, Doughdishes, O-Boats, Indians, Yankee Dorries, Swampscott and Marblehead Dorries, Beetle Cats, Mockingulls, Appledores and such. He invites interested persons to contact him at 226A Harbor Rd., Kittery Point, ME 03905, phone (207) 439-9623 or (617) 491-0224.



STRAWBERRY BANKE BOATSHOP

A revitalized boatbuilding shop has opened this May at the Strawberry Banke Museum in Portsmouth, NH, under the direction of Bob Elliott of Newburyport, MA. The shop has been relocated from its former stable building into the recently renovated Gorman Garage. It will be open daily from 10 to 5 until October 21st. Elliott has 10 years experience in wooden boat building and repair professionally on the Massachusetts north shore. For more information on the boatbuilding program at Strawberry Banke, call (603) 433-1100.

Tides End Farm

Essex, Mass.

AFFORDABLE BOAT STORAGE
INDOOR & OUTDOOR
617-768-6212

PADDLES & OARS



Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473



Sail
a
dove

A white cedar
Reproduction
of a Classic
St. Lawrence Skiff

DOVE

THE ST. LAWRENCE RIVER SKIFF

TOM HENRY

17 Little Point

Essex, CT 06426

(203) 767-2374 • (814) 723-7389

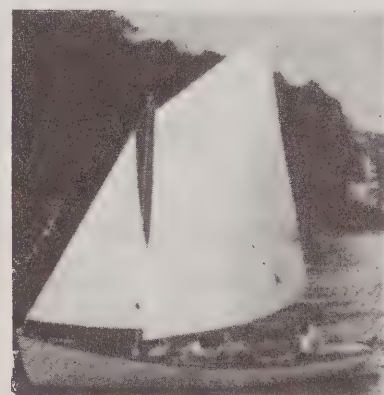
BOOKS about BOATS

Out of Print & Used Nautical Books
Old Boating Magazines

Original Boat & Marine Literature

COLUMBIA TRADING CO

2 ROCKLYN DR., SUFFERN, NY 10901



ISLAND CREEK 18' beach boat, outstanding sailer, fiberglass hull, wood deck and spars. ISLAND CREEK BOAT SERVICES, Box 151, Williams Wharf Rd, St Leonard, MD 20685, PH: 301-586-1893.



FOX ISLANDS ROW BOAT. 10'6"x 4' handlayed fiberglass, teak trim, molded fiberglass seats with non skid surface rubber gunnel guard, \$950 fob North Haven, ME. FOX ISLANDS BOAT SHOP, Ames Point Rd, North Haven, ME 04853, PH: 207-867-4600.

LAPSTRAKE CANOES

Wood Canoes & Boats Built & Repaired

Fine wooden sporting boats from 20lb. solo canoes & decked sailing canoes to guide boats & small sailboats.

Lumber
&
Hardware

KEVIN MARTIN
Box 441 RFD #1
Epping, NH 03042
(603) 679-5153

Canvas
&
Filler

New life brought back to your old wood or wood & canvas canoes & boats.



Custom Builders & Restorers

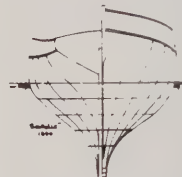
continuing the evolution of
the ADIRONDACK • GUIDE-BOAT



STEVE KAULBACK
BOX 144B CHARLOTTE, VT. 05445
(802) 425-3233

For further information and photos please send \$2.

WOODEN BOAT REPAIR



Bruce Reynolds
Woodworking
Specialist in
Antique & Classic
Restoration
MARINE SURVEYOR
RFD 2, Meredith, N.H. 03253
(603) 279-8385



Shop located on
Old Chequesett Neck Road
Wellfleet, MA

Old Wharf Dory Co.

Beach Boats and Shallow Draft Cruisers

Box W
Wellfleet, MA 02667

Walter Baron
(617) 349-2383



ESTABLISHED 1979

DANIEL HAMILTON, Owner

HAMILTON CANOE & BOAT SHOP

- * Wooden Canoe Repair, Restoration & Building
- * Repair & Restoration of Wooden Rowing & Sailing Craft
- * Buying & Selling of Classic Wooden Canoes
- * Estimates, Pick-up & Delivery Throughout New England
- * All Workmanship 100% Guaranteed

NEW ADDRESS - NEW ADDRESS - NEW ADDRESS - NEW ADDRESS
RFD 1, BOX 1700, GOSHEN RD., WINTERPORT, ME 04496 - (207) 223-4188

Boats Built
Maintained
Repaired

Marine Supplies
Custom
Wood Work

Hand Carved
Quarterboards
& Nameboards



Ryder & Son Woodworking

14 Marion Drive
East Lyme, CT 06333
203-739-0561



MICHAEL PORTER BOATBUILDER

CHEBEAGUE ISLAND, MAINE
TELEPHONE: (207) 846-3145



SWAMPSCOTT DORIES/ OTHER CUSTOM & STOCK BOATS/ROWING, SAIL & POWER.

Boatbuilding Directory



GREENLAND TYPE SEA KAYAKS
Dunn's Custom-Built Kayaks
 8991 S State Rd, Eden, NY 14057
 PH: 716-992-3941
 SEND \$1 FOR INFORMATION



RFD #1 BOX 4100 MT. VERNON, ME. 04352
 207 293-2694

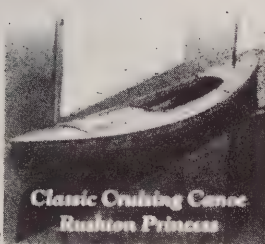
TRADITIONAL MAINE CANOES.
 White cedar, brass, canvas. 18', 16',
 11 1/2' models. C. Grosjean, Franklin,
 ME. 207-565-2282.

Lapstrake Wood Canoes & Tenders

Glued-Lap
 Mahogany
 Plywood or
 Traditional
 Cedar
 Construction

Wood-Canvas
 Canoe
 Restoration
William Clements

Boatbuilder
 P.O. Box 87W
 18 Mt. Pleasant Street
 North Billerica, MA 01862
 (617) 663-8103



*Classic Cruising Canoe
 Rushion Princess*

SKIP SNAITH

• CANOES & KAYAKS •
 40 Lonetown Rd., Redding, CT



Alaskan 14' • Aleutka 16' • Dragonfly 10 1/2'

Ultra-lightweight epoxy glued lapstrake
 boats.

Skip Snaith
Canoes & Kayaks
 P.O. Box 141, Redding, CT 06875
 203-938-9158

MILE CREEK BOAT SHOP

RFD BOX 257,
 WASHINGTON, ME 04574
 207-845-2708

Since 1962 the Mile Creek Boat Shop, operated by Master Builder John D. Little, has been building high-quality craft of traditional construction, such as the Blackhall River Skiff pictured. Or inquire about our 16' x 7'3" lapstrake catboat with cuddy cabin and large cockpit. Both built with love and care to handle the ways of the water.

Also, custom building to 45' pleasure or commercial vessels.

John D. Little



Rowing Gear

BOATHOUSE ROW SPORTS

**OUR CATALOG HAS
 IT ALL, INCLUDING . .
 ROW TROW
 six styles, from 9.95
 Training gear**

PRO-TOGS
 HIND-WELLS TIGHTS
 OAR MITTENS
 RUSSELL FLEECE

**Running shoes
 Art, coaching,
 leisure & much
 much more!**

write us or call . . .

BOATHOUSE ROW SPORTS

YOU CAN BUY all your sliding seats, oarlocks, tracks, riggers, fittings, etc. from one source. All items are guaranteed and available for fast shipment. Call or write for free brochure. LATANZO ENTERPRISES, PO Box 21042, Philadelphia, PA 19114, PH: 215-334-3508 days, 215-934-5793 eves, free advice.



**ROWING
 SPORT**

ALDEN OCEAN SHELLS

17 SLIDING SEAT BOATS FROM AP-
 PLEDORE PODS TO RACING SHELLS
 WE MATCH A BOAT TO YOUR NEEDS!

BOX 17, IPSWICH MA. 01938
[617] 356-3623

Something Else To Do With The World's Most Popular Sailboat!

ROWKIT Rolling Seat Rowing Adapter
 Will Multiply Your Fun With Your
 Sunfish or Super Sunfish!

On or off in a minute — No Tools
 No boat modification



Extra Value! ROWKIT converts to a
 great Home Exerciser. Free, simple
 attachments, oars & freight included

Write for Details to John D. Frazee & Co.
 P.O. Box 1407
 Guilford, CT 06437
 or Phone (203) 453-4210

INEXPENSIVE SLIDING SEAT ROWING RIG

Build your own drop-in rig for use in canoes, shells, skiffs. New third generation design. Simple, inexpensive construction from readily available materials. Plans \$10. Full size patterns \$6. Detailed builder's manual \$10. Complete package \$22. Ballbearing wheel kit \$15.

OWEN CECIL

Dept. M, P.O. Box 584
 MANISTEE, MI 49660



Fine rowing craft including the Alden Ocean Shell, Martin Trainer, Appledore Pod, Kittery Skiff. Sliding seats, oars, x-oarclizer. Free instruction. Dirigo sea-touring kayaks.

55 SPICER AVE, NOANK, CT 06340
 • (203) 536-6930 •

CANOE

HARDWARE:

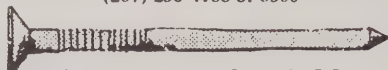
3/8" solid brass bands, oval face, hollow back; 4.5' - \$6; 9' - \$12; custom lengths to 18'. Bronze carriage bolts; #10-24 x 4" - \$1.00 ea., \$75 per 100, including nuts and washers. Clinching iron; 3 lb. hand held iron designed for clinching and riveting, \$25 ea. Volume discounts PPD; shipping 10%



Materials & Supplies

William Cannell Boatbuilding Co., Inc.

Atlantic Ave., Box 900W, Camden, ME 04843
(207) 236-4188 or 8500



HALL & RICE, LTD.
Copper, Countersunk, Square-cut Boatnails & Dished Roves

BOAT NAILS

100% Hard Drawn Copper Nails
3/4" to 5" - 2 mm to 4 mm

CUT STEEL BOAT NAILS

Genuine Hot-Dipped Galvanized

1" to 6"



ROVES

3/8", 7/16", 1/2", 5/8"

Write for information

TREMONT NAIL CO.

P.O. Box 111 B55
Wareham, Mass. 02571

or Phone (617) 295-0038

WEST SYSTEM

Distributors of WEST SYSTEM® Epoxy Products by Gougeon Brothers, Inc., Fynspray brass galley pumps, custom running rigging, sailboat hardware. Epifanes paint and varnish. For ordering & information call toll free. Dealer inquiries invited.



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840
276 SW 33rd St., Ft. Lauderdale, FL 33315
IN RI: (401) 846-8170 IN FL: (305) 463-2022
Telex: 952-183 JT SHIP NORT 1-800-343-9350

WHITE OAK, 4/4 rough, clear stock, \$1.75 B.F. Heavy dimensions somewhat higher. Air-dried 6 years. Also, walnut, cherry. Price list: Shrewsbury Farms, Box 150, Princeton, KY 42445. 502-365-6119.

BURMA TEAK, HONDURAS MAHOGANY. Best selection, terms and delivery of the finest quality lumber, air or kiln dried. Call or write for price list of stock available for personal selection or immediate shipment. THE MALTINGS COMPANY, INC., D-2D, 6801 Lakewood Dr., Richmond, VA 23229. (804) 285-1096.

WOODEN MASTS

solid or hollow

RANDOLPH BOATWORKS

27 M Pine Island Rd., Mattapoisett, MA 02739
(617) 758-4270

BUILDERS & RESTORERS!

Use the epoxy professionals use.



PERMANENT BONDING POWER

T-88 STRUCTURAL ADHESIVE

- Non-critical 1:1 mix
- Cures as low as 35°F
- Clear, impact resistant, gap filling
- Cures tack-free in high humidity

- ★ Acclaimed by leading authorities
- ★ Scientifically developed
- ★ Over 12 years of proven service

SEAL, STOP LEAKS

L-26 EPOXY SHEATHING SYSTEM

- Tough and resilient
- Penetrates wood as well as fabric

RESTORE SURFACES

F-9 EPOXY FAIRING COMPOUND

- Fills cracks & holes
- 1:1 Non-sag paste

Special Introductory Offer! send \$11.95 for 1 pt. of T-88, receive 32 pg. Technical Manual FREE (initial purchase only)

MAIL NOW FOR SPECIAL OFFER — DEPT. M

Name _____
Address _____
City, State, Zip _____

- 1 Send 1 pt. T-88 & Free Manual. \$11.95 enclosed.
1 Send information only, no charge.

CHEM-TECH

4669 LANDER ROAD
CHAGRIN FALLS, OH 44022
216/248-0770

ANTIQUE 1-CYL MARINE ENGINES for sale. 3 hp to 5 hp shaft & propeller included, list on request. H E MOORE CO., INC., 485 East First St, South Boston, MA 02127, PH: 617-268-1262, Bill.

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632, 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



AN HONEST, SIMPLE, RUGGED, RELIABLE, VERSATILE, ONE-MAN SAWMILL. SAWS ALL WOODS. Diameters 3 to 17 Inches Lengths 8 Inches to Infinity

THIS MACHINE IS PROVEN PRICE COMPLETE WITH 20 FT TRACK \$4950

5 YR. WARRANTY

WE PIONEERED THE PORTABLE BANDSAW SAWMILL

W.K. ROSS, INC.
640 Main St.,
W. Hampstead,
NH 03841 U.S.A.
603 • 329 • 6320

ANNOUNCING New Video Rental Program

"THERE IS NO QUESTION.
If you can draw a boat you can
build it." *Arno Day*

With courses from
The BOATBUILDING Video Series™
you can learn everything you need to
know about Lines and Lofting to build
your own boat.

By paying careful attention and reviewing the tapes as
often as you want you'll learn there is no great mystery
to boatbuilding.

Watching a Master Builder at work teaches you how to
approach problems that have to be solved in lofting. See-
ing Arno's experienced hand gently springing a batten
to test the fairness of a line allows you to absorb his
knowledge, and all the subtleties and nuances of the pro-
cess. It is a series of logical processes. There is no need
for artistic talent or experience. Video Apprenticeships
from The BOATBUILDING Video Series give you the con-
fidence to find solutions that work.

"A must-have teaching tool....By the time he uses the
completed drawing...you know you can do it."

— George Putz *WoodenBoat* #66

Write or Call for FREE INFORMATION!
VISA/MASTERCARD
(207) 374-5442

COMMUNICATIONWORKS INC.

Dept. MAB

Box 118 Blue Hill, Me. 04614

Plans & Instruction

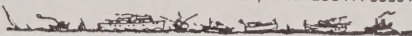
WOODEN BOATBUILDING

PRINCIPLES • WOODS FOR BOAT-
BUILDING • TOOLS FOR THE
HOME BOAT SHOP

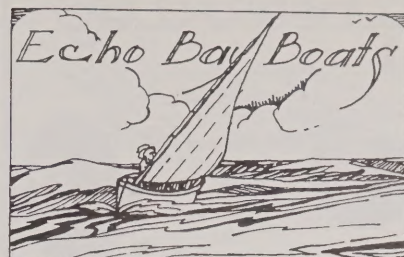
Booklet based on the
writings of famous naval ar-
chitect E. Weston Farmer pro-
vides a wealth of information.
Write for free details.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

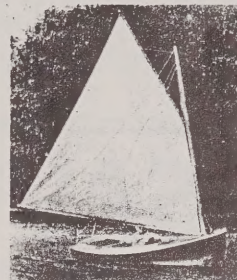


TORPEDO 18' sliding seat, vee
bottom, pulling boat. Fast and
elegant. Designed for quick, easy
and inexpensive construction in
plywood. No lofting. Study print,
\$3, plans and construction notes,
\$30. We also build hulls in any
stage of completion. BARKER, Box
10, Montague, MA 01351, PH:
413-367-2424.



ADIRONDACK BATEAUX, Ozark
johnboats, Echo Bay skiffs, and more.
Plans and completed boats. Catalog
\$1. Daniel Marcus, Echo Bay Boats,
P.O. Box 479, Noank, CT 06340.

Build and Sail This Living Legend



The "Instant Boat" team of designer Phil Bolger
and builder Harold Payson has developed a
tack-and-tape, multi-chined version of the clas-
sic Beetle Cat, that puts the charm and the per-
formance of this traditional one-design within
the reach of the home builder—with a minimum
investment in time and money. Three sheets of
complete detailed plans \$35.00; study plan for
Bob Cat and 19 other easy-to-build Instant Boats
for \$3.

HAROLD H. PAYSON & COMPANY

Dept. MB, Pleasant Beach
So. Thomaston, ME 04858 207-594-7587

NEW
1 1/2 HOUR
VHS VIDEO \$28.95



Whitehall Jr

Plans • Kits **GEODESIC**
AIROLITE™

Featherweight car-topper Boats
Send \$1 for design portfolio.

MONFORT ASSOCIATES

RFD 2 BOX 1490 MA WISCASSET ME 04578

Latest...SHEEPSCOT SHELL - 17 Pulling Boat

Classic Wooden Cedar Canoes.

Handmade by Indians.
Clear fiberglass covered.
Lightweight. Strong; stable;
beautiful. 14' - 18'. From \$799.
Free color catalog. Nearest dealer.
1-800-343-3432 Great Canadian,
Water Street, Worcester, MA 01604.



BOAT KITS — SAIL — 16'-30' all
trailerable molded fiberglass hulls
and decks come factory assem-
bled — you install factory sup-
plied interior. Save half factory
built cost. No experience re-
quired. Free 40-page catalog.
LUGER, Dept. MA-6, P.O. Box
1398, St. Joseph, MO 64502, PH:
816-233-5116.

BLUE WATER PADDLER

The Alaska Ocean Kayaking Quarter'ly

In-depth reading about kayaking and the Alaska coastal environment

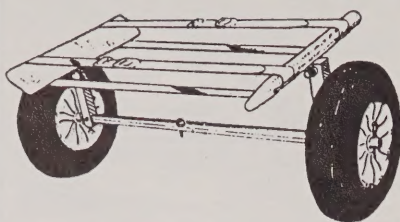
Subscribe now.

4 issues \$8.00, \$10.00 (US) in Canada, \$12.00 (US) Overseas
Available for sale at selected outdoor shops and bookstores.

Box 105032, Anchorage, AK 99510, (907) 243-1550



Wheel-a-Weigh



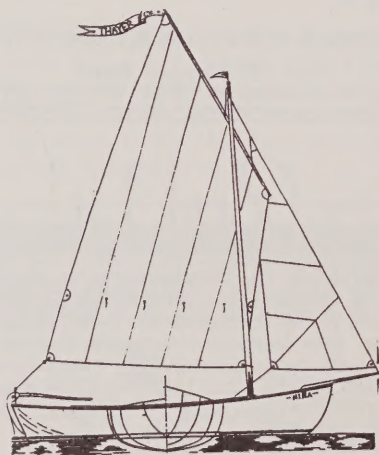
SMALL BOAT DOLLIES
Sailboards Prams
Dinghies Inflatables
Canoes Board Boats
SEND FOR BROCHURE

BE BODGE ENGINEERING
309 SUTTON PL.
SANTA ROSA, CA 95407
(707) 585-0159

SAVE

SEE US AT THE
USED BOAT SHOW

NEWPORT, RI
MAY 30, 31 & JUNE 1
BIG SAVINGS



NINA... *an elegant beach cruiser*

Prototype with
Beautiful Wood Deck

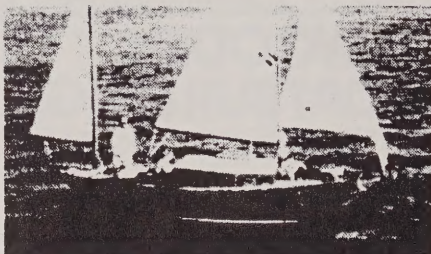
N.Y. WHITEHALL
with Sailing Rig
Used Livery
Bare Hulls



**THAYER SMALL BOAT
& CO DEVELOPMENT**

2106 Atlee Road 804-746-0674
Mechanicsville, Va. 23111

Classified Marketplace



23' PICARON KEEL YAWL. Plywood on oak, glass covered bottom, mahogany/cedar topsides/masts. Sleeps two. 7hp outboard in well. Four sails and trailer. Ready to sail. \$5,500.

WAYNE JOHNSON, 69 Highland Ave., Newton, MA 02160. (617) 244-6089. (1)

14'7" STRIP-BUILT CANOE solo cruiser, handmade epoxy over redwood, used two seasons, builder maintained. 38 pounds. Custom spray cover. \$600 or swap for Sunburst or Courier whitewater canoe. DICK MACIEL, 95 Elm St., Franklin, MA 02038. (1)

22' SAILBOAT, excellent condition, keelboat, sloop rigged. Trailer, ready to go. \$1500 or best offer. C. COSTELLO, Rockport, MA. (617) 283-3525. (1)

NEPTUNE MITEY-MITE OUTBOARD, 1.5 hp, \$50. C. COSTELLO, Rockport, MA. (617) 283-3525. (1)

27' WAR CANOE, restored Chestnut with eight new 54" Mohawk bent shaft paddles. Ready to go. Stored in barn all winter. For summer camp, scout group, big family, hunting group, etc. \$850. BRITISH SEAGULL 2.5hp outboard, slightly used. \$295.

MIKE STRATTON, Lincoln, MA. (617) 259-0646. (1)

12.5' ZODIAC INFLATABLE, Mark IIC, in good condition. \$800. Amesbury, MA. (617) 388-3891. (1)

LASER sailboat with Traillex aluminum trailer. Yellow hull and sunset colored sails. Used 5 times. May be seen in Tuftonboro, NH, on weekends. \$1,500.

W.L. HEUSER, Bolton, MA. (617) 779-6309 weeknights, (603) 569-4985 weekends. (2)

SUNFISH, 1983, excellent condition, used only one season. Extras. \$900.

BOB DRYER, Short Hills, NJ, (201) 467-2976. (2)

16' APPLEDORE POD, white fiberglass Martin bought new. 7'6" pr. F. Collar oars. Complete with sailing gear. \$1475 firm. 10' CAPE DORY, white fiberglass with complete sailing rig and pr. 6' oars. \$1125 firm. SEXTANT, bubble type AN-5851-1 in heavy plastic case. Complete in good condition. \$175. JACK MOULTON, Marblehead, MA. (617) 631-5487. (1)

DN ICEBOAT COMPONENTS, fuse-lage, plank, tiller. New, unpainted. No hardware. \$150.

ARTHUR SPEAR, Gloucester, MA. (617) 281-1464. (1)

16' SLOOP, hard chine plywood daysailer with small cabin built in the '60's to plans from POPULAR MECHANICS, stored last 15 years inside. Excellent dacron sails, all rigging, fiberglassed deck, structurally sound. Needs painting, some caulking and detail renovations. \$975 or best offer. A nice little character boat.

SANDY PITCAIRN, Ipswich, MA, (617) 356-2691. (2)

16' GLOUCESTER LIGHT DORY. Classic Bolger design. Beautiful rowing boat. Built by owner in 1984 and still in excellent condition. Comes with 7' Shaw & Tenney spruce oars. Has just been repainted for this season. \$500 or best offer.

THE SHAWs, Manchester, MA. (617) 526-1057. (1)

AMF SUNFISH, "Heat Wave" sail. On new Shoreline trailer. In good condition, stored indoors. \$1,100. END HOLE C-2 with skirts and split bags. \$200 or best offer. TIM MAC DONALD, Methuen, MA. (617) 647-9469. (1)

16'4" KEEL CATBOAT, wooden, 50 years old? Cabin has stove, sink, a bunk. New sail cover and boat cover. Sturdy cradle. Good condition, good sails, a gem to sail. \$5,500. GEORGE MILLIKEN, Carver, MA. (617) 866-4749. (2)

WANTED: CATSPA/URCHIN/ Herreshoff Columbia/Rivendell Columbia (sailing) dinghy.

JOHN SCHARDING, Sherborn, MA. (617) 653-3427 eves. (2)

WANTED: Antique marine gas engines in any condition. Also information on Buffalo Gasolene Motor Co. Engines 1908.

JIM BOVE, 3654 Dryden Rd., Fremont, CA 94536. (415) 792-7359. (2)

Looking for a Boat or Gear?



ATKINS "NEW SISTER", 24' gaff headed centerboard sloop. Skiff built, cedar on oak, extensively rebuilt, 90% done including new centerboard trunk, centerboard, rudder, tiller, O.B. well, hatch, cockpit, sole, cabin top, strip deck, mast, bowsprit, cedar strip interior ceiling. Equipment includes good Smith sails, unused topsail, 18hp electr. Evinrude, Shipmate Skipper, new porta-potty, anchors, standing and running rigging, kero running lights, etc. \$5,000

BOB SERVAIS, Mansfield, MA, (617) 339-2409, keep trying. (2)

16' SCANDANAVIAN BUILT WOOD CANOE. Cold Molded construction, cedar with mahogany brightwork. No fiberglass used, all natural wood, inside and out. Excellent condition, very light. \$600.

DAN HAMILTON, Winterport, ME. (207) 223-4188. (1)

WANTED, a used folding kiewit with sail rig.

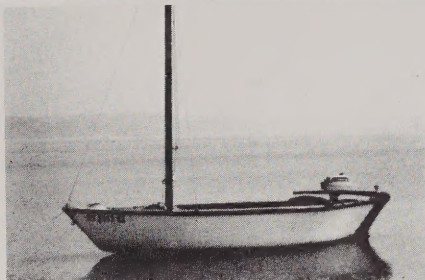
STEVEN GOLDEN, 13 Robandy Rd., Andover, MA 01810. (2)

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.

BANDSAW, Craftsman 14" three-wheel type, 1950-60 vintage, on stand with motor. \$150.

ED HAMMER, Newburyport, MA, (617) 465-5184. (24)



14' DOUBLE ENDER SLOOP, 4'10" beam. Draws 18", oak keel, 3/8" marine ply on oak frames. Var-nished mahogany seats and trim. Two mains, one jib. 4hp '85 Evinrude with separate tank. Beautiful little ship that has much appeal. JACK USIS, Smithtown, NY. (516) 265-5133. (1)

16' APPLEDORE PEAPOD, 1985 fi-berglass sliding seat, 10' Collar oars. Used 6 times, like new condition. \$1,395/B.O.

ROCKY KEITH, Wellesley, MA. (617) 237-6233. (2)

TOO MANY BOATS! Regrettably some must go. AMF TIGA allround windsurfer, Neil Pride sail, retractable daggerboard. Used one season, \$425. 1984 PEINERT FASTART 16 fiberglass rowing shell, sliding rigger type, blue deck with white hull, 9.5' Piantadosi sculls. Excellent condition, \$1,000. 16' ALDEN APPLEDORE POD, fiberglass with 7.5' F-Collar oars and complete sailing rig, a steal at \$1,200. 16' BOLGER PIROGUE, built 1985, glassed over ply with new dacron sprit sail, kick-up rudder and lee-board, asking \$600.

DON CURRY, RR 2, Box 489, W. Buxton, ME 04093, (207) 727-3378. (2)

18' GAFF SLOOP. Alden "Biddeford Pool" design. Built in 1980, cedar/oak/bronze/lead. Full keel 3.5' draft daysailer in excellent condition. 4hp outboard, boom tent, cradle, anchor, line, etc. Excellent sailing boat. \$8,000.

DON STAPLES, Falmouth, ME. (207) 781-3532 or (207) 625-8911. (2)

NORDKAPP KAYAK, one of a kind, take apart model. Almost new. Cost \$1450, priced to sell at \$950.

A. DIEBERT, 100 Belmont Pl. 4-H, Staten Isl. NY 10301. (207) 644-8329 (Maine) (1)

WANTED, 15'-17' daysailer, Townie, Lightning, Old Town, etc.

KIP TRIENENS, Box 322, Westport, NY 12993. (2)

NEW MARINE DIESEL, GM10, 9hp, one cylinder with silencer, instrument panel and water separator. Brand new, \$2,600.

DAVID JEWETT, W. Newbury, MA. (617) 356-2100 Mon-Fri. (1)

WOODEN CANOES. 12' Morris, circa 1915, \$825. 16' Guide, recently restored, \$925.

JON SAIRS, Box 66, Calais, VT 05698. (802) 456-8165. (1)

RHODES 22 sailboat, built 1984 by General Boats. Perfect weekender, 8' beam, keel/centerboard, 7.5hp Seagull, trailer. All options.

TONY URBANELLI, Montclair, NJ (201) 746-5503. (2)

GRUMMAN SPORTBOAT, 1985, 15.5' aluminum boat suitable for oar/motor/paddle.

TONY URBANELLI, Montclair, NJ (201) 746-5503. (2)

READ STEAMBOAT NEWS. A bi-monthly publication for steamboat owners, builders and dreamers. Yearly subscription and membership in the INTERNATIONAL STEAMBOAT SOCIETY, \$12 (US funds). Sample \$2.

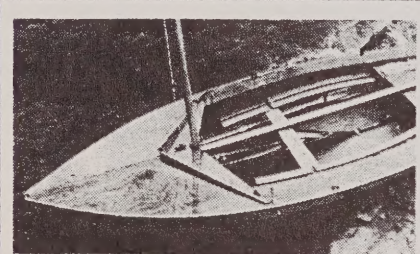
STEAMBOAT NEWS, Box 262MA, Middlebourne, VA 26149. (TF)

APPLEDORE POD, rowing, sailing craft, WEST (tm) system construction, completely equipped, F. collar oars. Priced to sell at \$1800.

J. FINK, Walpole, ME, (207) 644-8329. (2)

BETLE CAT, Sail #127, Hull #851, fiberglass over wood, good condition. Includes galv. trailer, oars and other accessories. Asking \$1,500. Boat is in Braintree, MA.

AL BURMEISTER, E. Weymouth, MA (617) 848-7424. (2)



HULL KIT FOR 16 FOOT WAYFARER. Precision bolt-together jig, approximately 200 pieces of pre-cut mahogany & Bruynzeel™ mahogany plywood, over-sized decks and planking for easy fitting; fastenings, fittings, detailed manual, diagrams, photos, layouts; epoxy kit. Centerboard case and bulkheads sent test-assembled. (Plans unavailable.) Information \$3. WAYLAND MARINE OF COBBLEWOOD, Box 33, Cobble Hill, BC, Canada V0R 1L0, PH: 604-743-4741.



messing
about in

BOATS

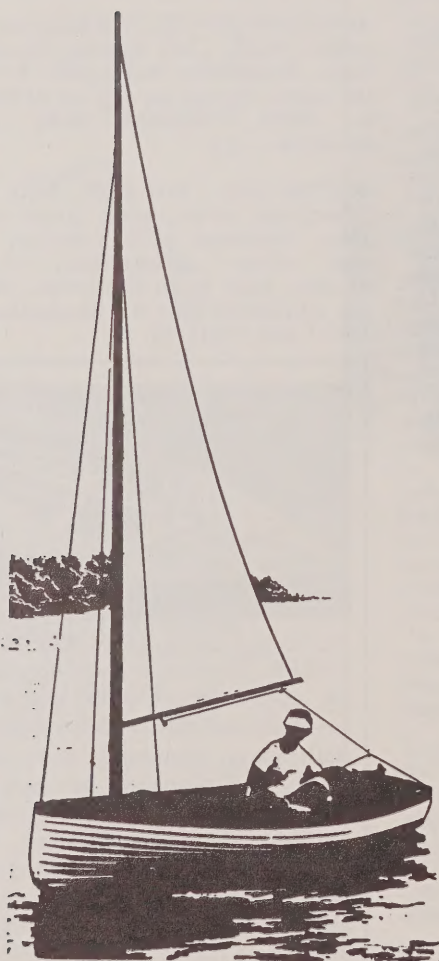
29 BURLEY ST., WENHAM, MA 01984

(617) 774-0906

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53

A TWICE A MONTH NEWSLETTER FOR THOSE WHO LOVE TO MESS ABOUT IN BOATS

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970



DEXTER BOATS
Mashapaug Lake Road
Union, CT 06076 (203) 684-2229

*Dexter Boats,
Cordially Invite You*

*to the introduction of
new small boat designs at*

THE DEXTER BOATS EXHIBIT

May 16th - May 18th

NORTH AMERICAN SMALL BOAT SHOW

Newport, Rhode Island

Come See

THE DEXTER-12

LOA: 11'7" BEAM: 4'10"

High performance lapstrake, sailing tender/daysailer.

for more information, write or call:

DEXTER BOATS

Mashapaug Lake, Union, CT 06076

PH: (203) 684-2229

CLIP THIS AD
it's good for a

\$100 DISCOUNT

*on any boat purchased or ordered
at the North American
Small Boat Show*

ONE DISCOUNT PER BOAT