



messing about in BOATS

Twice a Month!

Volume 4 ~ Number 16

January 1, 1987



Commentary

BOB
HICKS



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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...

Will have some of the articles
promised for this issue but held o-
ver. The story on the Landing
Boatshop School I held back so I
could include something on the De-
cember 21st dory launchings. The
Weston Farmer ROB ROY nostalgia
article is 6 pages long, and there
wasn't room, so that'll be next.
The building of a "canoe-cat" also
got held over, as did a story on
getting a rowing club going.
There's more coming in on the ac-
cess to the water subject (left out
this issue). Where does it all come
from?

On the Cover...

David Buckman enjoyed sailing
his Lightning centerboarder in
brisk breezes and tells us at some
length in this issue how you can
deal with heavy air in a light cen-
terboarder.



...and for my next act!

What's coming up in '87? Last
issue I reviewed the sort of things
we did in 1986 in pursuit of the
news for the twice monthly appetite
of this periodical. Now for January
1st, I've thought of some of the
things I'd like to get to in the
next twenty-four issues.

Our long running serial, "Ad-
ventures Down the Bay" will con-
clude during the year, it's been a
fascinating trip in an area familiar
to many of us, Narragansett Bay,
but set 85 years ago. I plan to
commence then on a serialization of
the 1858 book, "Carter's Coast of
New England", an account of a
cruise in a small sailboat from
Provincetown to Bar Harbor. The
publisher of the most recent re-
print of the original, which is also
out of print now, has given us
permission to do this. Another ef-
fort on my part to remind us all
that nothing much has changed in
this messing about in boats except
the technical details.

Places to go. Yes, yes. You'll
note on the opposite page that we
have acquired our first ever motor-
boat, to be used as a "press boat"
to attend and observe those boating
events that do not lend themselves
well to be covered from a kayak or
rowboat or small daysailer. This
rather nice boat will give us the
mobility to do a better job on ex-
tended on-the-water events, such
as the 8 mile rowing race from Hull
to Boston, the "Ship Channel
Sprint", as just one example. The
advent of a powerboat to the fleet
here will broaden my opportunities
to get around at interesting ev-
ents.

But, there'll still be those
where the kayaks or rowboat or
sailboat will be appropriate. I want
to get a bit further afield this
year, go to such events as the An-
tique & Classic boat meets at Clay-
ton, NY, on the St. Lawrence Riv-
er, and at Lake George; the Tradi-
tional Small Craft Weekend at St.
Michaels, MD, on the Chesapeake;
the Wooden Canoe Heritage meet o-
ver in New York's Adirondacks;
maybe the Adirondack Guideboat e-
vent in the same area. That sort of

expanded horizon. We'll still do our
more local New England events too,
including several of the rowing re-
gattas planned for recreational
shells.

Travel won't be limited to just
events. There are people with in-
teresting boats or projects who
need to be visited. In many cases
such visits include boat rides. I
love boat rides. There are places
we want to visit too. In particular
I want to get more inland in '87,
visit some interesting lakes like
Moosehead and the Rangeleys in
Maine, even New Hampshire's Win-
nepesaukee when it's not
shore-to-shore water-skiers and
cigarette boats. There are a lot of
nice old mahogany runabout types
on that lake that need to be no-
ticed. And rivers, I want to do
some paddling on certain parts of
the Connecticut, Merrimack,
Thames, and lesser streams. Flat-
water, not whitewater. No, I'm not
launching myself at my age into
the challenge of whitewater pad-
dling. I'll take touring.

Right now I cannot list a spe-
cific schedule of where and when
all this will be accomplished. I an-
ticipate in part responding to input
from readers. People write or call
and suggest I ought to do some-
thing on a subject they happen to
know about. I often agree. Some of
my choices will be limited by the
circumstances of producing the
magazine. The overall perspective
will be to include a variety of
small craft experiences. Despite the
occasional letter that suggests I
give too much space to this or that
sort of boating, I've really had a
pretty diverse array of articles
this past year.

The common thread to all of it
is the enjoyment of messing about
in boats, there's so much common
experience to the diverse forms of
paddling, rowing and sailing that I
think sometimes escapes the atten-
tion of those too narrowly focussed
on their personal choice. I hope
those who read this magazine find
the shared experiences and circum-
stances of the diverse ways of en-
joying boats of familiar appeal.



The Press Boat

Report & Photos by Bob Hicks

The classified ad came in for a "1950's vintage 18' White outboard runabout, with original canvas, 35hp Gale Buccaneer motor, etc. in restored condition. Sounded nice. But, I'm not really much of a powerboater, except for maybe funky old time launches and such. Still, this boat did appeal. Then inspiration struck. This could be our "Press Boat". Yes, a boat we could take to those events we like to try to cover for this magazine, but are not participating in..

Like the Ship Channel Sprint, for example. This 8 mile rowing race from Hull to Boston follows the old ship channel into Boston's inner harbor. How to cover it? No way could I row along and even begin to get photos, or observe action developing. So, two years ago, organizer Ed McCabe set me up with a ride on one of the chase boats. Some very nice motorboat people took me along. BUT, they turned out to be the "sweep" boat, hanging back behind the tailender in case he needed rescue. Not much of a place for a photo journalist to be. With some radio work and a lot of extra cruising around on the part of another boat, I was picked up and transported to the front of the race, but by now the winner had won!

So, having my own powerboat to go where I please when I please at any on-the-water boating event that I wish to cover, but not participate in, was an appealing idea. And Bob Griffin's boat proved to be irresistible.

I liked its vintage, its lines, its condition and it was very affordable. And its history and some of its gear put me over the edge. Bob acquired the boat around 1980 when he and his wife, Sandy, bought a camp on Madawaska Lake north of Caribou, ME, way up in Aroostook County. They looked over the camp, opened the shed door and lo, here was this gem. Bob said he just HAD to buy the camp then, in order to get this boat. The camp's owner (deceased) was a sheriff's department man, he bought the boat new in the mid-'50's from the White Boat Co. in Old Town, ME and it spent 25 years there at the lake summers. Being a cop, he equipped it with twin chrome spotlights and a SIREN!. Bob still had this gear (not on the boat, now).

The Griffins sold the camp a couple of years ago (too far away) and brought the boat home to their place on a lake in Alfred, ME. Here Bob found an inadequacy. The 35hp outboard just could not pull his grandchildren on water skis,

and so "gramp's boat" sat idle much of the summer, the kids wouldn't be caught out in it. Too dull. Now Bob plans to buy a glass boat with a BIGGER MOTOR so he can enjoy his summers with the grandchildren. And not have to keep up the wooden White.

It's well kept up, Bob's fussy about his boats. And all of this clinched the deal when we went to look at it. All original stuff, all in good useable condition, brand new mahogany foredeck the only upgrading Bob did. Nice lapstrake boat with a good reputation for quality. A vintage outboard that is electric start and remote controlled. Original complete canvas in good shape. Original trailer hardly used at all. And those spotlights! And siren? I don't think the latter is legal equipment for a private boat, but we'll see.

And so, in 1987, the "Press Boat" will get a chance to earn its keep. I'm pre-disposed towards it anyway, but if it proves to be just not useful enough, it'll go back on the market for some true motorboater to enjoy. I view it sort of like an automobile, it has utility for my work, and will be enjoyable to work out of, but it won't replace my recreation under sail and with paddle. Just not the same.

Staying Alive at Force 5 (and Beyond)!



Footing along with a single reefed main and working jib in a fresh breeze.

"It's a basic tenet of small boat sailing that sooner or later, regardless of the skipper's luck, skill or wisdom, he will encounter upper level winds and their attendant waves. These conditions occur both on the coast and inland on larger lakes. They require a timely and appropriate response from the skipper of the unballasted centerboard sloop.

Despite this inevitability, many small boat sailors ignore the need to be prepared for this possibility. The necessary tactics and concomitant equipment are neither complex nor costly. Backed up with reasonable judgement, the small 12 to 20 foot open centerboard can be kept moving and on their feet in winds and seas of considerable velocity and size, much more so than one might expect. Recognizing this ability and learning to utilize it opens up new realms in the sailing

experience, while enhancing the overall safety situation.

Having spent the better part of four decades messing about in a variety of small one-design centerboarders and making serious efforts to keep swimming an option rather than a necessity, I have developed some procedures and equipment details to deal satisfactorily with winds ranging from Force 5 (17-21 knots) up to Force 8 (40 knots). My most ambitious recent craft was a restored (by me) 19' Lightning sloop which carried friends and family safely along the New England coast from Narragansett Bay to the eastern reaches of Maine, and on Lakes Ontario, Champlain, Winnepesaukee and others.

This experience has not fostered arrogance or lack of appreciation for the forces of nature, but rather a fuller awareness of its power and a firmly held desire to

David Buckman is a small boat sailor from New Hampshire's Lake Winnepesaukee. In the early days of *SMALL BOAT JOURNAL*, he wrote a series of articles on camper cruising in a modified 19' Lightning sloop. He and his wife Leigh sailed the Maine Coast as well as their home lake in the boat, and learning to cope with high winds was one experience David decided needed discussion also in print. Herewith his remarks on this subject.

avoid the unpleasantness of a capsize. It has freed us from the inhibiting attitude of having to keep home harbor within sight while worrying about a breeze that may blow up because of fear of inability to cope with such conditions. It is still a prudent thing for one to accurately assess one's capabilities and not venture out in marginal conditions. Sometimes, though, the situation is unavoidable. Confronted by unanticipated escalating wind and waves, decisions made must be timely and correct.

It is important to realize right at the outset that even recently updated weather forecasts may bear little resemblance to the reality out on the water where one might find himself. These forecasts form but a basis for anticipating what might happen in the overall region. A forecast of winds as moderate as 10-15 knots can often be made when

gusts will appear at as much as double that velocity. The northerly winds are more prone to this sort of unpredictability here in New England. Learning to self-forecast and identify conditions that promise wind and waves of substance can enhance one's ability to sail successfully in such conditions.

More important than any piece of gear or tactic is a positive mental attitude towards meeting the challenges wind and waves can present. A positive opinion of one's capabilities, even if not entirely anchored in fact, will be an asset when the going gets tough.

The need for structural integrity in your craft is obvious. Sail, hull and rig loading in a strong wind stresses all. Just as important as the major components are the smaller items. Being unable to drop sail because of a jammed halyard or inaccessible control line can lead to trouble just as quickly as failure of a major component. Having a rudder pop off its gudgeons for lack of a rudder stop is an example of a grave situation caused by a minor item. Anything less than a fully operational status for ALL your boat's equipment impairs your ability to meet the challenge, and even come to relish and enjoy high winds under sail.

One need not be a deck ape, but a reasonable state of physical fitness certainly is important in keeping the small open centerboarder on its feet. Handling sails without the aid of winches and maneuvering about on a platform that may itself be moving about quite a bit consumes a lot of energy. When fatigue begins in marginal conditions, the chance of errors in judgement increases dramatically. We have turned in 10 to 14 hour days without problems, and while the average run might be at the 10 hour level, we've done as much as 20 hours too by conserving our physical energy by utilizing good judgement and appropriate equipment and tactics early enough.

Implementation of measures to cope with rising wind and waves must be made at first warning. Putting off the decision to reef, drop the headsail, or other tactic for any rationalizations such as, "Don't worry, the harbor's just around the point," or "This won't last," or "I think that cloud is moving away from us, dear," is clearly violating this Number One Rule of acting early. Yes, you



Top right: Time to reduce sail, the genoa/main combination is more sail than needed as the whitecaps start to appear on the lake.

Bottom right: Triple reef main and storm jib provide good windward performance and speed. The 26 sq. ft. jib should be set back closer to the mast for better handling, though.

might indeed find yourself soon slatting about maddenlingly with little wind, but in the long view, it is prudent to gear up early for a ripper before that fresh breeze turns into a blow, something that is a commonplace on our shores.

The typical light displacement centerboarder is easily driven, so it makes little sense to carry more sail than needed. As the wind rises over 15 knots, most such craft need some alteration to sail trim, ballast (crew location) and helm. Adjusting sail trim is the usual first step.

Reducing sail draft is an early priority and can be accomplished in several ways. A sliding boom gooseneck can be tensioned to tighten the luff and reduce the sail's draft somewhat, moving its center of effort forward as it depowers it. Tensioning the boom outhaul will further flatten the sail. Using a cunningham, a reef-like cringle located 8"-12" above the sail's tack will reduce the sail's area some while flattening out most of its draft.

Opening up the slot between the main and jib will assist in depowering an increasing wind. Widening this space between the leach of the jib and the luff of the main allows through a greater volume of air, reducing the pressure exerted on the main. On our Lightning the jib sheets are led through cars on sections of sail track angled aft and outboard on each side deck just abaft the mast. Barber-haulers, devices found on some one-design craft, work on a similar principle, opening up the slot by releasing the jib clew outward somewhat.

Feathering the boat along the edge of the wind while close-hauled will allow spilling off excess wind of the occasional gusts present in blows of moderate scale. This procedure calls for constant vigil on the jib luff to keep the boat pinched up into the wind just enough to note the initial curling of the luff, but avoiding going over into a flogging jib situation. While some rigs handle this edge/sailing well enough, recognizing that it has become necessary should suggest that it is time for depowering by reefing.

Before going on to reefing (unless conditions clearly demand that) alterations to centerboard trim can sometimes be used effectively to keep under control and moving when the whitecaps are marching by in close-order drill. Raising the board in effect raises the boat's tripping arm, making it less likely to stumble over itself when overpowered. The smaller exposed surface of a partially raised board more easily sloughs off the energy of wind and wave. But too much will have a negative impact, as raising the board moves the sail's center of effort back just

when you're trying to move it forward by reducing sail draft. Windward performance suffers as the board is raised, so the compromise position of the board using this tactic has to be determined and noted.

Raising the board entirely on a downwind run in heavy air not only increases speed but helps to moderate the chance of broaching, an occurrence often caused when an unbalanced sail plan (big main, small jib) causes the boat to round up into the wind at substantial speed after a series of increasingly larger yawing arcs. I have found, though, that dropping my Lightning's board 2' or so damps the yawing motion that precipitates the broach as the board slicing through the water stabilizes the boat's direction of travel somewhat. By appropriate board positioning with appropriate sail trim, one can avoid the heavy helm associated with an unbalanced rig.

Luffing the mainsail moderately on a beat or reach is a common way to depower, while trimming it inboard some from its all-the-way-out position going downwind will reduce its effective exposed area to the following wind. In this instance, one must watch for early warning signs of an impending unintentional gybe, the curling of the leach as the boom starts to lift a bit.

Well, having tried all these refinements and still finding the boat overpowered, one must employ the next line of defense, the major tactic being reefing. While reefing would seem to be a given necessity for these small open centerboarders, it is interesting to find some rigs without any reef points at all on their sails. Even those with reef points are seldom equipped with simple single-line reefing systems to speed up the process.

On our Lightning we use the simple system referred to by some as slab reefing. Forward on the gooseneck is a hook on which the luff reefing cringles can easily be hooked when the main halyard is slacked enough to drop the sail sufficiently. At the clew end, a line runs from the boom up through a cringle, then back down through a fairlead to a cam cleat on the aft side of the boom. Tensioning this line not only pulls down the reef cringle to the boom but also tightens the outhaul at this new clew location in one move. Each line of reef points has this setup, a forward reefing cringle and a rear cringle with line and cleat. When reefing down to the second or third line of points, the prior reef points should first be tied off as this then makes it easier later on to shake out the reefs one at a time as the wind moderates. Reefing points at \$20-\$30 a row are cost effective heavy air management de-

vices. Our third row was just the two cringles at tack and clew. Our first reef takes the original sail area of 120 square feet down to 96 square feet. Reef number two takes it down to 69 square feet, and number three shrinks it to only 56 square feet, about 50% of the original area, with much, much lower a center of effort to boot.

When reefing seems necessary, it makes sense to reef the main first, rather than dropping the jib, as this will maintain a better balanced rig and better windward performance while moving the center of effort lower. With a double reefed main and the working jib set, our Lightning can be comfortably single-handed with winds in the low 20 knot range. Under double or triple reefed main alone, we have coped with 35-40 knot winds, conditions that produced exciting reaches and runs, although windward performance was a bit soft. A single hander out in this will have to hike out reaching or going to windward, but two or three aboard will not find it necessary.

The standard jib offered with many open centerboarders, a light decksweeper, is not well suited for heavy weather work. The proper jib should be able to be trimmed quite flat and have its clew well off the deck. A hollow roach and foot will enhance its suitability for these conditions. Since being able to cruise despite heavy winds was one of my objectives, a smaller storm jib was called for. Rhode Island sailmaker Ed Thurston fashioned a triple-stitched foil with both hollow roach and foot. Measuring a mere 26 square feet, this heavily re-inforced 5 ounce dacron sail cost just \$90. It added considerable drive to windward in high winds, and on a reach too. Going downwind, its small size and flat cut made it hard to keep filled.



A downhaul for the jib would obviate the need for this sort of fore-deck struggling.

Used with the double or triple reefed main, it recovered windward performance when winds blew up into the 30 knot range. Because of their small areas in these conditions, both main and jib are handled easily without need for a winch.

Ultimately, dropping sail may be necessary. Here a simple down-haul arrangement for the jib is needed. On our Lightning, we ran a light line from the jib halyard at the peak down the luff through the sail snaps, around a turning block at the forestay fitting on the deck and back to the cockpit within easy reach of skipper or crew. This permits dropping the jib without having to go out on a tossing, slippery foredeck, a safety factor of some significance.

All control lines should lead back to the cockpit within easy reach. On our Lightning they lead to cam cleats backed up by standard bronze cleats. The main and jib halyards in particular need the backup since the load on them can sometimes cause them to creep back through just the cam cleat. Bringing all the lines to the cockpit in turn requires an organized sheeting system to avoid entanglements of key lines just when you need them.

Any boat equipped with a boom gooseneck that slides on the mast sail track can benefit by having the whole main brought as low as possible while still retaining luff tension. While this may bring the boom uncomfortably low when tacking, the lower center of effort is helpful as the wind rises. If you have a boom vang, keeping little or no tension on it in heavy air allows the boom to lift during gusts, permitting the sail to spill the excess wind more easily, despite rattling some at times. Too much of this, though, can permit the sail to bag out too much, adding undesirable draft and moving the center of effort aft.

The heavy air downwind run is the most demanding point of sail since the typical small headsail, large mainsail, configuration contributes to a somewhat unstable directional condition requiring what I term anticipatory helmsmanship. This means learning to sense the boat's next pitch or yaw and applying correctional rudder force to maintain as straight a course as possible. Combining this sense with appropriate sail and centerboard trim minimizes the chances of broaching.

Running free in heavy winds requires keeping the bow from burying itself in the back of a wave you may be overtaking at planing speed. Burying the stem can slow the boat so much that the next oncoming wave could sweep right over the stern and fill the cockpit. Keeping crew weight aft helps to prevent this, as does reducing sail.



Top: The ride to windward can be wet but you can get there. Bottom: It's important in the downwind rush to keep that bow from plowing into the back side of the wave you're overtaking.

Running downwind under working jib alone has some merit. We did a 26 mile downwind run like this on Narragansett Bay and found it provided adequate speed and good control. Care should be taken to avoid the jib collapsing, as it can refill with a snap that will exert considerable force on stitching and rigging.

Finally, under bare poles, this type of boat will make enough speed to offer some steerageway downwind. A moderate amount of centerboard exposed will give it some bite on the water to preserve directional stability.

Maintaining boat speed is an important element in successfully dealing with high winds and waves. Once the boat stalls out, she'll not only be difficult to steer, but will be vulnerable to the next oncoming gust of wind laying her over on her beam ends, since the energy cannot be absorbed by

the forward motion of the craft. With less momentum in a centerboarder, due to lack of ballast, it is important when tacking in bigger waves or chop to take advantage of the wave action to bring the helm over quickly. Just before beginning the tack, the main should be eased a bit to reduce pressure on it. This helps promote a quick, clean tack and sends the boat onto its new direction with plenty of speed. After completion of the tack, trim in the main again to upshift.

Hiking out, or sailing-on-the-railing, in high winds is a common practice. This not only places the needed ballast where it's best used but also provides a good vantage point from which to pick the path ahead through the oncoming seas. On our Lightning we have fitted fore-and-aft hiking straps for hooking our feet under to apply leverage to make the boat

sail flatter and faster. An athwartships strap requires the user to wrap his legs around it, a technique I have found less comfortable than the foothold approach provided by the fore-and-aft arrangement.

Obviously the main and jib sheets must be immediately accessible when the wind builds since the main, in particular, must be luffed to spill gusts at times. When the jib begins to show signs of needing this attention, it's probably time to consider further sail reduction anyway. We have quick-release cam cleats for both sheets. While traditionalists may be uncomfortable with any sort of cleating off of the mainsheet on a boat of this type, my 100% success to date in avoiding capsize has convinced me of their worth. The simplicity of the cleat adds confidence that there'll be no mechanical failure. With the main sheet in hand, cleat taking the strain, as the wind freshens, it can be flicked out of the cleat quickly if necessary. The cleat eases the strain on the helmsman or crew handling the sheets, important on a long haul in high winds. A-

lertness is still required, being scared a time or two from inattentiveness creates an attitude of respect for the wind's power.

The way gear is stowed aboard affects the small centerboarder's ability to stand up to strong winds. Heavy items should be stored as low as possible amidships. Lighter gear can be tucked up forward under the deck in string hammocks or with shock cords.

Fair sized swells are less a problem to most small sailboats than are the steep walled Buzzards Bay or Winnepesaukee type of chop which can greatly hinder boat speed. Going to windward in these, it may be beneficial to drop off the wind a bit, though this decision is made difficult when it adds distance to the dash for shelter. Properly managed, though, these small boats can acquit themselves well in a good sized seaway. The windward leg will be bumpy and wet, but one can gain distance at a respectable rate. Off the wind, a 40 mile run can slide by with impressive speed, though close attention to the helm is required. We have worked

through 10' seas and found the buoyant Sparkman & Stevens Lightning design to be manageable, with its performance enhanced by some of the aforementioned tactics.

Well, an engine is a final alternative tactic. If you have one, firing it up to help claw off a lee shore or to rush to shelter ahead of a storm when the wind direction does not favor you, is an argument in its favor. Since the prop of an outboard can come clear of the water in these conditions, careful throttle control is needed. An often overlooked aspect is to be sure the fuel tanks are topped up before heading out, this can be near impossible to do in a steep seaway.

It is important to recognize that the ultimate responsibility for judgemental error falls on the skipper. This alone is reason enough to take this subject seriously of being prepared to sail in heavy air if you're likely to ever get caught out in it. Others may have to put their lives in peril to correct your mistakes with a rescue attempt.

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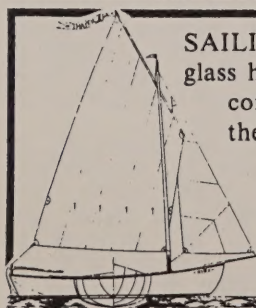
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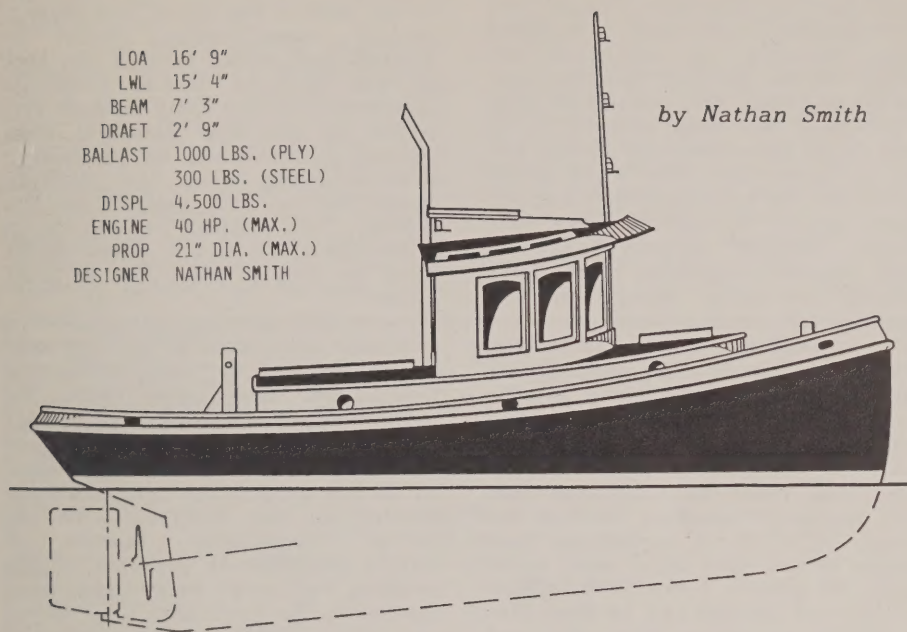
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DESIGNER NATHAN SMITH

by Nathan Smith



This design was inspired by EAGLE, Al Davenport's miniature tug, which once worked the waterfront of Winslow, Washington. This new version was drawn to create a stock plan for a steel or plywood boatbuilding project that could be completed in a reasonable length of time at a low cost. It is intended for those who prefer a small boat, but also appreciate the character of a real vessel. The design emphasizes the classic workboat appearance typical of her predecessors.

When originally conceived, the shapes that make up this appearance had important practical reasons behind them. The rounded pilothouse offered good visibility; the sweeping sheer kept the working deck close to the water while allowing a high bow for buoyancy in headseas; the elliptical stern lacked wide corners that would interfere with turning in close quarters. Now, in the age of the tug-yacht, these shapes might be thought of as romantic 'styling' elements. This tug can provide satisfaction as a character boat, putting around for pleasure and turning heads, but it is also quite capable of commercial work, if detailed and equipped appropriately. The plans show well structured tow bitts and cleats. The boat is heavy and strong enough to push and bump against things with safety and with authority.

Almost any engine may be used if it's under 45 horsepower. Most

larger ones won't fit in the available space. Ten horsepower is enough for recreational use. Gears and propellers need to be selected for the boat's purpose and a 5-1/2 knot hull speed. For serious towing, a large reduction ratio with up to a 21" propeller can be employed. Port and starboard tanks carry a total of 40 gallons of fuel, providing a range of about 500 miles. The exact figure depends on weather, the type of engine used, and how hard the boat is driven.

A sliding companionway hatch provides access to the pilothouse which has 6'4" headroom. There is room inside for two people to stand or sit in close quarters. For overnight cruising, filler boards form a pair of full-length berths in conjunction with the port and starboard seats. There is a space for a small stove on the port side. The compartment aft of the pilot house is a pure engine room, and like larger working tugs, no attempt has been made to squeeze additional accommodations into it. The helmsman has good visibility whether standing or sitting. An outside steering station can be installed for easy line handling when maneuvering around tows and docks.

The construction has been kept as simple as possible with a minimum of transverse frames in either material. In steel, the hull plates are tacked to longitudinal members at the sheer, chine, and centerline. These longitudinals are set up on a

Last summer's Tugboat Festival in Boston Harbor attracted a lot of interest, there's something about tugboats that "tugs" at the fancy of some boat people. I'm one. So's Hugh Ware, who did the comprehensive pictorial coverage of the Boston event for us in the November 1st issue.

Well, those real tugs are beyond the scope of recreational boating, but a number of tugboat designs have been offered in recreational format, some as tugboat "yachts" at big prices custom built on stock fiberglass launch hulls. But a more realizeable tugboat one might care to own is this 17' design from Nathan Smith of Bainbridge Island, WA. Designed for construction either in steel or plywood, here are the details from an article Nathan did for BOATBUILDER magazine and which he has given us permission to reprint herewith:

temporary jig as in wood construction. After initial tacking, the hull is removed from the jig so that all welding may be done in convenient positions. Stiffening members, oriented along straight lines in the developed hull surface, are added last.

In the plywood version, the building process is much the same as for other small craft, except that chine logs are used instead of the popular stitch and tape approach found in lighter hulls. The curved surfaces in the stern and cabin front need to be laminated, which adds labor, but if one were to let the initial shape of materials dictate design, the boat would turn out to be a square box.

Anyone with basic skills and an interest in boatbuilding should be able to construct this tug, which fits in a standard garage. For more information, contact:

Nathan Smith
Seaborn Road
Bainbridge Island, WA 98110
206-842-5003



Winter on Casco Bay

Don Jones of Haverhill, MA, is a sea kayaker of considerable experience who includes in his paddling, winter outings on the ocean in its less menacing days and locations. Don emphasizes that winter is NOT the time for the beginner to go paddling, it is only for the very experienced. The winter paddler cannot afford to fall into the water unless he can immediately save himself by rolling up, and even that is marginal in safety. Given these caveats, winter paddling can turn out to be dangerous even for the aforementioned experienced paddler. Witness the following tale from Don about a winter trip in Maine's Casco Bay last January.

"On Saturday, January 11th, Dave Anderson, Bob Walker and I departed from Falouth Foreide, ME, for an overnight trip to Jewel Island. The day was cold at 25F but calm. The water temperature was 38F. We left late morning, about 11 a.m. The trip out to Jewel was a pleasant paddle in these conditions, we took a short break for lunch enroute and arrived at the island about 4 p.m. The sea was dead calm as we paddled past ducks and loons in the bay between Cliff and Jewel, not a ripple on the water.

We set up camp, had our supper, and then tuned in to the weather radio report. The prediction was for strong winds from the southwest. Someone remarked that the trip home could be "interesting", a prophetic remark if ever I heard one.

After a pleasant overnight, we awoke the next morning to a full gale! The wind was blowing in excess of 35 knots and the seas had built to 5 or 6 feet. After breakfast, we decided to walk around the island and see if it would calm down any. The surf on the weather side of the island was some of the most impressive I have seen in some time. The waves broke high enough to throw spray and foam to the tops of the cliffs there. I found that I could lean into the wind at a very impressive angle.

Following lunch, which we took back in the center of the island where we went to escape the wind, we lugged our gear back to the shore and had another look at the sea. Bob and Dave were of the opinion that it was flattening out some, but I felt it was just maturing. They were of the opinion that the point on Cliff was now possible to paddle. I felt this was optimistic but agreed to go out and have a look. It was my impression at this time that we had agreed to decide on going further when we got to the point and observed conditions first hand.

I was first into the water and stopped in the lee of a point to wait for Bob and Dave. Dave went by paddling fast and I followed him, thinking Bob was close behind. As we got out into the open it became clear that conditions were very bad. The seas were 10 to 12 feet with some breaking crests and on a wave top, the wind would press on the boat tipping it and almost taking the paddle from your hands. Looking around, I saw we had become separated with Dave maybe 150 yards ahead, and Bob another 250 yards behind.

I paddled up to Dave and shouted to him that we should close up. He said he was unable to control his boat unless he paddled hard into the wind. I decided to wait for Bob to catch up, and during this time, Dave entered into the region of breaking surf at the point on Cliff. I turned my boat stern to the seas so I could watch both the others. I saw Dave in seas of at least 15 feet and he soon disappeared in them and did not re-appear. When I saw that he was not going to reappear after several minutes, I paddled to Bob. He wanted to know where Dave was and I told him, either around the point, or dead in the water somewhere out there. We decided to go for help.

Bob waited while I went to have a look where Dave had disappeared. I went on out through the surf to the bell about 3/4 mile off the point as this was the direction the tide would have taken Dave if he was in the water. The surf was enormous, one toppled over on me, knocking off my spray skirt and filling the cockpit with water. I had to put the skirt back on and then pump out the cockpit in between waves with the pump down the front of my skirt. Then I was hit by another on my chest so hard it went on up my nose with still enough force to bloody it. After paddling to a place where the waves were really humping up off a rock and still not seeing Dave from this height, I rejoined Bob. We turned downwind and in a few minutes were on the beach at the end of Cliff.

We ran up a road to a house with tracks in the snow leading around back, where a man was stacking lobster pots. We asked to use the phone and he wanted to know why? I explained we had been kayaking and had lost contact with one of our group. He asked where, and I told him he had gone into the surf at the south end of the island. At that, he remarked, "that's a bad spot", and we went to call the Coast Guard. Going with the lobsterman to the phone, I discovered

his name was Bob Anderson!

After the call, we drove out to the end of the island and made a careful visual search. About 45 minutes had passed since I had last sighted Dave. I looked carefully between Cliff and Long Islands but could not see any paddler. I then walked to the shore at the point, even climbing down the cliff to check out a PFD wedged in the rocks. This turned out to be a false alarm, in which a sea broke over me and I went for a brief swim.

It was getting dark as Mr. Anderson suggested we get his boat as he thought he knew where the tide might have taken Dave. We went back to his dock, bailed out the skiff, but just before we headed out on his boat, the report came in on his radio that Dave had been spotted by the ferryboat. We received fragmentary reports of Dave's whereabouts the rest of the evening but never made direct contact until the next day.

(ED. NOTE: Dave Anderson had made it around the point despite the surf, and had waited on the far side for a while for the others to appear. When they didn't, he decided to paddle for help, thinking Don and Bob possibly lost. Paddling was easier inshore of the islands and he passed the word to the ferry about looking for Bob and Don, but decided to paddle on back to Falmouth Foreside himself. Eventually the Coast Guard arrived and offered him a lift. At first he wanted to finish his paddle, but then, when he realized the Coast Guard would accompany him the rest of the way anyway, at great inconvenience to them, he abandoned the paddling and was taken on board. He learned that Don and Bob were safe on Cliff Island, and so headed home.)

Knowing Dave was safe, we decided to stay overnight on Cliff when Mr. Anderson offered us the house next door which he rents summers. He also loaned us his car to carry our boats and gear to the other side of the island. Had it not been for these fine folks, we would have had to set up camp in the dark, as it was about 9 p.m. when we learned that Dave was now safe on shore.

I feel we learned a number of lessons from this perilous situation. The most important one is that the group should stick together. And, if we had followed our original plan of looking before deciding, we would not have attempted the point. If the group does get separated, first priority should be to re-establish contact. Dave could have landed on Cliff Island and saved everyone a lot of worry.

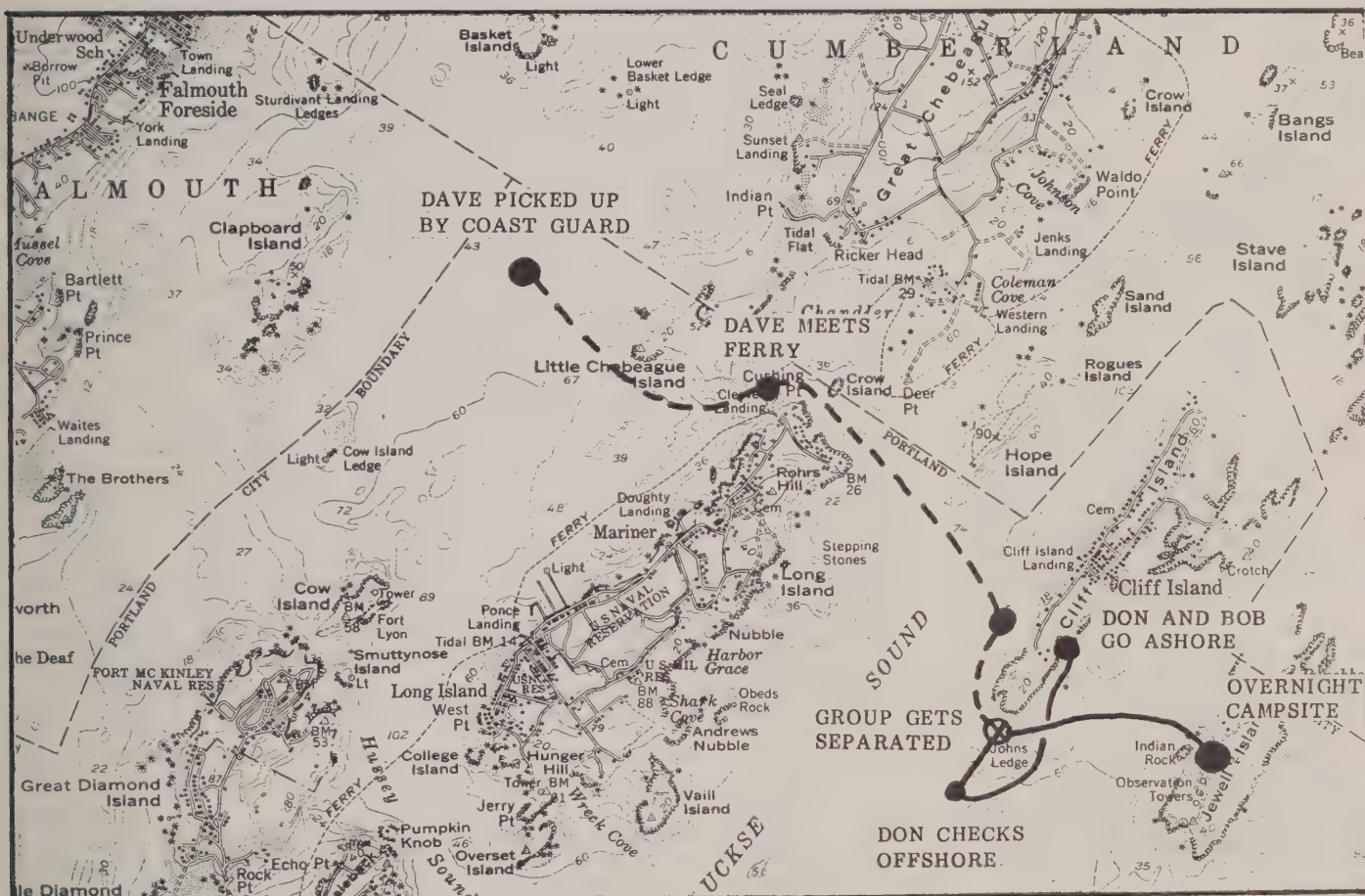
I did find I had no problem in paddling my boat (a Dirigo 17) and could go in any direction, except that when beam on to the seas I found it hard to turn into the wave from a high brace. Both Bob and Dave reported some problems in control. I attribute these to both boat design and to short paddles. I noticed that Dave, who had the shortest paddle, had the most prob-

I feel that Dave's relative inexperience in large breaking seas may have contributed to his separation from the group, as it is my belief that he was reluctant to turn out of the seas when he found himself in the breaking waves.

I intend to experiment with other spray skirts. This is the second time this skirt has come off

So, after trying Force 8 gale winds in January, I think I will go back to my old winter paddling limits of 18 knot wind maximum and no breaking seas. A mistake in the conditions we experienced would have been fatal as deep water rescue or re-entry or roll probably all would have failed. I still feel winter paddling is okay within my self-imposed limits, and I'll stay over another day or night if necessary to avoid conditions exceeding these limits."

Don Jones



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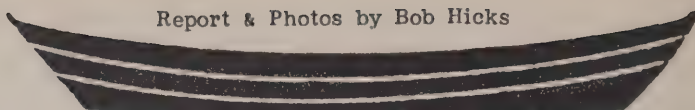


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Report & Photos by Bob Hicks



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DORY BUILDERS



Dave Dupee is working on his 23rd traditional wooden dory this winter, this production all achieved over the past three years. The retired professional forester and National Park Service careerist had wanted to build himself a traditional dory, but never dreamed it would head off the way it has since he decided to go over to Portsmouth, NH, to Strawberry Banke and take a winter course on building the traditional wooden dory indigenous to the Portsmouth/Piscataqua area.

Dave still hasn't built his own dory, and this despite the 22 built to date. The catch is that all that production is made up of 1/4-scale miniatures! Little 54" long lapstrake craft, too big to be "models", too small to go for a row in. But, people seem to want them, as decor items, or even as the storied "salad bar". Well almost, one customer had ordered one epoxy sealed as a container for shrimp and crushed ice at catered banquets.

Dave lives in a nice old house at Bow Lake in Strafford, NH, about 15 miles inland from Portsmouth. He and his wife are enjoying retirement years at this scenic spot, overlooking the small lake, she with her restoration of the old house, he in the funky old barn still full of artifacts of bygone years. Like his grandfather's old Model T Ford. And an old lapstrake skiff. And lots of old farm equipment. And furniture. And so on. Dave cleared out a front corner, put in lots of windows at bench top level, closed it off from the rest of

the drafty old building, heated it and set up shop to indulge himself in boatbuilding.

Since he didn't know much about boatbuilding, Dave figured the course offered at Strawberry Banke would be the best way to begin. At that time, Doug Martin was running the boatshop there (he's since joined his father's firm building Alden shells, etc.). Dave says he learned a lot, but mostly by doing, as Doug sort of never really finished off explanations. Dave stayed on as a volunteer working in the shop and was really enjoying his retirement work.

He decided that he'd first build a scale model of the dory to learn the pitfalls of lapstrake construction. At 1/4 scale, the boat could be built exactly as in full size. A first couple of efforts were discarded as flaws developed, but his final prototype was nicely done (he still has it) and someone seeing it said, "I'd like one of those." So Dave obliged. Then a local historical society ran an auction and asked Dave if he'd build them one of the dories to auction off. He did, and it was bid up to \$350. So now Dave had a market value.

At the auction he learned of an area craft fair, went there, worked on building a boat at his exhibit. He expected to be able to plank it all up over the duration of the fair, but had so many interruptions to answer inquiries from onlookers, that he didn't get it done. No matter, people liked to watch him at work. One elderly man commented to him, "I used to build



Top: A finished dory looks pretty real despite it's size. Bottom: All fitted out with its gear. On the molds, planking up just like the full size boat.

them, back right after the War, worked for Hiram Lowell in Amesbury." It took Dave (a World War II veteran of the U.S. Army Ski Troops) a while to realize the man was referring to World War I!

More orders came in, Dave handed out over 700 of his cards at the craft fair. "And, I didn't just pass them out to everyone walking by," he explained. Just to people who expressed an interest.

The little dories are irresistible for sure. They're built workboat style according to tradition, fitted out with correct gear like tholepins, oars, bailing buckets, even lobster pots if desired. Dave builds them on traditional building molds, set up on a bench top in his shop. He can work on two at a time if he chooses. He finishes them as desired by customers, like the one for holding the shrimp with its epoxy coated interior. One he is particularly pleased with is part of an antique shop sign on busy U.S. Rt. 1 over in the seacoast.

But, what about the "real" dory? Dave still plans to build a dory he can row. He's clearing out the adjacent rear corner of the barn preparatory to also closing that in as a shop for building the full size boat. By now he's got the construction down pat, there'll be no problems or questions about how it will go together. All that remains is to find the time. The phone still rings and the letters still come in about the 1/4 scale dories though, and this is a RETIREMENT business, so Dave isn't really grinding them out over long hours. He's doing this for fun, for recreation. But he can't say no to a genuine order either. Somehow, he'll have to find the time.

At the risk of further imposing on Dave's retirement days, you can learn more about his 1/4 scale dories by writing to him at P.O. Box 101, Bow Lake, Strafford, NH 03884. He enjoys discussing them with interested boat people. His phone is (603) 664-9023.

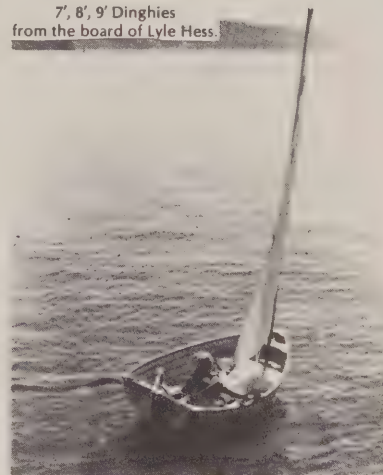
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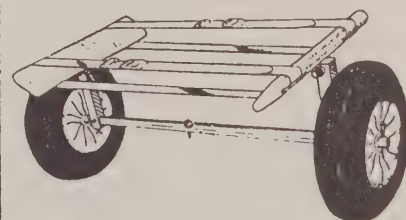


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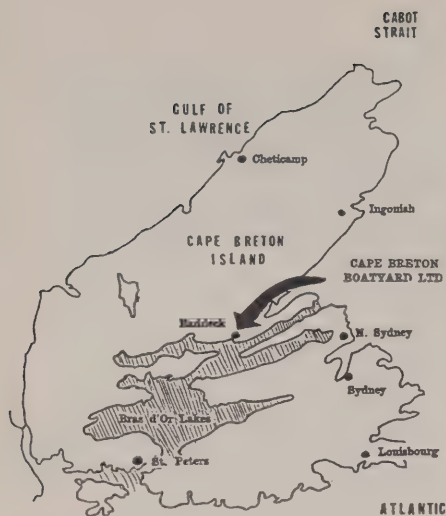
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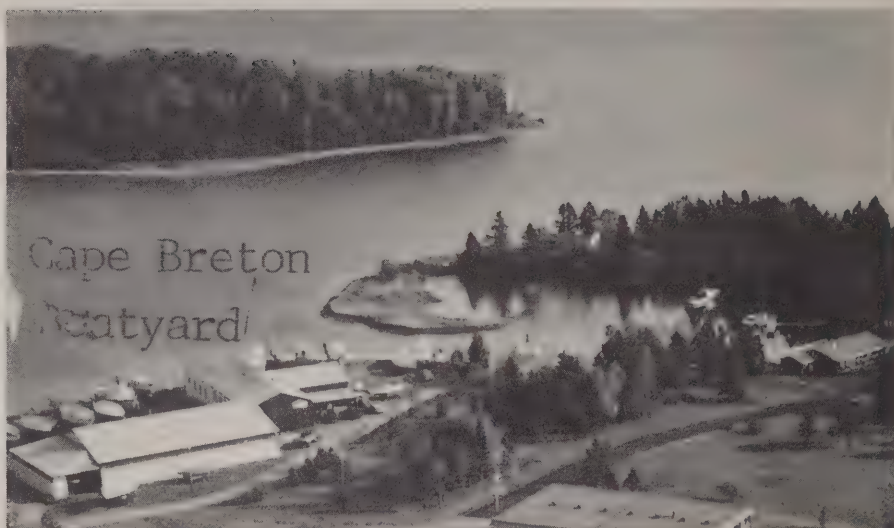
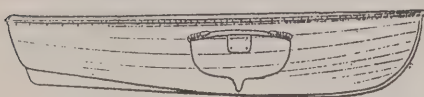
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Henry Fuller has one of those dream boatyards on a sheltered cove in a great cruising area.

This small boat business has an undeniable appeal to people who ought to know better. While all around are the cries of dismay from small boat builders (particularly in wood) over the scarcity of customers and lack of demand for their products, there are men with credentials for making it in the real world giving that all up to own a boatshop. One such escapee from academia is Henry Fuller. Henry not only left the mainstream (which he characterized as Interstate 95 past his native Yarmouth, ME) and a career in anthropology to own a boatyard, but moved all the way to the northern end of Nova Scotia, settling in Baddeck on Cape Breton Island, on the shore of the Bras D'Or Lakes. This is a choice summer cruising ground for those with the wherewithal to get themselves and their yachts there for the extended time needed to justify all the trouble. In winter, which is a long time, nothing happens there.

Undaunted by all this reality, Fuller (who is a cousin of Mystic Seaport's Small Craft Curator, Ben Fuller) went from Yale to Brazil, where he studied the ethno-history of the South American Amerindians; thence to Cape Breton Island, Nova Scotia, where he bought a rundown farmhouse on a hundred acres overlooking the Bras D'Or Lakes (for the price then of a nice car today, he says), thence to London School of Economics and finally to the Memorial University of Newfoundland. All this in pursuit of ethnology. He got into the livelihoods of fish-

ing folk and in 1972 went out with the last of the Portuguese dory fishermen and sailed over to Newfoundland with them. The Portuguese had been fishing around Newfoundland since the 1500's.

Fuller then decided to chuck the whole academic career and get into something more immediate and real. He and his wife came back to Baddeck to live on that farm, he did local labor, then gained employment in the local boatyard for two years. Then in 1976 he bought it.

Pinaud's had been the boat builder-in-residence for Alexander Graham Bell, Baddeck's most famous summer resident. One of their early efforts was the 54' yawl ELSIE, built in 1918 for Bell's son-in-law and named for Bell's daughter. It's still there every summer leading the sail-by at the Baddeck Regatta. But Pinaud's had run out of motivated family and needed new energy. Fuller provided it.

Henry got one of those government subsidized business loans that prop up the whole Maritimes economy and went into the boatyard business. In the short summer he was busy enough, and stored the yachts through the winter, doing repairs, etc. at that time. But there was not much income during those long winters, so Henry decided to try building small boats.

The Bras D'Or tender is his first effort. The 12 footer was originally a cedar planked, oak ribbed lapstrake rowing craft built in Alexander Graham Bell's own boatshop

in Beinn Breagh across from Baddeck as tender for ELSIE. The model was found in the usual abandoned pose, upside down and weathering away. Fuller had noticed that there were no well designed small boats available in the area, only the plastic production appliances for outboard power. Put enough motor on it and the hull shape doesn't matter so much. So he decided to build the little craft in rowing and sailing versions, and contracted with a fiberglass firm in Sydney, Nova Scotia, 50 miles away, to build the bare hulls. He then finishes them off.

In 18 months Fuller built and sold 26 of the little boats in both rowing and sailing form, an encouraging beginning. He looked around for something else, and discovered the Medway Salmon Wherry. This is a 16 footer designed by a Nova Scotian canoe builder for salmon fishing on the Medway River. Fuller got his first fiberglass one into the water just this past September. He offers this one fitted out with the OnBoard sliding rig-rigger outfit and 9.5' sculling oars for the serious oarsman.

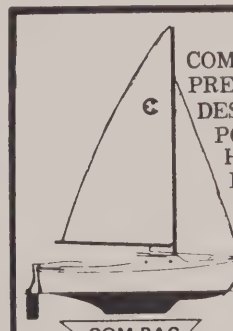
Henry plans to bring both the boats to Newport in May for the Small Boat Show to see if he can interest the American small boat public in his craft. If you'd like to find out more before then, contact Henry Fuller at Cape Breton Boatyard, Ltd., Box 247, Baddeck, NS, Canada B0E 1B0, (902) 295-2664.



Top: The Bras D'Or Tender is a serious little boat with a historical pedigree. Bottom: Henry Fuller in the first of his Medway River wherries.



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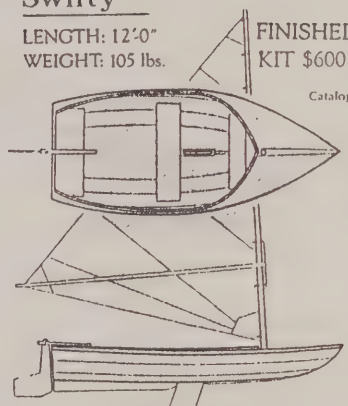
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Winter on the Water





The next morning was calm, clear, and warm; we struck camp, and got everything ready for starting, as soon as a wind should arise. While putting the boat in trim, Joe noticed that the water was full of small jelly-fishes, and called my attention to them.

"I guess these fellows helped to get up that illumination for us, last night," he said.

"They're CYDIPPES," I said. "Let me dip up one of them, and show you his paddles."

I soon caught one in the cup, and put it into the bailing pan with the anemones, where the dark, rusty sides made a good background for its delicate, transparent substance. It was somewhat larger than a grape, and shaped like one - or rather, like a melon, for it was divided into eight segments, in the style of a muskmelon, by narrow bands, each of which was set from end to end with little bits of flat vanes, or paddles, which were constantly shaking and shimmering, showing beautiful rainbow hues.

"See! It's pushing out some feelers!" said Joe.

It gradually extended two long threads from the lower part of its body (where it had sheathes in which it could coil them away), and by looking closely, we could see that these threads were fringed with shorter, finer ones, delicate as the filaments of a spider's web, which waved about, and curled like tendrils.

"Well," said Joe, after we had watched it for two or three minutes, "I'm not fond of jelly-fish in general, for they sting if they hit you when you're in swimming; but I haven't seen many things in salt water as pretty as that!"

Now we turned our attention to breakfast. The hard-boiled eggs with which we had started had all vanished, like the mussels of the evening before; and Joe suggested procuring some more of these latter to add to our hard-tack, cheese and apple turn-overs; but I objected to the delay which would be caused, not merely by gathering them, but by making a fire and bringing the water to a boil, when we wanted to make all the use we could of such favorable zephyrs as might rise, as they would probably be brief.

I suggested that we should open a tin of corned beef we had among our supplies, if he wanted anything in the way of meat; and the suggestion was adopted. The meat was salt, of course; but it seemed to taste all the better for that, and between us we reduced the contents of the tin more than half.

"Low tide in the jug!" Joe announced. "We'll have to put ourselves on allowance, this morning."

"Well, 't isn't as though we were out at sea, instead of being

Adventures Down the Bay

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



able to go to the well of the next house we find along shore."

I was sensible of a scarcity, though, by the time we embarked, and so was Joe, I guess; for he casually inquired whether I had noticed a well while on Fox Island the evening before.

"No, but of course there must be something of the sort, or nobody could have lived there."

"A spring, maybe - but no; that island's too little to have a spring of its own."

"I've heard of springs gushing up amid the salt water a long way from shore, where the water had tunneled out from the mainland, under the sea-bottom, and there might be a spring of that kind."

We started out in that direction, in the full confidence that where a house is built, there must be a water supply. The wind from the north was so light that we disregarded it for the short time that it had to be headed against to reach the island, and Joe raised an "ash breeze" counter to it, instead of raising the sail.

The tide was low, of course, as it had been the previous evening; and as we passed the "Clump Rocks," Joe paused in his rowing, and proposed that we refill the kettle with mussels.

"'T won't take long," he said, "and I've had all the salt meat I want, for to-day."

So had I, and we stopped and renewed our supply of the savory shell-fish.

"A deal easier to get than clams, aren't they?"

"Yes, when you're where they happen to be. They're nice, for a change, but I'd get tired of them sooner than of clams."

I took the oars for the pull to the island.

"I declare, I don't know when I've been so dry. I hope the water'll be good."

The TRITON's bow soon crunched on the shore, and we lost no time in making our way to the house, Joe hanging to the jug-handle.

"No well-curb in sight, anyway," he declared, after we had made a brief survey.

"Well, I'm not dead set on having the curb, it's the hole in the ground I'm after."

"And I'd swap even that for the water, if there is any."

We went carefully over all the ground in the neighborhood, prying about among the tall weeds and briars, but there was no sign of fresh water, except what might fall from the clouds to keep this unkept vegetation alive.

"Likely all the water they had was what they caught in a hogs-head, from the roof."

"Perhaps they didn't drink any water at all," suggested Joe.

"Maybe not, but 't isn't likely they used whiskey or cider to cook with."

We continued to hunt a little longer, extending the area of our search further from the house.

"I've had enough of this!" exclaimed Joe, at last. "I'm getting thirstier every minute; and tramping over this desert land in the blazing sun doesn't help it any. We'll make up our minds that this place was settled by camels and ostriches; let's go for some region where people live who have to drink."

We now hoisted sail, and the TRITON slipped gently southward, away from the waterless little wilderness of Fox Island. Below Rome Point the coast rose from the beach with a moderate slope, till it reached a considerable height at nearly half a mile from the water, and along this elevation were farm-houses with their orchards and out-buildings.

"It'll be quite a walk to get up to these; let's go further down, and see if we can't come in sight of some place nearer shore," said I.

But when the light breeze had borne us a mile or so further to the south, it was still the same; sparsely-scattered buildings continued to be perched along the ridge.

"That's where the road runs, I suppose, and they don't want to be far from it."

The wind now began to give signs of failing, chiefest of which was the familiar and exasperating one of the boom swinging gently inboard. Joe seized the oars, with ferocity in his glance.

"Haul down this flop-dodding sail; it's no use any longer. I can feel now for shipwrecked people, a-drift on a raft."

"So can I. Here it isn't two hours since we began to be thirsty, and we can't think of much besides water. There's plenty all around us, too; if our taste was only for salt water, like the fishes', 't would be quite convenient, just now."

We were not far from shore, but Joe pulled along southward till we were opposite the next house, away up across the fields. Among the gray roofs of various sizes which were clustered among the trees, rose the angle of a well-sweep; never had such a sight been so welcome.

"The well's there - let's hope it isn't dry."

As before, Joe seized the jug; I threw out the anchor, took the portable cup from my bag, made in three telescoping sections, and hurried afjter. It was a long, hot tramp, steadily up-hill, through the brown pastures, and over stone fences, with no wind to fan our faces; but we pressed straight on, drawn by the vision of the well-sweep as the needle by the magnet. We couldn't have had much moisture to spare, but by the time we neared the goal we were in an uncommon perspiration.

We passed around the corner of the corn-crib, and there was the

well-curb, with the wood-pile hard by, and the house a few yards beyond. Not a soul was in sight, not even a dog. A big tub, or half-hogshead, stood under the spout; there was water in that, anyway - and in the well, too. There it was, a circle of sky far beneath, with our heads darkly moving at its edge. At the top, within reach, was the bucket - empty.

"Down with her!" and we both grasped the long pole, and sent it into the depths, hand over hand; the bucket bumped the surface, the sound of splashing and gurgling came gratefully up. It settled; we hauled up with a triumphant squeak from the rusty bolt in the crotch, and a liquid clashing from the spillings, "As, dripping with coolness, it rose from the well."

Joe seized the iron bail, and poised the bucket on the curb.

"You first," he panted, with noble renunciation. Not to be outdone, I dipped the cup, and offered it to him.

"Gracious; don't you suppose I'm good for one bucketful, anyway?" But he accepted it, however, and emptied it twice and a half. Tossing out the rest, he returned it to me, and I also took two and a half. How good it was! but it seemed strange how little it took to allay a thirst that had seemed to crave gallons.

"Now I feel as though I wouldn't want any more till to-morrow," said Joe, "but I'll always remember that good old well," he added, as we turned away.

The return tramp was more comfortable, notwithstanding the weight of the full jug, which we took turns carrying. On reaching the boat, we stowed it carefully in the shade, and hoisted our sail to the breeze which was setting in lightly from the southwest.

I took the helm, and steered a course which would carry us down close by the north end of Dutch Island, and into Dutch Island harbor, where there was a notch in Conanicut that formed a safe haven. It was a regular practice for coasters to put in here to ride out a storm, or wait for a fair wind; and sometimes two or three dozen vessels would be moored in the harbor; and a stranger to the region would have thought it rather queer that so large a fleet should be lying off such thinly-settled shores. Even in pleasant weather, like that which now favored us, a couple of schooners and a smaller fishing craft could be seen down near the Conanicut shore.

"I heard Cap'n Eldridge say the harbor wasn't so good as it used to be," Joe remarked.

"What! Have the waves learned how to twist around the corner and get in?"

"No; but so many craft have plowed and harrowed up the bottom

with their mud-hooks that it's all loose, and not good holding-ground any longer."

"Well, if a squall comes up while we're round there, we'll remember and not cast anchor, but run on shore and haul the boat up; there's where a little craft like ours has the advantage; it can take the bull by the horns."

"Did the Dutch ever have anything to do with Dutch Island?"

"The Dutch used to bring their goods there, and barter with the Indians, before any English lived in this region, I've heard; but the English bought it, later."

"From the Dutch?"

"No; from the Indians. It's one of the Government islands, now, with a light-house and fortifications, like Rose Island; only here the batteries are all hidden from the sight of anybody outside by banks of earth covered with turf.

In course of time we were close under their lee; the sail shook, then swayed slow and limp, giving a wild start now and then as a stray puff came down over the top of the hill, for the wind had grown fairly strong. I sculled in, for only a few yards of water were between us and the shore; we both landed a moment, and were thus able to check off another island.

Then we resumed our long starboard tack, which brought us near the Conanicut shore a little north of where the road led across from Jamestown, on the east side.

"A good deal quieter over here, isn't it?" remarked Joe. "Only two or three schooners, instead of the war-vessels and yachts."

Our next tack carried us toward the white light-house, perched on the long southern point, extending from the island like the stem of a pear.

"There's a steamer, coming up," said Joe, when we were about half way across, and could see some distance down the bay, past Beaver Head.

"A freight boat, perhaps; she has a derrick, forward. Looks rather strange to see a side-wheeler with a derrick. 'Bout ship," I added, putting the helm a-lee.

"Where away now? Aren't you going ahead down the bay?"

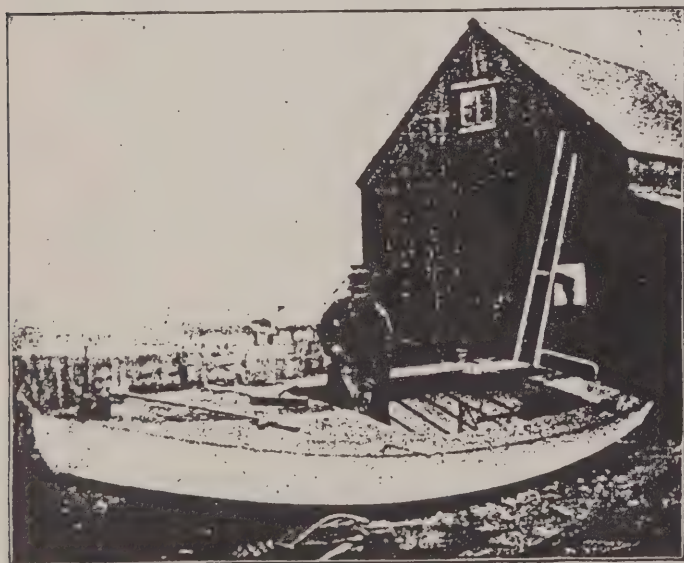
"Not just yet. Get the map out of my satchel, please; now look at the lower - the south - end of Conanicut. Don't you see there's a big piece nearly separate from the rest, with Beaver Tail at the south end of it, and Beaver Head at the north; and it's held to the main part by a little narrow strip; if it wasn't for that there'd be two islands, with a long channel between leading down to the ocean. The lower part of that channel is Mackereel Cove; and it's the smaller part of it, north of the strip, that I'm going into. I want to see what that region looks like."

The Proof of the Pudding

THE best possible proof that the plans we publish actually help the amateur builder to the production of a sailing boat, that were he left to himself he would be unable to build, is the numerous letters and photographs that keep coming into our office. Skip is a good boat, and at the same time an easy one to build. She was designed by Mr. Davis in response to numerous requests for something cheap and easy to build, yet one which would prove a handy and able craft, suited to use on coast and inland waters the world over.

While expecting that a number of these boats would be built we are astonished at the plentiful crop that has resulted. It seems to have taken the small-boat element by storm the world over, and the breeze of the coming summer will have its work cut out to keep the many Skips on the move.

The following are a few of the places where these boats are building: Sea Cliff, N. Y., Savannah, Ga., Corona, N. Y., Providence, R. I., Boston, Mass., Clinton, Iowa, and Perth, West Australia.



The above picture shows one of the first Skips laid down, and so far as we know the first to be finished and launched. She was built by C. O. Dooley, of Corona, Long Island, during the winter, and was several times snowed under. Mr. Dooley has very kindly handed us in the bill of costs, which we print for the benefit of those who are contemplating to build or have built, and who may like to make a comparison.

Build a 1901 Skipjack

This concludes the reprint of an article on building a nice turn-of-the-century sailboat from a book published in 1901. Our thanks go to Dave Asquith for sending us this interesting article.

Lumber	\$35 00
Sail	13 00
Rope.....	1.00
Blocks.....	3.20
Spars.....	10.00
Paint.....	2 50
Fastenings.....	1 00
Brass screws	1.00
Cleats.....	1.50
Wire for head-stay.....	.25
Turnbuckle.....	.75
Traveler	1.75
Eyebolts.....	.30
Bolts.....	.75
Rudder gudgeons.....	.50
Stem band.....	.50

Total.....\$78 00

Mr. Frank D. Johnson, of Mattapoisett, Mass., says, in a letter recently received: "I take pleasure in sending by this mail two photographs of a Skipjack, built by me from your design.

There are no changes except in her sides; an overhanging stern of 2 feet 4½ inches was added, also the bow was raised 2½ inches to get proper sheer—it was necessary to do so, as the stern would have looked badly.

"Have not had much chance to try her with other boats, but notice she slips along very fast in smooth water. In a choppy sea she is rather uncomfortable, as she pounds fearfully, a trick not uncommon with the type. The rudder you see in photograph is only

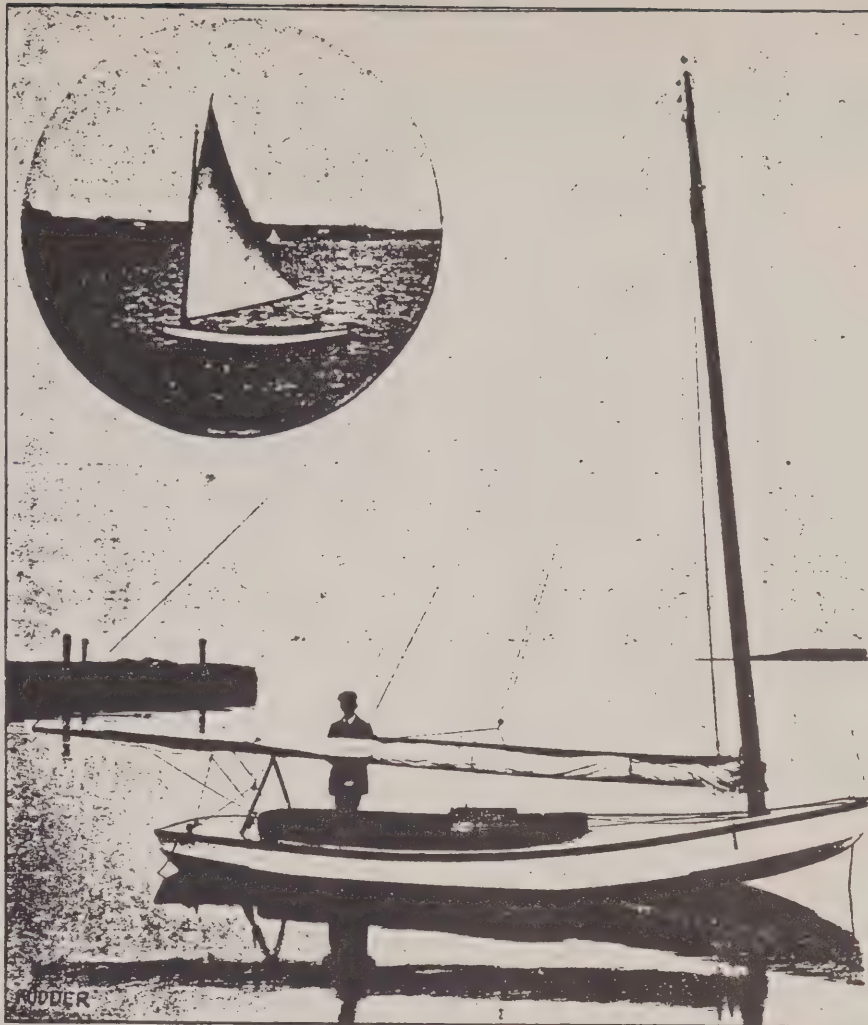
temporary: it will be hung where the design specifies when I get her finished. Shall have a 1½-inch steel shaft for a post. I had her completed with the exception of curb and iron work in April. In the large photograph the boat is not in sailing trim. It was taken after a heavy rain, there being a large amount of water aboard besides my weight far aft. She works better with the mast raking aft."

From Providence, R. I., Mr. A. C. Thompson writes in to say that he is getting along finely with Skip, and that his boat has many admirers in Providence. Men who own boats and are good judges of them give him great credit for the work he has done. He says: "I am using cypress for sides and bottom, as I can't get cedar boards long enough to use in one length."

Mr. Davis, who designed her, says: "If all the men who build Skip are careful, and get them accurate to the plans as printed, I can vouch for the actions of the boat, for I have seen one that I know was built true to the plans, and although I came upon her unexpectedly, I exclaimed immediately, 'Why, there's a "Skip!"' And, sure enough, it was.

"And the man who built her was more than pleased with her sailing. He had sailed her from Williamsburgh to New Rochelle in half a gale when there was hardly a boat out under sail, and after running before it he came to a place where he had to jibe or tack. He did the former, and although it was a risky thing to do, and only the bottom of the boat was visible for a second while he was doing it, yet she picked herself up successfully and ran away from us in a launch, and we were going a good six knots an hour. He said she was good all around—running, reaching or beating to windward."

My advice is, first find out if the plans suit you, and then stick closely to them; or else, have nothing at all to do with them, and learn for yourself by experience.



SKIP AT MATTAPOISETT, MASS.



SKIP AT PROVIDENCE, R. I.

WHAT'S HAPPENING?



KAYAK ROLLING IN RI

The Rhode Island Canoe Association has scheduled winter kayak rolling sessions in the pool at the J.C.C. of RI, 401 Elmgrove Ave., Providence, RI. Session 1 is in January, Session 2 in February, every Tuesday evening from 7 to 9 p.m. The fee for non-members is \$40 and you must bring your own equipment (kayak, etc). If a rental is needed, one might be arranged. For more information call Doug Pineo at (401) 353-6547.

AND CANOEING TOO

Follow up on the kayak sessions is a canoeing course running from basics to Class II whitewater. This course runs in March, on the 3rd, 10th, 17th and 24th in the pool; on the 21st, 22nd and 28th outdoors. Call Barbara August at (401) 725-3344 for details on this.



SHIP MODEL SHOW

The U.S. S. Constitution Model Shipwright Guild will again host a month-long ship model show at the U.S. S. Constitution Museum in Charlestown, MA. The show will run from February 9th to March 7th. Anyone interested in exhibiting static ship models is invited to take part. One requirement is that any model displayed must be cased. Miniatures will be grouped in a glass case if not individually encased. A registration fee of \$3 per model will be charged up to a maximum of \$9 for 3 or more. These fees are used to purchase awards for winning models. Contact George Kaiser at 23 Mermaid Ave., Winthrop, MA 02152, (617) 846-3427, to arrange to participate. Interested public may view the show during museum hours daily.



PADDLE BELIZE THIS WINTER

Bob Walker and Dave Anderson of Aqua*Ventures have scheduled three 9-day paddling adventures to Belize on the Caribbean coast of Central America. During each trip, participants will camp along a jungle stream for several days of paddling, then paddle and sail seven miles offshore to islands just inside a great barrier reef for more paddling and attendant water activities. The boats used are Klepper doubles, fitted with auxiliary sail rigs to take advantage of steady breezes.

Belize was formerly British Honduras and is free of the Central American political instability in the news these days. It's an English speaking nation also. Water temperatures are in the 80's, air temperatures in the 70's-80's daytimes, 40's-60's nights. Boats and camping gear and all meals are provided.

The fee is \$950 per person, plus round trip air fare to Belize City from wherever you depart. The scheduled trips are on February 7-15; February 21-March 1; February 28-March 8. For the brochure, write to Aqua*Ventures, 75 Parkton Rd., Jamaica Plain, MA 02130.

COAST GUARD BOATING SAFETY COURSES

The U.S. Coast Guard Boating Safety Office in Boston has three basic boating safety courses open to the interested public running from January through April. They are: Basic Sailing; Basic Powerboating; Advanced Coastal Piloting. Instructors will be from the Coast Guard Auxiliary. While the instruction is free, there is a small charge (about \$20) for course materials required. For further information or to register, call the Boating Safety Office at (617) 223-8311.

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.

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.

BEAN'S '87 CANOE SYMPOSIUM

L.L. Bean was very pleased with the success of their first Canoe Symposium last June at Bridgton, ME, and have scheduled another for June 12-14, 1987, again at Camp Winona on the shores of Moose Pond in Bridgton. A comprehensive program of hands-on instruction, slide shows, lectures and on-the-water and on-land demonstrations will be supplemented with the opportunity for participants to test-paddle a large variety of canoes. Advanced level programs will be offered as well as beginner level. A brochure will be available with full details in March. To reserve a copy, write to the Maine Canoe Symposium, L.L. Bean, Inc., Freeport, ME 04033.



NOANK WOODEN BOAT ASSOCIATION SEMINARS

Three Noank Wooden Boat Association has scheduled two winter seminars (a third was in December, notice received too late for publication) for wooden boat people. On January 9th Bill Mills will run a tool sharpening workshop at the Noank (CT) firehouse from 8 to 10 p.m. Interested persons are invited to bring hand tools in need of sharpening. On February 13th, Ed McClave will discuss the causes, cases and cures for corrosion, also at the Noank firehouse, same evening hours. For further details, write to the Noank Wooden Boat Association, P.O. Box 506, Noank, CT 06340.

NORTHWEST SEA KAYAK ADVENTURE

It's a long way away but maybe someone is interested in kayaking along the Alaskan coast, so here's the information. Northwest Sea Ventures of Anacortes, WA, has arranged for a cruise in May aboard a 67' steel cruise vessel from Anacortes along the inside passage along the coast of British Columbia and Alaska, as far as Glacier Bay. Daily outings from the "mother ship" aboard sea kayaks will be featured, exploring coastal areas of interest. You can bring your own kayak or rent one from the trip organizers. The fee is \$1475 for the 15 day cruise (plus equipment rental if desired). Contact Northwest Sea Ventures at P.O. Box 522, Anacortes, WA 98221, (206) 293-3692.

Flying Colors Ltd.

FLYING COLORS IS FLYING HIGH

Carol and Jeff Anderson have steadily built up their business of making custom flags, banners, burgees, etc. in Newport, RI, from a start with a home sewing machine setup on the dining room table to a double store front in downtown Newport on Thames St. But they haven't lost the personal touch in the expansion. Amongst thousands of flags, banners, etc of all sorts that they can provide to order custom or from stock, they include many for boat people. They offer a 52 page full color catalog now of all stock items available for \$2, but also are still available to help you design a flag to suit your own whimsy. Call Carol or Jeff at (401) 846-0418 for more information.

NORTH RIVER BOATWORKS

CANOE RESTORATION SEMINAR

North River Boatworks of Albany, NY, will host a canoe restoration seminar running on two consecutive Saturdays in January, the 10th and 17th, each day from 9 a.m. to 5 p.m. This will be a hands-on program limited to 8 participants, persons interested in learning how to restore a wood/canvas canoe. Stripping the canoe; repairing planks, ribs and stems; steam bending techniques; canvassing and filling; painting and varnishing; will all be covered. The fee is \$195. For information or registration, contact North River Boatworks at 6 Elm St. in Albany, NY 12202, (518) 434-4414.

AN ULTIMATE BOAT CARRIER

North River Boatworks recently completed a "sideline" project, redoing some of the wood on a 1949 Buick beachwagon. At the completion of the restoration, they loaded on the roof one of their North River Skiffs, a nice lapstrake pulling boat they build, to create this photo of the ultimate in cartop boating for woodn boat lovers.



KAULBACK'S GONE PLASTIC

Steve Kaulback is a young man who began to build truly elegant Adirondack Guideboats several years ago in the Burlington, VT, area. He built in wood but used his own cold molding process and his boats won awards at the Antique & Classic Boat Show at Clayton, NY, for accurate re-creation of the original concept of this boat in modern techniques.

Now, about 15 boats later, Steve has joined with a partner and gone over to fiberglass, for basically marketing/cost reasons. They

acquired a fiberglass canoe business and added Steve's boat to the line. Steve designed a plug to accurately reproduce the Adirondack Guideboat in fiberglass (not an easy boat to do because of its broad, low gunwale crosssections). Steve reports they have now built 30 of the new plastic boats, which sell for about half the price the wooden ones were offered at.

If you'd like to know more about Steve's new efforts, contact him at The Adirondack Guideboat, Haselton/Kaulback, 1 Burlington Waterfront, Burlington, VT 05401.

PADDLE BELIZE

Ideal tropical climate for winter paddlers. 7-10 day guided kayak tours in beautiful blue-green Caribbean waters.

From our jungle river base-camp discover a birdwatcher's paradise. Explore ancient Mayan ruins. Snorkel the world's second largest coral reef. Feb-March 1987. Write Aqua*Venture for full details.



Huntsman

16' West Greenland Eskimo design is noticeably quick in acceleration to provide speed when you want it, and maximize paddling efficiency of each stroke.

Low profile reduces effect of wind but still offers plenty of storage capacity with fore and aft watertight bulkheads. With outstanding maneuverability, Huntsman eliminates need for a rudder, making it an excellent choice for coastal touring.

Sea Hunter

18' sea touring kayak designed for paddlers who plan extended trips and feel the need for extra carrying capacity. The Sea Hunter is both fast and seaworthy when fully laden, is noticeably stable, and tracks extremely well for long distance paddling.

STANDARD FEATURES

Decks built to withstand weight of emptying water from another boat during deep water rescues. Recessed deck fittings molded into deck eliminate boat handling injuries. Safety grab lines on deck extremely useful when performing rescues can be used as paddle park. Chart elastics, spare paddle elastics, bow/stern carry toggles, adjustable footbraces, VCP hatches. Henderson "Chimp" rear deck pump factory installed on Sea Hunter, available as option on Huntsman.

SEA KAYAKING BOOKS

Aqua*Ventures imports/distributes Sea Touring, 4th edition, John Ramwell, \$12. Sea Canoeing, 3rd edition, Derek Hutchinson, \$16.50 (NEW paperback edition). Prices postpaid. Mass. residents add 5% sales tax.

McNulty brochure and price list available upon request. Dealer inquiries invited.

AQUA*VENTURES

75 PARKTON ROAD, JAMAICA PLAIN
BOSTON, MASSACHUSETTS 02130
617-524-6239



THE CHEWONKI FOUNDATION

KAYAK BUILDING WORKSHOP

Boatbuilder David Lake will lead a concentrated two-week workshop from February 14-29 with a goal of producing inexpensive seaworthy traditional design North Greenland kayaks at the Chewonki Foundation at Wiscasset, ME. Interested person can spend 10 working days each building themselves a sea kayak and paddle. They'll be busy days and probably a few nights too. Participants can commute in or stay at Chewonki's dormitory. Fee is \$475 for the course, all materials and daily lunches. For a \$600 fee, accommodation is also provided. Contact Tim Ellis at the Chewonki Foundation, Wiscasset, Me 04578, (207) 882-7323 for further details or to register.

TOWNIE CARRIES ON

Louise Quimby of Bellport, NY, writes as follows about their long-term love affair with an old Townie sloop:

"Yesterday (November 14th) we pulled our old Townie out for the winter. Not sure where she'll go in, come Spring, but somewhere. We are indeed happy to have been able to get this boat sailing again with only minor leaks. Full fiberglassing and a nice new center-board trunk were all installed by my husband, who at 75 is no more a spring chicken than the old boat.

It would have been hard to abandon THIS old boat. She was old when we got her 25 years ago. Our children practically spent every summer in her. Definitely one of the family."

ABOUT FEATHERING PADDLES

Bob Beckwith of Ipswich, MA, has a question that has been bothering him about the need for "feathering" double paddles when kayaking. Here's his letter:

"I have a question about feathering double paddles. I have a 14.5' Folbot Glider (rigid hull built from a kit). For 13 years I have enjoyed paddling it in all kinds of water except heavy surf and whitewater. I have paddled large and small rivers like the Connecticut, the Thames, the Mystic, the Kennebec; lakes and ocean bays such as Ipswich Bay, Casco Bay, Niantic Bay. I have never used my paddle in the feathered position (90 degree offset). I tried it a few times but it was tiring rotating my wrists, required paying attention to that motion, and I couldn't detect any benefits.

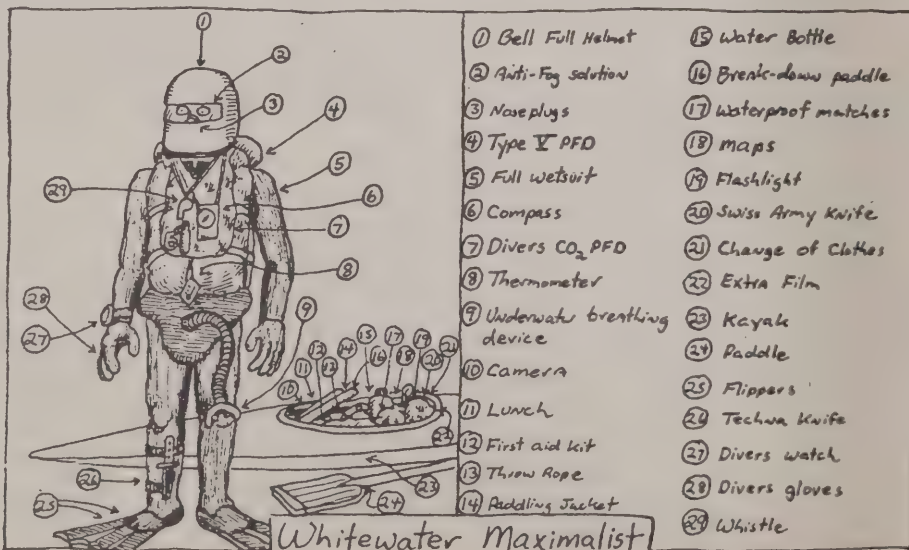
I notice in most pictures and actual sightings that paddlers are using feathered paddles. At 65 years of age, am I missing something important? I can see an advantage maybe in roll-overs or in gaining a mite of speed from less drag through the air. Is there more to it than that or is it a bit of foolishness or machoism that I don't understand?"

The rationale for feathering is to reduce the effect of the wind on the paddle blade moving through the air on its return stroke. This is not significant unless it is blowing pretty hard, then it can seriously hamper paddle control with an unfeathered paddle presenting its broad side to the wind. Maybe there are those speed freaks who detect a gain in speed regardless of wind velocity. Recreationally, it doesn't matter unless it breezes up.

TALK ABOUT GEARING UP

From the brochure for the Kayak & Canoe Club of New York comes this illustration of the

"Whitewater Maximalist". Sort of applies to other forms of boating we can think of, doesn't it?



SEA KAYAK FLORIDA KEYS

"The perfect cure for the common cold"

7 DAY GUIDED TOURS
February-March '87

North Atlantic

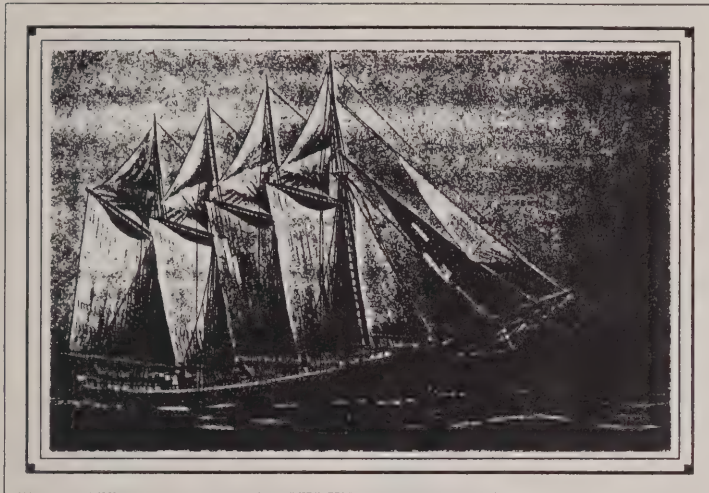


Sea Kayak Center, Inc.

Newburyport, MA
(617) 465-6989

ATLANTIC FOUR-MASTER:
THE STORY OF THE SCHOONER

Herbert L. Rawding



Captain Francis E. Bowker

ATLANTIC FOUR MASTER

Mystic Seaport Museum has just published a nice little volume by Captain Francis E. Bowker chronicling the life and times of the four masted schooner HERBERT L. RAWDING. This particular ship deserves this posthumous attention (it sank in 1947) because it was the last of the cargo schooners to work the Atlantic and the U.S. east coast. Bowker crewed on two cruises on the schooner in 1940 and 1942 just when World War II was coming on. Mystic Seaport Museum was interested because Bowker spent 22 years as skipper of their sail training schooner BRILLIANT, retiring ashore in 1983 to work there as a research associate. So there's a lot of connections at work here.

This is a nice slender volume of about 100 pages with a lot of old photos, an extensive collection of notes, a sail plan drawing of the schooner, details on building a model of the ship, etc. Not a big book at all, but its charm is in Bowker's approach to chronicling life at sea at the end of the age of commercial sail. Commercial sail hung on grimly for about 100 years after the advent of the steamship. Sailing ships initially carried the goods that went far afield all over the world because early steamships were so slow and needed to carry so much coal that their cargo space was much more limited for a given size of ship. As steam technology improved, sail was increasingly relegated to lesser and lesser, poorer paying work.

Interestingly enough, the RAWDING was built right after World War I at the end of a war-im-

pelled boom in building wooden schooners. The government had pushed steel steamship construction of course, but those who were entrenched in sail failed to see the handwriting on the wall. So this \$200,000 schooner, about 200 feet long and 1100 tons, was launched almost at the end of really rewarding commercial sail opportunities. Within three years the bottom fell right out of sailing cargo trade and later on the RAWDING was sold for as little as \$3,000. It went on through a number of owners until the installation of a couple of big war surplus diesels in it after World War II shook it apart at sea off Spain and it sank in 1947 on the last trip of cargo carrying under sail for the big Atlantic schooners.

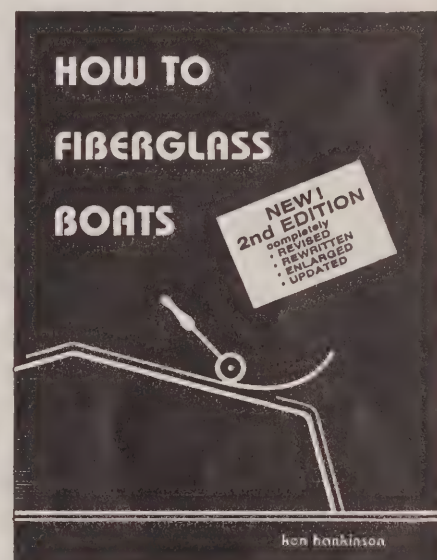
Bowker's accounting of the RAWDING's career is that understated sort of commentary of someone who worked in the trade, loved it, but didn't find it all that "romantic" as do the present day aficionados of the "golden days of sail". He didn't sail in those days, anyway, but in the dreary, drudgy last gasp times, hauling goat manure from Venezuela to Florida for fertilizer. Not romantic at all.

The time frame is fascinating. Here was the RAWDING sailing around hauling cargo early in World War II meeting up with a U.S. Navy aircraft carrier task force off Bermuda. Like a sort of time traveler. The RAWDING carried no radio (other than some personal crew portables) and was pretty much on its own at sea as if it were 100 years earlier. Then comes the aircraft to check it out. And then the destroyer and carrier force. The

RAWDING happened to have been near the naval fleet's route and the fact that the planes noticed that the RAWDING did not seem to be going anywhere (no wind) made it suspicious hanging about in the area. What a culture clash!

It's hard to realize that as recently as the 1940's these last survivors of the old ways still were tramping along doing their work. This book really brings home this circumstance, Captain Bowker in his "retirement" work at Mystic Seaport evoking for us today the final experiences of the cargo trade under sail he experienced in his youth. This is what makes this book so worthwhile.

ATLANTIC FOUR MASTER is available for \$18 softcover, \$28 hardcover, from the Mystic Seaport Museum Publications, Mystic Seaport Museum, Mystic, CT 06355 or at local bookstores carrying nautical titles.



HOW TO FIBERGLASS BOATS

A handy book that came our way from Glen L Marine is Ken Hankinson's new 2nd edition manual on fiberglassing wooden boats. It's a practical, step-by-step manual for tackling this job on a variety of potential wooden boat types of construction, with specifics on materials choices, approaches, preparation, etc. Many photos and illustrations clarify procedures. Despite the non-traditionalist nature of this method of obtaining a leak-free old wooden boat, or new waterproof wooden boat, it is one way to have the pleasure of wood without some of its hassles. Particularly a wooden boat intended to be kept dry on a trailer needs some attention to leak prevention. Fiberglassing wooden boats has a bad name for some due to poorly done "quickie" jobs that use cheap materials on poorly prepared hulls and soon delaminate. The 128 page, 8.5"x11" softcover book is available for \$10 from Glen L Marine, 9152 Rosecrans, Bellflower, CA 90706.



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Registry of Projects

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

TRAPEZE DINGHY

Jim Trick of Jim's Boat Shop in Moberly, MO, adds his project to our list this month, an 18', three man trapeze dinghy of 1/8" and 5/32" marine ply, West System (tm) construction, designed by Tarr. Hull is completed, rigging's on hand, sails ordered. It will be launched in the spring.

Jim Trick, Jim's Boat Shop, 310 Oak Terrace, Moberly, MO 65270, (816) 263-8344.

OLD TOWN WHITE CAP SLOOP

Randy Morse is restoring an Old Town White Cap sloop to original condition and would like to learn details from anyone who is familiar with the ORIGINAL boats. He'd also like to hear from anyone who currently owns one. Several pieces of brass and bronze hardware are amongst his needs, anyone with such items should contact Randy.

Randy Morse, 389 Pako Ave., Keene, NH 03431.

BIRCHBARK CANOE

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

BOBCAT CATBOAT

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

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

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

CAPE COD FROSTY • BOLGER NYMPH

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

CAPE COD FROSTY • VITA DINGHY CLARK CRAFT PRAM

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

COLD MOLD SHEATHING

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

DIABLO

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

GLEN L 15 SLOOP

David Wilde, Karmre-Choling, Barnet, VT 05821

GYPSY

Gregory Pike, 110 Dudley St., Manchester, NH 03103.

NEWPORT 27 SLOOP

Gregory Pike, 110 Dudley St., Manchester, NH 03103.

NUTSHELL PRAM

Ralph Kimball, 55 Maple St., Paxton, MA 01612.

Dan Leininger, 420 Warley St., Melville, Newport, RI 02840, (401) 683-3291.

OARMASTERS IN AN OLDER SHELL

John Stratton, CROPC, 18 Riverside Ave., Old Saybrook, CT 06475.

SNOWSHOE CANOE

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

STRIPPER CANOE

Bob Humble, 50N Bergen Pl. 3B, Freeport, NY 11520.

WISCASSET DINGHY

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



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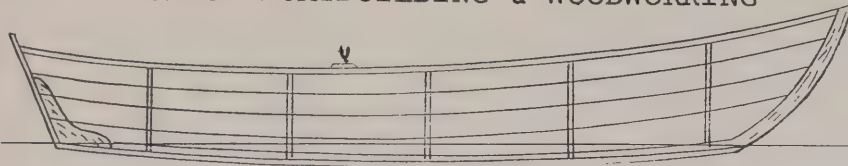
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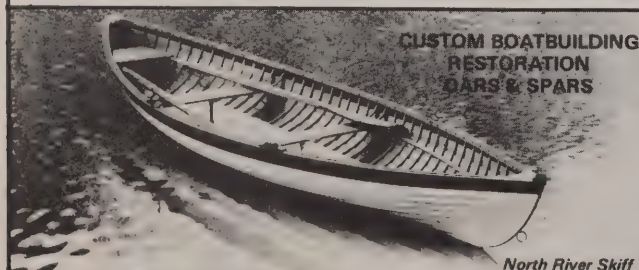
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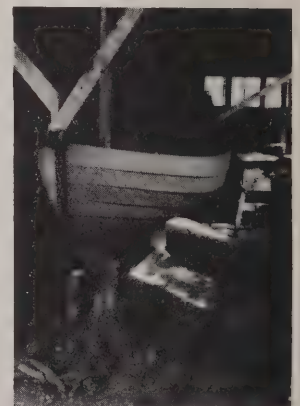
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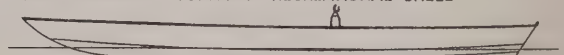


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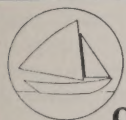
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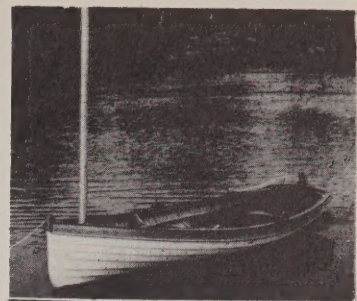
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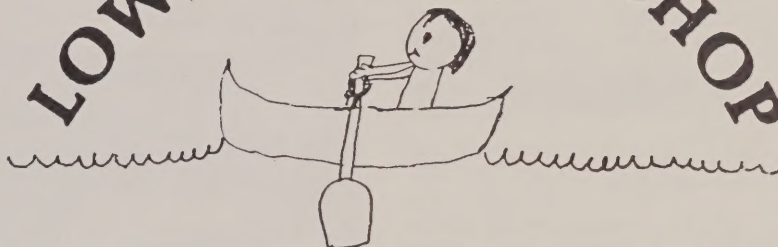
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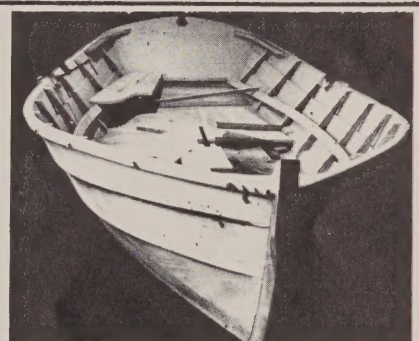
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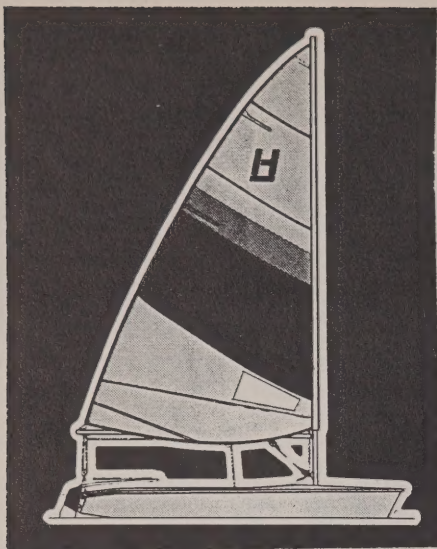
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16' MATINICUS DOUBLE ENDER. Walt Simmons design downeast peapod project boat. Completed bare hull, strip built/epoxy glued with most interior construction completed. Spars, rudder, centerboard, etc. fabricated but need finishing off. No sail or rigging, takes simple loose footed sprit sail. Plans included. This is a finishing off project easily done this winter. \$750.

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LIVE IT! How often are you "messing about in boats"? Twenty weekends a year? (Don't you wish it!). Live it, as I have done for over a decade. Carry a sailing dink, an 18' catamaran, a windsurfer, woodshop or more, whatever you choose on Herreshoff's answer for short-handed cruising. For personal reasons I have run aground. NE-REIA has not, and wants to go. \$85,000. DOCK SHUTER, 33 Burr Ave., Northport, NY 11768. (17)

WANTED. Plans for a 20 to 24 foot cold molded pocket cruiser, or a designer for same. Design must be trailerable, have partial fixed and swing keel, two foot (plus or minus) draft with keel up, large cockpit with seats that can be slept on, and a reversed raked transom with an extended hull platform. Anyone knowing of such a design, or designer, please advise. Thank you.

JIM TRICK, 310 Oak Terrace, Moberly, MO 65270, (816) 263-8344. (17)

WANTED. Solo double paddle canoe, Bart Hawthaway, Dirigo Dipper or similar. 10-12 feet LOA, maximum weight 35 lbs. LARRY PRITCHETT, P.O. Box 126, Rockland, ME 04841, (207) 594-8806. (17)

YACHT TENDER. Professionally built 8 foot pram, Phillipine mahogany V-bottom frame and 7mm, 5 ply occoume plywood planking. Handsome, neat, strong, durable. 95 lbs. Light blue exterior, sand color interior. New. See to appreciate. \$1,295. BOB WHITTIER, Box T, Duxbury, MA 02331, (617) 934-5136. (17)



17' DIRIGO sea touring fiberglass kayak, 1983. Equipped with rudder, paddle, spray skirt, custom-made backrest and canvas cockpit storage cover. In nearly new condition. Asking \$900. BILL PAGE, 26 Sea St., Camden, ME 04843, (207) 236-2383 days, (207) 236-4656 eves. (16)



16' SAILING PEAPOD, fiberglass, new in 1984. Includes sprit sail rig, Shaw & Tenney oars, electric motor with battery, custom cover, head, Cox trailer. A classic. Asking \$2,800. DON CURRY, W. Buxton, ME, (207) 727-3378, Thurs.-Sun. or evenings. (16)

BUZZARDS BAY HERRESHOFF SAILBOAT, 18' (14' on water), cedar on oak, 9 years old, in 'excellent' condition with perfect sails and brightwork. It has been out of the water for 2 years so it needs some caulking. TIM ELLIS, Chewonki Foundation, Wiscasset, ME 04578 (207) 882-7323 (17)

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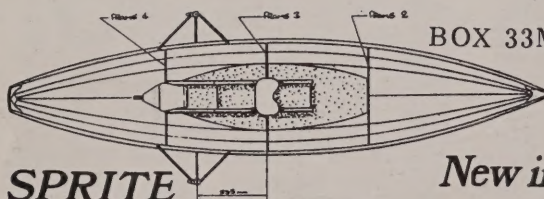
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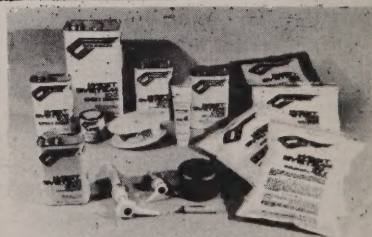
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