



**messing
about in**
BOATS

Twice a Month!

Volume 4 ~ Number 13

November 15, 1986



Commentary

**BOB
HICKS**



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

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Our Next Issue...

Several events that "might" yet happen will be featured if they take place. Dick Wheeler will try again (his first attempt was abandoned as a northeast squall overtook him in the Boston Harbor islands) to paddle his kayak from the U.S.S. CONSTITUTION in Boston to the MAYFLOWER in Plymouth, and back (next day) to raise \$40,000 to buy a painting for his museum (The Constitution Museum) and we'll go along in the chase boat to chronicle the iron-man effort. The Landing Boat School has their ALERION about ready to launch (before ice-in time), an as close to original plans project as possible. We visited Bill Clements, who builds glued lapstrake canoes in suburbia. There'll be a look at that Wooden Boat Festival out in Seattle, WA, as part of a growing discussion of where the Wooden Boat Show seems to be heading.

On the Cover...

M.L. Thomas caught this quiet bit of messing about in boats for us. A bit of nostalgia, perhaps, for the on-the-water season now behind us as the long winter looms ahead.



Well, it appears that the provision of a page for reader opinions on subjects germane to this periodical has been well received. From time to time it has been suggested to me that I ought to have a "letters" page as do most of the real magazines. But, as I mentioned when I decided to go ahead with the "Op-Ed" idea, the letters I did receive fell into categories relating mostly to business (subscription and ad matters) or to editorial (suitable for publication as reports on their own). And the letters commending what we are doing are really welcome, believe me, but I couldn't justify using space for an exercise in congratulatory correspondence.

The advent of a letter that took issue with my editorial remarks on some aspects of canoe racing set off this "Op-Ed" notion. And it's gaining momentum. In the last issue you saw a lengthy discussion of the Wooden Boat Show by Ernie Cassidy. Ernie took WOODEN BOAT magazine to task for its part in what he viewed was the problem facing the wooden boat trade. Jon Wilson responded to this and sent me a copy, you'll see that in the next issue. On the page opposite in this current issue you'll see three responses to subjects raised earlier, the Wooden Boat Show, canoe racing, and Ernst Heincke's opinions on kayak sophistication trends.

This is kinda fun. Let's keep it going. Some of my favorite people are violently opinionated. Perhaps I do not agree with them, or am not qualified to dispute them, but I enjoy hearing them espouse their views. These people do have what are known as "credentials", their opinions do not spring from ignorance. They have backgrounds from which their views have been derived. If you read things on these pages that arouse your desire to respond to them, either in support of them, or in opposition to them, head the urge, send me your comments. Confine your remarks to the issue raised, though, don't go after the person with whom you disagree. Trying to cast doubts upon the qualifications of the commentator in order to bolster your own version isn't very productive.

What's Your Opinion?

It's not necessary to say, "he's an idiot", but more useful to say, "I do not agree and here is why." That way, we can all enjoy the interchange of opinions without bad feelings or embarrassment. DEBATE, don't DEMEAN.

The other new development that I'm really pleased about is this public access thing. Chuck Sutherland's complaint about the problem around metropolitan New York city drew fast response from the National Park Service and real prospects for some improvement in that situation (see pages 4 & 5). Another reader came through with comments on a problem with certain rivers in New York state being closed to use. And yet another called to point out that he has no access problems in New Jersey. These latter two will be elaborated upon in coming issues.

I'd like to encourage those of you with something to say on this subject, positive or negative, to write to me about it. We can continue to build a body of information about access useful to all, and perhaps even have further influence on the negative situations as seems to be happening now with the Gateway National Park situation. Getting a periodical, even one as modest as this one, to espouse your cause can have surprising effect sometimes. We're not just telling each other our troubles, but informing others who might have some influence on making improvements.

So, winter's here, you're cooped up indoors a lot more now. Take pen in hand if something grabs you on our pages during the coming months. Every letter that arrives here is answered directly. Those with issues deserving the attention of our readers get published. You won't be ignored. Nor will I try to dispute your opinions in print, though I might in direct correspondence. I always disliked the way some editors would publish controversial letters and then cut up the writers with follow-up commentary. Editor's always can have the last word if they choose. I don't really care to myself, I'm interested in all the viewpoints.

Op~Ed Page

This column exists for readers to express their opinions about subjects that have appeared in MESSING ABOUT IN BOATS, including debating editorial remarks I have made. Your comments will be published here edited only for clarity and to remove redundancy (you only need to say it once) with your views unabridged. No follow-up rebuttals will be made by me.

WOODEN BOAT SHOW'S FUTURE

In regard to your comments in the September 15th issue on the Wooden Boat Show, it could be the Show has some tough acts to compete with, the Small Boat Show and the Sailboat Show. Maybe we are "showed out" by Wooden Boat time!

Consideration should be given to changing the format to something like the Port Townsend, WA, Wooden Boat Festival, which noted in its advertising in WOODEN BOAT magazine an impressive listing of activities for those attending to participate in..

Maybe this change would be a wise one, a festival format where people could interact with the festival activities, thus becoming a part of it, while developing more interest in wooden boats and the "arts" that surround them. I believe wooden boats have much to offer as they are as individual as people, and this would give the Wooden Boat Show the potential for becoming a "happening".

John Grzyinski, Bristol, CT.

CHEAP NOT NECESSARILY BEST

Since I am also a fully qualified curmudgeon (over 60, white beard, irascible) I must respond to Ernst Heincke's comments in the October 1st issue regarding kayaking.

I do not agree with the implication that expensive equipment is somehow less fun, if not unjustifiable. While there is no shame in paddling a low-cost kayak, it's no great honor either.

Not only do I enjoy using well-crafted equipment, but now that I am no longer an indestructible 20 year old, it provides a little extra margin of safety.

In addition, a \$1,500 kayak that is used 30 to 40 times a year cannot be considered an expensive indulgence. My advice would be that once it is obvious that paddling is not a passing fancy, buy the best equipment you can afford, particularly if you paddle alone.

Ed Scanlon, Torrington, CT.

IS CANOE RACING FUN?

I would like to open a dialog about the sport of canoe racing. Is canoe racing fun? Should it be fun? What makes it fun?

"This is a race and we're all trying to win but we're also here to have fun!"

These are the words of an organizer at a pre-race meeting. Of course we're all there to do our best, but to have fun? The Random House Dictionary defines "fun" as "light-hearted amusement or something done as a joke." I think there's always been canoe races that can be best described as a joke, or provided amusement for those watching. These races were anything but fun to me, the competitor. Fun is reserved for other activities on Friday and Saturday nights.

Canoe racing is serious athletic competition. We put in many hard hours at practice before a race. We're not there for fun. We're there to test ourselves, to satisfy the competitive nature that drives us. Racing is, therefore, a rewarding experience and may provide excitement. It certainly isn't fun. The nauseated feeling in the stomach after a long, hard paddle isn't fun. Nor is the ache in the back, that means you cannot stand up for a half hour, fun.

For the novice or recreational paddler, canoe racing isn't much fun. In most races such people must paddle much heavier boats over the same distance. They are not as well prepared physically. They get blown away at the start, never to see another canoe again until they reach the finish, many times wondering if anyone will even be there when they do finish. There aren't many people in their class that they can commiserate with. At best, canoe racing for the novice is intimidating.

If canoe racing isn't fun, then why do people take part? As I mentioned earlier, for the serious racer, it is a chance to satisfy his competitive spirit, for the novice it is a chance to get away from daily routine and learn how well he measures up to the best.

Of course, whether something is fun, or not, depends on one's viewpoint, whether participant or spectator. The "event" may be fun. I haven't dealt with the canoe race as an event. Should it be fun? And what makes it fun? These should be addressed too. I think I can say that canoe racing isn't fun nor is it meant to be. It should be, and is, a serious undertaking.

Dave Kostal, from the CONNECTICUT CANOE RACER



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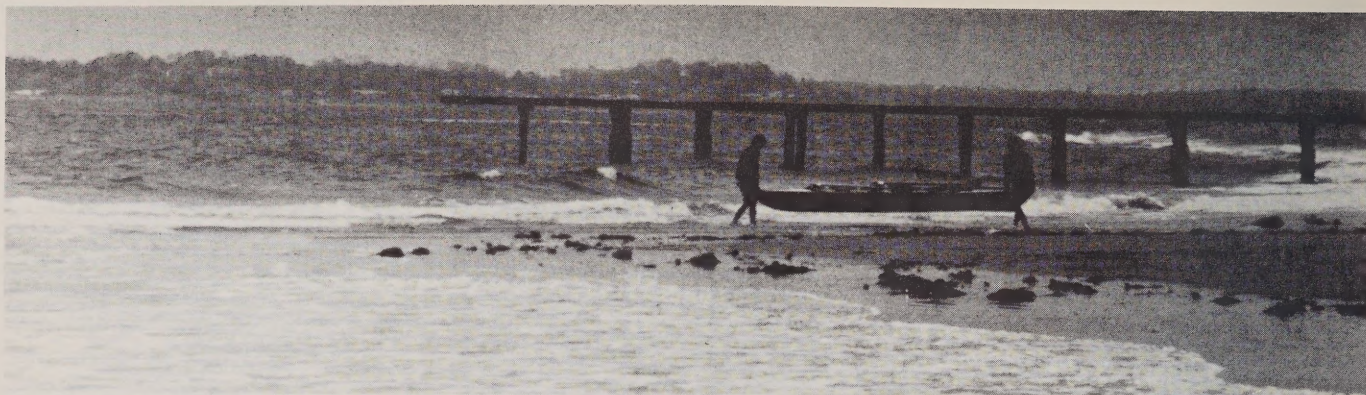
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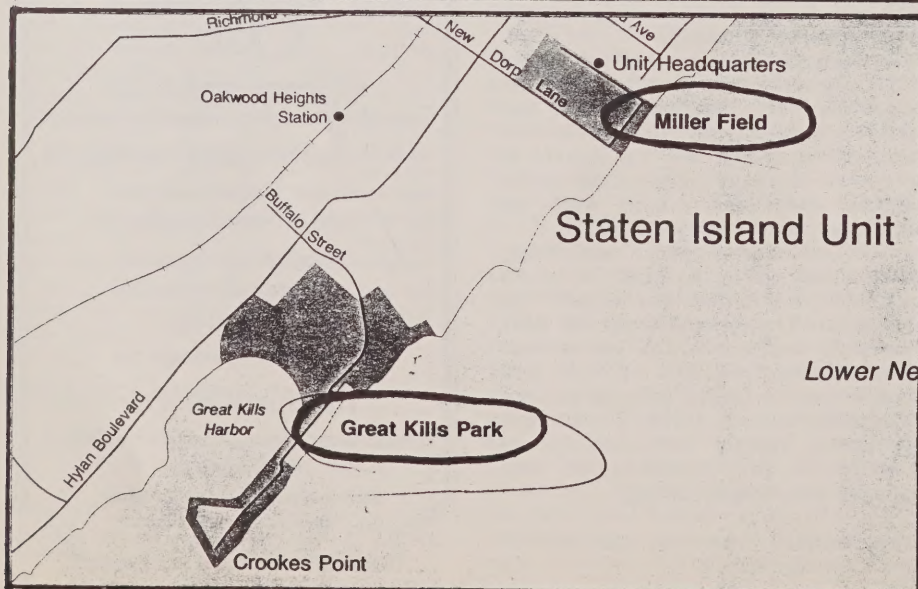
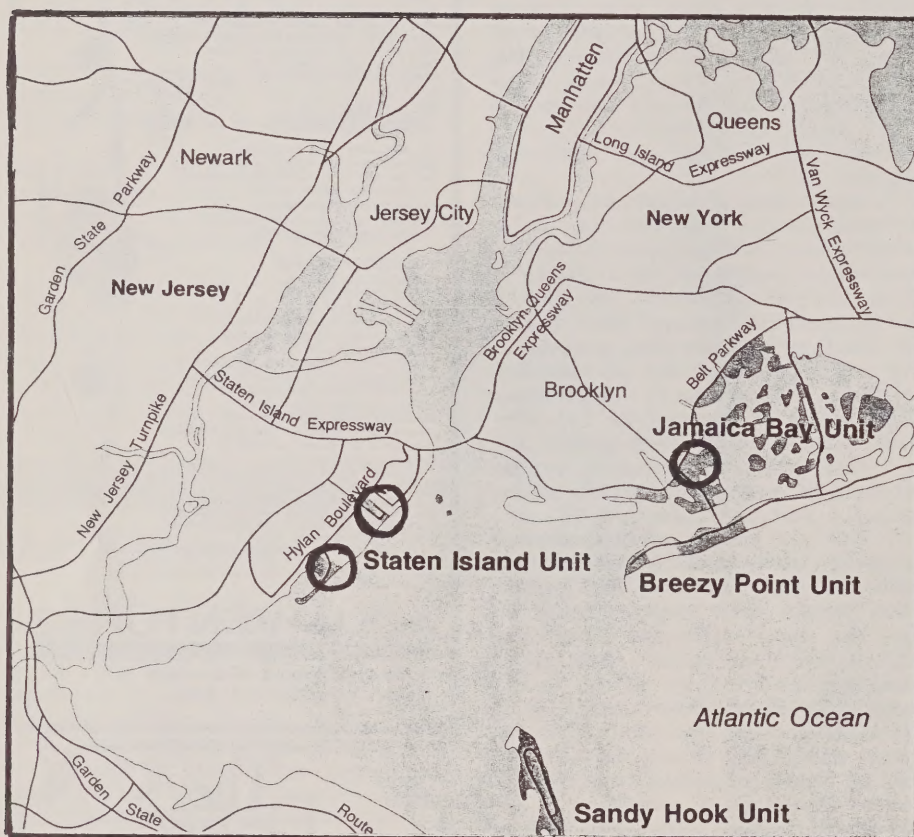
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"Give us a break!" ~Part 2



In the October 1st issue, Chuck Sutherland of the sea kayakers group, ANorAK, commented at length on the difficulties of obtaining access to the water for car top boats such as kayaks in the metropolitan New York city area. One instance he discussed involved the National Park Service's Gateway National Park. The following is what he had experienced:

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 business 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.

Chuck's overall comments were entitled, "Give Us a Break". Well, interested persons in the National Park Service read his remarks, for there are National Park Service people who enjoy small boats and who subscribe to this little periodical of ours. As a result of what they saw, they are now prepared to indeed, "give us a break".

Steve Golden, a planner in the Park Service's Northeast Regional office in Boston called me to bring up the subject. Could we meet to discuss possibilities of correcting this apparent deficiency? I hastened into Boston. There I met with Steve, one of his fellow planners, Rolf Diamont, who also reads this magazine, and the assistant chief planner, for an hour of discussing ways and means for the Park Service to address the apparent need for car top boat access to the water at appropriate national parks. It developed that the supervisor of Gateway National Park, Bob McIntosh, also reads BOATS and has a professional interest in developing a policy that would enable him to provide such access.

Can this really be true, the "bureaucrats" are actually interested in Chuck's (and all of ours) expressed needs? Yes, for you have to remember that they are people doing jobs too. Yes, they operate within highly structured regimens and it is this aspect that tends to exasperate those of us who have occasion to deal with the "rules and regulations" that govern use of public lands. The people in charge of the areas cannot simply do as they see fit, they have to go by that "book".

Self-help is the key now. The Park Service is interested in doing something about car top boat access to the water. To make it possible within its structure, a policy has to be developed for those out in the field (like Bob McIntosh) to adopt to their own local circumstances. The preliminary decision taken was to focus on Gateway as a sort of "pilot" program. Chuck illustrated its shortcomings. Supervisor McIntosh is ready to do something about it. The planners who draft policies are ready to go to work on it. What they need is informed input from the potential users. Us small boat people (cartoppers). People who don't need ramps, docks, etc. etc. Just parking and a walk-to access.

Our group in Boston identified three potential sites in Gateway: Floyd Bennett Field on Jamaica Bay; Miller Field and Great Kills Park on Staten Island. By the time you are reading this, representatives of ANorAK in the metropolitan New York area will have visited the sites with Supervisor McIntosh, or his designated representative, to evaluate their appropriateness for car top boat launchings and to review what supplementary facilities (if any) would be needed to make them useable.

To expedite the process, those representing us, the users, will develop their proposal for how it should be done to best suit our needs. This way the Park Service planners don't need to chase up all the pertinent information. From this, further co-operative planning should result in something workable

in time for Spring, 1987 availability. Then next year's experience should determine subsequent policy changes, if any.

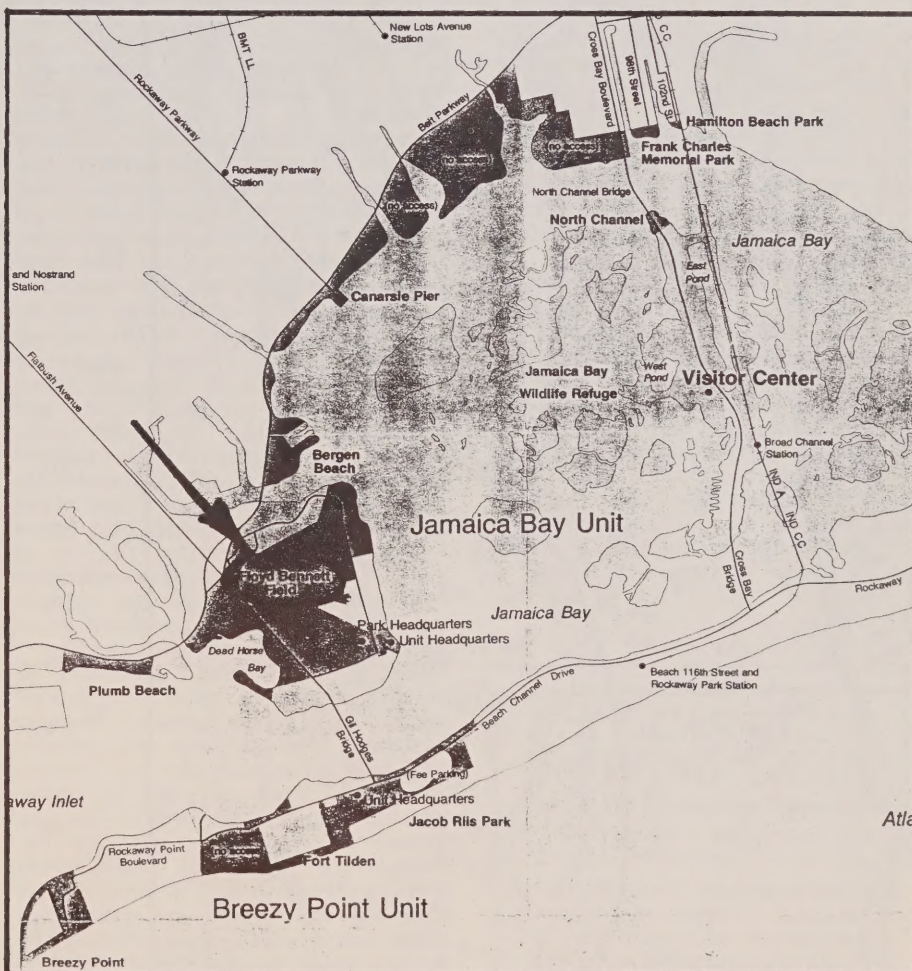
While this self-help part is being carried out, the Park Service people will have contacted their alter-egos out on Puget Sound, where sea kayaking is very popular, to see how it is being accommodated there. The long range view is to work out a Park Service policy to provide access to the water for car top boats at any National Park with appropriate bodies of water.

Chuck was pretty upset at what he found around New York city, more with the state park system than with the national system. It appeared that car toppers were ignored and even discouraged. Well, it is true. But the reason is that the need had not been raised to a sufficient visibility level to get the attention of the people who make policies. They have some very BIG problems in dealing with the public. Our particular problem is rather small in scale, has been,

in fact, virtually invisible. Well, now it is visible, thanks to Chuck's taking pen in hand, asking me to publish his remarks, and to Steve Golden, Rolf Diamont and Bob McIntosh of the Park Service who read what Chuck had to say and undertook to set the wheels in motion on our behalf. Stay tuned.

COMING NEXT ISSUE

Reader Stuart Cattell of Homer, NY, (upstate, inland) wrote to comment on this matter of access to the water. He remarked that in the six New England states, Idaho and Wisconsin, the public has the right to paddle on any stream or river due to legislation opening rivers to the public by right of prescription. He points out that in his native New York state this is not so. Hundreds of miles of rivers in the Adirondack Park have been closed to the public by those who own the river banks. I have asked Stuart to elaborate on this subject for all of us to become better informed.



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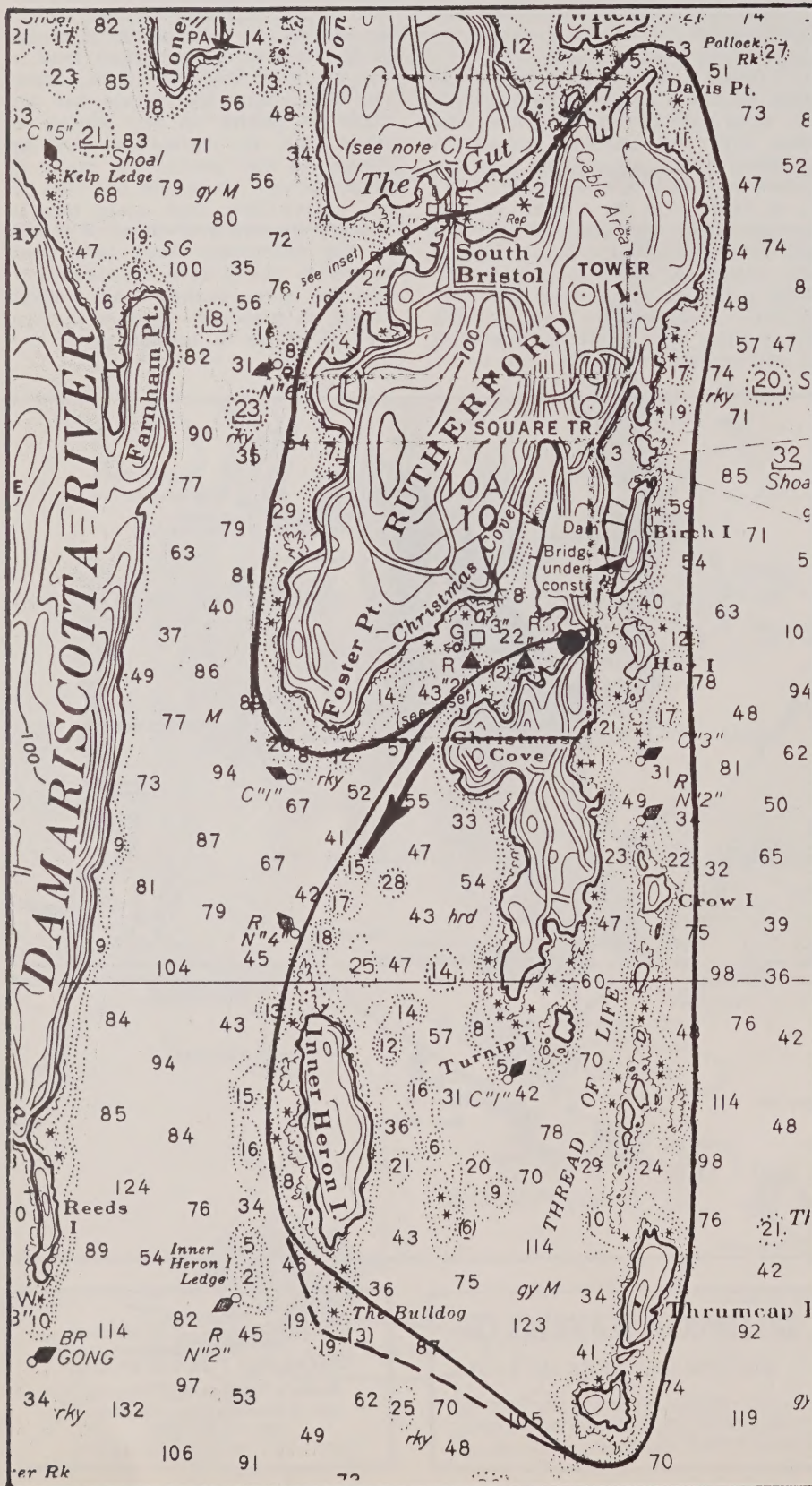
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Bitten by the Bulldog

Report by Henry Szostek



An interesting title always piques one's curiosity, so when I read about the "Race of Truth" I had to go and see what "The Truth" was. Sponsored by Jim Chute of Freeport, Maine, a race starting and ending at Christmas Cove in South Bristol, Maine. It is one of those places on the chart that gave real meaning to the old saw "You can't get there from here", located at the extreme tip of the peninsula that forms the eastern shore of the Damariscotta River at the end of which the land grudgingly and in bits and pieces gives way to the steady surge of the sea, forming islands and then tapering off into ledges and rock outcroppings that over the years have earned quaint and picturesque names such as "The Hypocrites", "Thread of Life Ledges", "Thrumcap Island", and just off the tip of Heron Island, an area of submerged rocks that bear the intimidating name "The Bulldog".

The time of year was mid October, a very changeable and invigorating time of year when the weather can be either warm, soft and summerlike or turn overnight to early winter depending upon the whim of the winds. The day of the race turned out midway between these two, overcast and threatening rain with about twenty to twenty-five mile an hour winds from the south. It wasn't particularly cold but a damp breath in the air reminded you that it was coming fall. The race was open to kayaks, canoes, fixed seat rowing craft and sliding seat rowing craft in single and double configurations, and all classes were represented at the start. The kayakers were definitely in the majority. There were three sliding seat singles, one sliding seat double, one fixed seat double and one canoe. I was fascinated by the canoe and marveled at its technology. It was one of those kevlar and epoxy, sharp ended, funny sided racing models that the paddler carried down to the dock like a briefcase. It weighed just twenty-five pounds; I hefted it and marveled at its lightness. The paddler was a very confident looking young man who took a fast lap around the harbor to warm up, expertly wielding his graphite and epoxy paddle with a sure practiced stroke. The kayakers all dashed about the harbor like frolicking puppies, while the sliding seat fellows made stately strides hither and yon, all milling out to the

mouth of the harbor and back to the dock like performers peeking out of the stage curtain to size up the audience before the start of the show.

At the appointed hour of 11:00 A.M. the first group started, this was the canoe and the fixed seat two-man dory, followed three minutes later by the kayaks and finally at 11:06 the sliding seat boats, one of which carried me.

As we made our way out of the harbor the places began to become apparent. The double sliding seat boat rowed by Frank Mainville and his friend Andy broke out to an early lead, no small surprise inasmuch as both are college age athletes who are on the Massachusetts crew. I know this because that's what it said on their warmup jackets. I find the wearing of these jackets by my competition disheartening: one, because it means they are half my age; and two, because they are enthusiastic enough about rowing to advertise the fact on their backs. This combined with the fact that I have known these two for six rowing seasons and lately the only time I can catch sight of them is at the start and at the finish when they are standing on the dock watching me trudge to the finish line. One of the sliding seat singles was rowed by Hargy Heap, another well known competitor. He sticks in my mind because even though he is older and more weathered looking than me, I haven't been able to keep him in sight for very long either. The last sliding seat boat was a new face to me, maybe I could keep him astern. Time would tell.

As we approached the face of Heron Island, we began to catch the kayaks and the canoe. One kayaker was returning to the start (wisely); he called out that he had developed a leak and was taking on water. The racing canoe seemed stopped in the water, the paddler kept his paddle in the water balancing the flighty craft against the now three to four foot seas and looking ahead to the eight to ten foot swells breaking on the ledges that surrounded "The Bulldog". He called to me that he was taking on water and didn't think he could continue. I pointed out that the chase boat was right behind him and he could have a ride back if he so desired. He did and took it, a prudent man. Had I had that same panoramic view that he had I might have joined him but the hindsight afforded by rowing gave me only brief glances ahead to assure myself that I was at least following the pack.

I thought to shorten the course by cutting inside the ledges that I could see were breaking and headed directly for the end of Thrumcap Island. This course took me right across the letters on the chart that said "The Bulldog". I

know that now because I am reading the chart as I write this, something I should have done earlier but at the prerace skippers' meeting I was out making stately strides in the harbor. Well, I thought, if the kayaks can go through there, then so can I. As I proceeded I noted that the swells seemed to be breaking a little closer to the island than the last time I looked. Not to worry, I thought, I had ridden swells before and just as long as they stayed round on top I would be all right. The first few seemed round and I judged them to be about eight feet from peak to trough. As I turned to look seaward I spotted one that seemed very near. The top of this one appeared very vertical for the last four or five feet and the light was just beginning to show through its crest. It was about two boatlengths away. I stared at it for a moment like the mouse mesmerized by the cobra's gaze and when I saw that there was no escaping it I turned the boat bow on and held fast to the oars. It broke over me like a large wet bulldog's paw and filled the cockpit to the rail.

I had done some stability tests with this new boat at the beach when I first launched it in June and I knew that it would tolerate this condition and remain rowable so I took a couple of strokes on the oars and sure enough it spilled about half the water out over the aft bulkhead and the watertight hatches held so I retained buoyancy and control and continued out to Thrumcap Island in a half swamped condition. By this time it seemed the only thing to do because the only thing to leeward was the Thread of Life Ledges which were all white with foam and to seaward were the long green swells that make for great seascape paintings in an art gallery but on a hand-shaking basis make it very clear that we are all but a dab of the artist's brush on the canvas.

The distance from the Bulldog to Thrumcap is about three quarters of a mile but it seemed shorter because I was very intent upon keeping my heading and was fascinated by the panorama and the drama of the two boats astern of me, one sliding seat single and the red two man dory. As the swells raised me to their peak I saw them as two dots in the scenery but from the bottom of the trough all that was visible to me were green walls of water like being at the bottom of a large green bowl, over the rim of which would pop these two boats as they were lifted into view for a brief look around only to be swallowed again as I watched the backside of these majestic coamers march inexorably toward the land. After a few minutes of this I came back to the realization that the sliding seat boat was gaining on me and we were still in a race.

The run up the face of Ruth-erford Island should have been a surfing delight but the water in the boat acted like a damper on its actions and slowed me down badly to the point that I was eventually passed by this last boat in my class. As I made my way into the gut at South Bristol I made a mental note, "Next boat, more deck, less cockpit" and find some way to get the damned water out of this one while under way. I stopped just inside the gut and bailed most of the water out with the only thing I could reach from the cockpit, the cowhorn I carry as a signaling device. There was a bailer in the aft compartment but I could not reach it without climbing out onto the after deck, not a recommended maneuver in these conditions.

It was after the race over coffee and blueberry muffins at Jim Chute's house that I learned that the kayakers as a group felt that these were excellent conditions for a race. Well, you didn't want it to be a flat water slog did you? And we were lucky that the offshore winds of fifty miles an hour had finally abated last week. Yes, I guess they were right on both counts but I pondered this logic for a moment and all of a sudden it hit me, "Kayakers can never have both oars in the water", they enjoy frolicking in surf and swells, kind of like skateboarding down the white line of life, playing tag with the passing trucks.

The rest of the race was rather lonely and uneventful. I stopped to look for others ahead or behind and could see no one so I trudged on to the finish line to find, sure enough, the Mainvilles waiting on the dock, "Good race, Henry." "Yeah," I say. "Good race." . . . The truth? . . . Oh yes, the truth is that we are all indeed just a dab of the artist's brush on the canvas.

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I first decided I needed a kayak in 1940. Boy Scouts of the George Washington Council were able to answer this need in their summer camp, Paguarah, along the Delaware. We had a craft shop and some fine instructors, so for the grand sum of eight or ten dollars, we were able to purchase the material kit to construct a small decked sea worthy craft. Paguarah's water front was literally covered with kayaks of all colors. I used mine for years, fishing, touring and just plain paddling. It was finally demolished by a friend in the Jersey surf. This first boat was of sawn plywood frames, spruce stringer, gunwales and deck beams. It was nailed and glued and covered with ten-ounce canvas. We then doped the canvas and painted over the dope with a variety of paints. Hardwood run rails finished her off.

The next decked double paddle boat that I built was a Herreshoff double paddle canoe. There has been much written about this craft in many publications and little that I can add to its history. I built this boat in 1964 for my son to use as a cruising canoe. It has survived these many seasons and is still a fine boat to camp in or from, a nice boat to paddle but a bear to carry. It was designed to be of white cedar on oak frames. I did build her that way and then sheathed the hull in polyester. This made her an even heavier boat. She has seemed to be indestructible. A twelve-year old boy on the Delaware does not always jump out when a boulder appears. With its adjustable seat, you can effectively trim her and she will handle most conditions you would care to be out in. The water tight bulk heads have worked fine with very little water seeping in even in a bad head sea or a capsize. We have deliberately capsized to practice self rescue techniques. It seems that you should re-enter while the boat is still heavy with water and then pump or bail. You will only have water in the cockpit and its dory-like cross section must be the reason this works, but work it does. All in all, this has been and is a fine boat.

My next kayak was built in 1984. This is a 16' - 6" x 23" single seated strip built kayak weighing 55 pounds. Western red cedar strips encased in West System(tm) epoxy and fiberglass cloth are the materials. The cross section is round, round, tender, tender, fast, fast. I will try to share a few of the things I learned while building this boat.

The western red cedar was purchased in 18' lengths five and one half inches wide. I resawed this from the edge to a thickness of 3/16". Using a Forrest planer blade on my table saw with good

From ANorAK, the

sea kayakers' Newsletter

The Fun of Building Your Own Kayak

hold downs and spring boards against the rip fence, I was able to attain a ripped piece that was smooth enough to require no further machine work on its side surface.

I then devised a die of 1/4" x 3" x 3" steel. This die works the same as a hole drilled in steel to create dowels. A metal working friend made it for me on his lunch hour. First drill a 3/16" hole, then cut on a tangent, straight lines to 3/4", then drill another 3/16" hole in the bottom. Next you weld a 3/16" diameter pin in the bottom and it forms the convex side of the die. When you pull a 3/16" x 3/4" strip through you will round the top and hollow the bottom.

Next you mount this devise onto a 2" x 3" x 36" piece of oak so you can clamp it in your vise. You're now ready to pull strips. Having created the hollow and round, you will have a nice rolling joint to follow your molds with a good gluing surface. You will not have had to set up a router operation or purchase any expensive bits.

Methods of building molds, strong backs and accuracy are all described in many strip building books so I will not repeat them here. It is important not to work with molds much more than a foot apart especially if some compound curves are involved. Remove staples as soon as your glue has set. This will reduce stains and blemishes. I used weld wood plastic resin because it sanded nicely. Some of the glues heat up when sanding and clog paper as well as smear.

If you use Gougeon Brothers' West System(tm), they will give you advice and you should read their instructions carefully. It all amounts to spending one long twelve hour span to get your three coats of resin applied in order to cover the cloth, etc. and end up with a strong attractive project.

This kayak ended up costing about \$500.00 and is a step in my education. It is very fast, very tender and I believe it is attractive. I do like the method and am now building a V bottom kayak using the same techniques.

In 1985 I built a fabric covered 14' kayak that is in a British book, CANOES AND CANOING by Blanford. This boat resembles the early decked boats of Europe, Kleppers, etc. It is of plywood frames, pine stringers and deck beams. I covered this boat with Cecomite 101

which is air craft fabric. This material is a heat shrinkable dacron that is not affected by ultra violet rays. 101 Cecomite is the fabric used on agricultural aircraft (crop dusters) and is very light in weight and is easily repairable. I used a standard aircraft finish which consisted of four coats of non taunting nitrate dope and four coats of Buturate dope with two of international orange. I have heard that some folks in Alaska are using this fabric but using an epoxy finish which could be tougher and more economical.

I used aircraft pinked cotton reinforcing tape to reinforce high wear areas. The boat has a shallow exterior keel and two smaller bilge keels to further protect the bottom. If you do experience a small puncture or tear you use butyrate thinner to soften the finish and soak a piece of reinforcing tape in butyrate and apply. Later you can build the finish back over the spot.

I have used this boat on the Barnegat Bay for one season and it is truly a delight. It tracks well, is stable, seems to keep up with most all groups and was cheap to build. I spent \$250.00 building this boat. This kayak is called the Griffin from CANOES AND CANOING. My boat tracks on, off or beam to the wind exceptionally well. It is a stable platform for photography, fishing or cold weather birding. The boat seems to be accurate, good and responds to a lean instantly. I believe it would make a nifty project for young folks at a reasonable cost.

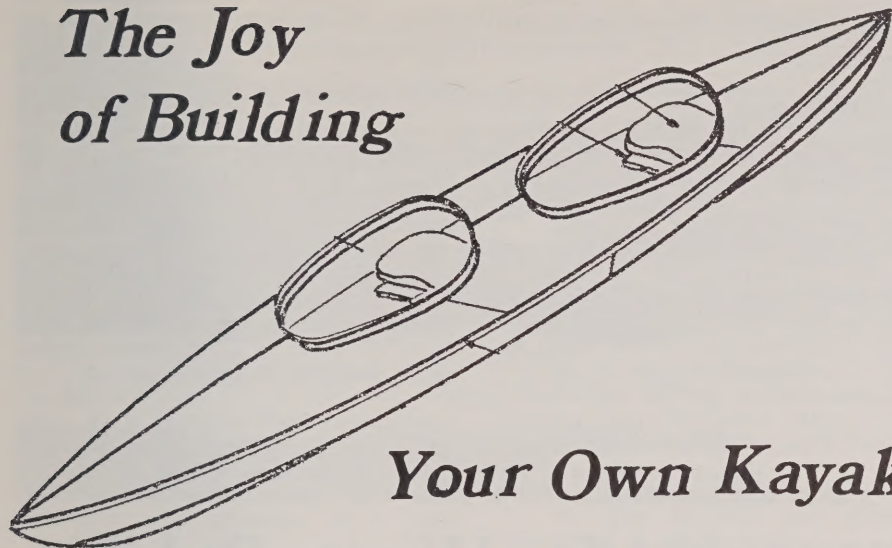
I still need another kayak, so here goes. I have taken the off sets from the Bidarka in SMALL BOAT JOURNAL. Zimmerly wrote the article in issues 29 and 30. He would frown at my building it using the strip built method but I want a hard boat for hard use and am enjoying trying to build it my way.

I also have purchased (from Zimmerly) the plans to a two hole Bidarka which I intend to build in his traditional, lashed frame, canvas covered method.

If anyone wishes to ask about whatever little I have learned, I will try to answer. If any of the ANorAK folks wish they can visit me and see my shop, jigs, molds, etc.

Bob Sweeney, Box 214, 2 Cutlass Way, Waretown, NJ 08758 .

The Joy of Building



Your Own Kayak

"Oh, no! Not another expensive hobby!" says my wife as I'm foaming at the mouth after accidentally trying a sea kayak with my son at the Castine, Maine symposium. After reading for a month, I tried the following approach: "I can get a kayak kit for only \$300 and I'll save that much over two years if I take my lunch to work." (Carefully concealing the \$900 required for West System(tm) epoxy, sandpaper, tools, marine paint, veneered plywood, paddles, life jacket, seats, floatation, compass, rudder, etc.)

The Granta Scandian double kit came from Ecomarine Ocean Kayak Centre for Christmas 1984. I began with great enthusiasm during a brief vacation. Since I'm 6'4" (230 lb.) it was a big advantage for me to be able to choose the depth of the kayak so my knees would fit right. (I'm too big for many commercial kayaks.) I decided to add 2 inches in height to the side panels (maybe a little too much since it should be as low as possible so the wind effects are minimized.) I made two large singles from the double kit (Granta now has a large "American" single kit.) Several modifications included cherry (oak for the second kayak) 1/4" plywood for the side panels, 1/8" plywood for a curved deck and ash stringers for the gunwales to add strength and for deck mounting. I used West System epoxy for the finish. It is very tough but adds some weight.

If you like wood work, you'll really enjoy the 100 hours required for each kayak. As Carl White described in an earlier ANorAK article (Vol.2,5) there is a lot of gluing and sanding. A major portion of the work is in finishing. After wrenching a shoulder muscle, I got a good rotary sander. West System(tm) people are very helpful, e.g. they recommend a foam brush

and heat gun to smooth the epoxy and save a great deal of sanding. I used Interlux (Interthane Plus) paint which works great over the epoxy and can be obtained from Gougeon Brothers.

It was a tremendous thrill to try it for the first time. It was a little "tippy" and had a very bad tendency to weathercock. For example, an "Escape" I tried was more stable and maneuverable. A 25 lb. bag of lead shot for ballast really improved my Scandian's initial stability. A day trip last fall on Barnegat Bay with a fairly strong following quarter wind was AGONY. I had to continually stroke and lean to one side to counteract the strong tendency to turn into the wind. It would have helped to have moved the ballast to the back (my cockpit could be a little further back, too.) As Carl White suggested in a recent article a skeg has corrected this weathercocking problem very nicely. However, it also cuts down on maneuverability. I'm adding a rudder to correct for currents and cross winds. I'd like to do it all with maneuverability and paddling technique but after that day with the following wind I'll take some help from the skeg and rudder. In the end I've got two fine looking, strong kayaks. One has a blue deck with oak sides and one a red deck with cherry sides. They are comfortable and handle well in many conditions. I installed a Sea Otter removable seat (from Pacific Water Sports) in each kayak. The kayaks are a little heavy (80 lb. each). I did save a little money in the end, but the main advantage is the pleasure of building a handsome boat. Give me a call or write if you are considering a similar project. I still remember some tricks that will make things easier.

Dick Slusher, RD 2, Lebanon, NJ 08833 (201) 832-7383

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 6'6" fellow to pull up his knees.

With the same shipment we got some SCANDIA- A DOUBLE kits. 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 bigish 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
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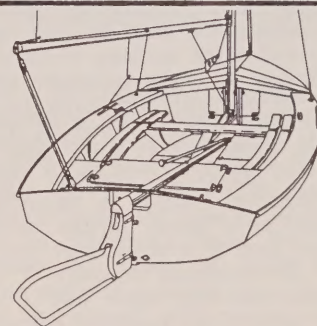
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There are many winter sports which have various sorts of risks which can be accommodated with a moderate margin of safety, however, sea kayaking is more challenging. With cautious planning the elements of risk in winter sea kayaking can become less of a limiting factor.

I encounter in my area the fresh water overlaying of salt water, which will solidify into slush and skim ice within Stony Creek harbor shortly after sunset. An offshore wind will push this ice a half a mile in twenty minutes leaving me paddling in darkness through slush, skim and rafts of ice which I cannot see. Wind, sunlight and temperature changes cause rapid changes in winter ice paddling conditions.

In my method of paddling I had to consciously eliminate burying my paddle beneath the ice surface as I pulled through each stroke because this could roll the boat on recovery of the stroke. Paddling had to be perfectly feathered with only half the blade immersed and with a measured stroke. It was a most amusing sensation to suddenly feel the boat burst out of slush ice into unfrozen water. This paddling places enough stress on a paddle shaft to easily break a questionable shaft. A touring paddle blade is suitable but requires more skill and caution than a flat blade for greatest paddling stability.

The hull of the kayak has to be designed in form and materials to withstand ice abrasion, impact, turning restriction, stability stress and wind wethercocking. My choice was imported marine plywood 5mm., fiberglass cloth reinforced chines, coated with epoxy, and finished off with marine varnish. The shallow Vee hard chined slightly rockered hull with a strongly sheered clipper bow and moderately sheered stern permit the boat to ride up on an ice raft with no loss of stability. Midship to three quarters aft is keeled to prevent broaching in following seas and command of direction in tidal rips with ease not found in slightly sheered hulls. The turning radius is drastically reduced to a much larger circumference and if I encounter ice too thick to continue through I back the boat out the same way I came in as quickly as possible before my path has frozen over, which can happen in just a few minutes. This hard chined shallow Vee hull retains its stability when completely filled with water. Permanent adjustable floatation can be prepared by sewing nylon zippered bags tailored to the hull shape and filling with packing peanuts and beach balls partially inflated. The floatation must be sufficient to provide freeboard for bailing while carrying the maximum load of water.



Preparing for Winter Paddling

By Gail Ferris

The canvas deck does unfortunately accumulate sea ice as well as the paddle shafts. The foredeck is higher than the aft deck and the cockpit is raked for a sufficient difference in deck heights to prevent weather cocking.

Essentially my kayak is Greenland design with a partial keel designed and built by Don Betts.

My hands must always be warm and in direct contact with the paddle shaft. The paddle shaft has drip rings and the fiberglass hollow core jam filled with packing peanuts to provide warmth and floatation. The physical and chemical structure of the blade has to withstand smashing against ice. I always carry a spare of equal quality on the back deck. My hands are protected by pogies which fit tightly enough to be completely windproof around the paddle shaft but are rigid enough to remain an open gauntlet allowing for quick insertion of my hands. These pogies are warm even when completely wet and iced because they are a sandwich of polyurethane coated nylon pack cloth and one quarter inch thick flexible closed cell polyurethane packaging foam sheeting. The insulation quality of the pogies is so great that I can launch with numb hands and in twenty strokes have warm hands even if these pogies have been dunked in ice water a moment before.

A "Rukka" two piece dry suit is easy to put on alone and well structured with such simplicity and toughness that little will go wrong with it. I have put mine through some very heavy use. After each use to prevent deterioration just rinse off the sea water by wearing it in your shower.

Polypropylene and wool in

sufficient number of layers will prevent the conduction of the water temperature to your skin surface through the vinyl dry suit. A neoprene winter weight diver's hood with holes cut for the ears reduces the severity of thermal shock to your head in the event you take a wave or get a dunking. The dry suit will provide almost normal paddling flexibility. Polypropylene fibers do retain their warmth and loft even if they do become wet.

A dry bag is always taken with emergency dry windproof clothing. A waterproof flashlight is always strapped on the deck at night. The life jacket always is worn and has an emergency flare kit and compass. A bow painter is easily available from the cockpit. Rear deck bungee cords are for stowage of the extra paddle and to function as part of the paddle outrigger floatation rig. A paddle floatation device is kept immediately available below along with an attached bailer.

I never leave shore without a NOAA marine weather forecast and an accurate knowledge of what I can handle. This is the challenge of sea kayaking and these are some of the risks of winter paddling at night. Much of paddling at night has to be done by feeling the motion of the water. In following seas the variation of wave sizes can be estimated by distances between waves. With a greater distance between waves there is a larger wave coming up on you than the previous waves. You can adjust your paddling so that you do not find yourself unexpectedly surfing toward a pile of rocks with your balance out of control. We have lots of rocks in Stony Creek. Starting in the dark can be just as simple as in daylight.

One Too Many Boats

I have one too many boats. Both boats were designed for single-handed cruising and my personal comfort, which is GREAT! Both can day-sail four, lunch and nap two and cruise one in sumptuous ease.

The GREAT PELICAN was designed by Captain Bill Short, a San Francisco Bay tugboat captain. I visited with Captain Short in June of 1984 and recounted to him the ways in which I had modified the GREAT PELICAN for my own personal needs:

1. An enclosed outboard motor well.

2. A shallow draft rudder with an end plate.

3. A bridge deck at seat level allowing greater cabin space for sleeping and stowage of a porta-potti.

4. A weighted glassed rudder (which Captain Short thought was needed).

5. An offset companionway off to starboard.

6. An escape or ventilating hatch in the cabin roof over the sleeping area.

7 Ventilating screened Beckson ports.

8. A tabernacled mast, well footed BELOW deck, swinging in a watertight slot venting outboard.

9. A ridge seat lip to vent water outboard.

10. Slanted cockpit seat backs for greater comfort, with stowage behind.

11. A hollow mast with aluminum radar reflector and a tube for masthead wiring.

12. A hollow gaff for light weight aloft.

13. A solid boom to weight the foot of the sail.

14. A solid wire luff on the jib for roller reefing.

15. Both main and jib of 5 ounce dacron (red and white) by Norseman Sails.

16. The hull:

a.) 3/4 bottom, transom, bow with three layers of stapled 1-1/2 CSM.

b.) 1/2" sides with two layers of stapled 1-1/2 CSM.

c.) 3/8" cockpit, coaming and house sides with one layer of stapled CSM.

d.) 1/4" cabin top and deck with 6 ounce cloth and epoxy.

17. A gallows frame.

18. In the works: An extension to the tabernacle and gallows frame to raise the mast gaff and boom when down to provide headroom, with bowed frames to be covered with bamboo for shaded canal or ICW cruising, and an extension of space for greater comfort at anchor.

This boat is a sweetheart! All glass coatings (except bottom, which must be got at to insert the

centerboard) have been epoxy-sealed. The centerboard pin is located in a sealed chamber and easy to get at. All that is needed is a final sanding and colors of your choice.

The second boat is a modified 19' fiberglass former SAILSTAR ORION sloop

1. The cabin was enlarged, has a V-berth, sumptuous seat, porta-potti, ice chest, an Optimus kerosene swingstove, stainless steel Vent-O-Mate ventilator, gratted floor.

2. A swing-up rudder.

3. An airfoil centerboard, the original was 3/8" steel plate.

4. A partial keel with centerboard pin outside hull.

5. An enclosed outboard well.

6. Two built-in gas stowage spaces for 6 gallon tanks.

7. Two stern lazarettes.

8. A gallows frame.

9. A forward pedestal for supporting the mast for canal or ICW cruising.

10. A frame brace poles for raising or lowering mast single-handed.

11. A 6hp long-shaft Evinrude.

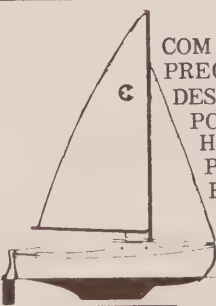
12. A custom trailer which I am still working on.

This boat is really my baby. I have had her in and out of the water, continually altering her for my own ease and comfort.

Both boats are dear to me. I will sell one and not the other! Remember, if it's worth a call, it's worth a look-see!

STAN DZIEMA, S. Walpole, MA, (617) 668-3879. (14)

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COM-PAC

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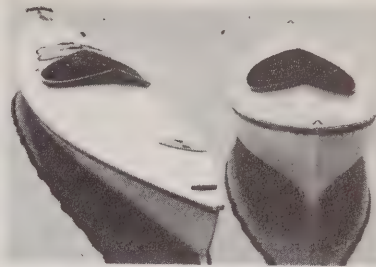
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ON DISPLAY

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

DIRIGO



Could we have a show of hands, please?

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

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

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

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By way of introduction

KATUSHA was designed and published in 1933 when my father, E. Weston Farmer, N.A., was the young editor of MODERN MECHANIX, a Fawcett publication out of the Minneapolis suburb of Robbindale. Fawcett moved to New York about 1935 and changed the name to MECHANIX ILLUSTRATED, which is still being published.

One of the things Dad did during his tenure at Fawcett was to put out an annual publication called, HOW TO BUILD TWENTY BOATS. This little tabloid cruiser was one of the designs he did to include in that publication. He also included designs from other designers.

It is fun to look back in time to the prices of things then; can you imagine building this hull for \$100? Can you imagine the fun of gunkholing with this little craft on an October Indian Summer night and getting up out of your bunk on a crisp, sunny morning, stoking the little Shipmate stove with some birch you've brought along, and smelling the bacon frying while you look for the eggs you know you brought along?

And the smell of the coffee you're brewing! Then you put on your earphones to listen to WCCO in Minneapolis (you are in a quiet bay of Lake Minnetonka) on your little two-tube regenerative receiver you have built (The "A", "B" and "C" batteries are under the bunk).

Then you fire up the little Gray four-banger 32hp motor and putz along the shore in the morning sunlight, with nary a boat on the lake save a few quiet fishermen hoping to land bass.

MAN!

Wes Farmer, Chanhassan, MN.

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Fit to lope along offshore most anywhere, Katusha is seagoin', snug and lightfooted.

"KATUSHA"

Here's another design by Weston Farmer who has turned out a most interesting little tabloid cabin cruiser complete with full size bunk, stove, sink and icebox. Her hull can be built for \$100 if you will furnish the tools, shelter and labor.

THE possibilities of the tabloid cruiser are manifold. This editor of yours has rather specialized in these little boats of late, and many successful boats have been built from plans which it has been my fun to prepare.

One of the most successful of these small boats is shown elsewhere in this book. You may also have heard of her before. Her name is Mayfay. She is an improvement on an older boat which was designed some four or five years ago as a "pot boiler" and which, surprisingly, turned out to be one of the best boats I have ever designed. Mayfay ran so beautifully and performed so well that she is remarked by all hands along the waterfront where boatwise men congregate.

A variation of boat No. 2, or Mayfay, was built shortly after Mayfay was launched in her home waters up at Duluth, Minn. This new boat was exactly in hull as was Mayfay, but had a more pretentious arrangement plan. She was built in Ohio and is shown running on page 67. The sweet performance of this development of Mayfay are all too imperfectly shown in the poor photo.

Tabloid Cruisers

Both Mayfay and the Cross powered boat have fulfilled their functions to a T. They are glorified canoes, capable of performing the same function as a cruising canoe. They carry a crew, carry all the duffle needed for extended camping, and can go any place there is water enough to float them. They are of course entirely different in hull than a canoe, but their function is the same—to go places, carry anything, and get back in one sweet heck of a hurry.

For a long time I have wanted to take that perfect planing little hull, enlarge it just as a tailor lets out a vest ever so little so that it is "just right" for a little more bulk, and put midget apartment accommodations aboard her.

And by golly I finally got around to it. The finished job methinks is a sweetheart. So here she is—and her name is Russian *Katusha*, which means "Sweetheart" in the Czar's tonguesky.

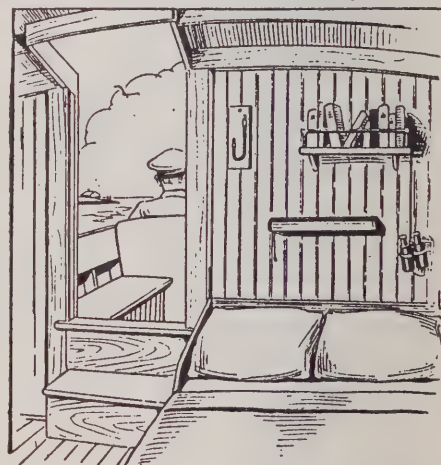
Katusha's Fine Points

Consider *Katusha*: Her length is 19 feet, with an inch or two over. Her breadth is 6'7". She will build in any average sized garage, and if the garage is a depression model with a few feet clipped off, open the doors and clothe them with tar paper for the few weeks' spare time it takes to build *Katusha*.

Out of experience with previous tabloids I have come to the conclusion that there is no need denying the crew a real, full-sized bunk. So you'll find *Katusha* equipped with one.

The cabin is placed aft. There is much to be said for this arrangement aboard a motor cruiser, and particularly is it a necessary part of *Katusha*, for since her speed is around 15-20 miles with a Gray Light Four tucked under the aft deck and bunk, out of sight, the fore-middle portion of the boat becomes the most delightful, dry and quiet place of all to ride in. With the cabin

Here's an Inboard View of Cabin



Looking in through the stern headledge of the cabin one sees how the head of the bunk and the little companionway are arranged.

afit the cockpit can be placed right where we want it.

Snug Cabin

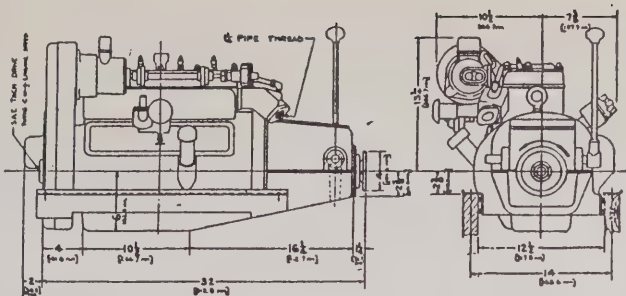
There is a Shipmate range. In fall when the snow flies and ducks are to be popped off, that little cooker will furnish snug heat in the cabin as you lay to moorings out over the frosty flats. In summer Sterno heat can be used, and the cabin will remain cool.

Two can sleep in the cabin if need be. And the cockpit will accommodate two in fairly comfortable fashion.

A study of the arrangement plan will reveal that every department necessary to life aboard has been provided for. Sink, water, ice box, food storage and clothes storage compartments are all there. There are shelves for a radio and books, for a gun, for a clock.

The cockpit seats serve to cover storage bins. The more stuff you can tuck out of sight the more room you have in a boat for doodlin' around, lounging and living.

Katusha's material should come to around a hundred dollars. If you furnish the tools, the labor and the shelter (it is highly necessary that the boat be protected from the weather while building) you will find that very few incidentals will be overlooked in such an estimate. If I were building her, I think I'd build the hull now, launch her, and finish up the cabin and interior work while she's afloat. I'd put the engine in later, and hook it up to the shaft which would have been installed at the time of launching.



One of the sweetest little marine engines on the market is the Gray Light Four mentioned in connection with plans for *Wink*, 123 cu. in. racer which appears elsewhere in this issue. Power, 32 at 3400 r.p.m., weight 289 lbs.

Strut Castings Available

We are building patterns at the Experiment Station for this little cruiser's metal parts. The outboard strut and rudder are of the same pattern I have been using for the last five years on most of my small run-about designs. With the propeller wheel clear of the hull, away from the transom, not only is the propeller increased surprisingly in efficiency, but the wheel can be repaired, in case of striking a rock, without hauling out. The rudder is made really effective when backing, can be repaired any time, and the strut arm is a whole lot stronger since it ties in to the whole boat instead of to the keel alone. When naval architects get wise to this efficient way of putting in the "business end" of a boat you'll see more of 'em, and more satisfied boat owners. I imagine when we get the patterns done that in bronze or Lynite we can furnish the outboard strut and rudder for around fifteen dollars which will be about costs in the matter.

There'll be a little ladder on the strut so you can climb aboard from a dinghy or "up yourself" when swimming.

Method of Building

The method of building the hull is not difficult. The first thing to do is to reproduce the lines of the boat full size on a flat floor covered with manila or brown building paper. The table of offsets is used for measurement, the readings being in feet, inches and eighths. For instance, 2.6.0 reads 2 feet, 6 inches, no eighths. This full size laying down must be done to get the lines fair and easy, and to rectify little mistakes due to reading scale measurements in such small scale as $\frac{1}{8}$ " to the foot, which is the scale I used in making the original design.

Use heavy black pencil for drawing the lines, and for the long fore and aft lines a $\frac{1}{4}$ " x $\frac{1}{4}$ " white pine batten should be used. For the cross sections from which the frames are made use a $\frac{1}{2}$ " x $\frac{1}{4}$ " white pine batten. The curves on the sections are more abrupt and will require a smaller, more flexible batten.

Then, when you make the cross section frames, just deduct the $\frac{1}{8}$ " thickness from the outer edge to allow for the planking.

The frames are made as the cross sections show, but are not rabbeted until they are all set up on the keel.

The keel and the stem and transom are built individually, and set up and lined up. The keel can rest on anything as long as it is kept to the form shown in the drawing. I have put a little curve in it to make it easier to build. There is nothing so hard to achieve in building a boat as a really straight line. A sprung keel is easier to build.

With the frames set up and lined up with a chalk line down their centers, the ribbands or battens are put in. Then planking commences. I have kept the lines of *Katusha* simple so there would be no trouble in planking. For those who do not understand it, may I say the subject is one which is applicable to all boat building and one which you may

familiarize yourself with by consulting any one of a dozen little inexpensive handbooks I'll be glad to recommend? Really takes more space to tell about than the importance warrants, and most folks know about it anyhow. Don't hesitate to speak up, though. You see planking for a boat has to be cut so it goes on and fits, and the cutting and marking are called spiling. There is an absolute minimum of this in *Katusha*, most of the boards except along the chine and sheer being absolutely straight.

The hull planked, the inner battens and clamps are fastened in as per the drawings, and then the motor beds are put in. I have chosen the Gray Light Four for this little job for a number of reasons. The first are purely engineering. High speed power plants when used with the cut-back Morse gear installation will allow of high economy of operation. A gear can be installed which lets the motor turn 19 times to every 13 of the propeller. This allows a larger wheel to be swung, getting lower prop speed and greater efficiency. The power of the Light Four is right, the speed it will give is right, and the Gray Motor Co., of Detroit, Michigan, are fine people to deal with. Especially solicitous for every Gray user is Mr. J. B. Carr who gives unsparingly of his time to satisfy every query concerning the use of Gray motors.

A larger installation diagram of the Light Four is shown on page 66 which shows the motor in the full sized scale in which the reduced plans on pages 64-65 were drawn. It gives a good idea of the motor. Literature on the Light Four can be had by writing the Gray Motor Co., 6910 East LaFayette, Ave., Detroit, Michigan.

No bill of materials is given herewith. The method of obtaining this is to get a lumberman to figure it. Localities vary in lumber cutting and sizing methods, so all that is needed is to add up the component footage for planks, ribs and cabin and divide

Katusha's Forerunner Does 25 Miles Per Hour



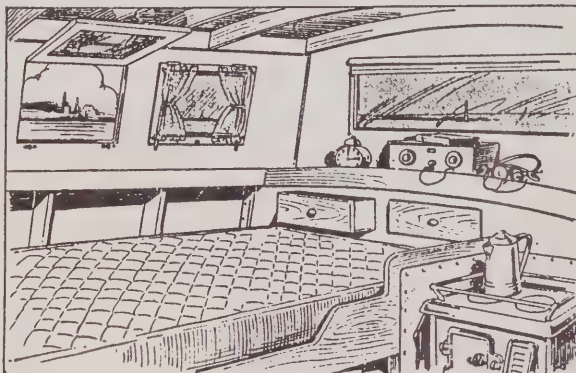
Here's a hull with the same bottom lines as *Katusha*. Her sweet running characteristics, her success as a tabloid cruiser on an Ohio river led to planning *Katusha* for larger utility, more room and comfort.

by the cost per board foot.

This is readily arrived at by the simple process of working out the areas of one kind of lumber, say the planking, and then

the ribs, and then the battens, and then the cabin and so on. This will give you the number of board feet, and the number of feet divided into the price per thousand feet will automatically give you the cost.

All specifications for *Katusha* are lettered right on the plans. This saves time and makes things easy to check. And when you get around to building her, consult with the designer in care of this estimable family almanac, because as these designs are published, nearly every one finds a dozen or more building sometime through the year by those who happen to have the yen and the ken and the dinero at just the time the thing is published. Any bugs or little kinks can then be recorded and passed along. Anyway, let's hear from you—tell me what you think of her, will you, matey?



Here's *Katusha's* cabin as seen from the port cabin porthole. A real bunk, drawers galore and a comfortable old Shipmate range make a living arrangement to delight any man.

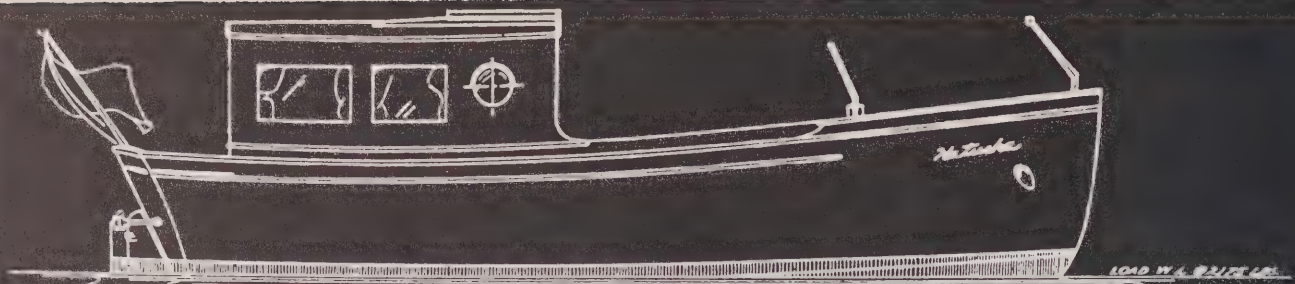
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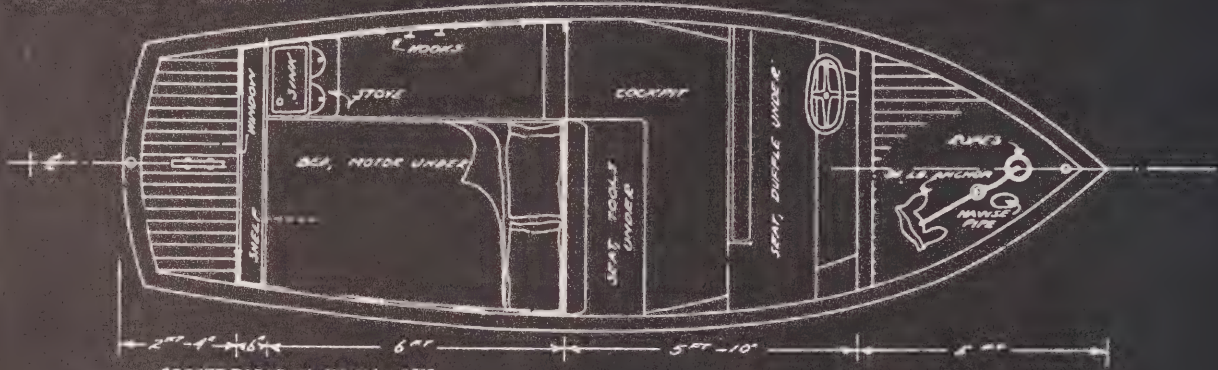
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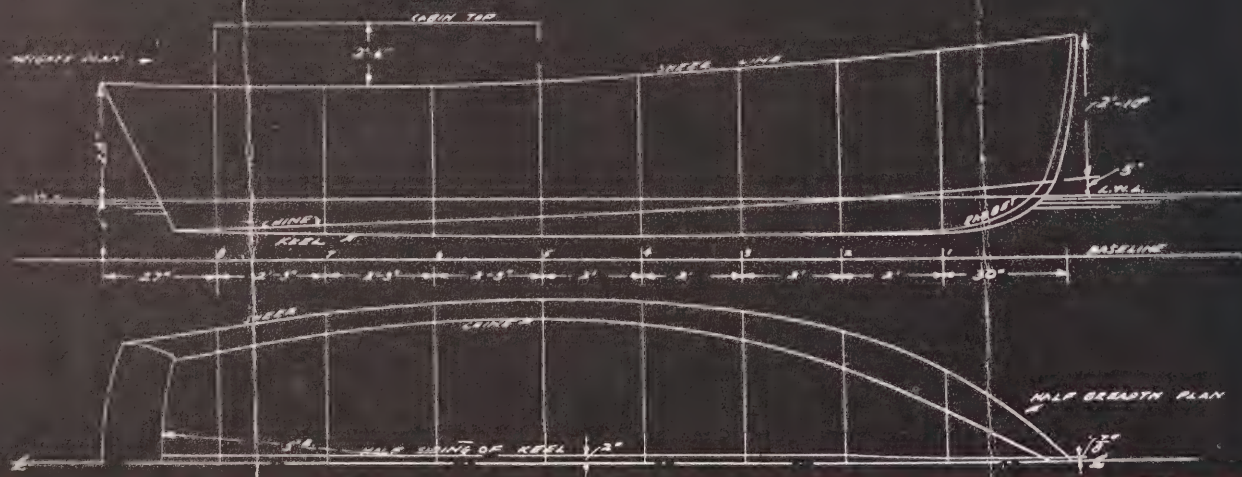
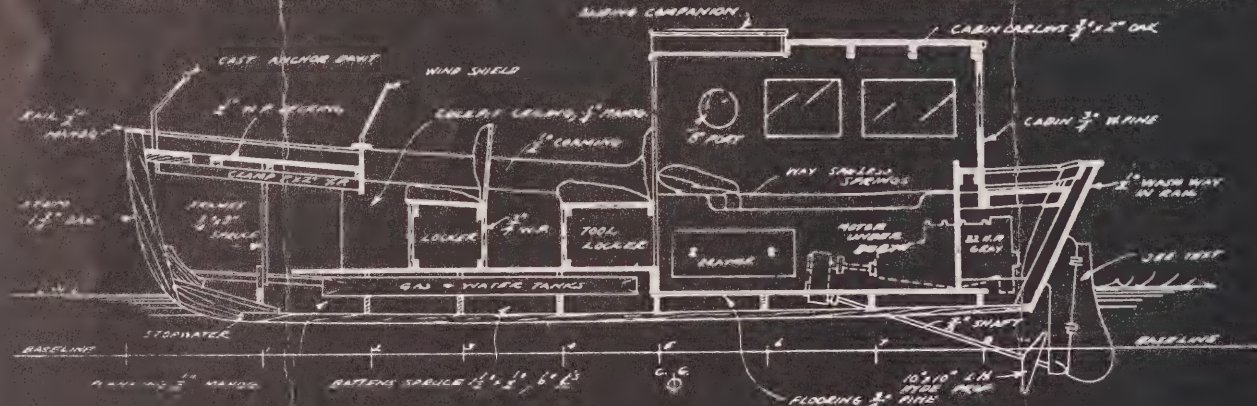
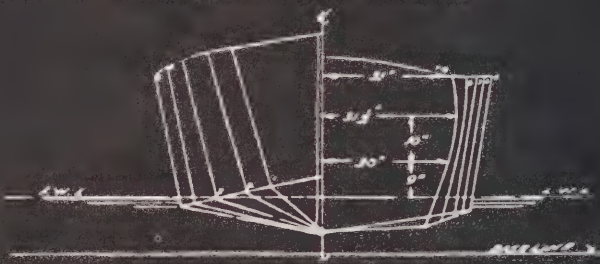


OUTBOARD PROFILE



OFFSET TABLE IN FT. IN. & 6TH HEIGHTS

1	1.10.0	1.1.0		1.1.0	1.1.0	0.6.0
2	2.7.4	1.1.0		3.10.0	1.2.0	0.6.1
3	3.0.0	2.4.0		3.9.0	1.0.0	0.6.2
4	3.2.4	2.9.0		3.7.0	0.11.6	0.6.3
5	3.3.0	2.10.5		3.6.0	0.10.2	0.6.4
6	3.2.0	2.9.0		3.5.0	0.9.0	0.6.6
7	3.1.0	2.7.0		3.5.0	0.7.9	0.6.7
8	2.8.0	2.3.0		3.6.0	0.7.8	0.7.0
	SHEEP CRANE	KEEL		SHEEP CRANE	KEEL	





Schooners Race at Mystic

Photos by Mary Anne Stets

Report by Lisa Brownell

For the first time in 11 years, Mystic Seaport's classic schooner **BRILLIANT** sailed off with the top honors in the Seaport's annual schooner race on Long Island Sound September 20th. The sail training schooner, skippered by Capt. George Moffett, rounded the 16-mile triangular course west of Fishers Island and finished with a corrected time of 217 minutes. **FORTUNE**, a five-time winner of the schooner race, crossed the finish line just seconds later.

Twenty traditional and modern schooners from throughout New England and New York registered to compete in the 19th annual challenge. Foggy weather resulted in two postponements for the start of the morning race. Easterly winds of 10 knots or less and half-foot seas combined to create mild conditions for racing. Several schooners, unable to make the mark, withdrew early from the race.

The fleet was divided into three classes for the race, on the basis of size and design. **FORTUNE**, a 1926 schooner from Newport, RI, carried a penalty of 10 percent which is automatically applied to the winners of the previous year's race. Likewise, **BRILLIANT** had a 5 percent penalty as last year's second place winner. This year's third place finisher among the larger, Class A vessels was **MALABAR X**, owned by W. Lee

Pryor of Sag Harbor, NY.

BRILLIANT received two trophies: the Billy Atkin Memorial Trophy for the first boat to finish, and her namesake, the Brilliant Trophy, for having the best corrected time in all classes. The 62-foot schooner was built in 1932.

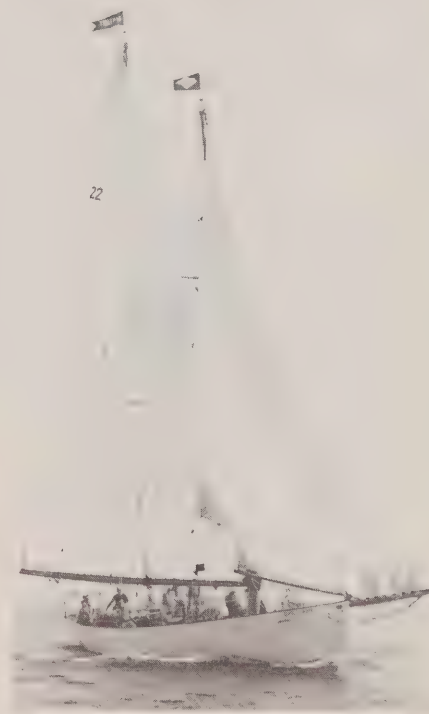
VOYAGER, owned by Peter Phillips of New York, NY, received the Soundings Award for the gaff-rigged schooner with the best corrected time. The retired captain of the **BRILLIANT**, Capt. Biff Bowker, was skipper for the race.

The Director's Prize for the oldest schooner participating went to **PRISCILLA**. The vessel, built in 1888, is owned by the Suffolk Maritime Museum on Long Island.

NEW WAY, formerly **WESTERN UNION**, received the Joseph Conrad award for the second year in a row; the award is made to the schooner with the greatest number of working crew under age 18. Built in Key West, FL in 1939, the coastal schooner is now owned and operated by Vision Quest, an organization founded in 1973 to work with emotionally disturbed adolescents.

In Class B, the winners were as follows: first, **VOYAGER**; second **TOTEM**; and third, **MOONDRIFT**.

Winners in the smaller, Class C were: first **STAR II**; second **METAMORA**; and third **ROSALIND**.



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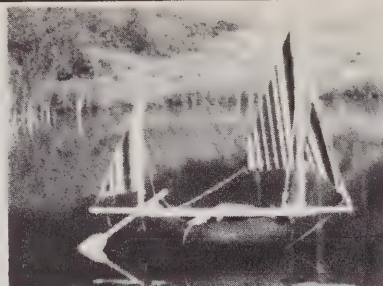
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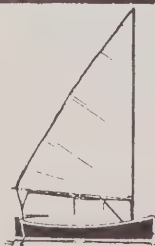
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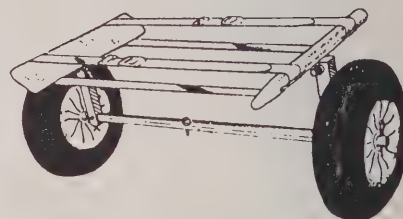
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Joe "missed his guess," for it didn't begin to rain till the middle of the afternoon, and then in a misty, half-hearted way; but chilly, driving showers swept across during the whole of the next day, and it was fortunate we didn't stay down the bay longer than we did. The next day was still cloudy, with occasional drizzle, and the northeast wind continuing; so we gave up any idea of going down again that week.

But we planned a final grand expedition for the following week, which included the first four days of September, and was the last of the vacation. This time we were going to do up the west shore, as we had started to do the time before, when our course was diverted to Oldport.

Our newly-modeled sail, with its more complicated rig, had one disadvantage: it was more bothersome to take it off the spars at night, and pitch it over the boat as a tent, than had been the case with the simpler sprit rig. So I made a little tent which fitted the boat exactly, with holes along the lower edges to go over the heads of the brass screws which had been put along the lower side of the fender, to receive the supporting cords of the cot. Now when we made camp, the sail could be furled and secured in the usual way; then the halyards were attached to the outer end of the boom, and hauled so as to raise it nearly a yard, and the other end of the affair slid up on the mast to a corresponding height, and was tied there with the free end of the halyards. Thus the furled sail, with the gaff and boom, made a very substantial ridge-pole, over which the tent was thrown, and buttoned on the screw-heads at either side, the cot having been first suspended.

By Saturday noon the weather had cleared, with a warm southwest wind, which continued for the next two days. Monday was very hot and sultry.

"This is a regular scorcher," said Joe. "Very likely it'll fetch a northerly breeze by tomorrow, so we'll have things all ready."

I awoke before sunrise the next morning, and sure enough! A brisk northerly breeze was stirring the leaves outside, and the air seemed delightfully cool and fresh compared to that of the day before.

I hurried down to the boat with the sail and oars, then hastily swallowed breakfast, and set forth again with the satchel, which was heavy enough to be a load by itself. I found Joe just arrived at the wharf, and he went up to the house and got the tent and poles and my blanket, which had the new boat-tent rolled up inside.

Again we coursed down the well-known river and out into the

Adventures Down the Bay

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



"Let's have a look - so it is! Something like those they have on the rivers out west."

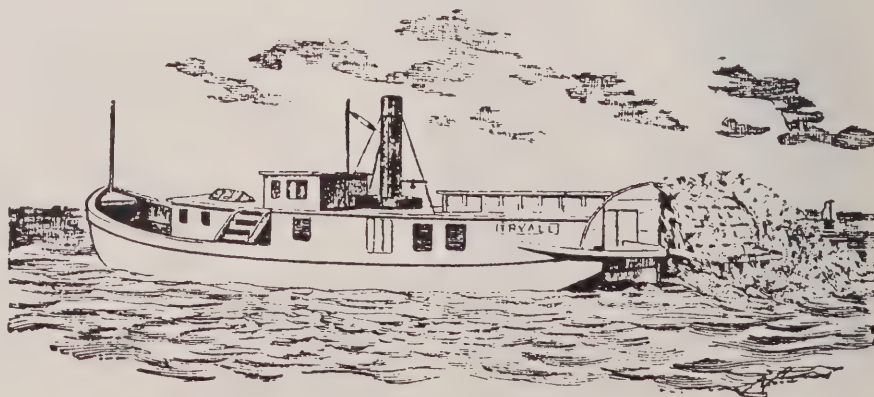
"Well, I should think such a bay, heading as before, for the western point of Patience Island. When three-fourths of the way there, Joe pointed out a strange-looking little steamer coming from the direction of Bristol Ferry. At first we thought it was moved by a screw-propeller, and wondered that it should kick up such a lively wake. Joe took out his glass, and, after viewing the craft through that for a few seconds, announced; "She's a stern-wheeler! First boat of that kind I ever saw."

rig might be a good thing on a river; a screw-propeller would need more draught and side-wheels would be wider, but why should they have such a thing here on the bay?"

I returned the glass to him and he resumed his scrutiny. The steamer was tending westward, and would pass a little in front of us, so we could see her more and more plainly.

"THY ALL, what kind of a name's that!" exclaimed Joe. "No, TRYALL - that's what it is. Ready to try all kinds of water, deep or shallow, I suppose."

"Maybe it means she's a Trial or experiment," I suggested.



THE "TRYALL."

"The TRYALL, of Dighton," he repeated. "Then she's up from the Taunton River; so she's a river boat, after all; that's why she's built that way. Rather a snug-looking little craft, though she isn't clipper-shaped. What a splashing she kicks up! They've put the paddle-box on the forward half of the wheel, instead of the upper half."

The TRYALL steamed across our bows a few rods away, and passed on toward Coweset Bay, with the moving waterfall at her stern sparkling in the sun, its noise growing fainter by degrees.

"Going to try for Pollywog Point again?" inquired Joe.

"POJACK Point - no; let's go straight back down for Wickford Harbor, and take this upper coast on the way back. We might cut down between the islands," I continued.

"Just as you like; we'll see if you can guess any nearer where you're bound, this time."

So I changed the course so that the TRITON headed east instead of west of Patience, and in another quarter of an hour we were running down between the islands. On the left, the shore of Prudence receded into a landlocked cove, a snug harbor for craft of our size, and two or three boats were moored there. A little beyond this cove was a still smaller one, and then the coast trended due south for a mile to the elbow where the island turned abruptly to the east: and here rose the bare, even slope of Pine Hill, whose pines had long since departed.

Leaving the coast, I turned out into the broad bay; I thought I could plainly make out Quonset Point, for which I was bound; at least, by steering a little westward of Hope Island, which rose from the midst of the blue expanse, somewhat over two miles south of us, I could not go far astray.

The northerly wind wasn't very strong, but it lasted very well for half an hour longer, by which time Hope Island bore east of us, and Quonset Point was plainly in sight, scarcely a mile away. Then it began to grow fitful, breezing up at intervals and then dying down again.

"If it only lasts us to the point, we can make out with a southerly wind after that," said I.

A craft of somewhat unusual rig was slowly beating up; she was three-masted, but not a schooner, for the foremast was square-rigged, and neither a ship nor a barque, for both the other masts were schooner-rigged.

"It's a barkentine," said Joe. "She means to make the most of what little wind there is."

The square sails were all set - course, double top-sail, tall top-gallant, and royal; and there were three stay-sails between the

two forward masts, and four head-sails leading up from the bowsprit and jib-boom.

As we neared the point, the boom began to swing slackly to and fro; and presently it fell dead calm, so that we let down the sail and rowed the short remaining distance. We sprang ashore, and planted the grapnel in the sandy beach; a wide expanse of bay was open to view, both to north and south, all as smooth as a pond, and reflecting the clouds in broad, vertical bands. The coast here made a sharp angle, running nearly westward a couple of miles, to Wickford.

It was pretty warm, and we concluded to wait for the south wind, and not row any more; we were in no particular hurry. Now that there was no wind, the sun's rays beat down on us so fervently that I suggested we should try to rig an awning; and we made out fairly well, using the cloth and poles of the "land tent" (as we called it to distinguish it from the one I had made for the boat).

Then we sat down under it and took dinner, for my hasty breakfast hadn't amounted to much.

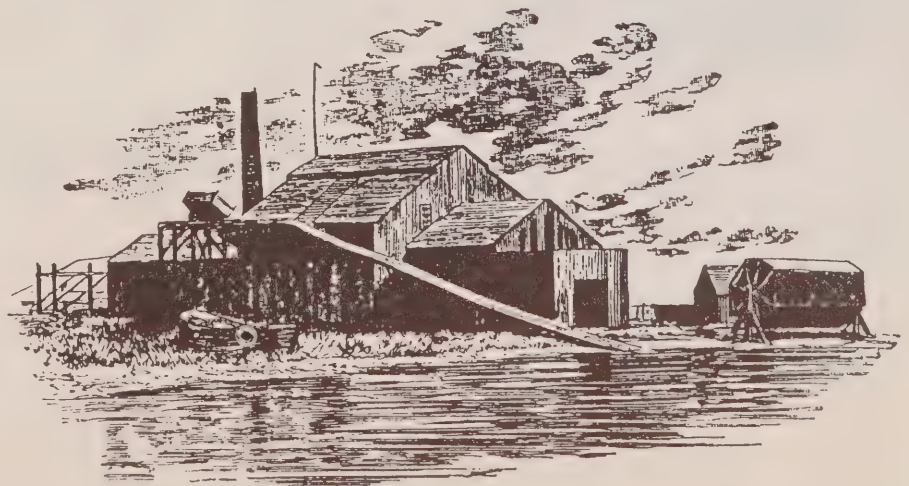
By the time we had finished, the well-known, dark-blue ripple was beginning to show down by Dutch Island, and the distant sloops and schooners were seen to be in motion, while the few nearer by stood as still as though rooted, and an important-looking little tug puffed triumphantly by. The wind picked up the sailing vessels one by one, however, and started them from their rest, and at last the whiffing fore-runners of the breeze fanned our faces refreshingly.

We took down our awning, stowed things away, and shoved

off. The TRITON drifted gently along, close hauled on the port tack; but as the wind freshened, it hauled more to the westward, so that we couldn't hold to our course without running ashore, and we were obliged to sail a short distance on the other tack, to gain an offing.

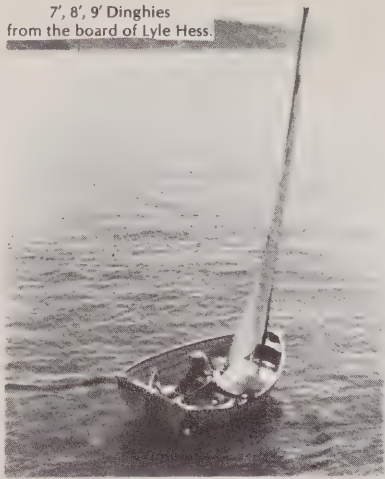
So we stood onward, making an occasional short southward stretch which obtained us room for a much longer westward one, a "long and a short leg," as it is called. The light-house crowning the grassy bluff of Poplar Tree Point grew more and more distinct, the steam of an arriving train rose from beyond, and in a few minutes more the steamer EOLUS left her wharf close by, and came out on her way to Oldport.

The little town looked very pleasant as we drew nearer, with its substantial old-fashioned houses peeping out among the trees, and the slender spire rising in the midst. We rounded the low rocks which extended out from Pindar's Point, on the north side of the harbor, opposite the light-house, and sailed into a good-sized cove, north of the village, passing close to the south of Cornelius Island. I ran the boat ashore on this, and landed a few moments; there was a fish-oil factory here, with an inclined railway leading up from the water to the upper part of the building, on which traveled a car that took the fish from the boats and dumped them into a long trough or hopper, from which they could be let down into the vats. A big seine-reel, on which the empty nets could be wound out of the boats, stood on the shore close to where we landed.



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Then we sailed further up into the cove, till we could make the next tack range so as to bring us down near the steamer landing. On going through the narrow passage at this point, which gave entrance to the inner harbor, we caught sight of a strange object just beyond, lying in the shallow water close to shore. It seemed to be a partly sunken steamboat; there were the two paddle-wheels all exposed, with a tall boiler rising between; and the bow was thrust up ashore, with the flag-staff standing at the forward end, and the hal-yards rove; but where the stern should be were floating a number of empty barrels, fastened to each other and to portions of the hull by lashings of rope.

"Something's happened to that craft!" exclaimed Joe.

"She doesn't seem to be in running order, that's a fact - but there's quite a cargo of barrels aboard."

In another minute the TRITON was brought to, beside the disabled steamer. It was now plain that the damage had been caused by fire, the traces of which could be seen on the timbers amidships. The pad-

dle-boxes and upper works had been burned away, and the smoke-stack had fallen. The rusty pair of horizontal engines, one on the port side and one on the star-board, still remained in the blackened hull, partly under water.

"Those barrels must have been tied on for floats, to get her ashore," declared Joe.

Indeed, this proved to be the fact, for on inquiring of a man who was digging clams further along the shore, he told us that she was scuttled to extinguish the fire, and afterward buoyed up by the barrels (which were attached at low tide), and towed further in toward the shore to get her out of the way of vessels. He also told us that the dismantled craft was the old SYLPH, so often seen by us in the harbor of Pierhaven. This gave a new and melancholy interest to the wrecked steamer, which we had seen early in the vacation, only a few weeks before, as we were starting on our exploring voyage up the Pequonset River.

"We'd no idea that the next time we saw her, she'd look like this," I said.

To be continued.



THE WRECK OF THE "SYLPH."

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Build a 1901 Skipjack

Second in a series from a 1901 book on building a nice simple wooden boat, thanks to reader Dave Asquith. Succeeding installments will follow in upcoming issues.

To those who are anywhere near a mill where they have a band-saw, I would advise taking the stem there and having it cut out after you have marked the shape carefully as in plan, then it will not be such a hard job to finish up. Bevel the front edge from the rabbet, and cut in the rabbet the thickness of your side plank $\frac{3}{4}$ of an inch, parallel to the front edge you have just beveled, keeping a small piece of $\frac{3}{4}$ inch wood handy, and try it in the rabbet to see you cut it in the right depth. The jog in the bottom of the stem is where the keel is fitted to it, and the shallow cut on top is for the mast step. To complete this mast step rivet on the two pieces of $1\frac{1}{2}$ -inch oak called for in the list. Rivet these one on each side to the stem, and bevel the lower edges so as to correspond with the rabbet. For rivets buy some $\frac{3}{8}$ -inch galvanized-iron rod, and cut it into any length required with a cold chisel. Rivet it over the rings, and it will bind the side pieces on so as to strengthen the whole stem, and also form a pocket or step for the heel of the mast.

Don't get discouraged if you have a hard time making the stem. It is the only really difficult part, but the appearance of the boat when completed will be so much better than a straight stem would be that it is well worth while to persevere.

When the stem is completed rivet the forward end of the keel to it in the jog provided for the keel. The same $\frac{3}{8}$ -inch iron rod will do to rivet here with, and also use a few good-sized screws near the tip end. Don't split the keel, but bore with your brace and bitt for all places where you use the rod. In fact, you should bore

for every fastening. Make the hole smaller than the fastening you intend to use so it will go in snug and tight, it may take a little longer to do so, but you are sure then of not splitting anything. Put plenty of white lead into the joint to make it water tight. Then after it is all riveted up snug bore a hole with a $\frac{3}{4}$ -inch auger so it cuts half in the stem and half in the keel, and drive in what is called a stopwater (see construction plan), which is simply a round piece of dry white pine or cedar. Leave it large enough so as to drive in with a hammer, and when that gets wet and swells there will be no fear of water running through the joints.

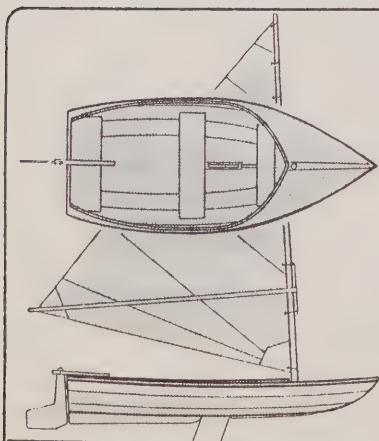
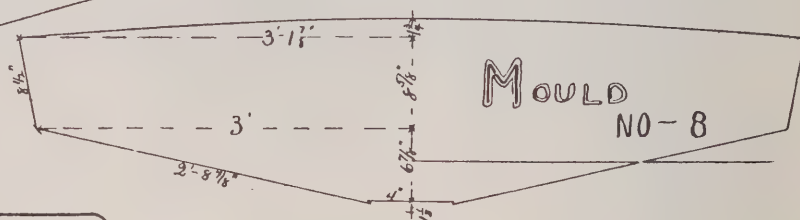
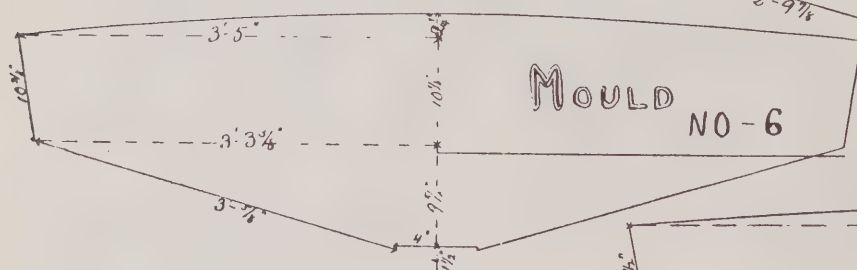
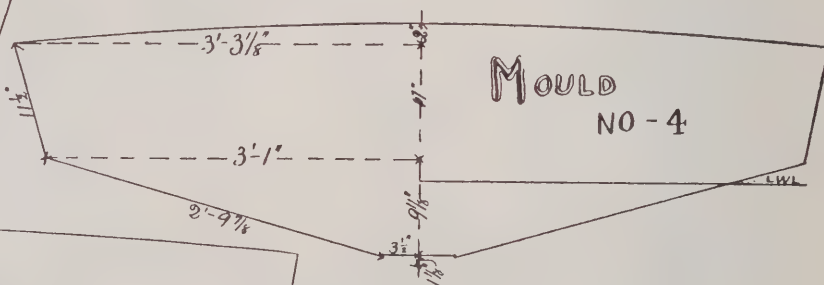
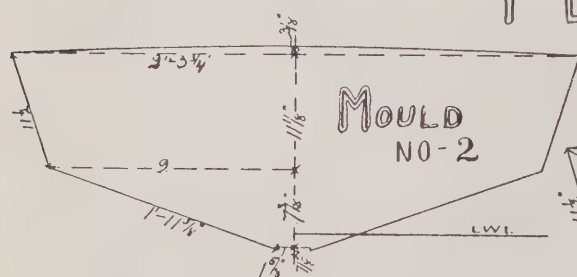
Now prepare a set of blocks on the floor so as to give the keel the bend required, as shown in plate B. The measurements for the heights of these blocks you will see under the keel, at intervals of two feet, in plate A. When you first lay out your keel you should mark these places just as is shown in the plan. All are not exactly two feet on the plank when it is straight; some as you see are 2 feet and $\frac{1}{8}$ inch, which takes in the curvature of the keel when bent. It will not be necessary to steam the keel as it is only a bend of 9 inches in 15 feet, and the plank will bend that much cold. But brace the blocks well, and secure the keel to them so it will not fall over as soon as you begin to hammer, and then cut the transom from the $\frac{1}{4}$ inch piece shown on the list. The shape of the transom is shown in plate A. The keel being an $\frac{1}{8}$ inch thicker than the planking causes the jog in the lower side of the transom, and makes a smooth surface of the planking on the outside. Do not secure the transom permanently until you put your moulds up and run a batten around them, and so get the exact beveling for the edges. (See plate B.) When you do fasten the transom cut out a small knee, as shown in plate B, and rivet it to both keel and transom. Then shore the transom up from the floor to hold it steady and true until you get the side planks bent around.

To make the centerboard case, first secure the posts at each side of the slot. They should be of oak, $2\frac{1}{2}$ inches wide, and $1\frac{1}{4}$ inches thick. The forward one is straight and the after one cut to a sweep the height shown in plan. Enclose the slot by building up the casing on each side. The first boards, the ones at the bottom, are called the trunk logs, and should be thicker than the upper part; $1\frac{1}{2}$ -inch oak is about right. Cut the lower edge to fit the sweep of the keel, and put plenty of white lead under it when you draw it together with screws put through from the bottom. If you cut a strip of canton flannel and soak it with

white lead, and lay it under the trunk logs, you will have a joint you know will be tight. Rivet the ends to the posts, and build up the rest of the case with inch pine or cedar to the height shown in the plan, and finish it off with a 1/2-inch cap. But this latter had better not be put on until the boat is finished. While at this job you might as well make the centerboard itself, and get it ready to hang while the boat is unframed, and you can get at it easily. Bore a 1-inch hole through the trunk logs 5 inches from the bottom of the keel, and 5 inches from the after side of the forward post in the centerboard slot. Get an iron or brass bolt 6 1/2 inches long and 1 inch thick for a king bolt, with a head on one end and thread and nut on the other. Also get two flat round washers to go next to the wood. Make the centerboard out of 6-inch strips of 1-inch yellow pine, as shown in construction

plan, with an oarlock socket set in and riveted for the king bolt to wear on. Dowel the pieces together by first boring into each and driving in some of that 3/8-inch galvanized-iron rod. Then go ahead and build up the boat herself. To do this make four moulds, as shown in plate C, and put them up at the section they are numbered for. (See numbers along top of keel in plate A.) These give the shape of the boat on the inside of her planking at intervals of 4 feet. Any old pieces of wood may be used for the moulds, as they will be of no use after the sides are bent around and the beams put across. Brace them well by nailing shores down to the floor or up to the roof. If you don't, when you are bending the sides around they will rip up and make your boat untrue. Everything must be braced solid before you begin to plank.

PLATE . C.

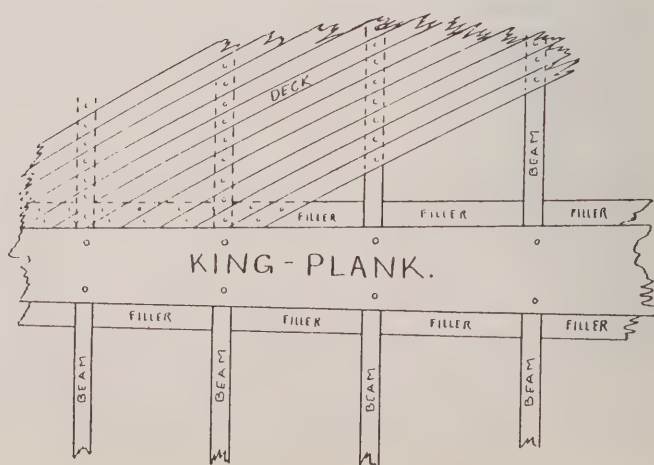


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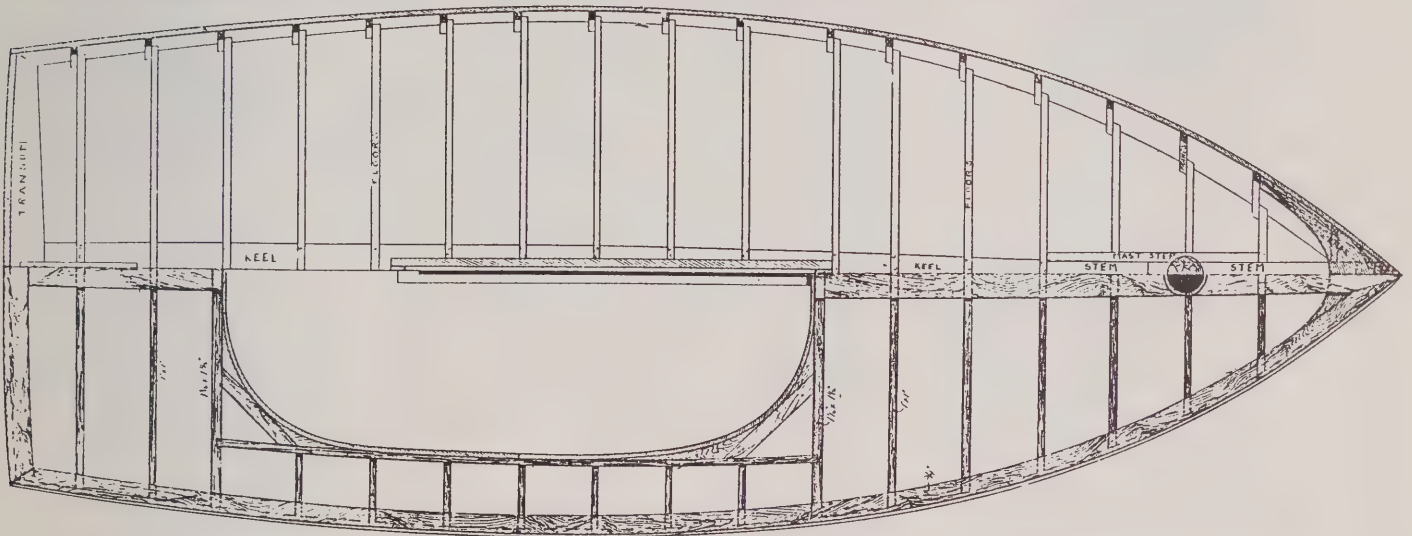
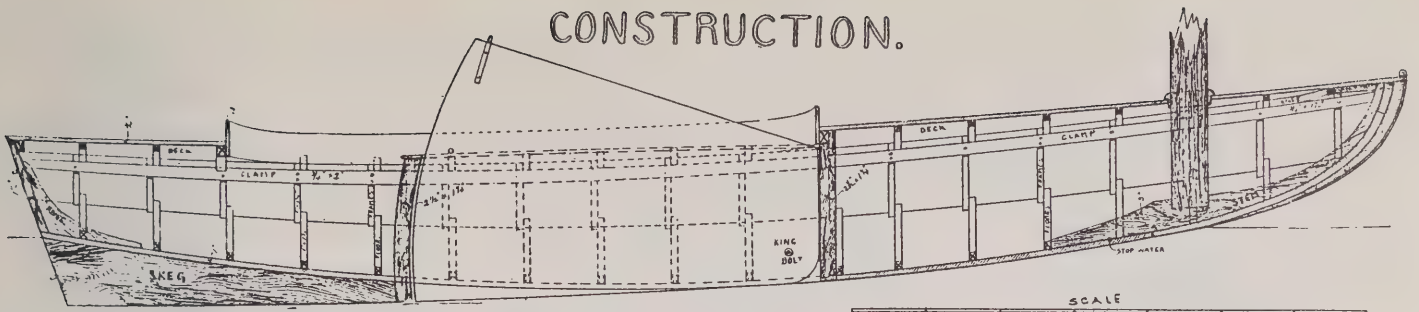
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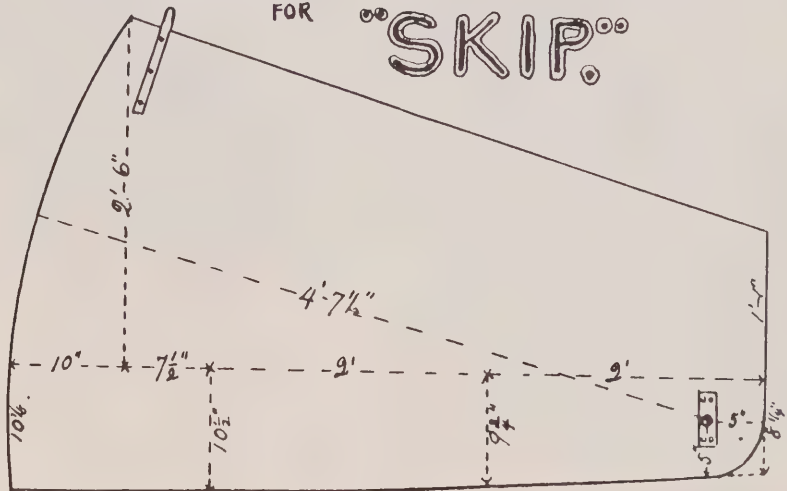
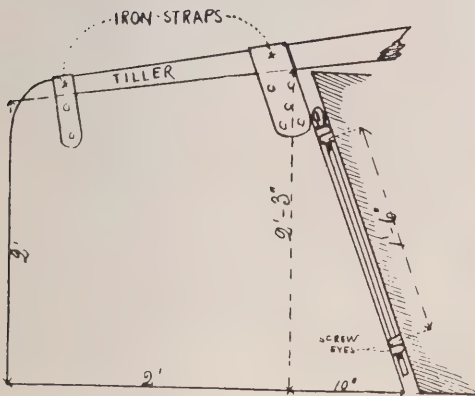


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WHAT'S HAPPENING?



HULL LIFESAVING MUSEUM WINTER HOURS

The Hull Lifesaving Museum at 1117 Nantasket Ave. in Hull, MA, will be open during the winter on weekends and most holidays from 11 a.m. to 4 p.m. Admission is \$1 adult, \$.50 child. For further information call them at (617) 925-LIFE. Rowing in the French gigs goes on year round, Saturday mornings at 8 a.m. at the Boathouse at the tip of Hull peninsula. First come, first to row, open to all interested persons. No rowing in high winds or storms.



OUTDOOR SPORT CENTER

The Outdoor Sport Center of Wilton, CT, closes out its fall schedule of trips and training sessions with the following date:

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

Looking ahead into winter, they have several major outings planned for faraway places:

DECEMBER 27-JANUARY 3: Florida Everglades trip, three days exploring the Everglades, three more in the Florida Keys.

JANUARY 5-11: Florida Keys trip, wilderness camping on the outer keys, paddle Klepper folding kayaks.

FEBRUARY 21-MARCH 7 and MARCH 14-22: Belize trip, sailing and paddling the protected waters of the world's second longest barrier reef in Klepper folding kayaks.

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

CAPE COD FROSTY class association news

FROSTY CLASS GETS ORGANIZED

The Cape Cod Frosty Class met last May to work out the future of the class of tiny sailboats and update rules. With their winter racing season coming on, they now have updated rules and people to run things. Ken Simpson was re-elected Class Secretary, Tom Philbrick and Barry Sturgis will do the newsletter and Tim O'Keefe will be the rules enforcer. You can reach the Cape Cod Frosty Association at P.O. Box 599, Harwich, MA 02645.

The racing schedule coming up is as follows:

NOVEMBER 16: Allen Harbor

NOVEMBER 23: Hyannis Yacht Club, Hyannis, MA.

DECEMBER 7: The Dockside, Hyannis, MA.

DECEMBER 14: Snowdon's, Dennis, MA.

JANUARY 1: Meeting House Pond, Orleans, MA.



MCKC CALENDAR

Season end outings for canoeists and kayakers are still scheduled by New York City's Metropolitan Canoe & Kayak Club. For more details on this club, write to them at P.O. Box 1868, Brooklyn, NY 11202. For the following events, call the listed phone.

NOVEMBER 22-23: Class II whitewater on Esopus Creek, water level permitting. Alternative is Tarriffville Gorge. Call Larry Stone evenings at (516) 482-2752.

NOVEMBER 22-23: Tidal paddling at Cheesquake Park, NJ on a small creek and New York Bay. Call Leon Recht at (212) 734-6786.

NOVEMBER 30: Brownwater paddling in the New Jersey Pine Barrens. No rentals this late. Call Bill Simon evenings at (212) 734-8605.

DECEMBER 13: Class I whitewater on the South Branch of the Raritan River. No rentals this late. Call Chris Nielsen days at (201) 584-6022.

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM WINTER CLASSES

The Apprenticeship at the Maine Maritime Museum in Bath, ME, has scheduled a winter series of evening workshops on various traditional boat building and maintenance skills to run during the winter through mid-April of 1987. All but one are in two three-hour sessions on weekday evenings. Seven are at the Percy & Small Shipyard in Bath, three others are at the instructors' facilities.

The tentative schedule is as follows:

DECEMBER 3-4: Taking Lines with Dave Dillion.

JANUARY 6: Efficient Use of Hand Tools with Sam and Susan Manning.

JANUARY 27-28: Strip Planking with Dick Pulsifer (at his shop in Brunswick, ME).

FEBRUARY 4-5: Recanvassing Your Wooden Canoe with Rollin Thurlow.

FEBRUARY 18-19: Sail Repair & Maintenance with Nat Wilson (at his loft in East Boothbay, ME).

MARCH 11-12: Caulking with John Maritato.

APRIL 1-2: Painting & Finishing with Paul Bryant (at his Riverside Boatyard).

APRIL 22-23: Oarmaking with John Burke.

Sessions run 7-10 p.m. evenings. Fee per workshop is \$35 (non-members of MMM).

For more details and registration information, call Maine Maritime Museum at (207) 443-1316.

TUGBOATS & TOWBOATS

A 1987 CALENDAR

BY MATT LYON

TUGBOATS & TOWBOATS

Anyone who enjoyed Hugh Ware's coverage of Boston's Tugboat Muster in the November 1st issue should like the 1987 calendar, TUGBOATS & TOWBOATS, offered by Harbor Images, P.O. Box 1176, Richland, WA 99352. It features 13 quality color photos, each 8x10. The cost is \$7.95 postpaid.

ACA SAILING CANOEISTS

Canoe sailing races and cruises. Larry Zuk, 189 Prairie St., Concord, MA 01742, (617) 369-6668.

ALDEN OCEAN SHELL ASSOCIATION

Recreational and competitive rowing in Alden Ocean Shells. Martin Marine, P.O. Box 251, Kittery Pt. ME 03905.

AMOSKEAG ROWING CLUB

Recreational and competitive rowing on the Connecticut River at Manchester, NH. 95 Market St., Manchester, NH 03101.

ANORAK

Association of North Atlantic Kayakers, for anyone interested in sea kayaking along our coasts. Bi-monthly newsletter, paddling companions, safety and paddling training, group trips. Bill Lozano, 14 Heather Dr., Suffern, NY 10901.

BRAVE BOAT HARBOR BOAT CLUB

Informal racing and camp cruising in traditional small craft in Kittery Pt., ME, area. Lance Gunderson, 226A Harbor Rd., Kittery Pt. ME 03905, (207) 439-9623.

CAPE ANN ROWING CLUB

Promoting the enjoyment of rowing on the Massachusetts north shore with periodic gatherings on the water and ashore in season. Call Pat at (617) 546-9607 or John at (617) 546-9022.

CAPE COD FROSTY CLASS ASSOCIATION

Frostbite racing of Cape Cod Frosty dinghies winters on Cape Cod. P.O. Box 599, Harwich, MA 02645.

CHELSEA ROWING CLUB

Recreational and competitive rowing on the Thames River at Norwich, CT. P.O. Box 22, Norwich, CT 06360, (203) 822-8269.

COMMUNITY ROWING

Sliding seat rowing classes on Charles River in Cambridge, MA. P.O. Box 2604, Cambridge, MA 02238.

CONNECTICUT CANOE RACING ASSOCIATION

Canoe racing and cruising on Connecticut rivers. Geoff Latsha, 5 West Granby Rd., Granby, CT 06035.

Directory of Clubs

In the interest of assisting those wishing for increased participation in messing about in boats with others, we're setting up a directory of clubs involving that sort of boating. What sort of boating? Whatever sort that has brought together people already into some sort of club organization. In this issue we'll start it off with a few we know of already as an example to others. You are invited to send us your club's details along the lines of those published herewith. No charge for this, we expect to run the list once a month, every other issue, alternating it with the Directory of Projects. Send your listing to Boats, 29 Burley St., Wenham, MA 01984.

CONNECTICUT RIVER OAR & PAD- DLE CLUB

Enjoying recreational outings in canoes, kayaks, traditional and modern rowing craft on the Connecticut and its estuaries. 18 Riverside Ave., Old Saybrook, CT 06475, (203) 388-2343.

MERRIMACK RIVER WATERSHED COUNCIL

Promotes environmental awareness of river conditions on the Merrimack River in New Hampshire and Massachusetts. Runs canoeing trips for interested public. 694 Main St., W. Newbury, MA 01985, (617) 363-5777.

METROPOLITAN CANOE & KAYAK CLUB

Recreational paddling and sailing of canoes and kayaks in and around the metropolitan New York City area. P.O. Box 1868, Brooklyn, NY 11202.

MINUTEMAN MODEL YACHT CLUB

Radio controlled model yacht racing. Jack Sullivan, 33 Rustic Rd., E. Walpole, MA 02032, (617) 668-7163.

NATIONAL TOWN CLASS ASSOCIATION

Racing and cruising in Town Class sailboats, mostly on Massachusetts north shore. 17A Maple St., Nahant, MA 01908.

NOANK WOODEN BOAT ASSOCIATION

Promoting races and activities for owners of wooden sailing yachts. Jim Cassidy, 115 Cedar Rd., Mystic, CT 06355.

NORTH SHORE ROWING CLUB

Sliding seat recreational rowing on the Massachusetts north shore. Bill Graham, 7 Ward St., Ipswich, MA 01938.

NORWALK ROWING CLUB

Promoting recreational rowing in the Norwalk, CT, area with regularly scheduled weekday and weekend outings. Call (203) 846-9167 or (203) 846-8251.

RHODE ISLAND CANOE ASSOCIATION

Canoe racing and cruising on Rhode Island rivers. Paul Paradis, Pole 48, Scott Rd., Cumberland, RI 02864.

SEBAGO CANOE CLUB

Canoe and kayak paddling and sailing races and cruises in the metropolitan New York City area and elsewhere on scheduled outings. Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11236.

SOUTHEASTERN MASS. AMC

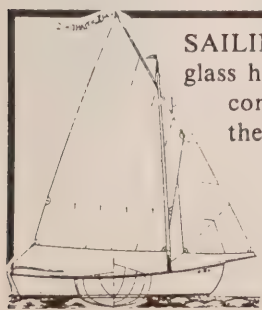
Canoe and kayak recreational paddling on southeastern Massachusetts rivers, estuaries and bays. Chuck Wright, 123 Chester St., N. Falmouth, MA 02556.

TSCA OF THE PEABODY MUSEUM

Monthly meetings of persons interested in all forms of small boating, at the Peabody Museum in Salem, MA, 1st Thursday evening of each month, September through June. Speakers, films, demonstrations, slide shows. Bob Hicks, 29 Burley St., Wenham, MA 01984, (617) 774-0906.

TRADITIONAL SMALL CRAFT ASSOCIATION

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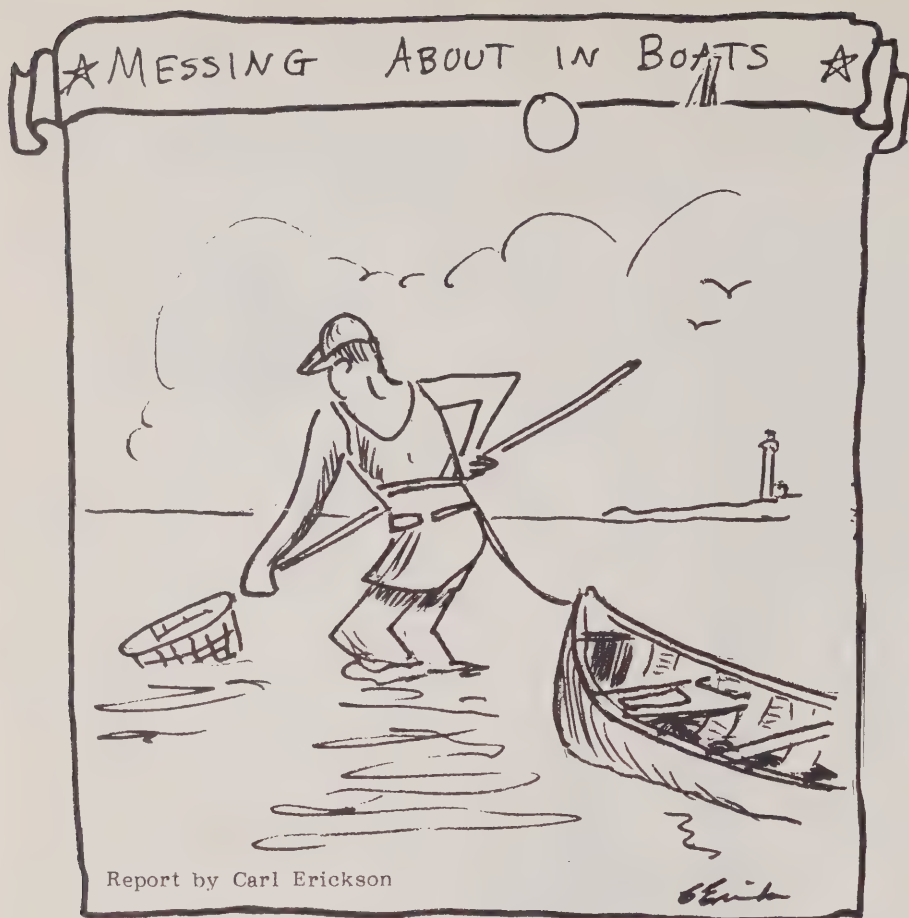
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AND HOW ABOUT THE TIME . . .

The canoe was used as a pen for captured crabs?

I found the canoe could be a lot of fun on Barnegat Bay. The shallow bay presents no problems for canoeing. With my closet-pole mast and sailfish sail, I could sail with leeboards up right past people wading in 8" of water. The family and I did our share of wading too. We pursued the blue crabs with a net attached to a pole. The canoe, with painter attached to my waist, was an ideal holding tank when we caught these elusive creatures.

The netted crabs wound up in the canoe where they would scrape and cuff their fellow inmates. On one particularly good day, we counted 85 beauties in the canoe. Of course, one had to be rather careful getting back on board to paddle ashore. The flotation cushions could be used to form a sort of wall to contain the scrappy crabs but this was not always successful. Wet white toes are an attraction to an angry crab, putting both my feet over the side was often my last resort!



BACKWATERS

by STEPHEN JONES

illustrated by
RICHARD BROWN

BACKWATERS by Stephen Jones

Thanks to reader B.C. Harcourt, I was introduced to Stephen Jones' writing about messing about in boats. This is the smaller of two of his books (the other is entitled DRIFTING) and was a pleasant collection of reminiscing about boating mostly around Noank, CT, on the Mystic River and out on Long Island Sound. Each chapter is a separate vignette and Jones wanders about chronologically in his storytelling, sometimes as a kid with his boating dad, others as an adult with his own sons out fishing together, and various other stories on saving old boats and oars. I particularly enjoyed his chapter on the first of the Small Craft Weekends at Mystic Seaport Museum back in the mid-'70's. He has a great eye and ear for what makes traditional small boat people behave as they do, and his comments on John Gardner were superb. Ask your local library for this one.

When I waded through DRIFTING (four times the pages) I'll let you know how that one struck me too.

Review by Bob Hicks

ON DISPLAY



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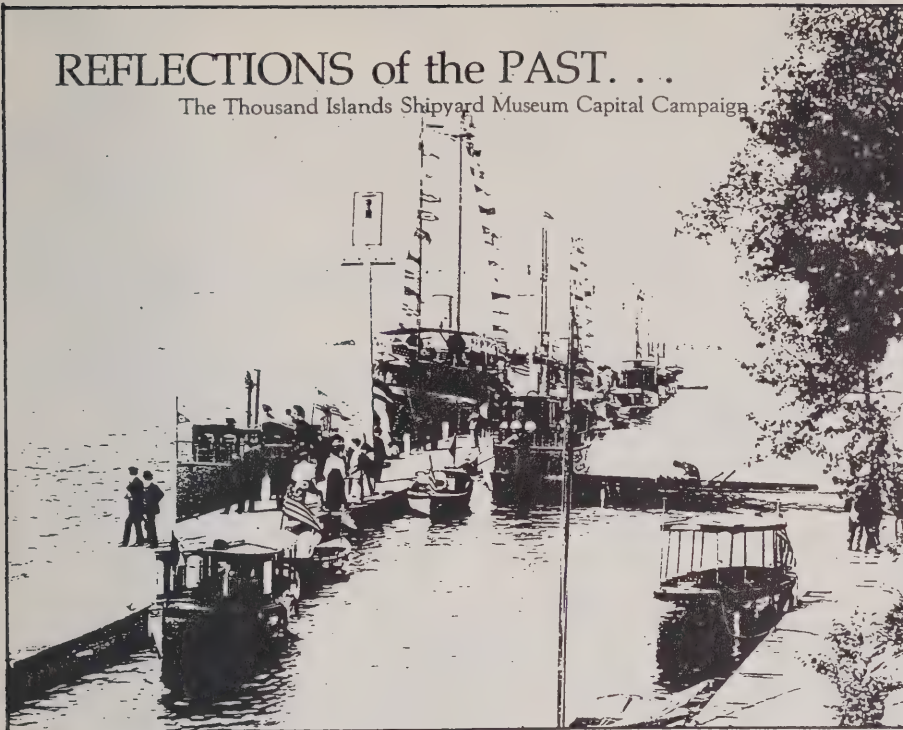


PAMPLEMOUSSE

It means "grapefruit" in French and it is the name of Ernie Cassidy's homebuilt ketch, built of leftover garage lumber and house nails, sails sewn up by his sister. It works. He loves it. And it was cheap. Which was his whole point in his November 1st issue "Op Ed" comments about the direction that wooden boat building appears to be taking. Away from this grass roots approach.

REFLECTIONS of the PAST. . .

The Thousand Islands Shipyard Museum Capital Campaign



THOUSAND ISLANDS MUSEUM CAMPAIGN

Joining the ranks of non-profit nautical museums that are chasing new funds, the Thousand Islands Shipyard Museum of Clayton, NY, has just undertaken a capital campaign to raise \$1,200,000 over the next three years for the next upgrading of their facilities on the St. Lawrence River in upstate New

York. They have produced a very nice brochure, REFLECTIONS OF THE PAST, designed to arouse the nostalgia in all of us for those enchanting bygone days. If you're of a mind to be giving some money to such boat related good causes, write to The Thousand Islands Shipyard Museum, 750 Mary St., Clayton, NY 13624, or phone them at (315) 686-4104.

VOYAGE TO ANTARCTICA

Readers who have been with us for the past couple of years may recall occasional reports on the plans of several adventurers to row a specially constructed aluminum "dory" across the Drake Passage from Cape Horn to Antarctica. Those unaware of this imposing adventure should know that this is one of a shrinking number of things as yet undone by adventurers.

The lead adventurer is Ned Gillette, who does this sort of thing professionally. Like "circumnavigating" Mt. Everest (it had already been climbed, but not circumnavigated). Ned gets backing, takes photos and does reports for the NATIONAL GEOGRAPHIC, etc. Supporting him is Charlie Porter, an anthropologist who has spent a lot of time on Tierra del Fuego studying the relics of a 10,000 year old indian culture. Charlie suspects those indians may have made the trip over to Antarctica because relics of similar type have been found over there.

Well, Charlie is now down near Cape Horn in his home-built steel Tahiti Ketch, and Gillette is about to head south. The big alu-

minum "dory" (which resembles a Coast Guard lifeboat) was shipped south October 19th and should have arrived at their base in Punta Arenas, Chile, the end of October. Gillette spent the summer fitting out the boat with all its sophisticated electronic gear (this won't be a Howard Blackburn sort of row) and redundancy enough (as in space travels) to survive gear failure. The boat seems to have acquired the name, SEA TOMATO!

The adventurers will be advised on weather by Weather Services Corp. of Bedford, MA, a firm that forecast for Dodge Morgan's round the world trip, for BOC boats, and for many long distance hot air balloon adventures. They need a certain three day weather pattern where the normally violent westerlies cease periodically to be replaced by moderate easterlies. This would carry them westward so that when the westerlies returned, they could be carried eastward and still reach their goal 400 miles across Drake Passage.

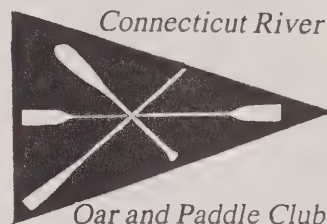
Thanks to Henry Szostek of Prides Crossing, MA, who is in touch with the adventurers, we'll bring you updated reports as things develop.



MYSTIC SEAPORT MUSEUM

WEEKEND BOATBUILDING COURSES

Mystic Seaport Museum is offering instruction in basic boatbuilding on fall weekends through December 14th as an alternative to the winter evening classes for those living too far away to commute to the latter. The intensive three-day weekend courses provide 24 hours of shop time covering basics; laying down lines, cutting stem rabbets, lining out planks, spiling, beveling, hanging plank-ing, steam bending, installing stopwaters, caulking, riveting, spar making, etc. The fee is \$110 (discount to Museum members). Registration information is available from the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355, (203) 572-0711, ext. 328.



The Connecticut River Oar & Paddle Club wraps up its busy 1986 season with the following events:

NOVEMBER 16: Final cruise of the year, leaving from Deep River docks at 11 a.m. for a 6 mile cruise to the boatyard in Old Saybrook.

NOVEMBER 22: Winter prep work at the yard, haul and cover dory, haul out docks, stow shell and gear, etc. starting at 10 a.m.

For information on joining the Connecticut River Oar & Paddle Club, or participating in its events, write to CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, or call at (203) 388-2343 during business hours.

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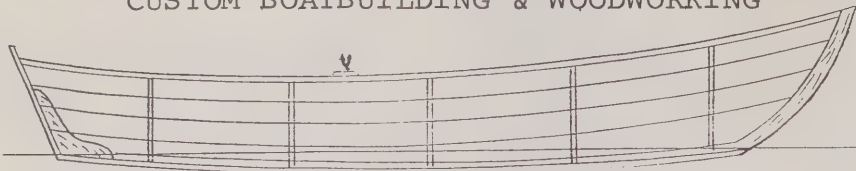
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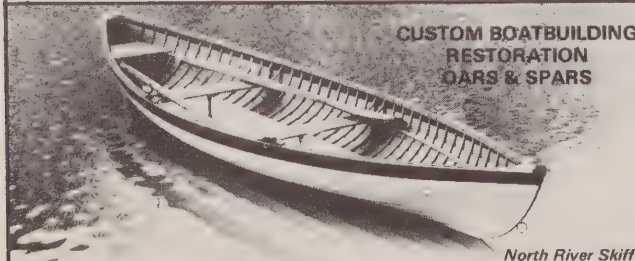
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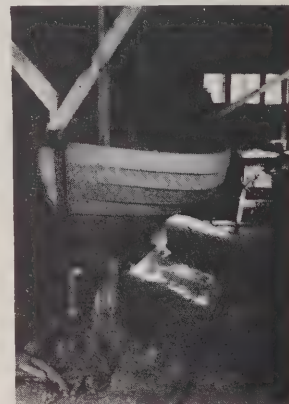
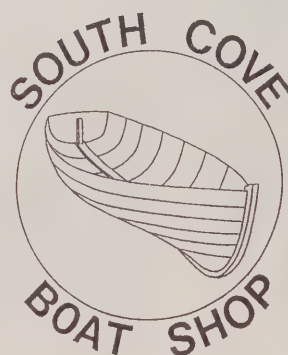
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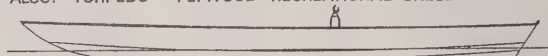


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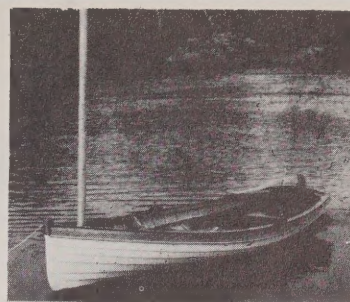
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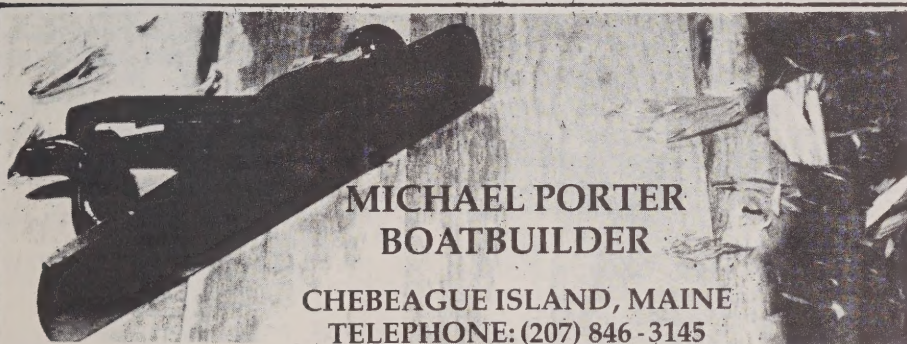
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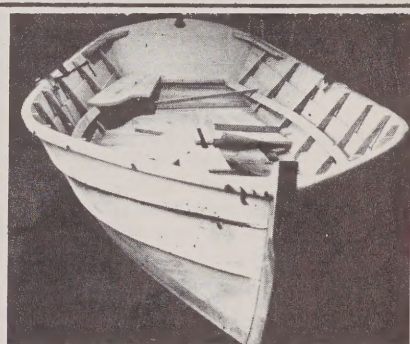


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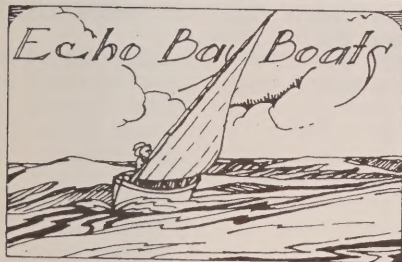


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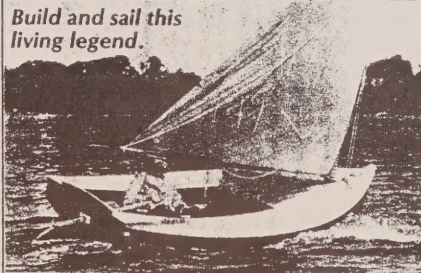


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MISERY ISLAND WHERRY MOLD. A big head start on a really delightful building project. I am selling the mold from my last boat to make room for the next one. The mold is from the Misery Island wherry "The Unforgiving Minute", a beautiful rowing craft, 19'10" x 34" x 12", as described in the last issue of **MESSING ABOUT IN BOATS**, Vol.4 No.11, Oct.15). A stringer type mold for the West System (TM) of construction which represents about half the work of building the boat. You get all the design effort plus the right to build as many as you like, all for barely the cost of the materials invested. \$100.00

HENRY P. SZOSTEK, 625 Hale St., Prides Crossing, MA 01965. (617) 927-1834. (13)

1982 TOWN CLASS LAUNCH, inboard powered motor launch version of 16' Town Class sailboat. Mahogany seats and bulkheads, English air-cooled inboard, variable pitch propellor, new Cox trailer. \$4,600. **RALPH JOHNSON,** Newbury, MA, (6217) 462-7409. (14)

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HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385 (14)

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BOB HICKS, Wenham, MA, (617) 774-0906. (14)

CANOE CLEARANCE. 16' Chestnut, \$100. 17' Old Town H.W., \$50. 10'6" Wee Lassie, \$250. Canoe sailing rig, good sail, rudder and leeboards, \$400.

KEVIN MARTIN, Epping, NH, (603) 679-5153. (14)

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16' SWAMPSCOTT SAILING DORY. Beautiful lines. This is an old boat believed to be Chaisson built. Asking \$800. Trailer available. TIM FOHL, Carlisle, MA, (617) 369-55649. (14)

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

ONE OR THE OTHER MUST GO. I have two boats and plan to keep only one: A GREAT PELICAN and an ORION sloop. Either is for sale, whichever goes first, I keep the other. See page 11 in this issue for the full story.

STAN DZIEMA, So. Walpole, MA.

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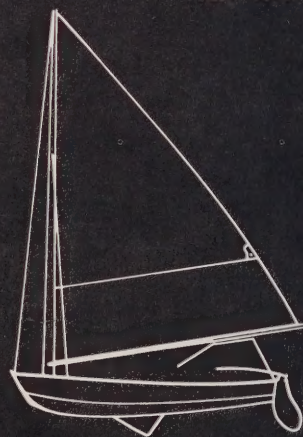


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