



messing about in BOATS

Twice a Month!

Volume 4 ~ Number 18

February 1, 1987





Commentary

**BOB
HICKS**



messing about in BOATS

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

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

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



Our Next Issue...

Will include as many of these
as space permits, and depending on
what happens in the next couple of
weeks: Public access notes on the
Massachusetts south shore and the
dangers of "roll dams" on rivers; a
sculler's meeting with a Beluga
whale on Long Island Sound; peri-
gee paddling on an ultra high tide
New Year's day; Carrol Hunting-
ton's very big (24') stitch & glue
sloop project; Ron Van Knowe's
paddle to New York City last sum-
mer from Gloucester, MA; L. F.
Herreshoff's tale of an overnight on
the Dry Breakers; a visit with a
busy amateur kayak builder in Mas-
sachusetts; two easy & cheap kay-
aks you can build; a Cape Cod
Frosty regatta; Andy West's Flying
Cat Fleet; what's happening at
Maine Maritime Museum's Appren-
ticeshop; the Port Tobacco Seaport
story; getting a rowing club a-
float; etc.

On the Cover...

It was launching day on De-
cember 20th for four boats built by
the students at the Landing School
in Kennebunkport, ME, and the
weather cooperated for a pretty
nice celebration. All about this and
the School in this issue.



When I chose the name of this
little publication back in the
spring of 1983, I adopted what is a
pretty commonplace phrase in the
vernacular of boating, "messaging
about in boats". Because that's what
I liked to do and was what I in-
tended to report on in this periodi-
cal. While the phrase has become a
part of the language, it's source is
generally assumed to be from a
passage in Kenneth Grahame's 1933
book, *THE WIND IN THE WILLOWS*.
Grahame most likely adopted it from
the vernacular of his time, he ob-
viously knew something about the
subject. I assumed most of those
who would become readers would be
familiar with this book from child-
hood days and recognize the
phrase.

Judging from conversations
with readers at boat shows and
gatherings, and in correspondence,
this assumption was correct for the
most part. But the entire passage
from the book from which this came
is not so readily recalled, and it
contains in a few paragraphs the
essence of what this whole fascina-
tion with small boats is all about.
Grahame caught it superbly in
words, and Ernest Shepard illu-
strated Grahame's descriptions
faithfully. While *THE WIND IN THE
WILLOWS* is aimed at children, it
doesn't condescend one bit and
makes charming reading for any a-
dult with a whimsical turn of mind.

Perhaps you might consider
this column a sort of "review" of a
book anyone who enjoys small boats
should have a look at. It's pub-
lished by Charles Scribners & Sons
and is certainly in every library.

Mole is standing at the edge
of the river and looking across,
sees Water Rat. "Hullo, Mole!" said
the Water Rat.

"Hullo, Rat!" said the Mole.

"Would you like to come ov-
er?" inquired the Rat presently.

"Oh, it's all very well to
talk," said the Mole rather pettish-
ly, he being new to a river and
riverside life and its ways.

The Rat said nothing, but
stooped and unfastened a rope and
hailed on it; then lightly stepped
into a little boat which the Mole
had not observed. It was painted
blue outside and white within, and
was just the size for two animals;

and the Mole's whole heart went out
to it at once, even though he did
not fully understand its uses.

The Rat sculled smartly across
and made fast. Then he held up his
fore-paw as the Mole stepped ginger-
ly down. "Lean on that!" he
said. "Now then, step lively!" and
the Mole to his surprise and rap-
ture found himself actually seated
in the stern of a real boat.

"This has been a wonderful
day!" said he, as the Rat shoved
off and took to the sculls again.
"Do you know, I've never been in a
boat before in all my life."

"What?" cried the Rat op-
en-mouthed. "Never been in a --
you never -- well, I -- what have
you been doing then?"

"Is it so nice as all that?"
asked the Mole shyly, though he
was quite prepared to believe it as
he leant back in his seat and sur-
veyed the cushions, the oars, the
rowlocks, and all the fascinating
fittings, and felt the boat sway
lightly under him.

"Nice? It's the ONLY thing,"
said the Water Rat solemnly, as he
leant forward for his stroke. "Be-
lieve me, my young friend, there
is NOTHING -- absolutely nothing
-- half so much worth doing as
simply messing about in boats.
Simply messing," he went on
dreamily, "messaging -- about -- in
-- boats; messaging ----"

"Look ahead, Rat!" cried the
Mole suddenly.

It was too late. The boat
struck the bank full tilt. The
dreamer, the joyous oarsman, lay
on his back at the bottom of the
boat, his heels in the air.

"-- about in boats -- or WITH
boats," the Rat went on composed-
ly, picking himself up with a
pleasant laugh. "In or out of 'em,
it doesn't matter. Nothing seems
really to matter, that's the charm
of it. Whether you get away, or
whether you reach somewhere else,
or whether you never get anywhere
at all, you're always busy, and you
never do anything in particular;
and when you've done it there's al-
ways something else to do, and you
can do it if you like, but you'd
much better not. Look here! If
you've really nothing else on hand
this morning, supposing we drop
down the river together, and have
a long day of it?"

The Mole waggled his toes
from sheer happiness, spread his
chest with a sigh of full content-
ment, and leaned back blissfully
into the soft cushions. "WHAT a
day I'm having!"

NO SUCH THING AS A FREE LUNCH

"Boat shows and meets; there are many kinds. Free to public, everybody come, like the Seattle meet. Cost to public, everybody come, like the Newport Wooden Boat Show. Cost to the participants, everybody come, the typical museum meet, such as those at St. Michaels and Mystic. Cost or free to participants, you need a boat to play, the typical TSCA chapter meet, boat race, rendezvous. Motivations and objectives of the organizers of each of these are necessarily different.

The overpowering principle is always, 'TINSTAAFL'. 'There is no such thing as a free lunch'.

The first type mentioned requires a large free waterfront location to work. If the venue isn't free, either participants or the public will need to pay. Such is the case at Newport, and at museum sites. Newport is a commercial location and the property needs to earn money. In the case of a museum, participants need to cover any costs incurred in running an event unless it can be reasonably expected that the event will attract enough general visitors to cover costs. Although I am not privy to Dick Wagner's economics (the Seattle Wooden Boat Festival) because I've never asked, his objective has to be to increase public awareness of wooden boats in general, and the facilities he offers members and the public (for a price) at the Center for Wooden Boats.

There have been some criticisms of the Newport Wooden Boat Show on your pages. I think people would like to make it free to the public and not charge any of the exhibitors. Certainly the Show needs to do something to make it more possible for the smaller builders to participate, otherwise the paying public will cease to come. A boat show isn't one without boats on exhibit. The cost to the exhibitor, however, at Newport is high when figuring in lost time, lodging and food, all above the exhibition fee. Boat builders need to be able to more than cover their costs out of contacts and sales. Judging from the last few shows, not enough have. It is something that the organizers will need to address.

If we want an east coast festival like Seattle's, it won't be at Newport. It might be in Boston if somebody could put the right kind of proposal to the folks living in the Boston Navy Yard. The same goes for New York, the National Park Service and the Gateway National Park. Each of these would need to make provision for inexpensive accommodations.

As far as museum meets go, opening them up to the general visitation that happens to be at the museum on any given day is tough as long as part of the meet is the free use of each other's boats. It is

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).

hard enough with limited participation to make sure that registered participants don't damage others' boats. TSCA participants at Newport let people use their boats, but there are few enough boats and people interested in their use, so that an eye can be kept, and skills checked out or taught.

Mystic will have the Small Boat Workshop as usual on the first weekend in June. Despite the 50% chance of rain, it is the best place on the Museum's calendar, and it gives people some motivation to get boats in shape. It will, as usual, be open to anyone who lets us know they want to come. A mailing will go out to those we know about on the 15th of April, and we will continue to mail, and let people come in, late in May, or until we hit the maximum number of people we can handle. It is around 400 and never in the history of the Workshop have we had to turn people away. We will charge participants for their lunches, for staff overtime to help launch boats, and to help cover speakers' costs. It seems when I've asked people, these are all things they don't want to do without.

We are going to try to open up the CONRAD for accommodations, charging enough to pay the costs of getting someone in to clean the ship up. It will be a convenient location, as we will again be on the lighthouse point. If it rains, we will go to plan B, opening up the Rossie Mill boat storage areas. As far as programs and speakers go, suggestions can be sent to me, Ben Fuller, care of the Curatorial Department, Mystic Seaport Museum, Mystic, CT 06355, or call me at (203) 572-0711. What about some boat racing, with some rules that reward ingenuity, boat handling and versatility instead of sheer speed?

Meanwhile, there is plenty of boating to be done this winter. All it takes is a little good sense. And there is a lot to be said for a pull down a river or through a marsh, outlined in snow. See you there. Ben Fuller, Curator, Mystic Seaport Museum, Mystic, CT

COMMENT ON CONTENT

"I liked the centerfold in your January 1st issue and would like to see one in every issue if available. I think a caption indicating the location of the scene, the people involved, and the type of boat would be of interest.

I found 'Staying Alive at Force 5 (and Beyond)', by David Buckman, interesting and instructive. Unfortunately my sails are too small to be equipped with "cost effective heavy air management devices".

Bob Martin, Malverne, NY

ED. NOTE: If we can find enough good photos maybe we'll try a few more centerfolds, and will caption them. The January 1st photo was of an Elver afloat (just barely) on the Florida coast, sent to us by Jim Bristol of Bradenton, FL, who built that Elver, one which appeared in WEST System (tm) ads a few years ago.

MORE COMMENT ON CONTENT

"I am particularly impressed with your willingness to publish the reverse side of the coin. Instead of 100% articles on the fun and rewards of boating, something of the possible bad times one can get into is useful, good for keeping a perspective on things."

Rob Pittaway, Stonington, CT.

THAT SLIDING SEAT LURCH

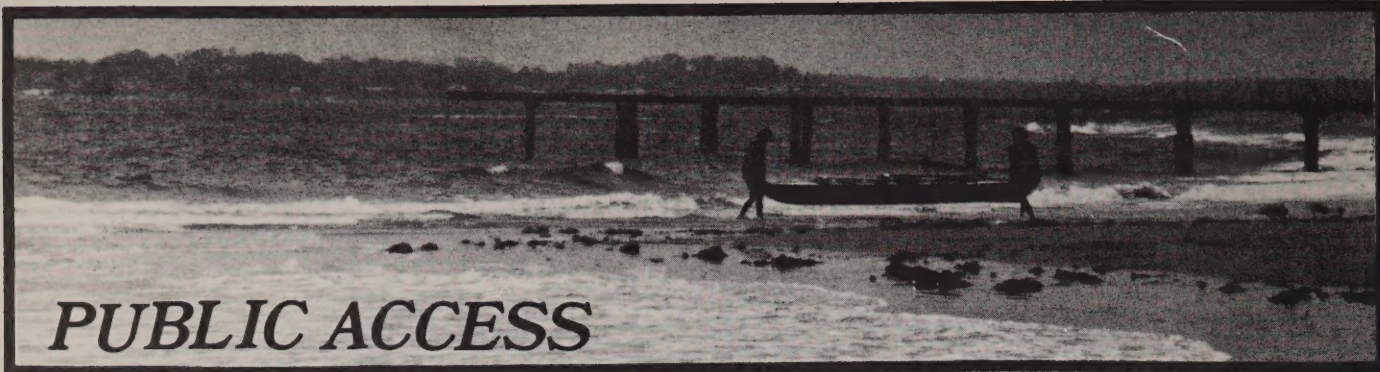
Your report on the Denby/Forrest boat in the Mighty Merrimack Race story in the October 15th issue was interesting, especially your comment that it doesn't "lurch" as much as conventional sliding seat boats. My guess is the front facing rig causes lurching, or surges and checks, in an entirely opposite way compared to the conventional pattern, and the range of variation in speed is greatly reduced. If one station were forward facing and the other was the conventional type, the effects of the opposite sliding would be to cancel each other out, and would result in an even steadier, and consequently higher, average speed. In that arrangement, Denby and Forrest would find themselves facing each other. If that's too chummy for them, the other alternative would be back-to-back. Might be worth an experiment.

Dave McGale, Valley Stream, NY

Classic Cedar Wood Canoes.

Handmade by Maurice Picard, Huron Indian. Clear fiberglass covered. Strong; stable; light (49 lbs). Handles & looks beautiful. 13'8" - 15' - 16' - 17' - 18'. \$829⁰⁰ to \$1,029⁰⁰ Free color catalog. 1-800-343-3432 Great Canadian, Water Street, Worcester, MA 01604.





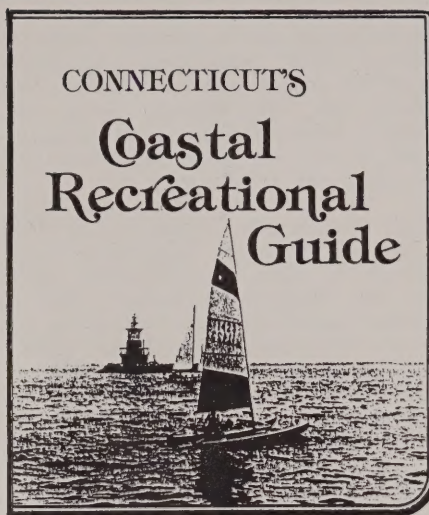
PUBLIC ACCESS

CONNECTICUT COASTAL ACCESS CLARIFICATION

In our December 1st issue we mentioned a free map of Connecticut coastal access information that listed 19 boat launching ramps and 6 locations where, "boating permitted, no launch facilities". This latter description was rather ill-defined, especially as 5 of the 6 locations were public bathing beaches. So we inquired of the Connecticut Coastal Area Management Program and were enlightened as follows:

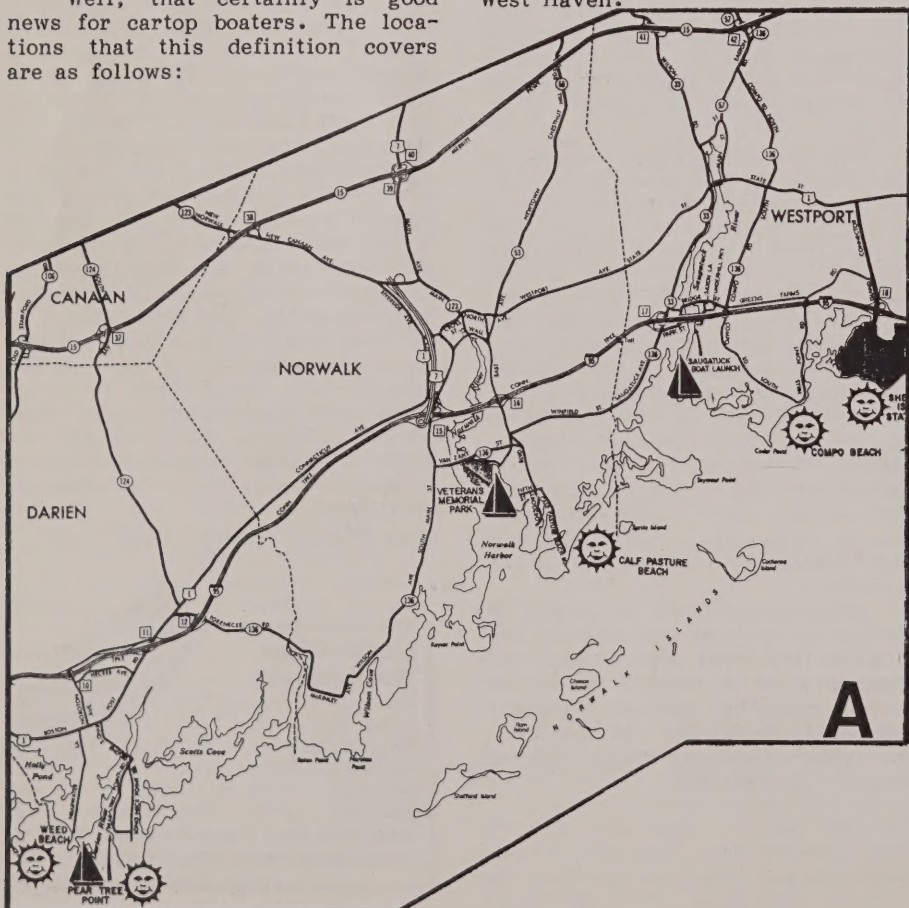
"You asked about the meaning of 'permitted' as it relates to boating in areas where launch facilities were not provided. In these cases, it means that small, hand-carried boats such as canoes, kayaks and wind surfers are allowed at the site. It does NOT mean that other boaters can beach their boats or anchor off the beach."

Well, that certainly is good news for cartop boaters. The locations that this definition covers are as follows:



Hammonasset State Park in Madison.

Jacob's Beach in Guilford.
West Haven Public Beach in West Haven.



Jennings Beach in Fairfield.
Calf Pasture Beach in Norwalk.

Weed Beach in Darien.

The boat launching ramps are located in the following communities: Stonington, Groton, New London, Waterford, Old Lyme, Clinton, Guilford, Branford, New Haven, Milford, Stratford, Bridgeport, Westport, Norwalk and Darien. Fees vary a great deal as does available car/trailer parking. For the "official" information on State Boat Launching, contact the Parks & Recreation Unit, State Office Bldg., Hartford, CT 06115, (203) 566-2304.

Send for the free COASTAL RECREATIONAL GUIDE from the Coastal Area Management Program, 71 Capitol Ave., Hartford, CT 06115.

MEANWHILE OUT ON CAPE COD...

THE CAPE COD CHAMBER OF COMMERCE SPORTSMAN'S GUIDE

Fresh and Salt Water Fishing

The spirit of Massachusetts
is the spirit of America.



The Cape Cod Chamber of Commerce wants YOU. Therefore, they make it very easy to find out much indeed about the Cape. One very handy pamphlet is the SPORTSMAN'S GUIDE, FRESH & SALT WATER FISHING. This is particularly useful to small boat folks as included on the map and in the directory are 63 salt water launching ramps with surface and tide information.

Also included on the map and in the directory are 62 locations

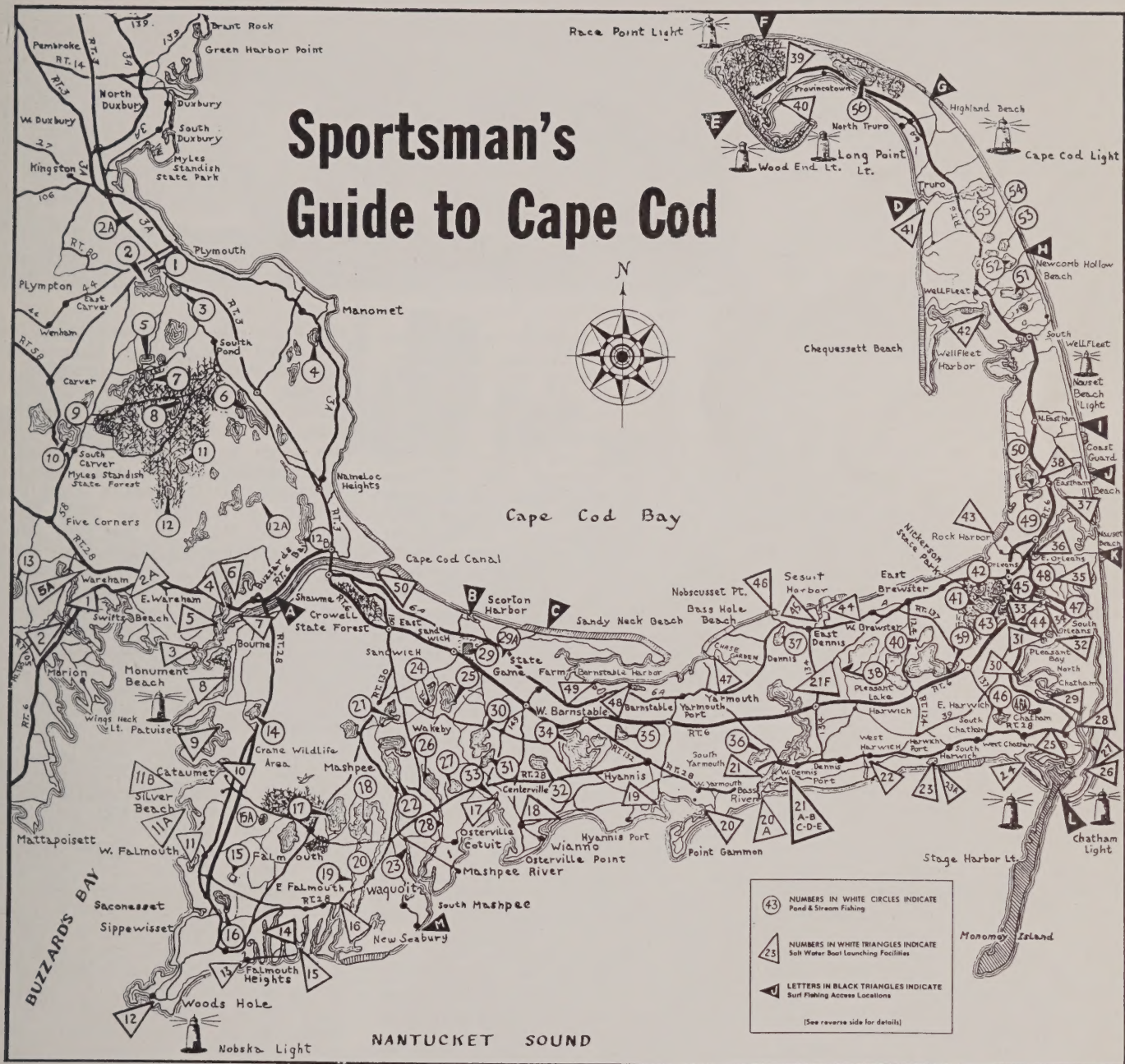
for fresh water fishing with either ramps or hand carry launchings possible, or both.

Now, nowhere does it say anything about parking restrictions. The brochure is aimed at attracting people to the Cape so it would seem that one ought to be able to park at a chosen launching site, if it's not full up, of course. I'm making further inquiry into this aspect of the situation, however.

While this is all aimed at encouraging fishing, anyone wishing

to simply launch a boat and go paddle, row, sail or motor about, sans fishing gear, should find no objections.

For your copy, write to the Cape Cod Chamber of Commerce, Jct. Rts. 6 & 132, Hyannis, MA 02601, and ask for their CAPE COD SPORTSMAN'S GUIDE pamphlet. You'll probably get other things too, like motel/restaurant guides, etc. but it's all worth it.




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

SALTMARSH SEA KAYAK CO.
 SERVING SOUTHERN MA & RI
 SALES * RENTAL * TOURS * INSTRUCTION
 589 FISHER RD., DARTMOUTH, MA 02747
 Please Write or Call Evenings (617) 636-3007

SAILING RIG Phone (612) 699-1193
 Fits All Makes of Canoes • Superb Performance
 Rugged Construction • Simply Clamps On To
 Gunwales • No Permanent Fittings Required
 Send For Literature
Northern Star Products, Inc.
 2305 Ford Parkway,
 Suite 105-27-DP101
 St. Paul, MN 55116

A nice warm winter sun came out on December 20th and shone benignly down on the gathering of traditional boat folks at the Landing School in Kennebunk, ME. It was launching day for four dories that had been built during the fall term at this boatbuilding school by the students. The sun wasn't the only thing shining. The four dories gleamed in paint and varnish. The faces of the student/builders shone with achievement and pride in what they had wrought. The assembled multitude was a sea of beaming faces.

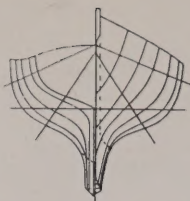
"Who are ALL these people?" I asked the school director, John Burgess. "I mean, some are students and others friends and families, but do they have THAT many friends and relatives?"

"Well, there are many local people who come to this annual event," John explained. "They like to see the boats go into the water. And there are future students here, also." People who have signed up for next year came to see what it was like this year, apparently. There were about 200 people in all, a pretty impressive gathering.

First to happen was the christening of each boat. Two were 17' Swampscott sailing dories, two others 15' Chamberlain sailing dory skiffs. Each had been built by a team of four or five students under the direction of the school's five instructors. Building these boats is the first term's requirement of students. "And, they HAVE to be finished by today," John emphasized. Part of learning to build wooden boats well is learning to build them on time, if one intends to earn a living at this afterwards. And most who come here have that in mind. The \$4,850 tuition isn't something the casual hobbyist is ready to pony up. Nor is the time commitment, a full eleven months. These students had begun their work September 15th and had put in at least the required 600 hours on building the dories. Some had done more, weekends, evenings. After all, there was the deadline.

Each building team chose someone to speak the words and smash the champagne on the stemheads (on a neat little temporary brass casting that fitted over the stemhead). Carol Long did the deed on the Chamberlain her team had built, and tears came to her eyes as she did so. Could it mean THAT much? Was Carol a young woman harboring romantic notions of the mystique of wooden boat building?

Well, yes and no. Carol is a young woman using her GI Bill education benefits to learn boatbuilding. Earlier, she had studied furniture building, and now her remaining funds were going to the Landing School. And she'd fallen in love with wooden boatbuilding. Her husband and children think it's a neat idea. Bud is an ex-cop, and



THE LANDING SCHOOL

of Boat Building & Design



he waxes enthusiastic telling how they gave it all up way off in Idaho, came to Maine so Carol could go to this school. And now, next fall, Bud's taking on the Landing School's design course.

Following the ceremonies, the boats were carried out of the crowded building shops to trailers for the short trip over to a tidal pool on the Kennebunk River right in the village of Kennebunkport. The School looks like a dairy farm from the outside at a distance, for that's what it once was. "When I first looked at this place ten years ago, the cows were still here," Burgess says. When you pull up, though, you find unmistakable signs of wooden boats; a big ongoing keelboat project under a shed roof, a plastic greenhouse sort of Quonset shelter stacked with lumber, a scattering of small boats out back on the ground, and the sign over the door.

It's crowded inside, for there are two bigger projects going on, a 20 foot catboat hull in frame and a 32 foot Hacker speedboat on the molds. The dories had been built in and around these. And the spring term would see the building of some more of the 19' Buzzards Bay sloops that are the next projects on the small boat program. The other boats are being built in the cruising boat program, a second year course offered to those interested. All the boats are sold to clients, some built to order, others the "stock" boats built by the small boat course students. They're pretty nicely done, as boats built in order to train in proper techniques, and the price is right, in view of the absence of labor costs.

Down at the riverbank, the boats were unloaded, rigs set up,

and then off the grassy bank into the water they went, to cheers from the onlookers. A light northwesterly was blowing, barely enough to permit headway against an outgoing tide. The building teams piled in, the sprit and leg 'o mutton sails were raised, and it was playtime. Each boat still sported a holiday wreath on its bow as they sailed back and forth in the pool area. Minor glitches like a rudder floating out of its gudgeons were dealt with, and crews swapped around at occasional stops onshore. What a nice little fleet.

Following the impending holiday, these students would return for a 60 hour short course in design in the adjacent design school. A regular complement of about a dozen students are enrolled in a full 42 week course in the classrooms in a win off the boatbuilding facility. They get a training in small craft design working on designs for a sailboat, sportfisherman and commercial craft, 1638 hours in all for their \$4,550 fee. The 60 hour minicourse for the builders trades time with a similar short course in the shop for the design students. A bit of cross pollination to improve understanding between future designers and builders. After this, in February, the builder students return to commence building the Buzzards Bay sloops, and they'll go on until graduation next August 8th.

John Burgess is an easygoing, smiling sort of guy. Not that he hasn't lived with a great deal of uncertainty in this dream of running a boatbuilding school. He and a friend, Cricket Clark, started it in 1978 with nine students enrolled. Cricket later left for other interests and John's run the show since. Now with 35 students in



Top left: Director John Burgess telling us about WEE WILL. Middle left: Loading up one of the Swampscotts for the trip to the river. Bottom left: John and his son contemplate the ALERION. Top right: Carol Long intends to go into a boatbuilding career. Bottom right: First class finish on a Swampscott.

both building and design programs, and a staff of five, John is enjoying success, but still with that uncertainty factor ever present. Still, there is no lack of potential students, it seems, and they've come from all over the U.S. and Canada, South America and the Caribbean.

John was educated in education at Boston University, but ended up working in boatyards professionally in Maine. He apprenticed with a design firm, Ocean Research Corp., now next door, and then became a boatbuilding instructor at the New England Apprentice Coop (now defunct) in Marion, MA, in 1977. Next year he took the leap into running his own show, with Cricket. Combining his training in education and his experience in boatbuilding, John Burgess has his dream together.

There are still glitches, of course. He's found nearly all the students have been congenial and dedicated, once in a while one comes along who is asked to leave. Most of the boats undertaken have turned out just fine, but right now John's wrestling with one that has proven to be a reach too far.

At one client's request, the Landing has undertaken building a Herreshoff ALERION exactly according to the original plans and specifications. This stringent following of Herreshoff's intentions was a requirement for the use of the plans from MIT's Hart Nautical

Museum, owner of the plans. For two years the boat has been under construction by second year students in the cruising boat courses, and the hull has been completed, decked, and interior work begun. Now, with pressure to complete the job, and no further basic skills training involved (it's boat carpentry now), the ALERION has been moved to a nearby professional builder's shop where two full time builders are finishing off the job. John ruefully says he wishes it had turned out otherwise, but that an awful lot had been learned in the project, not only about Herreshoff's ways, but about how difficult and costly it can be to do something like this to the letter. Simple little bronze blocks, available for \$15-\$20 as stock items in marine hardware, had to be carefully cast to plans, involving pattern making and foundry work. Just one example. The boat looks beautiful in its incomplete stage, the students may not have gotten this one done, but what they did was according to spec!

Most graduates go into the boatbuilding trade. There's some question out in amateur builder land about opportunities for people professionally in wooden boat building. John states that all of his students wishing to have found something in the line. His brochure includes comments on the value of his program from builders and graduates. The continuing full

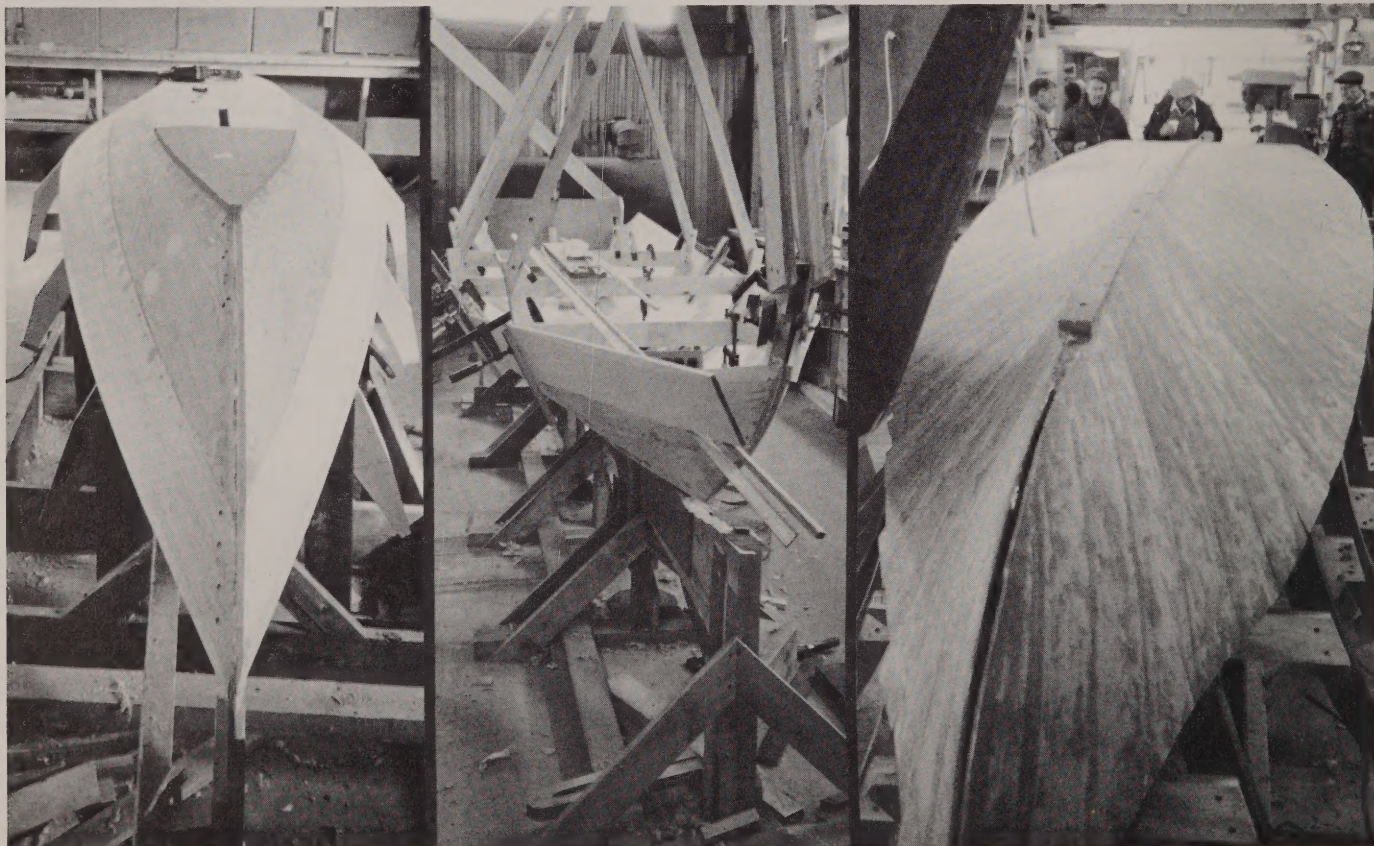
enrollment seems to indicate faith in a future in this trade. A few do sign on for their own pleasure, retired people, persons not in need of a career for income, but most are looking to build boats for a living. One area of employment I had not thought of is in the fitting out of the interiors of large fiberglass boats. One Florida firm has several times offered to hire an entire graduating class to do this sort of thing. More boat carpentry than building, but still in the trade.

Whatever the future may offer, it was obvious at this launching in December that these students, most of them in the 20 to 35 year range, are finding their investment of time and money well worthwhile. There's a camaraderie and love for the boats built that is very noticeable. Going to school at the Landing School seems to combine business and pleasure in wooden boats. And the boats that these students turn out are lovely indeed, for they have to be "got right" no matter how long it takes.

If you'd like to learn more about the Landing School, write to them at P.O. Box 1490, Kennebunkport, ME 04046, or phone John Burgess at (207) 985-7976. Or go drop in to see for yourself, they're on the River Rd. in the Arundel part of Kennebunk, just over the bridge off Rt. 35.

Report & Photos by Bob Hicks

Left to right: One dory upside down, a second right side up, earlier this past fall. The bottom planking is on the Hacker speedboat, something different.





From the top: A nice light breeze for the first sail. Getting that rudder back into its gudgeons over that tombstone transom is some task. "Now she's moving!"

Mast Hoops

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

Pert Lowell Co., Inc.

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

*Custom wooden boats; mast hoops;
authentic nautical furnishings*

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

You can make your own ROPE
FENDERS. Complete, illustrated
instructions. Send \$10 to CHAR-
MAR ENT, 6225 Kentucky Dr.
Central Point, OR 97502.

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

William Clements
Boat Builder

Traditional Wood Boats



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

custom
WOODEN MASTS

solid or hollow

RANDOLPH BOATWORKS

27 M Pine Island Rd., Mattapoisett

MA 02739

(617) 758-4270

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632, 4334668
CANADIAN PATENT 1159342
OTHER PATENTS PENDING

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

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

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL.

W.K. ROSS, INC.

640 Main St.,
W. Hampstead,
NH 03841 U.S.A.

603-329-6320

Rolling Over RED ZINGER

Report & Photos by Bob Hicks



My friend Richard (the Amazing Dr. Z) has been working on his newest dreamboat for most of the winter now, ever since he hauled out his catboat GARFIELD for the season. RED ZINGER is a 28' cat ketch custom designed for the Dr. by Phil Bolger. It's being built in the new shop the good Dr. built just for the job (the old shed that encompassed the building of the 15' GARFIELD was much too small). In early December, RZ had reached the stage when it was now necessary to "roll her over" for interior and deck/cockpit construction. The 8' beam could not be rolled over inside under the 8' overhead roof truss clearance due to the diagonals on the double chine hull exceeding this figure by a couple of inches. So it had to be rolled out of the shed, rolled over and rolled back in. Several of us gathered with Dr. Z on the appointed day, and here in pictures is how it went.

A. Dr. Z is inordinately proud of his creation, despite some reservations about its appearance from more traditionalist minded boat friends. Here the upside down hull (yes, that's what THAT is) rests on the ramp just outside the shop doors.

B. It was easy enough to roll the hull out down the ramp, the cable was to STOP it from rolling too far.

C. "Do you suppose that tire will be enough to cushion the fall when she comes over?" is Richard's thought here as friend Dean Stump assists in the contemplation. (Dean is building a strip planked Friendship Sloop himself, much more curvaceous a craft).

D. The double chine design did make getting it over amenable to a multi-stage operation. Here Dean views the halfway point, the line was hooked to the Dr.'s 4WD wagon from the gunwales to get it to this point.

E. To discourage premature completion of the roll-over, this brace was hastily propped into the centerboard slot. Under the old carpet is a simple cradle.

F. "She's over," says Dr. Z with satisfaction. All of a piece too, a very nice easy roll-over on that double chine. Looks better up-right, eh?

G. "What's this, what's this?" asks Richard, as he checks on the forefoot. Did it get dinged?

H. Heading back inside, all uphill now, the wagon will haul it up the "ramp" through a pulley block hooked to the back wall of the shop.



I. In she goes, and yes, there will be enough overhead clearance on that door when she comes out next time with a low cabin house in place. So Dr. Z says, anyway.

J. The quiet pride that comes from achievement, as Dr. Z now contemplates the long winter fitting out the interior of his dream. RED ZINGER is scheduled to hit the

water next summer, comfortable cruising for a family of four. The Dr. says she'll look better in the water, more "boaty". And if he has his way, your view will be from behind, trying to stay up with him. He likes a fast boat that looks slow, bothers a lot of would-be "racers" out there on Ipswich Bay.





BY WAY OF INTRODUCTION:

The photo above from Carl Erickson was used with a story last summer about a canoe catamaran that turned up near Carl's summer vacation spot on Cape Ann. Bob Martin noticed it, sent on this ACA article, and the ACA gave us the okay to reprint it for your pleasure.

BLUE WATER PADDLER
 The Alaska Ocean Kayaking Quarterly
 In depth reading about kayaking and the Alaska coastal environment
 Subscribe now.
 4 issues \$8.00, \$10.00 (US) in Canada, \$12.00 (US) Overseas
 Available for sale at selected outdoor shops and bookstores.
 Box 105032, Anchorage, AK 99510, (907) 243-1550

**SEA KAYAK
FLORIDA
KEYS**

*"The perfect cure for
the common cold"*

**7 DAY GUIDED TOURS
February-March '87**

Sea Kayak Center, Inc.
 Newburyport, MA
 (617) 465-6989

aca
sailing



BUILDING THE CANOECAT

Or, how to literally double your canoe sailing fun.

By Charles Selick, Neversink Canoe Sailing Society.

Sailing canoe enthusiasts "ain't seen nothing" until they have experienced the thrill of grappling with the tiller and 210 feet of "live" sail straining at the mast of a partially airborne CANOECAT. "Two for the price of one" or "Speed merchants beware" describe the qualities of the CANOECAT, an easy to build, easy to assemble catamaran.

The CANOECAT, which is constructed from twin canoe hulls offers a variety of features not found in conventional catamarans. This ideal family boat with open hulls and center deck allows ample space for 4 adults. Rugged construction and design permit high wind-rough water activities in which single hulls are better left on the "rack". Your investment is safe, you are still the owner of two single canoes.

SPECIFICATIONS

Length Overall - 17'
 Beam: 8'
 Sail Area: 210 sq. ft.
 (Main 138, Jib 72)
 Mast: Aluminum 24'
 Boom: Aluminum 9'6"
 Weight: 340 lbs. rigged

GENERAL INFORMATION

CANOECAT was assembled with two Grumman aluminum canoes. Canoe hulls of different manufacturers and materials will vary slightly in dimensions, shape and weight. Care should be taken to select sound hulls of equal design.

BRIDGING (WINGS)

Tops and bottoms of bridges are constructed of 3/8" marine plywood with sides and ends of 1" solid mahogany. Copper boat nails and epoxy cement are used to secure all joints. (See illustrations for details on Grumman assembly). Aluminum angles are used to fasten bridges to hulls. Angles are made from 1/8" material and measure 2.750"x1.250" at bridge fastening surface and 1.25"x1.25" at hull fastening surface. Round head aluminum wood screws 1" are best suited for bridges with 1" #10-32 stainless steel machine screws and

wing nuts for the hull attachment. The forward bridge is placed 60" from the bow tip, and the stern bridge 38" from the stern tip. Canvas or vinyl spray covers may be attached to the forward bridge and bow area.

RUDDERS

Conventional sailing canoe rudders with re-inforced tillers will do nicely in a light wind, single sail operation. Heavier construction is necessary for all-weather full rig sailing. CANOECAT rudders are made from 1.125" solid mahogany cut to shape of canoe stern with leading and trailing edges planed and sanded to a knife-like finish. Fiberglass material is wrapped around for added strength and bonded with epoxy cement. Bottom edges are re-inforced with .250"x2" wood strip inlaid on both sides of each rudder. Slots 3/16" wide must be cut in bottoms to provide for surface aluminum blades which are attached to wood rudder stocks by means of 1/4" bolts or pivot pins. Blades measure 22" long, 12" wide at one end tapering to a 6" diameter at the pivot end. Stainless steel cables of 5/8" diameter are provided for lowering and raising blades and should be attached midway along the trailing edges.

CENTERBOARD

Standard canoe-type leeboards are suitable for light wind sailing but are impractical for high speed performance because of their tendency to "dig under". This also creates the annoying problem of constant bailing. For those who "dig" the challenge of "one hull out" sailing, a well constructed heavy duty centerboard is a must. Select material should be used. African mahogany 1.125" offers the best in strength and appearance. Overall length is 58". Top width is 10" tapering on the trailing edge to a round bottom diameter of 6". Thickness should be reduced from a full 1.125" at the pivot point to .625" at the lower end. Edges, leading and trailing, should be planed and sanded to a knife like finish. Reinforcement oak strips 1.5"x.187" should be inlaid with epoxy cement 8" apart on both sides of the board. The surface is then sanded and finished with four coats of spar varnish.

The centerboard is attached to the bottom of the deck with two 4"x4"x.375" 6061ST aluminum angles through which a 1/2" diameter bolt is used as a pivot for raising and lowering. Both angles are secured to the 1/2" deck with 3/8" diameter bolts. Shim blocks 1.125" thick may be placed between the angles and deck with bolts extending through a 1.125"x8"x31" deck mounted oak cross support. Stainless steel stays are necessary for added strength and should be secured to the centerboard 12" below the pivot and 12" on either side of the pivot point with bolts extending through the oak cross support and the centerboard. Turnbuckles will assure proper tension.

Raising and lowering the centerboard is accomplished by use of a 5/8" aluminum adjusting rod which extends through a 1" hole in the deck. The rod is attached to the centerboard with a cotter pin and straps which extend through the deck when the board is in the full up position. The rod will then rest flat on the deck. The board will maintain its down position from side pressure while the boat is in motion.

RIGGING

Flexible 1/8" stainless steel cable 7x19 is used for the jib stay, shrouds and bow yoke. Shackles and turnbuckles make for easy assembly and accurate adjustments. Halliards, sheets, blocks and miscellaneous hardware should be added with the advice of a reliable marine hardware dealer.

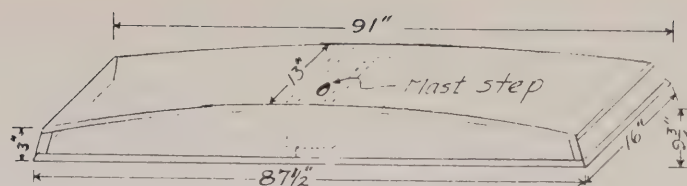
SAILS

The CANOECAT's mainsail will provide speed and allow easy handling with a crew of one. The addition of the jib will necessitate the services of another crew member. Sails are of 3.8 ounce dacron. Battens are constructed by laminating two pieces of 1/16" construction type fiberglass together with epoxy cement. These measure 2.25"x.125" and extend 3" beyond the sail edges.

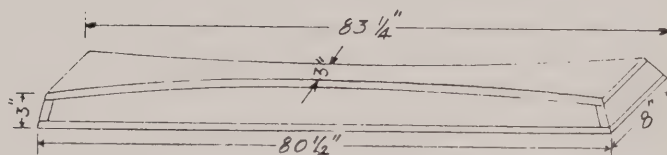
OPERATION

If you have sailed an open canoe you will immediately feel at home at the tiller of the CANOECAT. But you'll be astonished at how she will pick up and fly past everything in sight on a breezy day. Better take a husky crew along to help keep the windward hull from rising too far out of the water. You're in for a new dimension in thrills. Great sailing!

Reprinted from the AMERICAN CANOEIST, January, 1968, by permission of the American Canoe Association.



Front view, forward bridge



Rear view, rear bridge

Fig. 1- Construction of bridges

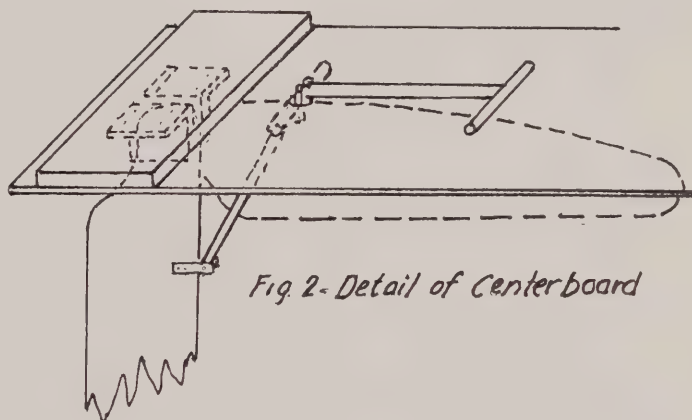
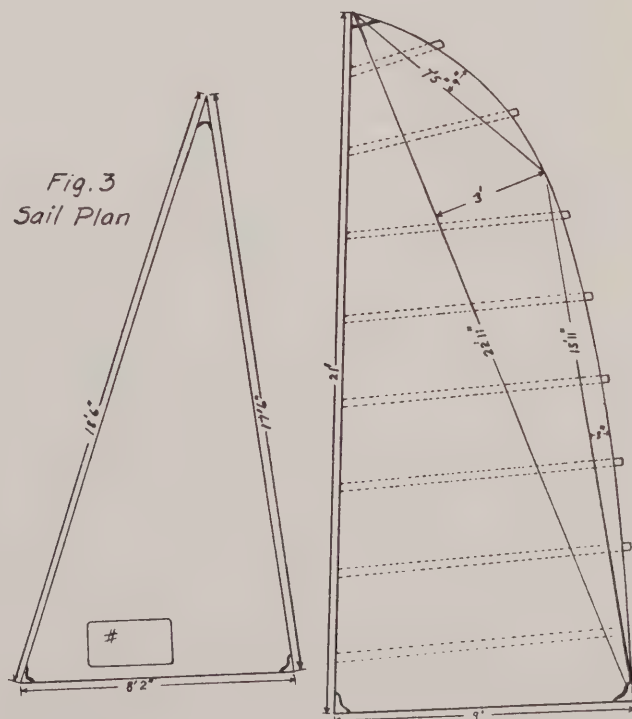


Fig. 2- Detail of Centerboard

Fig. 3
Sail Plan



SMALL POINT ONE DESIGN

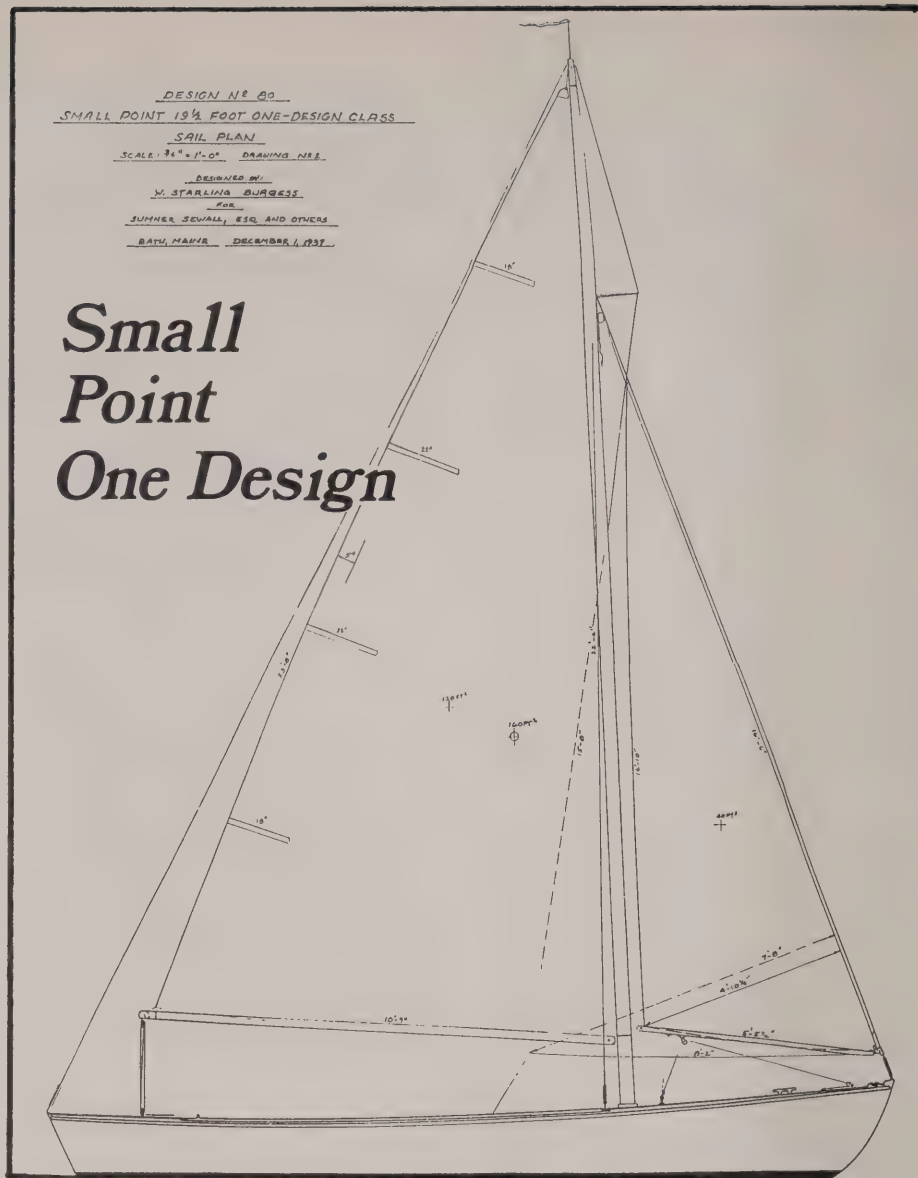
Reader John Chandler sent in an article on a boat he has personal interest in with the following comment:

"This is a sail plan of the Small Point One Design and a write up on this boat by an amazing character named Billy Smith. This appeared in a book Billy wrote in 1964 (now long out of print) entitled, HOW SAILBOATS WIN OR LOSE RACES. He's in his 80's now but still full of life and the wry humor that surfaces in places in the book."

Casco Bay extends eastward some twenty miles from the city of Portland to the long, dangling finger of Cape Small. As one sails down-east across the bay, the Atlantic Ocean is open all the way to Spain on one's right, while many large islands and spiney points, such as Harpswell and Bailey's Island, claw out from the Maine coast on the left. The area is only half sheltered to the southwest, and it is from this sweep of ocean that prevailing summer winds blow at twelve to fifteen miles an hour. Light southeast winds that bring fog are also common, and fresh northwesterlies in the fall with air so clear that Mt. Washington stands out a hundred miles away. For racing purposes Casco Bay winds are less puffy than those of Buzzards Bay, and are generally of least velocity in the mornings. Both seas and swells are strong enough to affect racing sailboats; and because of a back eddy along the Small Point shore, concentrations of boats working to windward occur there with occasional groundings, collisions, and profanity with respect to rules.

The Small Point summer people have come to their colony since 1890 and are of five family groups. One branch stems from Philadelphia, one from New York, and the rest from New England. Over the years they have prospered and proved fertile. Where at the turn of the century there were less than thirty summer visitors in all, there are now (1964) more than a hundred children under twelve alone.

Before 1937 there was no class racing at Small Point, although the summer colony maintained a half a dozen motorboats and one or two forty foot cruising sailboats. It is typical of the individualistic viewpoint of even the summer people in Maine that when they decided to promote sailing there was never the slightest consideration given to acquiring boats of an established class such as the Alden O's, or Winabouts, which were popular in those days. Nor was the Pine Tree, a stripped down cousin to the Lightning that was used on the New Meadows River nearby, thought



seaworthy enough for the occasional heavy going in the open ocean off Cape Small.

At that time Mr. Starling Burgess had a summer place on Harpswell Neck in Casco Bay. Three senior Small Pointers contacted him. Their idea was to use a local boat-builder, one Charles Gomes, of whom they all were fond, and who had turned out many of the local strip-built lobster boats and some sailboats.

Mr. Burgess chanced to own a fine little twenty foot knockabout of his own design that he called BUNNY. She was a lively racing boat of rather short overhangs, planked yacht-type construction, and about four foot draft. The BUNNY is still at Harpswell today (1964), and anyone who sails her comes away saying what a splendid class boat she would make.

Mr. Burgess paid a call to Charles Gomes' boatyard at Sebasco, Maine, near Small Point. Several years before, Charley, as he is ev-

erywhere known, had built a twenty foot knockabout with a gaff rig, called ARENJAY. Like his lobster boats, she was of strip construction and the soft white pine known as "Maine mahogany". Charley had built several slightly smaller sailboats, and like all those who live where their grandfathers have lived and who use boats every day, he felt that he knew exactly what was required for those waters.

Mr. Burgess said little in Charley's yard, as was his custom, but studied the ARENJAY. Some time later he sent to Small Point his "Design #80", which is roughly a compromise between his own BUNNY and the ARENJAY of Charley Gomes.

The Small Point 19.5' One Design Class is a clever adaptation. It is a hull suitable for Maine strip-building, a seaworthy boat of small draft, somewhat heavy with its 400 pound cast iron keel, and a moderate rig of 160 square feet in jib and mainsail, but with provi-

sions for a 60 square foot genoa jib if desired. This is about the sail plan of the Lightning Class on a heavier, round bilged hull.

Gomes built five of these boats in the winter of 1937-38, and their hull cost, less sails, was \$385. Two more were ordered in the second year, and ten in all had been built before the war in 1941, by which time their hull price had risen to \$800.

The boats were most successful. Not only did they prove to be sturdy day sailers, with fine accommodations for picnickers in their large cockpits, but they furnished close and spirited racing. After the war more boats were turned out by Gomes and several other builders, until twenty-nine have now been made to the original plans, with the going price, less sails, at \$1800 (1964). Three-quarters of these boats sail at Small Point, the rest in Harpswell Sound.

Small Point racing, while sharply contested as to personalities, is on the low pressure side. The boats are sailed without genoas, and only recently with parachute spinnakers. There is no clubhouse at the Small Point Sailing Club, and the committee boat has often been a voluntary affair. Because it is inter-family sailing, there are basic differences on how racing should be run. All boats come out for a series of forty races during July and August. Different boats commonly win, the year's title being gained by whichever of the better sailors happens to be in Maine for the longest vacation that year.

Reader Chandler investigated the possibilities of building a Small Point 19.5 in 1985 with the following estimates received:

Maine Maritime Museum - \$20,000.

Billy Brewer of Sebasco, ME. - \$10,000.

William Allen Smith (in fiberglass) - \$2,500.

All prices less sails. Interesting.

Dropping in on Mac



Steve Gurney enjoyed a few hours in one of Mac's canoes.

Mac McCarthy of Sarasota, our Florida canoe builder/reader, welcomes visitors to his shop who might be on vacation in Florida, and recently enjoyed one such visit as follows"

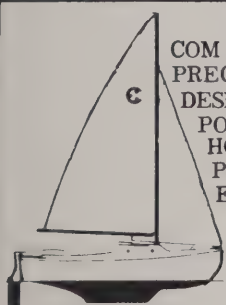
Had a pleasant time the other morning. One of your readers, Steve Gurney of New Haven, CT, was in Sarasota over Christmas and came by to see me and my shop even though he had only three days. He owns a real Arkansas Traveler and is having another restored, so we had a great time talking about Henry Rushton and how good his designs are. After a couple of hours of such talk, we arranged to go paddling the next morning, a short trip due to time constraints.

We took two Wee Lassies to the south end of Lido Key where there's a safe place to leave a car while off paddling. It was overcast and windy and cool, but off we went on a paddle in an area behind the point, sheltered by mangrove islands. Steve really enjoyed see-

ing the bird life, pelicans, ankings, herons. My favorite osprey was not around, a beautiful bird. We were only a couple of hundred yards from condominiums and hotels, yet they are not in evidence in what appears to be the "wilds".

After exploring for a while, we headed out the pass to a big sandbar that is usually covered with gulls, pelicans, skimmers (my favorite birds because of their big red beaks, the W.C. Fields of the bird world). The waves rapidly increased in size, but they were not breaking. So we headed back in, our little canoes riding the swells like ducks. A very pleasant couple of hours.

I really enjoyed looking over the water and watching one of my creations in use, very satisfying." (Mac is located at 1705 Andrea Pl., Sarasota, FL 33580. You should call him ahead of time if you're in the area and want to visit, at (818) 953-7660).



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

COM-PAC

lots of used day sailers
FERNALD'S
Rt. 1A, Newbury, MA 01950 617-465-0312

WOOD: A Manual for its Use as a Shipbuilding Material

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

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

TEAPARTY BOOKS
PO BOX 232
KINGSTON, MA 02364

CENTERFOLD

Overleaf a period photo appropriate for this 1987 America's Cup time. As this is written, Dennis Connor's STARS & STRIPES is facing it's final test against New Zealand's "plastic fantastic" to see if it can become the challenger to the Aussie 12. Our photo is from the 1930 Cup Races in Newport, with Harold Vanderbilt's ENTERPRISE at left running off from Sir Thomas Lipton's SHAMROCK in the second race of the series. The photo came out of some family memorabilia, for my father had an uncle who was a New York newspaperman working the Newport beat in those years. I was 9 month's old at the time.





Adventures Down the Bay

All at once the straight line of the ocean horizon became irregular and undulating, and higher than it had just been; scarcely had I noticed this, and called Joe's attention to it, when it resumed its usual aspect; and the next moment we were rising on the side of the swell whose crest had just bounded our prospect for a few seconds. We were getting down where the surges were higher, and every few minutes the top of a large one would thus momentarily wall us in with its long, tossing outline - and then, as it swept beneath us, our wider view would again come in sight.

If we had been in even a good-sized cat-boat, to say nothing of still larger craft, our point of outlook would have been too far above the sea-level for these changing views; and we agreed that though we had been rocked about by probably much higher ocean waves, when in a steamer, we had never received such a vivid impression of the magnitude of the billows as now, while we watched them rising above our heads against the sky.

The surface which these long rolls lifted and let down was composed of waves like the large ones of the bay; and where the wind got a good chance at them, on the crest of the rolls, they curled over in "combers," which were dampening in their effects when stopped by the low, flat side of the skiff, and we couldn't always escape them.

"How much further are you going down?" asked Joe.

"Well, what do you say? We'll be out of the bay, on the wide, wide sea, in a couple more tacks. We might beat down along the west coast to Mattaconsett pier."

"How far's that?"

"'Bout three miles; there it is - you can see the roofs shining, between Whale Rock light and that point - Cormorant Point, it is."

"I never was there - what's it like? Yachts and such, as there are at Oldport?"

"I guess not - there isn't much of any place for them. There's no regular harbor, but two wharves are marked on the map, and one of them is built double, with a sort of dock or basin between. I've heard there's the best bathing beach anywhere around, and plenty of hotels, and big rocks sprinkled along shore. Look out! Deluge ahead!"

The threatening crest met us full on the starboard, putting nearly a pailful of spray aboard, and splashing me considerably. Joe, nearer the bow, was turned partly around, looking aft, and his back was pretty well drenched.

"Caesar! Do you want to swamp us?" he cried.



"Take the helm yourself, if you like; it's a wonder we haven't shipped half a dozen like it."

"I believe I will; you don't seem to be wet much, and it's only fair to give you a chance. And as for going further down, I'm only about half wet, and I'm not so greedy but what I can be satisfied with that. 'T wouldn't take long, though, to double Beaver Tail and go up by Oldport; but then, we were there on our last voyage; why not turn back and explore the west shore above Quonset Point? We skipped that, coming down."

"Just what I was going to say. I'll ease away the sheet - hold on, though, till that comber gets by."

Presently the TRITON was bounding merrily northward, over the tossing waves and the heaving swells, leaving the mighty deep behind her. I sat looking back at the level line of the distance, which stretched nearly half around the horizon, between Beaver Tail and Point Judith, eight miles southwest.

"That's pretty far, across that water, when you think of it. You could sail southeast from here month after month without seeing land - the first you met would be that around the South Pole."

"And rather queer land that would be - pretty white and slippery, I reckon. If we SHOULD start, the first land we met'd be the sea-bottom, I guess you'd find; and not very far out, either, judging by the water that's slopping about in here already."

"Oh, no; the old TRITON would always float; 't isn't as

though we had a lead keel and a lot of sand-bags. Where's the jug? I don't seem to see it anywhere."

"O, I hung that out astern, after dinner, to keep it cool. I meant to take it in before."

"And it's been dragging after us all this time! Well, I wish you'd take it in now."

He had already turned to attend to it, but faced around with a queer sort of grin and replied, "O no, it hasn't been dragging all the time. I'd take it in, but my arm isn't long enough."

"Not long enough! What's all that? I'll get it myself, if the steering hinders you."

"I wouldn't trouble - water's deep, hereabouts; and then, there's no telling how far we've gone since the string parted."

He pulled in the broken end and held it up.

"Great Scott! Then we've no water aboard!"

"Oh, yes; there must be three or four gallons; but it happens to be salt."

"And when we get some, we've nothing to put it in."

"Well, there's a store a little way from the shore, where the road comes across the island from Jamestown, same as there is at the Oldport side; and I reckon we can get some kind of a jug or bottle there."

"Yes, I remember noticing it; but it's NOW that I want the water. If you'd got to drag that thing behind, why didn't you bend on a decent-sized cable?"

"'T was a good, stout enough piece of cord, but when we were



"HE PULLED IN THE BROKEN END."

dancing about in those waves, I suppose it jerked apart. I wouldn't object to some fresh water, either; but there's one consolation, we don't want it as much now as we will when we get where we can have it."

But it didn't take long to make the run to Beaver Head, before the strong breeze; and in half an hour from the time when our jug was found to have deserted us, we had obtained another at the store referred to, and filled it and ourselves at the well hard by.

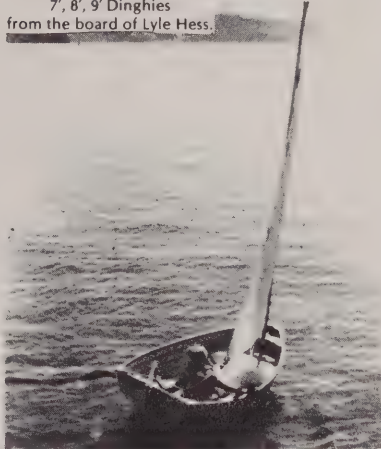
"T isn't quite as big as the other one," said Joe, "but then it won't be so heavy to carry."

To be continued.



THE PEAPOD OF THE "1800's"!
CLASSIC CHARM
 She can be rowed, sailed and cartopped. Prices start at \$950. For more information, contact master shipwright, Peter Sylvia:
 HILINER MARINE CORPORATION
 P.O. Box P-73, So. Dartmouth,
 MA 02748 (617) 992-1807

7', 8', 9' Dinghies
 from the board of Lyle Hess.



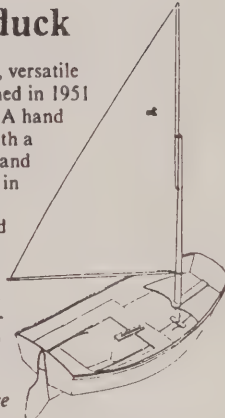
Summer 1987

FATTY KNEES
 SAILING DINGHY

Joe and Libby Nye Grace Marine Corp.
 200 Corporate Place - Suite 7
 Peabody, MA 01960-3828
 617-838-7768

Puddleduck

A delightfully simple, versatile sailing dinghy, designed in 1951 by Robert H. Baker. A hand laid fiberglass hull with a beautifully full sheer and traditionally finished in oak, mahogany and bronze. Gunter rigged with sitka spars and 3.9 oz. dacron sails. LOA, 7'10"; Hull wt. 65#; Beam, 4'0"; Rigged wt. 85#; S.A., 36 ft.



Send \$2 for brochure

For more information, write or call:

NEW ENGLAND SKIFF
 BUILDERS

PO Box 267, Wakefield, RI 02880
 (401) 789-4609



**PISCATAQUA
 SAILING WHERRY**

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

BAY of MAINE BOATS

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

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

**CLASSIC
 ROWING CRAFT**
 Handlaid Fiberglass Construction
 Yacht Quality Mahogany Trim
 Custom Work Our Specialty

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

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

Small Boat Exchange



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

Introducing
North Island's
Rosario
 Recreational oars
 from 7' to 9'6"

Now available in kit
 form from \$65.00

- Carved loom-handles with form-fit oval grip and keyed pivot section.
- Custom laminated spoon blades with strong in-laid hardwood tips (not plywood)

These are exceptionally light, responsive and strong oars of the finest Sitka spruce. You save by glueing the blades to the looms and finishing to your taste.

Write: North Island Boat
 Box 943
 Anacortes, WA
 98221-9998
 Phone: 206-293-2565



"Oars made as if they mattered"

WHAT'S HAPPENING?

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM WINTER EVENTS

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.

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).

The Museum also has scheduled a series of lectures relating to maritime history in Maine. These are as follows:

FEBRUARY 4: "The Canton Connection, America's Trade with the Orient", by C.F. Smith.

FEBRUARY 18: "The AMARETTO & Maine's Herring Fishery", by Joe Upton.

MARCH 18: "The Murals of Fort Popham", by Diane Longley and Larry Rakovan.

APRIL 1: "Building the ELIZABETH", by O. Lie-Nielsen.

The above events are all at 7:30-9 p.m. at the Patten Free Library, 33 Summer St. in Bath, ME. Non-member admission to each is \$2

On FEBRUARY 9th a special program featuring the Maine film premier of "American Promise", the story of Dodge Morgan's record setting non-stop around the world solo sail, will be held at the Portland Stage Co., 25A Forest Ave. in Portland, ME. A reception at 5:30 precedes the 6:30 p.m. film showing. Advance non-member tickets are \$20 each, at the door \$25 each.

For more information or to reserve tickets, contact the Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 443-1316.



FLORIDA KEYS KAYAKING

Mark Sutton of the North Atlantic Sea Kayak Center in Newburyport, MA, is taking interested kayakers on 7-day guided tours of the Florida Keys in February and March. One trip scheduled for March 14-22 is sponsored by the Division of Continuing Education of Northern Essex Community College in Haverhill, MA. This trip's estimated cost will be \$945 per person, which includes everything you'll need except personal gear: Transport from Boston to Miami by air, food, lodging, ground transport in Florida, kayaking and camping gear. Mark is a professional geologist and certified EMT and has paddled extensively on the North Atlantic coast and in the Caribbean. For further details call trip coordinator Nancy Brown at (617) 374-3800 or write to her at the Division of Continuing Education, Northern Essex Community College, Elliott Way, Haverhill, MA 01830. To talk about this, and his other trips, with Mark Sutton, call him at (617) 465-6989.



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.



CAPE ANN SHIP MODEL SHOW

The Cape Ann Ship Modelers 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!

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 February.

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.

SUMMER SAILING PROGRAMS AT MYSTIC SEAPORT

Again in 1987, Mystic Seaport Museum will run summer long sailing programs in two major categories.

The JOSEPH CONRAD program for youths 12 to 17 provides 6 or 10 day sail training programs utilizing the Seaport's 9' Dyer Dhow sailing dinghies on the water, and setting and furling of the sails on the CONRAD (it doesn't go anywhere). The program is provided in both beginner and intermediate levels. Participants live aboard the CONRAD and partake of many Museum exhibits as part of the awareness of the heritage of the sea this program provides. Fees range from \$250 to \$490.

The BRILLIANT program is for youths 15 to 19 and for adults. Participants sail on week-long cruises on the 62' schooner working the ship as crew during the cruise under the direction of the captain and mate. The teen age groups of 9 also have an adult leader along. The cruises range Long Island Sound out to Nantucket. There will be 4-day weekend cruises for adults, as well as 6 and 10 days cruises for youth and adults. Two ocean passages to Halifax, NS, are also scheduled for teenager groups.

Either individuals or groups may take part in either program. Fees range from \$375 to \$780.

Weekend cruises on the BRILLIANT begin May 15th, teen cruises June 14th. The CONRAD youth programs commence on June 21st.

Applications and further information are available from Alicia Crossman, Dept. MTP, Mystic Seaport Museum, Mystic, CT 06355-0990.



Claire White-Peterson Photo

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.



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 Elm Grove Ave., Providence, RI.

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.

RED FACE DEPT.

This time it's WOODEN BOAT that's in trouble. During the Christmas hubbub (can you imagine such in Brooklin?) a cleaning person made a little goof. A box containing all the telephone slips and letters requesting copies of the 1987 Wooden Boat School Catalog went to the dump! The names and addresses of EVERYONE who had asked up to Christmas are gone. Lost.

The 1987 School will follow very closely the 1986 format, with courses in the shop, on the waterfront and in the loft and boatyard. They begin June 14th and run through September 26th, over 50 separate programs.

The catalog will be printed mid-February. If you want a copy, let them know again at WOODEN BOAT, especially if you already requested one between August and December of 1986. Hey, at least it was "human error", not a computer goof. The address is Wooden Boat School, Box 78, Brooklin, ME 04616, (207) 359-4652.

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.

Flying Colors Ltd.

468 THAMES ST NEWPORT, RI 02840

FLAGS · BANNERS · WINDSOCKS

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

DOVER ROWING TUBE



DOVER ROWING TUBE. Custom built rowing boat for the oarsman who demands both challenge and tradition at a modest price.

F M CO. BOX 35, VERBANK, NY 12585.

BLACK DIAMOND



THE ORIGINAL SOU'WESTER
Black or Yellow
\$25 includes postage.

ROB DWELLEY
Bent Oak Run, Westport, MA 02790

EIDE CANOPY BOAT LOADER

\$299.00

- For shells, toppers and canopies
- Rust free aluminum
- Automatic tie down
- 4:1 Handcrank Ratio
- Models for vans, suburban, motor homes



Over 15,000 loaders in use

EIDE PNEUMATIC TRANSOM WHEELS

NEW \$129.50

- One person can roll the boat
- One Pin to attach
- Automatic Latch
- Two 350/410-4 Full Pneumatic tire on Aluminum wheels
- Rust free-Soft ride



10" Aluminum Wheels

EIDE OUTBOARD MOTOR CARRIER

\$198.00

- Transports motor safely
- Loads and Unloads-easy
- Rust free aluminum
- Attaches to vehicle bed
- Easy installation/removal



Slides out past tailgate

Write for brochures/ nearest dealer:
RECREATION INDUSTRIES, COMPANY
P.O. Box 68386, Oak Grove, Oregon 97268
(503) 653-2833
Dealer Inquiries Invited

DOWN THE BAY

Bob Harris of New Jersey found our serial, "Adventures Down the Bay" has very strong nostalgia appeal for him, and writes as follows:

"By Chapter XV, the boys got down to the village and shore I knew best as a youth! Wickford was a great town to grow up in during the years before Quonset Point Naval Air Station was constructed when I was in high school, even if offset by the severe economic effects of the depression of the '30's. Little had changed since Walter P. Stanley wrote his charming "Adventures Down the Bay" at the turn of the century.

The boys went into the miniature Bissels Cove where they noted "a white factory with its belfrey, and a little hamlet of operatives houses was clustered around." The little factory was the narrow fabrics mill that brought us from Massachusetts and where my father was employed as a textile designer until that position was dropped in 1936.

We visited the historic wooden mill this past summer. It has been tastefully converted into apartments by an imaginative architect. The cove is as pretty as ever, I was happy to find.

I believe it was in Bissels Cove where naval architect, then a young U.S. Navy sailor stationed in Newport, Bill Bingham, happened on the derelict work sailboat hull from the lines of which he later designed the much respected pocket cruiser, FLICKA.

I'm so glad that Ron Leuvelink sent you this book to reprint and that you were inclined to share it with all of us small boat enthusiasts."

LIGHT LIVING LIBRARY

An even smaller periodical than BOATS came in the mail, the LIGHT LIVING LIBRARY combined with the MESSAGE POST and OFF THE BEATEN PATH. These are all about getting along with minimal gear in life, real basic, to use the trite phrase, "back to the land" sort of stuff. Not much directly related to boats, but a lot having to do with living lightly that might be useful to camper cruiser types, or non-techy kayakers. LIGHT LIVING LIBRARY is a list of pamphlets and booklets dealing with simple survival. MESSAGE POST is comprised of letters from people out there doing it. OFF THE BEATEN PATH is a guide to unusual publications. You can get a copy free, just send a stamped, self-addressed envelope to Light Living Library, P.O.B. 190me, Philomath, OR 97370.

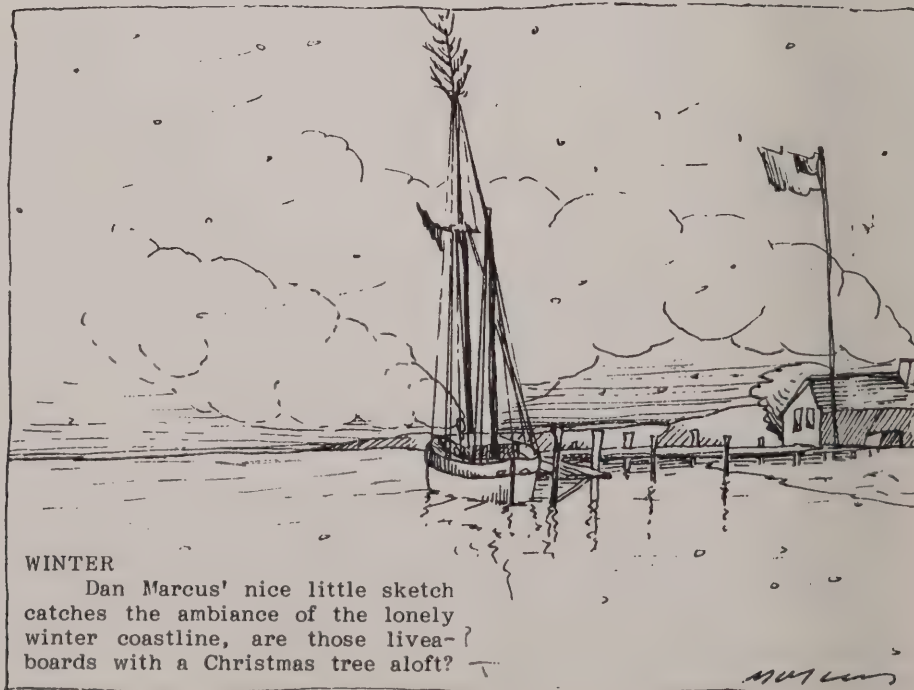
IT WASN'T THAT HARD

Dynamite Payson comments on the Friendship Sloop model now offered by WOODEN BOAT magazine as follows:

"Nice photo you had of the Friendship Sloop model, the AMY R. PAYSON. Peter Spectre and I, along with its designer Dave Dillion, built it last June and launched it July 22nd at WOODEN BOAT, all with the proper ceremony, champagne and the works.

It wasn't all that hard to build. It was just a matter of piling up a bunch of lifts "bread and butter" style and sort of cutting away everything that wasn't a boat..

Even first-time model makers may stand a chance, I'd say, since this method clearly shows you where to cut and where to stop."



WINTER

Dan Marcus' nice little sketch catches the ambiance of the lonely winter coastline, are those live-a-boards with a Christmas tree aloft?

MAY 1981

MARINE SAFETY

We received a copy of NEWS-WAVE, a sort of catalog/newspaper published by Survival Technologies Group, suppliers of a variety of marine safety equipment. While there was some "news", the meat of this publication was the "Product Information Section". Well worth looking this over if you are contemplating acquiring any safety gear.

Perhaps the most unique item that caught my attention was their "Seacurity Personal Inflatable Horseshoe". This is what it says, an inflatable horseshoe for emergency flotation. It fits into a 17 ounce packet you can wear on a belt. If you fall into the water, you pull a flap on the pouch and it inflates in 2.5 seconds into a floating horseshoe offering 60% more buoyancy than a CG approved life-

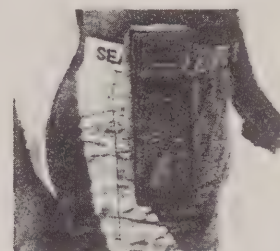
jacket. The horseshoe is permanently attached to the belt pouch and also is equipped with a whistle, lightstick and reflective panels. It's priced at \$64.95. Replacement CO2 cylinders are available (it's a re-useable unit) for \$5.95.

You can obtain a copy of this catalog/newspaper from Survival Technologies Group, 357 Cypress Dr., Tequesta, FL 33469, (800) 525-2747, it's free.

SEACURITY/Personal Inflatable Horseshoe

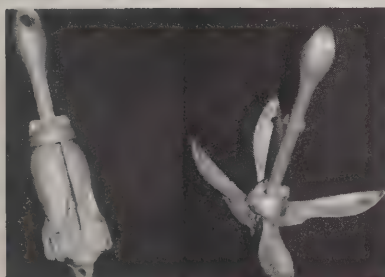
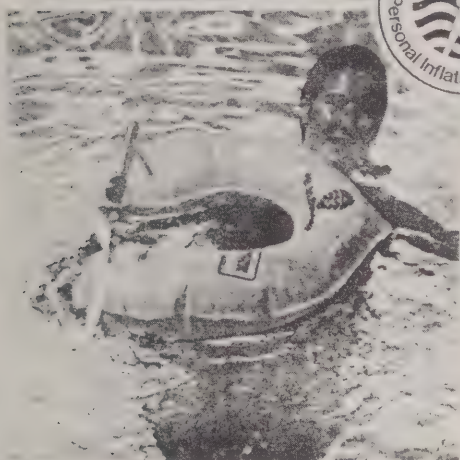
SEACURITY is a dynamic development in emergency personal flotation. Simply wear the handsome natural leather pouch on your belt and enjoy your sport as usual. The pouch with the horseshoe inside weighs just 17 ounces and deploys almost instantly by pulling down the flap marked "Pull to inflate." The horseshoe inflates in 2.5 seconds and is permanently attached to the case with a 6' line. Your signaling devices are a whistle, lightstick, and light reflective panels. SEACURITY is made of rugged polyurethane coated nylon and is 60 percent more buoyant than any C.G. approved lifejacket. Comes complete with easy-to-follow repack instructions.

S30000 2 lbs. **\$64.95**



REPLACEMENT CO2 CYLINDERS

SEACURITY (33 gram)		
S30202-AJ	1 lb.	\$5.95
SWIMMERS SEACURITY (25 gram)		
S30202-AR	1 lb.	\$5.95



FOLDING ANCHOR

Perfect for small and medium sized boats. Takes up minimum space on board. Locks open/closed.

WEIGHT LBS:	BOAT LENGTH:	PRICE:
3	14'	\$25.95
6	18'	\$33.95
8	22'	\$42.95

Add \$3 for Postage. NY Residents Add 7%
Send Check of Money Order

TRADITIONAL WOODEN CRAFT
P.O. BOX 25061MB, FARMINGTON, NY 14425

Drascombe SAILBOATS

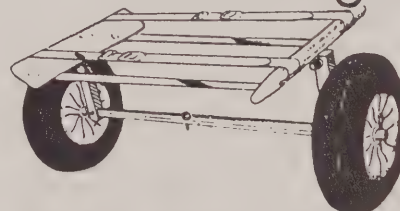
Row with standard 8.5' oars; power with motor in well that allows motor to be tilted completely out of the water when sailing; sail with versatile yawl rig with spruce spars and tanbark sails; are unsinkable and beachable; have cozy cockpits or Conestoga type cockpit tents; are light and easily trailered and launched; and have crossed enough oceans to have proven their seaworthiness.

THE QUEEN OF SMALL BOATS

Down East Drascombes

P.O. Box 378, Marine Park
Rockport Harbor, ME 04856
Tel. (207) 236-8188

Wheel-a-Weigh



SMALL BOAT DOLLIES

Sailboards Prams

Dinghies Inflatables

Canoes Board Boats

SEND FOR BROCHURE



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

Ships,
Navies,
Sea Stories

Browser#3

BROWSER #3

This is the title of a catalog of old time books published by the Ayer Co. of Salem, NH, on ships, navies and sea stories. These are hardbound books ranging over a broad gamut of subjects under this general subject. One example picked at random: CAPE COD & ALL ALONG SHORE by Charles Nordhoff, published in 1868; a collection of short stories about the Cape Cod of that time. Price \$15, 235 pages, 5"x7.75".

The BIG ITEM, though, is the 7 volume set, THE HISTORIC AMERICAN MERCHANT MARINE SURVEY. Heavy stuff, a WPA project of the depression era in which unemployed booksellers, authors, etc. went to work to catalog the American Merchant Marine's history and ships. Ayer has published only 300 sets, they sell for \$3,000 all in. Big money indeed. Each book is 23"x18" with fold-out drawings to 37"x18". There are 1,009 drawings, 330 of them fold-outs. Now, to ease the pain, you can order individual volumes or subsets, organized by regions, East Coast, West Coast, Great Lakes. Individual volumes range from \$700 to \$950, subsets from \$850 to \$2,500.

Still way beyond the pale? Take heart, you can order plans of individual ships at prices ranging from \$15 to \$140. There are 350 of them available, all detailed on a catalog sheet. How about CAYUKA, a ketch rigged log canoe from 1856? Only \$20 for a 3/4"=1' scale set of building plans. The \$140 plan? It's COMMERCE, a 4 masted centerboard schooner from 1900.

Well, if you are at all seriously interested in any of the material Ayer has to offer, you can obtain their rather complete catalog for the asking. Write to Ayer Co., Publishers, Inc., 47 Pelham Rd., Salem., NH 03079.

RECREATIONAL ROWERS

We are the oldest and largest manufacturers of rowing apparel and boat covers in the U.S. Please call or write for free information.
Portsmouth, RI 02871

STEVENSON USA

1117 Shackamaxon St.
Philadelphia, PA 19125
PH: 215-634-3827

TUGBOATS & TOWBOATS

A 1987 CALENDAR

BY MATT LYON

Review by Hugh Ware

Matt Lyon of Richland, WA, almost 200 miles up the Columbia River from the sea, has produced a calendar for all of us tugboat aficionados. It's not one of your super-glossy, colors brighter than life jobbies, but it is well done, interesting and honest.

The cover shot, perhaps taken at dawn, is a gray and pastels semi-silhouette of two tugs pulling a grain freighter sideways from a loading pier. January has a closeup of a small tug, perhaps overnamed, SEA DUKE, working log rafts. The paint on its hull and flush deck and five big cleats is scraped and worn thin, but the house is immaculate white. February's picture of two tugs in traditional red and black tied up at New London brought back memories to this reviewer. Nearly 40 years ago I helped install some war surplus ra-

diotelephones in similar tugs somewhere on the Connecticut coast. March features the MYRTLE FOSS in the Squaxin Passage of Puget Sound trying to control a woodchip barge in what would be called a "jackknife" in semi-trailer parlance. The MYRTLE has a strong strain on one side of the bridge to straighten the rig out, but the situation looks interesting.

April shows the big coast-wise tug, ELISE M, backing away from the pier at New Haven. She has an unusual and effective paint job, a dramatic bright blue with a wide yellow-edged white band swooping down across her pilothouse, stack and after end of the house. Overhead, an arching Boston Post Road bridge, painted blue in a darker tone, mirrors the shape of the tug below.

Tugs come in many sizes and shapes, some of them ridiculous. May features a small image of tiny CINDY M steaming over a featureless blue-gray Puget Sound. A towering collection of shapes centered on the short hull makes her look taller than she is long (although her measurements indicate that she is, in fact, more than twice as long as her height).

July has my favorite, the COLUMBIA, a red and white symphony of tumblehome lines whose perfection is set off by a ferocious dent in the pilothouse sunshade. But, there is also a photo of Crowley's long, lithe HUNTER, with a matching but smaller HERCULES strapped to her stern, obviously deadheading. Both are lit by the sun and bright against the somber skyscrapers of Seattle towering behind. My eye was also caught by cocky little PORT SUSAN working a log raft in the shadow of a freighter, and one might assume that it will be taking those logs to Japan.

The evidence would seem to indicate that Matt Lyon personally took all the photos over a period of several years. There are no photos of tugs from the Gulf Coast or foreign tugs, and only one of a river towboat pushing barges. No off-shore oil tugs are shown except the HERCULES, which was built to handle the anchors of Alaskan oil rigs, but does ordinary towing now. One hopes that Lyon will be able to obtain a wider assortment of photos for the 1988 calendar. I will be buying a copy to find out, but for 1987, I strongly urge anyone who enjoys tugboats to obtain the 1987 issue.

The 1987 Tugboat Calendar is available from Harbor Images, P.O. Box 1176, Richland, WA 99352 for \$7.95 postpaid.

BOATING SONG

John Stratton sends on this bit of long ago in messing about in boats, a poem ascribed to St. Columban, an Irish monk born about 543, who lived and taught in Switzerland and Italy, where he founded a monastery that was an important seat of learning and manuscript copying during the Middle Ages.

"Heia, men, our shout goes out and echoes back, heia!"

The placid face of the sea is dimpled smilingly.

The bed of ocean is smooth, the storms are put to flight,

And the restless weight of the waves has fallen out of sight.

Heia, men, our shout goes out and echoes back, heia!

As our oars together dip, a quiver seizes the ship.

The sea and the sky are beaming to befriend us in our need,

The wind will marry our sails and belly them out with speed.

Heia, men, our shout goes out and echoes back, heia!

Our prow is cleaving the foam like a dolphin racing for home.

The timbers shake and wheeze at each sinewy stroke we make,

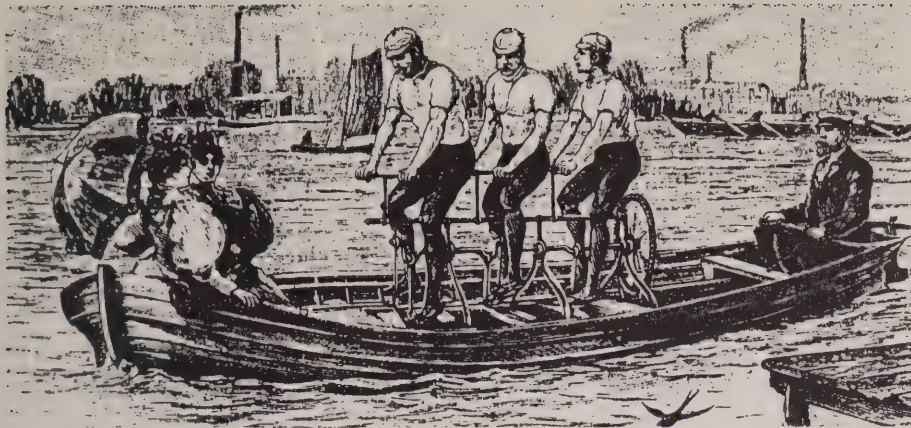
And we leave behind in our trough a winding whitening wake.

Heia, men, our shout goes out and echoes back, heia!

The dolphins leap from the waves, but heia is what we call.

The tossed waves foam from our oars, but heia comes from us all.

Our songs ring back from the shores, heia all, call heia!"



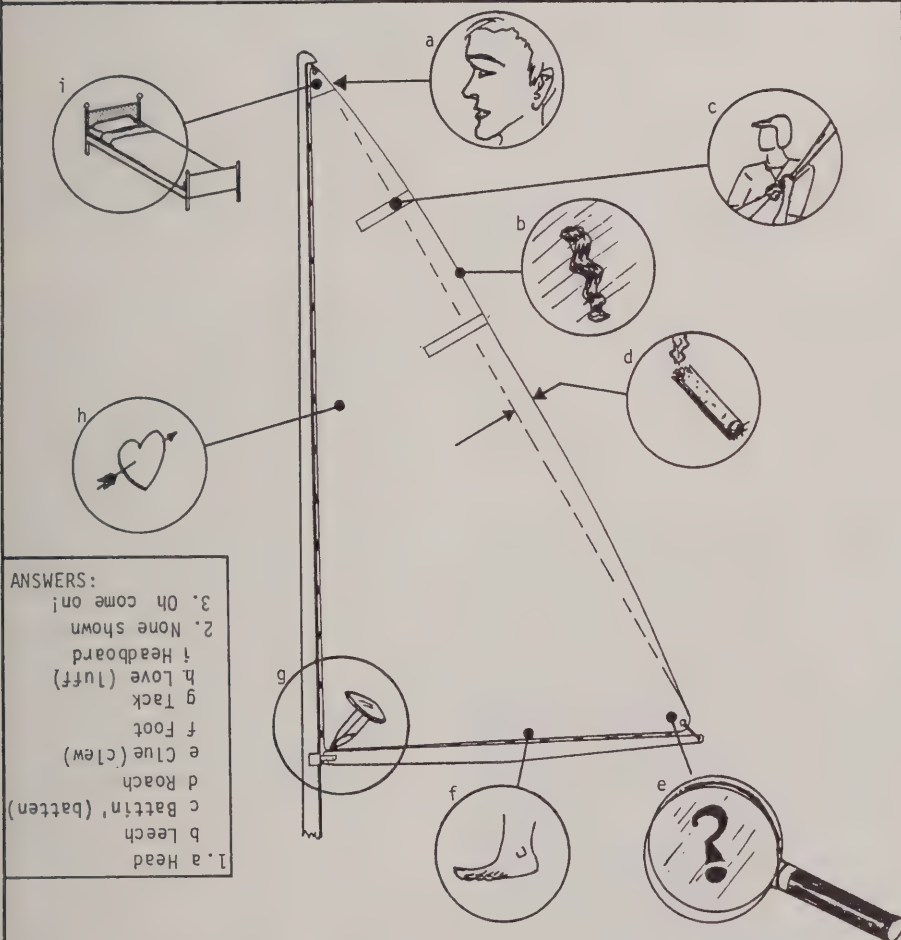
MORE ON PEDAL POWER

This old drawing turned up in some stuff here on pedalboats, and I thought it made a rather interest-

ing scene. "Three manpower" model, complete with the "Captain" and the "Ladies". Another time, another world.

A PRIMER OF SAIL PARTS

by H. Ware



Quiz

1. Name the sail parts identified above.

- | | | |
|---|---|---|
| a | d | g |
| b | e | h |
| c | f | i |

2. Where is the sheet?

3. Where is the billow case?

PISCATAQUA WHERRY



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

BAY of MAINE BOATS

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

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

Granta SEA KAYAKS

Now is the time to get a GRANTA kit and retreat to your basement. You can dream about Spring while you are putting together the precision routed panels that magically form themselves into a boat without the help of strong-back, ribs or stations. Everything needed to assemble a strong and very elegant kayak is included in the kit.

KITS:

ANGMAGSSALIK (190 lbs. Max.) 18'8" \$320
SEA ROVER 17 (33" Cockpit) 17'2" \$360
SCANDIAN DOUBLE (Two 33" Cockpits) 17'6" \$415

SPECIAL ON FULLY EQUIPPED FIBER-GLASS KAYAKS:

(Backrest, Seat, Spray Cover & Foot Operated Flip-up Rudder Included)
TOURING SINGLE 14'6" \$690
SEA KAYAK 16'5" \$750
DUAL COCKPIT DOUBLE 17'1" \$940
LONG COCKPIT DOUBLE 17'1" \$940

HUDSON CANOE

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

ROWING/SAILING WEEKENDER

Richard Damon has conceived of a 21' (approximately) multi-purpose boat he would like to find a designer to do up for him to build. Here is how he describes it:

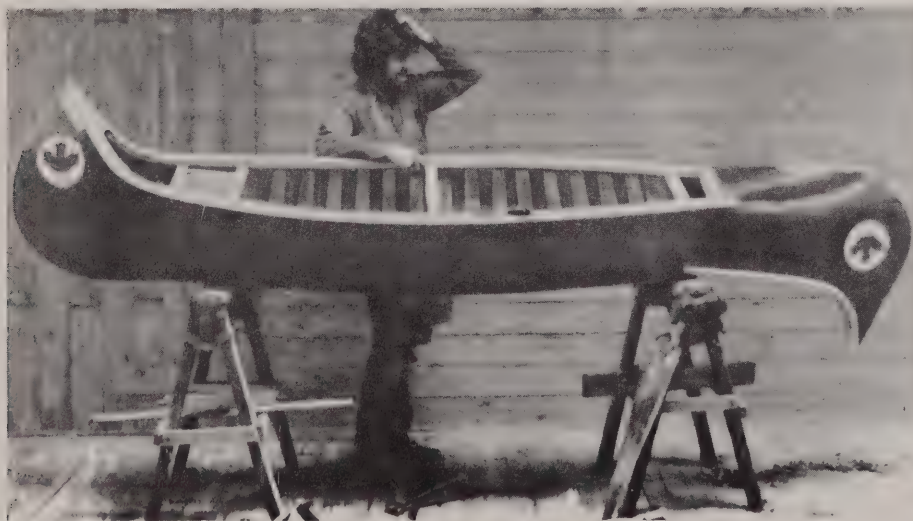
"Each end of the boat should be capable of sleeping one adult. The boat should be self-righting with steel centerboard down. Provision should be made for one rowing station, preferably sliding seat. Plywood construction is desired. The boat should be divided into three watertight sections. The middle section, accessible by removable gasketed panels from the sleeping areas is to be used for supply storage to keep weight low and centered. Maybe one or two folding A-frame masts like that used on the Appledore Pod. I have drawn an alternative rig, a somewhat short, fairly permanently stayed, mast which supports a longer mast that can be totally removed for reefing, with a smaller sail then fitted to the permanent mast. A large flying jib would be used for reaching and running. It would be nice if the boat was light enough for one or two people to pull ashore above the water for land camping.

I don't feel like spending thousands to have this designed. Perhaps I should just try to build one totally on my own. Or should I try to find a designer or stick to sleeping in my Folbot kayak, getting wet when it rains?"

Richard is at 139C Escondido Village, Stanford, CA 94305.

16' DODGE & 19' CHRIS CRAFT CAPRI

Don Farnsworth has both of these boats and will exchange information on them. Don's at China, ME 04926-0013, (207) 968-2932.



WELL, NOT REALLY, BUT...

The folks at Great Canadian Canoe in Worcester, MA, use this postcard in casual correspondence. We've all seen the drawing or sketch of this notion, no doubt,

Registry of Projects

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

E.M. WHITE 15' O/B (1959) & THOMPSON 14' O/B (1956).

Robert Wadon is seeking information on these two boats. He'd like to know about the White before they were sold to Oldtown, builder or boat information. The Thompson is as shown in THE REAL RUNABOUTS, Vol. IV, pag 244. Bob is at 83 Oak St., Randolph, MA 02368.

FREE SKIFF PLANS

Robert Wadon also has available a set of full size drawings he made for an 11' flat-bottomed dory skiff from a Ken Swan design. They're available free to anyone interested. Robert Wadon, 83 Oak St., Randolph, MA 02368.

21' OWENS PLYWOOD O/B CRUISER

Chuck Schmitt is undertaking restoration of this boat, and wants to return it to as close to its 1955 vintage splendor as possible (some changes had been made in the boat). Photos or catalogs or other detail information would be welcomed. Chuck will pay for any reproduction copy costs and return all materials supplied. He's at 41 Highfield Rd., Glen Cove, NY 11542.

BIRCHBARK CANOE

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

BOBCAT CATBOAT

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

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

BRICK • TEAL • GLOUCESTER GULL

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

CAPE COD FROSTY • BOLGER NYMPH

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

CAPE COD FROSTY • VITA DINGHY CLARK CRAFT PRAM

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

COLD MOLD SHEATHING

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

DIABLO

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

GLEN L 15 SLOOP

David Wilde, Karmre-Choling, Barnet, VT 05821

GYPSY

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

NEWPORT 27 SLOOP

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

NUTSHELL PRAM

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

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

OARMASTERS IN AN OLDER SHELL

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

OLD TOWN WHITE CAP SLOOP

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

SNOWSHOE CANOE

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

STRIPPER CANOE

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

TRAPEZE DINGHY

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

WISCASSET DINGHY

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



BUILD THE WINDMILL. A light-weight 16' high-performance one-design that is fun to sail. Simple rig, plywood construction, hard chines, superb handling. A boat to sail, not ride, over 5,100 built. Plans include 150-page How-To manual, \$35. FREE information packet. WINDMILL CLASS ASSOCIATION, PO Box 43564, Birmingham, AL 35243, PH: 205-967-1870.

CANOE, KAYAK, HISTORIC decked canoe plans. Sails & rigging kits for your canoe. Please send \$1 for information. ISLAND CANOE COMPANY, 3556 W Blakely Ave., NE, Bainbridge Island, WA 98110.

Bobcat 12'3" x 6'0"

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

PLEASE SEND ME:

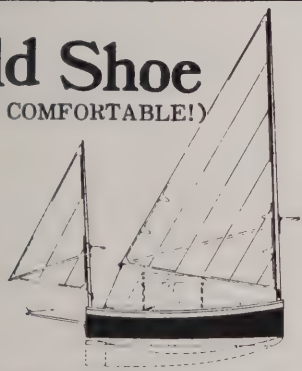
- ☐ Complete construction plans and instructions for \$35.00
- ☐ Study plan packet for Bobcat and 19 other easy-to-build Instant Boats for \$3.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Harold H. Payson & Co.
Pleasant Beach Road
South Thomaston, Maine 04858 207-594-7587

Old Shoe

(FOR COMFORTABLE!)



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

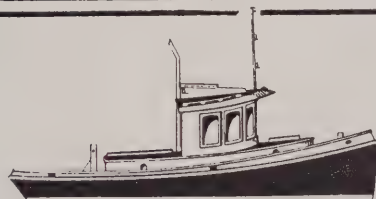
ELROW LA ROWE
185 AMARILLO ST.
PORT RICKEY, FL 33568

Plans



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

MULTIHULL DESIGNS. 12 ft & up. Flying Cat Fleet. Double Up. Cruiser Cat. Fantom Fox. Custom. Send \$2 for study package to OCEANSPEACE, 19327 Northampton Dr., Saratoga, CA 95070. PH: 408-252-7445.



17' TUG PLANS

For steel or plywood construction. 6'4" headroom. Complete plans \$65. Study plan \$6.50. 21' version available soon.

Nathan Smith

Seaborn Rd Bainbridge Isl. WA 98110

GEODESIC
AIRCRAFT

SAILING

car-topper 9

Plans

\$28.45

Featherweight car-topper Boats as seen in Mar. 86 P.S. Send \$1 for design portfolio.

MONFORT ASSOCIATES
RFD 2 BOX 1490 MA WISCASSET ME 04578

Build JENNIFER JEAN or PROUD MARY

15' or 18' fabric covered touring kayaks. \$25 for each set of plans. Send for FREE DETAILS.

Seth Persson

Boat Builders and Designers

18M Riverside Ave. Old Saybrook, CT 06475



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

Boat plans, publications, half-hull templates
available from the:

Maine Maritime Museum
Bath, ME 04530

Write for our free brochure.

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360



ROWING SHELL REPAIR AND RESTORATION. Full service facility for racing and recreational boats, singles through eights, wood or fiberglass. Estimates on request, pick up and delivery. HUNT DOWSE, Old Antrim Rd, Hancock, NH 03449, PH: 603-525-4069.

RESTORATION & REPAIR

If you want . . .

- * the best for your wood sail, power or row boat
- * one-to-one contact with the person performing repairs
- * all aspects of maintenance, modification and restoration carried out with skill, integrity and T. L. C.

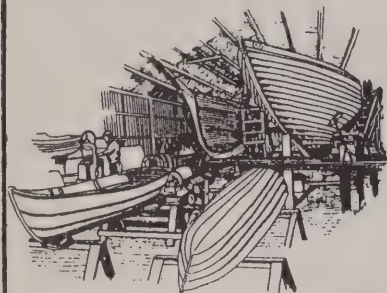
ALEXANDER McMULLIN

23 Harbor St., Manchester, Mass.
(617) 526-1082



Builders &

(401) 683-1107



Sail and Power

- Repairs
- Rebuilds
- Restorations
- Modifications

Since 1975

RIVENDELL MARINE

125 Lagoon Rd. Bend Boat Basin
Portsmouth, RI 02871



(207) 223-4188

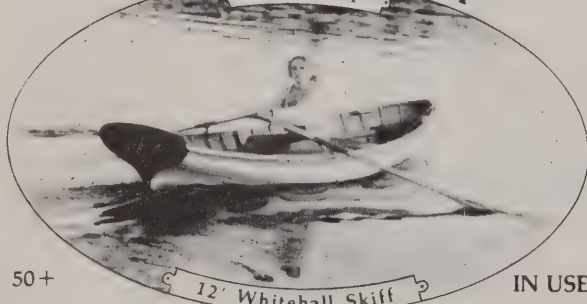


- * WOOD & CANVAS CANOE REPAIR & REBUILDING
- * GENERAL REPAIRS ON ALL WOODEN BOATS
- * RECONDITIONED WOODEN CANOES FOR SALE

BOX 1700, WINTERPORT, ME 04496

SHEW & BURNHAM

since 1964



50+

12' Whitehall Skiff

IN USE

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

NORTH RIVER BOATWORKS



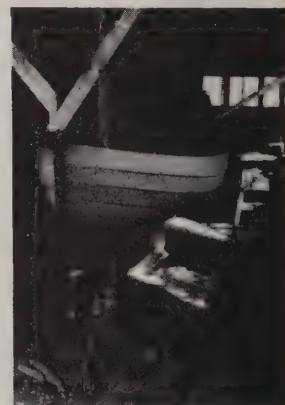
North River Skiff

For Information Send \$1.00 to:

NORTH RIVER BOATWORKS

6 ELM ST. ALBANY, NEW YORK 12202

518-434-4414

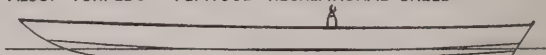


TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO: "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

PLANS \$25

NEW AND USED BOATS FOR SALE:

16' MAHAGONY STRIP PLANKED RUNABOUT \$4500

15' ATKIN SAILING SKIFF \$1800

10'6" LAPSTRAKE SAILING YACHT TENDER \$1800

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT

ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424

Boatbuilding Directory

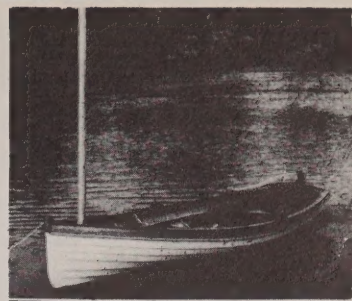
Restorers

MILE CREEK BOAT SHOP

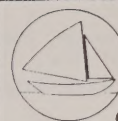
RFD BOX 257,
WASHINGTON, ME 04574
207-845-2708

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

John D. Little



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



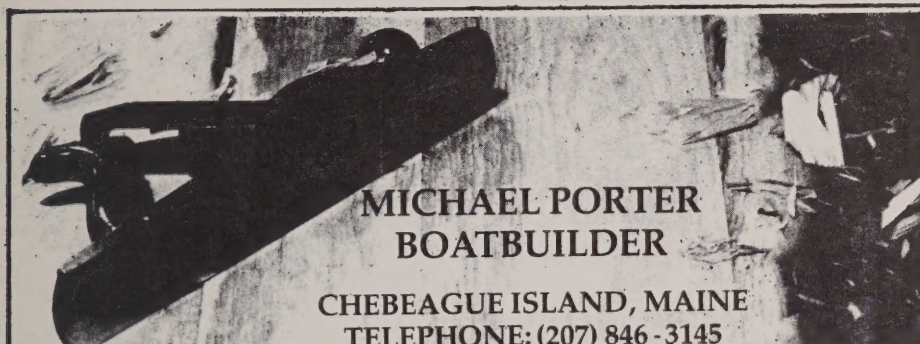
Shop located on
Old Chequessett Neck Road
Wellfleet, MA

Old Wharf Dory Co.

Beach Boats and Shallow Draft Cruisers

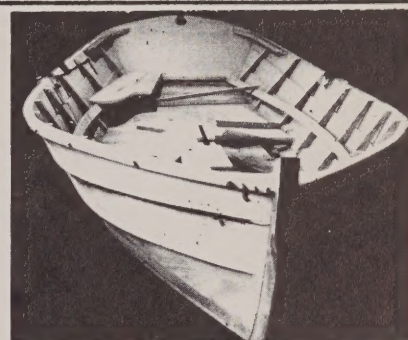
Box W
Wellfleet, MA 02667

Walter Baron
(617) 349-2383



MICHAEL PORTER BOATBUILDER

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



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

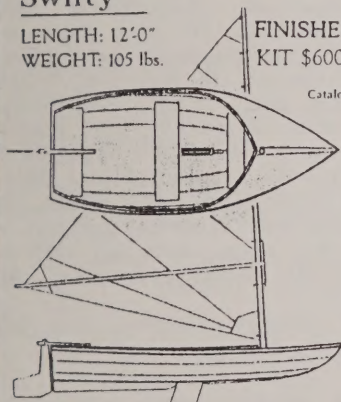
Kits

Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs.

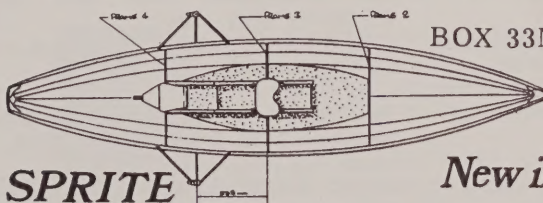
FINISHED \$1250
KIT \$600

Catalog \$2.



Modern wooden
boats for rowing
and sailing

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

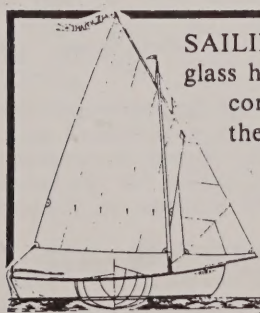


SPRITE

WAYLAND MARINE
BOX 33M, COBBLE HILL, B.C.
CANADA V0R 1L0
(604) 743-4741

New in North America

Recreational Rowing Skiff Kit. Includes pre-cut Bruynzeel (tm) plywood, jig, epoxy, sliding seat, outriggers. Crate used as building base and cradle. Stitch and tape within a month. British designed to be safe for beginners, rowing clubs, and for troubled waters. 55 pounds, 15'3" x 3'. Complete kit \$695 U.S. NO PLANS! Information \$3.00.



SAILING and PULLING boats of traditional type, with fiberglass hulls and elegant mahogany trim. Available yacht finish complete, kit, or bare hull. Kits are very complete and allow the amateur to complete a boat without compromise of finish or strength. We deliver nationwide. Kindly send \$3 for information and subscription to the fabulous THOLEPIN.

THAYER & COMPANY
2106 Atlee Rd, Mechanicsville, VA 23111



The FASTEST LIGHT TWIN

Designed and
Built by
Ole Evinrude

1925 VINTAGE ELTO outboard, complete, in running condition. Unique early day Ole Evinrude product. \$250.

BOB HICKS, Wenham, MA, (617) 774-0906. (18)

KAYAK CLEARANCE SALE. Demos, new and used: 1 - 20' Sisiutle double \$950; 2 - 16' Aquaterra Chinooks \$500 & \$550; 2 - 16' Avoncraft doubles, \$400 & \$550; 1 - 13' Aquaterra Blazer (WW), \$425; 1 - 13' Avoncraft Slalom (FG), \$400; 1 - 17' Olympic Sprint Trainer (w/rudder), \$475; 1 - 13' All Purpose (fg), \$250. Also new and demo equipment cheap: Lendal, Bodyglove, Mitchell, Delta, Harmony. BRENDA BUDA, Kingston, NH, (603) 642-8064. (19)

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

15' ALBACORE CLASS, excellent condition, red hull, beige deck, sharp! Garage kept. New galv. trailer. \$2,250. 7.5hp Merc electric start long shaft O/B, \$750. PETER ALLEN, Manchester, CT, (203) 649-9159 aft. 6 pm. (18)

LITTLE RIVER SEA SHELL DOUBLE, 1986 model used 5 times. \$1,950. 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)

WANTED. COMET sailboat in good condition, wooden or fiberglass.

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

WANTED. LIGHTNING sail boat in good condition, wooden or fiberglass.

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

Classified Marketplace



21' FISH CLASS SLOOP, N. Herreshoff design, gaff rigged. Big sister to the popular H-12. This beauty has been actively sailing on Buzzard's Bay for over 60 years. A small cuddy cabin has berths for two, a stove, and plenty of room for a week's cruise. Sails are only two years old. A complete listing is available. Asking \$7,500 or b.o. RAY WELCH, Boston, MA, (617) 227-7411. (18)

WANTED. Traditional lapstrake Martinicus Peapod.

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)

BEETLE CAT. Iron fastened. Needs refastening and other work. Sail and spars in good condition. Good trailer included. \$500 or best offer.

ROB PITTAWAY, Stonington, CT, (203) 535-1492 eves. (19)

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)



ADIRONDACK BATEAU pulling boat, 16' of beautiful varnished cedar over oak, nice shape, very fast. \$600 or b.o. Also 14' CHESTNUT solo canoe, needs canvas and some work. \$150.

DAN MARCUS, Noank, CT, (203) 536-7398. (19)

ICEBOAT PARTS. Heavy duck sail, 14' boom, 11' gaff, from E.W. Smith, all in good shape. Wianno type jib, booms 12', 20', 21', cable stays, wooden blocks, etc. Inspect and make offer.

MILTON CAHOON, Harwich, MA, (617) 432-1642. (18C)

TIRED OF SAILING SLOW? A STILLTETTO 27 catamaran has been clocked at 32 mph. My Special Edition includes the following new gear: Electric start 10hp Merc, depth sounder, knotmeter, spinnaker chutescoop, compass,; trailer tires, battery. Also included are: Bridgedeck tent, 6 sails, VHF, trailer, galley, head, roller furling gear, boarding ladder, and more. \$18,000.

J. DENBY, Amesbury, MA, (617) 388-3891 anytime. (19)

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)

O'DAY SPRITE sailing dinghy designed by Bob Baker (Plan #20), LOA 10', beam 4'7", draft 3", aluminum center board and kick up rudder. 2 sets of sails w/ spinnaker (oh yeah) can be cat or sloop rigged. Includes new galvanized trailer complete and in very good cond. \$850.00.

KEVIN CONNER, Rehoboth, MA. (617) 252-3895. (19)

Looking for a Boat or Gear?



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. (19)

MFG 17' sloop. Cuddy sleeps two. Many extras including Cox trailer and 4 hp kicker. \$2,500. TED COYER, Old Greenwich, CT, (203) 637-4184. (19)

COLUMBIA 22 sloop. Complete cruiser with 9.9 hp Johnson and inflatable tender. Five sails. \$6,500. TED COYER, Old Greenwich, CT, (203) 637-4184. (19)

16' ALDEN rowing pod, Oarmaster and oars, \$1,400 or b.o. or trade for good sea kayak. RICK GOLDSTEIN, New Bedford, MA, (617) 999-2309. (19)

15' REAL KING ISLAND ESKIMO KAYAK. Circa 1880 - Sea skin cover - \$1500.00.

17'4" SEAFARER SPRINT, hatches - bulkheads - rudder. Fiberglass demo. \$900.00

UNNACK ICE FLOWS (2) - Both with hatches, bulkheads and pumps. Fiberglass. \$575.00 and \$400.00. Phone calls only. DOUGLAS BUSHNELL (716) 434-5755 anytime. (21)

NORDKAPP HS, Frank Goodman sea kayak classic. Bulkheads fore and aft, pump, hatches fore and aft, Mitchell paddle. \$700. W.H. WELTE, 28 Vine St., Ashland, MA 01721, (617) 626-0155. (19)

OUTBOARD MOTOR NEEDED. A 7-10 hp outboard is needed by the Sea Cliff Sailing Club of Sea Cliff, NY, a \$3 membership, volunteer run, sailing class for local youngsters (11-16 years). We can raise some money for it but would appreciate the contribution of one. WARD BELL, Sea Cliff, NY, (516) 671-2634. (19)

16' STURDEE AMESBURY SKIFF, 1981 GRP with watertight forward hatch, running lights, oarlocks, rope fenders, 10hp Honda 4-cycle outboard (new 1985), on galvanized Highlander trailer with spare wheel. Complete, ready to launch.. \$1,950.

HANS WAECKER, 30 Ferne Ln., Broadcove Meadows, Cumberland Foreside, ME 04110, (207) 846-3355. (19)

SUNFISH. A couple of very clean used ones. Used kayak, used sailing dinghy, used sailboats 8'-19'. Lots of canoes.

FERNALD'S, Rt. 1A, Newbury, MA 01950, (617) 465-0312. (19)

CANOE CLEARANCE SALE. 1 - 16' Great Canadian, all wood ribs, \$350; 1 - 17' Wenonah ABS, \$600; 1 - 16' Wenonah Solo Racing (Kevlar), \$700; 6 - 16' Allagash Guides w/keels, \$495 ea.; 2 - 17' Allagash V-Bottoms w/ash, \$595 ea.; 2 - 15' Allagash V-Bottom solos, \$450 ea.; 1 - 16' 1940's Old Town wood/canvas, \$300. Also accessories, new & used, cheap. Racks, paddles, life jackets, etc.

BRENDA BUDA, Kingston, NH, (603) 642-8064. (19)



Largest Selection of Canoes

in New England

nearly 500 on display

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

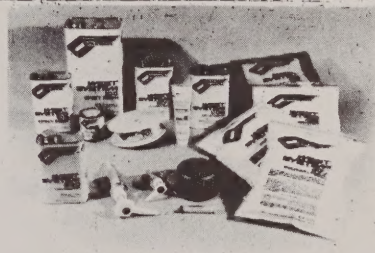
Prices like the good old days.

FERNALD'S

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

WEST SYSTEM
BRAND

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



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840
276 SW 33rd St., Ft. Lauderdale, FL 33315

IN RI: (401) 846-8170

IN FL: (305) 463-2022

Telex: 952-183 JT SHIP NORT

1-800-343-9350

cape ann small craft

JOEL THOMAS

(617) 768-7411

PADDLE

AQUATERRA
HYDRA
DIRIGO

ROW

SUMNER
BEACHCOMBER
LINDSAY
GAZELLE
APPLELINE
GRAHAM

SAIL

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

PEDAL

WATER WHEELER
PELICAN
VENTURE CAT

the shipyard box 592, essex, ma 01929



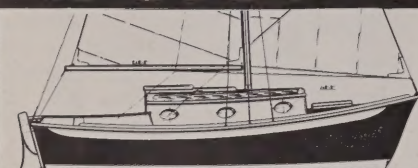
messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984

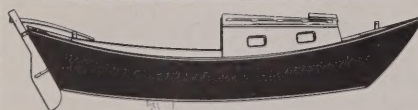
(617) 774-0906

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

BUILD YOUR OWN BOAT



boat plans • frame kits
• full size patterns •



SAVE 50% OR MORE WITH GLEN-L

PLANS, PATTERNS, & KITS. Proven methods especially for amateurs include instructions for **PROFESSIONAL RESULTS!** Build in **WOOD, STEEL, ALUMINUM, or FIBERGLASS.** It's **EASY & FUN!** LARGE SELECTION OF ROWING & SCULLING CRAFT.

HUGE 160-pg CATALOG SHOWS HOW!

HUNDREDS of exclusive designs 7' to 55', all prepared by GLEN-L's own naval architects. Sailboats, powerboats, rowing boats, & boat trailers. Order \$3 catalog now, **OR SEND \$4 FOR FASTER AIR MAIL.**

BOATBUILDING SUPPLIES

LOW DISCOUNT PRICES on fastenings, fiberglass, resins, glues, books, **AND MORE!** Order \$3 catalog and also receive **FREE "BOATBUILDING SUPPLIES"** catalog.

SEE OUR NEW EASY-BUILD "STITCH-N-GLUE" DESIGNS!

ORDER BY PHONE WITH YOUR CREDIT CARD FOR FAST SERVICE!

➔ 213: 630-6258 OR 213: 774-2585 ➔



GLEN-L "EPOXY ENCAPSULATION SYSTEM"

Investigate the GLEN-L "EPOXY ENCAPSULATION SYSTEM" for wood boatbuilding. Our "POXY-GRIP" STRUCTURAL ADHESIVE & "POXY-SHIELD" COATING-ENCAPSULATING RESIN form a COMPLETE, easy-to-use system ideal for the amateur and SUPERIOR to other marine glues. Seals out rot & moisture, worms & insects, eliminates leaks, increases boat life & resale value, strengthens & waterproofs your boat, reduces maintenance, & minimizes weight. Makes quality construction possible in just about any climate even by the beginner. Accurate fits & heavy clamping NOT required. Factory-direct prices eliminate the middlemen for the **LOWEST COST** consistent with GLEN-L's **HIGH QUALITY** standards. \$3 catalog includes **FREE LITERATURE.** Or send \$2 for the **GLEN-L EPOXY ENCAPSULATION TECHNICAL MANUAL.**



"HOW-TO" BOATING BOOKS

"FIBERGLASS BOATBUILDING FOR AMATEURS" - \$24.00

HUGE hardcover 400 pages. Covers ALL "one-off" fiberglass methods: "C-FLEX", foam & balsa core, "high-tech" Kevlar/carbon fiber, + female molding, etc.

"BOATBUILDING WITH PLYWOOD" - \$17.00

Hardcover 288 pages. Step-by-step photos & text on using low-cost plywood for amateur boatbuilding.

"INBOARD MOTOR INSTALLATIONS" - \$16.00

Hardcover 256 pages. Hundreds of illustrations show how to install ANY inboard engine in ANY type of boat.

"HOW TO FIBERGLASS BOATS" - 2nd EDITION" - \$13.95

ALL NEW! All about working with epoxy, polyester resins & fiberglass on cabins, decks, hulls, new or old.

"RIGGING SMALL SAILBOATS" - \$7.50

How to rig & equip small sailboats up to about 25'.

"HOW TO BUILD BOAT TRAILERS" - \$7.50

Text & photos show easy, proven ways to make your own low-cost boat trailer for sail, power, & rowboats.

GLEN-L MARINE DESIGNS (Phone 213: 630-6258)
9152 Rosecrans, Box 1804MS, Bellflower, CA 90706

GLEN-L MARINE DESIGNS

9152 Rosecrans, Box 1804MS, Bellflower, CA 90706

- ☐ GLEN-L catalog @ \$3.00 (sent SLOWER 4th CLASS), OR
- ☐ GLEN-L catalog @ \$4.00 (sent FASTER AIR MAIL)
- ☐ "EPOXY TECHNICAL MANUAL" \$ 2.00
- ☐ "FIBERGLASS BOATBUILDING-AMATEURS" \$24.00
- ☐ "BOATBUILDING WITH PLYWOOD" \$17.00
- ☐ "INBOARD MOTOR INSTALLATIONS" \$16.00
- ☐ "HOW TO FIBERGLASS BOATS" - NEW 2nd Ed. ... \$13.95
- ☐ "RIGGING SMALL SAILBOATS" \$ 7.50
- ☐ "HOW TO BUILD BOAT TRAILERS" \$ 7.50

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____