



messing about in BOATS

Twice a Month!

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Our Next Issue...

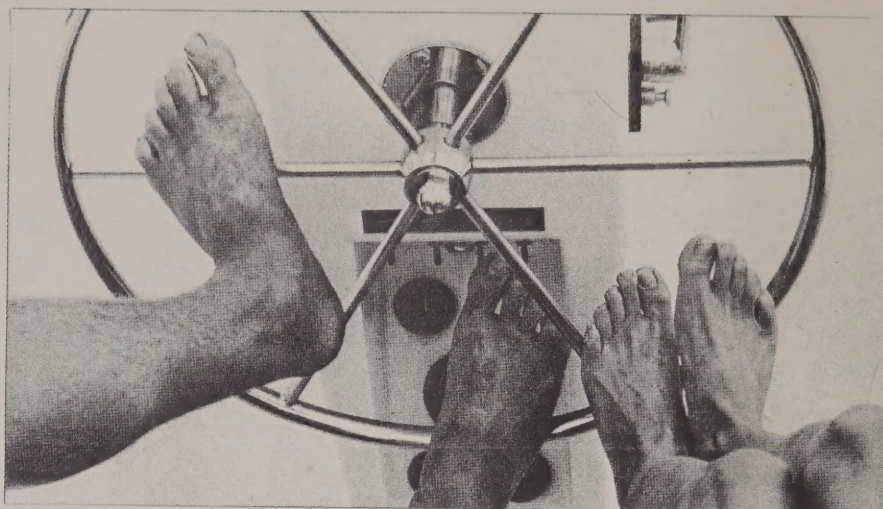
Will include coverage of the
February 21st Snow Row; Walter
Sargent's "Ultimate Cruise"; the
mystique of style in paddling; Bob
Whittier's Seamaster runabout; the
Windmill story; Tango and Scupper,
two new boats; rebirth of the Pe-
terborough canoe; a simple boat
cart you can build; Scraps and
DK-11, two light homemade kayaks;
the adventure of paddling at night;
nostalgia on canoeing for girls;
more nostalgia with Weston Farmer's
Piute seagoing runabout. If they
all fit.

On the Cover...

Our February trip to the Brit-
ish Virgin Islands in the Caribbean
gave us a first hand look at bare-
boat chartering, full report in this
issue.

Commentary

BOB
HICKS



The picture above came out of
one of the tourist guidebooks we
used on our February trip to the
British Virgin Islands, where we
spent a week cruising with friends
who had arranged a "bareboat"
charter of a big sailing yacht. It
sort of establishes the ambience of
the experience. Whatever precon-
ceptions I might have had about the
nature of sailing in this Caribbean
paradise, none were really close to
the reality as we experienced it. It
was "cruising" rather than "sail-
ing" and there is a difference.

Since the whole pitch is to-
wards vacation in in paradise, the
emphasis is on comfort. Easy bare-
foot helmsmanship if you will. The
boat we had was a CSY 44 center
cockpit cutter. This boat was
specifically designed for its task,
carrying comfort-loving Americans
around a collection of beautiful is-
lands under the Caribbean sun with
an ordinary sort of weekend skip-
per at the helm. Our experience
soon revealed that the boat wasn't
much of a sailer, if one wanted
lively, spirited performance. At 19
tons, 13' beam, 7' draft, and short
rigged, it was, instead, ponderous
and sluggish unless the wind got
up around 25 knots.

This was a great disappoint-
ment to our friends who had chart-
ered the boat. They had wanted to
sail, much as they did last fall in
a chartered sailboat on the Maine
coast. When it became apparent that
our craft was more of a floating
Winnebago, the fun of sailing sort
of evaporated. We did most of our
cruising under power.

The impression I brought back
about chartering a yacht in the Car-
ibbean paradise is that this has to
be viewed first as a holiday trip,
with the sailing part sort of sup-
plementary. Where we were in the
BVI, the area is small enough (a-
bout 15 x 25 miles) that even a ve-

ry slow boat will get you from one
spot to the next if you're not driv-
en by a desire for performance. It's
the going from one spot to another
that seems to be the desired expe-
rience. Nice anchorages, interest-
ing shoreside restaurants, beautiful
beaches, beach bars, posh resorts,
lovely summertime weather. Your
yacht is outfitted for all creature
comforts, from the hot showers to
the cockpit beer cooler, the deep
freeze for your frozen steaks. It's
your floating, self-propelled water-
front villa that you can take from
one waterfront to another.

I saw very few small sail-
boats, or rowing boats, or paddling
boats. Lots of small outboard fiber-
glass skiffs doing water taxi ser-
vice for locals who need them in
their day to day work. But few re-
creational boats of smaller size.
There were a couple of 18' daysail-
ers moored at one anchorage, and
no doubt there'd be others here and
there. Windsurfers and sailboards
on the beaches at the resorts. Only
one recreational rowing shell. No
kayaks. No canoes. No pulling
boats. And we visited over a dozen
anchorages on 10 islands, it wasn't
that we didn't get around. My con-
clusion is that there are very few
small recreational boats in the BVI.
And, it's really an ideal spot for
enjoying them. Protected waters,
lots of islands and shorelines,
bays, inlets, harbors, shallow
reefs.

Trying to be realistic, I have
to admit that given the cost in
money and time needed to go to the
Caribbean and play in boats, small
boat folks just aren't likely pros-
pects. It's the people with cruising
boats here in the cold winter north
country who are most likely to be
enticed into a winter cruising holi-
day. Those who yearn for a bigger
boat. And comforts. So what were
we doing there? Finding out how it
really is, I guess!

Op~Ed Page

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

LOCAL CHAPTERS OF A NATIONAL CLUB

The Traditional Small Craft Association is a "national" club of people interested in this sort of boat. It's not a large group. It does have a program for establishing local chapters but this program is now undergoing review to see what it ought to provide for members. Ben Fuller of the TSCA Council has reviewed this subject and his remarks are applicable for any special interest group, so we're reprinting them here for general interest.

"A chapter is basically a boat club; it sponsors speakers, meets, events of interest to those who can get together on a reasonably regular basis. Its motivation for becoming a TSCA Chapter is based on tapping into experience organizing and operating a boat club, a potential pool of speakers, the recognition in belonging to an association with national reach, the ability to get insurance for local meets, the ability to find out from other chapters what works and what doesn't.

Motivation for an individual's belonging to the national organization is different. The newsletter (ASH BREEZE) is a big part of this, as it is something that is produced by and for the individual. The support that a national organization can give to legislative efforts, the chance to stand up and be counted as one who wants to ed-

ucate the public in the ways of traditional small craft, the chance to meet and associate with like-minded people by attending events in areas far from home, are all motivating factors.

Since the benefits are different for local chapter and national memberships, we should consider a dual dues structure for chapter members and individuals, reflecting the different services that each receives. We don't have chapter dues, yet one of the real expenses of the TSCA is the insurance policy which is carried so that chapters can run boat meets with insurance coverage. Right now individual members, whether chapter members or not, are paying for this, and some chapters have many members, only a few of whom belong to TSCA, while other chapters have 100% TSCA membership.

Since insured events are important to chapters, chapter dues could likely reflect the size of the chapter. There should be a minimum number of individual TSCA members needed to initiate and make viable a chapter, perhaps five. There should be some sort of form to list TSCA events.

There are some other things that TSCA could be doing to involve chapters. A national meet or cruise could be sponsored with potential for chapter participation prizes, inter-chapter rivalry. Chapters might even acquire ownership of their own boats. Low key award programs could be instituted for advancing the awareness of traditional small craft, for notable achievements in traditional small craft construction, for notable cruises undertaken in traditional small craft. Non-competitive recognition of individuals for TSCA activity participation in selected cruises, or in distance rowed yearly, for example, could be established.

The national TSCA should continue to develop positions in governmental regulation, provide safety information, and information on

sources of materials for building. It should continue educational efforts through presentations at boat meets, shows, etc. and continue seeking U.S. Coast Guard funding for safety education."

If you'd like to know more about the TSCA, you can probably get a recent copy of the ASH BREEZE to look over from Ralph Notaristefano, 3 Jay Court, Northport, NY 11768. There may be a charge. Four issues a year are part of the \$15 annual membership (individual or family). If you'd like to join up, use the membership form on this page.

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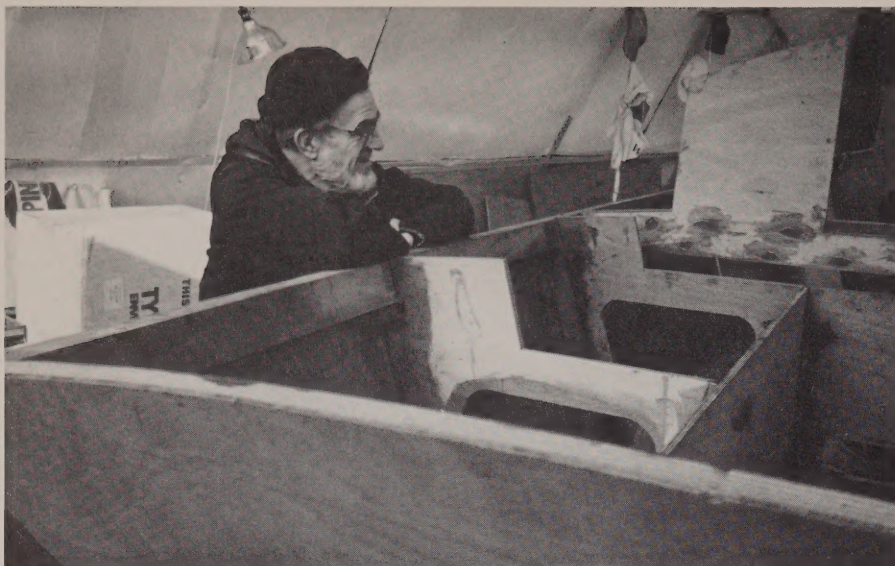
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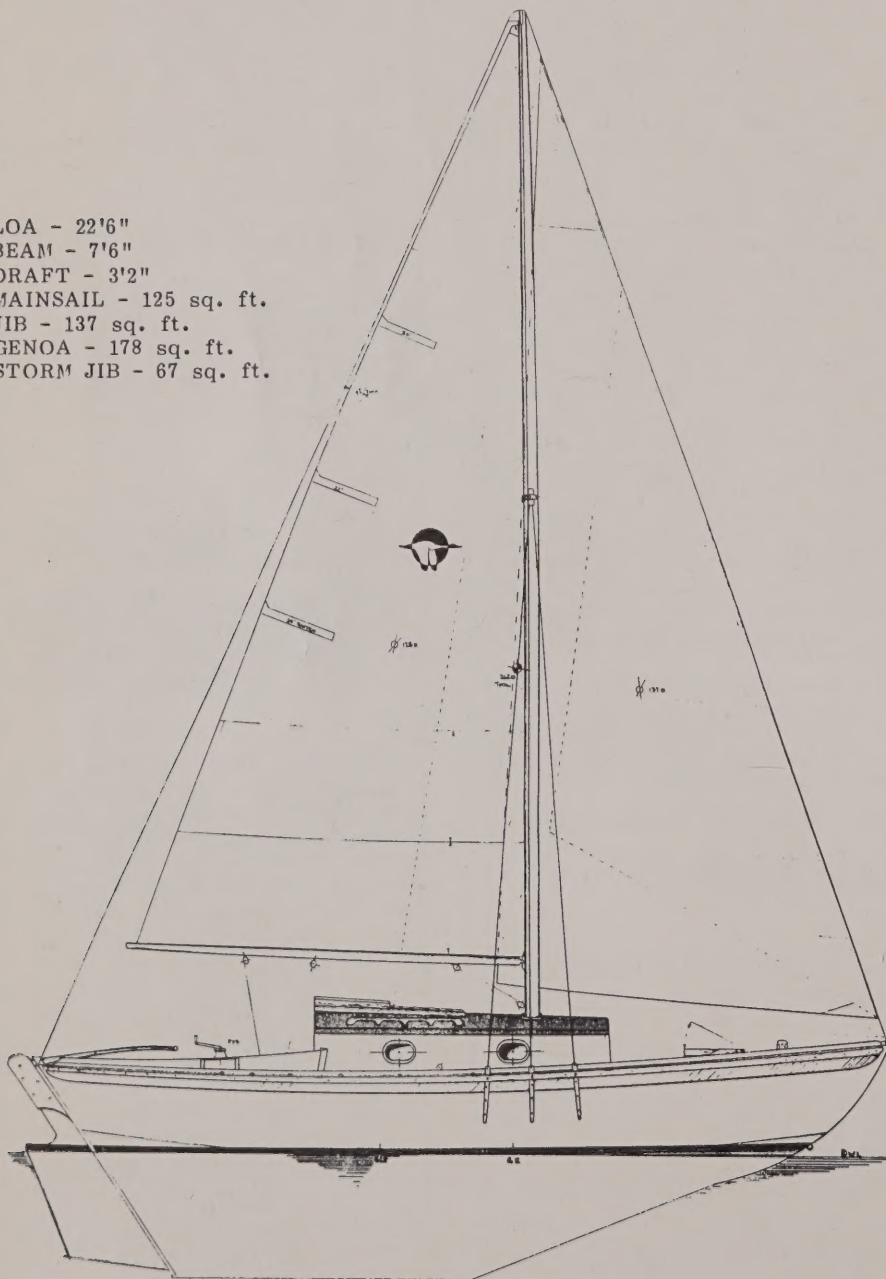
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Carroll Huntington contemplates his project.

LOA - 22'6"
 BEAM - 7'6"
 DRAFT - 3'2"
 MAINSAIL - 125 sq. ft.
 JIB - 137 sq. ft.
 GENOA - 178 sq. ft.
 STORM JIB - 67 sq. ft.



One BIG Stitch & Glue

Report & Photos by Bob Hicks
 Other Photos by Carroll Huntington

In a modest A-frame building set well back on a large rural lot on a quiet country road in Dover, MA, Carroll Huntington is building the biggest stitch-and-glue boat I've yet seen. The ARCTIC TERN, designed by Sam Devlin of Olympia, WA, is 22'6" long by 7'6" beam by 3'2" draft. It's a full keel, hard chine design, and built up entirely of plywood by the stitch-and-glue method. I mean, 3/4" thick slabs of plywood bent around building forms and bulkheads and laced together along the seams with lots of 1/8" copper wire ties!

I never really thought that 3/4" plywood could be bent so, but Carroll has done it. "After all, these pieces are 24 feet long over the full bend," Carroll explains. That gets it into perspective, like bending an 8 foot long piece of 1/4" ply, perhaps. Anyway, it's been done, and on our visit, the hull was having interior construction being done. The epoxy fillets and tape on the inside of the seams were all in place, but many of the copper ties were still there on the outsides, not yet trimmed off for exterior fillets and taping.

This is a long term project. Carroll began construction in 1985, and by the end of 1986 had the basic hull pretty well together as I've described it. Before he began building the boat, Carroll had to build the boatshop. His rural suburban home had no adequate building space, the two car garage wouldn't do. Well down at the back of his lot was a spot deemed suitable for the building project, and Carroll spent most of 1984 putting up his A-frame shop, about 24'x 32'. As with the boat, he did most of it himself, with an occasional hand when needed from family and friends. He had to convince town inspector types that it was an acceptable building, in fact it is viewed as a "temporary" building, what with its dirt floor, lack of plumbing, etc.

Carroll's boatshop doesn't lack for heat, though. He has a complete bottled gas fired home heating plant inside. No woodstove ambience here. With the double layered plastic roofing and an assist from sunlight, this can be one warm shop. The reason is epoxy. While there are resins claimed to be useable down to freezing, Carroll has come to believe that the best penetration and bonding of resin to wood occurs when resin and wood are above 60 degrees, even 70. He usually does much of his seam and fillet work with the temperature at 50 degrees to prolong resin pot life, then jacks up the thermostat to 70 or 75 degrees for overnight curing. Of course, in summer, there's no heat problem.

Carroll's busy enough pursuing his regular career that he doesn't have much time for chasing down materials and supplies. He just gets on the phone and orders what he needs from the chosen source. He had all his plywood planking scarfed by the supplier, Harbor Sales of Baltimore, into 24 foot lengths which showed up on a flatbed truck. The woods used for the smaller bits and pieces he had delivered to a nearby woodshop for planing to thickness. He's done all the shaping of pieces to size with a scroll/saber saw, as he has no bandsaw in the shop. He's got epoxy resin on hand in 5 gallon containers, with small electrically heated boxes to preheat resin ready to apply to his chosen temperatures.

Carroll hasn't been sailing now for several years. His last major outing was a solo circumnavigation of Cape Cod, from Boston through the Canal, out around the islands and home around the outer Cape. He confesses to having been scared at the prospect, but was favored with delightful sailing weather. He did this in a Mariner daysailer and that got him thinking about a bigger boat in which he could cruise. A long time friend who had a custom of building a new boat every year, had built one of Devlin's Winter Wrens, a smaller version of the Arctic Tern. Sailing in that convinced Carroll that he liked Devlin's ideas. Carroll became the first amateur to undertake building Arctic Tern, but subsequently, Devlin himself got a commission to build one, and soon moved on past Carroll in the building process. Devlin's boat is in the water in its owner's hands now. Huntington's boat has a few more years to go in the shop. In the meantime, Carroll doesn't sail summers. He sold the Mariner to finance the Arctic Tern construction, and besides, he hasn't got the time.

First Carroll had to build a shop.





"This stuff is GREAT FUN," says Carroll. "Also, great frustration, if you think you know ahead of time, just from reading, how everything is to be done. Almost every step has been for the first time. The possibilities of mistakes abound and the potential costs of such mistakes are daunting, at least for me. However, every major step that turns out okay is a happy and rewarding experience."

Arctic Tern has an interesting keel design. It's very slender in width, and hollow glued-up ply, with the interior to be filled with concrete and lead with through bolts bonded into it. It's not yet on the hull, as that would lift the boat too high in the A-frame and make interior work awkward to do. The ultimate displacement will be about 2,800 pounds, a lot of it in this keel as the plywood construction is quite light. There are no frames, typical of stitch and glue construction, and stiffness is achieved through the several interior bulkheads athwartship, glued in lengthwise seats, etc. When the deck goes on, the box will be completed.

The plans show room below the cockpit for an inboard auxiliary, but Carroll plans on using outboard power. Getting at an inboard would be pretty awkward, installing it could be too, depending on what he left off above and around it until after the engine was in place.

Well, is it that a boat is 20% done when the hull is completed? Something like that? In two years, Carroll Huntington has gotten close now to that point. But he's not hurried, the BUILDING OF THE BOAT is what's important to him, not the finishing of it. He's been able to give up the sailing to concentrate on the building, and he has no target date to place time pressures on his work. Weekend and evening spare time in the boatshop out back is a bit like going to work for him now, it's been going on for a while and promises to go on for a while yet. And that's okay.

Report & Photos by Bob Hicks

As you can see this is a substantial project using the stitch and glue method. Imagine "stitching up" 3/4" plywood planking!

Scandinavian Style



Contributor Carl Erickson photographed this kayak and mural of a double kayak at the Amundsen Museum in Oslo, Norway, last year. They were both used in Amundsen's North Pole expeditions. The double ended Aspoya boat was on display at a festival in Erie,

PA. It is built to order in several sizes and forms by Jay Smith, RD 3, Evans City, PA 16033. Jay spent time in Norway learning the traditional building techniques, he'll probably send you his little brochure if you ask him.

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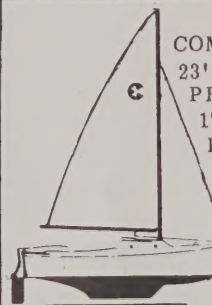


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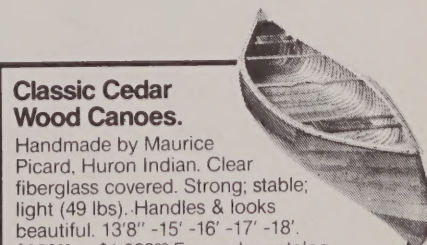
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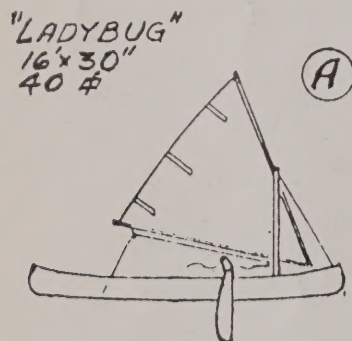
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Evolution of the Cruising Class Canoe Rig

The urge to put sails on almost any sort of boat normally powered by human muscle goes back a long way. It just made travel easier. Canoes, thought of by most as being propelled by paddle, were susceptible to this urge. While some went on (like the International 10 Square Meter) to become far removed from conventional canoe design, one that hung onto its canoe hull while evolving sailing rigs was the so-called "Cruising Class Canoe". Reader Bob Martin sent us the following article about the evolution of the sailing rig for this canoe, taken from the April, 1962, issue of AMERICAN CANOEIST, and the American Canoe Association has given us permission to reprint it.

"The first sailing championships in the Cruising Class were held in 1907. It would be remarkable if over these many years since, the ingenuity of eager sailors had not produced considerable development within the basic regulations laid down so long ago. A few of them are described here with some comments, likely controversial, as to their respective merits.

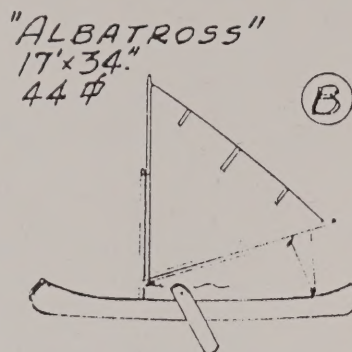
Pictures of early Cruising Class races show large groups of nearly identical lateen rigs like that shown in illustration (A).



This is the "Ladybug" design by Adam Wahl and carries 40 square feet in a low pointed profile. Advantages claimed are simplicity and lightness. The metal jaw on the boom is easily disengaged from the mast so the spars and sail can be laid along the gunwale for ease of paddling should the wind die, or get too strong! In spite of claims to the contrary, it is an unusual cruising canoe in which an up-to-area lateen sail and spars can be stowed inside the boat. A shortcoming of this rig for competitive sailing was the formation, on one tack, of a pocket in the triangle of the sail forward of the mast, with loss of effective area, if not production of downright drag.

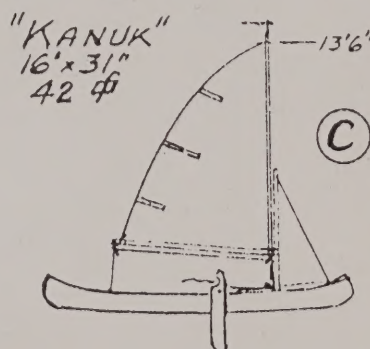
At Sheephead Bay in the 1920's, many canvas covered canoes

were lateen rigged. It was found that the above drawback could be largely overcome by hiking the boom up at a still steeper angle until the gaff was vertical and snugged tightly against the after side of the stub mast as on Albattross in illustration (B). This



helped the windward work and didn't seem to harm the boat's abilities to reach and run.

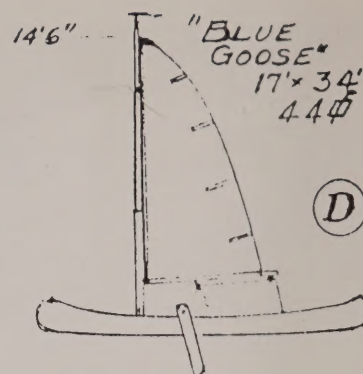
Wind tunnel tests in the early years of the century showed conclusively that greater drive with less drag was possible in airfoils or sails with higher aspect ratios, that is roughly a ratio of sail height to boom length. It was then but a short step to the Kanuk design as in illustration (C), still



keeping the vertical spar tight against the stub mast. To prevent extreme increases in the sail height a limitation was adopted in 1954. These rigs sail well to windward and have long given a good account of themselves at Lake Sebago. Note that the aspect ratio has been increased from 1.0 in the previous lateen to about 1.5 here.

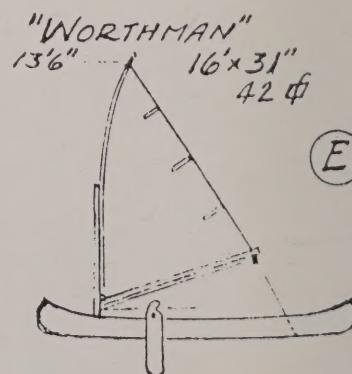
The next obvious step was to put the sail of (C) on a single mast, wood or stepped down aluminum tubing, hoisting it up a track or up a luff rope slot in the after edge of the mast as in illustration (D).

The genuine cruiser would probably consider a 15' mast a horrible nuisance, although with present (1962) construction, the weight



of the entire rig need be no greater than that of the lateen. Some efforts at compromise with the long spar as used in illustration (C) produces a gunter rig, perhaps the answer for those who demand a genuinely stowable outfit. Most of these attempts so far have introduced problems of irregular sail contour which the racing sailor likes to avoid.

In the early 1930's, Henry Worthman of Chicago made a "giant leap forward" with a curved spar shaped to fit the stub mast and form a smooth pear-shaped section. Moreover, the boom was attached to the mast by a special fixture so the latter was rotated by the boom to always point (nearly) into the wind when close hauled. Finally, the curved gaff permitted putting more of the sail area up higher where the winds tend to be stronger. The Bergeson version of this design is shown in illustration (E). This rig



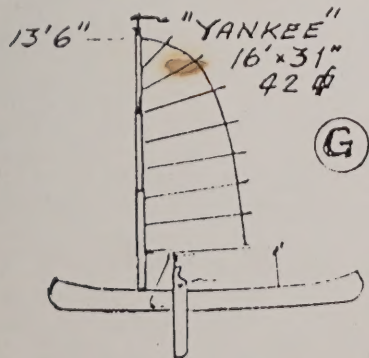
is still one of the most effective yet seen in the Cruising Class. 1962 National Champion, Stephen Lysak, has combined stub mast and gaff into a single laminated mast with luff rope slot to meet the hoisting and lowering requirements. The principal disadvantages of this type of rig are the difficulties for most ordinary sailors of building a curved mast and then finding a sailmaker willing to custom make such a sail at a reasonable price. The bent spar, when dropped, and the boom, both being

permanently fastened to the mast, interfere with paddling unless the mast is unstepped.

In the meantime, other idea men were busy. Tom Zuk (father of present 1987 ACA Sailing Canoe editor/archivist Larry) designed and sailed very successfully a raked stub mast carrying a nicely shaped sail having an aspect ratio of 1.7. The raked mast allowed, at least theoretically, the advantage of carrying a larger roach on a standard "soft" sail as in illustration (F).



The final version (vintage 1962) of the Cruising Class sail is the fully battened rig, originally introduced in this country by Dr. Manfred Curry, who showed his streamlined racer at the New York Motor Boat Show about 1930. Numbers of Class B and C open canoes with full battened ketch and sloop rigs were then built and very successfully raced. Several went a step further and sported "floating" jibs! These particular sails were difficult to keep in adjustment and the Curry technique of strongly forcing the battens into the sail played havoc with light cotton material. The British decked canoe sailors solved this problem by going to dacron and by cutting a very large roach on the luff of the sail, so that the battens, which were made exceedingly limber, now merely held out tautly the basic pocket already in the sail. Several of these rigs, such as Yankee in illustration (G) have now appeared in Cruising Class and in C Class, it will be interesting to follow their anticipated success. Advant-

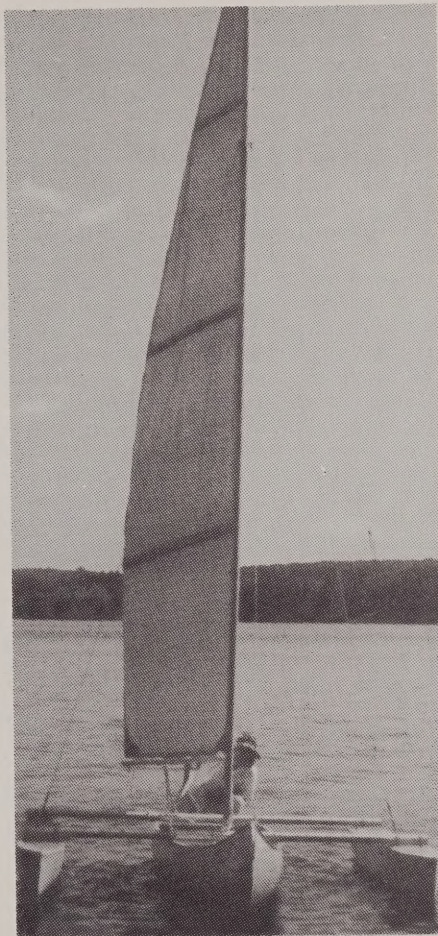


ages claimed are very high aspect ratio of 2.1, more area at greater height, and a sail which holds its

shape in light airs. Obviously there is more fussiness required in a sail with 6 or 8 long battens, than there is with the simple lateen. On the other hand, mast construction is identical with that used heretofore with straight marconi type soft sails, the slotted type being favored. Moreover, fine quality fully battened sails can be purchased at prices comparable to conventional sails.

The Cruising Class has seen many ingenious developments in rig design through its long history. Perhaps this is one of its fascina-

Another Canoemaran



Jenny Kilgore and Larry Morrison of Newburyport, MA, sent this photo and comment.

"After two issues in a row showing catamarans made from canoes, we couldn't resist sending you this photo of our trimaran from a few seasons ago. It was an 18' Grumman, borrowed on the condition that we made no alterations to it. The outriggers we made from plywood, styrofoam and fiberglass. They clamp to the thwarts. The 23' mast was second hand, the battened sail homemade. We can't rave about its performance except to say that it did carry seven people at once, and it didn't get blown apart on a windy day in the middle of Sebago Lake, although it was touch and go."

tions to experimentally minded sailors. On the other hand, there are those who lament the fact that the 1907 lateen was not fixed as a one-design, claiming that where there are now only a few dozen active Cruising Class sailors nationwide, there would otherwise still be hundreds. Who can tell? The Cruising Class sailing regulations have stood well the test of time, since we find hulls and sails of all descriptions competing on reasonably fair terms, the crucial difference still being the sailor."



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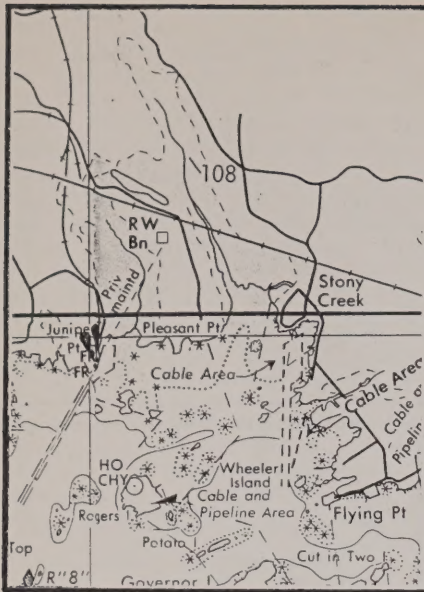


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Perigee Paddling in '87

Gail Ferris



On New Year's Day I happened to have the most unusual luck of catching a perigee tide as it was peaking during the late morning. Not only was this a perigee tide, it was a syzygy with the sun at perihelion and recent heavy downpours from northeasters.

This morning was pristine being bright, perfectly calm and just about freezing as I watched the tide reach higher and higher up the beach. Knowing the usual tide height and the time remaining for high tide to peak, I knew that this tide would easily inundate the salt marshes.

Timing was perfect, as I had already taken my morning row in my Alden as the start of my New

Year's celebration; but the opportunity of paddling a sea kayak anywhere and everywhere in the salt marshes was really an extraordinary combination for such a celebration as New Year's. The weather had been so mild that the marshes were nearly ice free.

I disembarked for a salt marsh between Pine Orchard and Pleasant Point which is bounded on by wooded granite bluffs and normally isolated by a trolley bed embankment. Oh boy! Everything, even the cement trolley bridge was under water. With the greatest glee I crossed this obstacle and proceeded to go paddling along the most fascinating endless variety of granite formations and botanical marvels which cluster along the edges of the salt marsh. Each tiny niche has its own surprises, however I had to be on guard for any unexpected submerged boulders. It is interesting to note how few lichens will grow on dry outcrops and the range of tree varieties. Some cedars, blueberries and oaks survived wherever an accumulation of organic material was.

Because this season had not been cold enough for ice to form and the recent snowfall had remained around the peripheral edges, the tide flooded the snow causing the trapped air to release itself from the snow in large bubbles reminiscent of some sort of strange subterranean activity. I did wonder what it would be like to happen to be over one of the snowy ice pans if it should suddenly float to the surface, however none of them did. Take apart paddles are always handy for such strandings in kayaks.

From this salt marsh as an absolute delight I paddled behind Pleasant Point, as it had become Pleasant Island, heading for Stony Creek salt marsh which was crossed by two steel bridges that luckily had three to five feet clearance be-

neath them. Although the Stony Creek salt marsh is separated from the salt marsh between Pine Orchard and Pleasant Point by a ridge of granite, this marsh is much larger, more diverse and has a greater range in conditions.

The inner sections of Stony Creek salt marsh are edged with hemlock not only on the shallow granite rises but also on the granite bluffs. These hemlocks create a lush and moist habitat because they provide continuous shade and abundant mulch. Beech, resurrection ferns, a host of the most beautiful lichens and mosses as well as many other of the shade and acid soil plants flourish. The lichens and mosses are engaged in a continuous contest for growing areas as well as the edible fungi, Rock Tripe. So plentiful is the Rock Tripe that I gathered some of it from my kayak. Winter botany has its own special lure being a time to more easily observe the dispositions of trees and plants. Often I find trees with very unusual forms which result from rooting on rock bluffs in crevasses. These beautiful and exotic bonsai are often Red Cedar and Red Pine. There are more bonsai among the Thimble Islands which you can easily spot from your kayak.

There are several granite islands in this salt marsh some of which have sheer granite faces sparsely covered with trees and bushes and others which are low and rounded off covered with lush hemlocks. There is always something dramatic about these granite formations especially during those moments I can savor them at close range from my kayak never leaving any tell tale disruptive remains such as foot prints.

This particular tide on New Year's Day 1987 was especially high because it coincided with the perihelion and followed northeast storms which had much rain and wind. Long Island Sound, because of its geography, has its greatest tidal exchange at the east end. Wind blowing from the east can delay the tidal ebb enough to increase the volume of water in Long Island Sound causing flooding of tidal areas. The kayak is an excellent boat to enjoy this natural phenomenon with.

Here is a list of 1987 perigee tides: 1/28, 2/24, 3/24, 4/18, 5/15, 6/13, 7/11, 8/8, 9/6, 10/4, 10/30, 11/24 and 12/22. Remember that perigee tides can give very low tides, rendering bays into mud flats, which can be one of those other sorts of experiences.

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This is Gad Robertson

He's a Maine lobsterman. He's a man of strong convictions who does not suffer foolishness gladly. He knows a good boat when he sees one and he's poured more water out of his boots than many people have paddled in.

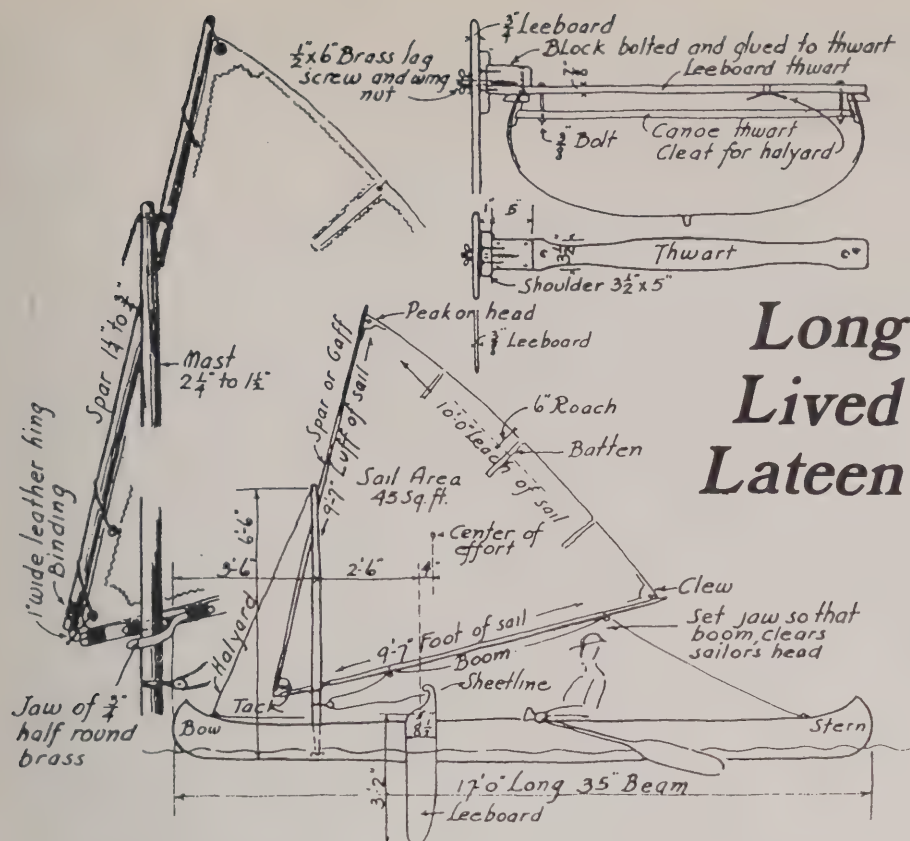
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Long Lived Lateen

Another item from Bob Martin and AMERICAN CANOEIST supplementary to the one on the history of the development of the sailing rigs for Cruising Class canoes is this one about that early lateen rig.

"Pictured here, by veteran sailor Tom Zuk, is the sailing rig most often seen on canoes in the U.S. It is a "standard" rig in the sense that a close likeness can be purchased from several of the major canoe manufacturers. The 45 sq. ft. lateen sail is suited for a 17' or 18' open canoe of canvas covered, aluminum or other construction. With a single leeboard and steered by a paddle, it comprises just about the simplest and most foolproof combination yet devised. The beginner also finds it easy to make all the parts himself, including the sail. And, surprisingly enough, the historic rig of 50 years (in 1962), with a well-cut sail and a nice balance of leeboard and trim, can make a good race of it against the more modern marconi type of rig.

Spars and mast are made of clear spruce or white pine to gain lightness with strength. Spars are given a long taper from midpoint to both ends. The mast cross-section is greatest at the thwart at gunwale level where the bending moment is largest. It, too, is tapered both ways from this point.

Until a few years ago, sails were made of tightly woven cotton, about 4 oz. weight, but synthetics have now pretty well displaced cotton. Dacron, which holds its shape

well, is much to be preferred over nylon. If one makes his own sails, he should remember to cut a 2" to 4" "round" beyond a straight line on the two edges to be lashed to the spars. This will produce the pocket or camber so necessary for good aerodynamic performance. Sails can be fastened to the spars most simply with a heavy spiral cord as in the drawing; or some prefer the closer adjustment of individual ties around the gaff and boom at each grommet.

A halyard of 1/4" manilla or 3/16" orlon, which have little tendency to stretch, will keep the gaff tightly against the masthead. Thirty feet of soft cotton 5/16" rope, not sashcord, will make a sheet easily held for long periods without cutting into one's hands. Note that the sheet pulls from the mast, not from the boom as in most small boats.

Mahogany or any fine-grained wood, even pine, will make a good leeboard. Plane the edges until quite thin, and put on several coats of spar varnish to toughen the finish. A very light spruce paddle and a bailing scoop or sponge will complete the outfit. Cut the paddle handle as in the sketch so you can grip and control it with one hand.

The generally accepted best compromise position for handling a breezy day is to lie face upward, or sit, on the windward gunwale as necessary, holding the sheet in one hand and the steering paddle across the cockpit in the other. After this, it just takes practice!"



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Winter Cruising in the B.V.I.

Report & Photos by Bob Hicks



Maybe it's a bit of a long reach to consider cruising around amongst the British Virgin Islands in the Caribbean in February as "messaging about in boats", but I'm going to go for it anyway, since that's what we did from February 4th through the 13th and there were some interesting experiences involved. The operative word here

is "cruising", rather than "sailing", as our boat was a 44' bullet-proof CSY center cockpit cutter built for what is known as the "bareboat charter" trade. What that means is it's made so almost anyone with any basic sailing experience in a modern fiberglass cruising sailboat could take the boat without getting into too much trouble. Ov-

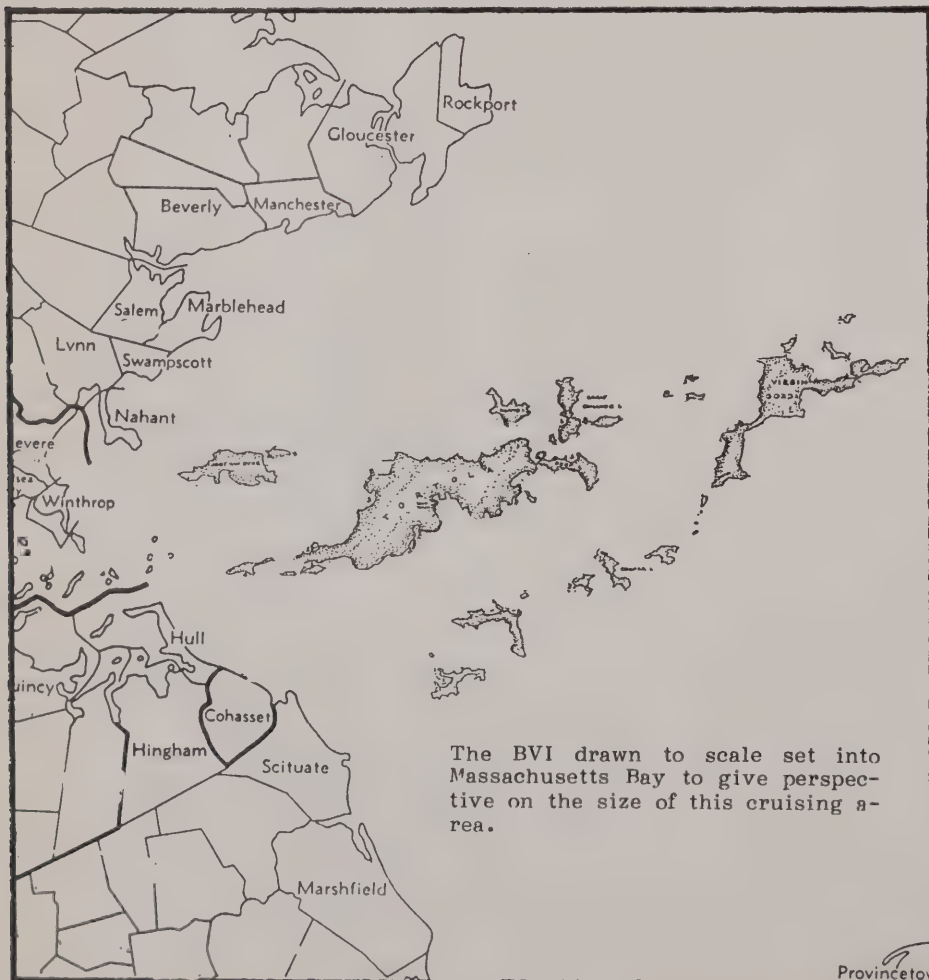
erweight and underpowered, but very, very comfortable.

Somehow or other I had envisioned these fabled winter cruising grounds as being somewhat larger in scale than they were. The Virgin Islands lay off the eastern end of Puerto Rico, and the western-most ones are U.S. possessions, those further east are British. We flew into the British Virgins where the yacht chartered by friends Aaron and Ann was based. The whole archipelago of about 20 islands all falls within a roughly rectangular area about 25 miles east to west, maybe 15 north to south. They'd all fit inside Cape Cod almost, see the little map I did up of Massachusetts Bay with the BVI superimposed to the same scale. No matter where we were, we could see several of the islands at any time. Only one, Anagada, lay over the horizon, 12 miles north of the rest, and expressly forbidden to most chartering bareboats, due to its extensive reefs.

The appeal here for cruising is the weather, winds and picturesque. It's 70 at night, 80's in the daytime, almost always sunny, the rain we had fell in brief heavy showers over in a few moments. The wind blows from the east, northeast to southeast, it's a "trade wind", and normal breezes are 15 to 30 knots it seems. We did have a couple of light air days, though. Not unheard of, it would seem, for in the CSY book that comes with the yacht, it mentions that the boat cannot be expected to sail very well in light airs, but no matter, for the winds in the BVI are almost always over 15 knots. The picturesque is achieved by crystal clear waters ranging from a deep blue through aquamarine green, steep shored islands which are all sunken mountaintops, and mostly undeveloped shorelines.

The main business of the BVI is yacht chartering. There's no local agriculture (other than local sustenance gardens and livestock), no industry, not even much fishing. There are several major yacht marinas from which one charters both company and privately owned boats. Judging from the names seen on some transoms, a surprising number of which were based in Marblehead, with one even from well inland in Grantham, NH, there are a number of privately owned yachts here being chartered much of the time when the owners are back home earning livings.

Well, our yacht wasn't one of these. The CSY stands for Caribbean Sailing Yachts, and this is a





We saw some real sailboats at times, these two were even wooden ones, lovely lines and looks. The beaches and waters are awfully attractive. A couple of "traditional" wooden boats we came across, both now derelict.

chartering firm as well as a manufacturer. The CSY yachts are built to the needs of the CSY charters. Big, roomy, comfortable, slow. Ours was an older one, second-handed off to a smaller, more budget level chartering firm. Aaron originally had arranged for a 33' sloop for the two of them. Then he was told it wasn't going to be ready and they'd give him a 37' sloop. That's when we were invited along. When we arrived, that too was being repaired, engine work, and we wound up on this 44' center cockpit cutter. NINETEEN TONS of it! Yes, 38,000 pounds! A BIG boat. With a short rig, 905 square feet in main, jib and staysail. Beam 13'4", draft 6'6".

Let me tell you more about this boat, for it's what we lived on for a long week, and cruised about in. Four of us had all kinds of room, it supposedly "sleeps seven". We took the forepeak and it was very pleasant accommodation. On deck seven big hatches opening so as to scoop up the breeze when at anchor. In and around the bunks, settees, etc. storage for provisions

and attire for months. TWO showers with hot/cold running water under pressure! A big three part refrigerator/freezer for a month's worth of good eating. 125 gallons of diesel fuel for the big diesel under the cockpit. 400 gallons of water for us water wasting Americans, all those showers and all. The fuel and water tanks had no provision for checking remaining supplies. Who would need to know? Huge cockpit, well up off the water with sun shading bimini top fitted under the main boom so one could sail along out of the direct rays of the tropic sun. Stainless boarding ladder to get up that wall-sided hull to the deck. Big rugged bronze opening ports in all cabins.

What we had was a nice waterfront villa with mobility, we could travel from place to place and enjoy different bits of waterfront each day. What we didn't have was a sailboat. Well, a sailboat that provided sailing satisfactions. Right off upon leaving the Nanny Cay marina and hoisting sail, it became apparent that the boat was very sluggish on the helm, didn't

want to point very high, and wasn't about to move very fast in about a 15 knot breeze. As the breeze that first afternoon was right on our nose out of the northeast, tacking was in order, and the broad angle off the wind that VOYAGER could manage, together with its stately progress, meant it would be quite a while before we reached Salt Island, maybe 5 miles away at most. After a while, we tacked over towards Salt, found we still couldn't point high enough yet to make it, and fired up the diesel to "motorsail" to our first evening's anchorage. That was the way it would be, mostly motoring into adverse winds, sometimes motorsailing, just one day with a nice reach in 25 knots. On that trip from Virgin Gorda headed west towards the Camanoes and the north side of Tortola with a southeast wind on our beam, we even got the rail down, by dint of sheeting in everything hard on the beam reach. Apparently this was VOYAGER'S favored sailing mode, reaching in a strong breeze.

So it wasn't a sailing ad-



THE CSY 44 center cockpit cutter, 19 tons of floating accommodations. It looked its best at anchor. All sorts of hatches gave it fabulous interior ventilation at anchor, made for comfortable sleeping.

venture. It was a cruise. We did the touristy things one would conventionally do on a Caribbean vacation, cruised amongst the islands, anchored often, visited shoreside attractions, ate out in scattered restaurants at times, snorkeled on coral reefs, eyeballed other boats (some of which really were sailboats), enjoyed meeting some of the locals, peeked at the plush "resort" style of life where mountaintop villas could be rented complete with cook, maid and driver for \$3,500 a night. That sort of thing. Not really messing about in boats. But a pleasant vacation.

I had hoped to track down some indigenous boatbuilding. It was reported in one of the cruising guides that the center of the BVI boatbuilding was in Fat Hog Bay on Tortola. On our last day we motored into that bay, and cruised the shoreline. No sign of building. One sort of garage building with a couple of boats high and dry tilted over on keels and bilges, nobody around. We didn't go ashore. Later our taxi driver told us the guy who used to build there had moved off islands. Since there is little apparent fishing done there, who needed boats? The charter trade is all on big U.S. and Canadian built yachts and motor sailers and trawler yachts. The local service trade runs around in the typical outboard fiberglass skiff. On the beach at Salt Island was a weathered old lapstrake round bottom skiff with a

wineglass transom, way beyond its useful life. On the beach at Cane Garden Bay, another round bottom lapstrake skiff with much missing planking. No luck, if anyone in the BVI is building indigenous boats, we didn't run across them.

One aspect of messing about that was noticeable at our base on Nanny Cay was the number of "yachts" ashore in the boatyard there. I was surprised, it was a pretty full lot. I sort of expected just about all the boats would be in the water. But it appears several factors exist that create this on-shore boatyard assemblage. People who are not using their boats can store far cheaper ashore than on the docks. Others were getting their boats ready, just like springtime around here. Still others were engaged in obviously long term repair and restoration work, just like around here. And then there were those which were at the end of the dream, that world cruise that got this far. These are more in the weeds, more faded and derelict in appearance. Often with equally forlorn "For Sale" signs. Virtually all of the boats are pretty big, 30 footers or more, "cruising boats", nearly all sail or motor/sail. I saw several wooden hulled craft, nice lines, bad shape. Again the bulk were bulky, big deep draft, heavy displacement stuff, Westsail type. Even a CSY like ours was ashore undergoing refinishing, and we got

a good look at the underbody. Plump! We were told you can get some pretty good buys on bigger cruising sailboats here.

Virtually no small daysailers were in evidence. We saw a few in Gorda Sound, an idyllic sheltered bay on Virgin Gorda with good breezes and protected from ocean swells. No rowing craft, aside from one Small Craft recreational shell a young woman was working on, on the beach at Cane Garden Bay. She was from Long Island, married to a BVI citizen, and brought her recreational shell with her. The locals ALL outboard around in skiffs of fiberglass, big and small. It would be quite a nice sailing area for smaller boats. Paddling too for sea kayaks, come to think of it. Inside the island perimeter, the ocean swells are flattened right down, there are all sorts of bays and short inter-island trips to enjoy. The breeze is usually more than adequate. Shallow draft boats could go right in over the reefs where no seas were breaking, and beach in many spots. Our typical deep draft monster had to always anchor off a way, and avoid the reefs religiously. Some of the passages between the islands cannot handle a 7 foot draft, even with the miniscule local tide range of about 18".

Shore access is pretty commonplace. Some of the islands are privately owned en toto, those with no development on them are not posted. We went ashore on Laurance

Rockefeller's Sandy Cay where a sort of locally indigenous botanical garden is maintained, a lovely spot. On Peter Island, a plush resort owned by Amway, the beach signs announce that visiting yachtsmen are welcome to day use of the golden, palm lined sands and translucent snorkeling waters. Maybe you'll stop for lunch at their beach bar, if you have the cash. On Salt Island, a tiny colony of poverty sits by a salt pond, it was weird to watch darkness come over it, the few locals disappear into their shacks, and NO LIGHTS appear. Up with the sun, to bed with the sun. On Guana Island, site of a resort for some corporation, the golden sands featured discrete signs announcing that this was a private beach, and if you came ashore, "you would be asked to leave". Nicely phrased. Other settlements had uncrowded public beaches. The marinas and private shoreside resorts usually were clearly posted as no docking except for customers. All told, there was plenty of opportunity to anchor, go ashore in the dinghy and hike around.

Not much concern was expressed about pollution. Ashore, the marinas and resorts are immaculate, but one local village we visited had two open septic "pools" right out next to the golden sands and "main street". Trash lay about hither and yon. Afloat, the boats all use the old style pump overboard heads, no holding tanks. An interesting note on this subject in our CSY book went like this: "Due to the clarity of the water in the islands, do not use the head while one of your boat mates is swimming." I guess the millions of fish and other sea organisms make short work of the biodegradables flushed out of a thousand yachts every day. Certainly the water is crystal clear and thoughts of pollution just never occurred except when flushing that head. It is apparently not a problem.

Well, I don't know the total count of charter yachts available in these islands. We were there just as the height of the season was at hand, but I could always easily count the handful of sail up within our horizons. Aaron, who cruises way down east in Maine in a Klepper, island to island, kept mentioning "look at all the boats in here" as we'd enter an anchorage. But I had visions of Salem Sound in summer with several thousand sail and powerboats all out there in a smaller scale area, and so I didn't see many at all in the BVI. You could always spot the marinas and resorts from offshore, forests of spars clustering together. Far and away most of the boats we saw were so moored all week. And on the weekend too. And this isn't a weekend sailing place, it's a vaca-



Two in the boatyard. The Westsail SKOOKUM BELLE was about ready to go into the water, big and fat but finely finished. The big steel motor sailer was rusting away, abandoned in the weeds.

tion sailing (well, cruising) place. I can't explain it, but most of the boats were parked.

We had a most of a day to spend before a late afternoon flight home, and the big CSY had been turned in, so we took the local ferry trip over to Charlotte Amalie on St. Thomas in the American Virgin Islands. About a 15 mile trip, took 45 minutes in the 125 foot steel diesel powered passenger only (no vehicles) ferry. Charlotte Amalie has a huge harbor, full of yachts, with four big Cunard cruise liners docked, and the shopping district packed with all sorts of "trinket" shops, jewelry, perfume, etc. It's a "free port", no duty, no taxes. The big cruise ships disgorge their swarms upon docking and they sweep through town shopping. That's part of that way of cruising, I guess.

Interesting to note was the way the skippers made our return trip. We were in NATIVE SON a bright green craft. The competing firm owns BOMBA CHARGER, done up in blue. We both left Charlotte Amalie at 12:30 for return to Tortola, and the race was on. Neck and neck we charged along, up through the channels between the islands. Our skipper elected to take us through narrows alongside some breaking reefs, and BOMBA CHARGER got a bit ahead. These guys seemed to be enjoying their daily "races" and their local knowledge enabled them to cut past reefs of the sort we'd been giving very wide berth to earlier in the week. Travel on the water is a routine for the locals, after all there's water everywhere you turn on this collection of lovely islands under the Caribbean sun.

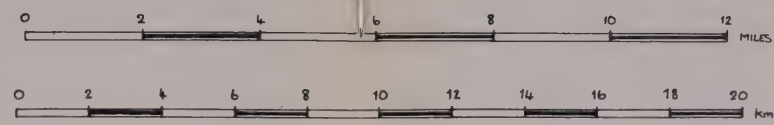


BRITISH VIRGIN ISLANDS



Cruise of the VOYAGER II

- 1) Start and finish at Nanny Cay Marina.
- 2) First night at Salt Island, poor but beautiful.
- 3) The "Baths", a spectacular swimming spot.
- 4) Second night at Drake's Anchorage, "gourmet" dining.
- 5) Third night at Leverick Bay, beach bar, etc.
- 6) Lunch at Marina Cay, much too crowded.
- 7) Fourth night at White Bay, almost all to ourselves.
- 8) Noon visit to Cane Garden Bay, local life.
- 9) Snorkeling at Green Cay, turquoise waters.
- 10) Fifth night at Little Harbor, eats at Abe's.
- 11) All ashore at Sandy Cay, botanical garden isle.
- 12) Snorkeling at Great Thatch, fabulous coral reef.
- 13) Sixth night at Renures Bay.
- 14) Seventh night at Deadman's Bay, posh resort, golden beach.



The wanderings of VOYAGER II around the BVI, it's so small an area that you can get almost anywhere within it you care to in a day. We hit most of the tourist spots, but managed to anchor most nights in places uncrowded, listed as "day anchorages" in the guidebook. Sort of nice, everyone else went to the "overnight" anchorages. Ate aboard most of the time, a couple of dining out ashore evenings were costly but interesting. Jost Van Dyke was my favorite with few people, interesting Sandy and Green Cays, and Abe's superb restaurant eats, "homestyle".

- | | |
|---------------|---------------|
| Airport | Paved Road |
| Port of Entry | Unpaved Road |
| Settlement | Wreck |
| Anchorage | Reef |
| | Mountain Peak |

On the way back we didn't row; for, though the current was slow and the wind unsteady, both were in our favor; and we could steer for the ruffled places where the breeze reached the surface from over the bluffs and trees.

When we came in sight of the mouth of the river the old FAVORITE had discharged her cargo, and was sailing away with a free wind, just beyond the point. Joe wanted to go in to the spring once more and take the opportunity of getting a cool water supply at the latest possible moment; for what we had was already warmed up some, he said; and it might have been, for it was coming to be a pretty hot day. As soon as we turned into the lee of the bluff, we lost the wind; and I sculled in a few yards till we could see bottom, and then Joe poled the rest of the way with his crab-spear, keeping a lookout. But he didn't get any more, though he made two or three murderous jabs; and the last one hit a stone and doubled his spear-point out of shape. By that time we were pretty near the spring, and the boat grounded with a shove or two of my oar. Joe emptied and refilled the jug, and we shaped our course for the mouth of the river.

"What'll we call that camp?" inquired Joe.

"Camp Potowomut," said I.

"Yah! Get away: I'd rather call it Camp Crabs."

"Well, how do you like Camp Greene?"

"Well, maybe that'll do, if I can't think of anything better," and we finally agreed to let that name stand, in honor of the Revolutionary hero.

"Now what'll we call the other one?" I asked in turn.

"Camp Thirst, Camp Drought, Camp Desiccated ---"

"Come now, that place was not any drier than other places where we've camped; you can't expect to have a spring within half a dozen steps every night. Think of Dyer's Island, away out from shore. 'T was only that we happened to eat that salt meat."

"Very well then -- Camp Salt-junk."

But he was easily induced to drop this in favor of Camp Phosphorescence, referring to the sparkling of the animalculae in the water.

On leaving the river, after rounding "Marsh Point," and then "Sandy Point," a little further north, I headed the TRITON for the northwest. As we coursed swiftly along with the wind abeam, Warwick light ranged eastward, nearly two miles away. On the north stretched the low north shore of Coweset Bay, indented by four inlets, or coves; the places of the

Adventures Down the Bay



two nearest us were indicated by the distant trestle-work of the railroad bridges crossing them; the others could not as yet be distinguished.

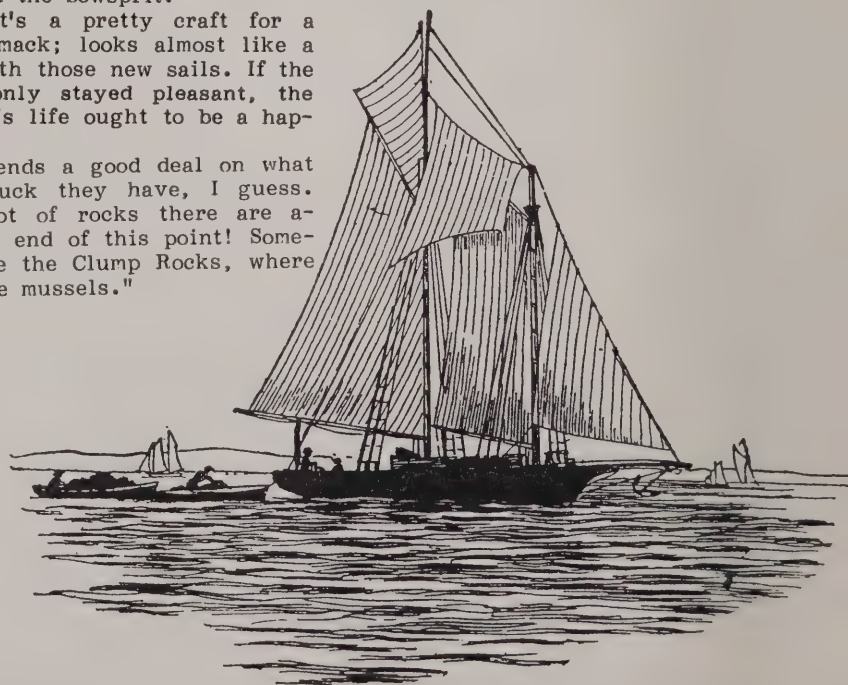
A trim little schooner appeared beyond the point for which we were heading, and in a few minutes it passed not far away; it was towing two boats laden with nets, and the anchor was lashed at the end of the bowsprit.

"That's a pretty craft for a fishing smack; looks almost like a yacht, with those new sails. If the weather only stayed pleasant, the fisherman's life ought to be a happy one."

"Depends a good deal on what sort of luck they have, I guess. What a lot of rocks there are around the end of this point! Something like the Clump Rocks, where we got the mussels."

"And they must have a precious climb to get to them. I must say, though it makes a place look bigger, to see it tilted up sideways; you can see 'most of it at once."

We soon sailed out of the entrance to the inlet, or cove, and left the town behind; just ahead was a picturesque peninsula, rising gently from its sandy shores, and



"A TRIM LITTLE SCHOONER."

covered on the top with trees and shrubbery; it was connected to the mainland by so small a neck of low strand that it might be taken for an island from some points of view.

We skirted along its shore, however; on the further point was a large skiff propped up on a packing-case and a wooden "horse," as though for repairs or painting; the sail was partly raised and a little chap about eight years old sat in the stern, having an imaginary voyage, no doubt. The dark, triangular slab of the centre-board hung down from the bottom.

"She's flat-sided, and might have a lee-board, if they only knew enough; then they wouldn't have to be tinkering up so much. See what a big rudder they have to use! The TRITON'd have to tote a clumsy thing like that, if we didn't work her with an oar."

A little further on we passed a queer-looking craft lying at anchor, - a big, tubbish sail-boat, black, with a broad brown band, and the strangest cabin I ever saw in a boat.



A QUEER-LOOKING CRAFT.

"Whoever built that didn't mean to stoop when he went under cover. I wonder if he sleeps standing up."

Two men were aboard, one standing on a thwart, and leaning against the cabin. The furled sail was hauled up along the mast so that the outer end of the boom rested amidships.

"I'd like to see her under way - unless they house the stove-pipe they must spread considerable sail aloft."

"They ought to rig her with a set of square sails," I suggested.

"Wouldn't that be gay! If I had her, I'd do it! Then I could sing out to you, 'Haul on the lee braces! Lay aloft and clew up the top gallant sail!' and you could jump on top of the cabin, and reach right up."

"And people who saw us end on, a mile or two away, would take us for a frigate. I'll tell you! Such a cabin could be rigged so as to telescope up and down, like a

pasteboard box with a deep cover. Then we could rig the sail in the usual way, and when we were voyaging, we'd have the thing shut down so as to let the boom go over it. When we wanted to camp, or if it came on to rain, we could stow the sail out of the way, and hoist the cover to the top notch; then we'd have a high-studded house to stand around in."

"Complete! Methinks I see it! Get out a patent! Then if a spy from an enemy, or anybody disguising evil intentions, should board us, we'd inveigle him into the cabin, and offer him a glass of ---"

"Water from Peck's Rocks Spring."

"Yes -- and while he was mellowing under its influence, we'd withdraw, let go the catch, and the roof would smash down on his tile and double him up like a jack-knife."

"These are Greene's Rocks, according to the chart," said I.

"The old chap amounts to considerable hereabouts, doesn't he?"

"And there's a 'Chippewanoxsett Island' set down here, too."

"Gracious! It must be a tremendous island, to sport that name. But where is it? Must have sunk since that map was made, I guess."

"It must mean the biggest of these rocks; I don't see anything else."

"Well, that's an Indian name, and it must have been an Indian joke, to give it to a two-for-a-cent bit of rock. Let's land on it, and have it help count; that'll keep up the joke."

Presently we were in the little archipelago, threading our way among the scattered fragments, some rounded, some angular; and grating on one or two which lay a little below the surface. I steered to the largest, and we landed, Joe exclaiming "Three cheers! Here we are! What's-his-name Island at last!"

Now we could see the inner or western end of Coweset Bay, hitherto mostly hidden by the point we had now reached. The land sloped upward from the water to a consid-

erable height - the light-brown pastures interspersed with the darker trees and groves, and many houses dotted about. Part way up the bluff the railway to New York stretched along, its embankment raised on the side-hill; and a train was gliding silently along opposite, a mile away.

"Better keep as much to the south as we can, hadn't we?" said Joe, as we re-embarked.

"Yes; then when we do start north, we won't have to be beating back."

So Joe laid the course close-hauled for "Long Point," beyond which the inlet of Greenwich River extended south. We sailed into this, looking up at the town which stood on the steep hillside, street above street, with the church spires and academy tower rising against the sky. Toward the southern part of the inlet the water-front was lined by a queer little village of weather-worn shanties, some of which were built on piles where the tide flowed beneath. This was "Scallop Town," whose inhabitants scooped up hundreds of bushels of those shell-fish every year.

Beyond this place the inlet narrowed, turned to the right, and fetched up against the railroad, where a little rivulet came flowing out through a tunnel.

"We're headed off here," said Joe.

"Here's the southwest corner of the bay," I added. "Now we'll run up along the west shore."

We repassed the town, running before the wind, much more rapidly than we had made the distance down.

"They must have a fine view from those houses on the upper streets," I remarked.

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WHAT'S HAPPENING?

AMC FLATWATER CANOE TRIPS

The Boston Chapter of the Appalachian Mountain Club has scheduled 22 flatwater canoe trips for the coming spring, beginning April 25th and running through June 28th. They are on rivers in the greater Boston area and nearby north and south shore areas. Beginners and children are welcome on most trips but trip leaders may impose restrictions associated with individual trips. Certain trips have been designated as Instruction, Introduction or Advanced. Instruction trips offer formal training to all participants. Introduction trips will accommodate, but not be limited to, paddlers with no experience and no equipment; show up, rent and go. Advanced trips are for experienced paddlers with their own equipment.

The April schedule is as follows:

APRIL 5: Upper Neponset River, Allen Knowles (617) 828-3025.

APRIL 11: Nissitissit River, Trek Abele (617) 433-5561.

APRIL 18: Concord River, Harland Alpaugh (617) 658-4136.

APRIL 25: Sudbury River, Chris Childs (617) 897-5017.

APRIL 26: Charles River Introduction, Jeanne Fuller (617) 586-8928.

MINUTEMAN MODEL YACHT CLUB

The radio control model yacht sailors are getting together another season of events, with news from the Minuteman Model Yacht Club of Needham, MA, in hand. They open their season March 29th with their Icebreaker event in Needham, MA. Then on April 19th they run their Patriots Day Regatta in Needham. The scale model skippers open their season on May 3rd at the Medfield, MA, swim pond. If you'd like to know more about these events you can call Dave Mainwaring at (617) 449-1892 in Needham, MA.

SHIP MODEL SYMPOSIUM

The U.S.S. CONSTITUTION Model Shipwright Guild has scheduled a two-day symposium on April 25th and 26th with workshops on various aspects of building ship models. Subjects to be covered include rigging, building techniques, cutting, fitting, carving, hatch and skylight construction. Hours each day will be 10a.m. to 3p.m. Location is at the CONSTITUTION MUSEUM in the National Park in Charlestown, MA, next to the berth of OLD IRONSIDES. For details contact George Kaiser at 23 Mermaid Ave., Winthrop, MA 02152, (617) 846-3427.

CAPE COD AMC CANOEING

The Cape Cod Chapter of the Appalachian Mountain Club has announced its 1987 schedule of canoe and kayak outings. Contact individual trip leaders for details.

MARCH 28. Farmington River, Unionville, CT, Class 2 whitewater. Bob Scolamiero (617) 545-6015.

APRIL 4. Upper Nemasket River, Lakeville, MA, easy flatwater for those with little experience. Mark Klim (617) 293-9655.

APRIL 11-12. Deerfield River, Charlemont, MA, Class 2 whitewater. Bob Scolamiero (617) 545-6015.

APRIL 18-19. Class 2 whitewater in New Hampshire. Ed York (617) 385-6118.

APRIL 24-26. Class 2 whitewater training. Bob Scolamiero (617) 545-6015.

RHODE ISLAND CANOE ASSOCIATION SCHEDULE

The Rhode Island Canoe Association has published a tentative schedule of events for 1987. When it is finalized it will be updated each issue. For information about this group, contact Paul Paradis, Pole 48, Scott Rd., Cumberland, RI 02864.

APRIL 12. Wood/Pawcatuck Rivers, Alton to Bradford, 7 miles.

APRIL 25. Great Swamp, Taylors Landing to Biscuit City, 7 miles.

ALASKAN SEA KAYAK SYMPOSIUM

Most likely none of you will be wanting to go off to Alaska June 12-14 for this event, but in case you may, you should contact Doug Van Etten at (907) 243-1550 for information. This is a major sea kayak event in Seward, AK, in a fantastic kayaking area. An Open Ocean Paddling Workshop for experienced paddlers, guides and trip leaders is scheduled June 9-11 with John Ramwell and Derek Hutchinson of Great Britain instructing. For this one, write to ASKS '87/Open Ocean, P.O. Box 10-1387, Anchorage, AK 99510.

ATLANTIC COAST SEA KAYAKING SYMPOSIUM

L.L. Bean wants you to know they'll be hosting the 6th Annual Atlantic Coast Sea Kayak Symposium again this summer, on August 7-9 at the Maine Maritime Academy in Castine, ME. Primary focus will continue to be on the newcomer. To get the brochure when it's available, write to Michael Perry, L.L. Bean, Freeport, ME 04033, and tell him you'd like to know more when it's available.

CAPE COD FROSTY RACING

The Cape Cod Frosty Class Association is already well into its Winter-Spring frostbite racing schedule on the Cape in the tiny 6' sailing dinghies. The hotlines for current information on the weekly events is (617) 432-3704 and (617) 432-0268.

MARCH 15. Mid-Winter Championship, Wychmere Harbor, Harwichport, noon start.

MARCH 22. Crosby Cup, Crosby Yacht Yard, Osterville, noon start.

MARCH 29. Hesperus Cup, Round Cove, E. Harwich, noon start.

APRIL 5. Sundance Regatta, Horse Foot Cove, Bass River, Dennis, noon start.

APRIL 12. Stage Harbor Regatta, Stage Harbor Marine, Chatham, 1 p.m. start.

APRIL 26. Midget Where Are We Regatta, Dockside Pub, Hyannis, noon start.

The problem of what to do with an "aging Frosty" was addressed in the February, 1987, issue of the Association's newsletter:

"Like all good things, even the stoutest Frosty must come to an end. Delaminated plywood, rusty gudgeons, acute Bondo fatigue, any or all of these eventually afflict your old friend and force you to think of the day when she must come home from the sea and seek green pastures.

Fortunately there are alternatives to the town dump or the fireplace. Your Frosty can be born again into a new and exciting life. The only limits are your imagination and resourcefulness.

Consider the case of Melinda Fish of East Orleans, yachtswoman and cat lover. Recalling an article in a national sailing journal that described a Frosty as a floating kitty litter box, Melinda put her old boat to good use in the back hall, where, with conscientious maintenance, it takes care of all thirteen of her feline companions.

Window planters, children's sand boxes, hamster condos, there is no end to the transformations of which super-annuated Frosty is capable. But surely no greater ingenuity has been seen than that displayed by Hallet (Satchmo) Cahoon of North Harwich, who equipped his old Frosty hull with a neck, bridge and strings and won third prize in the annual Folk Musical Instrument Competition, Bass Viol Division, at Provincetown last year. The judges found the tone unusual but haunting."

SEBAGO CANOE CLUB EVENTS

The Sebago Canoe Club of Brooklyn, NY, has published its spring schedule of canoeing activities.

MARCH 28-29. Whitewater canoeing on the Shepaug River in Connecticut, for experienced paddlers only. Gerry Horn (718) 332-7230.

APRIL 4-5. Whitewater canoeing on Whitewater River in New Jersey. Marilyn Vogel (215) 453-9084.

APRIL 11-12. Kayaking and camping on South Jersey shore. Eric Klein (718) 783-2306.

Basic canoe sailing courses will be held in April on the 2nd, 25th, 26th, 29th; in May on the 2nd, 3rd, 7th and 9th. Fee is \$75. Hank Niman (718) 375-2618.

Learn to canoe courses will be held in March on the 26th, 28th and 29th; in April on the 2nd, 4th, 5th and 11th; in May on the 13th, 17th and 23rd. Fee is \$45. Steve Keller (718) 788-3416.

For information on joining the Sebago Canoe Club and its activities, contact Membership Chairman Hank Niman at (718) 375-2618.

MAINE MARITIME MUSEUM WINTER EVENTS WRAPUP

The Apprenticeship at the Maine Maritime Museum in Bath, ME, wraps up a winter series of evening workshops on various traditional boat building and maintenance skills with the following scheduled:

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 is also finishing up a series of lectures relating to maritime history in Maine with the following:

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

This final lecture is to be at 7:30-9 p.m. at the Patten Free Library, 33 Summer St. in Bath, ME. Non-member admission is \$2.

LAKE MONROE ANTIQUE & CLASSIC BOAT SHOW

Here's another event anyone who likes the mahogany speedboats and cruisers might want to take in IF Florijda isn't too far away. April 23rd through 26th are the dates, location is in Sanford, FL, at the Holiday Inn. Contact Dale Tassell, Rt. 1, Box 25H, Mt. Dora, FL 32757 for further information, or call him at (305) 383-6203. They want northern boats to come on down.

CLEARWATER HUDSON RIVER REVIVAL

The dates for this year's Revival are June 20-21 at Croton Point Park, Croton-on-Hudson, NY. Of interest to boat folks is the Small Boat Builders' Get Together. Builders of traditional wooden boats (professional or amateur) are invited to participate. There's no fee involved. You do have to pre-register to take part. Over the two day festival of music and crafts, tens of thousands of people pass by and the small boats are an important part of the proceedings. It all started from Pete Seeger's Hudson River Sloop CLEARWATER project. If you'd like to participate as a boatbuilder, contact Stan Dickstein, Clearwater Revival, 112 Market St., Poughkeepsie, NY 12601, (914) 454-7673. If you'd just like to make the scene, tickets are \$12 daily at the gate, \$10.50 in advance. Both days cost \$21 at gate, \$18 advance. Order tickets from Clearwater Revival, 112 Market St., Poughkeepsie, NY 12601.

FLORIDA KEYS SMALL CRAFT MEET

Another event a bit out of reach for most of us, but if it happens you'll be in Florida May 1-3 you might want to take in Chris Harkness' Third Annual Cedar Key Beach Cruising Expedition & Small Boat Meet. It's in the spirit of traditional boat meets but since wooden boats aren't commonplace in Flo-

rida, the focus is on small sailing/rowing/paddling beach cruisers. Chris plans cruises in the Cedar Key area as well as the usual getting to know one another and trying out each others' boats gathering. What sort of boats? Sea Pearls, Drascombes, Old Shoe, Bay Hens, etc. Ida Little will be there for photo taking for her upcoming book on open boat cruising. Contact Chris Harkness at P.O. Box 90, Cedar Key, FL 32625, (904) 543-5674.

EASTHAMPTON MUSEUM WORKSHOPS

The Boat Shop at the Easthampton (NY) Historical Society has scheduled a series of workshops for this coming spring.

APRIL 4-5. Lofting. Fee \$65.

APRIL 11-12. Methods in Wooden Boatbuilding. Fee \$65.

APRIL 25-26. Care & Repair of Wooden Boats. Fee \$65.

MAY 9-10 & 16-17. Build Your Own Sailing/Rowing Pram. Fee \$125 plus materials.

MAY 23, 24, 25. Second session, Build Your Own Sailing/Rowing Pram.

JUNE 13-18. Build Your Own Rowing Shell. Fee \$195 plus materials.

JUNE 20-21 & 27-28. Second session, Build Your Own Rowing Shell.

All workshops run 10 a.m. to 5 p.m. on designated dates. For full details call the Easthampton Historical Society at (516) 324-6850.

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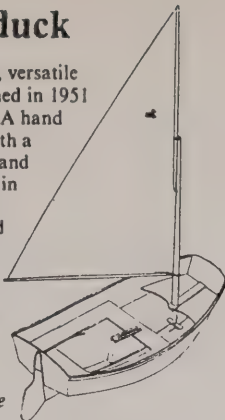
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SIRENS TO BUILD GIG

The Sirens, the all woman rowing team from Gloucester, MA, have undertaken the construction of a 30' (approx.) Scilly Islands Pilot Gig for use in 1987 rowing races. This is a 6 oar with coxswain lapstrake round bottom craft used originally in Britain's Scilly Isles by pilots who rowed far out to sea to meet incoming sailing vessels in order to secure the piloting work. It is light, fast and very seaworthy. Boatbuilder Larry Dahlmer of Gloucester will do the major construction and the dozen member team will finish off the unskilled work on SIREN SONG. Keep an eye out for them later on this year at the rowing events.

THE CURRAGHS ARE COMING

Ed McCabe of the Hull Lifesaving Museum rowing program tells us that one Monty O'Leary of Ireland will be in the U.S. this early spring to build a 26', 8 oared curragh for the Ancient Hibernians at the Philadelphia Maritime Museum. Ed hopes to have him in Boston also, and says if there's interest in these craft from others, perhaps several can be built at an estimated (Ed's estimate) cost of \$1,000 each. You might want to call Ed for more detailed information (this as all there was at press time) at (617) 925-4826.

CHARLES RIVER CANOE BUILDING

The Charles River Museum of Industry in Waltham, MA, is looking for information on the canoe builders that flourished along the river in Newton and Auburndale from the Civil War days to World War II. Assistant Curator Daniel Holbrook wrote that surprisingly little information is available from area historical societies. He has asked that I invite any readers with knowledge of, or printed matter about, these canoe builders, to contact him. The address is Daniel Holbrook, Charles River Museum of Industry, 154 Moody St., Waltham, MA 02154.

BROWSER #3 ADDRESS CORRECTION

In our February 1st issue mention was made of the publications offered by the Ayer Co. of Salem, NH. Unfortunately the mail address given was from an outdated catalog. If you tried to reach them and got your letter back, try again at The Ayer Co., Box 958, Salem, NH 03079.

NOTICED THOSE LITTLE "j's"?

Perhaps you've noticed periodically words on these pages with small "j's" in them. Those are typo goofs on my part. They represent instructions for this word processor but shouldn't pop up in print. I hit the wrong keys and don't catch the errors when proofreading in my usual hurry.

THE ISLAND INSTITUTE

Anyone interested in the Maine islands as a recreational boating resource ought to know more about the Island Institute. This is a non-profit environmental organization devoted to preserving the welfare of the several thousand islands on the Maine coast, not just for boating, but for economics, livelihoods, historical and archeological studies, flora and fauna. Their message is summarized on a membership brochure as follows:

"Because Maine's islands are finite in number and are highly romantic landscapes, the islands' futures will be driven by development pressures unless cooperative efforts between the islands' seasonal and year round residents, conservationists and developers can find a way to balance growth, environmental quality, and PUBLIC ACCESS (my emphasis).

To play a part in these decisions, you can join the Island Institute, an island conservation and resource management, non-profit organization, committed to providing the tools and information for islands and island lovers to make their own wise choices for the future."

Membership is \$35 a year, and things you receive aside from supporting this ethos include the annual ISLAND JOURNAL (a really fine publication), three newsletters, and invitations to various conferences of interest. The Institute is an information source for a long list of island related topics including boating opportunities and island access. The Spring 1986 newsletter discusses a survey done of over 1500 islands owned by the state of Maine with an eye towards their recreational uses. Only a few have been "found" by the public and are being used at all, and the state doesn't say much about the rest as it has no mechanism for controlling such use. At present it's ad hoc use by those who know the places to go

There's a \$50 membership offer that gets you a 1987 membership plus Volumes 1, 2 and 3 of the ISLAND JOURNAL. A good deal as each annual issue of ISLAND JOURNAL sells for \$9.95. You can join, or ask for more detailed information by writing to the Island Institute, P.O. Box 429, Rockland, ME 04841, or call them at (207) 594-9209..

LYMAN OWNERS GROUP, WHERE ARE YOU?

Herb Clopper of Boothbay Harbor, ME, would like to locate the Lyman Owners Group, which he once belonged to but has lost contact with. Any reader knowing of this organization can let Herb know its whereabouts by writing to him at P.O. Box 507, Boothbay Harbor, ME 04538

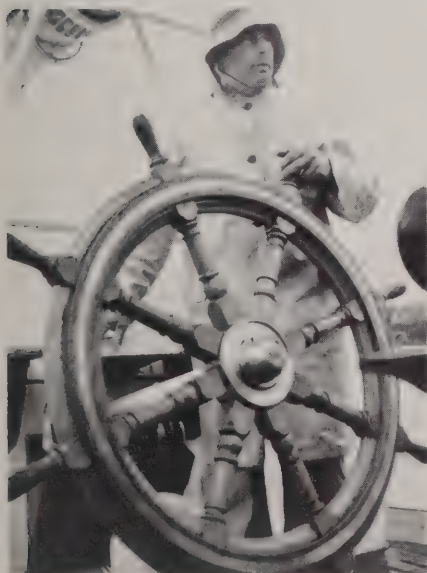
LANDING SCHOOL ACCREDITED

The Landing School of Boatbuilding in Kennebunkport, ME, has just received full accreditation from the National Association of Trade & Technical Schools, following a three-year evaluation process. This means the school is now recognized as meeting nationally recognized standards for vocational education, which enhances the stature of students completing their boatbuilding programs. And for those who love boats, this term the students are building two Buzzard's Bay 19's, a 12-1/2 Haven Class sloop (a modified Herreshoff 12-1/2 designed by Joel White), and an 18' Ron Carter catboat and a 26' Hackercraft speedboat which will be powered with a 400 hp engine. For a more detailed look at what's happening at the Landing, see the February 1, 1987, issue of MESSING ABOUT IN BOATS.

HIGH SEAS ADVENTURER VIDEO

Mystic Seaport Museum now offers a new 45 minute videotape about Capt. Irving Johnson, skipper of the famed brigantine YANKEE, and famed for his filming of the old steel square rigger PEKING rounding Cape Horn. HIGH SEAS ADVENTURER was produced by the National Geographic Society for television use. It chronicles Capt. Johnson's seven round the world voyages in YANKEE as well as presenting his personal philosophy about life at sea. The videocassette is offered at \$34.95 for home use, \$90 for public performance use, and a 16mm film version can be rented at \$100 a pop. Order, or inquire, from Mystic Seaport Film & Video Archives, Mystic, CT 06355, (203) 572-0711, Ext. 279 or 289.

National Geographic Photo



NORTH WOODS EXPLORER

The north woods of Maine may not seem to be an appropriate locale for messing about in boats, but that vast area of northwestern Maine includes many large lakes and streams, Moosehead Lake the largest. In the town of Greenville on that lake is published a new periodical, THE NORTH WOODS EXPLORER, dedicated to providing information about recreational opportunities in the area. The January, 1987, introductory issue was heavily focussed on skiing and ice fishing, subjects appropriate to the season, but the editor invites reader input as to subjects for future articles. Interest expressed in boating opportunities on these lakes and rivers should result in informative articles on that subject. A subscription is \$18.95 for a year (monthly publication). Perhaps you could request a sample copy first, the address is THE NORTH WOODS EXPLORER, P.O. Box 1289, Greenville, ME 04441.

BOWDOIN REJOINS ROWING

Reader Mike Connolly of Brunswick, ME, tells us that Bowdoin College students are getting back into "crew".

"After a slight hiatus, 80 years, some Bowdoin College students are trying to refloat a crew team. Since last October, about 25 of the Black & White have been working out every ay, running stairs, running miles, doing gosh-awfully awful exercises, and working out on three used erg rowing machines. We were in the water about a month last fall in one 4-person shell. We hope to get back into the water before our first competition, near Worcester, MA, in May.

What our team needs is some help. We need another shell, a chase boat, and if the money were found, we would like to persuade the College to let us use an old swimming pool for a tank. If any readers can help us out on this we'd be very grateful. Team captain is Brad Lisle and he can be reached at (207) 725-7799."

KAULBACK'S CORRECT ADDRESS

In the January 1st issue we noted that Steve Kaulback of Burlington, VT, builder of some really nice Adirondack Guideboats in wood had adapted his design to fiberglass production. The address we gave has now been changed, if you happened to inquire. Steve is a direct dealer for the builders, he is at Box 144, Charlotte, VT 05445. Steve offers bare hulls at \$850. They are complete with flotation chambers and seat risers. Hardware, seats and oars can be ordered at extra cost.

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ACA SAILING CANOEISTS

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ALDEN OCEAN SHELL ASSOCIATION

Recreational and competitive rowing in Alden Ocean Shells. 371 Washington Rd., Rye, NH 03870, (603) 436-7402.

AMOSKEAG ROWING CLUB

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

ANORAK

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

ANTIQUE BOAT CLUB

For owners of antique Chris Craft motorboats, publishes quarterly club magazine, THE BRASS BELL. 217 S. Adams St., Tallahassee, FL 32301, (904) 224-5169 (days), (904) 562-3767 (eves).

BRAVE BOAT HARBOR BOAT CLUB

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

CAPE ANN ROWING CLUB

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

CAPE COD FROSTY CLASS ASSOCIATION

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

CHELSEA ROWING CLUB

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

COMMUNITY ROWING

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

CONNECTICUT CANOE RACING ASSOCIATION

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

CONNECTICUT RIVER OAR & PADDLE CLUB

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

Directory of Clubs

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

KAYAK & CANOE CLUB OF NEW YORK

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

MERRIMACK RIVER WATERSHED COUNCIL

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

METROPOLITAN CANOE & KAYAK CLUB

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TSCA OF THE PEABODY MUSEUM

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

TRADITIONAL SMALL CRAFT ASSOCIATION

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

NORTHEAST ROWING

A new newsletter arrived here recently, NORTHEAST ROWING, published in Saratoga Springs, NY, for those interested in competitive sliding seat rowing, sort of a USRA northeast. The 12 page newsletter was Vol. 1, No. 1.

The newsletter presented a long list of rowing clubs in the northeast, I was amazed at the number in existence. I'm reprinting it here because some of you might be interested in joining one near you.

To get your own copy of NORTHEAST ROWING, inquire for one from Target Marketing, Box 809, Saratoga Springs, NY 12866, or phone (518) 584-3102.

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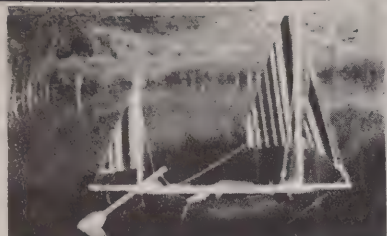
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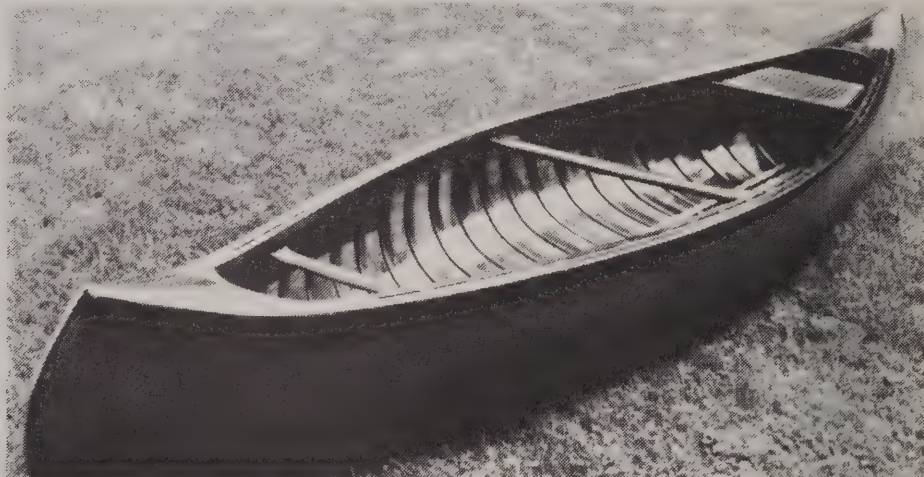
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On the south shore of Long Island right on Great South Bay in the town of West Sayville is the Suffolk Marine Museum. They claim to have Long Island's largest small craft collection. The current issue of their quarterly journal, THE DOLPHIN, features a report by Ralph Notaristefano on his restoration of an Abercrombie & Fitch ca-

noe, vintage 1925, for the Museum. Ralph is also editor of the Traditional Small Craft Association's ASH BREEZE periodical. This canoe will be part of a prevue exhibit this spring of boats restored for inclusion in a planned permanent exhibit in the Small Craft Exhibition Buildings.

The Museum is open daily 10-3 (Sundays 12-4) year round. It is located in the Suffolk County Park off the Montauk Highway (27A) in West Sayville, NY. They offer a boat shop, oyster house, indoor exhibits, small craft exhibits, research library, docking facilities, educational and participatory programs. You might request a copy of THE DOLPHIN to better familiarize yourself with their facility. The address to inquire at is the Suffolk Marine Museum, Box 144, W. Sayville, NY 11796.



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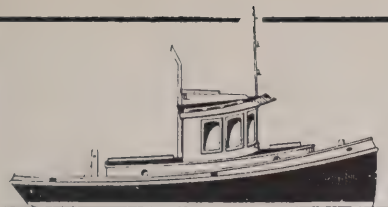
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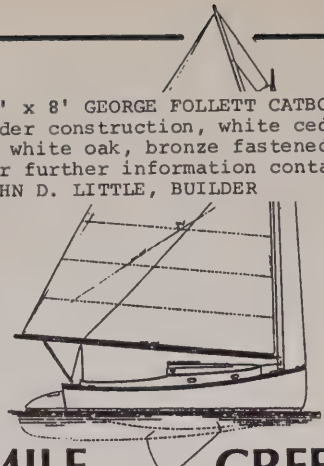
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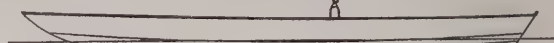
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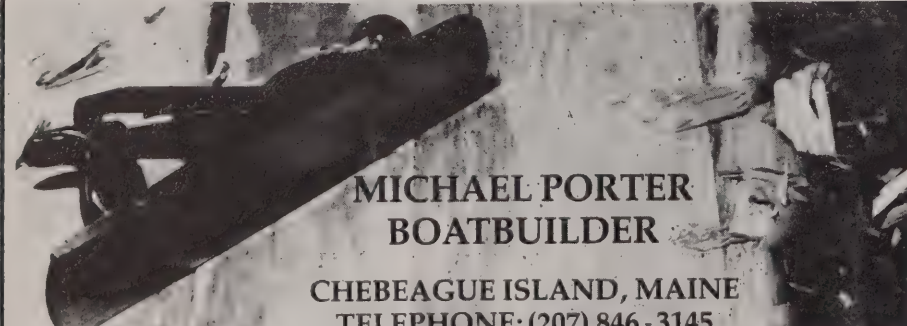


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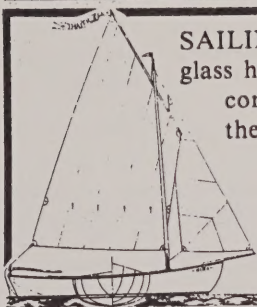
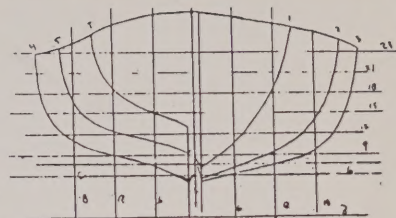
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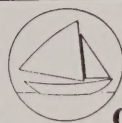
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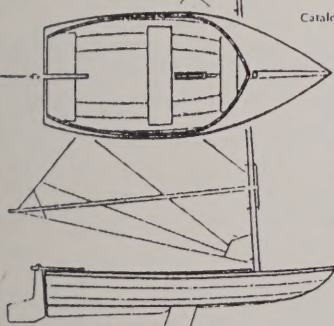
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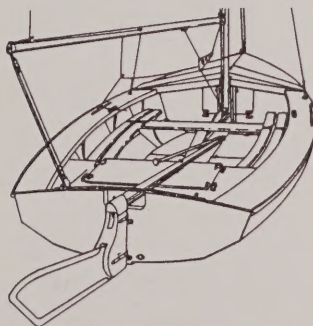
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Now is the time to get a GRANTA kit and retreat to your basement. You can dream about Spring while you are putting together the precision routed panels that magically form themselves into a boat without the help of strong-back, ribs or stations. Everything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

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HEAVY DUTY WATERPROOF BAG W/FLOTATION, 30"x18" \$35

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PARTNERSHIP INTEREST in SEA ROBIN, 1/3rd (or possibly greater), a Herreshoff Fish Class sloop. Built 1919, completely rebuilt 1983-85 by Ben Philbrick and Ed McClave. 20'10", sleeps two, day-sails 6 easily (eight will fit). Dry, smooth sailing, very seaworthy. Located Little Compton, RI. \$7,000.

NICK LONG, 92 E. Main Rd., Little Compton, RI 02837, (401) 635-2928 early a.m. or eves., (401) 274-4400 days. (21)



BOLGER SAILING SKIFF. 15'6"x3'7". Cat ketch rig, leeboards. Very handsome, well equipped, in top condition. See *BOATS*, Vol. I, No. 9, page 11, "A Cambridge Cruiser". \$1,300.

PETER WATTERS, Cambridge, MA, (617) 492-6467. (22)

ELVER BUILDING PLANS. Unused set to build inexpensive, trailerable 20' pocket cruiser, designed expressly for the novice builder. What you get with this set of plans in addition to the design are materials list with pricing, sail quotes, plywood cutting schedule, etc. I've done the figuring for you! \$45 for the "complete" set of plans. Or will trade for **UNUSED** set of plans for Bolger's 15' ballasted cat-yawl **MI-CRO**.

JOHN GOLEY, Box 1, Rapidan, VA 22733, (703) 672-3100, lv. message. (22)

TWO 18HP OMC's for parts only. Any reasonable offer.

ROLF PRIVRAT, Bronx, NY, (212) 931-9658. (21)

21' SHIVERICK MOTOR LAUNCH, 1923, newly restored. Sturdy and extremely able. Cedar on white oak, bright mahogany sheer, canvassed deck, new 51hp Perkins diesel. Surveyed 1986. \$15,000.

THE LANDING SCHOOL, P.O. Box 1490, Kennebunkport, ME 04046, (207) 985-7976. (21)

SAN FRANCISCO GREAT PELICAN, custom construction, main and jib. \$3,500.

STANLEY DZIEJMA, So. Walpole, MA, (617) 668-3879. (21)

RITCHIE HELMSMAN COMPASS, bracket mounted, virtually unused. \$50 firm.

DAVID SINGER, Bellingham, MA, (617) 966-2569. (21)

TIRED OF SAILING SLOW? A STILL-LETTO 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)

16' HERRESHOFF DOUBLE PADDLE CANOE. Built 1980 by Walt Simmons. Good condition, \$500. Might consider trade on FG pulling/rowing boat.

GENE GIFFORDS, E. Islip, NY, (516) 277-1643 eves. (21)

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)



16' CENTURY RESORTER, 1956. 85 hp, original hardware, instruments, etc. Nice upholstery and varnish. \$2500 without trailer.

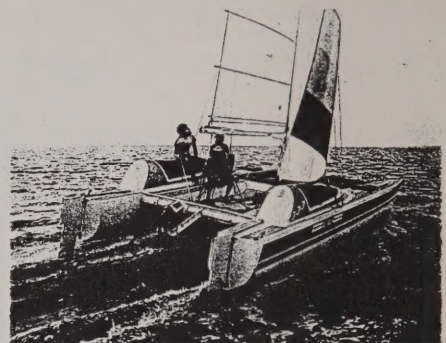
BOYD'S BOATS, Canton, CT, (203) 693-4811. (22)

22' O'DAY SAILBOAT. 1972 with 1976 4 hp Evinrude, 3 sails, fenders, docklines, lifelines, winter cover and frames. More extras. Well cared for.. \$4,995 firm.

JOHN GRZYWINSKI, Bristol, CT, (203) 582-1759. (22)

ATTENTION YARD OWNERS, **BOAT CLUBS**: Winch with reduction gear and AC motor previously used on 50 ton railway, good working order. Best offer.

GLOUCESTER YANKEE MARINE SERVICE, Gloucester, MA, (617) 283-0079. (21)



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J. DENBY, Amesbury, MA, (617) 388-3891 anytime. (22)

FIBERGLASS MOLDS, professionally built for hull and deck of 14' bass boat and hull and deck of "Sunfish" type sailboat. \$350 for both or trade for boating or aviation items. **JIM GLISTA**, Enfield, CT, (203) 745-3400 or (203) 745-2243. (22)

18' WIN-A-BOUT, Lowell built wooden day sailer (similar to Town Class design). Good sails, spars and mast. Needs some manageable restoration. \$800. 17' Old Town sponson canoe hull, \$75. Swedish built mahogany canoe, \$400. 15' Old Town hull, \$45.

DAN HAMILTON, Winterport, ME, (207) 223-4188. (22)

BOOKS & BUILDING PLANS. I would like to liquidate a lot of books I have on and about boats. I also have plans/building rights for some boats I wish to sell. Inquire if you are interested.

STAN DZIEJMA, S. Walpole, MA, (617) 668-3879. (22)

LIGHTNING MAINSAIL & 2 JIBS in excellent condition. Best offer.

GLOUCESTER YANKEE MARINE SERVICE, Gloucester, MA, (6217) 283-0079. (21)

16' BANKS DORY, Novi built, sawn frames, hard pine planking, motor well, sprit rig with new sail. Must sell. \$950.

JAMES FONK III, Mystic, CT, (203) 536-9837 aft. 5 p.m. (21)

Looking for a Boat or Gear?

15' CLASSIC WOODEN WHITEHALL. Built in '81 by David Montgomery. Well maintained, carvel construction. Sprit sail and rigging, oars. Winter storage included. \$1,800 or b.r.o.

DOUGLAS CARRIER, Amesbury, MA, (617) 388-9911 aft. 7:30 p.m. (22C)

CAPE COD FROSTY, brand new, will sell at discount or trade on a Snark, an inflatable, outboard motor, or what have you? Will deliver for the right deal.

MARTIN GARREN, JR., 34 Richmond Hill, Irvington, NY 10533, (914) 591-5189. (21)

HERRESHOFF 12-1/2, rare Fishers Island model with rear deck. Beautifully restored and customized. Teak grate floorboards; solid mahogany brightwork seats; 5 sails including spinnaker and two mains; motor mount; custom Seabird trailer. A rare beauty. \$8,400. Located in Chatham, MA.

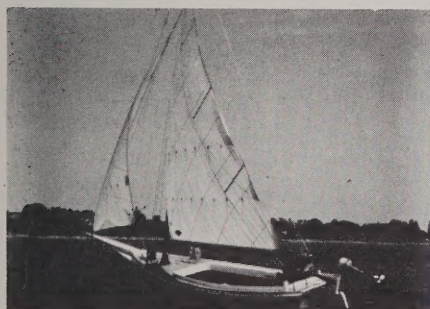
STEWART DALRYMPLE, Acton, MA, (617) 371-1138 days. (22)

YACHT TENDER. Professionally built 8 foot pram, Phillipine mahogany V-bottom frame and 7mm, 5 ply occume plywood planking. Handsome, neat, strong, durable. 95 lbs. Light blue exterior, sand color interior. New. See to appreciate. \$1,295.

BOB WHITTIER, Box T, Duxbury, MA 02331, (617) 934-5136. (22)

17.5' FOLBOT SUPER, bags, paddle, storm cover, motor bar, sail rig complete. Make offer.

RANDOLPH PAUL, 22 Walker St., Lenox, MA 01240, (413) 637-0586 days. (22)



24' SKIPJACK, 1983. LOA 31', beam 8', draft 2', displacement 5,000 lbs. Custom designed and built for present owner. Cedar on oak. A classic example of the elegant simplicity of this traditional type. \$15,000.

LARRY, Gloucester, MA, (617) 281-5101. (21C)

WANTED. DN Class iceboat, any restorable condition.

ARTHUR KNIGHT, P.O. Box 10, Marlboro, NH 03455, (603) 876-3339. (22)

KITTERY SKIFF, Martin Marine homemade rowing shell with Oar-master and oars, \$295. 17' home-made wood strip canoe, recreational design, excellent condition, \$495. Perception HD-1 whitewater solo play canoe, ABS, excellent condition, \$395.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-4380 eves. (22)

USED SAILBOATS., ComPac 16, 19, 23; Sunfish; Howmar 12; Mariner 19; Eli Dinghy.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (617) 465-0312. (22)

TRADE. My 1984 Peinert Faststart sliding rigger recreational shell with 9.5' Piantedosi oars for a sea kayak or 7-10' fiberglass sailing dinghy. Other boats also available. DON CURRY, Topsham, ME, (207) 725-6914. (22)

55' HERRESHOFF MARCO POLO, designed by the master for super seaworthy short handed (one-man watch) long distance cruising. Well found and ready to go. "The desire to live in a house is the tired wish of a man content thenceforward with a single anchorage. The desire to live on a boat is the desire of youth, not ready to accept the notion of a final resting place." \$75,000.

D. SHUTER, Northport, NY, (516) 261-8735. (22)

WORLDWIDE NAUTICAL CHART COLLECTION. 1551 HO charts from WWII, catalogued 1970 (catalog included). Also 50 Japanese & European charts and 200 plus USCG charts. Many Pacific islands now restricted or out of issue.. Best offer.

HENRY GORCZYKA, Danvers, MA, (617) 777-0945. (22)

TRADE. Uffa Fox's second book for SAIL & POWER by Uffa Fox. Need to complete my five book collection. FRED BROWNING, P.O. Box 398, Jamestown, NC 27282. (22)

WESTERBEKE PETTER DIESEL, single cylinder rebuilt engine with transmission. Currently in 26' sailboat. Good auxiliary, very economical to operate. \$1200 or best offer.

DAVE MC KIE, Rockport, MA, (617) 546-7701. (22)

LASER WANTED, with trailer. Also waterfront land down east; Herreshoff 12-1/2.

MARNIE MAC DOUGALL, Portsmouth, NH, (603) 436-6214. (22)

SEAGULL O/B. 5 hp short shaft, 4-blade prop. \$175.

STAN DZIEJMA, S. Walpole, MA, (617) 668-3879. (22)

ONE-MAN DINGHY. American Plywood Ass'n & Popular Science. 1981 plywood project winner. \$75.

STAN DZIEJMA, S. Walpole, MA, (617) 668-3879. (22)

23' INTERNATIONAL STAR, hull #4703. Fully equipped and ready to sail. \$950, including trailer.

GARRY YOUNG, Scituate, MA, (617) 545-1333. (22)

WANTED. 250 lb. mushroom anchor. Beetle Cat in poor condition. Wooden boom 23'x4.5"diam.

HOLT VIBBER, Waterford, CT, (203) 442-7376. (22)

1954 CHRIS CRAFT SPORTSMAN. 105 hp orig. engine. Just professionally refinished inside and out. New white upholstery. All chrome redone. Asking \$14,500.

H. HAM, RFD 2, Box 83B, Bedford, NY 10506, (914) 764-4878. (22)

15' OLD TOWN TRAPPER CANOE. Cedar planking, clear fiberglass coat. Virtually unused. Bargain at \$1,000.

APPLETON MASON, 26 Landfall, Falmouth, MA 02540. (22C)

WANTED. WOODEN BOAT Magazine Issue #4 to complete my collection. HUGH HARRISON II, 10125 N. Park Ave., Indianapolis, IN 46280. (22)

16' MAD RIVER EXPLORER canoe, ABS with skid plates, kneeling pads and thwart, thigh straps. Excellent condition, \$600. Also C.J. Solo (Old Town), a straight tracking, fast fiberglass canoe. Not a mark on it and asking \$475.

J. SPAHALSKI, 12 Hughes Ln., N. Babylon, NY 11703, (516) 587-5468. (22)

WANTED. Mahogany inboard runabouts. Boyd Mefferd buys boats and pays finders' fees for leads used, even if it's just the phone number. BOYD MEFFERD, P.O. Box 9, Canton, CT 06019, (203) 693-4811 before 9 p.m. (22)

BRAND NEW BOAT SALE. 1986 Monark 15' aluminum bass boat, \$2,000. 1986 Monark 17' aluminum bass boat with 45 ELPTO Mariner and Calkins galvanized trailer, \$6,995. 1986 16' New River square stern canoes, \$399 each. 1986 17' New River canoe, \$399. 1986 18' New River canoes, \$399 each. 1985 14'9" Black River C10, \$499. 1985 14'9" Black River tandems, \$499 each. 1985 15'9" Black River tandem, \$535. WALT GIBSON, Dracut, MA, (617) 957-5865 or (617) 957-1284. (TF)



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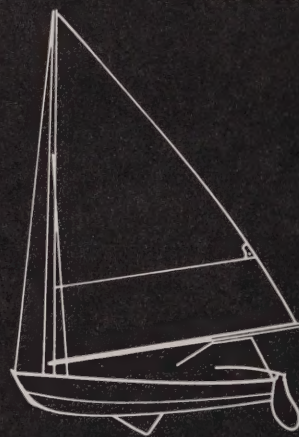


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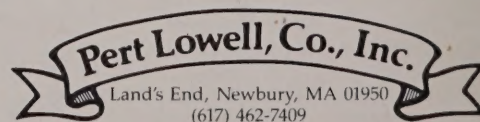
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