

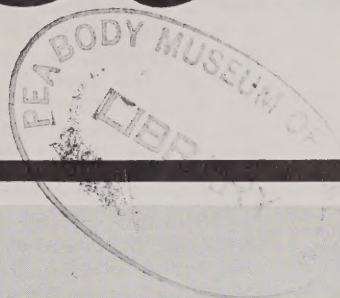
Twice a Month!



messing about in BOATS

Volume 4 ~ Number 4

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messing about in BOATS

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Our Next Issue...

Will feature reports on the Small Craft Meet at Mystic Seaport (it rained again) and the L.L. Bean Canoe Symposium in Bridgeton, ME. There'll also be articles about "A Good \$10 Boat" (vintage 1878) and "A Boy's \$5 Boat" (vintage 1937). We'll have a report on a honeymoon trip that included a visit with "Dynamite" Payson, and a visit with boatbuilder William Clements who has been trying to specialize in the Rushton "Princess" sailing canoe. A discussion of the merits of the "Greenland" style sea kayak vs. the "Northwest" style, both owned by the contributor, will be presented, along with another on converting a Sunfish into a sliding seat rowing boat. The "Amateur Builds Bolger's GYPSY" series will continue as will "Adventures Down the Bay".

On the Cover...

The two French Gigs met in Boston Harbor in late May for a race billed as a "Celebrity Row", a fundraiser for the whole Atlantic Challenge project. The day turned out to be a lot more than that, full report in this issue.

In our ongoing serialization of "Adventures Down the Bay" in this issue, the two turn-of-the-century youths arrive at Newport (referred to as "Oldport" in the book). Their discussion of what they see there is very topical for me as I have just been there twice in the past month, at the Small Boat Show in May and briefly to look in on the Used Boat Show the first of June. While Newport is not a place with any direct personal involvement in my life, other than the trips to the various boat shows in recent years, it is a place that fits into my family background. So reading about it through the eyes of someone writing about it in 1901 elicits in me a sort of second-hand *deja vu*, thinking of how it was years ago when my father visited his grandfather there.

Neither of my forbears were involved in boats at that time, in the early 1920's. My great-grandfather, who was an artist, had earlier owned a rather lovely 42' yawl, AMORITA, (of which I have an old newsprint photo) and had often told my father that he should begin his sailing adventures in a catboat. My father and his grandfather would go down to the docks in Newport to view the "commuter" craft of the New York socialites and businessmen who came up for the weekends. Some of these were 300' steam yachts crewed by 30 or so hired hands. "All that to transport one man from his office to his summer cottage," my father comments when he reminisces about those years. Indeed. Makes what we think of today as conspicuously expensive yachts based in Newport look rather modest in scale.

Now, 60 years later, I go to Newport to view the latest in small boats, or in wooden boats, each summer. Really small time stuff. Same city, same waterfront geography (if not buildings, wharves, etc.) My involvement in boats began only some 10 years ago and it has gone the reverse of what is deemed the rule today, my biggest boat was my first, a 24' cutter, now sold. Now I'm down to an 18' daysailer (restoration project) and some sea kayaks.

My father was a powerboat man, but his dreams were postponed for 25 years by the Great Depression. His prep school and college textbooks have careful drawings on the flyleaves of the '20's, plumb stems, boxy cabins, elaborate detailing. Before he and his friend who dreamed with him could realize their goal of owning such a boat, they married and then faced the Great Depression. After that it was

World War II, and by the time enough surplus money was accumulated for a boat, it was the late '50's. Dad successively owned two nice Century inboards which he kept on Lake Winnepesaukee and Squam Lake, in New Hampshire. We all enjoyed summer family outings in these boats but I wasn't seriously attracted to such boating.

Funny how it took so long, living most of my life within 3 miles of the Atlantic here on the Massachusetts north shore, having a father who enjoyed lake powerboating, a great-grandfather who was a "yachtsman" at one point in his 75 years as an artist intimately involved in Providence, and later Newport, society. And then there was my great-great grandfather.

This man was in on the end of the coastal schooner trade when many such craft were owned in shares. He at one time owned shares in a number of coastal schooners, in the 1840's and '50's. But as that system fell apart up against the competition from steam, he ended up after the Civil War with one schooner. It's final trip was made from Hyannis on Cape Cod through Buzzards and Narragansett Bays to Providence, with a load of firewood aboard. In Providence he sold the firewood and the schooner and bought a house in the city, and that was it for "Captain Elijah". I know the names of several of those schooners he held shares in and look for them in every old book about those days I come across. But there were lots of them.

Well, the times described in "Adventures Down the Bay" are right around those when my great-grandfather had his 42' yawl. So I fantasize him at the helm of such a craft as is described in this issue's installment coming into Newport to anchor. And as I stood on the waterfront in Newport last month, I thought of my father at 15 years standing there with his grandfather looking at those luxury yachts 65 years ago. And I think of how those two were not far from where my great-great grandfather passed by enroute on his last voyage in his last schooner 50 years before them! I wondered if my great-grandfather thought about that trip then (he was on it as a youth) as he stood there with his grandson.

The sentimental urge that comes over me from all this is to wish to be able to step back in time and stand there beside them for a time and see their world as it was then, with this common thread of love for good boats connecting us all.



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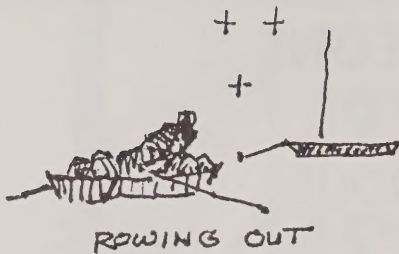
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Before sunrise I row out to the sailboat, escorted by a herring gull. There is no one about this time of the morning and the expectation of what this day will bring raises my spirits. When I reach the boat and pass everything aboard, the gull perches himself on the bow and watches me intently. I secure the pram to the traveller and take my new plastic sextant from its case and sit staring somberly into the east to ambush the sun when it makes its lazy appearance. The gull probably thinks I'll eat the sextant (since I keep putting it up to my face when it gets light) and tries to decide which part I'll share with him. There it is!



I capture the lower arc on the horizon, noting the time, not too precisely. "It's a great day," I say to the boat. "Ready for a sail?"

"No," is the ignored reply, since I'm too busy with the table of corrections and getting my fix..

"There we are," as I mark the chart, "a positive fix. In all this confused universe, there we are!" I repeat proudly.

"And there we'll stay," the boat says adamantly.

"What?"

"I'm not sailing today."

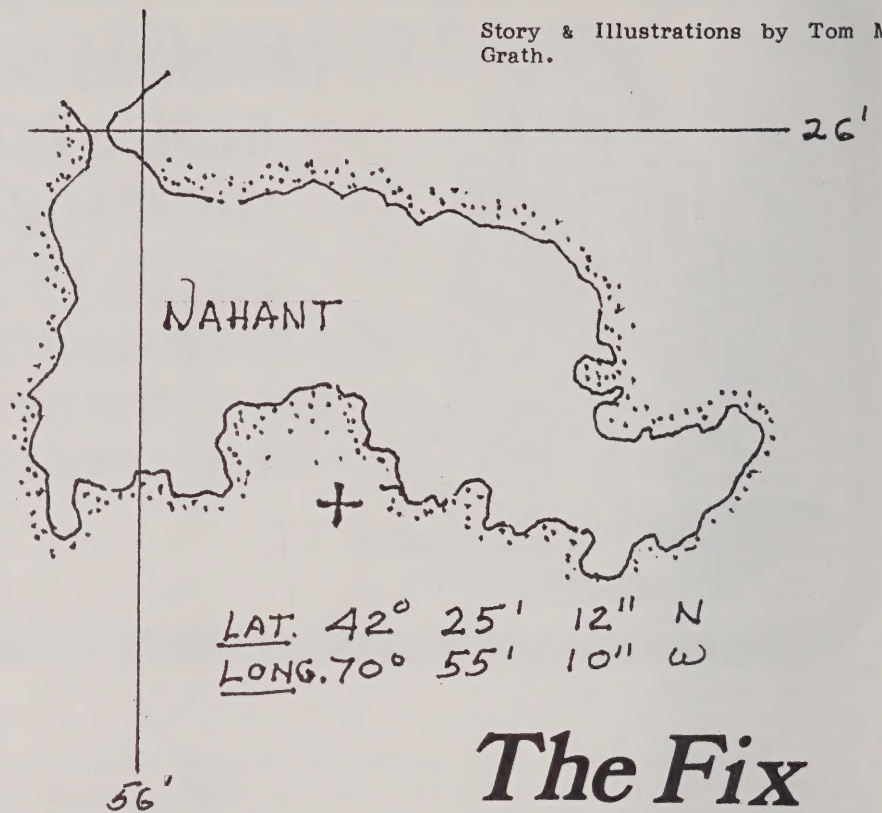
I can't believe this. "Just how bossy can you get?"

"I just don't feel like sailing."

"I bought this new sextant and all this food. Took the day off from work. I'll probably get canned for that, and you say you don't want to sail. Well, I do!" I whined.

"Try it," the boat grumbles.

I find that the knots that tie the shrouds have tightened up with the morning dew. I can't find my knife. When I try to lower the centerboard, it won't go down. Jammed. I pull the sails out of the bag



and find I have two jibs and no mainsail. The rudder won't fit into the gudgeons.



"I'll row to another fix," I declare determinedly. When I go forward, the gull changes its perch from the boat to the mooring as though he expects nothing to happen, regardless of my efforts. I set the oars and take a mighty pull on them. Both oarlocks pop out and splash into the water to drift slowly down to the muddy bottom. The boat snuggles up to the mooring and the gull hops back aboard to see what will happen next. The tide is slack and there isn't any wind now. The boat starts leaking.



The Fix

"All right, cut it out. We won't sail," I say desperately. "Now what do I do all day?"

"Bail me out. Find the leak. Straighten things up. Share your breakfast with the gull. Meditate. Take a nap. I'll wake you at noon so you can take a meridian sight. You can cross it with your dead reckoning." The boat was chuckling.

I groan and look at the gull. "You knew I wouldn't leave. The boat probably told you earlier. Everything knows what's going to happen but me. Here. Here's my breakfast. I can't eat it."



TALKING TO THE GULL

"Great," the gull says, pecking at the food "This is good food. Sure you don't want some?"

"At least you're part of the ecological system," I say enviously.

The gull looks up from eating and replies, "I'm not too proud of that. it's just a fouled-up system that functions."

"I was part of the system once," the boat pipes in. "I was a tree..." but before the boat can elaborate, church bells chime in the village.

"There's your answer," the cynical gull says, "science tries like hell to make the system interesting and religion tries like hell to make it acceptable. But, didn't somebody say you were closer to God at sea than in church?"

"Right," says the boat, "I'd rather be lost at sea than found in church."

"Who said that?"

"I just did," replies the boat. The subject has given me indigestion.

"Are you sure you didn't want some of that breakfast?" the gull asks. "What's for lunch," he continues, not waiting for an answer.

"You'll see after the noon sight." The conversation ends as I busy myself about the boat until it's time to take the sextant from the box again.



NOON SIGHT

I stand with one arm around the mast and bring the sun down to the horizon through the lenses and spend some time making the corrections. We're still in the same spot and haven't moved one millimeter, verified by my dead reckoning. I bail again and look for the elusive leak with no success. Share my lunch with the philosophical gull and take a nap. I sleep the entire afternoon and awake just before sunset to take a final sight of the descending sun, determine I am in the same spot on the chart, and start packing up. "Feels like a wasted day," I say.



SUNSET

"No day can be wasted if you're in a boat on the water."

"I suppose," I say dubiously. "How about tomorrow?" I ask, rowing away.

"I'll let you know...tomorrow."

"Bossy boat...maybe I should change your name..."



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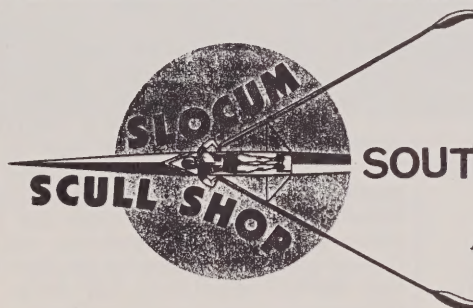
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I found it useful to clamp the two halves of the centerboard case together for final trimming with the one on top having the interior framing already glued into place. It is much easier to be accurate by cutting against the wood as a guide instead of just following the pencil line.

Microfibers were very helpful, I got a bag of them when I also got the microballoons. The microfibers are added to the epoxy to fill gaps an amateur like me is prone to make. While the microballoons make nice smooth fillets that stick well, the microfiber fillets add strength (they are chopped fiberglass cloth strands). This was important when fixing the centerboard case into place.

The centerboard case logs should be fastened onto the centerboard case sides before it is assembled. I forgot. So I glued them on to the case sides with epoxy and microfibers and then nailed through on the ends.

Speaking of nailing, an extra pair of hands was real helpful when installing the centerboard case. They can hold a 9 pound sledgehammer to back up the spot you are nailing into. The mass provides amazing support. This also works well when nailing the seat risers into place from the outside.

Back to the centerboard case. I added a bit of length and blocking to it beneath the center thwart so as to bring the case top right up under the thwart to give it mid-point support. This is instead of just barely providing a point of support for one of the thwart cross supports as the plans show. This fit right into my revisions which included full 3/4" mahogany for the main thwart and side benches, which dresses up the interior and matches the mahogany used for the mast partner. I happened to have some mahogany left over from the last Bolger boat we built. It does add some "flash" to the painted plywood, and on the MIPPET people always comment on the seats and rails, not on the plywood everywhere else.

One thing we had in common with Maine coast cruiser, John Garber, was the use of a rudder while rowing. Garber kept on course using his sailing rudder but when we tried this on our shallow rivers, we had to raise the blade which then trailed out aft three feet or so. When this was pressed hard over against the current to guide us around a fallen tree on the lower reaches of the Ochlocknee River, the upper section of 1/2" ply twisted right off and we crashed right on into the tree in a shower of twigs and leaves. We managed a new tiller bolt hole in the remains with a screwdriver and sailed some further along in the "ever widening lower reaches" of



An Amateur Builds Bolger's GYPSY

PART 2

the river. But this led to two changes. We beefed up the upper portion of the sailing rudder to 3/4" thickness and made a separate rudder for rowing. This one is of 1/2" ply that extends only about 4" below the transom lower edge. It is fitted with a yoke and lines for the passenger to do the steering while the oarsman concentrates on rowing and doesn't acquire a bad crick in the neck.

Garber's GYPSY is like a sports equipped BMW ready for an Alpine race, what with its canvas decks and cockpit for the single oarsman. Ours is more of a sedan version for family fishing and two person down-river trips. We don't do open ocean crossings such as his across Frenchman's Bay. His odyssey along the Maine coast set an example for all of us GYPSY builder/owners by demonstrating the craft's seaworthiness.

Some construction hints that might be useful that arose from my experience follow:

1. Put "feet" on the bottom of "legs" attached to frames to limit wobble.
2. Tack transom and bow together before gluing to check fit.
3. Clamp a temporary vertical to stem planking while aligning.
4. Cut bottoms of inside cuts on frames before assembling, the saber saw will not reach later.
5. Screw instead of tack bow to planks. Lots more certain to hold, my stem bevel didn't match real life. Be careful not to "pull" carefully laid planks when tightening screws.
6. Observe twist of planks. Move plank up or down vertically to add or subtract twist. Take time to "sight" them, trust your eyeball, it's closer than that 1/8" the

planks were sawn to. Map-tack pushpins are handy to "pin" the edges of planks so they do not slip by one another. Of course, this is all for amateurs such as I who cannot cut within the 1/8" that Dyna-mite Payson specifies.

7. Masking tape alone will not pull the planks together but it works very well to block from inside the gap between the planks before filling said gap with epoxy and microballoons.

8. Remember to start cuts in frames that will be out of reach further along in construction. This particularly applies to cutouts for fore and aft seats, such as I included. Also rout the frame edges 1/4" round before assembly if desired.

9. A clove hitch works best on a nail and pencil as a compass.

10. A little grinding wheel (2.5") for the 1/4" drill is handy for grinding off nail points that may protrude when seat risers are nailed from outside the hull.

There are some things I would do differently next time. I'd set up the frames on a ladder frame for better alignment and planking ease. Maybe I would then get the transom at the correct angle and the bow even. I'd measure the seat widths at the tops not the bottoms and then cut the ends back at an angle to fit sides, save on lots of filler. I'd rout the top edges of the mast partner thwart and mast hole before putting on the 3/4"x1.5" flanges, the router won't reach afterwards.

Report, Photos & Illustrations from Bill Rutherford

(Next issue Bill will discuss the sail rig, oars, gear stowage, trailer, and some local trips).



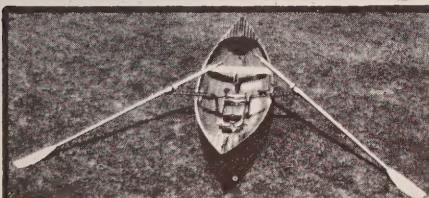
Bill suggests putting "feet" on the building frame legs after his experience. He clamped a vertical to the stem to make alignment easier. At right, note the centerboard trunk firmly braced by the bulkhead for the middle thwart.



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The Paper Boat Is Light and Easy to Propel

Readers who have been with us for a couple of years may recall Walter Fullam's articles on making and using paper canoes. A point well taken in those articles was that early rowing shells built in upstate New York of paper were national championship winners during the 1870's. But, here is something different, another of those wonderfully innocent old articles from a 1913 issue of *BOY MECHANIC*, sent along by reader Carl Erickson:

"Now you might think it absurd to advise making a paper boat, but it is not, and you will find it in some respects, and for some purposes, better than the wooden boat. When it is completed you will have a canoe, probably equal to the Indian's bark canoe. Not only will it serve as an ideal fishing boat, but when you want to combine hunting and fishing, you can put your boat on your shoulders and carry it from place to place wherever you want to go, and at the same time carry your gun in your hand. The material used in its construction is inexpensive and can be purchased for a few dollars.

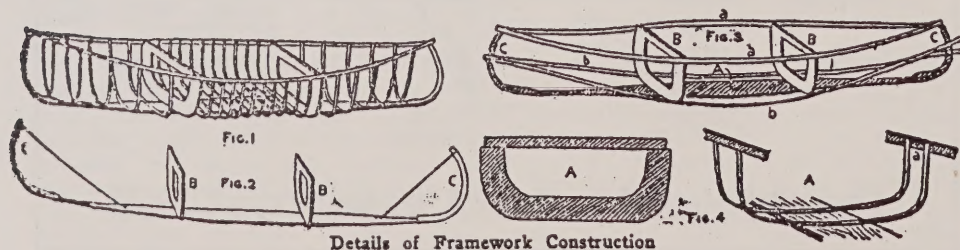
Make a frame (Fig. 1) on which to stretch the paper. A board 1 inch thick and about 1 ft. wide and 11.5 ft. long is used for a keel or backbone and is cut tapering for about a third of its length toward each end, and beveled on the outer edges (A, Fig. 2). The cross boards (B, B, Fig. 2) are next sawn from a pine board 1 in. thick. Shape these as shown by A, Fig. 4, 13 in. wide by 26 in. long and cut away in the center to avoid useless weight. Fasten them crosswise to the bottom board as shown

in Fig. 1 and 2, with long stout screws, so as to divide the keel into three nearly equal parts. Then add the stem and stern pieces (C, C, Fig. 2). These are better, probably, when made of green elm. Screw the pieces to the bottom board and bend them as shown in Fig. 2, by means of a string or wire, fastened to a nail driven into the bottom. Any tough, light wood that is not easily broken when bending will do. Green wood is preferable, because it will retain the shape in which it has been bent better after drying. For the gunwales (a, a, Fig. 3), procure at a carriage factory, or other place, some light strips of ash, 3/8 in. thick. Nail them to the cross boards and fasten to the end pieces (C, C,) in notches, by several wrappings of annealed iron wire or copper wire, as shown in Fig. 3. Copper wire is better because it is less apt to rust. For fastening the gunwales to the cross boards, use nails instead of screws, because the nails are not apt to loosen and come out. The ribs, which are easily made of long, slender switches of osier willow, or similar material, are next put in, but before doing this, two strips of wood (b, b, Fig. 3) should be bent and placed as in fig. 3. They are used only temporarily as a guide in putting in the ribs and are not fastened, the elasticity of the wood being sufficient to cause them to retain their position. The osiers may average a little more than 1/2 in. in thickness and should be cut, stripped of leaves and bark and put in place while green and fresh. They are attached to the bottom by means

How to Build a Paper Boat

of shingle nails driven through holes previously made in them with an awl, and are then bent down until they touch the strips of ash (b, b, Fig. 3), and finally cut off even with the tops of the gunwales, and notched at the end to receive them (B, Fig. 49). Between the cross boards the ribs are placed at intervals of 2 or 3 in, while in other parts they are as much as 5 or 6 in. apart. The ribs having all been fastened in place as described, the loose strips of ash (b, b, Fig. 3) are withdrawn and the framework will appear somewhat as in Fig. 1. In order to make all firm and to prevent the ribs from changing position, as they are apt to do, buy some split cane or rattan, such as is used for making chair bottoms, and after soaking it in water for a short time to render it soft and pliable, wind it tightly around the gunwales and ribs where they join and also interweave it among the ribs in other places, winding it about them and forming an irregular network over the whole frame. Osiers probably make the best ribs, but twigs of some other trees, such as hazel or birch, will answer nearly as well. For the ribs near the middle of the boat, twigs 5 or 6 ft. long are required. It is often quite difficult to get these of sufficient thickness throughout, and so, in such cases, two twigs may be used to make one rib, fastening the butts side by side on the bottom board, and the smaller ends to the gunwales as before described. In drying, the rattan becomes very tight and the twigs hard and stiff.

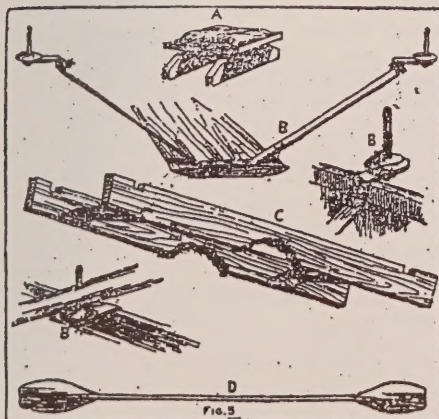
The framework is now complete and ready to be covered. For this purpose buy about 18 yards of very strong wrapping paper. It should be smooth on the surface and very tough, but neither stiff nor very thick. Being made in long rolls, it can be obtained in almost any length desired. If the paper be 1 yard wide, it will require about two breadths to reach around the frame in the widest part. Cut enough of the roll to cover the frame and then soak it for a few



Details of Framework Construction

minutes in water. Then turn the frame upside down and fasten the edges of the two strips of paper to it by lapping them carefully on the under side of the bottom board and tacking them to it so that the paper hangs down loosely on all sides. The paper is then trimmed, lapped and doubled over as smoothly as possible at the ends of the frame and held in place by means of small clamps. It should be drawn tight along the edges, trimmed and doubled down over the gunwale, where it's firmly held by slipping the strips of ash (b, b) just inside of the gunwales into notches which should have been cut at the ends of the cross boards. The shrinkage caused by the drying will stretch the paper tightly over the framework. When thoroughly dry, varnish inside and out with asphaltum varnish thinned with turpentine and as soon as that has soaked in, apply a second coat of the same varnish, but with less turpentine; and finally cover the laps or joints of the paper with pieces of muslin stuck on with thick varnish. Now remove the loose strips of ash and put on another layer of paper, fastening it along the edge of the boat by replacing the strips as before. When the paper is dry, cover the laps with muslin as was done with the first covering. Then varnish the whole outside of the boat several times until it presents a smooth, shiny surface. Then take some of the split rattan and, after wetting it, wind it firmly around the gunwales and inside strip, passing it through small holes punched in the paper just below the gunwales, until the inside and outside strips are bound together into one strong gunwale. Then put a piece of oilcloth in the boat between the cross boards, tacking it to the bottom board. This is done to protect the bottom of the boat.

Now you may already have a canoe that is perfectly water tight and steady in the water, if it has been properly constructed of good material. If not, however, in a few days you may be disappointed to find that it is becoming leaky.



Important Features of Construction

Then the best remedy is to cover the whole boat with unbleached muslin, sewed at the ends and tacked along the gunwales. Then tighten it by shrinking and finally give it at least three coats of a mixture of varnish and paint. This will doubtless stop the leaking entirely and will add but little to either the weight or cost.

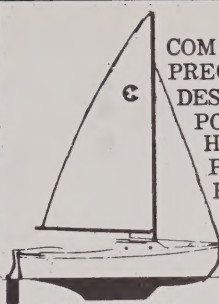
Rig the boat with wooden or iron rowlocks (B, B, Fig. 5), preferably iron, and light oars. You may put in several extra thwarts or cross sticks, fore and aft, and make a moveable seat (A, Fig. 5). With this you will doubtless find your boat so satisfactory that you will make no more changes.

For carrying the boat it is convenient to make a sort of short yoke (C, Fig. 5), which brings all the weight upon the shoulders and thus lightens the labor and makes it very handy to carry."



Off for a Hunt

The thing I love the most about these instructions to the youth of my grandfather's time is the assumption implicit in them that the boys have a lot of background awareness about making things, any things. Notice the very general dimensions given, the suggestions for materials sources, the oversights brought in later along the process. Step-by-step for the boy mechanic of 1913 was a much more loosely arranged process than is expected from today's "how to build it" instructions.



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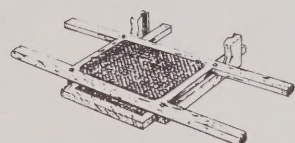
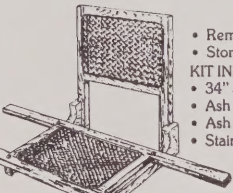
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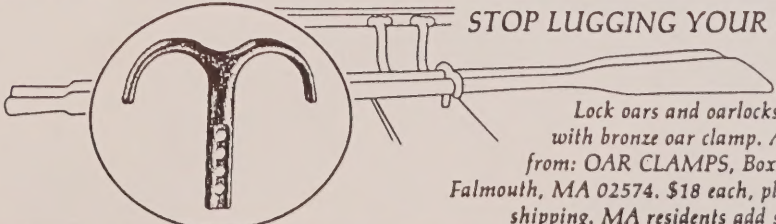
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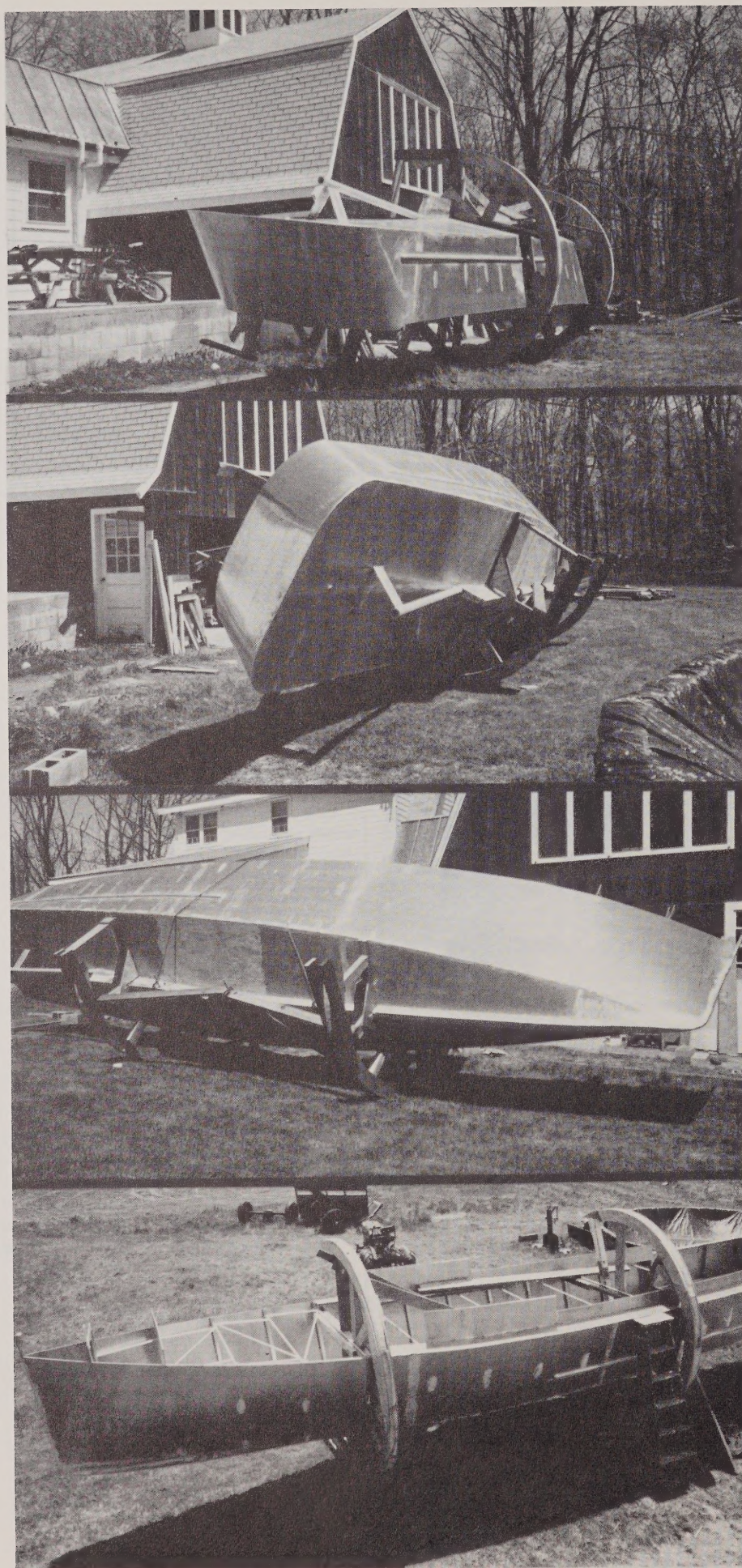
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Registry of Projects

In the June 1st issue, reader Ralph Kimball suggested we might run from time to time a "Registry of Projects" listing boatbuilding projects participating readers are engaged in for purposes of direct communication with others involved in similar projects. We've had a couple of responses to date (June 4th) so here goes for starters:

NUTSHELL PRAM. From Wooden Boat plans. Ralph Kimball, 55 Maple St., Paxton, MA 01612

SNOWSHOE CANOE. From Platt Monfort plans. Fred Moller, Old Fitzwilliam Rd., Jaffrey, NH 03452. (603) 532-7635.

BOBCAT. Plywood catboat from Dynamite Payson "Instant Boat" plans. Ralph Ellis, Rt. 87, #384, Columbia, CT 06237. (203) 228-3178 eves.

GLEN L 15 SLOOP. From Glen L Marine. David Wilde, Kar-me-Choling, Barnet, VT 05821.

VITA DINGHY, CAPE COD FROSTY, CLARK CRAFT PRAM. John Grzywinski, 62 Missal Ave., Bristol, CT 06010. (203) 582-1759.

WISCASSET DINGHIES. From McKie W. Roth plans. Tom Doane & Mark Silverman, 9 Farley Ave., Ipswich, MA 01938.

Anyone else want to come on board? You're welcome. Just send your project information to BOATS, 29 Burley St., Wenham, MA 01984

Rolly Rolls Her Over

Rolly Evans, our steamboater from West Bridgewater, MA, has his new aluminum steamboat hull welded up, and earlier this spring he organized a rollover party to turn the hull upright for further fabrication. Rolly made up two 9' plywood wheels sandwiching 4x6 timbers one night after work (he's an electrician). The next night he installed them onto the hull. Then on Saturday, eight friends showed up and it took only five minutes to roll the hull upright. So with the time saved, they had a cookout and partied on. After the party, about 3 p.m., Rolly went to work and stripped off the wheels and moved the hull back next to the shop for fitting out.

ED. NOTE: And what did you do after supper on it, Rolly? I never met a guy who gets so much work done "after work!"

Another Misery Island Race

Henry Szostek tried again on May 10th to run a rowing race around Misery Island in Salem (MA) Sound, and a sunny, but breezy, day attracted a dozen boats. A moderate sea was running from some offshore storm and the breakers on West Beach, where the boats were launched to leave for the Island a half-mile out, gave some boats problems. Not really BIG breakers, but big enough to fill up a boat with water if it didn't get underway enough to ride up over the crests. Three boats elected to pass it up, but the remaining dozen got off okay.

The race started and finished in a fairly sheltered cove on the north side of the Island, headed east out around the ocean side of the Islands, (Great and Little Misery) to do a counterclockwise loop. The sliding seats and doubles had to go south out around Bowditch Ledge marker, the kayaks to a nearer buoy and the single traditional boats just around the Islands. This was a somewhat shortened course due to the size of the seas and the wind.

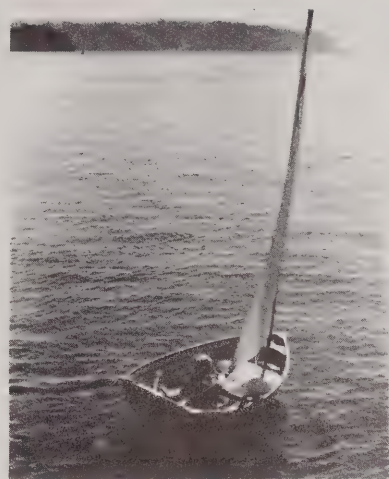
On the weather side of Great

Misery, Bob Porter capsized in his kayak and our picket boat (on which I rode to try for photo opportunities) hastened to his rescue. We retrieved him and the kayak and he re-entered it to continue, now well out of the race. So were we, the rest now far ahead around the course. So, no good action photos. Some of the participants elected to shoot the gut between the two islands, a slot about 50 feet wide by 300 feet long through which the ocean swells were piling, bunching up and breaking as they entered the funnel shaped slot. Those who tried it made it, including overall winner Dan O'Reilly in his Piscataqua Wherry and two other of the kayaks. (Porter elected NOT to try it after his upset).

Afterwards it was chowder and beer time on the beach in the mellow sunlight and shelter from the wind. Henry again presented his miniature oars to various winners, awarding himself the last place one. His long trip out around Bowditch more than offset his sliding seat advantage. It was nice to get out on the water in early season sunshine.

Report & Photos by Bob Hicks

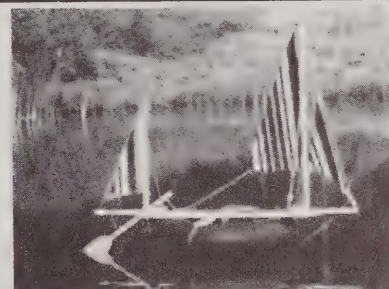
Off they go seawards towards the breakers off Misery's northeastern point. Bob Porter capsized his sea kayak in an inattentive moment, here rescue is imminent. He carried on.



SUMMER 1986



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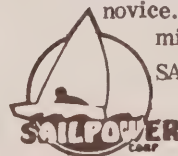
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Another QUEEQUEG

When it came time to name our soon-to-be launched boat, my wife and I had to finally choose a name from among the four or five we had in mind. We settled on QUEEQUEG for several reasons, and one of them was that the name wouldn't be on the transoms of many other boats. In fact, we thought we'd never see it anywhere else.

Well, shiver me timbers! Three months after we launched our QUEEQUEG, Mr. Stearns' QUEEQUEG graces the pages of MESSING ABOUT IN BOATS. And what an appropriate vessel she is too! We have to tip our hat, our QUEEQUEG ain't no New Bedford whaleboat.

I'm a new "father" so you'll have to forgive me for enclosing a couple of photos of our new "baby". Our QUEEQUEG is a modified sharpie from Phil Bolger's board. She's 21'6" overall, has a 6'6" beam, draws 4" with her daggerboard up and weighs about 650 pounds. Bill Clark of Clark Custom Boats here in San Diego built her and a fine job he did too. She is cold molded with four layers of eighth-inch veneer, three of cedar and an outer layer of mahogany. Bill spiled and routed each mahogany veneer to appear as carvel planking. The result is terrific. Our QUEEQUEG draws compliments wherever she goes.

People accustomed to seeing tall, narrow rigs on IOR tupperware think QUEEQUEG looks under-rigged, but she's not. She displaces very little with her flat bottom so there is nothing under the water to hold her back. Consequently she surprises others with her speed, and that is fun.

Gary Blackman



Manna from Heaven

Many readers will recall our stories in the past about Platt Monfort and his "geodesic" ultra-light boat designs to be made from tiny wooden frames, aircraft heat-shrink dacron and kevlar. Platt's been doing this since 1983 and constantly comes up with new designs as fast as one is completed to his satisfaction. Platt's been selling plans for around \$20 and kits for around \$295. It's been an interesting sort of hobby business for him.

Well, in February an article about his designs was published in POPULAR SCIENCE magazine. The writer discussed the innovative ideas and features of Platt's boats and at the end the readers were instructed on how to get Platt's data sheet on 8 of his designs for \$1, as well as on how to order plans, kits and the recent videotape he's made on constructing his type of boats.

As a result of this, since February 6th, Platt has received 2,683 inquiries and subsequently has sold 60 of his videotapes, 15 kits and 263 sets of plans! He's spoiled forever now. Never again will he be so inundated with interest and orders, certainly not from his advertising (and little stories like this one) in the nautical press. Platt followed up on this nationwide exposure in mass-media with one of those tiny back-of-the-book classifieds in subsequent issues of POPULAR SCIENCE. Zilch for response.

It's been a VERY busy spring for Platt's one-man business, but now the flood tide has receded, the sudden overwhelming influx of inquiries and orders filled. It's back to normal again, but how normal can things ever be again after such notice is taken of one's creations? Can you imagine even just answering 2,683 inquiries? On your kitchen table?

He's got time now to respond to your inquiry if you have one. Monfort Associates, RFD2, Box 1490MA, Wiscasset, ME 04578. \$1 for data on 8 of his designs. ..

Dover Tube Developments

Here on the pond, research and development have been continuing at their usual feverish pace. However, being still short a sponsor (Ted Turner was unresponsive) the 12 Meter Tube has been moved to the back burner to allow time for development of the Ocean Rowing Tube. Because of the current anxieties over terrorism, development of this model has become more complicated. To fill in the background: We have been aware for some time that Khaddafi, rather than risk confrontation with our Dover Tube-of-War, has been plotting to mine the pond in a clandestine effort to destroy this aspect of American Technological superiority.

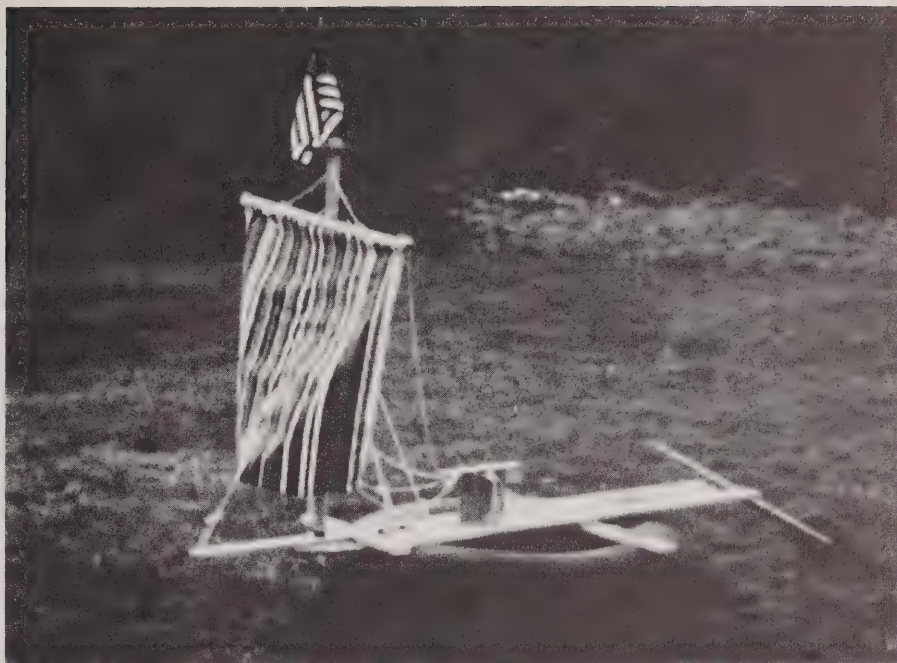
This has resulted in our developing more innovative technological superiority. We have fielded (floated?) a team of mine detecting geese, honking to activate acoustic mines and wearing steel leg bands

to set off the magnetic mines.

The challenge for the Ocean Rowing Tube is to develop it as a non-magnetic vessel utilizing the new Dover Silent Oar (no drip/drip dry). Our advertising will promote

this as an anti-terrorist vessel as it is entirely non-magnetic and, except for the laughter, entirely silent.

George Claiborne



About Stripper Canoes

Ever since I received the April 1st issue which included Rolin Thurlow's article critical of strip built canoes (as opposed to traditional wood/canvas canoes) I have been contemplating a response. He has a right to his opinions favoring the traditional canoe construction, but where I am in Florida, I feel the light weight and good lines of the wood/epoxy strip built canoe are more important. We don't have whitewater to consider.

I feel the strip built canoe has made it possible for many people to have a GOOD canoe who otherwise could not afford the costly wood/canvas type. They have been able to discover the joys of messing about in boats they could build themselves, people who could never build a traditional type at all. They have enjoyed the use of a lightweight and inexpensive canoe that looks good and paddles well.

Almost every boat I build is designed to fit the needs of an individual owner, custom built. The commercially built canvas covered canoes are all from standard



molds, handed on from generation to generation. I follow traditional design on my boats in spirit if not in building technique. I have people here using my boats and enjoying them who never could have afforded a \$4,000 lapstrake or \$3,000 canvas covered traditional canoe.

Some I have helped to build their own strippers to provide them pride of owning and using a boat they built while saving them from costly errors

Mac McCarthy, Feather Canoes, Sarasota, FL

Afterwards, Don Jones remarked to me, "You know, Bob, when you're going over, it doesn't do any good to stick out your arm!" He was smiling. It must have been comical to see when I finally broached and, my wits having fled, stuck out my hand to "break my fall". The unrelenting northeast wind and the building steep, little chop brought to an end the foray of a dozen of us in sea kayaks south along the coast at North Falmouth when I dumped, then another, and several other novice level paddlers had dropped well back from the group.

Chuck Wright's spring gathering of sea kayakers and would-be sea kayakers at the beach in North Falmouth on Buzzards Bay attracted about 20 boats and a number of other interested onlookers. During the morning, in bright sun, many paddled about just off the beach despite the growing velocity of the northeast wind. Enroute to the gathering, I had noted large American flags straight out in the wind and the NOAA small craft alert was not encouraging. But a northeast wind in Megansett Harbor blows off the beach so the water nearby was flat. I paddled around the breakwater and up into Squeteague Harbor about a mile in protected conditions and the wind was no problem.

A decision had to be made about the afternoon cruise, though, in view of the wind. It was now blowing over 20 knots with whitecaps everywhere out in Buzzards Bay and even building some in Megansett Harbor a half mile or so out where some fetch existed. Some thought had been given to paddling along in the lee of Scraggy Neck to the causeway, portaging across the 100 feet to Red Brook and Pocasset Harbors where, in the lee of Wing's Neck, there were several islands, channels and interesting backwaters protected from the wind. But the decision finally taken was to head straight out downwind along the shore with Quisset Harbor, six miles away, the goal.

Well, I was nervous about this and I wasn't alone. But we had several very experienced paddlers in the group also so I figured it was probably a good opportunity to get some experience. A dozen of us gradually got into the water off the beach and immediately blew off downwind while awaiting the stragglers. As we moved away from the immediate shelter of the beach area where the wind was steady but shelter could be found, the pressure was increasingly noticeable and the little whitecaps became disconcerting in their tossing about of my boat. It wasn't the little waves that really bothered, it was that steady leaning of the wind on one. You had to keep paddling even downwind, it seemed, or the boat became squirrely.

In Over My Head

Report by Bob Hicks

I got somehow separated from the group and a bit ahead, albeit inshore towards the north shore of Nye's Neck and decided to turn and paddle over to the rest, who had now stopped to gather in stragglers already dropping behind. This put me broadside to the little chop, and worse, to the wind, and I began to have trouble controlling my boat. I tried to come up into the wind and found I just couldn't do it, no matter how hard I paddled. I figured I'd drop off downwind and round up on the opposite tack with some momentum to gain a windward heading, paddle upwind far enough to then turn back down toward the group. Well along through this maneuver, again broadside to the chop and wind, I lost my balance from one little whitecap, my paddle sort of flew up, the wind caught it, I guess, and suddenly I knew I was going over. So I stuck out my arm!

Funny, I never noticed the cold water. I was wearing a wetsuit and PFD. Since I cannot roll even in sheltered waters I never even gave it a thought, but just dropped out of my boat and surfaced alongside. I grabbed the lines on the rear deck of the now inverted kayak and my paddle, which was nearby, and looked around. From 12" above the water the rest appeared to be a long way off. I figured I'd better holler to them in case their attentions had been elsewhere, so I did a couple of times.

I was only a couple of hundred feet off a stony beach and the wind was blowing my boat, and me, onto the shore, so I would soon be ashore no matter what. My paddle float self-rescue setup was not in place as I was paddling in a large group, and anyway, it remained untested as yet, I was awaiting warmer water for some self-rescue practice. So, I just started kicking along behind the wind driven kayak, headed for land.

Then Don Jones and Chuck Sutherland appeared on my local horizon, and it was to be a rescue. I'd seen these group rescues at symposiums and here were two very experienced rescuers. Don told me to hold onto the bow of his kayak beside me now, and release my own. He rolled it upright and it floated high, very little water in it, the two big bulkheaded compartments fore and aft had kept it high in the water when inverted. Chuck got alongside my boat on the other

side and a raft was formed. Don laid his paddle across his boat and mine, behind my cockpit, ahead of his (the boats were facing opposite ways). I was in the water in between, and raised my arms to grasp the paddle shaft behind my shoulders, arms along the shaft. Now I could swing up my legs and hook them into the cockpit of my boat.

Well, it wasn't so simple. That particular position in the water kept forcing my legs to float up behind me, a face down position. It was necessary to sort of "walk" forward in strides in the water to force my legs to the surface in front of me. After a couple of tries, and a misguided effort to grab my boat's cockpit when things slipped a bit, I got my leg into the cockpit and then in one heave was up and in. The big cockpit of the Easy Rider made the last part easy.

The other two boats sheltered me while I got my cockpit skirt back in place, and then I decided to just paddle up onto the beach to get reorganized. Don and Chuck came ashore with me, and standing there facing into the teeth of that now 25 knot wind we decided to call it a day. Out on the water another novice had dumped, but near shore, and was being helped ashore. Several others floated a ways out and the experienced paddlers got them onto a nearby beach. The better paddlers could have gone on, but instead they paddled back the 3/4 mile we had come and in a while brought a shuttle car to the beach and we collected our various vehicles and boats.

What if? I had been alone? The wind had been blowing me away from shore? Not really valid questions since I'd never have gone out in those conditions without experienced companions. I need a lot more practice yet. My nervousness beforehand had been soothed by the knowledge I was with good paddlers. Yet it still created my problems ultimately when my inability to control my boat made me increasingly uneasy and finally my wits left me in a bad moment. Why couldn't I control the boat? It has a high freeboard and so is susceptible to the wind pressure. But my paddle, which had blade areas maybe half those of the Werner Furrer paddles the better paddlers swear by, didn't have enough bite on the water in those conditions, in the opinions of Chuck and Don. Too big a boat, too little paddle power, too inexperienced a paddler, too much wind.

Well, now I've had my first capsiz in real conditions, a milestone of sorts to put behind me. In view of all that happened, it was a really useful experience. I learned a great deal in a few short moments. Next time I hope I'll not stick out my arm to "break my fall".

It was billed as a "Celebrity Row" and was intended to be a fund raiser for the Atlantic Challenge effort, the French Gigs project headed for the Statue of Liberty Centennial celebration over the 4th and subsequently off to encourage youth to get involved in building and rowing traditional boats. It took place on May 31st near Waterfront Park in downtown Boston. Both the French Gigs were there, LIBERTE' and just-launched FRATERNITE'. The crew from the Rockport Apprenticeshop, builders of both Gigs, was there, even director Lance Lee, who is always on the go somewhere on behalf of his dream. The men's rowing team from Hull Lifesaving Museum, who have been training in LIBERTE' was there. The women's rowing team from Gloucester, recently choosing to call themselves the Sirens, was there. A men's rowing team from Gloucester was there. WBZ-TV was there.

But none of these were the celebrities. The celebrities were two teams fielded by two Boston luxury hotels, the Bostonian and the Meridian. Of all the firms and people approached in Boston by Phil Graff on behalf of the American Challenge program, only the Bostonian Hotel responded positively. Once General Manager Kirwin really paid attention to Phil's pitch. But the Bostonian "team" would need competition, so Kirwin "tossed an oar" at the Meridian and they took him up on it. Each hotel put up \$2500 for the Challenge and each fielded pick-up teams for the rowing race over a one-mile course out into Boston's inner harbor and back. Ed McCabe came up from Hull and gave each team two training sessions in the Gigs, these mixed crews had never rowed, certainly not with 18' sweeps in 38 foot traditional wooden boats.

The hotels set up hospitality tables at the site, a gravel parking lot behind a waterfront restaurant adjacent to Waterfront Park and a marina that provided docking facilities. The Bostonian crew all had T-shirts made up as the "Bostonian Stokers" while the Meridian crew wore their hotel's health club shirts, it appeared. The latter hotel did field two cocktail hostesses complete in net hosiery, et al, for atmosphere. After much ado and commentary on the PA, including reading some best wishes from Governor Dukakis, the two teams raced.

Well, the Bostonians won by several lengths and they weren't half bad, considering their inexperience. The Meridian crew had not rowed in a chop like that the 20 knot northeast wind was kicking up in the harbor and this got them into trouble keeping synchronized. Both crews were made up of employees who were into fitness, men and women, and their problems in

Celebrity Row

Report & Photos by Bob Hicks



Ed McCabe and Lance Lee ponder their responsibilities as coxwains in the two gigs.

rowing the big boats were all in technique and not in physique. McCabe coxed the Bostonians, Lee the Meridians. So with \$5000 for the cause (and the expenses involved in this whole affair) two classy Boston hotels gave the Atlantic Challenge a boost and had some fun. Why did he take up Graff's scheme, I asked Kirwin. "Because we've got a bunch of fun loving people on our staff who like to do wild and crazy things," he replied. And afterwards it was party time for a long while.

But now it was time for an even more ad hoc race. The restaurant adjacent to the scene is the Charthouse. They decided to back the affair by running a charity bar, proceeds for several hours going into the Challenge fund. And they decided to field a team of their people, when the WBZ-TV crew announced that they too were game. So Ed and Lance gave each some basic instructions and they then had their own race with WBZ the winner. Lack of even the minimum practice the hotel crews had obtained showed, but it was all laughs anyway.

Then it was time for some "serious" racing. The Gloucester women's team has been practicing since March in a Mass. Maritime Academy Monomoy lifeboat and in LIBERTE' when it was available. They challenged the Gloucester men who do the dory racing to a race, and it was taken up. Here was a

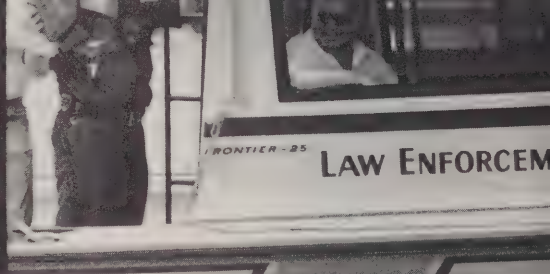
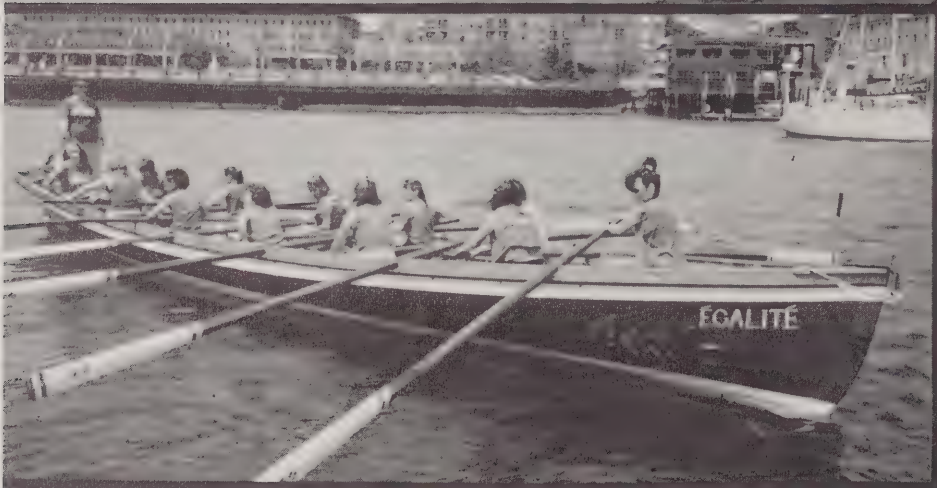
sort of "town grudge" match in a way. Well, the men won it by 20 seconds, about three lengths. It was the second race for the women, they had rowed the Monomoy in the 8 mile Ship Channel Sprint in May. Disappointed but not surprised, they vowed to go back to harder training. They already are scheduled to row in New York on the 4th in the Challenge events. They have been busy raising funds for the trip, including a 25 mile row, for pledges, in LIBERTE', from Hull to Gloucester across Massachusetts Bay. Ambitious they are.

But we're not finished yet. Now it was the turn of the Apprenticeshop gang to take on the Hull men's crew, the latter the most highly trained of them all and also headed for New York. It was no contest, Hull won handily, and the Apprenticeshop folks admitted to be much more into sailing than rowing.

So, after all the racing was over, it was sailing time for FRATERNITE'. Yes, the Gig had a three masted rig made up for it, the fore and mainsails dipping lug, the mizzen a sprit setup on the transom. Low aspect ratio but lots of area. On hand to test the rig was George O'Day, who has interested himself in the project. With George and Lance at the helm, a long steering oar, and the Apprenticeshop gang as crew, with a couple of us along as supercargo, 15 in all went for a sail across the inner harbor over to East Boston. The wind was now about 15 knots as the afternoon waned, a nice sailing breeze. And did FRATERNITE' move out. 35 feet on the waterline, lots of sail area, on a reach. We overtook a local high aspect rig reaching along our course, and trucked on by, some sight for the two on the 24 footer, this long, elegant wooden boat with a horde of people on it, freetraining past.

But then we got to the other side, and the sailing inadequacies of a keel-less rowing boat manifested themselves. The boat cannot be tacked through the wind, it turns very slowly indeed and makes a lot of leeway if held on the wind, even rounding up to tack. So it was "dip the rig" on the two forward sails, and row it through the wind with two sweeps, then raise the sails on the return tack. The rig is historically correct and was obviously used for off the wind situations. But it was quite a thrill rushing along on a reach and O'Day at the steering oar was grinning indeed as was Lee alongside. Such fun.

Well, one more time across and back and then Lance had to leave, catch a plane for Washington. From the 18th century French Gig to the 20th century jet in 35 minutes time. It had been a much more interesting afternoon than I had anticipated.

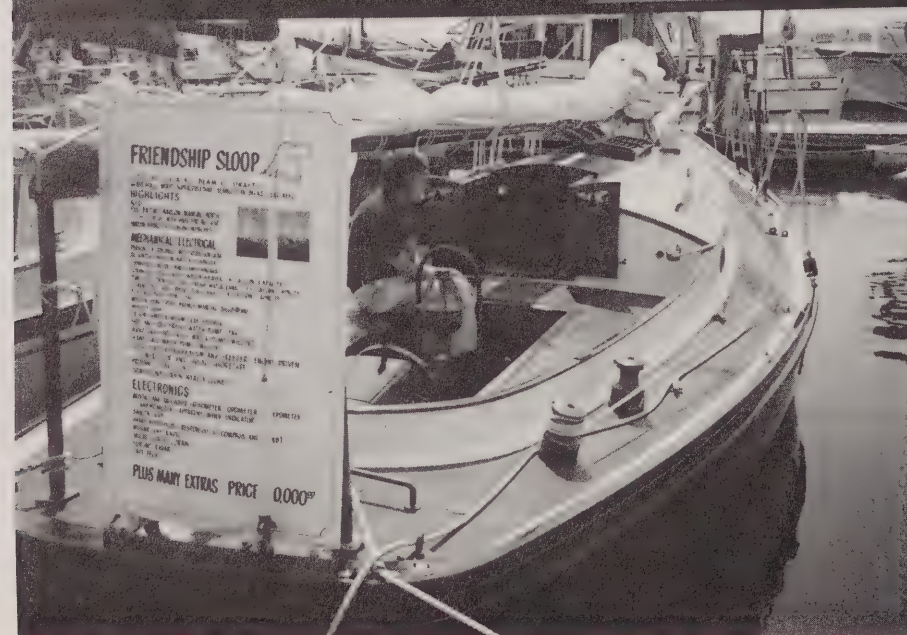


Top four photos: The two "Celebrity" crews in action, heading out in top photos, racing home below. The Bostonians were in LIBERTE', the Meridians in E'GALITE'. Third level photos: The "Sirens" all-women crew from Gloucester, readies for their race with the Gloucester men's crew, seen at right beating them home by two lengths. Bottom left: The Cambridge Rindge & Latin High School boat "ENTERPRISE" turned up to be on the scene, a really superb job by these city kids. The "Law Enforcement" guys wanted to see PFD's on every-one rowing, but the law is you have to "have" them but not necessarily "wear" them.



Sailing E'GALITE' was a gas, you can tell from Lance Lee's and George O'Day's faces. The old fashioned dipping lug rig is authentic. We had 15 on board, one of whom, Bonnie Schmit, keeps a careful eye on the main. The Meridian crew brought along two cocktail hostesses to brighten up the rear seats on E'GALITE'.

The Used



A couple of weeks after the Small Boat Show at Newport, something called the Used Boat Show took place at the same location, not promoted by the Newport Yachting Center, however. I thought I'd have a look at it just in case used boats included something of possible interest. Friend Jim Thayer of Thayer & Co. of Virginia and Colorado, builder of traditional design rowing and sailing boats in fiberglass, would be there with a few of his fiberglass demos to sell.

Well, good thing Jim was there, not much else to see. A few interesting older wooden boats, some pretty decent, a couple more one stage before derelict. A bunch of Saroca demos from the previous Small Boat Show. Mostly just a whole bunch of fiberglass "yachts", sail and some power, all rafted up side to side in the water, surrounded by the docks with the back ends to the docks. Like a whole bunch of back porches on display, with a peek into the indoors through the "back doors". I had this feeling that here were people with their "summer homes" for sale. Prices on up over \$100,000, with the bulk in the \$35,000 to \$50,000 range. Mostly in nice condition, mostly loaded with all the trappings of modern day boating, electronics and hydraulics everywhere. It was difficult to view any one boat's exterior, aside from that stern view, they were jammed in so tightly.

It was Friday and nobody was there except the people selling their boats and a scant few of us curiosity types. A hot sunny day. Many of those with boats for sale were absent. One really shabby lapstrake wooden Lowell 19 daysailer sat forlornly on a rusted old trailer. Jim told me he had helped the owner drag it out of the weeds the day before and get all the water from winter's melted snow and ice out of it. "He's coming over Sunday to pick up the money," Jim explained. The price was set at \$750. A brandy new Garafolo racing shell (superb wooden classic) sat beneath plastic with a note announcing when the owner would be in attendance on Sunday and where he could be reached by phone in the meantime just in case you couldn't

Paul Fiske's Indian sloop, Allen Townsend's Seabird sloop and an \$80,000 Friendship sloop replica. The former two are wooden, the latter a superbly finished off fiberglass hull. One wonders why such a craft is offered for sale.

Boat Show

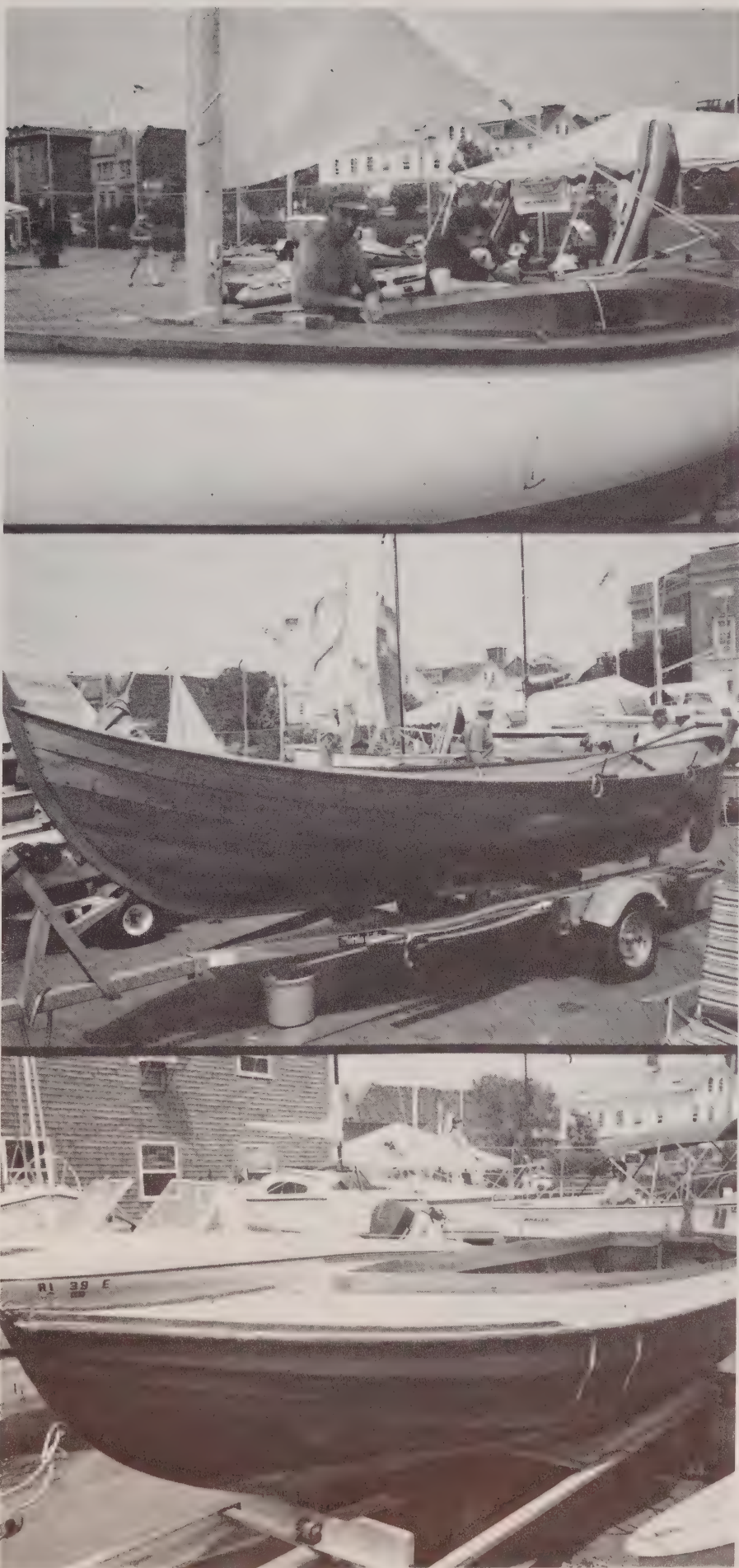
wait. There was a soiled Folbot alongside all the Sarocas for \$750 with sail rig.

But a few nice looking boats of the sort I fancy were there. A nicely maintained Scandinavian Faering built by Chip Stuhlen 5 years ago had been brought down from upstate New York. "What are YOU doing here?" I asked the owner. The gleam of varnish, the classic traditional lines, all very exotic for this show. It was a rhetorical question, of course, he was trying to sell the boat, for \$6900 asking. And Paul Fiske had his Indian there, a boat with a long and interesting story behind it that we'll be doing soon. Paul was asking \$4250 for this classic. He and his wife sat surrounded by a growing puddle in the hollow of the paved lot, being filled up from the outboard across the way bilge pumpout operation. "I asked him to maybe run it through a hose over to the water, but he wasn't interested," Paul told us. Mr. Nice Guy Motorboater himself.

Allen Townsend's Seabird Sloop was rather nice, perhaps a bit shopworn. A 1956 European type with all bright finish, rather tall cabin, oldish Seagull on back. Allen's had the boat 15 years but the kids are growing up and a bigger boat seems to be needed. A sail last year on a relative's 36 footer didn't help to maintain the snug charms of this 24 footer. Allen was asking \$5500 and that seemed a fair value to me on superficial examination.

Maybe that's the reasoning behind the offering for sale of the hundred or so floating "summer homes" jammed into the dock area. Bigger homes. Thirty-eight feet can be too small, perhaps, even. Before you decide my prejudices are too flagrantly displayed here, when I look at a boat for sale and see mostly its cockpit, sun awning overhead, stainless steel hibachi on the rear rail, battery TV on the bridge deck, instrument panel glittering below the dodger, and tall cool drinks at hand in handy tall cool drink holder (teak), I cannot help but think of this as "home" for the summer. And that's what the Used Boat Show was mostly all about.

Jim Thayer had his NI'NA prototype for sale, but no sale was made. A Chip Stuhlen Faering was offered at \$6900. The owner of this near-derelect Lowell 19 was coming back Sunday "to pick up the money".



But these various bits of Uncle Sam's domains were from two to three miles ahead; whereas, Gould was coming close on our starboard bow.

"Don't forget to scoop in the Yacht Club's island," said I.

"Never mind, I'll fetch her."

"How little and far off Hope looks, now; 'tell you, this isn't bad, sweeping along wherever we like, picking up one place after another, and seeing 'em grow small behind us; looking ahead at new places, and knowing you'll be there in half an hour or so."

"There's nothing else I'd rather be doing," responded Joe. "No sir, there's more fun to the square inch in the TRITON with a good day and a fair wind, than in any yacht they can bring on, I'll be bound."

He coasted half-way down the island, and then brought the TRITON to land in its lee, where the shore turned slightly to the west.

"Gould Island No. 2 is ours!" I announced, stepping on the narrow strip of beach. "Come, Joe, plant your brogan on the strand, and we'll be off again."

"You can give another stamp for me, by proxy; islands are going to be as thick as flies, and I shan't climb out unless there's something more to it."

I took the helm again, after shoving off; while Joe settled himself comfortably on the bottom of the boat and peered through his glass.

"I can see those warships," he said. "One big one, and three smaller; and lots of little boats all round 'em."

"I'd heard there were only three English ships; you're not counting the NEW HAMPSHIRE, off Coaster's Harbor Island, are you?"

"No, these are all west of Goat Island. There's Goat Island light-house," he went on, "and lots of masts in the harbor. I can see both of the steamers that went by us, and one of the big New York boats, alongside the wharf."

But we were getting out from under the lee of Gould Island, and the waves kicked up by our favoring northwest breeze were larger here than anywhere yet, rocking the boat so that he had to give up his telescope practice for the time.

The bold promotory of Codington's Point projected towards us, coming forward nearly half a mile from the main body of Aquiday. In range with it, further inland, was the abrupt height of "Tommony Hill". A large, handsome dwelling stood conspicuously on the treeless, close-shaven bluff of the point, and a little off shore rose "Bishop Rock", almost large enough to deserve the name of island. Bare and abrupt near the water, it rounded above into a grass-clad slope, rising to a peak at the 20

Adventures Down the Bay

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



southeast.

"Don't let's land on Coaster's Harbor Island now," said Joe as we approached it. "I want to hurry down and see the vessels; we can take it in on the way back."

So we turned down past the old NEW HAMPSHIRE, hung with lines of sailors' clothes a-drying, stretched between the masts, as though in burlesque of the "rainbow" style of decorating with flags.

On the other side was a small rock, just peeping above the water, on which was propped a large parti-colored square which looked as if meant for a bulletin board for pasting posters. As we sailed further along, it became evident that the affair was double, slanting from either side and joined at the top, thus resembling a tent. It was, in fact, intended as a beacon, to give warning of the rock at high tide.

"That would be a good place for us to pop under, if a shower should come up; it looks as though 'twould shed water better than the old barn did, last week."

"If the tide was up, though, your feet would get cooled off, meanwhile."

I now turned south, straight for the English vessels, which rode at anchor in the "outer harbor", west of Goat Island. As Joe had said, there were four of them; but it was now plain that the flag shown by the one furthest south, near the fort, was the familiar

Stars and Stripes.

The low stretch of Rose Island was now west of us; the regular outlines of old earthworks rose along its southern face, and at the southwest was the light-house, a trim, one story wooden dwelling-house, with a mansard roof, to which the tower containing a light seemed an ornamental adjunct like a cupola. One the east was the northern part of the city; pleasant houses, with ample yards at the back, were ranged along the water-side, with steps leading to boat landings, or with slender piers built out. But these were being hidden, as we sailed onward, by the long, white causeway leading north from Goat Island, and by the light-house at its extremity, which was now close by.

A minute or two more, and the TRITON was included in the little fleet of boats which was scattered among the larger vessels; some sailing, others rowing.

"I'm glad we've got the TRITON decently rigged," said I.

"And flagged," said Joe.

Before us was a black vessel of somewhat old-fashioned aspect, which was partly owing to her being furnished with side-wheels, although a seagoing craft, and a man-of-war too. This was the ARGUS; but we didn't stay long in her neighborhood, for a little further on towered the flag-ship of the Atlantic squadron, the BELLEROPHON.

"Isn't she big, though?" cried

Joe.

She was, indeed, a massive and imposing craft; her bow was recurved toward the water-line, indicating a formidable beak or "ram" beneath. A long row of ports was displayed amidships; at the stern was a sort of gallery arrangement on each side, opening from the cabin, so that the tenants of those sacred regions could see forward of the vessel, as well as aft, without going on deck.

From a staff at the stern floated "the meteor flag of England," and the Union Jack from a shorter pole rising from the bowsprit; the cross was displayed on a white flag at the top of the foremast. An awning was spread above the whole of the long deck; on each side, gangways led down to the water, and visitors from the boats were constantly coming and going on them.

We decided that we wouldn't attempt to enter the vessel, as the smartly attired marine on guard might very likely object to the presence of two such roughly-attired youngsters; and we couldn't incur the disgrace of being repelled by a British bayonet.

We lowered the sail, and I propelled the boat slowly about, by a gentle sculling movement of the steering-oar. As we drifted almost under the lofty bows, a large boat came briskly around from the other side, propelled by a number of British tars, wearing straw hats whose wide brims inclined upward all around. In the stern sat a splendidly apparelled personage, gold lace, epaulets and cocked hat complete.

"That must be the Old Man himself, in full rig, and the crew of the Captain's gig," I observed, as this stately vision rushed by, the oars almost sweeping us.

"O-ver the bri-yite blue sea-ye-e comes Sir Jos-eph Por-ter, K.C.B.," chanted Joe. "I've heard that the sailors call this ship the 'Bully Ruffian'," he continued.

"It's the same name as that of the ship on which Napoleon gave himself up to the English Government, 'though 'tisn't the same one, of course."

We circumnavigated the big ship, and then sculled over to the third, which lay southwest of the others. This was a screw-steamer, the SIRIUS. There was nothing about her appearance to detain us long, so we hoisted sail and made our way to the United States vessel.

This turned out to be the SARATOGA, the sloop-of-war now employed as a training ship, so I had read.

"Why sloop, I wonder?" queried Joe. "She's ship-rigged, seems to me. I suppose it's the high and mighty ideas of those naval chaps; if that's their way of looking at things, I wonder where they'd rate

the TRITON?"

"Fourth Assistant Jolly-boat, I suppose. The American boys don't seem to be troubled with visitors."

"No; 'twould interfere with school, like enough. Looks pretty warlike around here, just now, doesn't it, with the fort and all those sloops and frigates?"

We sailed on, passed the fort, with its massive granite walls facing the passage from the sea, and the green terraces near the approach from the wharf, where a jaunty black steam-launch was moored, with a graceful sheer to her gunwale, reaching forward to a projecting prow, and the United States flag displayed at her stern. As we passed, we read the name GENERAL JESUP in gold letters.

"Wonder if he's the High-Cockalorum here?" said Joe.

"I believe he had something to do with fighting the Seminoles in Florida, but there wouldn't be a General in command here; 'tisn't important enough."

"That may be, but I'd be willing to bet that it's pleasanter than most of the important places, then, in summer, at any rate. They can swap dinners and other blow-outs with the city swells; and here's their naval brethren coming, off and on; and all the surroundings lovely, on land and water. Rather different from a stockade on the plains, among sage-brush and coyotes, with redskins prancing about, 'tell you; I guess they think it's a 'soft snap' when they find they're ordered here."

We rounded the can-buoy off the south end of Goat Island, and the inner harbor opened before us. As we hauled in the sheet and headed up north-northeast, the city was on our right; but little of the elegance of the watering-place could be seen in our present view, which embraced the older part, near the wharves. The shot-tower was conspicuous, rising high like a foundry chimney; and the gables of the old "Ocean House" overlooked the neighboring roofs from the summit of the slope which fronted the harbor. On Goat Island, close to the left, was a row of five mansard-roofed cottages, all alike; the dwellings of officers in charge of the "Torpedo Station", whose factory-like buildings occupied the northern part of the island.

The sheet of water before us seemed covered with yachts lying to anchor; black and white, large and small, steam and sail. Soon we were among them, drifting about and admiring the graceful models and the handsome equipments, the polished hardwood cabins, the glittering brass-work, the trim rigging and the care with which the sails were furled. Awnings were spread over the decks; canvas pipes with small "wind-sails" to catch the breeze, directed cooling currents of air to the regions be-

low.

An ordinary schooner, with jib and mainsail hoisted, came threading its way among this marine magnificence.

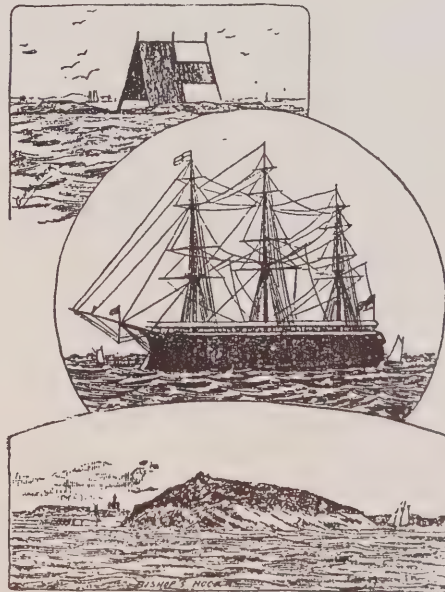
"It's painted black too; and 'tisn't specially rusty, I suppose, as schooners go; but beside these, it looks as one of these old whangs on my feet would beside a slim new shoe. And I declare!" Joe continued, "'tisn't any bigger than that schooner-yacht going by! I'd have thought it was, but for seeing them close together. These play-craft are so fine-finished and delicate that you think of them as being small, somehow."

"Hullo, look!" I cried. "There's one coming in!"

A large sloop-yacht was sweeping around the southern point of Goat Island, where we had been a few minutes before. She was heeling under a splendid spread of canvas, notwithstanding the fresh breeze; not a reef was taken in. We hastily headed to the eastward, for she was coming almost in our direction, and there was no knowing where she wanted to go, among that maze of craft.

In a few moments she was gliding swiftly by us; a beautiful sight, with great, swelling, creamy-white sails all drawing. Just after passing, she rounded, head to the wind, among the other yachts, her lighter sails came in in a twinkling, and the larger ones came rapidly and smoothly down, with scarce a flap. As she lost headway, the anchor dropped from her prow; and a sharp cannon-shot rang forth, instantly responded to by scattering reports from all around the harbor.

"Wasn't that done fine!" exclaimed Joe. "No fuss, no yelling, no shaking and rattling. That's the way to handle a craft."



(To be continued)

WHAT'S HAPPENING?



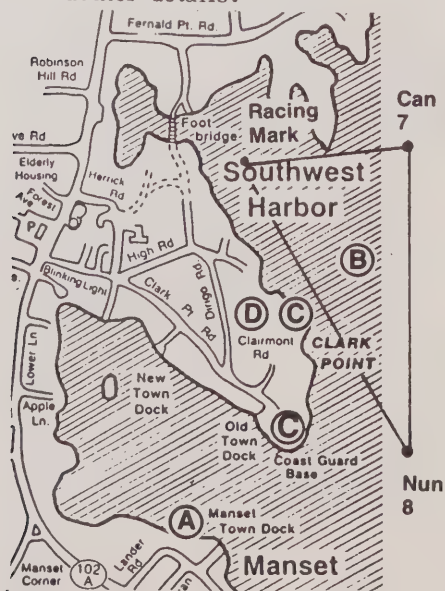
BOSTON HARBORFEST

GATTA

July 4th is the day for the 4th Annual Boston Antique & Classic Boat Regatta, with featured activity the escorting of the U.S.S. CONSTITUTION on her annual turn-around cruise out into Boston Harbor. Following the parade with Old Ironsides, the antique and classic boats will be judged and then on display at Pier 4 in the old Charlestown Navy Yard adjacent to the U.S.S. CONSTITUTION's berth. Awards and a chowder dinner will follow with evening fireworks and firing of Old Ironsides' cannons to open a concert. More information by phone from the Boston Educational Marine Exchange at (617) 523-7611.

SECOND ANNUAL SOMES SOUND ROWING CLASSIC

Late notice arrived on the July 5th running of this second annual rowing regatta held on Mt. Desert Island, ME, as part of Southwest Harbor Days, over a triangular 3 mile ocean course. Classes for sliding seat/rigger singles and doubles, fixed seat singles and doubles and single and double kayaks are provided. You can register race day for \$10 single, \$20 double, \$25 four. Start is at 10 a.m. Call Reg Hudson at (207) 244-3854 for further details.



THE MOBY DICK classic



THE MOBY DICK CLASSIC

Another late notice is for this July 4th small boat race taking place in New Bedford (MA) harbor at 10 a.m. The 3 mile event will accept any sort of oar or paddle powered craft, traditional or modern. Sign up time for post entry (it's too late to pre-enter, unfortunately) is 9:15 a.m. at the State Pier. Fee is \$12. Since this is so tight a timing with this issue, if you want to row, just go. From Rt. 195 take downtown exit and follow divided highway to its end. At 3rd traffic light go left, then left again onto Morton Ct., then first right onto Gifford St. and follow to its end.

BELGRADE LAKES WOODEN BOAT GATHERING

BELGRADE LAKES WOODEN BOAT GATHERING

Mid morning on Saturday, July 26th, wooden boat owners (or non-owners who love wooden boats) are invited to gather at Great Pond State Boat Landing on Sahagian Rd. just off Rt. 27 in Belgrade Lakes, ME. Traditional types of paddle, oar, sail and power boats are welcome. Bring a picnic lunch. If it rains, come on Sunday the 27th instead. For information call Oat Canoe Co. at (207) 293-2694 or Paul McKinney at (207) 293-2660.



FIRECRACKER 12

FIRECRACKER 12

The Chelsea Rowing Club of Norwich, CT is sponsoring a 12 mile rowing race on the Thames River, on a course starting at the Coast Guard Academy in New London and finishing at the Club boat-house in Norwich. This is a race catering to sliding seat craft, singles, doubles, racing and recreational, with men's and women's classes for each. Start is at 9 a.m. on Saturday, July 12th. For information and entry form, contact the Chelsea Rowing Club, P.O. Box 22, Norwich, CT 06360, or phone Small Craft, Inc. at (203) 822-8269.



MARBLEHEAD TOWN CLASS ASSOCIATION

TOWNIE 50TH

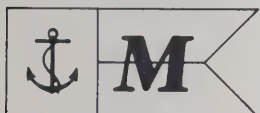
The Marblehead Town Class Association is hosting the class 50th anniversary celebration on July 19 & 20 at the Corinthian Yacht Club in Marblehead, MA. The Town Class is now the oldest continuing racing class in Marblehead, and after a number of years at near extinction, is now enjoying a modest resurrection with several new boats coming into the fleet. The original Townie builder, Pert Lowell of Newbury, MA, is still at work in his shop on the Parker River at 80 years of age, assisted now by his son-in-law Ralph Johnson, with ten new Townies built in the past four years. More information from Jane Cooke at (617) 631-0750.

ALDEN

OCEAN SHELL ASSOCIATION

ISLES OF SHOALS RACE

The Alden Ocean Shell Association will hold its 14th Annual Isles of Shoals race for Alden Ocean Shells on Saturday, July 19th. The 8.5 mile open ocean course runs from the Isles to Kittery Point, ME. Boats are ferried out to start. More information from Martin Marine, P.O. Box 251, Kittery Point, ME 03905.



FRIENDSHIPS RETURN

The Friendship sloop fleet will stop off at the Percy & Small Shipyard of the Maine Maritime Museum on Sunday morning, July 20th, enroute to their annual gathering and races, now held at nearby Boothbay Harbor during the following week. Viewing the fleet sailing up the Kennebec River is possible from area roadside spots and from the Museum's waterfront. More information at (207) 443-1316.



MYSTIC SEAPORT MUSEUM

MYSTIC ANTIQUE & CLASSIC RENDEZVOUS

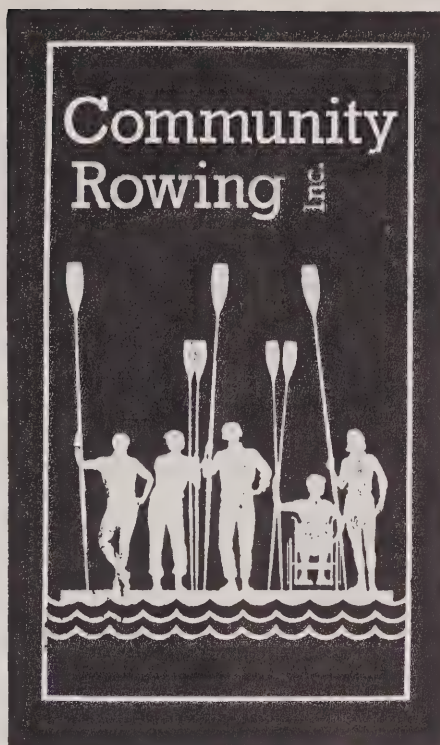
Mystic Seaport Museum will host the 11th Annual Rendezvous of privately owned classic wooden power and sail boats on Saturday, July 26th. The public may view the assembled classics at the Seaport at regular gate admission in the morning, with dress ship inspection at noon. A downriver parade led by the steamboat SABINO will take place in the afternoon. More information at (203) 572-0711.

SOUTHEASTERN MASS CANOEING

The Southeastern Mass. Chapter of the AMC has the following canoe outings scheduled this summer open to any interested canoeists:

JULY 12: Tidal flatwater on Nauset Creek in Eastham. Picnic, swim and play in the surf. Contact Bob and Suzanne Scolomiero at (617) 545-6015.

JULY 19: Tidal flatwater on the North River in Marshfield. Contact Judy O'Bryant at (617) 587-3370 or Anita Franks at (617) 545-7157.



COMMUNITY ROWING

Boston's non-profit Community Rowing, Inc. is running summer rowing classes on the Charles River and in nearby college indoor facilities for the interested public. Two of the three summer sessions yet to run are from June 30-July 26 and July 28-August 23. Each session will include classes at least 3 days each week for each group. All classes are on-the-water, in-the-boats. Groups are beginner, intermediate and advanced. Boats used will be eight-oared shells with some limited use of single sculls and also a special two-oar rowing catamaran for the mobility impaired. The fee for each session is \$25. Age limit is 12, and proof of swimming ability is required. More information from Community Rowing, Inc, P.O. Box 2604, Cambridge, MA 02238.

IPSWICH RIVER WATERSHED ASSOCIATION, INC.

IRWA 4TH ANNUAL CANOE EVENT

The Ipswich River Watershed Association will hold its 4th annual paddle from the Green St. Bridge in Ipswich, MA, to Long Wharf on Atlantic Ave. in Gloucester on Saturday, August 16th. This is about a 3-3.5 hour paddle downstream and along the coast of Ipswich Bay to Gloucester. Vest type life preservers MUST be worn. Awards and a picnic follow.. Pre-registration at \$5 per person is required, maps and rules will be sent to registrants. Call (617) 887-9685 or (617) 887-8671 for information and registration forms.

THE 2ND ANNUAL BOSTON TUG MUSTER & PARADE

Saturday
August 9th, 1986
12 noon
Pier 4, Charlestown
Boston - 2 piers to
seaward side of
USS Constitution



TUGBOAT MUSTER & PARADE

Saturday, August 9th at noon the Boston Harbor tugs (and visitors from elsewhere who are in town) will gather at Pier 4 in the old Charlestown Navy Yard on Boston Harbor for the 2nd Annual Muster & Parade. The parade down the Harbor to Castle Island and back opens the events at noon and then various contests involving "tugging & pushing" will take place off the Pier. The tugs will also be moored alongside for close-up inspection. This is a really good opportunity to see working boats close up. More information from The Boston Educational Marine, (617) 523-7611 days.



TOWNE NATIONALS

The venerable Town Class racing fleets still surviving in eastern Massachusetts in their 50th year will compete on August 2nd and 3rd in Nahant, MA, for their national championship for 1986. In 1985, a turnout of 23 boats surprised and pleased the organizers and even more are anticipated this year. You can learn more from the NTCA, 17A Maple Ave., Nahant, MA 01908.

SEASIDE FESTIVAL ROWING RACE

A featured event in the all-day Seaside Festival at Fort Foster Park in Kittery Point, ME, on August 9th, will be a 2.6 mile rowing race for wherries, dories, peapods and other traditional rowing craft NOT designed for racing. No sliding seat/rig boats, racing shells, canoes, kayaks. Further information or an entry form can be obtained from Geoffrey Marshall, 9 Garrison Dr., Eliot, ME 03903, (207) 439-0611.

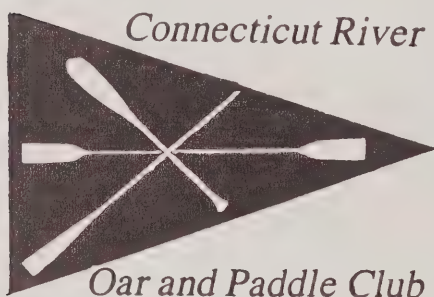


A new club policy of being kind to trip leaders is being instituted due to complaints from trip leaders. Having volunteered to lead trips, these folks gave up other opportunities to be available on the trip date and location only to have nobody show up. A waste. Henceforth, meeting times for flatwater trips will be available only by phone call to the trip leader, who can then find out if anyone plans to come. Schedule into summer is as follows:

JULY 12-13: Dutch Island Campout, Ft. Getty, 2 mile round trip. Call S. Cournoyer at (401) 821-6768.

JULY 19: Canoe surfing at Narrow River inlet, 1 mile round trip. Call B. Chabot at (617) 995-1360.

JULY 26: Burlingame Campout, Alton, 2 mile round trip. Call B. August at (401) 725-3344.



CROPC CALENDAR

The Connecticut River Oar & Paddle Club is well into its 1986 schedule of events and here's what's on for the next couple of months:

JULY 12: Family day on Notts Island, aimed at families with young children, departing the boatyard at 11 a.m.. Round trip about 4.6 miles.

JULY 13: Middletown to Old Saybrook cruise down the Connecticut River, departing Middletown at 12 noon. Trip is 23.3 miles (downstream though).

JULY 18-20: Another over-nighter (two if you like) to Seldens Island, departing the boatyard at 4 p.m. on Friday, Haddam Meadows ramp at 10 a.m. on Saturday. About 12-13 miles depending on starting point chosen.

For information on joining this club or attending its activities, contact CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, (203) 388-2343.

The Fifth Annual 1986 Atlantic Coast Sea Kayaking Symposium

SEA KAYAK SYMPOSIUM

L.L. Bean and ANorAK will co-host the 5th Annual Atlantic Coast Sea Kayak Symposium at Castine, ME, on August 8-10. Format will remain as in the past with a number of workshops on all aspects of sea kayaking, in separate novice and experienced programs, conducted by outstanding experts in the sport. At the beach will be most available sea kayaks for tryouts by prospective purchasers. Paddling skill sessions from basic on up, rescue techniques, solo and group, will be in-the-water programs. For a brochure and registration form write to the Atlantic Coast Sea Kayaking Symposium, L.L. Bean, Inc., Freeport, ME 04033. Registration fee for the entire weekend is \$40.

AQUA*VENTURES



SEA KAYAK OUTINGS

Aqua*Ventures of Jamaica Plain, MA, has organized its summer schedule of sea kayak outings as follows:

JULY 6: Free kayak tryouts and demonstrations on Lovell's Island in Boston Harbor as part of Boston's Harborfest. All equipment provided, newcomers and novices welcome. Bring lunch. Free water taxi to Lovell's from George's Island, latter reached by ferry from Long Wharf, Boston (617) 723-7800 or from Rows Wharf, Boston, or Hingham (617) 749-4500.

JULY 12-13: Weekend touring and instruction as on June 28-29.

JULY 20: Narragansett Bay day trip sponsored by Audubon Society of Rhode Island from Ft. Adams Park, fee is \$50 per person. Arrange with RI Audubon at (401) 521-1670.

JULY 26: Coastal paddling day trip with picnic lunch provided, fee is \$60 per person.

JULY 27: Kayak rescue workshop sponsored by ACA at Horse-neck Beach State Park in So. Dartmouth, MA, no fee.

More information on these sea kayak outings at (617) 524-6239 or (617) 391-5954.



APPRENTICESHIP PROGRAMS

The Rockport Apprenticeship of Rockport, ME has scheduled several summer boatbuilding workshops as follows:

July 28-August 9 will find Simon Watts leading a group of up to ten students in building a 12 foot lapstrake sailing dinghy, daily from 8 a.m. to 5:30 p.m. with a break on Sunday. Fee is \$550 with a \$100 advance deposit required to hold your place. Previous wood-working experience is required and students must bring their own hand tools.

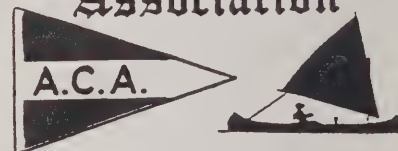
July 28-August 1 will find Bruce MacKenzie instructing on lofting about 6 hours each day for a maximum enrollment of 12 students at \$250 fee each, with the \$100 advance deposit for reservation.

August 4-August 8 will find Mike Geer instructing in oar and spar making, 9 a.m. to 4:30 p.m. daily for a maximum enrollment of 8 students at \$275 fee each, \$100 advance deposit also required. Personal hand tools should be brought by students.

On July 26th Simon Watts will run a 3 hour session on tool sharpening for anyone enrolled in the other workshops at a fee of \$25.

More information on these from (207) 236-6071.

American Canoe Association



ACA SAILING CANOE RACES

New England canoe sailors have several events on for summer as follows:

JULY 4-6: Atlantic Division Cruising Class Championship at Lake Sebago in Sloatsburg, NY. Call Joe Ryan at (201) 444-6478.

JULY 13: George Service Trophy Class C Series, Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

JULY 13: Atlantic Division ACA Class Championship, Sebago Canoe Club, Brooklyn, NY. Call Marilyn Vogel at (718) 767-5020.

JULY 19: New England Class C Championship, Merrymeeting Lake, NH. Call Jim Bowman at (603) 772-2306.

JULY 20: Sailing Cruise, Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.



CRUISE ON MOOSEHEAD LAKE

The restored Moosehead Lake steamboat (now diesel powered) KATAHDIN will be running this summer seven days a week on 2.5 hour cruises on the Lake leaving mornings at 10 a.m. from the dock in Greenville, ME. Cost is \$10 per person. During July and August, sunset cruises will run Wednesdays, Fridays and Saturdays. For a brochure write the Moosehead Marine Museum, P.O. Box 1151, Greenville, ME 04441, or phone (207) 695-2716 from 8 a.m. to 5 p.m.



RC MODEL YACHT RACING CALENDAR

Radio control model yacht racing carries on into summer in full swing with the following events scheduled:

JULY 4: Rosemary 86, any boat, Needham, MA, Jack Sullivan, (617) 668-7163.

JULY 5: Founders Day 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

JULY 6: Rosemary Scale Steam/Sail/Electric, Needham, MA, Jack Sullivan, (617) 668-7163.

JULY 12: Perpetual Memorial, 10R Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

JULY 13: Bastille Day, Stratford, CT, Robert Mersereau, (203) 226-9370.

JULY 26: Melnick Memorial, M Class, Huntington, NY, Jack Patton, (516) 421-1135.

MCKC CANOE OUTINGS

The Metropolitan Canoe & Kayak Club of New York City will run outings during the summer months for members and friends. If these interest you, contact the club about joining by calling Membership Chairman Andrew Laiosa at (212) 798-5442 eves. The following outings are presently scheduled:

JULY 4: Statue of Liberty Centennial, club meets early afternoon at South Street Seaport, then on to Battery Park. Call Dinorah Payne at (718) 937-1658, 6-9 p.m.

JULY 4-6: Holiday weekend trips, call Kirk Van Tassel at (212) 749-6784 for trip details.

JULY 12-13: Class II-III whitewater on Lehigh River, camping but no rental canoes. Call Bill Simon at (212) 775-8741 eves.

JULY 19-20: Leader's choice of Pine Barrens Rivers. Call Leon Recht at (212) 734-6786.

JULY 26-27: Class I-II whitewater on Delaware River with rental canoes and camping available. Bring family. Call Kirk Van Tassel at least a week in advance at (212) 749-6784 eves.

WOODEN BOAT SCHOOL BEGINS

The 1986 summer sessions of the Wooden Boat School in Brooklin, ME, got 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.

JULY 6-12: Building the Nutshell Pram Kit with Rich Hilsinger.

JULY 6-12: The Art of the Half Model with Eric Dow.

JULY 6-12: Honing Your Skills with Hand Tools with Sam & Susan Manning.

JULY 6-12: Marine Painting and Varnishing with George Fatula.

JULY 13-19: The Art of Marine Carving with Andy Willner.

JULY 13-19: The Craft of Sail with Alan Sternman.

JULY 13-26: Wooden Boat Repair Methods with Taylor Allen.

JULY 13-AUGUST 2: Theory & Practice of Boatbuilding with Arno Day.

JULY 20-26: The Arts of Boatbuilding with Will Ansel.

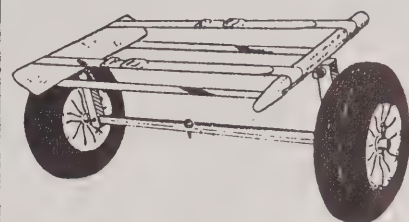
JULY 20-26: The Craft of Sail with Candice Martin.

JULY 27-AUGUST 2: Beginning Boatbuilding with Harry Bryan.

JULY 27-AUGUST 2: The Nutshell Pram for Teachers with Eric Dow.

JULY 27-AUGUST 2: The Craft of Sail with Alan Sternman

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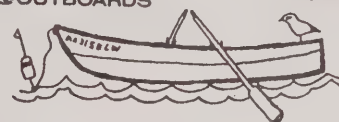
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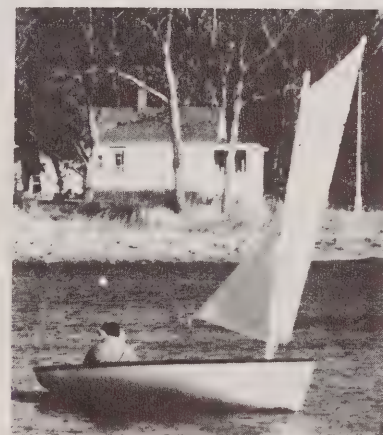


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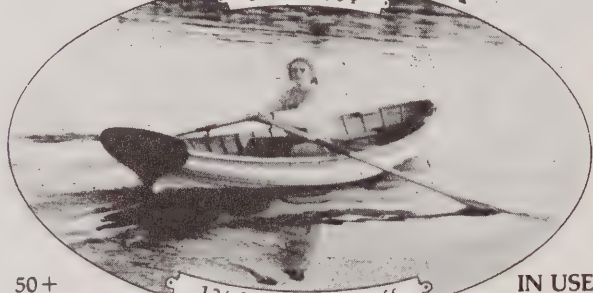
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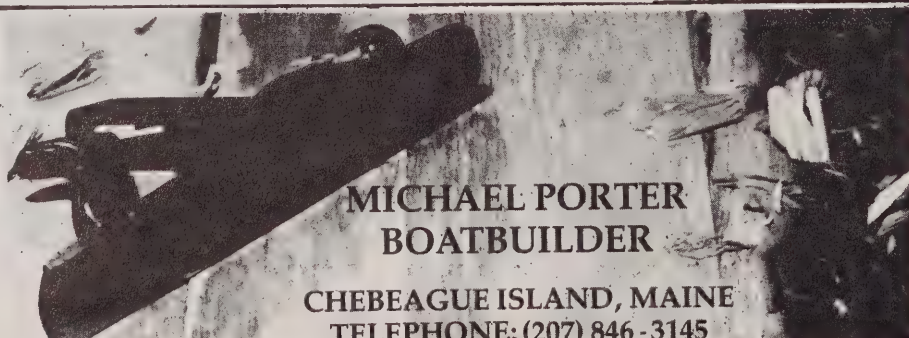
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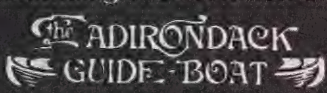


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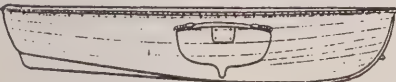
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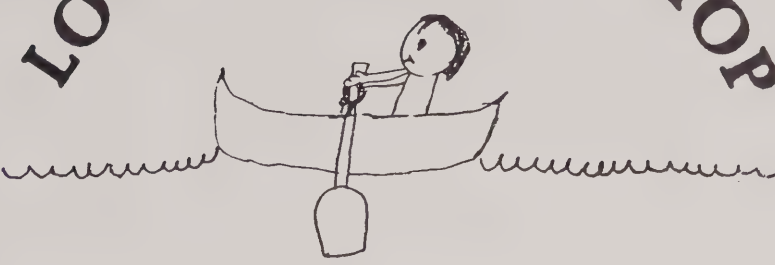
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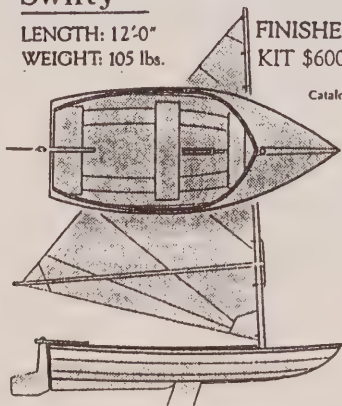
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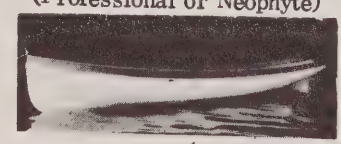
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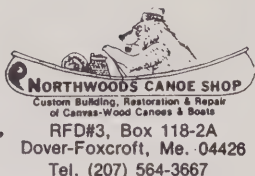
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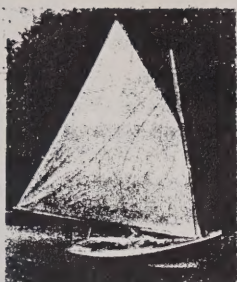
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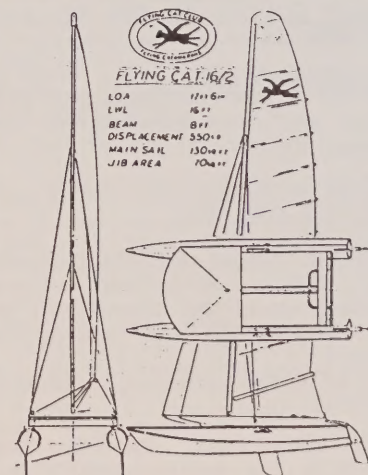
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TAKE YOUR CHOICE: I cannot sail two SNIPEs at one time, so one is for sale. SNIPE #14090, 15.5'x5' plywood hull covered with epoxy/fiberglass with a mahogany plywood deck, \$900. SNIPE #22591, all fiberglass with self-rescuing hull, \$1400. Both have aluminum daggerboards and spars, SS rigging and dacron sails. Both have won many trophies and regattas. Both are at minimum weight, 381 pounds. ED YOUNIE, Dublin, NH (603) 563-8522. (5)

MONARK FIERO 16' runabout, 1986. Fiberglass, with 1986 Mariner 90hp, power trim, power tilt. AM/FM stereo cassette, Calkins roller trailer (galvanized). Lots of extras. Must sell! Only \$8,995. WALT or RON, Walt's Boat & Tackle, Lowell, MA (617) 454-1746. (5)

24' STRIP PLANK SLOOP. Atomic 4, head, SS rigging, lifelines, pulleys, Danforth anchor & compass, CB radio. Completely equipped and ideal for economical cruising. Painted, ready to launch and sail away. \$5,500. DONALD CLEVELAND, 10 Museum Rd., Beverly, MA 01915, (617) 922-7555. (5)

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THE SHAWS, Manchester, MA. (617) 526-1057. (5)

1985 JOHNSON SAILMASTER outboard, 4hp, brand new under warranty, less than one hour use. \$500.

DAVID MC KIE, Rockport, MA (617) 546-7701. (4)

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LYDIA GREW, W. Newbury, MA (617) 363-2906. (4)

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STEVEN GOLDEN, 13 Robandy Rd., Andover, MA 01810. (4)

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BILL ZELLER, Stonybrook RD #2, Concord, NH 03301. (5)

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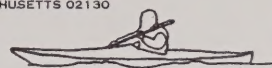
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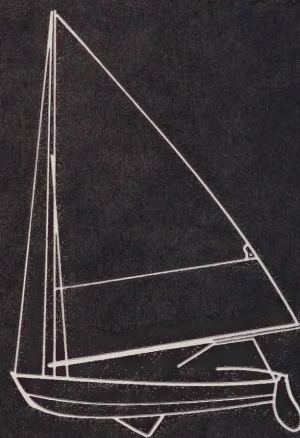
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