



messing about in BOATS

Twice a Month!

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messing about in BOATS

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Our Next Issue...

Will have a variety of choices. We'll finally get to our story on the Landing School of Boatbuilding; the details on building a Canoeat; a look at an outdoor boatshop in Baja California. There'll be more on public access, this time details on Cape Cod launching sites. We visited a man who is building a stitch and glue 22 foot sloop after first building the boatshop itself (not stitch and glue) and will tell you about that. We have an old time report on the mania for sailing tiny boats across the Atlantic 125 years ago; a look at two different low-cost plywood kayaks you can build; details on building your own basic paddles if you like; and a review of the Flying Cat Fleet out of California, home builder catamarans. If it all doesn't fit, then maybe the NEXT issue.

On the Cover...

A group of young summer campers from the Chewonki Camp in Wiscasset, ME., enjoying the fruits of a three week kayak building program, a three week cruise along the Maine Coast in those kayaks to the Sea Kayak Symposium at Castine last summer. The whole story is in this issue.



Periodically news turns up here about young people involved in messing about in boats. This sort of thing is a bit like the news about women messing about in boats. While both youth and women indulge in this sort of thing, the preponderance of those involved are men, and so the others become newsworthy simply by being involved.

I this issue we have a story of young people building some kayaks and then paddling them along the Maine coast. They were all campers at a summer camp run along environmental lines by the Chewonki Foundation of Wiscasset, ME, and were hardly "disadvantaged" youth. It costs a substantial amount to go to this sort of summer camp. Well, these young people spent three weeks building basic plywood sea kayaks and another three weeks paddling them along the Maine coast, camping enroute, etc. Oh to be young again and have parents sufficiently well off to send me to such a summer camp! But, disregarding the economics of it, these young folk did some very nice messing about in boats.

A few issues ago we had an item on some youths in Vermont occupied in building a dory as part of a school program intended to keep this particular group from dropping out of high school. The Middlebury Alternative School seized upon boats as an attraction for those who found no purpose in completing their secondary education, and teacher Dave Hopkinson has made it work.

Ed McCabe's efforts in Hull have attracted many youths from that coastal community into his rowing and boatbuilding programs, and in turn, Ed has been out promoting similar efforts in other

Commentary

**BOB
HICKS**

eastern Massachusetts high schools. The Cambridge Rindge & Latin School jumped right in and a group of young people there built a very nice bateau last year and went to New York last July for the Statue of Liberty celebration's rowing events. This was another of those drop-out prevention programs.

I don't know why we should think of young people messing about in boats as being unique? Of course many of our youth tear around in outboards, the water-borne analogy to cars. And lots of middle class kids go to summer camps where canoeing or sailing are big. I think the uniqueness comes in with the encouragement of youth in building the boats they subsequently use. This is WORK, not play, harder to get young people interested in.

After all, most people in boating today do not build their boats. They buy them as all good consumers should. From dealers. That's the American Way. Why should young people be different? Get dads to buy them boats. So those who fall for someone's persuasion about building are something of a fringe element. Just like the adults afflicted with this mania for building boats. What's been really nice is the discovery that these kids actually found they LIKED building their boats!

I come to the conclusion that all of us "older" types who enjoy messing about in boats in all our many ways find interested youths a great encouragement, for they are the future. Some really get the message and go off to boatbuilding schools or apprentice programs. Others not quite so highly motivated get involved through group efforts such as I've mentioned here, or hang about an afflicted older person, or even just go ahead on their own. Many of us today were once kids building those \$5 boats out of POPULAR MECHANICS, and we never grew tired of it. Finding young people today who want to build boats and row or paddle or sail them is most encouraging for the future of this bizarre, but harmless, addiction.

There's been a lot of controversy swirling around wooden boat shows lately. I'm not surprised. It's a perfectly normal human attribute to want to complicate, commercialize and make competitive, anything that started out to be simple fun.

We love to get involved in clubs. It's especially neat when we can keep someone out of something. The kind of material a pleasure boat is made of lends itself perfectly to this form of recreation.

I suppose if enough people (five or so ought to do it) started making boats out of thin slats covered with fabric, there'd be a magazine called DOPE & SKIN and shows springing up around the country with lots of opportunities to bar anything made of anything else.

Along with wooden boat events, there are plenty of big commercial boat shows for fans of white plastic. Antique vessel meets are popping up like mushrooms after the rain. There's a small boat show (but how small is small?) and another for strange, avant-garde things.

But what I think we need is a schmooze.

This is a good old Yiddish word which, like many in that language, doesn't translate straight into English. The word may be best understood by visualizing a small group of people standing on a sidewalk engaged in spirited shoptalk but totally without anyone's competing for Distinguished Speaker, or conducting a seminar.

As far as I know, there are no International Schmoozing Rules, nor are their state, federal or municipal Schmoozing Authorities. Any two people with common interests can organize a schmooze (see, it's a noun and also a verb) simply by schmoozing. It's probably the cheapest and least selfish exchange of information (or anything else, for that matter) left in America.

Here's how it would work for us in the messing about in boats world.

Imagine a piece of low rent property near a reasonably large body of water; something bigger than an inland lake but not necessarily a whole ocean. Buzzard's Bay or the Hudson River will do fine. There may be a beach with boats rafted up or nosed onto the bank, or maybe there's a dock. On shore, boats are on trailers and lying around on the grass. And a few tents in which some people hold forth with things to sell.

None of the boats, or what's being sold in the tents as far as that goes, would be particularly identifiable beyond being "sort of interesting". To whom? to the owners or builders, certainly, and to other schmoozers. These are just boats, in the hands of generous

Op~Ed Page

This column exists for readers to express their opinions about subjects that have appeared in MESSING ABOUT IN BOATS, including debating editorial remarks I have made. Your comments will be published here edited only for clarity and to remove redundancy (you only need to say it once).

folk who get a lot of pleasure out of standing around and tire kicking and showing their boats to their buddies (who, until a few minutes ago, were total strangers).

I see many glasses of beer in hand. I see drippy meatball sandwiches. I see a beautifully restored catboat next to an amateurish plywood skiff, cheek by jowl with an ancient steel tugboat. I see good old workhorses whose owners' vocabularies don't contain the words "Concours D' Elegance."

There is only one rule in schmoozing: NO SUPERIORITY! That means no unsolicited criticism. And even when some is requested, answers must be very, very soft. No advice, no suggestion that so-and-so has bad taste, no critiques.

There's a guy I've known for years who passed my exhibit space at the 1986 Newport Wooden Boat Show an average of eight times a day, enroute to the portable johns. Each trip he favored me and my boat with a new bit of advice, always very technical. The interesting thing is, he knows absolutely nothing about naval architecture. I do. At least my certificate says I do. But boy, does he have opinions!

This guy wouldn't like schmoozing, nor would schmoozers like him. They like other schmoozers with whom to swap impromptu sea trials, and whose boats can be crawled over and thoroughly investigated. And those co-schmoozers are, in turn, delighted to listen to long stories about really interesting things that somebody did or owned or had happen once.

And when schmoozers get home and Significant Others ask, "How was the schmooze, honey?", they can say, "Hey, awesome! I mean, really great"! Wow! Like, I had, basically, ya know, an incredible experience!" Schmoozers are nothing if not articulate.

But what actually happened? Not too much, really.

What went on? Nothing. Were there races? No. Who lectured? Nobody. Who won "Best of Show". There wasn't any. Who was there? Everybody. What's all that stuff in the car? Just some things they were selling in the tents.

A few years ago a man in Detroit built an absolutely gorgeous

St. Pierre Dory. It had a little cuddy forward and a one-lung engine. The only trouble is, he built it of aluminum. It looks like an antique but isn't. It's obviously not made of wood, so there's no welcome in that quarter. The boat's not for sale, so there's no point in hauling it to Rhode Island, even though the only category the boat falls into is "small".

A good schmooze would be the best thing in the world for this man, to say nothing of the spiritual well-being of hundreds of schmoozers who could see, feel, examine, drool over and admire the ticking over of the engine of this boat.

The nearest thing to a schmooze I've ever attended is the Heritage Boat Gathering each July at the Lake Michigan Maritime Museum at South Haven. But even here, boats have to be old or, if not really old, at least in the classic vein. And there aren't any tents.

If I had a schmooze I'd certainly invite Peter the Chamois Man and the Reagans of Shaw & Tenney, the Hudson Plywood guys and a lot of other people who sell at shows. I cannot conceive of anyone's being so foolhardy as to attempt a proper schmooze without the same quality of gregariousness inside the tents as outside.

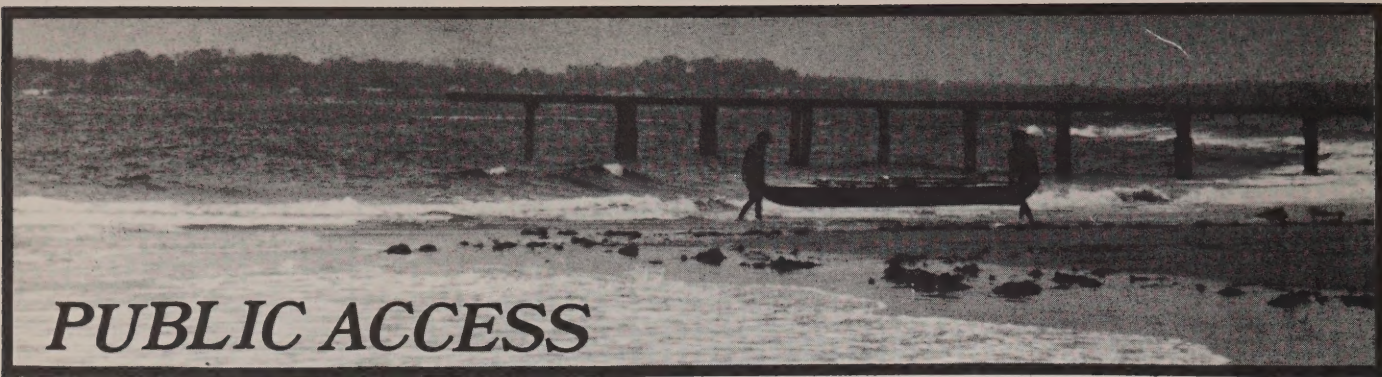
All of us descended from social groups in which the market, fair, pow-wow, or whatever, was a vital part of life. The Eastern bazaar probably elevated the concept to its ultimate height, although many believe that it has been matched, and possibly even surpassed, by the American Legion Convention.

Before hackles rise, please let me assure you that I'm not putting down the serious scholars who have sustained our maritime heritage. WOODEN BOAT magazine has done a magnificent job of raising the awareness of all of us. Designs, designers, builders and techniques might have been lost to us all if Jon Wilson and his crew were less dedicated. And the wooden boat shows and meets re-inforced, and will continue to support, work done in this area.

What I AM putting down is the idea that one can't just have some simple, uncritical, probably childish, fun in a gathering of like-minded people, without having to fill out forms and qualify under a humorless set of rules.

And so, if anyone wants to start a schmooze, let me know so I can grease the trailer and slap a coat of paint on my latest not-too-terrifically crafted plywood boat. One favor, though; don't hold it in Newport. I've had enough of that zoo to last the rest of my life.

Joe Reisner, 9600 Seventeen Mile Rd., Marshall, MI 49068.



PUBLIC ACCESS

CAR TOP SMALL BOAT SAFETY AT GATEWAY NATIONAL PARK

The enjoyment of small, non-motorized car top boats from launching sites within the Gateway National Park carries with it certain obligations on the part of the users to observe appropriate boating safety procedures. The following are the recommendations of the National Park Service in this regard:

KNOW YOUR OWN ABILITIES

The enjoyment of your small muscle or wind powered craft requires that you have physical strengths and skills for successful completion of any outing undertaken. Plan your trips to be possible with your existing skills and strengths. Remember, if you tackle more than you can handle, someone else will have to come to your assistance.

EQUIP YOUR BOAT ADEQUATELY

Whether rowed, paddled or sailed, your small boat should have certain basic equipment on board for your safety.

COAST GUARD APPROVED PFD's for each person aboard are required. Wear them if conditions become at all threatening, or all the time if you are a non-swimmer.

SIGNALLING DEVICES in case of emergency, flares, smoke, dye markers, day-glo flag, will help those who may have to come to your aid to find you. A small hand-held battery powered VHF radio is the best aid you can have, for the Coast Guard regularly monitors the given emergency frequency.

HI-VISIBILITY MARKER to render your small, not easily seen craft, visible to the other boating traffic, often high speed motorboats or larger commercial craft. This is a **VERY BUSY** major seaport area with a lot of boat traffic of all types. **BE EASILY SEEN** at all times. Bright clothing or PFD, or a bright day-glo type pennant on a staff are suggested means.

FLOTATION to keep your boat afloat should you accidentally swamp. Many small craft are so equipped, check yours. If it isn't, install flotation to make it so. A swamped boat with adequate flotation can often be bailed out

WHAT'S THIS ALL ABOUT?

The provision of some car top boat launching sites at New York's Gateway National Park has been a major focus of this series, it started it all. One thing the Park Service wanted was some sort of "safety advice" to print on the backs of the maps they will provide in 1987 for such boating opportunities. This is our suggested advice, submitted at their request.

and re-entered, at worst it will remain afloat enough to provide support for those in the water until help arrives.

CARRY SPARE PROPULSION, paddle or oar in the event your regular equipment is broken or lost, or in the case of sailing craft, if the wind dies out.

CARRY SPARE CLOTHING. Weather conditions can change during a day's outing, be sure to have spare clothing appropriate to the season, for a possible need to change into dryer or warmer attire.

KNOW WHERE YOU'RE GOING

CHARTS. If you are not familiar with the waters around Gateway National Park, obtain the appropriate charts and study them before choosing the course or destination for your outing. Carry them with you in a waterproof holder for reference should you become lost. The Park brochure maps are not for this purpose being illustrative only for general reference.

COMPASS. If your boat is not fitted with a compass, carry a small hiking type compass on a line around your neck. Used with your charts, it can help you find your way should you become confused or should fog overtake you.

TIDE & CURRENT TABLES. The waters around Gateway National Park are a tidal estuary with ocean tides and river currents combining to create currents that vary according to the states of the tide, of sufficient force to seriously affect the progress of the small oar, paddle or sail powered craft. Ignorance of these conditions can

seriously hamper your progress on a chosen outing, even so far as to delay completion of your trip beyond nightfall. Obtain a copy of the current year's tide/current book for this part of the coast and note the appropriate details on your charts to assist in planning your outings.

TRAVEL WITH COMPANIONS

It is far safer to enjoy your outings with companions in similar craft, their presence will mutually support any who may encounter difficulties, including rescue from swamped or capsized craft, towing of exhausted persons, provision of spare paddles or oars. If you must go alone, leave details of your planned trip with family or friend, someone who can summon assistance for you if you do not complete your outing as planned.

RESPECT THE WEATHER

Be sure to listen to local marine weather forecasts before undertaking any outing from Gateway National Park. An inexpensive battery powered marine weather radio should be part of your equipment and the forecasts heeded. While they cannot be 100% accurate for any given small location, they do indicate the major area weather trends. If the forecast is at all threatening, revise your outing plans to suit, or even cancel them until better weather occurs.

YOUR OBLIGATION TO OTHERS

While the appeal of your small boat is due in part to the feeling of self-sufficiency that it provides to you, and concern for your own safety is obviously of paramount self-interest, your failure to adequately prepare to deal with unforeseen emergency situations could result in the need for others to come to your aid. Be they the Coast Guard or other public agency personnel, or other boaters, they will incur at least inconvenience and expense, and at worst, peril to their own well being, in coming to your aid. It behooves you to spare others this imposition by being as well prepared as possible to care for your own safety on these waters.

PUBLIC ACCESS TO THE WATERS OF MASSACHUSETTS

This is the title of a 1974 publication put out by the Public Access Board of the Massachusetts Department of Fisheries, Wildlife and Recreational Vehicles (boats included). I sent for a copy to see what it contained. Back right away came a photocopy of it with a cover letter explaining that the book is presently out of print, but that my name is now on the list for a copy when the new version becomes available.

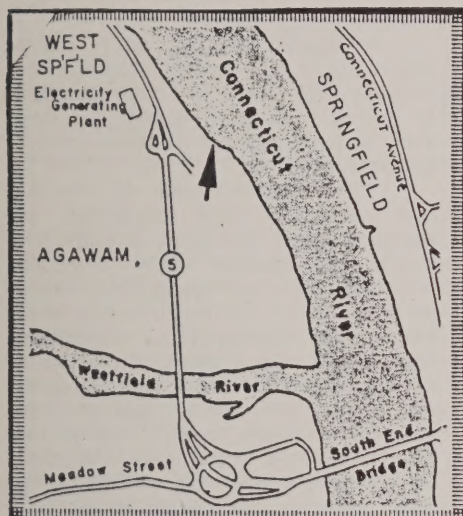
The photocopy is entirely adequate for my needs at present. It includes 75 nicely detailed maps showing locations of boat ramps throughout the state. Most are on inland waters, of course. Many of these are small ponds suitable for canoes and non-motorized boats.

Those giving access to the o-

cean were at Charlestown, Danvers, Dartmouth, Dennis, Duxbury, Fairhaven, Harwich, Ipswich, Lynn, Martha's Vineyard, Mattapoisett, Orleans, Salem, Salisbury, Scituate, Truro, Wareham, Westport, Winthrop and Yarmouth. It is worth mentioning that these ramps cannot be restricted to residents only as they were built with state funds. There is usually a parking fee in season.

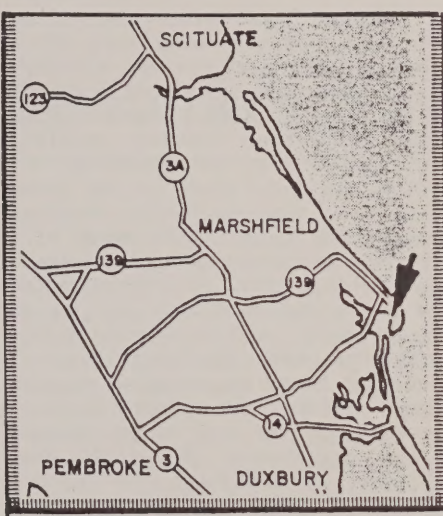
If you'd like a copy of the copy of the book, write to Robert W. Austin, Director of Planning & Research, Public Access Board, Dept. of Fisheries, Wildlife & Recreational Vehicles, 100 Nashua St., Boston, MA 02114. Ask for a copy of PUBLIC ACCESS TO THE WATERS OF MASSACHUSETTS. It's a good basic framework on which to build your own list of access, ocean, pond or river, in Massachusetts.

Four of the maps typical of this directory.



Bondi's Island

Shad and many other sportfish. Access from Holyoke to Windsor, Connecticut.



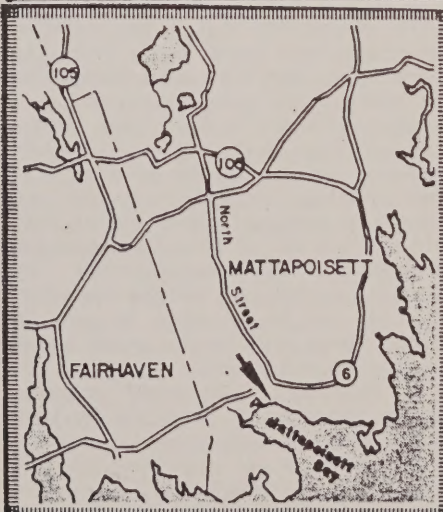
Green Harbor

Ramp provides access to the ocean in a popular sailing and motorboating area. Protected harbor with town floats and piers.



Danvers River

Access to Beverly and Salem Harbors. Salt water sportfishing in sheltered boating waters.



Short Wharf

Access to Buzzards Bay. A sheltered harbor salt water sportfishing, boating.

HUDSON RIVER PUBLIC ACCESS PROJECT

Comments by reader Colin king on problems facing small boaters on New York's Hudson River that appeared in the December 15th issue caught the eye of Steve Golden of the National Park Service. Steve sent on details of an existing cooperative effort by federal and state governments and private public interest groups to improve public recreational access to that river. This project has two objectives scheduled for completion by the end of 1986: #1. Prepare a comprehensive Access Action Plan; and #2. Implement site specific access Demonstration Projects.

The Plan will make specific recommendations for improving recreational access, including listing locations for acquisition and suggesting improvements to existing public crossings of the river to add access to the water at these locations. The Plan will be released for public review during the summer of 1987.

The Demonstration Projects will include several existing representative types of access included in local waterfront revitalization plans. These are intended to show there is more than one way to provide public access to the water. Interested readers are invited to inquire for further details and learn how they might help in this effort. There are a number of sponsor groups, public and private. You can call Steve Golden of the National Park Service at (617) 223-6972 for the pamphlet with more details as a start.

GUIDE TO COASTAL ACCESS

Reader John Callahan writes as follows:

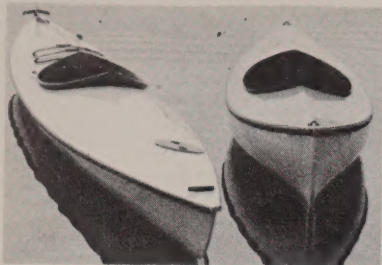
"I would like to endorse your efforts to help readers like me locate those less obvious put-in locations. Possibly interested readers might submit their discoveries of favored spots to you for publication for all. I'd be glad to contribute what I have come to know. I'd love to see a GUIDE TO COASTAL ACCESS published for us all."

We certainly support John's suggestion and welcome your contributions of information on access to the water. Eventually it may all come together enough to indeed make up a guidebook. In the meantime, we'll publish the information from issue to issue.

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DIRIGO



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A Kayaker and Her Alden

When I purchased the Alden shell in April, I knew very little about sliding seat rowing, although I had extensive experience sea kayaking. Essentially, I knew that a basic difference between paddling and rowing was that paddling requires only one blade in the water at a time, whereas rowing requires two blades to be in the water at a time for any progress to be made.

Sliding seat rowing attracted me as a different way for me to travel upon, and integrate myself with, the ever changing ocean. I had also heard encouraging reports from friends who had recently learned to row the Alden without prior experience. I myself discovered, as had they, that rowing the Alden was exciting, amazingly therapeutic and challenging.

The most influential aspect for my enjoyment of this boat was the easy access to proper training in sliding seat rowing. Dana Avery of the Mystic River Boathouse was not only concerned that I be outfitted with the best oars to go with the Oarmaster, but also with giving me as much time and assistance as I needed in order to learn how to use the sliding seat rig. As a follow-up, Dana informed me of an Alden rowing workshop hosted by seasoned oarsmen from Martin Marine. From all of this I learned the importance of synchronizing my timing, motion and weight distribution so as to be able to row in choppy seas and handle large waves with ease and grace.

Initially, I embarked precariously, hopelessly crabbing on both sides and wondering how on earth I was going to get anywhere in this seemingly dreadfully awkward means of water transport. My oars were facing the wrong way! Since that unencouraging beginning, I have evolved over this past summer into someone calm and in control in waves of head height and twenty knot winds. I still have not mast-

ered surfing, though.

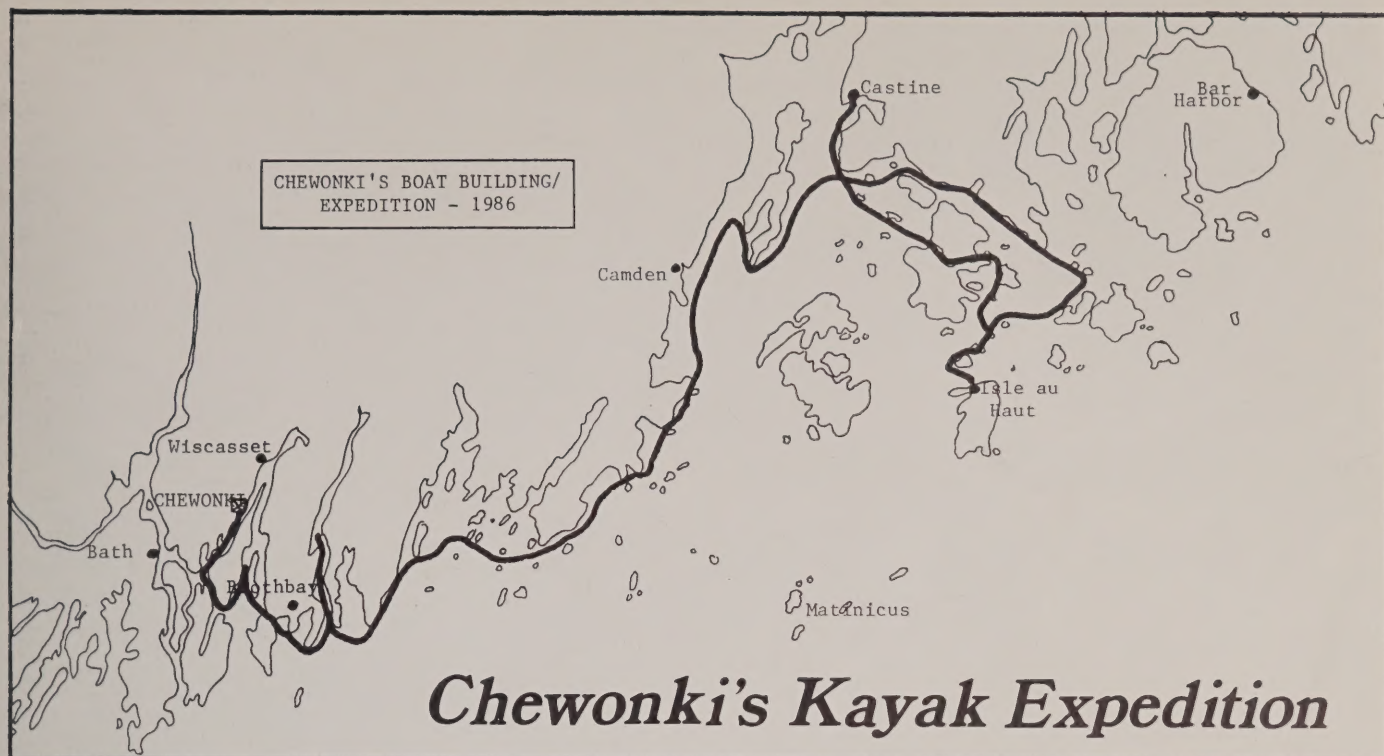
I found rowing on a calm, clear night an unforgettable experience, but now I am more cautious in my outings with winter at hand, and enjoy daylight, less risky, outings.

The seaworthiness of the Alden makes it very forgiving, allowing me to work on integrating my rowing strokes with the eccentricities of the composite waves generated by wind and tide over submerged topography. Sometimes in a tidal rip, a wave cannot be avoided and will dump into the boat. As an experienced, solitary sea kayaker, I have a very highly developed concern that safe behaviour be an integral part of my boat. The wind and sea are impartial entities and if one is not properly prepared when embarking onto the waters, it can be too late.

The Alden has permanent flotation behind bulkheads which are angled in such a way that about 30% of any water taken into the cockpit can be emptied simply by rowing ahead. I also carry a bailer and a life jacket, and emergency flares. At night I wear flashlights mounted on an elastic band around my head so located as to shine wherever I am looking, since my head is the highest point on the boat and directed to potential courses to be taken.

The simplicity and unobtrusiveness of my Alden allows me to observe nature, such as sea birds, without being disturbing or alarming. It is such a pleasure to imperceptibly glide by the many coves and islands along the pink granite shores of Branford (CT) on a golden morning. It is also greatly re-assuring to have a sudden wave break against the boat broadside and find that I and my Alden are still upright and in control.

Gail Ferris, Stony Creek, CT



Chewonki's Kayak Expedition

It's a long way from Wiscasset to Castine in a somewhat heavy wooden sea kayak, but a group of kids discovered that it's a great experience, especially when paddling a boat that you built yourself. Ernst Heincke mentioned our arrival in Castine in the October 1st issue ("Observations of a Curmudgeon"), and in the October 15th issue this report was promised.

Nine students, 14 to 17 years of age, arrived at Camp Chewonki in late June to start work on North Greenland style wooden sea kayaks following the design in Adney & Chappelle's book, *SKIN BOATS & BARK CANOES OF NORTH AMERICA*. They came from a wide cross section of backgrounds and geographic areas (Massachusetts, New York, New Jersey, Pennsylvania, New Hampshire and France were all represented, along with Maine). Helping young people to gain respect for ideas and accents which differ from their own has always been one of Chewonki's goals. The process of forming a joyful bond and a real sense of community started immediately and became the most important basis for the experience itself, as well as for every aspect of "standard operating procedures" and safety.

The students, another leader, and I, began from scratch, building saw horses upon which to build the boat frames. Boat builder David Lake of Woolwich led them through the process from interpreting the plans and lofting, cutting plywood, frames, bottoms, sides, stems, chine strips, cockpit framings, decking, to painting and decorating the finished craft.

During the three weeks spent building the boats, we camped at a wonderful site on Chewonki Neck and shared the excitement of the summer camp program. While we ate some of the meals in the regular dining room, many were cooked at our campsite, and so the bonds continued to grow. As tasks for the campsite chores were shared, wilderness tripping skills for the expedition developed and our group spirit grew. It became abundantly clear that every member of the group was essential to the process.

All eleven boats remained afloat and tracked well after launching at the Chewonki waterfront. After four days of training and safety drills, it was the usual hustle and bustle of expedition planning and gathering of gear. At the last minute, off we paddled to Montsweag Bay and beyond. The addition of a small amount of caulk and a few brass nails here and there along the way helped keep out the tides!

We paddled from Wiscasset to Castine with a dogleg through Eggenoggin Reach and down the east side of Deer Isle to Isle Au Haut. From Isle Au Haut we paddled through Merchant's Row and up to Southeast Harbor, where we portaged over Deer Isle at the "Indian Haulover".

It would take a book to detail all of our experiences together as we explored the Maine coast. The island explorations and wildlife that we saw along the way made us all more humble to the power and beauty of the coastline. As self-confidence grew, so did the genuine curiosity about the natural

world, and with it, our bird list. We camped on islands where Chewonki has gathered coveted camping permissions over the years, often in exchange for service projects.

Our final destination was Castine, where we visited the Atlantic Coast Sea Kayaking Symposium for a day and tried out some of those new-fangled fiberglass and plastic kayaks. Being with a group of people who had similar interests, and being able to show off a bit, were certainly highlights.

The students took their boats home with them after the trip, but more importantly, they took with them memories of a great experience along the coast of Maine, and all the know-how they need to build a simple plywood framed boat. They were involved in many decisions in the planning of the three-week expedition, including food planning and packing, itinerary and navigation, and, of course, safety and rescue techniques.

Exploring Maine's coastal islands by kayak is an experience guaranteed to stand out in one's lifetime. It is all the more thrilling in a boat you have built yourself. To my mind, it would be difficult to find a more fitting way to begin a lifetime of coastal exploration, sea kayaking or boat building.

Our summer was one of building; not only the kayaks, but also self-confidence, a sense of teamwork, a joy of life and adventure, a love for the outdoors, and a genuine respect for the coastline of Maine.

Paul Arthur, Expedition Leader, 1986



Top: Happy days at camp, building boats in the summer sun. Bottom: Happy days at camp, paddling the boats built along the Maine coast.

NOTE:

Chewonki will be offering this same building program in the summer of 1987 with the same leaders. From the experience this past summer, there will be some modifications to the boats themselves, but the design of the program and its goals will remain unchanged.

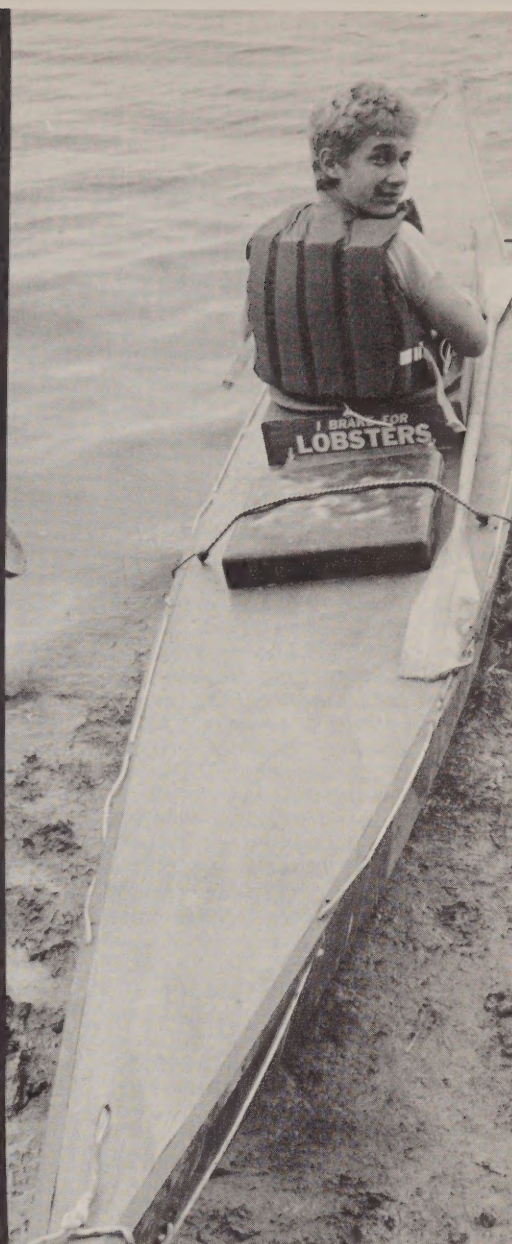
Other Chewonki small boat

programs for 14 to 18 year olds include two 3.5 week sea kayaking expeditions using Sandpipers, Nordkapps and Selkies, and two 3.5 week sailing/rowing expeditions using the traditional 26' sailing/pulling boats built at Chewonki a few years ago. Adult and age-integrated programs are also available in the kayaks and sailing boats

mid-August to Labor Day.

For full details about Chewonki's programs, write to Tim Ellis, Executive Director, Chewonki Foundation, Wiscasset, ME 04578.

Also note the February boat-building course open to anyone interested detailed on the "What's Happening" pages of this issue.



Left: Well, they're not exactly lightweights. Right: And now for the moment of truth. Will it be fun?

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

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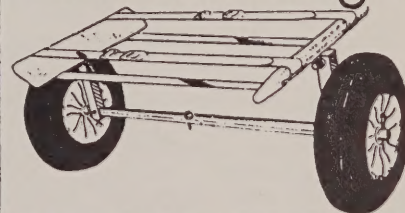
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ANORAK



ASSOCIATION OF NORTH ATLANTIC KAYAKERS

Basic Coastal Kayaking Safety

HOW TO BEGIN?

"On the coast of Maine, harbor seals may swim beside your boats. In Washington, you may join a hundred other paddlers in a race across Puget Sound. Some ocean kayakers ship their folding kayaks by plane to South America, Alaska or Labrador for extended expeditions. Your objective may be to see the wildlife in the bays and salt marshes close to home, to make great crossings, or just to get a little fresh air and exercise in a boat specifically designed for the endless open waters of the sea coast. Coastal kayaking can be serene or challenging. With proper training and seasoned good judgment, the choice is yours. But how should one begin? This pamphlet has been prepared to introduce you to coastal kayaking.

TRAINING

The sea kayak symposiums held annually around the nation offer intensive training in all aspects of coastal paddling as well as opportunities to try out a wide array of the newest boats.

If no dealers or clubs offer ocean kayaking instruction in your area, take a beginner white water kayaking course to learn basic boat handling skills.

The volume of literature on coastal kayaking is growing rapidly. Several excellent references are listed at the end of this pamphlet which discuss essential paddling skills; standard rescues; how wind, tide and shoreline control sea conditions; and equipment used by coastal kayakers.

To participate in this sport you need only be in good health and able to swim. It is best when starting out to paddle with experienced boaters and to read as much as possible about ocean paddling.

Safety in this sport requires boating skills, careful trip preparation and a willingness to adjust plans based on the conditions encountered at launching time or while underway.

Chuck Sutherland of ANorAK has drafted a basic safety pamphlet for coastal kayaking for the American Canoe Association's new coastal kayaking program. Why bother? Well, the ACA is the "recognized" national organization for paddlers and it always seems to help when dealing with the public and its appointed officials to be part of a national user group. So, the ACA and ANorAK joined forces for mutual benefit. Chuck would like to hear your reaction to his draft, RIGHT AWAY, as he has a meeting in late January with the ACA to get it into a final format. If you have opinions or suggestions relative to the subject, let Chuck know. Write to Chuck Sutherland, 344 Finland Rd., Green Lane, PA 18054. Here's the draft:

THE WET EXIT

Kayakers use a spray skirt to keep water out of the boat. Following a capsize, you must be able to free the spray skirt and bail out. Do not use the spray skirt until you are comfortable with this maneuver. Practice this with an assistant in a swimming pool or near shore in warm weather. For comfort, wear noseclips. Bail out first without the skirt. Then practice pulling the spray skirt off while rightside up, several times, before trying it upside down. Note how easily you pop to the surface when you are wearing your PFD.

PADDLING YOUR BOAT

Set the footbraces so that your knees are bent and rest against the deck. If the paddle blades are set at right angles to each other, grip the shaft firmly with one hand (control hand) and loosely with the other hand. When paddling, keep your elbows down. Draw the blade, bow to stern, 2-3 feet away from the side of the boat (touring) not close to the side of the boat (racing). The upper body and shoulders

should rotate with each stroke (pushing hand and shoulder moving forward; pulling hand and shoulder moving backward, as if you were looking back on the pulling side). Keep the paddle shaft close to the deck, wrists low. Set a relaxed, sustainable pace.

LOW BRACE

Keep your elbows at your side. Place the paddle blade almost flat on the water's surface. If you have forward motion, tip the leading edge of the blade up slightly so that it skims the surface like a motorboat. Tip to one side and catch yourself by pushing down sharply on the water with the blade. Done suddenly, you may hit the water smartly with the blade held flat. Have your assistant tip you right and left. Catch yourself with the paddle. Note that if you take a forward stroke 2-3 feet out to the side, it is easy to suddenly brace with just a quick rotation of your wrists. Work hard to make the low brace a reflex.

DEEP WATER RESCUES

You have capsized and bailed out. The rescue boat, another paddler, comes alongside (bow to bow). Turn your boat rightside up. Place both paddles (yours and that of your rescuer) behind the cockpits of both boats. The rescuer places his "inside" arm behind and under both paddle shafts and, with both hands, takes a solid grip on the cockpit rim of the swamped boat. You now swim around to a point between the two cockpits and face forward. Place one arm along the paddles over the swamped boat and the other hand on the cockpit rim of the rescue boat. Kick one foot up onto the deck of your boat and lift yourself back into the cockpit. The rescuer hangs on until your boat has been pumped dry. It is absolutely essential that you be completely confident in playing either part in this simple rescue.

For self rescue, a float is

placed on the paddle blade to act as an outrigger. There are several kinds of "paddle floats" available for this purpose (inflatable or minicell foam with a slit for the blade). In performing this rescue, keep your weight on the boat, not out on the middle of the paddle shaft (don't risk snapping the paddle shaft). For re-entry from the left side, hold the paddle shaft against the cockpit rim with the right hand. Grasp the opposite (right hand) side of the cockpit rim with the left hand. Kick hard once and drive your chest up over the boat. Shift your grip; right hand part way out the paddle shaft and left hand holding shaft against the cockpit rim. Keeping your weight low, work your chest out over the stern deck. Get your feet and knees into the cockpit, turn around and sit down. This rescue is difficult. In bad weather or cold water you will probably fail at it. The above two-boat rescue is easy. As paddling conditions deteriorate; wind, waves, cold water, it becomes quite important that you avoid paddling alone.

Other types of rescues include the eskimo roll, re-entry and roll, and several boat-over-boat rescues (see refs.).

EQUIPMENT

Wear your PFD. While you're trying to put it on in the water, your boat may blow away! Without flotation, swamped boats sink! Your boat must have either fixed bulkheads or airbags securely fixed in both bow and stern. Paddles break! Carry a spare on the rear deck. A "sea sock" will further reduce the amount of water entering a capsized boat. Also carry a hand pump, large sponge, loud horn, 3 or more emergency (marine) flares (smoke flares are good for daytime use), a compass, local marine chart, waterproof chart case, first aid kit, flashlight and small weather radio.

Equip your boat with bow and stern lines.

HYPOTHERMIA

Conventional boating wisdom instructs capsize victims to huddle quietly until help arrives. The assumptions implicit in this are that the boat can't be refloated and the victims are not dressed to withstand unintended immersion. Most ocean kayaking deaths and close calls have resulted from capsize in cold water. The victims in all cases were unprepared to deal with the capsize. They wore cotton pants, light shirts, sweaters and pullover jackets. They were out alone, some in bad weather, had inadequate boat flotation and carried no emergency flares. When the crisis came, they were powerless to respond. They had no options.

Coastal kayaking procedures stress intentionally redundant safety measures which provide paddlers with a variety of ways to respond

to problems that arise unexpectedly. Following a capsize, your partners should be able to get you back into your boat in less than 5 minutes. In 5 more minutes, you should be pumped dry.

You should be dressed to withstand accidental immersion. Wear a wetsuit that is designed for paddlers, or a drysuit plus some warm clothing inside it. You may increase the stability of your boat (lower the center of gravity) by carrying a 1-2 gallon jug of water just behind the cockpit (not rocks or barbells). Carry spare dry clothes, a thermos of hot liquid, a one-burner stove and have someone bring a sleeping bag in case severe hypothermia is encountered. If the weather is bad, stay off the water. Signs of hypothermia include slurred speech, uncontrollable shivering, illogical reasoning and deteriorating reflexes.

It all comes down to one thing. If you intend to paddle in places and at times when risks are increased, it is essential that you and your group take the simple measures necessary to compensate for those added risks.

HYPERTHERMIA

Lassitude, a lack of will to carry on at a modest pace, is an early sign of hyperthermia. In hot weather, paddle at an easy pace and drink plenty of liquids during the day.

SEA CONDITIONS

The wind and tide combine to produce an ever changing array of paddling conditions. Kayakers must therefore understand the effects of both wind and tide wherever they plan to paddle. Winds of 20-25 mph are strong enough to overpower some of us. When the wind is blowing from land to sea (offshore) the water may be calm near shore. Farther out, the wind may be blowing hard enough to make the return to shore nearly impossible.

Steep breaking waves occur where tidal currents run against incoming waves. Dangerous breaking waves are generated in this way where channels lead from rivers and bays into the sea. Calm mornings are often followed by strong afternoon breezes that can cause waves to build rapidly to impressive dimensions. Know the weather patterns in your area.

The shoreline and bottom also control sea conditions. One side of a point may be sheltered while the other side may have 6 foot waves crashing against sea cliffs. In such places, landing is not possible. Great turbulence is often found where points of land reach out from the coast line. Tides run faster around points and the shallows beyond these points produce extensive areas of breaking waves.

Check the weather forecast before you go out. Change your plans whenever necessary.

SURF PADDLING

Paddling in surf can result in head and neck injuries. Never do this alone and always wear a helmet. Kayakers must not paddle in the vicinity of bathing beaches.

PADDLING IN TRAFFIC

Kayaks have low profiles and, especially in waves, are hard for larger boats to see. We are virtually invisible on radar. Therefore, never provoke right-of-way conflicts. When crossing boating channels, do so behind oncoming traffic at right angles to such traffic. When several kayaks are in a group, cross together, not one by one, lest approaching boats dodge one kayak and hit a second one they couldn't see. Harbor entrances and inlets are busy, dangerous places. Avoid them if you are not a skilled paddler.

GROUP COURTESY

Stick with the group. Be properly equipped. Paddle within your limits. Have group horn signals (to gather up, boat over, etc.). Groups inevitably spread out. Identify waiting points along your course. At each waiting point, identify the next waiting point. Identify lead and sweep boats. Paddle to accommodate the weakest paddler in the group. Leave a trip plan with friends on shore.

EQUIPMENT CHECKLIST

Life jacket - PFD
Paddle
Spray Skirt
Spare paddle
Hand pump
Sponge
Meteor flares
Smoke flares
Air bags
Paddle float
Air horn
Flashlight
Sunglasses
Wet/Drysuit
Compass
Charts
Chart case
Weather radio
Wind gauge
Spare dry clothes
Thermos
1-burner stove
Trip float plan
First aid kit
Thermometer
Drinking fluids/

REFERENCES

BOOKS

Dowd
Ramwell
Hutchinson
Eldridge

VIDEO

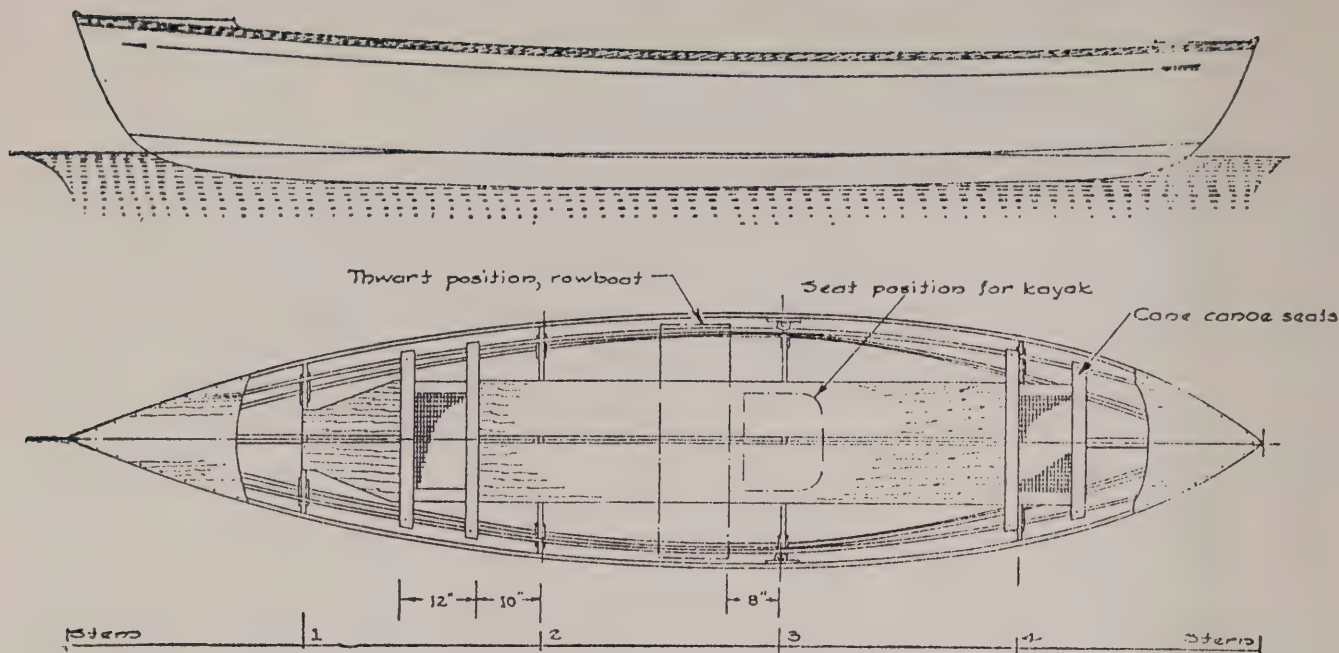
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ROB ROY A COMBINATION CANOE-KAYAK

She's a combination boat with two sheer heights. You'll use her as a one- or two-man canoe, a one-man rowboat, or even as a large kayak

Herewith a lengthy article from Weston Farmer's bygone efforts, courtesy of his widow and son, who have many such detailed articles and plans available for those interested in boats when boats were boats and not appliances. Even Wes Farmer got into the "all-purpose" boat train of thought.

AN ARDENT canoeist and black fly devotee dropped into my Powder Island boat shop up on Nipigon Bay, Canada, last summer.

"I gotta have a boat that doesn't exist," sez he. "It's got to be as good as a canoe, but lighter. I may want to paddle her as a kayak, the better for shooting come fall. If I'm alone and toting a good camp load, rowing will cover more miles in a day than paddling. She'll have to be light because I may want to strap her to the pontoons of my Beaver and fly in-

By WESTON FARMER

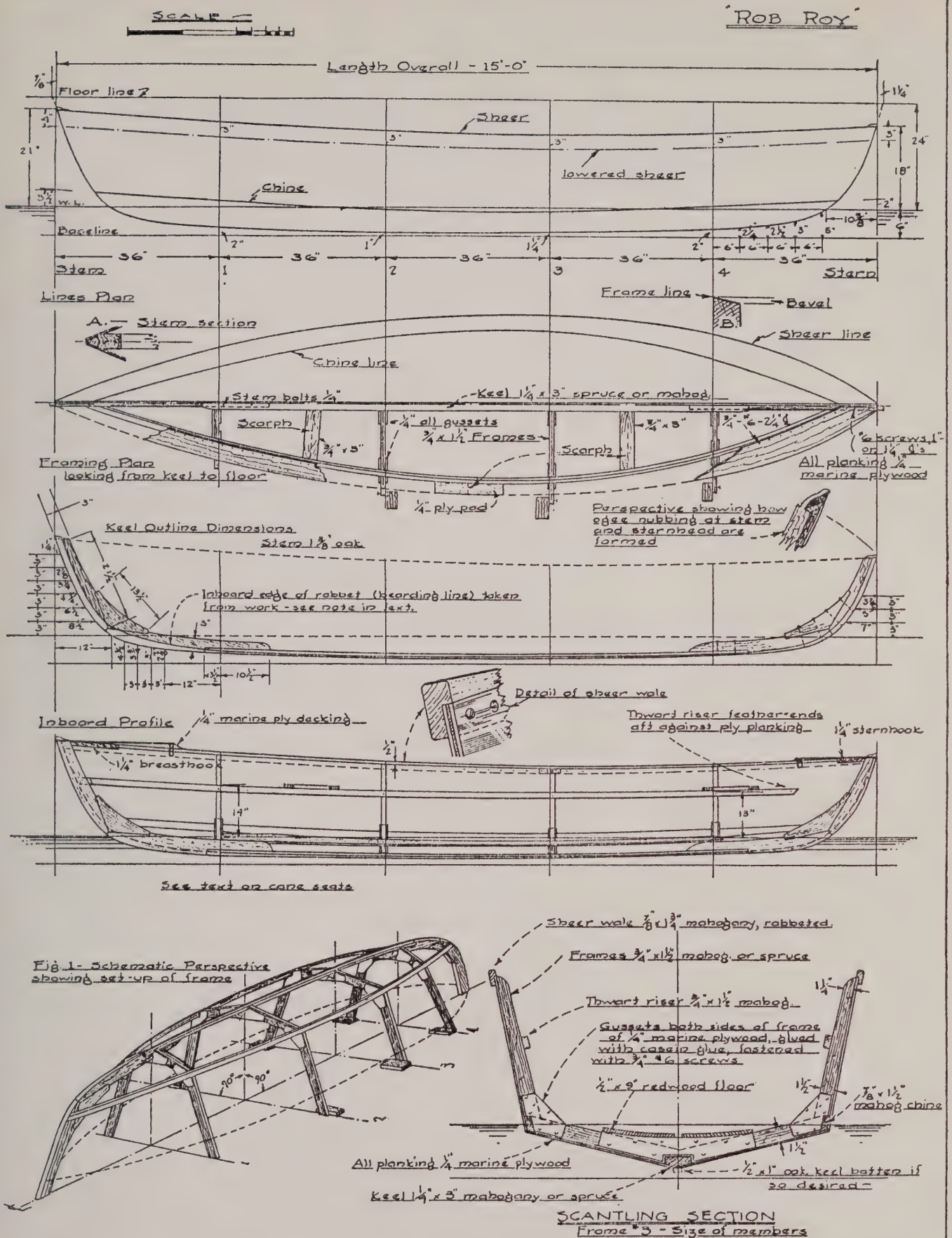
land. I'll want her to be stiff, too."

He allowed as how he was going to hang around my boat and stoke at my galley stove until I designed him a special sort of craft for cartop and camp use. So it didn't take me long to galvanize the idea of *Rob Roy*.

She is named for the famed Scottish canoe of several generations ago

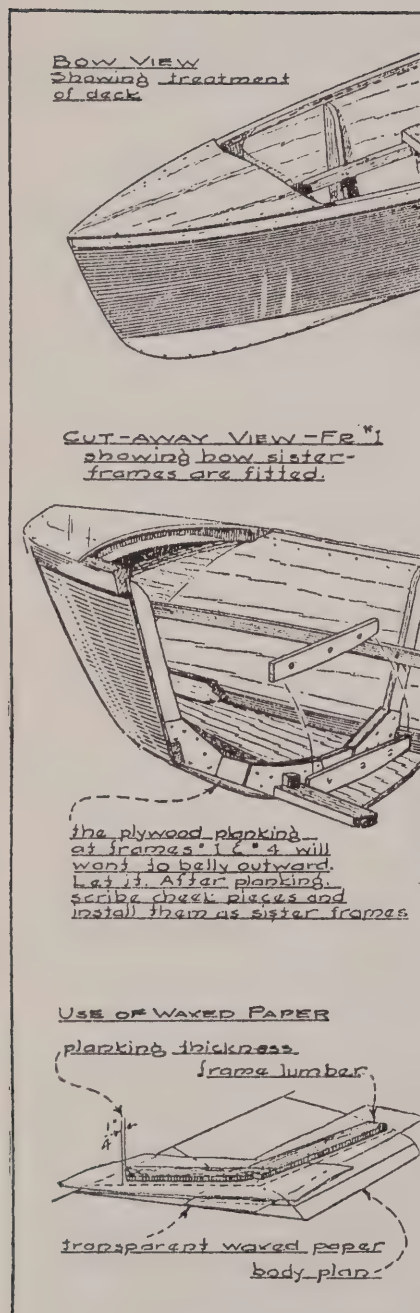
in which Robert Louis Stevenson crossed Europe on its canals and lakes, and about which he wrote so charmingly in *The Adventures of Rob Roy*.

This *Rob Roy* in no way resembles Stevenson's boat, except that she is small, slim, and light. Our current *Rob Roy* fills my friend's variety of needs to a T, and is built of plywood, which Stevenson never heard of. Her main function will be as a canoe; she'll serve as a kayak; she'll row easier than a St. Lawrence skiff,



All of the dimensional and structural information to build Rob Roy is pretty well contained in the above drawing. The dimensions for stem and stern outlines are spread between lines and keel plan. Inboard profile ties in with scantling plan to locate all pieces.

Plywood fore and aft deck bibs are installed as shown below. Also shown is method of allowing for outward bow of plywood away from end frames: use sister frames scribed to contour.



though she is really none of these.

You will note from the arrangement plan that *Rob Roy* is a double-ender. And, if you want to use her as a canoe as most people will, she is fitted with cane canoe seats. Placed as shown, these seats will properly balance two persons for team paddling on long treks. Between paddlers you can accommodate a goodly load—up to 400 pounds of tent, gun, food and gear.

She'll be tender when light, of course—all light craft with dead rise are—but load her down, and she stiffens surprisingly and is much stiffer than a canoe. Yet she moves easily under paddle.

Her steeved-up bow will not dump seas inboard as a canoe's bow does. When camping alone, you sit on the bow thwart or seat, the narrow end of the craft is astern, and your load forward. Balanced thus, normal one-man canoe action prevails.

But I like my friend's idea of rowing when single-handing it. It's less tiring, faster going, safer. So I have shown permanent rowlocks.

Seven-foot silver spruce oars in loose, leathered oarlocks (the only safe oarlock) will complement your equipment. Kayak cranks will not fare badly on a seat placed as shown, using a double-bladed paddle and facing forward. Fine for marsh crawling, casting and camera work.

Commence construction of *Rob Roy* by laying down her lines full-sized, complete—profile, half breadths, body plan and all. Use a painted floor large enough to accommodate the boat, which is 15 feet over-all by 40 inch beam. Or stretch out a piece of brown building paper on the floor, tape it to the floor, and lay out on the paper.

You will need a chalk line to snap the waterline, centerline and baseline, and a wooden straightedge about 10 or 12 feet long, to permanently pencil in the snapped chalk-lines, after which the chalk may be swept off. Nothing excels a well-snapped chalkline for accuracy. Use a 1" square batten about 18 feet long for the sweeps of sheer, chine and keel.

Erect the perpendiculars at the frame stations, and you may then post off the outline dimensions from the lines plan, or, as may also be needed for the layout, from the keel outline dimensions drawing I have supplied.

This full-sized fairing is necessary

with any boat. Do not attempt to build *Rob Roy*, or any other boat, from a mere cross-sectional full-sized body plan. My offsets, and the offsets of any other naval architect, are subject to errors in scaling, and it is up to each builder to correlate the plan view with the profile, and the whole with the body plan.

Once your full-sized layout is done, you are ready to get out the frames. There are four of them. They are labeled 1, 2, 3, 4 on the lines drawing. All the topside frames are straight, chine to sheer, or I should say at this stage of the game, from chine line to floor line. This is unusual. But the topsides of *Rob Roy* are in the plane of a truncated, warped cylinder about which plywood will lay flat in section. That makes her easier to build.

The bottom frames—2 and 3—from chine to keel also are straight section, and the plywood will lay flat on the bottom on those frames. On frames 1 and 4, as the bottom plywood is rolled home to the stem profile and fastened to keel and chine, it will bow out. Let it. Never mind how much. A sister frame is scribed later to lay alongside these frames on the bottom, and the fastenings then are put through. This is a practical way of working the thing: avoids tedious explanations, impossible lofting problems for the amateur, and like Tin Lizzie, works in spite of the dope.

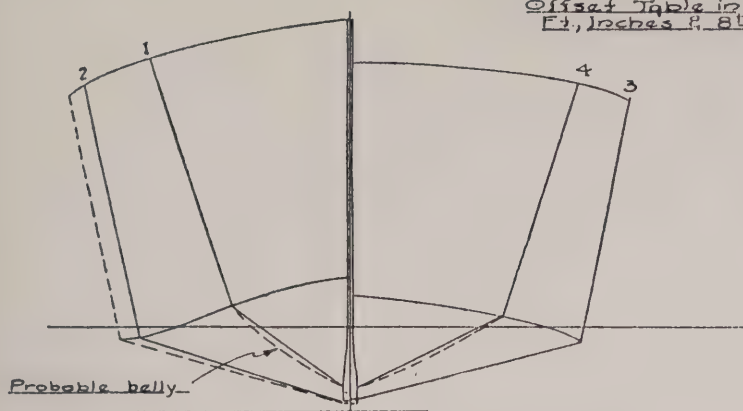
The topside frames are tapered to 1¼" width at the sheer wale. They are 1½" wide at the heel. All frames are of spruce or mahogany—both hold fastenings about as well, both are easier to work and lighter than oak. The check pieces, you'll notice from the scantling section of frame 3, are of ¼" marine plywood, glued and screwed to both sides of the frame. Use casein glue on these gussets, and ¾" No. 6 flathead brass screws. Note that on the planking side the gussets stand away from the planking about 3/16". This allows bevelling of only the toolable wood in the frame member itself.

The spaces between all gussets, where they run away from the frame, are to be filled with the same stock as the frame. This is true of the curved cross floors of plywood (gussets) which join the keel ends of the frame together.

An easy method of assembling the frame is as follows: After the body plan has been laid out and accu-

Body Plan of "ROB ROY"

Offset Table in
Feet, Inches & 8ths



Heights above baseline	Station	1	2	3	4
$\frac{1}{2}$ Breadth from $\frac{1}{4}$ "	Sheer	2.0.4	1.10.4	1.9.4	1.10.0
	Chine	0.7.4	0.5.6	0.5.3	0.6.5
	Keel	0.2.0	0.1.0	0.1.2	0.2.0
$\frac{1}{2}$ Breadth from $\frac{1}{4}$ "	Sheer	1.0.5	1.6.5	1.7.7	1.3.6
	Chine	0.8.0	1.2.7	1.4.2	0.10.4
	Keel	0.0.4	→		

This is the body plan you must make from the faired up lines drawing. The offset table gives the measurements in feet, inches and eighths from centerline and from baseline. See text for treatment of belly.

rately cross checked for heights and half breadths, scribe a heavy dotted line $\frac{1}{4}$ " inboard from the frameline. This represents the face of the frame, because the lines are drawn to the outside of the $\frac{1}{4}$ " planking. Now, place a piece of waxed kitchen paper over the body plan. This will permit the dotted frameline to show through. You can lay your frame members in the proper location over this waxed paper, and, mixing the casein glue with which the gussets and fillers are secured, proceed to tap these members together secured by brads. In 24 hours the upper set of gussets will be sufficiently set to enable you to screw fastenings in, these being $\frac{3}{4}$ " No. 6 flathead brass screws. Then immediately glue and screw the opposite side.

You will note on the inboard profile that the frames in the forward end of the boat are *forward* of the frameline, and those aft of the mid-ship section are *aft* of the frameline. The detail B in the half-breadth plans shows why—the frame is built to the frameline, and the bevel is taken *off* one side, leaving the other neat to the frameline.

You will also note from the scantling section that the gussets which form the floors over the keel are cupped. There is no objection to running them straight, except that

a lower center of gravity for the load stowed results, also it is very conducive to handling and boarding steadiness to have cupped floor boards thus. Tends to center a live load.

The stem and stern timbers are next fashioned. These are of $1\frac{3}{4}$ " white oak, molded as per the keel dimension plan. They can be assembled in the same fashion as you assembled the frames. Bolts, preferably brass, $\frac{1}{4}$ " diameter, are countersunk and plugged in the outboard face, and bolted over washers. Then the bevel between sheer and chine can be cut in, using the angle picked up from the half-breadth flow of lines to the stem. If you are a rattling good mechanic, you can guess the flow of bevel from chine around the forefoot to the keel. But since this bevel is a simple thing (the plank runs over the stem as per detail A—stem section) and is not rabbeted, it probably will be easier to plane the bevel in *after* you see how the bottom planking rolls on. More later about all this.

The keel is the next member you fabricate. It is a simple stick of clear $1\frac{1}{4}$ "x3" mahogany or spruce. Either will do. This is not bevelled until set up in the frames.

Now you put a grid down on the shop floor as shown in Fig. 1, which

shows the schematic perspective of the frame setup. The frame ends are tacked toe-wise along the frameline, and blocks are then nailed down to properly hold the frame head in position.

Rob Roy builds more easily than a pram, really, and cross-spalls, across the head of the frames, will not be needed until after the boat is all planked and you are ready to turn her over. Put them in then—*don't overlook this*. Your boat will change shape if cross-spalls are not provided until the riser and thwarts have eventually been installed.

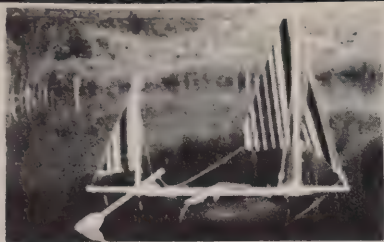
All frames must be 90° to the floor, and at right angles to the frameline.

Next bend in the chine. Since the frames have been gained or notched out for the chine member, the chine will go in flat and unbevelled. It is easier to bevel it on the framing set-up than on the bench, because the proper bevels will at once become evident. You may have to add an extra backing piece forward of frame 1 and aft of frame 4 to accommodate fastenings on the steep bevel. This is okay. Another way to lay the plank down to the chine, if it thins out and won't hold screws, is to use copper clout nails as rivets, over small burrs, on about $1\frac{1}{4}$ " centers. Most mechanics will prefer an added backing piece glued to the chine.

If I were designing this little boat for ordinary boat shop construction, I would specify a heavier clubbed end out of $1\frac{1}{4}$ "x3" stock at bow and stern, which would mean to a professional boatbuilder that he should run his chine stock through the planer at $1\frac{1}{4}$ "x3", and crank down the planer feed to $\frac{3}{4}$ " after frame 1 was passed, and open it again to $1\frac{1}{4}$ " from $\frac{3}{4}$ " after frame 4 was passed. (Hint!)

One good screw, about $1\frac{1}{2}$ " No. 10 flathead brass, goes through the chine into each frame landing. One-inch ditto will do at the stem and stern, two per chine.

At this stage of the game, your frame looks exactly like Fig. 1. Mark the frames for the sheer height, and get out a pattern for the top-side planking. This boat has been planned to work out of standard 4' x8' panels. Long enough sheets of plywood are available from the plywood makers, but seldom are available in builder supply stocks. Hence, on 8' panels there will be some waste. That's unavoidable, because



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this boat is designed for wind, wave and weather. It has the required bulk for the work in hand, and is not drawn to get every last grunt out of plywood panels.

So on the framing plan, about amidship, topsides, you will see a scarf indicated. A 1/4" plywood pad about a foot long is glued and either bolted or riveted to the two strips of panel which form the topside. These pads are not shown in the inboard profile, because their location is your choice.

You may figure out some neat way of getting more from your plywood than I can. The main idea is to stagger the topside joints and bottom joint, because the bottom, too, on 8' panels will have to be scarfed.

And here comes my previously promised word about the roll, or bow, in the bottom planking. The framing plan shows two scarf members on the bottom, of approximately 3/4" end thickness, by 3" width, bellied out in the middle to the proper roll or bow which the fore and aft bib panels require. After the topside is planked, using 3/4" No. 6 flathead brass screws on 2 1/4" centers, with the chine seam bedded in some sealing compound like Sealer 900 or Kuhl's Elastic Seam Composition, bevel the chine and topside.

Then tack on the middle panel of the bottom, using only a few screws at first to hold it in place. This would be the panels between the proposed scarf points. Bib ends are cut out. The stern bib will likely bend dry, but the forward bib should be persuaded by boiling in a washtub for about 15 minutes. In any event, it is merely a matter of using your noodle and ordinary mechanical horse sense to get the scarf battens of 3/4"x3" cut to the proper amount of belly. Don't, for the love of Mike, try to screw the plywood down flat at this point, because the rest of the planking will then festoon like pillows between frames. Invest the moderate sweat it takes: it will pay off.

With the bottom on, using 3/4" No. 6 flathead brass screws on 2 1/2" centers along the keel and 1" on 1 1/4" centers on the stem and stern posts, the edges of the bottom panel are planed flush. You may want to add a spray knocker out of 1/2"x1" oak here, but I think its fastenings would weaken the already well-threaded chine. Perhaps fiberglass might pro-

vide a scuff-proof, watertight chine. It's your option, and easy to do.

Fiberglas is a spun glass cloth, very tough, which can be laid over a plywood or other wood surface after a plastic gunk has been brushed on. I'm no chemist, and don't know what this gunk consists of. But I am told it is a resin. Into this resin the fiberglas cloth sinks and becomes invisible. Over this you brush another coat of gunk, and the whole dries hard as glass, but quite resilient. Consequently the process has good bonding qualities.

For a *Rob Roy* intended for banging around in the rocky northern lakes, provided you could afford the extra portage grunts, fibreglasing the bottom would insure launchable-at-will tightness, and some strength. Costs vary considerably, colors may be added to the gunk; the whole development is sworn to by those who have used it. These are statements made to elucidate, not recommend, because this option is again yours. Painted or varnished only, *Rob Roy* will be very serviceable.

With the cross-spalls placed at the frame heads, pull up the floor nails and roll her over. The next things are the sister frames on the bottom at frame 1 and frame 4. These may be needed and may not be. Plywood rolls differently in each individual panel. But if the bottom bows away from the straight frame on which you lofted the boat, install a scribed check piece to the frame, cut and bevelled to accommodate the bow. Screw fasten this to the frame first, and then run in a few $\frac{3}{4}$ " No. 6 screws from outboard—just a few. Don't pepper this part with fastenings, two or three will be ample. Moderation is best here, as in yodeling.

At this stage of the game, and with the cross-spalls left in (these are braces across the frame heads to hold the boat's shape) you can now fit the thwart riser and the sheer wale.

The sheer wale should come first, as it will not disturb the cross-spalls. This, as the sketch shows, is a piece of $\frac{7}{8}$ "x1 $\frac{3}{4}$ " mahogany. I have specified mahogany because you can usually get it in one length any place that handles this wood. But birch, white oak, ash, or anything of that nature will be good. It must be in one length to give a fair hull. This wale is rabbeted on a circular saw up to within $\frac{1}{2}$ " of the top edge so

that the plywood will nest in the rabbet. Screw fasten with very light screws on about 4" to 6" centers.

The thwart risers can next be installed. These are of $\frac{3}{4}$ "x1 $\frac{1}{2}$ " mahogany, specified because of available length. There is no use trying to run the aft ends to hull shape and land on the stern post. The ends will want to bend up. So feather them to proper bevel so they lay against the hull planking and rivet the ends to the skin. Heights for this riser are critical, and are given in the inboard profile as distances above waterline.

Since *Rob Roy* is high-sided when light, but at correct paddling height with a normal camping load, I have specified that sheer height and thwart relationship which will give most comfortable two-man paddling under such conditions, using the standard chin-height paddle all experienced voyagers prefer. Long paddle, thwart at proper height to hold up your tail if you prefer to kneel—that's paddling perfection.

But should you plan to use the boat light as a one-man canoe, I would build it with the lowered sheer depicted in the lines plan. For a one-man canoe, the thwarts are placed exactly as shown, but you paddle from the bow thwart, the direction of the boat's travel being reversed. For such a craft, I believe the lowered sheer is best. Also for kayak purists who see nothing in *Rob Roy* but kayaking fun, I'd again prefer the lowered sheer. But as a

load-carrying voyager, for either two-man paddling or one-man rowing, I'll take the higher sheer.

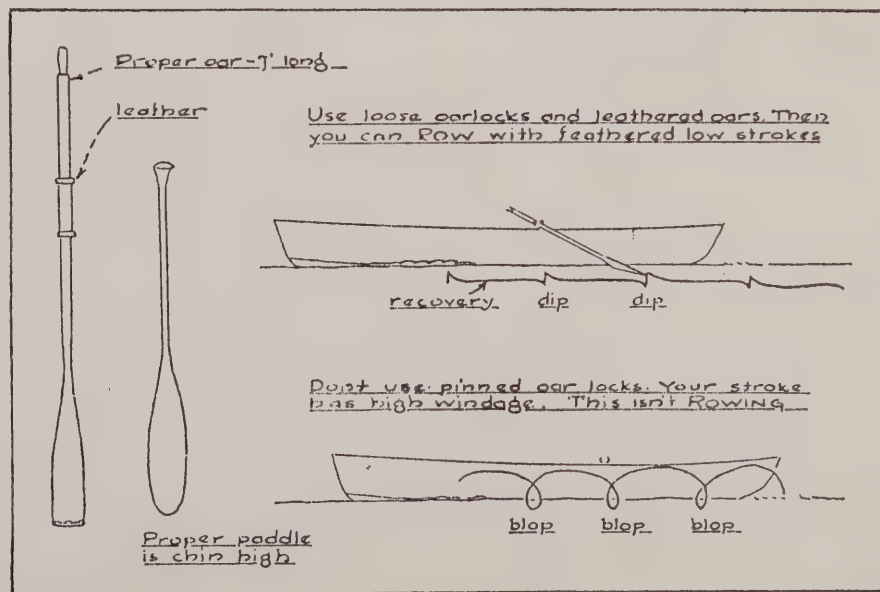
The lowered sheer, should you prefer it, is arrived at by lofting the boat to the lines and offsets shown for the normal sheer, then planking the topsides to the lower elevation. Simple?

A word on the thwarts: I believe the Old Town Canoe Company, Old Town, Maine, still supply cane seats for those who wish to buy them, though I have not checked this point. If you live in Canada, you might try the Chestnut Canoe Company, Fredericton, N.B., Canada. It seems to me they'd oblige the home builder. But any local upholsterer should be glad to make these frames for you and cane them. They are light, strong, and have mortised frames. These frames, bolted to the risers, will now let you remove the cross-spalls and install the redwood floor boards. Then you coat the boat with Firzite; which kills Douglas Fir grain in the plywood so you can paint and sand it. Either paint or varnish will go over Firzite.

The oarlocks are installed, the little $\frac{3}{4}$ "x2" oak carlins for the fore and aft decks are secured from the sheer wale inwards with long screws; the fore and aft decks put on.

Then, just as you did when you first got down on your knees to loft her, you launch and get into her just as you have built her—like a porcupine makes love: *carefully*.

If you use *Rob Roy* as a double ended rowboat, get spruce oars seven feet long and put the leathers on about as shown. Don't use pinned oarlocks as they are both dangerous and hard to row with. See sketch.



SOME INQUIRIES

I was very much pleased to see the design in my January number of a diamond bottom, as they call them here, for now I feel sure I can have a boat all my own. I want to ask a few questions about the boat. You may have planned to give all the required information in your next, so pardon my hurry:

(1.) If this boat had a small house built upon her, 4 feet long by 6 inches high, when rigged and in cruising trim with two men aboard, each weighing 150 pounds, *would she float as high as designed?* (2.) If I can afford it, I want a boat one or two feet longer on the load water line, and with some overhang aft. Is it better for me to *lengthen her* and *let the other dimensions remain the same*, or build the *whole boat on a longer scale*? I am a cruising crank, and do my sailing all alongshore from Hyannis, Cape Cod, to Newport and up the bay, so I get into deep water quite often. (3.) Do you think a keel boat with outside ballast is much safer for this work? How would the diamond bottom work with a fin keel? (4.) How would the expense of fitting her with a fin keel compare with that of a centerboard? (5.) How would this boat sail with a rig similar to that on the Herreshoff 30-footers? (6.) If she were sharper forward, would she be easier in working to windward against a short, lumpy sea, or would she bury too much running dead before it?

I have worked out a model from the design, and with the exception of the slight fullness forward think it is just what I have been looking for three years.

Savannah, Ga.

THEODORE O. BARNARD.

* * *

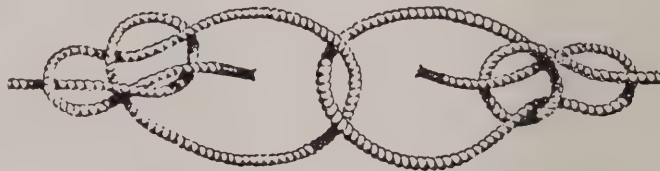
Answer.—(1.) The boat as she is designed will float a total weight of 1,400 pounds. This should be enough to allow a man to put on a cabin, and even then have room to put in some ballast to trim her. The boat with spars and all complete, if built as directed, should not weigh over one thousand pounds. (2.) It would be just as well to carry the boat out as she is; but if you intend sinking her deeper so as to lengthen her water line the side planks should be made a little wider to give her at least the freeboard she now has. (3.) There is no doubt but that a keel craft with outside lead is safer for cruising in rough water, but such a boat is not what Skip was designed to be, and she would not do very well with a fin keel. (4.) The expense of adding a fin keel in place of the centerboard would be quite considerable, for you not only have the cost of the lead and steel, or bronze plate, but the cutting and moulding, which is expensive, and this shape bottom is but poorly adapted to carry

Build a 1901 Skipjack

Last issue we wrapped up the series on building SKIP, a 1901 article on building a catboat of that time. An interesting aside to the article as published was an inquiry from a reader at that time who had in mind considerable modifications to the design. He asked the following questions and got the following answers:



a fin. (5.) She would sail very well indeed with a jib and mainsail rig; in fact it was our intention to fit her for both rigs, but decided leaving it to the builders of Skip to rig her as they chose. (6.) She might be a little easier but not a bit better, or in fact as good, for it is that fullness that makes her an able, staunch boat.



And on a final note, another reader/builder fitted an "automatic centerboard" to his SKIP, and submitted these details:

AN AUTOMATIC CENTERBOARD

THERE has been many ways put into use since sails were used as a motive power on boats of preventing a boat drifting sideways, but one of the most ingenious as well as simple ways is that which Mr. Gibb, of Chicago, has patented. His automatic centerboard, as he calls it, is nothing more nor less than two blades of boiler steel that are cut to the shape of an ordinary centerboard, and form a hinge on a central rod that is attached to the keel of a boat. These blades or fans are so pivoted on the rod as to allow them both to fold up close to the hull of the boat should she go aground, or when being hauled out; but under sail when a side pressure is exerted and the boat attempts to drift sideways one of these blades is forced up against the windward bilge of the yacht, and this holds the other fan or blade at about right angles to the water level, preventing any side drift.

While this has objections to use on a yacht intended for racing alone, such as the drag caused by the choking of the water between the hull and the blade pressing up against it, its simplicity and the fact that the centerboard case can be done away with should commend it to many.

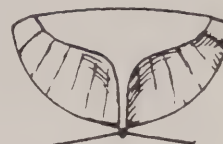
The accompanying cuts will illustrate the working of this board, and the following letter from Mr. Gibb will show he has faith enough in his invention to put it to use on his own boat.

"Inclosed you will please find photographs of the skip which was built last winter in very small space, having only 6 inches at the ends and 12 inches at one side to work in. The boat is now on Lake Delevan, Wis. We find it roomy, safe and a very steady boat. We have 350 feet of canvas, but find it is not enough for a light wind. She sails very close, keeps eating in, and every puff helps her to windward. She does very well on a beam wind if there is enough of it to keep

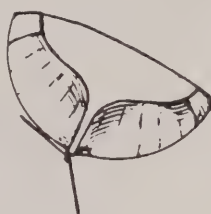
her on her bearings. The other day in a strong wind, with a green crew who did not know enough to let go, she went over close-hauled till her sails touched the water; the puffs left her and she righted, one-third full of water. We give a good deal of the credit to the automatic centerboard, which weighs 250 lbs."



RETRACTED



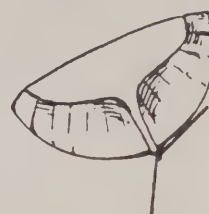
AT ANCHOR



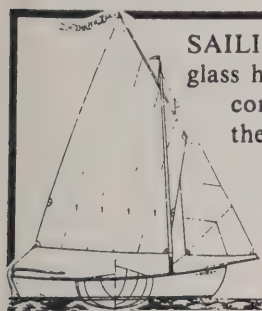
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In a few minutes our course led us through a narrow passage, which I never would have thought of looking for if I hadn't seen it on the map, into a placid cove about a third of a mile square. It was bounded on the south by a low, sandy ridge; from our little skiff, which enabled us to stand only a few inches above the water level, we couldn't see beyond it; and if the map hadn't said this ridge was only a slender isthmus, I'd never have thought of trying to.

Presently the soft rushing of waves was heard, though the soft sheet of water on which we floated was merely rippled by the breeze. The sound came at regular intervals, with several seconds between.

"That's the voice of Old Ocean" said I.

The TRITON grounded on the beach; I let down the sail, and we hurried forward. In a few moments we reached the middle of the isthmus, which was only a few rods wide; a road ran along it connecting the two portions of the island.

Before us, Mackerel Cove extended southward for a mile, walled on either side by steep bluffs, and by low cliffs of rugged rocks, which seemed to approach each other in the distance, where the level ocean horizon could be seen for a short space between. It seemed as calm as the smaller cove behind us, except close at hand, where, from minute to minute, a long low ridge of water slowly defined itself above the surface, stretching from side to side, and advancing toward us with quickening pace, till it gently curled over and flattened forward in a foamy sweep, raching three or four yards up the beach.

These waves seemed by no means as high as those which lashed the shores of the upper bay in a strong wind, but they were far more impressive. The advancing line was fully a quarter of a mile long, extending from one side of the cove to the other; it swept up with a united swing which gave such an idea of reserved force and might behind it, as the short, sharp, hurrying bay waves could never equal at their angriest.

These unmistakable ocean surges were yet so gentle that we could have launched the TRITON in them without difficulty; and we debated the idea of doing so for a few moments, but decided that it wasn't worth while hauling and crunching her over several rods of sand and gravel, which would have been quite a job on such a hot day, especially as half the distance was up-hill.

"See what a wad of 'Irish moss'!" exclaimed Joe.

This moss is an ocean product, and not often found in the upper bay. It is of a parchment-like substance and color, and

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

Published in 1901

Adventures Down the Bay

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



is rather pretty, with its fringed ends; especially when it happens to be of a deep purple color, as sometimes occurs. It keeps its shape when dried better than almost any sea weed, and can be boiled into a thick jelly. Joe and I had often eaten blanc-mange of this moss.

We proceeded to search out the finer specimens, strolling slowly along, scrutinizing the ridges and rolls which the waves had pawed over and matted together, in the way so familiar to boys acquainted with "along-shore". Now and then we came across the long, leathery strips, which are found only on the sea-shore; the large specimens as broad as your hand and six feet or more long, of a leather-like toughness, but beautifully smooth, with crinkled edges, and varying in hue from rich, deep red-brown, to amber in the younger growths. These grow far out under the water, fastened to the rocks by a short, stout stalk, not so strongly, though, but that now and then one is torn off and cast up ashore by the waves, like those we found.

"I'd take this along, if it only didn't all blacken and shrivel up," remarked Joe, pausing above a fine piece, nearly a yard longer than himself.

"Look at this," said I.

"A mermaid's purse!" he exclaimed. "Any money in it?"

"No, it's lost out, through this hole at the end - turned into an ugly flat-fish, by this time."

As we both knew, this leathery, dull-black little pouch, with the slender horns at the corners, was the empty egg of a species of ray, or "skate," as they are sometimes called. A shark's egg looks much the same, but you can know it by the horns being prolonged into curling tendrils.

Next we came upon the remains of a wreck, so disjointed that nothing of a vessel's form was left. There lay the keel, half buried in the sand, with a few stumps of the ribs still hanging by the crooked, corroded bolts; and other frayed and splintered timbers scattered about.

"There must have been high waves here, some time; but by the looks of this thing, it must have been a long while ago. The waves here don't begin with those at the bathing-beach, t'other side of Old-port. I've seen them there higher than my head, but you could tuck up your trousers and wade right through these."

"T would take a southeast gale to raise much of a sea up in here; and THEN, I should think, it might be pretty considerable."

We had sauntered along till nearly at the western end of the isthmus, where it joined the low, bare bluffs of Beaver Head, and had gathered about as much moss as we cared to.

"Look here!" called Joe, who was a few steps ahead; "what sort of a jelly-fish is this?"

At first glance, as it lay among the sea-weeds, it looked almost like a glass flask. It was pear-shaped, or nearly so, and six or eight inches long, with a bluish luster; on one side was a projection shaped like a cock's comb, but thicker, and of the same glass-like material; this was beautifully tinged with rose and blue, like the iridescent glass which has been in fashion. On the opposite side a bundle of short feelers seemed to be attached.

I had never seen the creature, but I happened to have seen a picture of one, and read about it, as well.

"That's a PHYSALIA - a Portuguese man-of-war!" I cried. "I never expected to see one here, though. I thought they were found only in the tropics. Look out how you take hold of it," I added, as Joe stooped to examine it more closely. "Its feelers are poisonous, they say."

"So are those of ordinary jelly-fish; I've felt 'em more than once, when I've been in swimming."

"So have I; but I believe these are something uncommon that way. This must be a young one, though; I've read that they're a foot long."

Joe cautiously raised it, without touching the side whence the tentacles sprouted. "It's light as a feather; I wonder if it's alive - it doesn't move anywhere. It seems like a big foam-bubble, a little more solid than ordinary, more than any sort of animal."

I took it in turn. "It feels exactly like one of those little red rubber balloons. Well, I'll heave it over, and give it a chance."

This was no easy matter to do, as it was impossible to throw it against the wind; so at last I waded in as far as I could, and deposited it on the surface, where it rode so lightly that the breeze sent it sailing back again.

"I'd try to take it home, if I only knew where to put it."

"Put it in your pocket - in your hat," readily suggested Joe. "Might eat it," he added.

I scouted this advice, and when we got back to the boat, I managed to find room for it in the corned-beef can, which I had first emptied of its well-salted contents - they, in turn, soon found room in their ultimate destination, as we voted it dinnertime.

I partly filled the can with salt water - "which'll freshen it in a measure," said Joe - and introduced the PHYSALIA.

"Better change the label, or scratch it off, or you'll be taking it out and eating it, after all, first you know."

We dispatched our meal, and were soon scudding rapidly before the wind, back through the narrows into the lower part of Dutch Island

Harbor.

"There's that steamer, stopping at the light-house - look at the casks and things they're landing!"

"It must be the Government supply steamer. She has plenty of places to visit, here in the bay; I should think she'd have to renew her own supplies before finishing the whole round."

Our course was now shaped westward; and as we passed from under the lee of Beaver Head, and the light-house began to bear to the north, we found ourselves in a rather rough sea for the TRITON. We kept on, however, for nearly two miles, to the mainland on the west, and then stretched away on our gaining tack, to the southeast. Every now and then the crest of a wave wanted to come aboard; but by watching out ahead, and minding the helm, most of them were dodged.

We could plainly feel that these turbulent seas were themselves borne on the long ocean swells, whose fringes of foam could be seen coming and going around the rocky projections of the coast further down. Amid the minor tossings came gradual liftings when the horizon seemed distant, and them lowerings when our oceanward prospect seemed to be shortened correspondingly. This was because, in so small a boat, our eyes were but little above the sea-level; on standing up, the difference between our high and low positions wasn't nearly as noticeable.

On our third westward tack we passed Bonnet Point, within a quarter of a mile, and entered the Bonnet, where the coast made in to the north, forming a semi-circular bight or gulf, whose rocky shores were beaten by the surf. It was fresh within our recollection that one of the finest of the Sound steamers had blundered into this place early in the morning on her

return trip from New York, during a thick fog; and though there was only a moderate sea, and the passengers were safely landed, it was impossible to save the boat, which soon became a hopeless wreck, and was sold as a huge piece of "old junk," to be removed piece by piece.

"I'm afraid the TRITON wouldn't sell for much, if she got one good dash against those rocks." Joe remarked.

"That's so, and you see now it wouldn't have been easy to find a place to land, along these shores, if we had tried to round Beaver Tail, last week, and the sun had set before we could work up beyond the ocean range."

"The wind was blowing off shore, then, and there wasn't much of it, at that."

"Well, heavy swells begin to roll in, sometimes, when there isn't much wind; they come from storms 'way out at sea. Of course WE could get ashore through the surf, easy enough, as long as we didn't mind a wetting; but 't would be another affair for the old TRITON, and I'd rather be on the safe side, when it's a question of her getting stove in," I returned, as I brought her on the other tack.

"That light-house looks as though it rose right out of the water," remarked Joe, meaning, not Beaver Tail, southeast of us at the end of Conanicut, but an isolated, dark tow-- two miles to the south. "It's Whal Rock, I suppose?"

"That's it," I answered. "Red, fixed light, iron tower, on a ledge of about half an acre in extent."

"Good boy! 'T isn't everybody could see all that from here: 'specially the red, fixed light, at this time of day."

He knew well enough, though, that I happened to remember it from Matt Owen's copy of "Sailing Directions."

(To be continued)



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WHAT'S HAPPENING?

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Ecosummer Canada Expeditions offers a variety of on-the-water expeditions for sea kayakers and river canoeists. Some are in the tropics during the winter, but others take you to the far north, along the Pacific Northwest coast, down the sub-arctic rivers to the Arctic Ocean, along the shores of Greenland. These are major outings to the "real thing". All you bring is yourself in good health and a prescribed list of personal gear, all the expedition stuff, boats, etc. are provided. Of course, first you have sent the money. These are not cheap trips, but not unreasonable either. An example or two: Sea kayak Ellsmere Island in the Arctic Ocean for \$1,300 plus \$960 air charter from Resolute Bay. Your fare to the latter is extra, of course. Or canoe the Wind River to the Yukon for \$995 plus \$155 air charter from Whitehorse. Etc. The 1987 brochure will be available by the time you read this, from Ecosummer Canada Expeditions, P.O. Box 5664, Bellingham, WA 98277.



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.

CAPE ANN ROWING CLUB ACCESS MEETING

The focus of the January 18th meeting of the Cape Ann Rowing Club will be to organize all available information from members on public access to the sea on Cape Ann, in the communities of Manchester, Gloucester, Rockport and Essex, MA. Interested persons are invited to attend and bring along any access information they might have. The meeting is at 3:30 p.m. at Pat De La Chapelle's, 53 Marmion Way, Rockport, MA, phone (617) 546-9607.

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 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.

NOANK WOODEN BOAT ASSOCIATION NEWSLETTER

The Noank (CT) Wooden Boat Association is only about 9 months old as of the first of this year, but has already attracted 160 members at \$20 a pop. With this support, the club is functioning in the black, despite a rather liberal policy of giving away burgees, handbooks, refreshments at rendezvous, etc. Now they have come out with their first issue of SCANTLINGS, a six page publication with a good bit of information on the club, edited by Mike Sherwood. Membership in the club is open to anyone interested in wooden boats (you need not own one) and activities are for wooden boats, sail or power. For further details, write to the Noank Wooden Boat Association, P.O. Box 506, Noank, CT 06340.

The Florida Rowing Center

WINTER ROWING TRAINING

If you have the time and the money and the desire, you can go off to Florida anytime January through May and enjoy 3 or 5 day sliding seat rowing training programs at a posh facility in Wellington, adjacent to the Palm Beach Polo & Country Club. In fact, the latter is where you'll live while indulging in your rowing. The Florida Rowing Center has engaged Peter Sparhawk, former head coach of crew at Princeton, to direct the program, with John Marden, coach at the Riverside Boat Club in Cambridge, MA, as head coach. The tuition for the rowing part is \$275 for the 5 day session, \$165 for the 3 day session. Accommodation will run you from \$308 for a 3-day (double room) to \$1,100 for a 5 day (single room) including the aforementioned tuition. Well, quite a winter holiday for the oarsperson, contact the Florida Rowing Center at (800) 327-4204 for a brochure or further details.



MYSTIC SEAPORT MUSEUM

MYSTIC WINTER WORKSHOPS

Mystic Seaport Museum has scheduled a series of winter workshops for successive Tuesday nights in January and February.

On January 27th, Alison Pyott will discuss and demonstrate varnishing techniques.

On February 3rd, Dave Perry will conduct a 3 hour racing seminar.

On February 10th, RN's Angie Robinson and Marilyn Chorlton will discuss on-the-water emergencies.

All workshops begin at 7 p.m. The racing seminar is \$10, the other two are \$6.50 each. Anyone registered for any of these workshops may also attend the January 20th showing of the film, "BOC, The Ultimate Challenge" (at 7 p.m.) at no additional charge. For further information or registration, contact Alicia Crossman, Education Dept., Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (203) 572-0711.

SNOW ROW '87

Ed McCabe has announced that the Snow Row will take place on Sunday, February 21st at noon at the beach by the Hull Lifesaving Museum's Boathouse on Pemberton Point in Hull. Ed wants to attract more Alden ocean shell rowers so he's offering a separate class for them. The usual classes for kayaks and a variety of traditional rowing craft will be provided. For more details on entering, call Ed McCabe at (617) 925-4826.



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.



CAPE ANN SHIP MODEL SHOW

The Cape Ann Ship Modellers Guild will hold its Third Annual Ship Model Show & Competition on April 18th and 19th, noon to 5 p.m. at the Seafarer's Union Hall, 9 Rogers St., Gloucester, MA. Admission fee is \$1 per person. The show is open to any interested modeller with seven adult and two junior categories for judging. If you'd like to register a model for entry, send a self-addressed stamped envelope and \$1 to Awards Committee, c/o Anthony J. Bertolino, 132 Bass Ave., Gloucester, MA 01930. Plenty of time yet, entries close April 15, 1987. But, plan ahead!



KAYAK ROLLING SCHEDULE CHANGES

The Rhode Island Canoe Association has revised its schedule for winter kayak rolling sessions to be held in the pool at the J.C.C. of RI, 401 Elmgrove Ave., Providence, RI. Session 1 will run Wednesday evenings at 7 p.m., January 7, 14, 21, 28. Session 2 will run Wednesday evenings at 7 p.m., February 4, 11, 18, 25. Non-member fee is \$40 and you must bring your own kayak and equipment. If rental equipment is needed, it might be possible to arrange. For further information call Doug Pineo at (401) 353-6547.

CANOEING SCHEDULE CHANGED ALSO

The canoeing course also scheduled has been re-scheduled to indoor classes, Wednesday evenings in March at 7:30 p.m., on March 4, 11, 18, 25. Outdoor classes will run on March 21, 22, 28 as originally scheduled. Fee is \$40 for non-members. For further information call Barbara August at (401) 725-3344.

10TH ANNIVERSARY YEAR PLANS

The Rhode Island Canoe Association will celebrate its tenth year in 1987 and the following special events have already been scheduled:

MAY 16. RI Canoe Jamboree.

JUNE 6. Canoe/Kayak Regatta Cruise up the Providence River.

JULY 11. Dutch Island Campout in Narragansett Bay.

More details as the season arrives.

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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.



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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.

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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.

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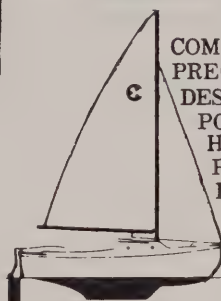
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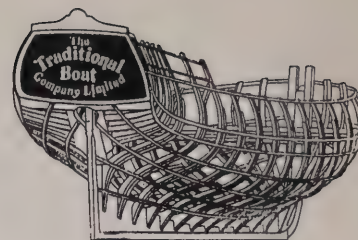
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A BRITISH INVITATION

One of our readers in Great Britain (yes, indeed) is Colin Simpson. Colin operates The Traditional Boat Company, Limited, and has the following to say:

"We run two of the largest reservoirs in the south of England set in glorious Sussex countryside. They are not the usual concrete bowl type but are flooded valleys, each about 5.5 miles round. We teach sailing, windsurfing and canoeing and are a school recognised as efficient by the Royal Yachting Association and empowered to issue their certificates of competence, essential in Europe should you wish to hire a boat.

Most importantly, we build, repair and store a wide range of traditional craft and specialize in American designs. Current projects are Bob Johnson's sharpie LIGHT-FOOT (we built one in 1981 and exhibited it at the Southampton Boat Show where it attracted a lot of attention) and Harold Payson's BOBCAT, which we will be exhibiting at the 1987 National Dinghy Exhibition.

I wish to inform your readers that any of them who might be over here on business or vacation are most welcome to drop in at our shop, and who knows, if they're competent wooden boat builders, we might find them a job or two to help out with the holiday expenses.

Our works are at Weir Wood Reservoir, Forest Row, East Sussex. I can be reached by mail at 27 Meadowbrook, Old Oxted, Surrey RH8 9LT, England."

OLD BOATING BOOKS & MAGAZINES

Bob Whittier sends on the following of interest to those who like to find old boating books and magazines:

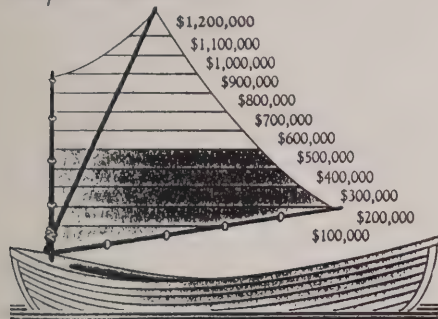
"Down in Wellfleet, MA, there's a used bookshop that has several shelves of old boating books and magazines. It's called the Restaurant Bookshop, located in the same building as the restaurant, on Kendrick Rd., which runs parallel to Mayo Beach just west of the Town Pier. The shop is open daily in summer, but intermittently in winter. The owner also works as a deputy sheriff and visits his wife in a nursing home daily, so he's hard to contact. If you'd like to visit his shop this winter, contact the Wellfleet Police Station or Town Hall first to see how he may be reached before coming on down."



REFLECTIONS of the PAST...

The Thousand Islands Shipyard Museum Capital Campaign

Help Raise the Sail . . .



THOUSAND ISLANDS MUSEUM CAMPAIGN

The Thousand Islands Shipyard Museum in Clayton, NY, has raised about \$500,000 of its \$1,200,000 goal in the "Reflections of the Past" capital campaign. Two people each donated \$100,000 to get the campaign rolling. The money will be used for conservation of the Museum's collections (\$400,000); historical exhibits (\$250,000); educational programs (\$150,000); and the St. Lawrence Skiff program (\$400,000). If you'd like to be a supporter, contact the Reflections of the Past Campaign, Thousand Islands Shipyard Museum, 750 Mary St., Clayton, NY 13624.

MORGAN DONATES BOATS TO CLAYTON MUSEUM

Bill Morgan of Lake George, NY recently donated six one-of-a-kind historic speedboats to the Thousand Islands Shipyard Museum at Clayton, NY. Morgan does restorations on mahogany speedboats and Gold Cup racers, as well as building new Hackercrafts at his shop in Silver Bay, NY. Morgan included an endowment for maintenance and exhibition of the boats, valued at over \$2 million.

The six boats donated are as follows:

MISS CANADA III which has been on display for several years as part of the Museum's Gold Cup Racing exhibit. Built by Greavette in 1938, she won the President's Cup in 1939 and held a Gold Cup straightaway record of 119 mph.

HAPPY TIMES, built by Morgan himself, is a replica of the Hacker designed EL LAGARTO, a Gold Cup winner in 1933, '34 and '35, and has been entered in the Antique Boat Show and Gold Cup Regatta.

DELPHINE IV, also built by Bill Morgan, is a replica of Horace Dodge's 1932 Gold Cup winner, the former SOLAR PLEXUS. She lost the Gold Cup to EL LAGARTO in 1934.

SOMETHING ELSE is an original Morgan design, built in 1983, adapting older racing design methods to more modern building techniques.

CALIFORNIAN first competed for the Gold Cup in 1930, when she promised to steal the show until a bent strut eliminated her.

MISS DETROIT III was formerly TEMPO VII and won the Gold Cup in 1918.

MISS LOS ANGELES was designed by John L. Hacker and built by the Hacker Boat Company.

Long convinced that Hackers were the most beautiful boats on the water, Bill Morgan recently revived the old company. In a world of muscle boats and easy-to-care-for fiberglass, he is successfully building wooden replica Hacker Crafts at his Lake George boatyard.

Morgan's love affair with boats began in his childhood summers on Lake George. He raced his father's 1927 Hacker, going on to build and race his own boats. After college, he worked in his father's print shop, building and racing boats on the side. Printing didn't occupy him the way boating did, so in the mid-50s he bought an old boatyard on Lake George.

His passion for racing led him to collect and restore old Gold Cup racers. Scouts would let him know of a hulk in a field somewhere and he would snap it up. MISS CANADA III was found in Florida about to be bulldozed into a hole. Now at the Museum, she is in mint condition.

The Shipyard Museum and the antique boating community are extraordinarily fortunate that Bill Morgan has a passion for boats. His gift establishes the Museum as the premier collector of antique Gold Cuppers in the world.

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ALDEN OCEAN SHELL ASSOCIATION

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AMOSKEAG ROWING CLUB

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

ANORAK

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

BRAVE BOAT HARBOR BOAT CLUB

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

CAPE ANN ROWING CLUB

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

CAPE COD FROSTY CLASS ASSOCIATION

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

CHELSEA ROWING CLUB

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

COMMUNITY ROWING

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

CONNECTICUT CANOE RACING ASSOCIATION

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

CONNECTICUT RIVER OAR & PAD-DLE CLUB

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

Directory of Clubs

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

KAYAK & CANOE CLUB OF NEW YORK

Promotes activities for those interested in decked boat whitewater paddling from the metropolitan New York city area. Pierre de Rham, Box 195, Garrison, NY 10524.

MERRIMACK RIVER WATERSHED COUNCIL

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

METROPOLITAN CANOE & KAYAK CLUB

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

MINUTEMAN MODEL YACHT CLUB

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

NATIONAL TOWN CLASS ASSOCIATION

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

NOANK WOODEN BOAT ASSOCIATION

Promoting activities for persons interested in wooden boats of all types. P.O. Box 506, Noank, CT 06340.

NORTH SHORE ROWING CLUB

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

NORWALK ROWING CLUB

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

RHODE ISLAND CANOE ASSOCIATION

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

RHODES 19 CLASS ASSOCIATION

Promotes racing of the classic Rhodes 19 daysailer nationwide. George Lail, 22 West Shore Dr., Marblehead, MA 01945.

SEBAGO CANOE CLUB

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

SOUTHEASTERN MASS. AMC

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

TSCA OF THE PEABODY MUSEUM

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

TRADITIONAL SMALL CRAFT ASSOCIATION

Promotes preservation, enjoyment of traditional small craft types, quarterly newsletter, organized meets. Ralph Notaristefano, 3 Jay Ct., Northport, NY 11768.



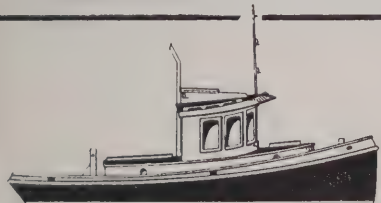
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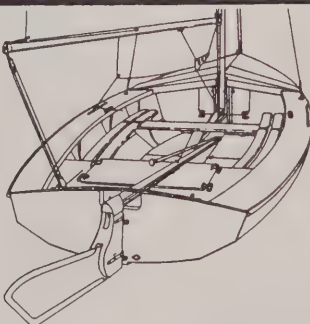
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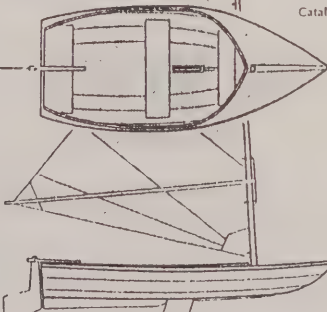
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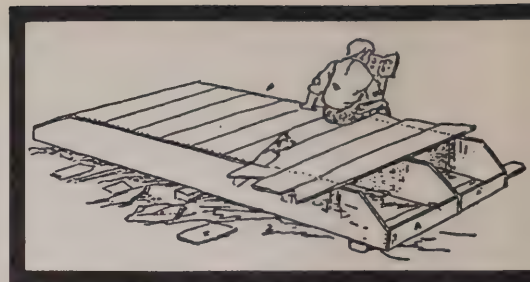
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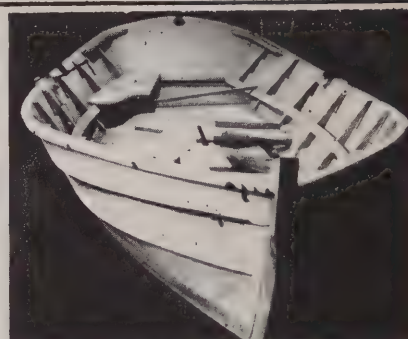
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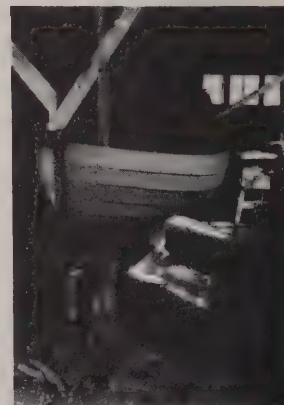
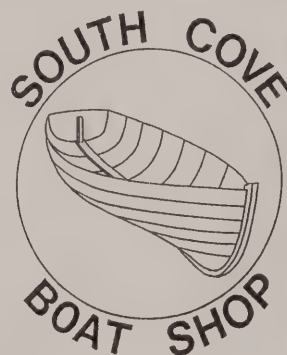


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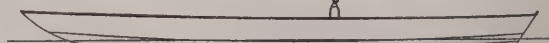


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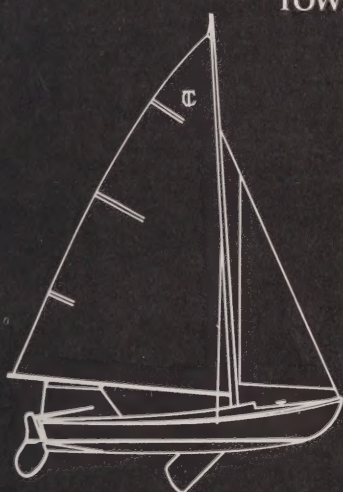
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JACK MIZRAHI, Absecon, NJ, (609) 652-7739. (18)

VCP SELKIE sea kayak, expedition equipped with rudder system. 15 months old, good condition. Includes spray skirt and travel cover. \$1,000.

MIKE VIGUE, Nashua, NH, (603) 889-8929. (18)

ATTENTION YARD OWNERS, BOAT CLUBS: Winch with reduction gear and AC motor previously used on 5 ton railway, good working order. Best offer.

GLOUCESTER YANKEE MARINE SERVICE, Gloucester, MA, (617) 283-0079. (18)

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LOU GIOVANNIELLO, Burlington, CT, (203) 583-3443. (18)

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GORDON NASH, Sausalito, CA, (415) 332-3577. (18)

KLEPPER AERIUS I, rudder assembly, two double paddles and boat cart. VG condition.

GEORGE VON STEIN, P.O. Box 441, Grand Central Station, NY 10017. (18)

WINTER PROJECT. 22' fiberglass sailboat bare hull (similar to O'Day 22) with fiberglass deckhouse, rudder, aluminum mast and boom. \$1,500 or best offer.

PHILIPPE DRAPEAU, Tiverton, RI, (401) 624-4080. (18)

16' ALDEN rowing pod, Oarmaster and oars. \$1,400 or best offer, or trade for a good sea kayak.

RICK GOLDSTEIN, New Bedford, MA, (617) 999-2309. (18)

TOWNIE. Classic wooden sloop built by Pert Lowell. Complete with two sets of sails (cotton and dacron), all accessories, trailer. Covered storage. \$4,300 for quick sale.

GEORGE HYDE, Magnolia, MA, (617) 525-3047. (17)

EXCHANGE: Boat carpenter and cabinet maker, very experienced sailor and navigator, wishes to exchange knowledge or skills for guitar or possibly piano lessons on Boston's north shore.

EMERSON DAHMEN, Yachtcraft, 94 Ocean Ave., Salem, MA 01970, (617) 744-3180 or (617) 283-3536. (18)

HAUTHAWAY DESIGN, Old Town downriver kayak. Low mileage since factory rebuild. Very fast two-time winner Run of the Charles. Needs younger owner. \$350 or offer.

NED WATTS, 311 West St. Dedham, MA, (617) 326-1045 eves. (17)

18' OLD TOWN CANOE, 1908 vintage H.W. sponson motor canoe, not for paddling. Ideal for steam power. Includes drive shaft, propeller, rudder, no motor. Fitted for canvas awning. Excellent wood, needs new canvas. Stored since 1920.

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LIQUIDATION CLEARANCE SALE: 1986 Monarch 17' bass boat with 45hp ptpt Mariner and Calkins galv. trailer, \$6,995. 1986 Monarch 15' bass boat, \$2,295. 1986 Mohawk 16'2" w/w canoes (2), rlx, \$650 ea. 1985 Black River 18' Explorer canoe, kevlar & glass, \$795. 1985 Apache 14'9" canoes (2), glass, \$450 ea. 1986 New River 16' sq. stn. canoes (2), glass, \$395 ea. 1986 New River 18' canoes (2), glass, \$395 ea.

WALT GIBSON, Dracut, MA (617) 957-1284. (18)

MISERY ISLAND WHERRY MOLD. A big head start on a really delightful building project. I am selling the mold from my last boat to make room for the next one. The mold is from the Misery Island wherry "The Unforgiving Minute", a beautiful rowing craft, 19'10" x 34" x 12", as described in the last issue of MESSING ABOUT IN BOATS, Vol.4 No.11, Oct.15). A stringer type mold for the West System (TM) of construction which represents about half the work of building the boat. You get all the design effort plus the right to build as many as you like, all for barely the cost of the materials invested. \$100.00 HENRY P. SZOSTEK, 625 Hale St., Prides Crossing, MA 01965. (617) 927-1834. (17)

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16'4" KEEL CATBOAT, wooden. Cabin holds stove, sink, two bunks. New sail cover and boat cover. Included is '85 2hp Suzuki. She's in good condition and with good sail, nice pocket cruiser. \$4,500. GEORGE MILLIKEN, Carver, MA, (617) 866-4749. (17)

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BOB HICKS, Wenham, MA, (617) 774-0906. (17)

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)

WANTED. FLYING SCOT, 1980-86. GROVER RIEGER, 344 Albion St., Wakefield, MA 01880. (18)

14' CHESTNUT wood/canvas canoe, very light, no canvas. Needs repair to stemheads, breasthooks and ends of gunwales, several cracked ribs, and recanvassing. A nice, light, classic. \$250.

BOB HICKS, Wenham, MA, (617) 774-0906. (17)

WANTED. Reasonably priced rebuildable inboard engine, one or two cylinder, gas or diesel. For installation in 21' sailboat. RICH BARKHUFF, Cape Elizabeth, ME, (207) 799-4748. (17)

17' SIREN cabin sailboat, 1983, by Vandestadt & McGruer. Sleeps two. Reefing mainsail, furling genoa jib, self draining cockpit, vented gas tank compartment. Fully equipped including anchor, lines, fire extinguisher, remote fuel tank, 4hp Chrysler outboard, trailer. \$5,500. ROBINSON HEDDEN, 114 Ridgewood Rd., Glastonbury, CT 06033, (203) 633-1981. (17)

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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)

JOHNSON O/B, 1970 40 hp long shaft, excellent condition. Best offer.

JON ABORN, Buzzards Bay, MA, (617) 759-9786. (17)

WANTED. 25-30 hp outboard, must be long shaft. Any condition. JON ABORN, Buzzards Bay, MA, (617) 759-9786. (17)

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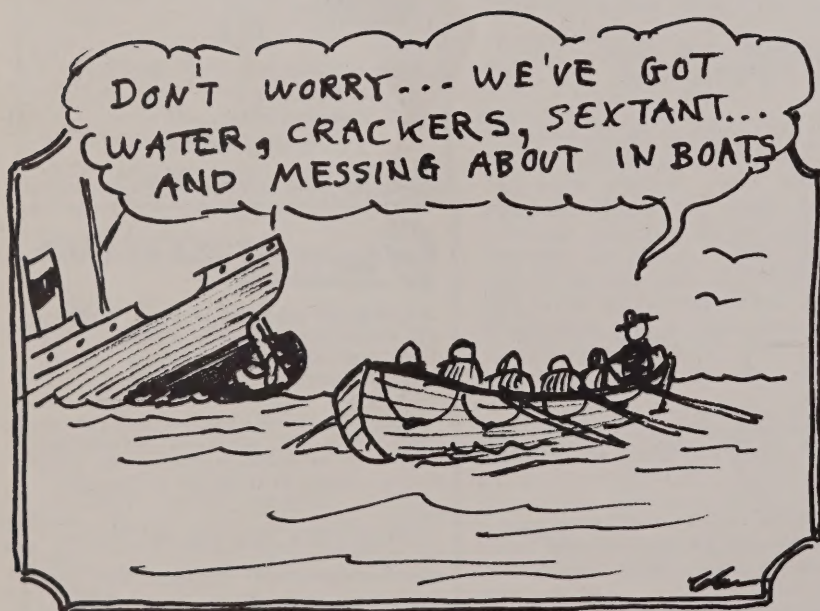


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