



messing about in BOATS

Twice a Month!

Volume 4 ~ Number 10

October 1, 1986





messing about in BOATS

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

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

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



Our Next Issue...

No promises this time and I'll
tell you why. Shortly after getting
the delayed September 15th issue
(held up to include Wooden Boat
Show coverage) into the works, we
started on this issue. Then the
sudden death of elderly parents oc-
curred and took over our lives for
a while. A one-man shop stops
when he's not there. So I haven't
had a chance to see what we'll do
for October 15th. It'll be a sur-
prise.

On the Cover...

The weather was mellow for
this year's Great 'Round Gerrish
Island Race but off Seapoint at Kit-
tery, ME, there was this bit of ac-
tion with seas breaking over a sub-
merged ledge.

Commentary

**BOB
HICKS**



Public Access

MESSING ABOUT IN BOATS has
a broad perspective of enjoying
boats, mostly small ones, not high-
ly focussed in on any one particu-
lar type of boat. I felt many of the
experiences people have in boats
share a common bond despite differ-
ences in the craft and their per-
formances and capabilities. One
subject that is surely of direct in-
terest to just about all smaller
boats is that of public access to
the water along the coast (and at
many inland lakes also). With win-
ter coming on, I have in mind car-
rying an ongoing discussion of this
subject of public access, the vari-
ous aspects of the problem, ap-
proaches that might be taken to im-
prove our access, and in time for
the 1987 on-the-water season, a de-
tailed directory of existing public
access in any communities in which
we can obtain this information.

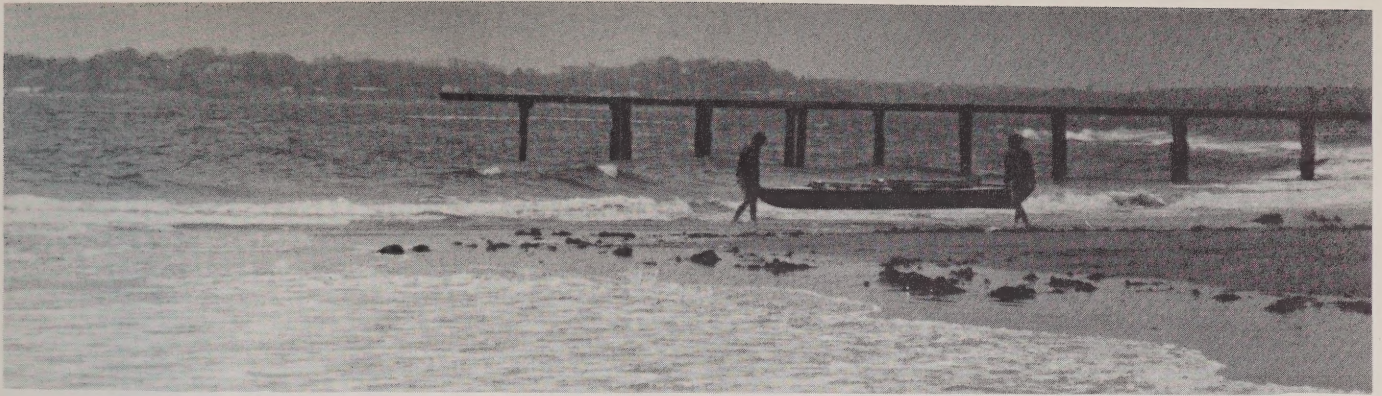
A few years ago, our local
small craft club on the Massachu-
setts north shore compiled such a
directory that listed about 80 loca-
tions of varying usefulness at
which one could launch a small
boat. This was accomplished by en-
listing the members from each
shorefront community to seek out
and detail any access available in
each community. I assembled the
resultant data on a map made up
from the appropriate charts and we
had a directory that covered the
coast from Nahant (at the northern
corner of Boston Harbor) to the
New Hampshire state line. With the
help of interested readers during
the coming "off-season" perhaps we
can develop something similar for
the entire coast from Maine down to
the Chesapeake. We'll see.

Right now I want to launch
the whole subject with comments on
the frustrations which exist with
the present situation, particularly
in heavily populated areas. Chuck
Sutherland of ANorAK, the sea
kayak association, is particularly
eloquent about this. Sea kayaking

currently suffers from public mis-
conceptions of its validity as a re-
creational activity and this is re-
flected in the attitudes of the bu-
reacrats to whom we entrust our
public affairs. First, the following
letter from Chuck:

"I went out to Hecksher State
Park (near metropolitan New York
city) in late June. They have a
public ramp there. At parking area
7 they have given over a piece of
beach to Hobie Cats and windsur-
fers. Nowhere in the Park, includ-
ing the headquarters, is there any
safety literature for boaters. Boat-
ers are simply allowed to do their
bit as they see fit. When I discus-
sed public access with the head of
the Long Island State Parks Divi-
sion of the NYS Parks & Recrea-
tion, he was adamant that only
"certified" kayakers would be al-
lowed to launch at Captiva or Jones
beaches if sites at them were ever
opened. Lots of baloney about lia-
bility. Yet here in one state park
that does have public access, safe-
ty regulation is just not part of
the picture. At field 7 it is 60 feet
from the parking lot to the water's
edge across a bit of sand. The sit-
uation at the other state parks is
the same, although launching is
prohibited. Give us a break. The
reasons for keeping us off are dem-
onstrably baloney."

While Chuck's complaint here
about circumstances in the greater
New York city area concerns his
sea kayaking, he is not narrowly
focussed on this. He drafted a
lengthy discussion of the situation
facing small boat owners of all
types. The cartop boater indeed
finds himself shut out from access
at many locations where being able
to carry one's boat to the water
would be a very appropriate use of
the place. Chuck uses his kayaking
experiences to illustrate this cir-
cumstance, but anyone with a small
boat who needs places to launch
should find this of interest.



"Give us a break!"

In New York, western Connecticut and eastern New Jersey, large parts of the sea coast cannot be reached by people who wish to launch small boats, but who do not live in coastal communities. Those who live on the coast expect to freely enjoy inland mountains, lakes and streams. These same people generally resist allowing inland residents access to the sea. State parks, which might reasonably be expected to pick up this need, seldom make any provision for launching boats of any kind. Five levels of coastal ownership and control combine to effectively restrict the ability of small craft owners to get their boats out onto the water.

That private ownership removes from the general public large sections of the sea coast is an unchangeable fact of life. Coastal communities restrict for their own use another substantial portion of the sea coast. Town ramps are for town residents only. County parks provide county residents only with access to the sea. As the park ranger at Wantagh County Park told me, the county residents pay taxes for those parks, why should they allow people from Queens to fill them up? These three levels of control of the sea coast cannot be expected to provide outsiders with facilities for launching boats. Big boats, of course, launch through marinas where they buy docking spaces for the season. These are not the people of modest means who are being squeezed out of sea shore access.

What about land controlled at the state and federal levels? This is where we may say that we pay taxes. What can state and federal parks do for us? Is it just a matter of educating administrators about the problem?

I am a coastal kayaker. I, and many others who paddle both canoes and kayaks, appear to have the most difficult time of all launching our boats on the coast. As long as we meet all applicable Coast Guard regulations, there should be no reason to exclude us from launching where surf boarding is allowed, and from launching on the

bay sides of state parks where non-destructive access is available which does not interfere with other park activities.

Training in surf is a part of our repertoire of skills, and exploring the bays and marshes are among the great rewards of this sport. Our boats regularly traverse great expanses of open ocean along every major land mass around the world. These boats are not swamped by big waves and we can handle bad weather decidedly better than open small craft that are motorized. Navigation with compass and charts is regularly practiced by our paddlers. We have provided directions to motorboat operators who have not bothered with charts and compasses. Launching and landing through surf and paddling open coastal bays are well within the capabilities of our boats.

In England, sea kayaks built with a flat rear deck are routinely used by lifeguards to reach swimmers who are in trouble. We have rescued scuba divers and others who have found themselves in trouble, including a windsurfer with a broken mast who was being rapidly blown offshore. A limitation for us is distance travelled. An average day trip is ten to twenty miles. A long hard day is 25 to 30 miles. One fully public ramp in 100 miles may be okay for power boats but it is unnecessarily restrictive for boats that are not motorized.

In the Connecticut/New York/New Jersey metropolitan areas, state parks are not open to us as launching sites. This is unfortunate because in these heavily populated areas, state park shorelines are the only places that offer even a chance for future access, if our case is presented convincingly. Since we do not require any actual physical facilities to accommodate our needs, our requests for access do not carry a price tag. Indeed, since we would pay the same park entrance fee paid by everyone else using the park, we constitute only an additional source of revenue.

Yet, the possibility that you might fall down on a pile of slippe-

ry eel grass is sufficient reason to prohibit us from launching our boats at Island Beach State Park in New Jersey from May to September. It's okay, however, for people with surfboards to play in the surf there all summer at the south end of that state park.

The final level of sea coast control is that of the national parks. In the Everglades National Park, water travel is the only way to go. As a result, anywhere you can reach the water you can launch your canoe or kayak. Nobody prevents you from going because you might be eaten by an alligator or bitten by a poisonous snake. Whether or not you get lost in the Everglades is not a subject for future litigation against the park. In the same way, nobody prevents you from paddling through the Hudson Canyon in the Adirondacks just because you might kill yourself in the very dangerous rapids on that section of the river.

Gateway National Recreation Area surrounding Jamaica Bay (NY) serves a variety of public needs and some special interest ones as well. A concession for horseback riding has been granted, for example. Yet, Jamaica Bay has only one public ramp (not part of Gateway) with parking for just 19 cars plus trailers and for 28 additional cars without trailers. The ramp is located adjacent to a sewage treatment plant. It is exactly one vehicle width wide, requires the driver to back down around a bend and has high concrete walls restricting vehicle exit on both sides. High bulkheads run out in both directions at the base of the ramp. There is no hard bottom to stand on. A boat must be entirely cleared from the ramp before the next in line can launch. There is no dock and no ladder up the bulkhead to the parking lot. This is a difficult, smelly, launch by any criteria.

In the summer of '85, three of our paddlers came out of Jamaica Bay on a blazing hot day and landed at the Barren Island Marina docks at 3260 Flatbush Ave. in Brooklyn, NY. The Marina's busi-

The Great 'Round Gerrish Island Race: The Founder's View

by Michael Gowell

Boats, bird dogs, and babies are the only things in the world worth loving. Seeking custodianship of any of these entities, I was alert to opportunity when in 1972 I visited the newly opened boatshop at Strawberry Banke. There I spotted a newly built light rowing dory that locked my heart as surely as a setter freezes on a partridge.

Inquiry revealed that this was a prototype of what was to be called the Strawberry Banke dory in honor of the newly relocated boatshop of Ralph Lowell, whose family started building dories in Amesbury in the 1790's. Pine over oak, tombstone stern, sweet sheer and curved sides, fourteen feet of poetry in wood. The asking price was \$240. I consulted my savings account passbook which showed that exact amount saved towards the replacement of my house's aging septic tank. I considered future occasions when I would tell the tale of how, when I was 24, I had moved to the coast of Maine and purchased a wonderfully crafted septic tank. I ordered a dory.

It was the wisest purchase of my life. I explored coves and creeks until winter, when I hauled out and began reading up on traditional American small craft. I found a rich history which told of waterways as highways and an amazing array of boats built locally to suit local conditions and uses. The Amesbury skiffs, Piscataqua wherries, Great Bay sneak boxes, York and Ogunquit dories. I found that some dories could be sailed as well as rowed, and the following spring the boatshop made the necessary modifications. I left a little of my paint on every other boat in Pepperell Cove learning to handle it, and then extended my expeditions to the Isles of Shoals. My home mooring was in Chauncey Creek through the courtesy of a fisherman neighbor, Bill Parady, who inquired one day if I had ever rowed around Gerrish Island. I confessed that it had never occurred to me, since Gerrish Island and connecting Cutts Island are separated from Kittery Point by a wide marsh with little navigable water. "Try the high tide of the month," he advised, and so I waited for the moon to wax full and generate the big tides which can add several feet of depth. On a sweet still day I took the flooding tide up Chauncey Creek and under the tiny Cutts Island bridge, out onto a vast sheet of flooded marsh that looked like the Everglades. Blue herons and white egrets stalked schools of feeding fish. I poled and rowed over waving grasses teeming with life perfectly visible in a foot of water, then over a narrow snaking channel

ten feet deep. No houses in sight, I stripped and swam, then walked the edges of small wooded islands leading my dory by her painter like a docile pony. I emerged from the marsh onto lonely Braveboat harbor and rowed out through the turbulence at its mouth into the Atlantic. Stepping the mast and setting the spritsail, I sailed by Seapoint at Whaleback Light and headed back into Chauncey Creek. Around Gerrish Island! Circumnavigation! I was enraptured by the trip and deeply satisfied with my boat. It had been a perfect exercise for a traditional small craft which could be rowed, poled, or sailed as conditions dictated.

That trip inspired the hopefully named First Annual Great 'Round Gerrish Island Race in 1975. I thought that it would be a good way to meet other small craft enthusiasts, see their boats, and share a wonderful trip. I approached my friend Tom Hibschan to design a poster. We set a \$3 entry fee and earmarked it for beer and hot dogs at the end of the race. I asked permission from the owners of Fishing Island in Pepperell Cove to end the race and have a party on their property. And at noon on Saturday, September 6, 1975, an odd assortment of enthusiasts ranging from yachties to hippies showed up with a fascinating array of boats. A gentle crowd gathered on the Cutts Island bridge, a tophatted Bill Scott pointed a shotgun into the sky and with the blast we were off, grunts and groans afloat, giggles and yells ashore. Six miles and one hour thirty-two minutes later Arthur and Marjorie Martin scrambled out of their borrowed wood peapod onto Fishing Island to become the first winners. Thirteen other boats straggled in behind them, many making no pretense at competition, and the event was pronounced a success.

The race is largely hidden from the spectators, but everyone enjoys the carnival of confusion during the pre-race organizing: dogs and children dodge through a forest of legs, shutters snap, rowers tell lies and give disastrous advice to one another. After the boats churn away the crowd leisurely makes its way to Seapoint where there is time for a swim before the (by now) well spaced line of boats begins crawling past. There is often some minor excitement here as one or two crews, already exhausted at the halfway point, come ashore to cheers and an early start on the party. Daring racers cut through the ledges off Seapoint and have performed a considerable service to mariners in the discovery of Bangs' Rock, Bailey's Boulder, and Gowell's Grief.

The crowd then drifts over to Fort Foster and walks out onto the long pier where the boats pass directly beneath them, and the sweat of the competitors and the insouciance of the noncompetitors can be fully appreciated. Hardy spectators not put off by the sight of weeping men and scantily clad women then make their way to the town wharf behind Frisbee's store where rides are cadged out to the celebration on Fishing Island.

The race has continued through many generous contributions: Finestkind Fish, which donates clams and mussels for the party, The Press Room, which arranges a donation of Guinness, and Upstart Publishing, which prints the posters. After seven years as sole organizer, I relinquished those duties to Lance Gunderson, who has invented many new prizes for competitors and opened the race to canoes and sailboards. Doug Martin has now taken over some of the jobs, and the race tradition seems secure.

Recollection of past races produces considerable amusement among participants. In the first race I had devised a clever strategy: upon reaching the broad shallow marsh I would leap from my boat, seize the painter and run like hell. It worked wonderfully until fifty yards into my sprint I ran over that deep narrow channel and disappeared. In G.R.G.I. #2 a noted local boatbuilder took a striking blonde lady along as a passenger and took five hours to complete the course. Race #3 ended at the Chauncey Creek Lobster Pier, where the dining Dunfey family took one look at the half crazed piratical crews swarming ashore and abandoned their lobsters. For #4 it rained and blew so hard that we reversed the course and ended at Seapoint, and #5 gave us a really rough sea complete with a thunderstorm. That year marked the debut of rowers Dan O'Reilly and Norm Averill, who have won more often over the years than anyone else. The ultimate bad weather was experienced in G.R.G.I. #6 when the tail end of a hurricane whipped the water to froth. Harbormaster Big John Emery, his fingers hardly twitching, allowed as he didn't think an ocean race that day was a truly sound idea. We shortened the course to just Chauncey Creek, and the winning boat completed the course in just over twelve minutes. That race was notable for the sight of Doug Martin disdaining his oars and standing amidships with his poncho spread to the gale force winds, to admirable effect.

Two Continent Canoe Expedition

Observation and Documentation of
land, peoples, and water quality
of the Western Hemisphere

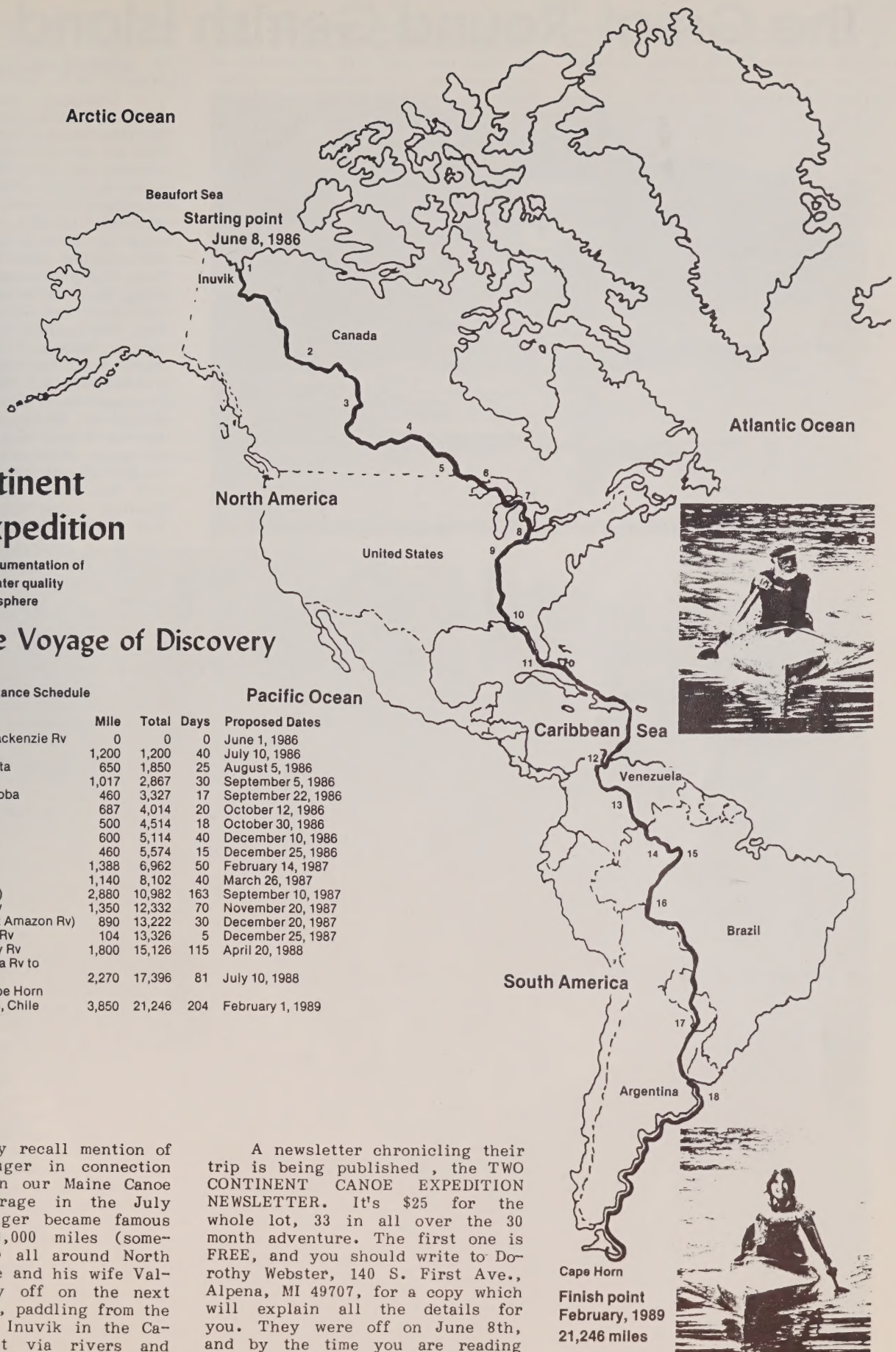
21,000 Mile Voyage of Discovery

Time and Distance Schedule

Place	Mile	Total	Days	Proposed Dates
1 Arctic - Mouth of Mackenzie Rv	0	0	0	June 1, 1986
2 Hay River, NWT	1,200	1,200	40	July 10, 1986
3 Ft. McMurray, Alberta	650	1,850	25	August 5, 1986
4 The Pas, Manitoba	1,017	2,867	30	September 5, 1986
5 Winnipeg Rv, Manitoba	460	3,327	17	September 22, 1986
6 Grand Portage, MN	687	4,014	20	October 12, 1986
7 Au Train, Michigan	500	4,514	18	October 30, 1986
8 Detroit, Michigan	600	5,114	40	December 10, 1986
9 Lafayette, Indiana	460	5,574	15	December 25, 1986
10 Mobile, Alabama	1,388	6,962	50	February 14, 1987
11 Miami, Florida	1,140	8,102	40	March 26, 1987
12 Venezuela (Trinidad)	2,880	10,982	163	September 10, 1987
13 Orinoco to Negro Rv	1,350	12,332	70	November 20, 1987
14 Negro to Manaus (at Amazon Rv)	890	13,222	30	December 20, 1987
15 Amazon to Madeira Rv	104	13,326	5	December 25, 1987
16 Madeira to Paraguay Rv	1,800	15,126	115	April 20, 1988
17 Paraguay and Parana Rv to Buenos Aires	2,270	17,396	81	July 10, 1988
18 Buenos Aires to Cape Horn and Punto Arenas, Chile	3,850	21,246	204	February 1, 1989

Readers may recall mention of one Verlen Kruger in connection with canoeing in our Maine Canoe Symposium coverage in the July 15th issue. Kruger became famous for paddling 28,000 miles (something like that) all around North America. Now he and his wife Valerie are already off on the next BIG ADVENTURE, paddling from the Arctic Ocean at Inuvik in the Canadian northwest via rivers and seas to Cape Horn, where they expect to arrive in February, 1989. The map gives you some idea of the scope of this little paddle.

A newsletter chronicling their trip is being published, the TWO CONTINENT CANOE EXPEDITION NEWSLETTER. It's \$25 for the whole lot, 33 in all over the 30 month adventure. The first one is FREE, and you should write to Dorothy Webster, 140 S. First Ave., Alpena, MI 49707, for a copy which will explain all the details for you. They were off on June 8th, and by the time you are reading this, expected to be in Winnipeg, Manitoba. If small boat adventuring is a dream of yours, you'll find this one quite an example.



The Great 'Round Gerrish Island Race

Report & Photos by Bob Hicks



Somebody won the Piscataqua Flounder trophy at this year's Gerrish Island Race on September 6th at Kittery Point, ME. This is offered annually for the first finisher to catch a fish enroute. Cliff Punchard brought in a lobster, amazingly enough. The 12th annual running of this unique event was on a mellow warm day, light southwest zephyrs made rowing and paddling the 7 mile course a pleasure, but left the sailing participants far, far behind. The honor of finishing last and receiving Elmer's Prize went to Kurt Kramer on a windsurfer in 5 hours, 19 minutes. Contrast this with the new course record of 58 minutes, 50 seconds set by Frank and Chuck Mainville in their Pilot 21 fitted with the double sliding seat rig.

For those unfamiliar with the Gerrish Island race, it is a 7 mile loop that encircles (almost) Gerrish Island, a peninsula on the coast at Kittery Point, ME. It is made an island by Chauncey Creek, which connects an inlet from the Piscataqua River south of the peninsula to Brave Boat Harbor on the north end. Chauncey Creek meanders through a saltmarsh for about 2 miles and so does the race. It starts at the bridge where Chauncey Creek begins. A very high tide gave the participants more water than usual in the marsh and shallow draft craft (like the kayaks) could shortcut the channel across the submerged grasslands in places (legal). The background of the event is detailed in the sidebar article from Michael Gowell, who founded the event 12 years ago.

The appeal is in the demands of the course and the variety of participation. The unique awards and the clambake/beerfest on Fishing Island in Kittery Point harbor at the finish add to the appeal. To compete, one must deal with narrow, twisting saltmarsh channels, open ocean shoreline and strong tidal river current. With any sort of a wind from the southwest (the usual direction when it's not stormy) the ocean stretch of about 4 miles gets very rugged with good size seas building and close-in breakers on submerged ledges. Participation, once restricted to traditional rowing and sailing craft, is now open to any human or wind powered boat. Thus we find rowing shells,

From the top: Kayaks and sliding seat craft started first . . . then traditional pulling boats . . . finally sailing craft, including windsurfers.

traditional pulling boats, sea and river kayaks, canoes, traditional sailing craft and windsurfers, all doing this together. For separate awards, of course.

Well, separate awards acknowledged, there's still a serious battle each year between the sea kayakers and the sliding seat oarsmen for that fastest time. Both have set it from year to year. This year the Mainville's sleek 21' rig set a new course record 10 seconds faster than the previous one set in a Martin Alden shell. The chief challenge on the water (and for time) came from Jim Chute in his sea kayak, as the sliding seat boats and kayaks started together.

I have twice rowed this event, in a 12' dory (slow but seaworthy in a steep little chop) and a 17' Rangeley (much faster and more fun). This year I viewed the event

from shoreside vantage points in order to acquire better photographic coverage. The flat sea made it rather undramatic but breakers on the ledges off Sea Point did add some excitement to the choice of going inside (shorter route) or outside.

Over the yers a number of sponsors have supported this event with food, beer and trophies. The Guinness Cup for fastest time went to the Mainvilles. Dan O'Reilly won the Wooden Boat Award for his traditional class double win in a Piscataqua wherry. Henry Szostek won the Herreshoff model kayak made by Joe Phillips, a local 85 year old boatbuilder for his beautiful new wooden rowing shell as no wooden kayaks took part. Art Poole won the Gloucester Gull award in the only such craft to compete. John and Parkey Boley won the Martin

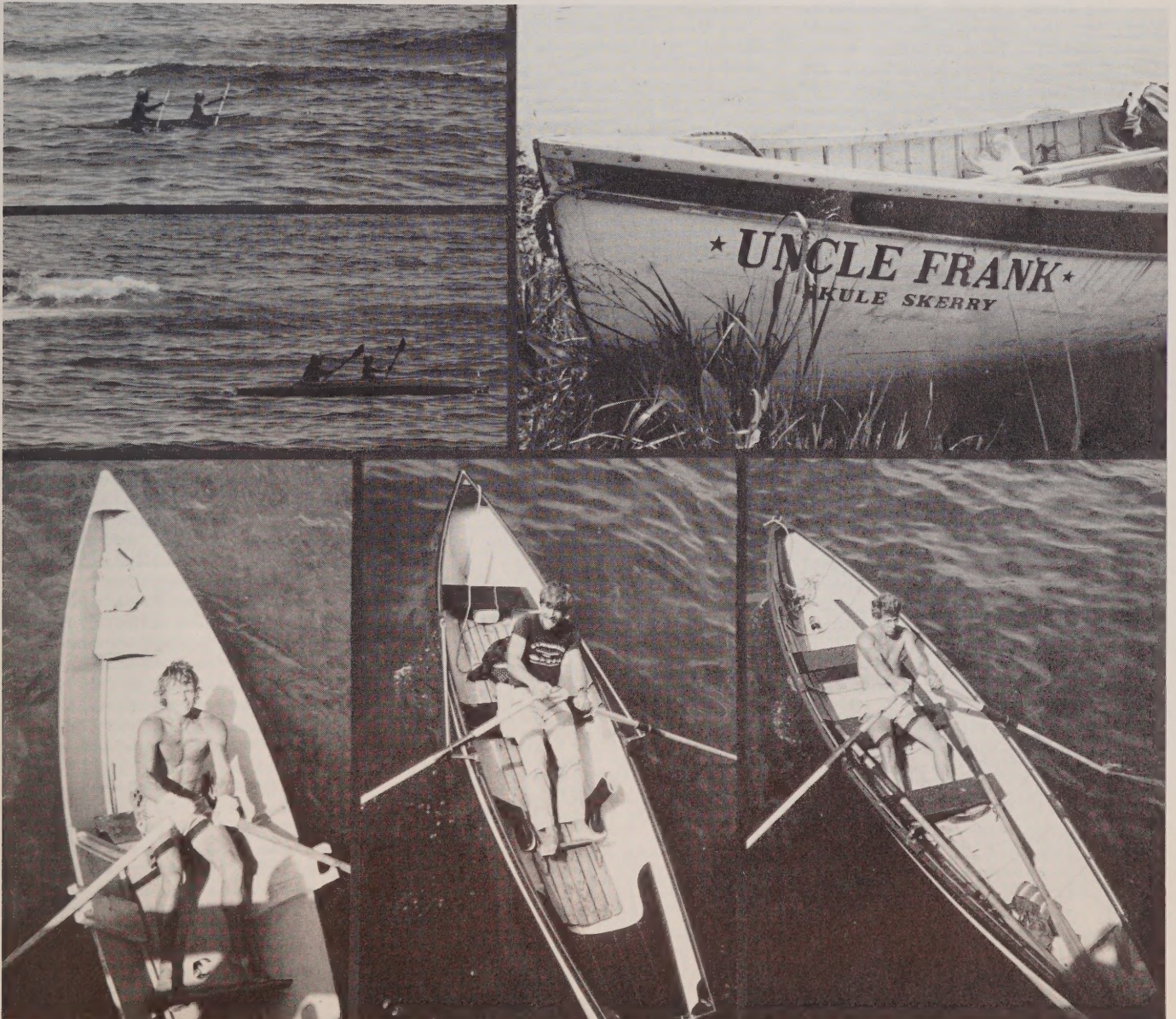
(Doug) Pointy Oar prize for using same and also the 1st Under Sail award in their 16' Strawberry Banke skiff. The Martin Marine award went to Gary Wendell in a rowing shell (not a Martin, gasp). The smallest boat was John Bahrt's 7'5" pram. Jim Chute was first kayak. Joachim Barth topped the 5 windsurfers. Tom Tarbell finished first peapod. Biggest crew was Laurie Greenier's canoe with three people and a dog. And so on.

Here is a nice melding of a serious racing challenge for small boats with a good fun ambiance. The mix of craft entered and the subsequent socializing on Fishing Island certainly broadens the viewpoints of anyone taking part beyond their own particular special interest. After 12 years, the Great 'Round Gerrish Island Race is prospering.

Top left: The breakers loomed but Maureen and Fred Carne in their Klepper eluded them. To right: A nice name for an old peapod. Bot-

tom, left to right: Art Poole won the Gloucester Gull prize in his Gloucester Gull. Note oarlocks. Lance Gunderson again organized

this event, competed too in his Little Rangeley. John Aborn rowed his Swampscott alone this year, won first in traditional single oarsman.



ness card states, "Gateway Marine Center, Inc." They have this concession granted to them by the Gateway National Recreation Area. Our paddlers wanted to eat a sandwich, purchase a cold drink and then leave. Our paddlers were told, however, that they were on private property and were ordered to immediately leave. This past March I visited the marina operator, Mr. Ted Sunday. He said we were welcome to launch at a price of \$.90 per foot of boat. Our boats are 16' to 18' long, 2 feet wide and weigh about 40 pounds (his figure would come to \$14.40 and \$16.20 each size). I asked him about the possibility of our launching from Floyd Bennet Field across the street. He said that was impossible because HE WOULD NOT ALLOW THEM to let us launch from the Hangar B ramp. He said the marine launching business was assigned to him alone. This seems a shabby way to treat the general boating public for a National Recreation Area, it doesn't seem to serve the common good of the public.

At Jones Beach State Park, next to the Short Beach Coast Guard Station, is a brand new marina at which large powerboats tie up. It is beautiful with a deck that would be perfect for us to launch from. The sign at the entrance to this marina says, "West End Boat Basin, open 'til sunset, no life-guards on duty, no boat launching." At the end of the dock is a small beach, not open for swimming, which would make a great spot for launching our boats.

0 Just west of where the Wantagh Parkway comes into the state park on the north side of the island is the "Fishing Piers" section of the park.. On March 16th this parking lot was alive with activity. About 40 people were fishing from each of the four piers and both the restaurant and bait shop were open. At the east end of the parking lot, beyond the "Fishing Piers" harbor breakwater, there is a small sandy beach not open to swimming. This would be an ideal place to launch from that would in no way interfere with the park fishing piers. You may not launch here, however.

At Jones beach on Field 4 I watched a kid race his motorized go-kart around the parking lot and on Field 3, a full scale go-kart track was set up for racing.

Along Wantagh Parkway there is a beautiful bike path that runs all the way to Wantagh town (Cedar Creek County Park). There were both joggers and bikers on this paved trail across the islands. Not even water-related recreation, yet catered to. But no small boat launching allowed!

The Amphitheatre parking lot, Field 5, is totally unused in the off season and would also be a great launching site. It would re-

quire no modification, just permission to use it.

At the eastern end of Jones Beach barrier island is Captree State Park. This is a beautiful small park that is exclusively devoted to deep sea fishing. More than thirty charterboats tie up here. On March 16th the place was jumping with activity. The restaurant and bait shop were both open. I agree, without debate, that putting in close to these boats would never be accepted. I was told, however, that the small boats belonging to people living on the bay islands are allowed to land, by permit, beyond the west end of the docks. At the southeast corner of the easternmost parking lot, one could easily carry a boat about 100 yards to the water's edge. This would interfere with nobody. It would provide us with access to both bay marshes and the open ocean. This could be an ideal launch, no construction would be required. There would be no interference with other activities, a short carry to the shore, and entirely secure parking.

On a hill overlooking the Fire Island inlet bridge is a picnicking and fishing area along the shore. No swimming is allowed here. This too would be an entirely adequate spot to get on the water. Carrying boats down to the water's edge would not conflict with other people using the area for other purposes.

Robert Moses State Park on Fire Island is on the south side of Fire Island Inlet. Here is another big marina for big powerboats to utilize but NO boat launching, no matter how small or low impact, is allowed here IN ANY SEASON! I noted that the pier fishermen were directed toward Field #3. I drove over there and walked down the beach. About 15 surfers were riding the waves on their boards. Great! Finally, a place to launch. I drove around to headquarters to make sure. The park policeman told me the awful truth. The surfers could play there all day on their boards but launching our little boats there was strictly against "regulations".

In the off season when there's no swimming, there should be no reason to refuse us permission to launch from specifically designated parking fields at both Jones Beach and Robert Moses State Park (one field at each park). Both Jones Beach and Captree State Park should have one year-round site designated for launching cartop boats (kayaks and canoes in particular). Since people in rowing shells can't see where they are going, and these are not usually used as touring craft, I can see where there would be a problem in heavily used boat channels such as those around Captree.

Hecksher State Park has a boat

launching ramp that presently serves our kayaks well enough as an access point for paddling out to the middle of Fire Island National Seashore. It is, however, too far east to provide meaningful access to the islands and bays behind the Jones Beach barrier island.

Places for non-local people to launch their boats on the north shore of Long Island are also virtually non-existent in summer. Neither Caumsett nor Sunken Meadow State Parks permit launching of any kind of boat from their shores. Both could do so with little effort if they so chose.

Sherwood Island State Park in Connecticut will not permit one to launch a canoe or kayak, no matter the season. A corridor to the sea could easily be designated for that purpose which would provide access to the Norwalk Islands. It is true that a state ramp exists at Westport. Parking there is minimal and should reasonably be limited to cars with trailers. We require nothing to launch. It would be a much better use of space to permit our boats to launch from Sherwood Island.

Summing it all up, in this tri-state urban area, people who live on the coast are free to use inland mountains, lakes and rivers. People who do not live in the coastal towns are severely limited in their access to the shore. Neither state nor federal taxes have resulted in meaningful public access for small boat owners. This is especially true for paddled boats, canoes and kayaks, which require nothing more than permission to launch through state parks. Such state and federal parks should be run in a way that provides for the activities of as many interest groups as possible as long as such activities are compatible with one another.

The city of New York's failure to provide true public access to the waters of Jamaica Bay, Long Island Sound and the Hudson River will not be compensated for by any of the surrounding suburban communities, it seems clear.

I hope this discussion of the frustrations and difficulties faced by people of modest means in our metropolitan New York area who wish to gain access to the seashore for launching small boats will encourage others with such problems to begin to bring the situation to the attention of their local political jurisdiction's top people, even to their state legislators. It's from the top that the changes we need will come, if at all. We have to impress upon the responsible people our need to be heeded.

(Next issue we'll talk more about why these apparently obtuse attitudes on the part of public land managers exist and why some folks enjoy use of public facilities much more than others).

Bang & Go Back

On June 29th, the first of the "Bang and Go Back" races organized by this reporter at Kittery Point, Maine, took place with seven boats turning out. A peppy nor'wester was blowing and we had a good go, for the most part. Jon Boley won the windward leg in his Ray Hunt 210 while Arthur Martin took the leeward leg in his Appledore Pod, beating out this reporter (in a 17' Suicide Class knockabout) by inches. (A "Bang and Go Back" race consists of an upwind leg sailed until a gun is fired, at which point, all turn back to finish downwind to the start line). An Alden "O" boat that came all the way over from Lake Winnepesaukee finished 3rd ahead of a Mower "Petrel".

Lang Warren capsized in his Jim Steele marconi rigged peapod sloop and spent an uncomfortable 40 minutes up to his waist in the frigid North Atlantic before he was missed. He was finally picked up by a novice passing by. He was mad as a wet hen but otherwise unscathed.

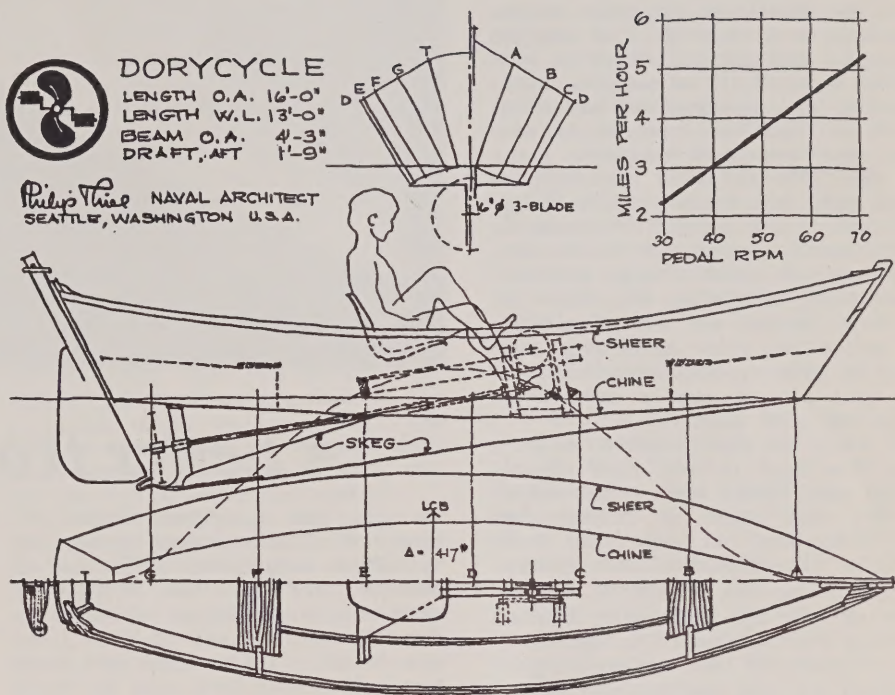
Joe Cody busted a shroud on his Star Class "Star Wars" and when Jon Boley came alongside to offer him assistance, a gust caught him off-guard and the 210's mainsail caught in the Star's spiderweb of rigging and poor Jon's sail was torn to shreds, leaving both boats drifting without "power". They both did get in finally.

After the race it was my turn to capsize when caught by a sudden nor'west gust and I lost my rudder, tiller and hiking stick. Then a well intentioned good samaritan came alongside my swamped Herreshoff and offered to tow me in with his outboard. Unhappily, he was in reverse when he gunned the motor to start the tow, and backed right into my soft cedar planked topsides, chewing it up quite some. Took a week to repair later!

So it was an eventful, exciting and costly day, one we still talk about frequently. We'll do it again on August 31st starting at Frisbee's Dock in Kittery Point, and later on the last Sundays of September and October. All are welcome. A crude sort of affair, and perhaps not appealing to hard-core racing types, but these "Bang and Go Back" races provide widely disparate types of sailing craft some good competition and a lot of fun. Close competition is possible for those who really want it.

Lance Gunderson, 226A Harbor Rd., Kittery Point, ME 03905, (207) 439-9623.

DORYCYCLE



10 Miles on a Can of Beans

To live in the Pacific Northwest and not have a boat is against a law of nature, if not immoral. But what does one do if one does not care to cope with the whims of the wind, nor suffer the noise and stink of a motor? Use one's human power, obviously - the original and most personal means of movement on the face of the waters.

But paddling is tiring, and rowing is backwards, so what is left? Pedal power, of course! Why not sit comfortably, face forward, use one's more powerful leg muscles, and have one's hands free for more interesting things? And just as the invention of the wheel made things go more smoothly on land, at the cost of some slight complication, so also does the marine propeller provide an efficient conversion of torque into thrust in the water.

So much for propulsion. What about flotation? There are many options here. Since speed is not the name of MY game (once I am out on the water, I am already "there") a New England background suggested the advantages of the capable Banks dory: easy to build, and well-prov-

en in deep-sea work-boat service.

Thus the DORYCYCLE. Sixteen feet overall (13 feet on the waterline) built of fir plywood and oak, it weighs about 300 pounds. The challenge was to see what could be done with the sustained power available to an "ordinary untrained bicyclist", estimated to be 0.20 hp at 50 pedal rpm. Using the simplest possible components (off-the-shelf V-belt and pulleys) and a home-made propeller fabricated of epoxied laminations of marine plywood, the DORYCYCLE will make 3.8 miles per hour all day long.

A cutaway skeg protects the propeller, provides both directional stability and lateral plane, and permits good maneuverability. The DORYCYCLE handles beautifully, is very responsive, and is a perfect delight to use.

Philip Thiel, naval architect, may be reached at 4720 7th Ave. NE, Seattle, Washington 98105. He does not sell plans nor is he marketing anything. He IS promoting the idea of pedal power in recreational boating and will advise anyone undertaking this sort of thing.

We're just a couple of guys trying to make a reasonable living producing something we can be proud of. We kind of backed into the sea kayaking arena; in our little corner of Maine here we often feel fairly far removed from the central core of the sport, and there are many times when we kind of feel we'd like to keep it that way. As we got more and more involved with the DIRIGO 17, it began to be apparent to us how great a charge of dogma and opinion there is out there, some of it, of course, very sensible and reasonable, but some of it, at least so it seems to us, very much hype and nonsense.

We like to think we have a good boat, but as far as its being the perfect sea kayak, obviously it isn't, because such a mythical entity does not exist. Design compromises being what they are, there is no free lunch, and almost always in order to gain something you have to give up something else. If all this sounds overly defensive, there are some reasons.

When we first started to produce the boat in any kind of rational way, there were a number of factors that began to intrude on our innocence. 1. Our boat was quite a bit different from everything else on the market. 2. It was more or less the antithesis of everything that was meant to represent the pinnacle of sea kayak design, at least as the British philosophy has taken it. 3. We would have to do quite a bit of swimming upstream to counteract all this and at the same time we would have to get people to take us seriously as builders, to answer the more or less implicit question of, "who are these guys in Maine, and what gives them the right to design and sell a sea kayak?" 4. And in order to do all this, we would have to learn how to sell the boat, deal with advertising, markups, dealers, and all the more or less non-productive b.s. that is involved in competing in the marketplace, all of which we had absolutely no experience doing.

So it's been quite interesting, but a fairly hard row to hoe so far, made more so by the fact that we were never sure whether we could pull it off, and we're still not. Economic viability standards are not quite so stringent in Maine as they might be elsewhere, but still, neither Peter nor I has any independent resources and this little endeavor has to pay its own way if it's going to survive.

So, anyway, how did we get started in sea kayaking? Peter Chase and I, along with a third partner, had been involved in building boats together for the past four or five years. We did mostly what is called finishing off work, building on glass hulls in the 25-40 foot range, power and sail.



A Letter from Blue Hill

We also did a number of restorations of classic wooden craft, top to bottom rebuilding. This was all custom work, no two things the same and a different crisis every day. Toward the end of this, I began to get a little weary and there was talk about how nice it would be to produce something of our own, where we would, in theory, only have to answer to ourselves and, again in theory, would not have to constantly worry about working under a dense cloud of budgetary restraints. Somebody had been talking to me about sea kayaks but I'd never even set foot in one, didn't really know what they were, couldn't see how we could even afford the tooling costs, etc. etc. It seemed all very vague, appealing, but not practical to do. One of those nice ideas, something on the order of a daydream.

Anyway, in a roundabout way, we acquired the molds for the DIRIGO DIPPER. While hardly a sea kayak, the idea is the same; a light, small and able craft, easily driven with a double paddle. I think it is safe to say that experience with the DIPPER made us aware of the potentials here, galvanized us into action. After much pondering, looking and studying during one particularly lean winter, we subsidized the building of hull and deck molds with one of our more orthodox projects. That was the winter of '83-'84, and later that spring, Dirigo Boatworks was born.

Design credit for the boat goes to Peter. The process followed what has been traditional here on the coast of Maine; half model, reworked until it looks right (if it

looks right, it is right); lines taken off the model; table of offsets drawn up; molds and stations built and erected for the plug.

Peter tells you what the design parameters were, but here I feel safe in telling you what the design intention was. We talked it all over and we had a fairly firm idea about what we hoped to achieve. It is also safe to say that as novice paddlers, still quite innocent of established dogma, we didn't have too many preconceptions of what a sea kayak was supposed to be. We knew what it as supposed to do but felt free to accomplish this in whatever way seemed pragmatically justified. A sense of aesthetics was an important factor. I don't happen to believe that a beautiful boat has to be put together by rote, following certain established criteria. Art isn't that simple and beauty of line is possible even if it comes straight out of left field.

The test is kind of intuitive; you look at something, you know the designer had a job to do and was working under a constellation of restraints, but if he made all the right decisions along the way and everything hangs together in a unified form, then I think it becomes apparent. This is all kind of a digression in this discussion, but the point is that Peter set out to design a boat that looked pretty. Judging from some other kayaks, this just might be a great big irrelevancy in the marketplace, in the sense that other boats are designed to mold easily, or vacuum bag well, or assemble quickly. These weren't considerations in the design of the DIRIGO 17. Perhaps

they should have been, but they weren't. In fact, we went out of our way to make things difficult for ourselves; if we wanted something, we decided to do it and worry about the cost/efficiency ratio later. That wooden coaming, for example, is a production nightmare if ever there was one.

This is all by way of kind of cluing you in to our approach. A sea kayak is essentially a small boat and there are as many approaches to small boat design as there are small boats. The success or failure of a design has more to do with its performance than with its conformance to theory. It bothers me, and Peter too, to hear and read a lot of what passes for informed opinion on sea kayaks. As a sailor, I recognize a lot of the discussion as being a rehash of the classic debate between narrow/deep and wide/shoal forms of yacht design, that has now finally petered out as a form of discourse among retired commodores at the club.

I suppose if you make and sell a boat, you have to say something about it. What we say is this: Here's our boat, try it out in all conditions and then draw your own conclusions. I think anything else is really a disservice to a public that should be educated to the fact that they can work up their own answers and don't have to look in the back of the book.

I've been trying to decide what our relationship to the larger world of sea kayaking is, exactly. I'm not sure we have one, at least one that extends beyond the state of Maine. All this kind of thing takes a while, longer than we have had so far. Our boat is fairly new and somewhat different and it will take some time before it finds its constituency. When we first started, we were fortunate to hook up with the sea kayaking folks around here who earn at least a part of their livelihood from the sport. Eastern at Sea (part of Eastern River) takes tours out all along the Maine coast and does a lot of work in conjunction with the Audubon Society. Ebb Tide Sea Kayak takes groups out on Mt. Desert Island. Camden Sea Kayak Center does the same thing out of Camden, in addition to holding clinics. These three outfits have been enthusiastic about our boat and have purchased quite a few for their programs. Eastern at Sea, in fact, uses them exclusively.

Elliott Speer

PETER CHASE COMMENTS

When we set out to design the DIRIGO 17, we decided we wanted a comfortable boat. We wanted a stable boat you could comfortably sit in for a long period of time, a boat you could relax in, take pictures from, eat your lunch in, and even go to sleep in. We didn't want a boat in which you have to con-

stantly be concerned with maintaining your balance. In the DIRIGO 17 I believe we have achieved this without sacrificing speed and maneuverability. Certainly she is not quite as fast as some of her narrow Greenland style cousins, but she will get you there and with greater peace of mind. For safety, she has the ability to float you in an upright position should you become exhausted.

The DIRIGO 17 gets her great stability from the large amount of flare in her midships sections. Though she is 27" wide at the rails, she is 24" wide at the waterline. That all adds up to a lot of reserve buoyancy that comes into play as you start to heel her over. She keeps gaining stability until the rail is well immersed.

Another advantage of the DIRIGO 17's stability is that you don't need complicated self-rescue techniques, although, of course, it is still a good idea to learn these. In the event that you should capsize and fall out of the DIRIGO 17, you can climb back in over the side or by straddling the rear deck and working your way forward until you can re-enter the cockpit.

When designing the boat, we also felt it was important for a boat of the DIRIGO 17's size to be maneuverable. Seventeen feet is a lot of boat to have sticking out in front of and behind you and you should be able to turn that seventeen feet around quickly and efficiently. If you should get caught out in extreme wind and sea conditions and you can't bring your boat's head up into or down away from either wind or sea, you could be in serious trouble. I don't think you can expect a rudder to do that for you. Rudders, in most cases, lengthen the turning radius of a boat. The only boats that might have a slightly shorter turning radius using rudders are boats with long, deep, skegs. In that case, however, the turning radius is already too long and the amount a rudder would shorten it won't be enough. If you have to lay your boat on its side or wait until it is perched on top of a wave to get the skeg out of the water so you can swing the boat's head around, you will be putting yourself unnecessarily into a vulnerable position. You should not have to resort to such acrobatics or have to depend on a rudder to get yourself out of that situation. Hopefully, however, most of us will probably paddle all of our lives without getting caught out in situations like that.

Having a maneuverable boat also has its advantages when paddling in close to shore, up small tidal creeks, rivers and in

whitewater. The DIRIGO 17 handles Class III and IV whitewater quite well for a seventeen foot sea kayak.

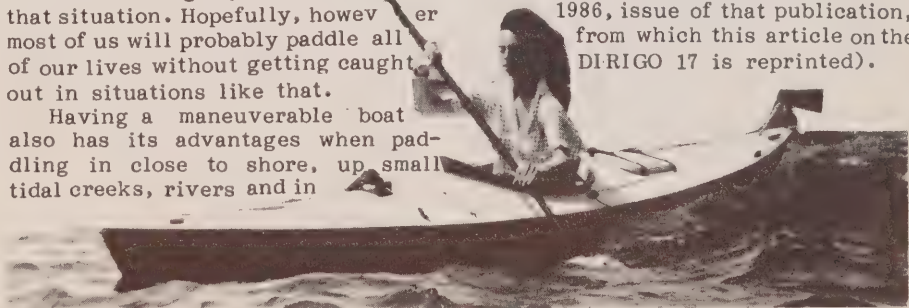
Designing a boat is all a matter of choosing compromises. If you want a maneuverable boat, you have to give up a certain amount of tracking ability, and vice-versa. I know that some people complain about the tracking ability of the DIRIGO 17, but if you give it a chance, anybody can learn to paddle her in a straight line comfortably with the rudder up. It just takes practice and getting used to the boat. The rudder is really only necessary when paddling in a stiff cross wind or when surfing in a strong wind and following sea. I don't mean to say a rudder isn't necessary. Under these specific conditions, it is almost a necessity. With the DIRIGO 17 you have the choice of a boat that maneuvers well and, with the use of the rudder, one that will track like a freight train and be controllable at all times.

Aesthetics were the most important considerations when we designed the DIRIGO 17. To me, a boat, more than anything else, cries out to be beautiful. I don't think that you have to sacrifice function to follow form. I've never seen a beautiful boat that didn't perform well, and, conversely, I've seen ugly boats that perform terribly. Beauty is in the eye of the beholder, anyway, so if you like the looks of the DIRIGO 17, I'm glad. We tried hard to make her a boat that we could enjoy just looking at, whether she is on the beach, in the water, or on top of the car.

Peter Chase

AN OWNER COMMENTS

I just know Peter will hate the idea of me fastening a skeg to the stern of his boat, but I did and I like the result. I am learning to roll and the boat rolls easily. However, I tried Peter's technique of climbing back into the boat after a capsize without using a paddle wing and I would not rely on it. It can be done by delicately balancing oneself, in calm sea conditions, but under less optimum conditions, over you go again. Everybody ought to have a paddle wing float and have actually practiced with it. Carl White (Carl is a member of ANorAK and edited the August, 1986, issue of that publication, from which this article on the DIRIGO 17 is reprinted).



AND HOW ABOUT THE TIME...

THE TERN and I (see BOATS, 7/15/86, page 13) decided to try an overnight cruise? Even if you're not going well offshore, as we were not going to do, the boat becomes your little world and some planning has to be done in an attempt to take care of at least the most basic needs, and some eventualities as well.

To the usual daysailing gear, we added a boom crutch and my old army shelter half for a tent in case it should rain at night; canned and dry foods; a collapsible sterno stove; and a gallon thermos jug of water and ice cubes, which also served as a refrigerator. A dory compass and some knowledge of the local waters, dating back to my mid-teens when I paddled my home-made kayak around Cape Ann, were, along with my portable radio for weather reports, my only navigation aids. THE TERN, a ten foot plywood sailing pram, had a battery powered combination running light and a white light for the stern staff which could do duty as a riding light. You don't have to be a millionaire to enjoy messing about in boats.

With THE TERN a little deeper in the water than usual, we started out on a clear August morning, beating out of Lane's Cove in Gloucester, MA. Once clear of the sea walls and the inshore ledges, with a ten knot sou'wester on the port quarter and the boom of my cat rigged spritsail over the starboard rail, we bowled along to those magical sights and sounds meaningful only to the sailor; the sun and shadows on the vast expanse of ocean, the creaking of blocks and the mast straining against its step and partners; the muted rumble of the bow wave and the foam hissing alongside and blending into the white path of the wake astern.

I had arranged with Marge, my LSW (long suffering wife) to meet her in Rockport for dinner. The wind picked up and we boiled past Folly Cove and then Halibut Point in short order. I had figured on having to spend some time tacking but with this breeze, didn't have to, and we made Rockport harbor by noon, where we were afforded the hospitality of the Sandy Bay Yacht Club. As a visiting "yachtsman", I was permitted to make fast to their float while I called Marge and told her we were changing the dinner date location to Gloucester. Munching a sandwich forlunch, we eased out of Rockport and headed for Gloucester, a great seafood dinner and a quiet sleep aboard my own boat, all ten feet of it, at anchor in one of the most historic harbors in the new world.

THE TERN was planked with quarter-inch plywood and this light construction, together with her shovel bow, kept her from punch-



ing well to windward, particularly into the chop. Off the wind she went like a scalded cat, and as the wind held fair, I sat on the kapok cushion, tiller in hand, enjoying the view of Cape Ann to the west and the Atlantic to the east, and thought, "Nothing could spoil this day!" Well, don't count your chickens!

South of Thacher's Island the wind died down, and then out. What to do? Miles ahead lay Gloucester harbor. What else? THE TERN was an auxiliary (sail and oars). Swedish steam was the answer, so, furl sail, out with the oars, and wield the spruce. I rowed until I got cramps in my arms, then I slacked off and rowed more slowly. It seemed ages, but finally, it must have been about 6:30 p.m., Eastern Point light came up and then Dog Bar Breakwater at the entrance to Gloucester's outer harbor. It was still a long row over darkening waters without a ripple past Ten Pound and Five Pound Islands in the outer harbor until THE TERN and I staggered across the finish into Rocky Neck Harbor off that line of excellent restaurants.

In the gathering dusk I could make out Marge standing by our station wagon and I could more sense, than see, her foot tapping.

Making fast to the float provided for the restaurant's customers who arrive in their own "yachts", I went up and joined Marge for a dinner that fully lived up to my expectations. Later, kissing her goodnight, I pushed off to drop the hook among the big fleet in the inner harbor. By watching other boats around, I made certain we were not dragging. Then I got comfortable, curled up in the stern under the shelter half and watched the lights onshore go out, one after the other.

I drifted off into a peaceful sleep, waking only once before dawn to notice the brilliance of the full moon and the canopy of stars overhead.

Next morning I awoke a little cramped but still blessed with great weather, sailed down the coast to Manchester past many lobstermen out tending their pots, then turned about and sailed back the outside route past Bass Rocks, Thacher's Island, Rockport, Pigeon Cove and Halibut Point, back to my home port in Lane's Cove. All the while I kept thinking how there is just nothing half so satisfying to do as messing about in boats.

Don Farson. (Don lives in Verona, NJ, and summer vacations on Cape Ann, MA.)



Observations of a Curmudgeon

Having been to some gatherings of sea kayakers, I am struck by the hi-tech aspect of the sport. People feel compelled to use very elaborate equipment and yet do not have a matching paddling technique. At Castine, a perfect contrast was provided by a group of youngsters who arrived at the beach in kayaks which they had built from scratch in three weeks at Camp Chewonki in Wiscasset, ME. They had then paddled along the coast 128 miles in 16 days of paddling and 6 of resting, to arrive at Castine for the Symposium.

These youngsters were not, of course, poor, it cost their parents a pretty penny to send them to such a camp, but from their appearance you could not have guessed this. They were essentially dressed in shorts, tanktops and life jackets, all looking well used. On their feet were beat-up sneakers. The boats were crude affairs, heavy but functional. Their double paddles were made of one long piece of 1.25"x1.25" ash with narrow slabs of pine glued to each end. These paddles were neither varnished nor oiled. I talked with the young man who was in charge and he explained to me the system by which they travelled.

Each has a buddy who paddles close by. Total distance from boat to boat not more than two boat lengths. No capsizes took place, but had they happened, no attempt at rolling would have been made. The presence of a sufficient number of other boats would have provided rescue. All navigation was along-shore wherever possible. Crossings were only attempted under favorable conditions.

Later on, four of the youngsters tried out my very tippy Angmagssalik. None capsized. They then tried the stable Sea Rover 17

and proceeded to paddle like experienced sea kayakers. What impressed me the most was the air of quiet confidence in this group. They knew they were able to handle the task at hand. They also seemed to accept that Mother Nature was the boss and displayed no signs of machismo.

It appears to me that a few lessons can be learned from this marvelous group. To wit: Travel together, you can help out only if you are there. Travel long distances, only then will you learn the limits of yourself and your equipment. Stick to basics. Kayaking need not be a high technology sport.

I was told that the total cost of materials for each of the boats was \$120. The paddle cost \$2.

Thinking back to the days when I was an impecunious youth in Europe, I have to state flatly that the amount of enjoyment derived from paddling was at least unrelated to the cost of the equipment, if not in an inverse relationship.

Along more practical lines, if you start out with minimal and/or second hand equipment, you are much more likely to finally wind up with what you really need. I see too many people with equipment they cannot utilize. The contribution of the material to the sport is usually much less than the difference made by becoming an accomplished paddler. This is quite apparent, as even at a distance you can always tell when someone knows what he or she is doing, long before you can make out what they might have spent on their boat. I am not talking about high stroke rate, either, what you usually see is somebody who seems to move quite leisurely and yet goes at a good clip. Mostly they just

keep going, which is the secret to covering distance, anyway.

Another observation I would like to share. A demonstration of rescue techniques was ably performed by a group of accomplished kayakers and commented upon by Ken Fink. He described the eskimo roll as the first line of defense and established that a roll could be performed in about 3 seconds. Whereupon, a fellow in a Klepper Aeriuss jumped into the water and then climbed back into his boat in 4 seconds!

To my way of thinking, the rescue aspect is overemphasized. I see people trying out my boats who have done the eskimo roll but cannot safely sit in a 24" kayak. I have to admit that I myself cannot roll, but I have probably paddled 20,000 miles in the last 35 years, most of it in Olympic K-1's, which have no stability of their own. In all that time, I have capsized four times in cruising boats and twice in racing K-1's. One of the capsizes was in Cottonwood Rapids on the Arkansas and another two were during my first year of paddling. It is therefore my opinion that a capsizing is a rare occurrence on a par with being struck by lightning, about which nobody seems to be overly concerned. If you really have to make that long crossing, how about having an Air Force surplus rubber dinghy? Fighter pilots sit on them and it is bound to improve the efficiency of your paddling stroke, as most people sit too low in their boats anyway. These little boats have a CO2 cartridge and an apron that covers everything but your face and will keep you alive without your active participation.

The question I always have is, what makes people think that after they have rescued themselves once, they will not capsize again? If you cannot be sure not to flip in the first place, how about the second time?

In sea kayaking, a boat should have passive stability for offshore cruising. Alongshore is the place for all craft that require active effort by the paddler to stay upright.

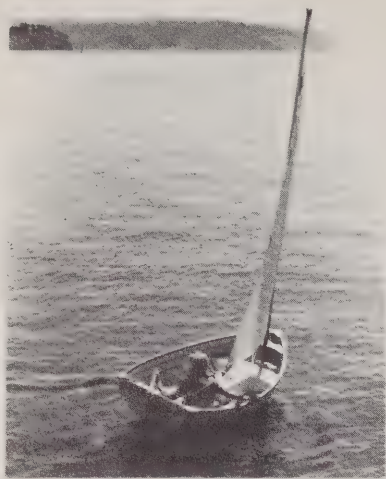
Ernst Heinoke (Ernst imports the Granta Sea Kayaks from Great Britain as Hudson Canoe & Kayak, in Croton, NY.

ED. NOTE: Ernst hopes to inspire some further discussion of these topics on these pages with his expressed opinions. What say you?

SALTMARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

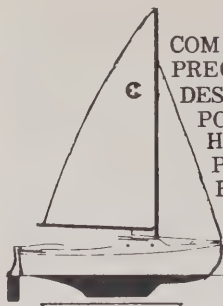
SALES • RENTAL • TOURS • INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (617) 636-3007



SUMMER 1986



Joe and Libby Nye
Grace Marine Corp.
200 Corporate Place - Suite 7
Peabody, MA 01960-3828
617-538-7748



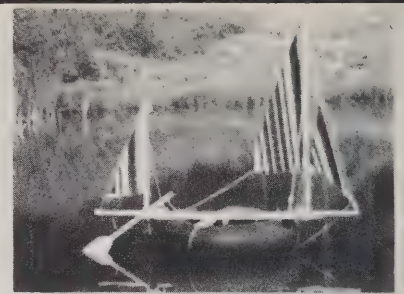
COM-PAC

lots of used day sailers

FERNALD'S

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

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



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

CLASSIC ROWING CRAFT

Handlaid Fiberglass Construction
Yacht Quality Mahogany Trim
Custom Work Our Specialty

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

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

Small Boat Exchange



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

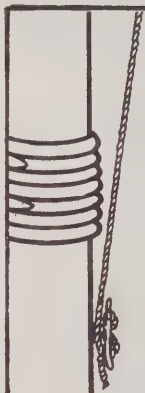
Mast Hoops

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

Pert Lowell Co., Inc.

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

Custom wooden boats; mast hoops;
authentic nautical furnishings



AQUA*VENTURES

617-524-6239

75 PARKTON ROAD, JAMAICA PLAIN
BOSTON, MASSACHUSETTS 02130



SEA KAYAK SPECIALISTS

NEW ENGLAND COASTAL KAYAK TOURS
BOOK NOW FOR DAY OR OVERNIGHT TOURS
GROUP & PRIVATE INSTRUCTION
SEA KAYAK RENTALS
IMPORTER OF MC NULTY SEA KAYAKS
GRANTA WOODEN SEA KAYAK KITS

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632, 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



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

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

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL.

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



Largest Selection of Canoes

in New England

nearly 500 on display

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

Prices like the good old days.

FERNALD'S

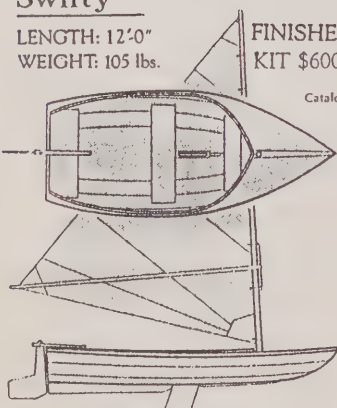
Rt. 1A, Newbury, MA 01950
(617) 465-0312

Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs.

FINISHED \$1250
KIT \$600

Catalog \$2.



Modern wooden
boats for rowing
and sailing

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

cape ann small craft

JOEL THOMAS

(617) 768-7411

PADDLE

AQUATERRA
HYDRA
DIRIGO

ROW

SUMNER
BEACHCOMBER
LINDSAY
GAZELLE
APPLELINE
GRAHAM

SAIL

AMERICAN SAIL
FLA. BAY HENS
C&L BOAT WORKS
SNARK
STARWING
SEA PEARL

PEDAL

WATER WHEELER
PELICAN
VENTURE CAT

the shipyard box 592, essex, ma 01929

THE 2ND ANNUAL BOSTON TUG MUSTER & PARADE

We didn't make it to the Tugboat Muster in Boston harbor this past July due to other more pressing commitments. Pat Wells sent on this news item which we reprint here for those who find tugboats irresistible.



Twenty-nine tugboats, some from as far away as Virginia, gathered yesterday at Charlestown's Pier 4 for a convention, to engage in contests, to churn their powerful propellers, and to parade down the harbor decked out in bright-colored signal flags.

It was the second year the tugs have gathered and like last year, there was a parade from Pier 4 to Castle Island and back. Included were the latest in tugboat designs as well as some of the oldest vessels.

They came from Virginia, New York and Rhode Island, as well as from Belfast and Southport in Maine, "for the fun of it," as one towboat man said. They also came for the horsepower contests.

The festivities began at noon with the parade led by Massport and Boston fireboats Howard Fitzpatrick and Firefighter, each veiled by an umbrella of water spray.

Before the activities began, Msgr. Russell Novello of Melrose invoked a benediction, asking blessings "on the fleet . . . on all skippers and especially on all who labor in Boston Harbor."

The vessels, painted red and black, buff and red, and green and white, were arranged in a semicircle at the head of Pier 4 to receive the priest's blessing, then were formed into a column to steam down the harbor.

Hundreds took part as guests aboard the tugs and a few spectators watched from Capt. Al Cericio's excursion boat Virginia C.

Among the classic old tugs was the 60-foot-long William D. Kropp,

built in 1915 as a steam-powered barge tug for the Niagara River and Erie Canal, now powered with a diesel-electric plant. Captain John Andrews commands the boat in Quonset R.I. and Groton, Conn.

Another classic tug boat competing was a former Pennsylvania Railroad tug built in 1902, the 102-foot Saturn, with Douglas Della Porta of Melrose, as captain.

The William D. Kropp and the Saturn, with a sleek new tug, the H. J. Reinauer, and the Army Engineers tug Manamet were among the contenders for the best looking boat award. Besides contests of skill and power, the muster included awards for the most beautiful, the strongest, the best dressed and the tug farthest from home port.

Most of the tugs took part in power contests in which they butted bows to try to push the opponent backward. The black and red painted giant Morton S. Bouchard Jr., out of New York, with its 4,200-horsepower engines defied any single challenger.

But not two. Captain Jake Tibbets' newly acquired identical tugs, the Vincent Tibbets and the Harold Reinauer, each with 3,000 horsepower, were able to march the Morton S. Bouchard Jr. backward across the harbor toward East Boston.

"Tugboating is the contact sport of the boat business," said Capt. George Hanson, 33, grandson of a Swedish sea captain, who commands the Morton S. Bouchard, Jr. He said he happened to be in the neighborhood after haul-

ing a barge bearing 115,000 barrels of oil from New York Harbor to New Hampshire.

One of the spectators to watch the event, 10-year-old Brad Pentzien, of Plainfield, Ill., who is visiting Boston with his parents Cindy and Dwight Pentzien, said of the tugs, "They're real neat."

Another spectator, Joseph Pyne, who works in Boston, thought about what might have been.

"I've always wanted to be a captain of a tugboat," said the 59-year-old mechanical engineer from Lowell. He spends his lunch hours watching tugs.

"I've watched them for the last 50 years," he said, barely able to tear his gaze from the tugs moving about before his eyes.

"The power just fascinates me. They're the only boats you can call cute. They're nothing but an engine with a shell around it."

The contest results

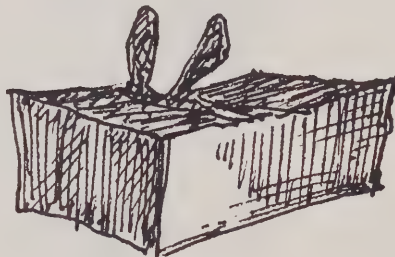
Towmaster of Tiverton, R.I. over Tammy M. of Boston; Saturn of Boston over Douglas F. of Belfast, Maine; Big Toot of Boston over William Kropp of Groton, Conn.; Matthew Tibbets of Boston over Saturn of Boston; Ocean Reporter over tug Guido of Boston; tug Lucinda Smith of Southport, Maine, over Tammy M.; Lucinda Smith over Boo Cenac of Boston; H.J. Reinauer over Boo Cenac; Harbor Hobo of Wickford, R.I., a 35-footer, over Estuary Queen of Gloucester, a fiberglass 28-footer; the Cape Cod Canal Army Engineers tug Manamet over Towmaster; Guido over tug Success of Boston; Vincent Tibbets over Harold Reinauer of Boston, and tug Lidco over tug Guido, both of Boston.

Additional awards made included the following: Most Powerful Tug, MORTON S. BOUCHARD, JR. of Bouchard Transportation, New York; Most Impressive Tug, MANAMET of the U.S. Army Corps of Engineers Cape Cod Canal Division; Best Looking Tug, WM. D. KROPP of Harborhead Marine, Wickford, RI.

Marooning a Rabbit



I had been disturbed over the rabbit's incarceration for some time. My sons had brought him home one day, put him in a cage, fed him occasionally and then neglected him. My conscience bothered me, so I took over his care. Gave him lettuce, rabbit feed, carrots, plenty of water and patted and talked to him each day. Yet, he still tried to chew his way through the wire mesh. He was well taken care of, but didn't have his freedom. I asked the local agricultural school, the Audubon Society and a few veterinarians what to do with him and got nowhere. Some "friends" suggested I should eat him. I couldn't do that so I decided to sail him out to an island in Boston and set him free.



IN THE BOX

Late one afternoon, I put him in a cardboard box, took his food and rowed him out to the boat. The boat was half sunk, as I had expected to find it, so I bailed it out while the rabbit looked on casually. When I had finished, he still thought the boat too wet to venture from his box. There was plenty of

cast off and started sailing. The mainsheet wouldn't let out. I had accidentally tied a reef-point around the mainsheet. The wind was strong and I was dodging moored boats in the harbor. One good gust while we were rounding a boat and we would be over. "Can rabbits swim?" I asked myself as I gave



CAN RABBITS SWIM?

him a concerned glance. After a few good scares, we were clear of boats and I could luff up and take the reefs out, pulling the full sail up. It wasn't that windy, though the islands were directly upwind and we beat into a chop. The lid of the box was open. The rabbit raised his head and looked about contentedly but adamantly refusing to get his feet wet in a leaky boat!

The sun set, and in the twilight under a clear starry sky, we ran aground. The rabbit fell out of the box when we hit. The boat spun around on the centerboard. It felt like a rock. I picked up the



IN CARCERATION —



WET BOAT

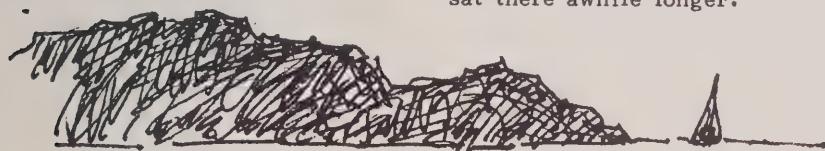
wind, so I put a reef in the main, leaving the battens out, when I realized how late it was getting. We



AEROUND

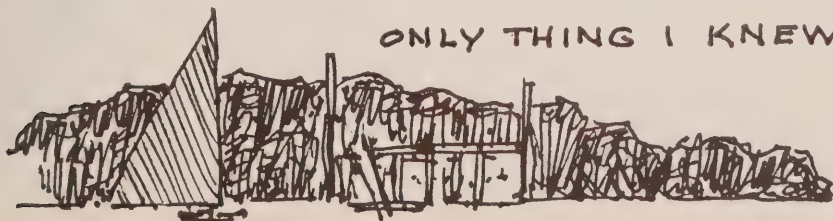
rabbit and reassured him that this happens quite often with me and that there was nothing to worry about. Luck squeaks me through, and besides, I have four lucky rabbit's feet aboard. He appeared satisfied with the flimsy explanation and let me put him back in the box.

We spun around on the center-board. I pulled it up. We broke free and ran before the wind to see how close we were to the island. I can't tell distances in the dark and I had no chart. We headed for the far west side where the islands' silhouette stopped. We soon



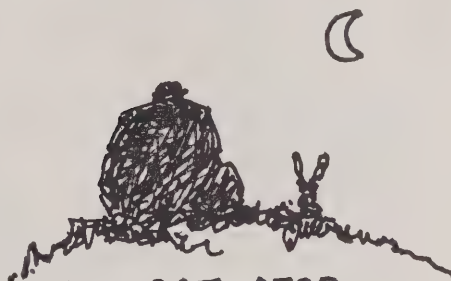
SILHOUETTE STOPPED

rounded the point and were in the Narrows. This time I sailed cautiously toward the land and could just make out the pilings of a wharf. The boat was running before the wind with a shore that was too close to the dock. Now how was I to round up into the wind? If I was too late, I'd hit the shore....too early, I'd drift back into the pilings and wind up in a mess with the boom and sail tangled in the dock. Well, I could only do the only thing I knew what to do! Even if it was wrong. I headed directly for the dock and rounded up quickly. The boat stopped dead in the water. I looked at the rabbit and said, "Now see, that should have been a disaster. It must be your lucky feet!"



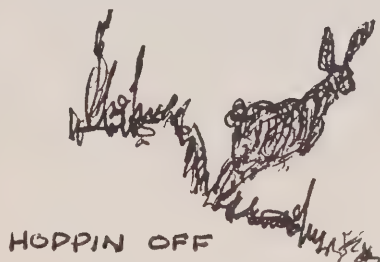
ONLY THING I KNEW

There was no one around. I tied up, lowered the sail and took the rabbit in his box and a bucket of his food and made for the center of the island. The custodians must have taken off at sunset as I had hoped. There was a field off to the right with a hill surrounding it where I had seen rabbits feeding on a previous trip, and a lot of rabbit holes; but now there were tents, lights and people in the field, so I circled the shore and cut through the brush and climbed the hill behind the field. I took the rabbit out of the box and we sat there atop the hill looking about.



WE SAT ATOP THE HILL —

It was a beautiful night, but it was getting late. I waited till he made his decision. I've been told that the only predator out there was a great horned owl. "He's probably gone to bed by now." I told the rabbit encouragingly. We sat there awhile longer.



HOPPIN OFF

He finally decided on freedom or death and hopped away down toward the people. "So long, rabbit. Good luck. I'll be back before the cold weather to see if you want to winter in prison." He'd probably be safe near the people. I dumped the food on the ground as offering of good fellowship to the other rabbits and put his water cup down to fill when it rained.

Returning to the boat, I set the sails, put up the whisker pole and ran for home wing on wing with no lights. I didn't think I'd be out this late after



RAN FOR HOME

dark.....fortunately, there were no small boats or ships about. The boat had taken on enough water again to keep my feet uncomfortably wet. I bailed a little and got as comfortable as I could for the long sail back. When I reached the harbor and tied up to the buoy, I was wondering how many rabbits it takes to sustain an owl for a year and is it really worth it....I did only the essential things to the boat. It was late and I was too wet and tired and still worried about the rabbit. Can a domesticated rabbit make it in the wild? I couldn't get an answer. Was the freedom worth the danger? I think the rabbit thought so. It'll be a small chance we'll ever meet again, but I'll sail out a few times and give it a try.

PISCATAQUA WHERRY



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

BAY of MAINE BOATS

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

Before we had made half the distance, the wind fell away altogether. It was already after sunset, and as our boat wasn't large enough for both of us to sleep in, unless we sat up, it seemed needful to get to shore, even if doing so involved extreme measures.

"We might as well face the solemn fact, that we've got to raise an ash breeze, and right off, too," said Joe.

So the sail, hanging limp and useless, was lowered, and I took the oars; it was agreed that each of us should row a hundred strokes, alternating with each other till land was reached. I got a range with the port side of the stern resting on Gould Island, and pulled away in the deepening twilight, over the wide, glassy expanse.

As it became darker, it became hard to distinguish the island; but the red light of Rose Island twinkled out brightly, and I got a new range by that. Joe might have steered, of course; but we didn't like to check the headway by dragging an oar behind, if I could make out without it.

At the end of my hundred strokes, Joe took the oars; but he hadn't made more than forty strokes when the wind sprang up suddenly from the north, blowing decidedly stronger than the light air with which we left Half-way Rock. It blew right from Prudence, where we wanted to go; but that was now our nearest land by considerable, and if we turned towards Conanicut or Aquiday, ten to one but it would fall calm again just at our farthest from anywhere. So when we hoisted sail again, we put down the lee-board, and hauled close on the port tack; in two or three long tacks, or "boards," we calculated we could reach Prudence, if the wind held.

As Joe's term of rowing hadn't expired, he took the steersman's place. It had grown quite dark, though there was a faint, whitish-gray glow in the west, beneath which twinkled the light from Wickford harbor, six miles away. About as far, but about north northeasterly, was Bristol ferry light, while Sandy Point glowed brightly at less than half the distance, to the north. Near the ferry light was a red spark which must be the light at "Mussel Shoals," though I'd supposed it lay farther east.

There was no moon, the sky was about half-cloudy. How far away the land seemed! In some directions I couldn't make it out at all. Since darkness came, the bay had grown into a vast, indefinite expanse, on which it seemed as though we might float all night without finding a shore; the twinkling lights seemed as remote as the

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

Published in 1901

Adventures Down the Bay

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



planets above. Even Prudence could hardly be distinguished as a dark bulk, low-lying against the horizon. Our little boat seemed motionless in the midst of lonely space; I could hear the faint ripple against the bows, but nevertheless felt impelled to hold my hand in the water to see if we were really going.

The roar of a railway train was feebly heard; I turned and saw its lights moving steadily along the shore of Aquiday.

"I declare, it's a comfort to see something moving!" said Joe.

"Seems as if all creation had gone to sleep."

"Can you make out to keep the sail drawing?"

"Yes; I've got a sight over the top of your hat on the Sandy Point light; and that keeps her about as close to the wind as she'll stand, without shaking. The sheet's pulling pretty fairly. Strange, how loud that train sounds, even yet; I should think we could hardly hear it, by this time."

I bent my head and looked under the sail, behind which the train had disappeared from my point of view. What was this? The little red Mussel Shoals light was now as bright as Sandy Point; ah! there comes a green light in sight, to the left - the ferry light has disappeared!

"Joe! there's some kind of a craft bearing right down on us! I can see both her port and her starboard lights! Better bear more a-

way, I guess, toward Aquiday, though I don't know but she's just turned that way, herself; her starboard light's just come in sight."

"Great heavens!" cried Joe, "it's a steamer; it's HER noise we hear, not the train. She's going ten times as fast as we're crawling; the sail's no good - you take the forward oar, and ..."

"Hold on! let me get out the lantern!" I interrupted. "Then she can keep away from us; we can't be sure which way to row."

"Yes, that's it; but gracious, hurry up! here's a match!"

It was now a fortunate thing that the wind was light; I kindled the wick in a moment; Joe seized the lantern, and swung it forward of the mast, while I snatched up the oars.

"Which way shall I row?"

"Pull to starboard - to the east. Hurrah! she sees, her starboard light's out of sight. But she's close on us; turn the bow the other way, head on - no, no matter; 't isn't the New York boat; there aren't lights enough."

In a few moments more she was passing us, with her red port light, which I had first seen glaring apparently not more than twenty feet away; then it disappeared, and the two or three cabin windows that were lighted went by; then her stern lights, then the moderate swell from the propeller struck us. It was a small freight boat, such as were common in the bay, with a mast amidships which served also

to support a derrick.

"Nothing great of a boat after all," said Joe, "but we wouldn't want the TRITON to try to stop her, all the same. I thought it must be the New York boat; and I expected her swell would swamp us, coming so near. She'll be due before long, though; and I'll tie this lantern to the mast for her benefit."

"Besides, there's a law that all craft shall show lights after dark; and I suppose the TRITON comes under it. If we were run down, and had no light hung out, I don't suppose we could get damages."

"We'd likely get damaged, though. Well, now we're rigged for night sailing; and I'll steer again, if you like. Have a lookout for'ard, though."

"It's harder to see ahead, now, with this lantern glaring close by."

But by getting further toward the bow, and pulling my hat-brim well down, I could see fairly well; and it didn't seem two minutes before a cluster of distant lights appeared at Bristol Ferry.

"There's the big boat, this time; if that other one was in the regular track, as seems likely, this one'll pass us on the port, too."

"Yes; I guess we're out of her way," agreed Joe. "But we don't want to ship too much of her swell, 'specially in the dark; so I'll bear a point or two more to the east."

In five minutes more the distant cluster had grown to a stately constellation. The red and the green side-lights could both be seen; but so could the bright white one which marked the bow, and the pair of shining eyes at the top of the stern flag-staff; and by the way these points ranged apart, we could tell that she wasn't pointing for us.

How fast she came on, now! The lights grew brighter and spread wider apart; the green one could no longer be seen. We could look at her over our port bow, instead of peering under the sail, as at first.

A sudden grating and grinding underneath, and the TRITON came to a full stop! We nearly jumped out of our skins, being somewhat wrought up already by our recent experience, and the darkness adding a magnifying and mystifying effect.

"Great Caesar! here we are aground! It can't be we've got across to Aquiday! what sort of a look-out do you call that, anyhow?"

"I was looking at the boat; the sail hangs over the other side, and, besides, I'd no idea we were near land - I can't make it out."

"Well, we'll make out to be washed out, from stem to stern, if we stick on this shoal, or whatever it is, a minute longer. Shove off,

quick!" seizing an oar.

"Wait a bit; if it's shallow 'round here, we'll be just as bad off in the breakers. Let's pull her further up."

"Well, if the shore slopes up enough."

We sprang out on a firm sand beach; the narrow range of our lantern's glow showed a moderate slope, continuing through coarse grass, which started sparsely from the sand within a yard of the TRITON's bow; it was high tide.

We grasped the opposite gunwales. "Now, up with her! oo-p!" The boat slid quickly forward under our nervous clutch; in a few seconds she was up among the grass, four or five feet from the water's edge.

"There! I guess she'll do, now. Here's the boat; isn't she fine?"

The majestic craft was opposite, gliding swiftly past, her size and outlines defined by the dozens of gleaming windows, as well as by lights placed outside to illuminate the decks. In the night we couldn't tell just how far she was; she seemed very near. If the war-vessels were bits of old England, here was a bit of the great world of business and travel, a floating hotel, a piece of New York and Boston, whose citizens were mostly unheeding of the wide, dark, quiet bay around, whence two small waifs watched from beside their skiff, stranded on an unknown shore. A deep roar of waters attended her, amid which vibrated the shuddering sound of the paddle-blows. She was by; the roar lessened - increased again. Here they were, the rushing steamer surges! They crashed on the beach and swept up like the surf of the ocean, far more boisterously, indeed, than the surf we had seen below Oldport. Our lantern shed its faint glimmer on tossing crests and curdling foam; we hurried backward as it washed about our feet and spread softly, with spent force, around the TRITON. In a minute, all was quiet once more; the great boat was again a compact cluster of lights, lessening by degrees as she steadily pursued her way from Border City to Oldport, whence, after a brief stop, she would resume her nightly journey through the Sound.

"Well, what do you think?" said Joe. "This seems to be solid ground; if you think it'll stay here till morning, we might put up here, and not bother to shove off again. The tide's about as high as it's going to be."

"I know what 't is now, but when we struck, I hadn't been thinking we were anywhere near it; we seemed to have been going so slow. It's Dyer's Island."

"Happy to meet you, I'm sure," said he, taking off his hat to the surrounding area, dimly defined by the lantern's rays. "Won-

der if Mr. Dyer's at home?"

I had brought my map to the light. "See! Wickford light's out of sight, now; so the south end of Prudence has covered it, and we must be toward the north of the island."

"Well, that accounts; I didn't see how we could have made the Aquiday shore so quick, especially heading northeast. Here we stay, then; let's get down the sail, so the boat won't go sliding across."

So we made our camp, by the light of the lantern.

"Remember the last time we pitched tents by lamplight, under the big beech, up the river?"

"Rather different, wasn't it? We couldn't very well stray from the track, with not room enough to turn the boat 'round; and we didn't have to look out for steamboats. And as for beeches, I don't believe there's even a bush on the place; we'll have to fill out pillows with grass."

We went back a few steps where the sand was dry, and ate supper, which included a can of sweet corn Joe had bought at Jamestown, "because we ought to eat things when they're in season," he said. Then we took the lantern and wandered a little farther, and found a bayberry bush to stuff our pillows with, after all.

"Now let's get back; I'm afraid of stepping off the other edge of this patch into the water, every minute. Where IS the boat, anyway? Oh, I see it. Let's see - it's you that has it, this time."

To be continued.

New England • Rowing •

RECREATIONAL & RACING SHELLS

SALES

INSTRUCTION

STEVE HOPKINS, OWNER

* LESSONS *
Only \$10/HR.

CALL ABOUT OUR MORNING/EVENING ROWING SESSIONS

NEW SHELLS BY:
LITTLE RIVER MARINE & JULLIEN

FALL SALE
Phone Now!

STABLE;
MANY COLORS

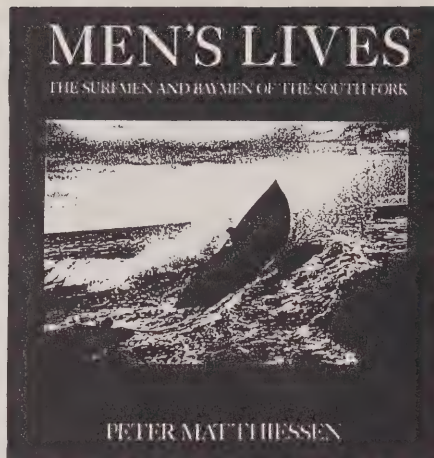
NEW ENGLAND ROWING
SEEKONK, MASS.
Call evenings: 617-761-6364

Two Good Books

MEN'S LIVES by Peter Matthiessen, Random House, 1986

The subtitle of this fascinating book is, "The Surfmnen and Baymen of the South Fork". It is an exhaustive chronicle of the lives of the commercial fishermen who have fished off the beaches of outer Long Island for generations. Matthiessen worked with these men in the 1950's as a young man, and returned in the 1980's, a generation later, to live in the area, and renew his contacts with the proud, independent, but endangered (by the "resort" development of the area) fishermen.

While the book is concerned with the human experience of this way of life, it has much to do with using boats for a living. The dories used off the beach to set the



nets, once oar powered out through the surf, now use outboard motors and the manner of launching them

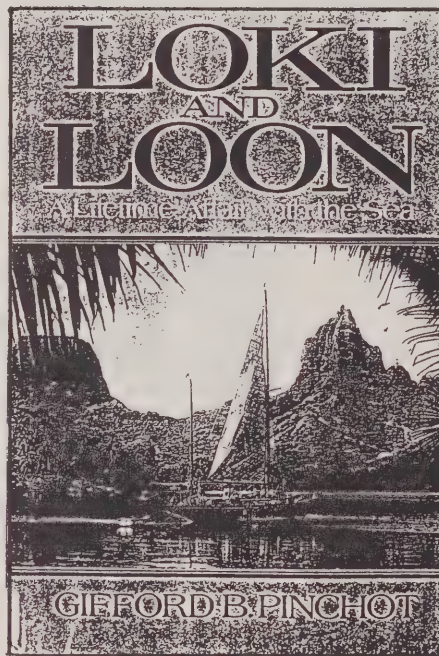
is real small boating. If you have any traces of nostalgia for the old ways of doing things, this book will be rewarding. By old ways, I mean the past couple of generations, back into the '30's. Like, once the dories were carted along the beaches and launched from Ford Model A "beach buggies". The manipulations of the wholesale fish markets and the "sports fishing" enthusiasts practiced against these commercial surf fishermen provide an awareness of how people can really get greedy.

The back of the book has about 50 pages of stark black and white photos evocative of the lives and times of these fishermen and the South Fork shore environment in which they worked. I was totally drawn into this chronicle.

LOKI & LOON, Gifford B. Pinchot, Dodd Mead & Co. Triton Book, 1985

At the far end of the boating experience from Matthiessen's surf fishermen is Gifford Pinchot's chatty chronicle of 29 years of family cruising in two beloved sailboats. LOKI was wooden, LOON aluminum. Both were designed and built for Pinchot, who pursued a career in medical research but was also the son of the Gifford B. Pinchot who served in Teddy Roosevelt's administration and founded our present day National Forest System.

This book is like so many other cruising narratives, a chronicle of the bits and pieces of life that make up cruising, major aspects of weather, sea and boat, minor ones of partying, personal quirks, acquaintances made. Unlike some, it is about people with no financial pressures that affect their cruising. Pinchot does discuss matters of costs but only relating to value received, not to whether or not the subject at hand was affordable or not. There's an easy, comfortable manner about all that. Like, at the end of the first cruise to Europe in LOKI, and participation in the Fastnet Race, the Pinchots took LOKI to London and put her aboard a freighter for the re-



turn trip. Pinchot was on hand for the unloading in New York to protect his yacht from uncaring dock wallopers, but what all this sort of thing must have cost didn't come up.

The other aspect of the finan-

cial ease of this particular life of cruising under sail was the old boy network that Pinchot apparently had access to. He had good connections everywhere with people who could get things done. Sparkman and Stevens designed his yachts and he often sailed with the principals of that firm, even in major offshore races. His entree into foreign yacht clubs was easy. Even his difficulties with hotels were simply resolved. In Panama while awaiting transit of the Canal, the Pinchot's were rudely treated at a Hilton Hotel. So he asked to see the manager and stated he was going to write directly to Nicky Hilton to express his unhappiness with the treatment. This, of course, resulted in abject apologies and offers of free accommodation, food, etc. in recompense for the indignities.

It's a pleasant book, very enjoyable, with a lot of useful cruising information included in the personal vignettes. The book IS a personal vignette, not a how-to, it is subtitled, "A Lifetime Affair with the Sea". The Pinchots certainly did it right, and reading this book will make you realize just how nice it is to be able to do it right.

ESCAPE WINTER

Small Boat Cruising Co. offers guided camp/cruises along Baja coast, Nov-May in Drascombe Luggers.

SMALL BOAT CRUISING CENTER
P.O. Box 881-833, San Francisco, CA 94188-1833
(415) 332-9100

NAUTICAL COMFORT

Custom Marine Interior's

(617) 468-7820



BEVERLY GEROLAMO
P.O. BOX 47
WENHAM, MA 01984

Cockpit
Cushions

Main
Salons

V-Births

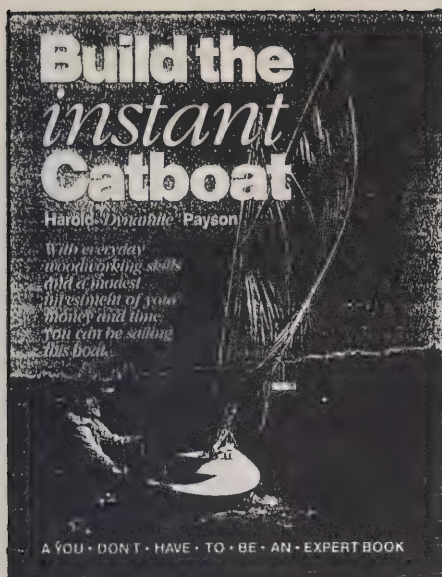
Cushions of
All types
Repairs

Classic Cedar Wood Canoes.

Handmade by Maurice Picard, Huron Indian. Clear fiberglass covered. Strong; stable; light (49 lbs). Handles & looks beautiful. 13'8" -15' -16' -17' -18' \$829⁰⁰ to \$1,029⁰⁰ Free color catalog

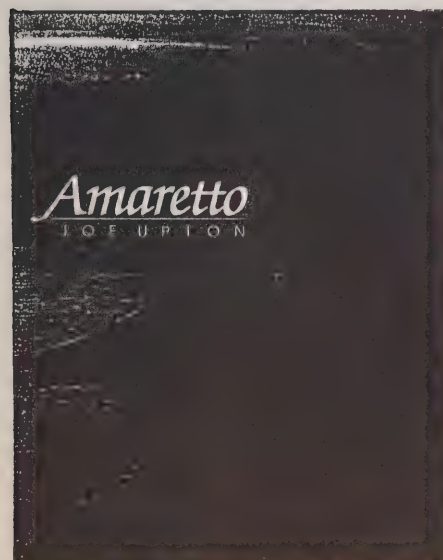
1-800-343-3432 Great Canadian, Water Street, Worcester, MA 01604.





BUILD THE INSTANT CATBOAT by Harold "Dynamite" Payson.

Here's a big, beautiful four-color, 8.5x11 cover with Payson's BOBCAT under sail along the piney Maine coast. The book to be contained within is described in the cover blurb as "A You Don't Have To Be An Expert Book." The back cover tells us a bit about Dynamite and includes a few reader comments on its worth to them. Lots of bright blue color on this one.

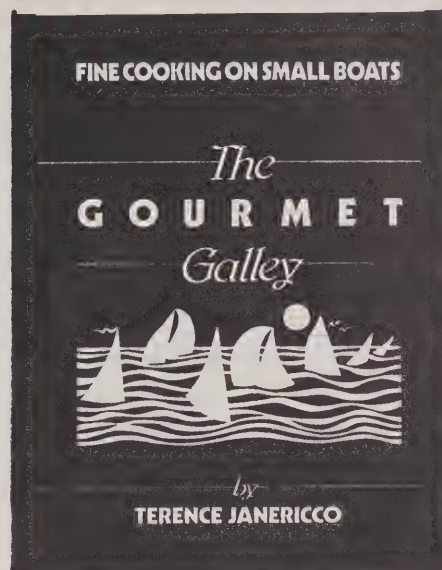


AMARETTO by Joe Upton

This is a truly striking dust jacket, a full bleed photo wrap-around of a fishing boat, net at its side, on a tranquil sea in the deepening twilight. Very mood setting. It's a bit smaller in size, 7x10. The book is said to tell the story of small time fishing as a way of life, one threatened by bigger, more modern vessels. The author has 20 years of commercial fishing experience that began in Chilean waters. His sardine carrier, after which the book is named, was acquired in 1976. Sounds interesting.

Five Nice Dustjackets

International Marine Publishing of Camden, ME, sent me several rather nice dustjackets from some of their newest boating books. No books, just the dustjackets and no explanation either. So, maybe a dustjacket review is in order.



THE GOURMET GALLEY by Terence Janericco

Fine Cooking on Small Boats is promised by this dust jacket for the book within, a bright blue background with bold yellow type and stylized white boats upon a rippling sea as illustration. This one measures 7x10. Gustatory well-being is said to be the emphasis of the book. The author runs a cooking school after abandoning the publishing business, interestingly enough.

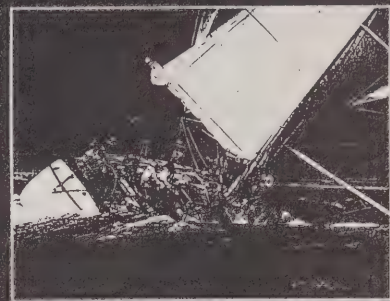
THE CAPTAIN NEMO COOKBOOK PAPERS by Hal Painter

This fancy two-color dust jacket in maroon and beige has a black and white illustration (old-timey style) of an old square rigger flying away to the moon through a mountain pass. The cover announces this as "Everyone's Guide to Zen & the Art of Boating in Hard Times, Illustrated." It's fiction, IMP's very first ever book of fiction. The author has credentials going way back into the '30's in sailing and writing and indulges his whimsy in other fields as well, according to the dust jacket info. Like ski touring as a way of promoting wholesome outdoor sex and other Zen-like crafts. The "reader comments" on the back cover offer such as, "What's it about, anyway?" I happen to have read this one (most of it) in galley form, having been asked to offer up one of those reader comments. I just couldn't do it.

SEAWORTHINESS

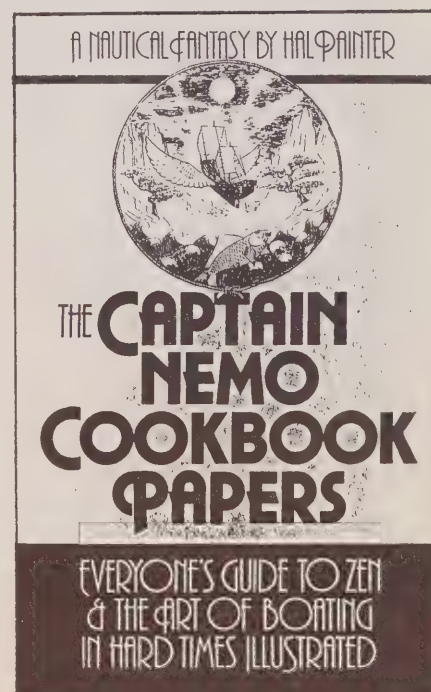
The Forgotten Factor

C.A. MARCHAJ

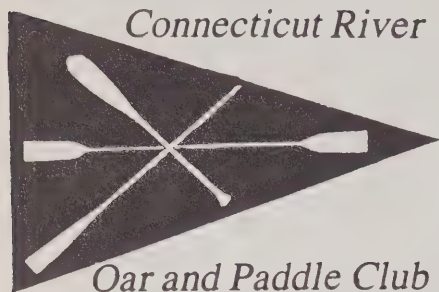


SEAWORTHINESS, THE FORGOTTEN FACTOR by C.A. Marchaj.

This is another big, beautiful 8.5x11 size jacket, forest green background framing an exciting four-color photo of a big megaracer yacht with the rail down and a dozen crew in action on the slanting deck. The author info on the rear cover flap states he's a wind tunnel/test tank expert with practical sailing experience. The book to be included discusses analysis of the search for speed under the rating rules and its effect on safety of big yachts at sea built under these rules. The back cover is a sort of index of the main points covered, like, "The Nature of the Problem", "Boat Motion in a Seaway", etc.



WHAT'S HAPPENING?



The Connecticut River Oar & Paddle Club has the following events scheduled into fall:

OCTOBER 11-12: Annual Traditional Small Craft Meet. Tryout a variety of small boats, participate in the first Connecticut River Traditional Rowing Race (1.5 miles). Enjoy Sunday brunch on Calves Island. Pre-registration at \$7 per guest (\$5 member), CROPC, 18 Riverside Ave., Old Saybrook, CT 06457.

OCTOBER 26: Fourth Annual Fall Leaf Cruise, departs boatyard at 1 p.m. for 4.5 mile cruise in backstreams of Lord's Cove.

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



MCKC PADDLING

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has a fall schedule of canoeing planned. If you're interested in these events and this club, contact the club at P.O. Box 1868, Brooklyn, NY 11202.

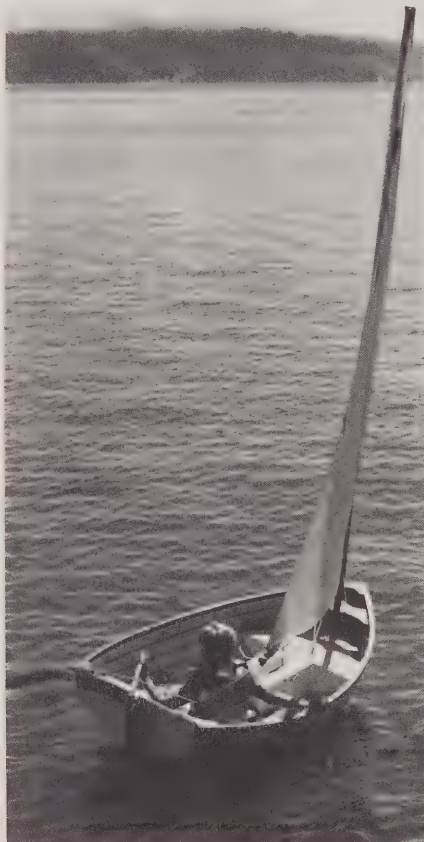
OCTOBER 4: Best available Class II whitewater. Rentals a possibility. Call Kirk van Tassell at (212) 749-6784 eves.

OCTOBER 18-19: Class II-III whitewater on Lehigh River, camping but no canoe rentals. Call Bill Simon at (212) 734-8605 eves.

OCTOBER 25-26: Shenandoah Canoe Co. Auction at Luray, VA. Buy a boat or gear, paddle Class I-II water. Rentals available. Call Chris Nielsen at (201) 584-6022 days.

SUMMER'S GONE

Yes it has, and fall has been early coming on with the cool weather too. It was a pretty poor summer on the water with a lot of bad weather weekends. But, in memoriam to its passing, here's that delightful photo from Joe and Libby Nye's FATTY KNEES advertising. Oh to be a kid again, with a summer ahead for sailing!



MRWC CANOE TRIP

The Merrimack River Watershed Council will host a 7.5 mile canoe trip on October 4th from Lawrence to Haverhill, MA, over a scenic and historic section of the river. Included will be a stopover to visit a large wastewater treatment plant to learn about how river water quality is being improved. Exploration of two tributaries and an island on the river are also included. Co-sponsor is the Massachusetts Division of Fisheries & Wildlife. Leaders and guest experts are provided by MRWC. Any interested canoeist is invited, bring your own canoe and gear. There is a \$7 per person fee and pre-registration is necessary. Contact the MRWC, 694 Main St., W. Newbury, MA 01985, for registration information, or call at (617) 363-5777.



OUTDOOR SPORTS CENTER KAYAKING

The Outdoor Sports Center in Wilton, CT, will hold several fall events for sea kayakers and would-be sea kayakers. The available events are as follows:

OCTOBER 4: Introduction to Sea Kayaking day, \$60 fee includes all equipment.

OCTOBER 5: Hudson Highlands Fall Foliage daytrip, \$45 fee.

OCTOBER 11-13: Cape Cod Columbus Day Weekend, 3 days, 2 nights camping, \$125 fee.

OCTOBER 18: Introduction to Double Touring day, \$60 fee includes all equipment.

OCTOBER 19: Staten Island to Sandy Hook advanced level trip (15-20 miles), \$45 fee.

OCTOBER 25: Introduction to Sea Kayaking day, \$60 fee includes all equipment.

OCTOBER 26: New York Harbor (inner) daytrip, Statue of Liberty and Ellis Island. \$50 fee.

NOVEMBER 2: New York Harbor as on OCTOBER 26.

NOVEMBER 28-30: Chesapeake Bay Thanksgiving Weekend, 3 days, 2 nights camping, \$125 fee.

For further details contact the Outdoor Sports Center at (203) 762-8324, or write to them at 80 Danbury Rd., Wilton, CT 06897.

SOUTHEASTERN MASS CANOEING

The Southeastern Mass. Chapter of the AMC has the following canoe outings scheduled for this fall, open to any interested canoeist:

OCTOBER 4: Flatwater paddling on the Nemasket and Taunton Rivers, good for beginners. Call Judy O'Bryant at (617) 587-3370.

OCTOBER 18: Tidal paddling on Old Harbor Creek in Sandwich, interesting marshes, good birding. Call Carolyn Crowell at (617) 888-4923.



RC MODEL YACHT RACING CALENDAR

Radio controlled model yacht racing has a busy fall schedule, as follows:

OCTOBER 4: Thompson Trophy, M Class, Port Washington, NY, Edward Helme, Jr., (516) 883-8453.

OCTOBER 5: Chandler Hovey Cup, M Class, Marblehead, MA, Gene Thober, (617) 631-0797.

OCTOBER 11: Ballentine Trophy, M Class, Port Washington, NY, Edward Helme, Jr., (516) 883-8453.

OCTOBER 12: White Rose Cup, EC-12 Class, York, PA, John Krick, (215) 461-5530.

OCTOBER 13: Columbus Day, Any Boat, Needham, MA, Jack Sullivan, (617) 668-7163.

OCTOBER 18: MYRRA, M Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

OCTOBER 19: Frostbite Series, M Class, Marblehead, MA, Gene Thober, (617) 631-0797.

OCTOBER 26: Millpond Invitational, 36/600 Class, Port Washington, NY, Edward Helme, Jr., (516) 883-8453.



FREE MIGRATION CHECKLIST

Armchair Sailor International has now available for the asking its annual Migration Checklist for sailors heading south by the Intra-Coastal Waterway or offshore to Bermuda and the Caribbean. This is an index of all pertinent charts and government publications covering the waters from eastern North America to Venezuela. All necessary information for determining which are appropriate to your needs is included, supplemented by various cruising guides and nature guides. You can obtain your copy from Armchair Sailor, 126 Thames St., Newport, RI 02840. There are also Armchair Sailor bookstores in Mamaroneck, NY, Baltimore, MD, and Charleston, SC, if these are more convenient for you.



Fall canoe cruises run by the Rhode Island Canoe Association are as follows. To take part you MUST call the designated trip leader for starting times to confirm your attendance.

OCTOBER 18: Upper Pawtuxet River, 5 mile round trip from Furnace Hill Rd. Call J. Sullivan at (401) 822-3028.

CAPT. PETE CULLER'S PLANS

Because of ill health, Capt. Pete's widow, Toni, has turned the plans business over to George B. Kelley, a long time friend of the good Capt. In a span of about 10 years, Pete designed 103 boats and vessels ranging from a 9' pram to a 125', three masted, coasting schooner. There are 18 schooners, 14 ketches, 18 motor boats of various types from a 70' yacht to a 15' tow boat, and a wide selection of pulling, sailing and paddling boats, flat bottom, vee bottom and round bottom. George suggests that interested parties first look through Capt. John Burke's book, THE COMPLETE CATALOG OF PETE CULLER'S PLANS, published by International Marine Publishing of Camden, ME, to see what is available. Then write to George for a price quote at 20 Lookout Lane, Hyannis, MA 02601.

MORE MONEY FOR MAINE MARITIME

The ongoing \$7 million fund raising campaign for an all-new facility for the Maine Maritime Museum in Bath, ME, received a major boost in September with a \$500,000 pledge from the adjacent Bath Iron Works. Over the years, BIW has supported MMM with loans of equipment and labor for various projects. Now the giant shipbuilding firm is supporting this major upgrading of the Museum's ability to preserve local maritime history, which includes a great deal of BIW material. By 1988, the restored Percy & Small "traditional" shipyard will share the Kennebec waterfront with BIW's giant modern steel shipbuilding facility, a unique contrast illustrating the evolutionary process that has taken place in ship construction.

Granta SEA KAYAKS

Folks around these shores are bigger than in Olde England. As a consequence, the SEA ROVER 17 is now in stock with a longer cockpit. It is 33 inches long and allows even a 6'8" fellow to pull up his knees.

With the same shipment we got some SCANDIA DOUBLES. Really nice and with a newly designed, much stronger, cockpit (actually the same as the SEA ROVER). Both models were produced at the request of Hudson Canoe because we are on the biggish side too.

A new, larger, eskimo type is also in the works. All of this will considerably "broaden" our selection.

Glass boats come complete with seats, spray-covers and backrests. Foot operated, flip-up rudders are also included.

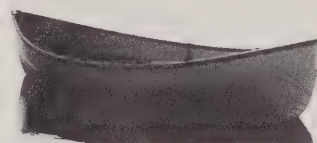
Kit boats include two quarts of Chem Tech 26 sheathing epoxy.

KITS:			
ANGMAGSSALIK	(standard, 190 lbs. max.)	18'8"	\$320
SEA ROVER 17	(Standard, 27" cockpit)	17'2"	\$320
SEA ROVER 17	(long cockpit, 33")	17'2"	\$360
SCANDIA DOUBLE	(dual 33" cockpits)	17'6"	\$415

COMPLETE BOATS (FIBERGLASS):			
TOURING SINGLE		14'6"	\$720
SEA KAYAK		16'5"	\$790
DUAL COCKPIT DOUBLE		17'1"	\$990
LONG COCKPIT DOUBLE		17'1"	\$990

HUDSON CANOE

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

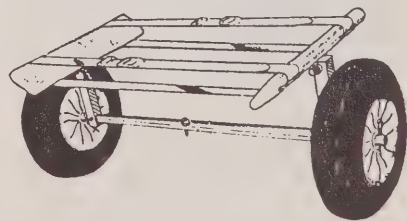


THE PEAPOD OF THE "1800's"! CLASSIC CHARM

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

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

Wheel-a-Weigh



SMALL BOAT DOLLIES
Sailboards Prams
Dinghies Inflatables
Canoes Board Boats

SEND FOR BROCHURE

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

NĪNA



An elegant and practical beach cruiser quite unlike anything else available. Fitted out as a day sailer or an honest-to-goodness cruiser.

Also available as a bare hull, a very complete kit, or a do-your-own-thing kit. The wooden deck and oval cockpit are a joy to contemplate.

Kindly send along three dollars for information, photos, philosophy, cruising stories and a subscription to our notorious newsletter, THE THOLEPIN (an honest value I assure you).

THAYER & COMPANY
2106 Atlee Rd.
Mechanicsville, VA 23111

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



PISCATAQUA SAILING WHERRY

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

BAY of MAINE BOATS

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

Registry of Projects

This once a month column is intended to develop and encourage direct contact between readers engaged in similar boatbuilding and restoration projects, or contemplating such. Those listed have volunteered to respond to inquiries from readers concerning their respective projects. If you wish to be included on the list, send us the details on your projects.

NUTSHELL PRAM

Dan Leininger, 420 Warley St., Melville, Newport, RI 02840, had his NUTSHELL at the Wooden Boat Show along with his extensive photo album of the construction process, a very nicely made "first boat" (first anything, he says) effort. Dan says he learned a great deal on this project and is pleased to pass on what he can to others building this boat.



GYPSY

Gregory Pike, 110 Dudley St., Manchester, NH 03103, built his GYPSY last spring. He reports adding a skeg about 4' long by 3" deep after he found that the stern tended to slew around under oars. This skeg completely cured this problem, but would have been easier to include BEFORE the boat was completed. It's still nimble and quick-turning under oar and sail. Gregory also increased the sail area by 20 sq. ft. for improved light air performance, and is considering adding even more. He found GYPSY could handle 20 knots on a reach "though she was pleading for a reef." He wasn't bold enough to try a beat at that time!

NEWPORT 27 SLOOP

Gregory Pike, 110 Dudley St., Manchester, NH 03103, is also refitting this craft, which he has owned for 8 years, for extended live-aboard coastal cruising. He is interested in ideas, and has some of his own to offer, on similar projects.

SNOWSHOE CANOE

Fred Moller, Old Fitzwilliam Rd., Jaffrey, NH 03452, (603) 532-7635.

BOBCAT CATBOAT

Ralph Ellis, Rt. 87, #384, Columbia, CT 06237, (203) 228-3178 eves.

Harold Downing, 2993 Montavesta Rd., Lexington, KY 40502.

CAPE COD FROSTY

VITA DINGHY

CLARK CRAFT PRAM

John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

WISCASSET DINGHY

Tom Doane & Mark Silverman, 9 Farley Ave., Ipswich, MA 01938.

GLEN L 15 SLOOP

David Wilde, Karmre-Choling, Barnet, VT 05821

BRICK

TEAL

GLOUCESTER GULL

Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

DIABLO

Carl Atwood, 1032 Pleasant St., Bridgewater, MA 02324.

CAPE COD FROSTY

BOLGER NYMPH

Frank Kahr, 6 Karen Dr., Barrington, RI 02806, (401) 247-1806.

BIRCHBARK CANOE

Stan Benedict, 62 Henry St., Norwich, NY 13815, desires information on building such a craft.

COLD MOLD SHEATHING

Al Butler, 17 Cononchet Tr., E. Greenwich, RI 02818, is undertaking to sheath his 26' carvel schooner using 1/8" cedar and WEST System (tm) epoxy.

PADDLES & OARS



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

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473



Strip Built Shell

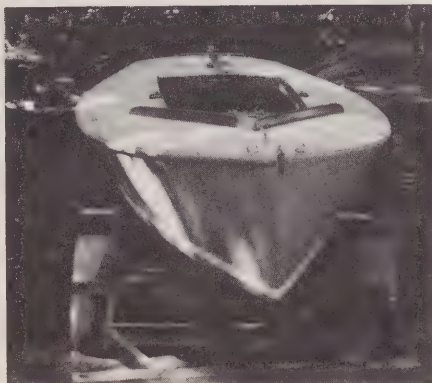
Florida canoe builder, Mac McCarthy of Sarasota, has sent on news of his strip built craft from time to time, mainly canoes of various types. A recent project, however, was his first venture into designing and building a sliding seat recreational rowing shell and the results are so impressive that we wanted to bring them to your attention. Mac writes as follows:

"Here are pictures of the 24' double recreational shell I just finished for a customer. Working out the kinks in the sliding seat arrangement was a challenge but we're both really pleased with the results, myself as builder, Mohamed Dahrong as new owner. The boat measures 24' long by 12" depth by 27" beam and will accept either a single or double sliding seat or a single sliding seat and passenger/coxswain fixed seat. Needless to say, I'm proud of this one."

Mac is at Feather Canoes, 1705 Andrea Place, Sarasota, FL, 33580.

EDITOR'S NOTE: Mac McCarthy gets quite a bit of coverage on our pages because he is doing interesting things in boatbuilding and takes the trouble to TELL US ABOUT IT! Similar coverage is available to any boatbuilder, professional or amateur, who troubles to let us know what he's doing. We welcome your notes and photos, either color prints or black and white prints. We cannot use color slides. Just send what you have to tell us to Boats, 29 Burley St., Wenham, MA 01984.

The Zip Class Sloop



Boatbuilder Bob Wilmes of East Haddam, CT, has a recently restored "Zip" class sloop for sale (see classified ads) and offers the following additional information on this boat:

"The Zip Class was a very popular boat along the Connecticut coast years ago and were built first as keelboats, later as centerboarders (Bob's is a keel version). They

were designed and built by Brainard beginning in 1932. The rights were sold to John Ek of Clinton, CT, in 1946. He moved to Florida and continued building them there in fiberglass until 1950. My source states there were about 200 of them in the Westbrook, CT, area alone, very popular among the summer cottage folks. Many youngsters learned to sail in these boats.

We restored the one I now have for sale completely. It is a v-bottom, planked with cedar and has iron ballast on a fin. The hull and decks were refastened with new canvas on the decks. A new keelson was fitted, ribs and deck beams as required, floor timbers and cockpit floor beams, transom framework, and rudder shaft tube. The bottom was recaulked and seam compounded. The mast, boom and mahogany trim were all refinished. The photos taken in shade are not very good but perhaps will illustrate the general appearance of this boat."

Flying Colors Ltd.

468 THAMES ST. NEWPORT, RI 02840

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

BOOKS about BOATS

Out of Print & Used Nautical Books
Old Boating Magazines
Original Boat & Marine Literature
COLUMBIA TRADING CO
2 ROCKLYN DR., SUFFERN, NY 10901



WE BUILD THE BEST DORIES

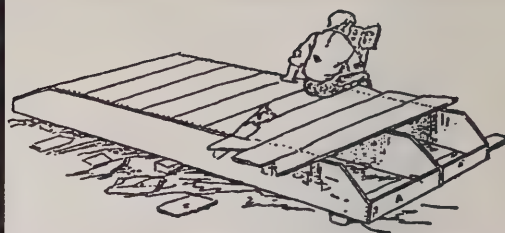
459 Main St., Amesbury, MA 01913 • 617-388-0162



- * WOOD & CANVAS CANOE REPAIR & REBUILDING
- * GENERAL REPAIRS ON ALL WOODEN BOATS
- * RECONDITIONED WOODEN CANOES FOR SALE

(207) 223-4188

BOX 1700, WINTERPORT, ME 04496



Builders & Restorers

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



Shop located on
Old Chequesett Neck Road
Wellfleet, MA

Old Wharf Dory Co.

Beach Boats and Shallow Draft Cruisers

Box W
Wellfleet, MA 02667

Walter Baron
(617) 349-2383



SOUTH BRISTOL, ME. 04568
(207) 644-8120

NORTH RIVER BOATWORKS



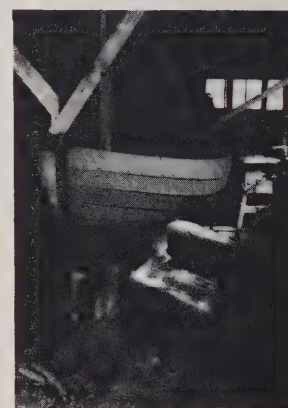
CUSTOM BOATBUILDING
RESTORATION
Masts & Spars



North River Skiff

For Information Send \$1.00 to:
NORTH RIVER BOATWORKS
6 ELM ST. ALBANY, NEW YORK 12202

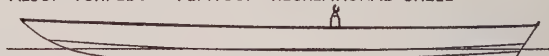
518-434-4414



TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR
HONEST BOATS AT HONEST PRICES

ALSO: "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

PLANS \$25

NEW AND USED BOATS FOR SALE:

- 16' MAHAGONY STRIP PLANKED RUNABOUT \$4500
- 15' ATKIN SAILING SKIFF \$1800
- 10' 6" LAPSTRAKE SAILING YACHT TENDER \$1600

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT
ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424

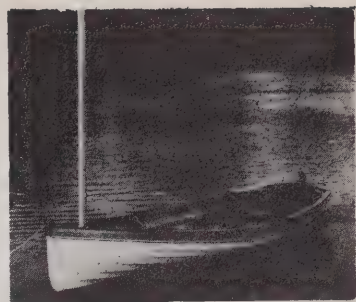
Boatbuilding Directory

MILE CREEK BOAT SHOP

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

Since 1962 the Mile Creek Boat Shop, operated by Master Builder John D. Little, has been building high-quality craft of traditional construction, such as the Blackhall River Skiff pictured. Or inquire about our 16' x 7'3" lapstrake catboat with cuddy cabin and large cockpit. Both built with love and care to handle the ways of the water. Also, custom building to 45' pleasure or commercial vessels.

John D. Little



custom
WOODEN MASTS
solid or hollow

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



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



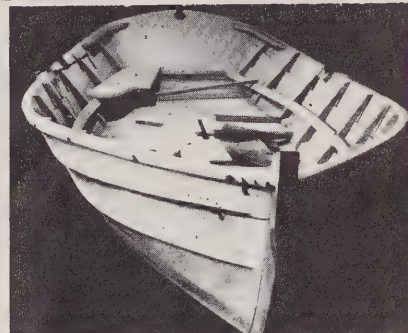
RFD#1 BOX 4100 MT. VERNON, ME 04352
207 293-2694



**MICHAEL PORTER
BOATBUILDER**

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

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



Materials & Supplies

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

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

CLEAR NORTHERN WHITE CEDAR
4/4 air dried, rough sawn. Mostly square edged, some live edged. Widths 3"-10". Lengths 4'-10'. This is ideal canoe stock. \$2.50 per bd/ft, R/W, R/L.

**William Clements
Boat Builder**

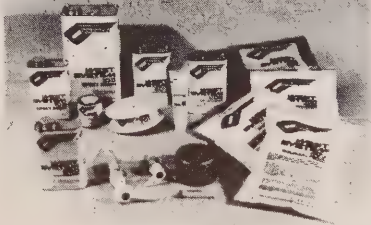


Traditional Wood Boats

18 Mt. Pleasant Street
No. Billerica, MA 01862
Telephone (617) 663-3103

WEST SYSTEM®
BRAND

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



JT's SHIP CHANDLERY

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

**CANOE
HARDWARE:**

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



Custom Building, Restoration & Repair of Canvas-Wood Canoes & Boats
RFD#3, Box 118-2A
Dover-Foxcroft, Me. 04426
Tel. (207) 564-3667

Old Shoe

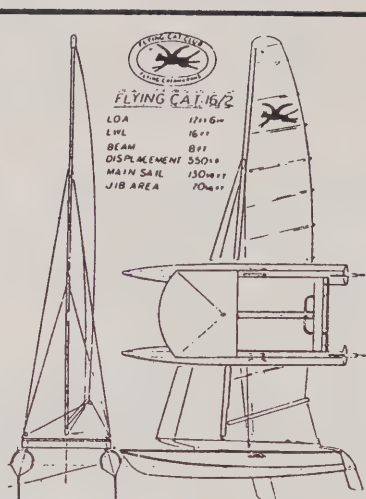
(FOR COMFORTABLE!)



BOLGER'S unbelievable ballast keel 12' daysailer! Info on five boats, including fabulous, popular mini-cruiser, MICRO. \$2.50

ELROW LA ROWE
185 AMARILLO ST.
PORT RICKEY, FL 33568

Books & Plans



Boat builders wanted for THE FLYING CAT FLEET. Send \$2 for study package or contact: OCEANSPACE, 19327 Northampton Dr., Saratoga, CA 95070, PH: 408-252-7445.

Build and sail this living legend.



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic BEETLE CAT that puts the charm and the performance of this famous one-design within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME:

- ☐ Complete construction plans and instructions for \$35.00
- ☐ Study plan packet for Bobcat and 19 other easy-to-build Instant Boats for \$3.

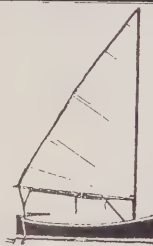
NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Harold H. Payson & Co.

Pleasant Beach Road
South Thomaston, Maine 04858 207-594-7587

Build it!

FIRST FIND THE BOAT THAT'S JUST RIGHT FOR YOU. Dinghies to Yachts - Plans & kits, the BOATBUILDER'S DIRECTORY shows you all the options you'll want to consider. Also Materials, Hardware, Engines, Tools, Books etc. Everything in 1 fascinating reference! Only \$6.50 U.S. plus \$1.50 shipping to: BOATBUILDER, 512 Viewmont, Benicia, CA 94510.



GOOD BOOKS ON SMALL BOATS

BOATBUILDER'S INTERNATIONAL DIRECTORY \$ 5.50
BUILD THE NEW INSTANT BOATS \$19.95
RIP, STRIP & ROW \$19.95
THE STRIPPER'S GUIDE TO CANOE BUILDING \$12.95
RUSHTON'S ROWBOATS & CANOES \$ 9.95
STROKE! \$14.95

TRAILER BOATING ILLUSTRATED \$ 8.95
ROYCE'S SAILING ILLUSTRATED \$ 8.95
THE COMPLETE BOOK OF INFLATABLE BOATS \$ 7.95
AMC RIVER GUIDES
MA, RI, CT \$ 8.95
NH, VT \$ 8.95
ME \$ 7.95

PADDLE WHEEL STEAMERS & THEIR GIANT ENGINES \$ 7.95
MIDSHIPMAN SEAT PLANS \$ 2.00

SEND FOR DETAILED LIST & ORDER FORM

Seamaster, Inc.

POST OFFICE DRAWER T DUXBURY, MA 02331
(PRICES PLUS POSTAGE & HANDLING)

WOOD: A Manual for its Use as a Shipbuilding Material

Originally issued in four volumes by the Bureau of Ships of the U.S. Navy, this 8 1/2" x 11" First Collected Edition contains 418 pages, with 230 photos and drawings and 31 tables. It is the most complete single source of information on the use of wood in boatbuilding.

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

TEAPARTY BOOKS
PO BOX 232
KINGSTON, MA 02364



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

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360

INEXPENSIVE SLIDING SEAT ROWING RIG

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

OWEN CECIL

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



READING SOMEONE ELSE'S COPY OF messing about in BOATS?

**Why not subscribe yourself and
get all the news and ads
while they're fresh?**

We often hear from people who have read something of interest in a copy of MESSING ABOUT IN BOATS that "a friend passed on to them". It's nice to know that our subscribers hand along copies to others.

If you are one of these readers, enjoying another's copies of the magazine, I'd like to urge you to subscribe for yourself. Not just so you'll "get all the news and ads while they're fresh", either. My self interest is in your support of the magazine financially as well.

MESSING ABOUT IN BOATS just isn't a commercially supported magazine, the ads we do carry are from small businesses who offer useful products and services but ad revenues are a minority part of our financial picture. We depend on reader support in the form of those \$15 subscriptions.

If you are indeed reading someone else's copy, you must be finding it of interest. Your \$15 investment in your own subscription will help us sustain this interest while it brings you your own copy directly first-hand every couple of weeks.

Only \$15 will bring you 24 issues
SUBSCRIBE NOW!

SUBSCRIPTION ORDER FORM:

INCLUDE CHECK FOR \$15
PAYABLE TO "BOATS"

NAME: _____

MAIL TO:

ADDRESS: _____

BOATS

29 BURLEY ST.

CITY: _____ STATE: _____ ZIP: _____

WENHAM, MA 01984



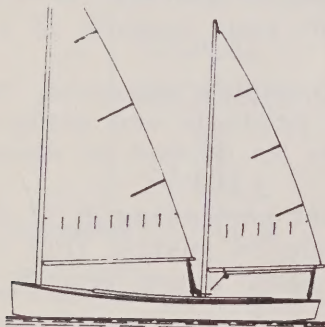
Classified Marketplace

CLASSIC CHETEK. 20' wooden lapstrake runabout with 75 hp Evinrude. Keel-up rebuild. Gorgeous. \$2900 for quick sale. **PETE CARTIER**, Glens Falls, NY, (518) 793-2351. (13)

17.5' FOLBOT SUPER. Two-seater kayak in excellent condition with two double paddles, seat cushions, complete sail rig with rudder, tiller, leeboards and sail. Great for just messing about! \$525. **RUSS MARTIN**, Marion, NC, (704) 724-4470 eves, (704) 652-7341 days.

14'3" WHITEHALL, cedar on oak, built 1976 to Chapelle lines. Sprit-sail rig, Pete Culler oars, Cox trailer. In nice shape. \$1,500. **TOM HALSTEAD**, Manchester, MA, (617) 526-4548. (11)

PEINERT FASTART 16 sliding rigger recreational rowing boat, fiberglass, very stable and sturdy. Slightly used demo. \$1,200. **LYDIA GREW**, W. Newbury, MA (617) 363-2906. (10)



18' SHARPIE, "Shag". Featured in Gardner's BUILDING CLASSIC SMALL CRAFT. A-1 condition, ready for anything. With new trailer, pram, all sails, compass, etc. Asking \$3,000. **LEN JACOBS**, Sea Cliff, NY, (516) 759-0702. (10)

19' CAPE DORY daysailer, immaculate 1981 model. Fully equipped, includes 3 sails, boom tent, 4.5 Evinrude. Sleeps 2, unsinkable. \$6,900. **HENRY WAGNER**, New Hyde Park, NY, (516) 437-5955. (10)

CAPT. PETE CULLER'S PLANS. Now available. **GEORGE KELLEY**, 20 Lookout Lane, Hyannis, MA 02601. (11)

16' HERRESHOFF DOUBLE PADDLE CANOE/KAYAK, built 1980 by Walt Simmons... Cedar on oak. \$500. **GENE GIFFORDS**, East Islip, NY, (516) 277-1643. (10)

17' EASY RIDER Sea Hawk sea kayak, no time to use. Has front and back bulkheaded flotation chambers with watertight hatch access (large rear hatch), flip-up, foot operated rudder, full deck lines, paddle float setup, adjustable seat backrest, cockpit skirt, new Werner Furrer 8.5' paddle. This is a big, roomy, stable fiberglass sea kayak that'll carry a lot of paddler and gear and still moves easily. \$795 firm. **BOB HICKS**, Wenham, MA, (617) 774-0906. (10)

1986 MARVAC BOWRIDER, 16'2", 8'2" beam. Mariner 115 hp PTPT, Calkins roller trailer, 18 gal. aluminum fuel tank, full canvas package, speedo and tach, AM/FM cassette, Lowance, SS rod holders and other good things. 20 hours as of Sept. Only \$9,800. **WALT GIBSON**, Dracut, MA, (617) 957-5865 or (617) 454-1746. (11)

MAD RIVER CANOE, Malecite, Kevlar 49, mist green. 16'6", 48 lbs. light cruiser, new this summer, perfect condition. List \$1379, sell for \$979. **SCOTT ISACSON**, 6 Harbor View, Branford, CT 06405, (203) 488-4164. (11)

17'6" THOMPSON SEACOASTER RUNABOUT, 1966 lapstrake, with 1979 Johnson 35hp O/B in excellent condition. Only two seasons in salt water. Prior to that drysailed in NH freshwater lake. Windshield panels tilt open. Full cockpit canvas cover. Built-in gear boxes and extra seats. Fully found with new upholstery, anchor and lines. \$2,000. **BILL RUTHERFORD**, (203) 535-3822. (10)

12.5' GREAT DAYSAILER, Widgeon style wooden hull centerboard sloop with aluminum mast and boom and kick-up rudder. Trailer included. All in very good condition. End of season special at \$1,000 or best offer. Must sell! **NORA MITCHELL**, Ipswich, MA, (617) 356-2060 eves. (10)

1947 MERCURY O/B. 10hp Hurricane model, good for parts or restoration, \$40. 1971 55hp Chrysler O/B's (2) for parts. Both power heads have scored cylinders but lower ends are good (rebuilt). Good starters, carbs, etc. Sell for parts. **JOHN MURACH**, Dracut, MA, (617) 454-5927 eves. (10)

12' HOLDER DAYSAILER, cat rigged, with sail. Yellow hull, boom vang, paddle, sail bag, ALL in like-new condition. New 1984. With 1984 Cox galvanized trailer. \$1,150.

JOHN MURACH, Dracut, MA, (617) 454-5927 eves. (10)

16' COMPAC, 1979 with 1980 Johnson 4.5, main, jib, genoa, sail cover, sail bags, tiller cover, portable head, stove, custom storage, misc. cruising equipment, galv. trailer. \$4,100. **JAMES CONNOLLY**, Hingham, MA, (617) 749-0825. (10)

NEW 1986 MARINER OUTBOARDS, Must sell! 2hp-\$378; 5hp-\$749; 9.9hp-\$1195; 15hp-\$1295. **WALT'S BOAT & TACKLE**, 1275 Pawtucket Blvd., Rt. 113, Lowell, MA 01854, (617) 454-1746. (10)

16' COMPAC, almost every possible accessory, like new with 1986 Johnson 4hp Sailmaster and trailer. \$5,300. Several other used sailboats, 8'-26'. **FERNALD'S**, Rt. 1A, Newbury, MA 01950, (617) 465-0312. (11)



14' DOUBLE ENDER SAILBOAT. 5' beam, draws 18". With 4 hp 1985 Evinrude longshaft OB. Two main-sails and jib. I designed and built this boat and had seven great seasons of use. Moving to a larger boat. Call for more info. **JACK USIS**, Smithtown, NY, (516) 265-5133. (11)

SAILING CANOE. 1947 Old Town HW canvas/wpoood, restored.. New sail, original hardware. \$1900. **THOMAS COX**, E. Islip, NY, (516) 277-2632. (11)

EASY RIDER ESKIMO SEA KAYAK. 17' expedition equipped with rudder, bulkheads, spray skirt, compass, paddles. Like new. \$995. Boat's in Brooklyn, NY, I'm in L.A. **DAVID GASPERIK**, Hollywood, CA, (213) 467-6482. (9)

Looking for a Boat or Gear?



CATBOAT GARFIELD. Marked down for quick sale! Bolger's Mouser design, 16'x6.5'x15". Wood/epoxy construction. 182 sq. ft. tanbark sail, gaff rig. 4hp Merc, all equipment needed to sail. Trailer. This is a fast and able sailer that eats many 22 footers for breakfast. Excellent for chasing whales, camping, catching bluefish and beaching on the local sand bar. Now just \$4,500!

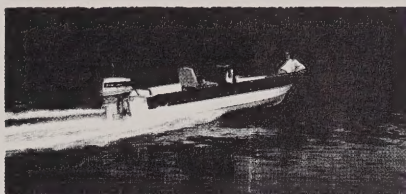
RICHARD ZAPF, Georgetown, MA, (617) 352-6135. (11)

TWO EXPERIMENTAL SAILING DINGHIES. Decked plywood construction, built by Story for Phil Bolger. 20'x4.5'x 93 sq. ft. and 11.5'x4.5'x72 sq.ft. Both have jib-headed sprit boom cat rigs. Good sailers but have unusual handling characteristics due to unorthodox lateral plane configurations. \$1,000 and \$750 respectively, firm. Can be seen at the Montgomery Yard, 29 Ferry St., Gloucester, MA 01930. (11)

15' TASAR CLASS SAILBOAT, excellent condition. Great fun to sail. lightweight and easy to rig. Would consider two-man F/G sea kayak as trade. \$1,200.
KEN CONDON, Wilbraham, MA, (413) 596-4998. (11)

28' KINGS CRUISER sailboat project, needs repair. Good interior, rigging, sails and Volvo. \$3,200 or best offer.
ED HAMMER, Newburyport, MA, (617) 465-5184. (11)

1985 GRUMMAN SPORTBOAT. Deadgrass finish, oars and paddles, full length custom cover with bows. \$750.
FRED SCHULTZ, (914) 462-7200 days, (914) 677-6059 eves. (11)



16' MARVAC CENTER CONSOLE, 1986, with 75hp Mariner O/B. 82" beam, hand laid F/G. Includes galv. roller trailer. All new, \$8,495.
WALT GIBSON, Lowell, MA, (617) 454-1746 or (617) 957-5865. (10)

14' BEETLE CAT by Concordia, #512 (circa 1955). Hood sails, mooring cover, cradle, trailer. Currently sailing New Hampshire lakes. Asking \$1,400.

E. JOY, Topsfield, MA, (617) 887-5438. (10)

18'1" AUXILIARY CATBOAT, John G. Alden, F.C. Williams design. Built 1957. Mahogany on oak. Gaff rig, 1-cylinder early type engine, wheel steering, cuddy cabin.

JIM BOVE, Fremont, CA, (415) 792-7359. (10)

12' MAD RIVER SOLO CANOE with single paddle. Good shape. \$200.
JAY OKER, Salem, Ma. (617) 927-7451 days, (617) 745-0847 eves. (10)

ALDEN OCEAN SHELL, 1980. Like new, completely equipped. Asking \$950

CAMPBELL SEAMANS, Salem, MA, (617) 745-1876 days, (617) 745-5306 eves. (10)

FLEET REDUCTION SALE. 1964 17' Thompson Chris Craft. Plywood lapstrake, rebuilt for sport fishing. Aluminum ventilating windshield, swivel seats, plenty of stowage. Hull sound, some minor leaking. \$750 or best offer. 1958 15' White, good winter restoration project. \$100 or best offer. 9' styrofoam sailing dinghy complete with sail, mast, rudder, dagger-board and oars. \$300 or best offer.

JOHN HINCKLEY, 16 Riverside, Gloucester, MA 01930, (617) 283-7768. (11)

16' AQUATERRA CHINOOK sea kayak with flotation bags, spray skirt and deck tie-downs. Used only twice, purchased May, 1986. \$500.
KEVIN HARDING, Chelmsford, MA, (617) 256-8881 eves. (11)

SEASCAPE DOUBLE KAYAK, expedition equipped, red over white in very good condition with a few shallow scratches on the hull and deck. Comes with two nylon and neoprene spray skirts, \$1,600. Two pairs of Werner Furrer San Juan take-apart paddles, 30 hours use, with white blades, 96" long, the appropriate length for use with the Seascape. \$110 each pair. Two pairs Werner Furrer San Juan take-apart paddles, 3 hours use, with red blades, 90" long, too short for the Seascape but appropriate for use with most singles. \$120 each pair.
TONY OPPERDORF, RFD 2, Box 606, Lincolnville, ME 04849, (207) 763-3664. (11)

15' DORY SKIFF, plywood/epoxy composite built in 1986 of marine plywood and West System (tm) epoxy resin. Bronze hardware throughout. Used only a few times in fresh water. Very light and fast. Asking \$1495, or \$2150 with 1975 Johnson 25hp long shaft outboard motor.

CARL ATWOOD, Bridgewater, MA, (617) 697-8673, eves. & wknds. (11)

19' LIGHTNING #3509 (wooden). Needs new F/G job on bottom, inside and outside painting. Structurally sound. Excellent recent sails; spars and rigging excellent also (2 masts). Missing rudder and tiller. Easy winter restoration project. \$750.

BOB HICKS, Wenham, MA, (617) 774-0906. (11)

WOODWORKING TOOLS. Large, heavy wood lathe, Parker Bros., needs motor, \$200. Jointer, \$50.
KEVIN MARTIN, Epping, NH, (603) 679-5153. (11)

19' CONCORDIA GAFF RIG SLOOP, slightly used, beautiful. \$6,500.
FERNALD'S, Rt. 1A, Newbury, MA 01950, (617) 465-0312. (11)

15' PEAPOD. Pine over oak, tanbark sprit rig, oars, rudder, tiller and trailer. \$800.
ED SPINNEY, Warwick, RI, (401) 739-4985. (13)

QUODDY 12 SAILING DINGHY, fiberglass, needs work. Good sail, mast, boom, trailer. \$600.
BOB HARRISON, Plymouth, MA, (617) 747-1724. (10)

16' GREAT PELICAN, under construction. For sale now or when completed. Interested parties please call.
STAN DZIEMA, Walpole, MA, (617) 668-3879. (10)

15' WEST WIGHT POTTER, original pocket cruiser. Complete with trailer and 2hp Johnson. Just add water. \$3,300.
BOB SABO, Milford, CT, (203) 878-6205 after 6pm. (10)



messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984

(617) 774-0906

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



messing
about in
BOATS

Twice a Month!

**TWICE
A
MONTH!**

Only \$15 will bring you 24 issues
SUBSCRIBE NOW!

IV-8

SUBSCRIPTION ORDER FORM:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

INCLUDE CHECK FOR \$15
PAYABLE TO "BOATS".

MAIL TO:

BOATS

29 BURLEY ST.

WENHAM, MA 01984