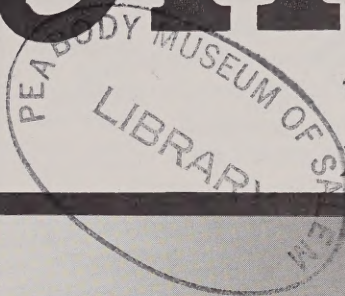


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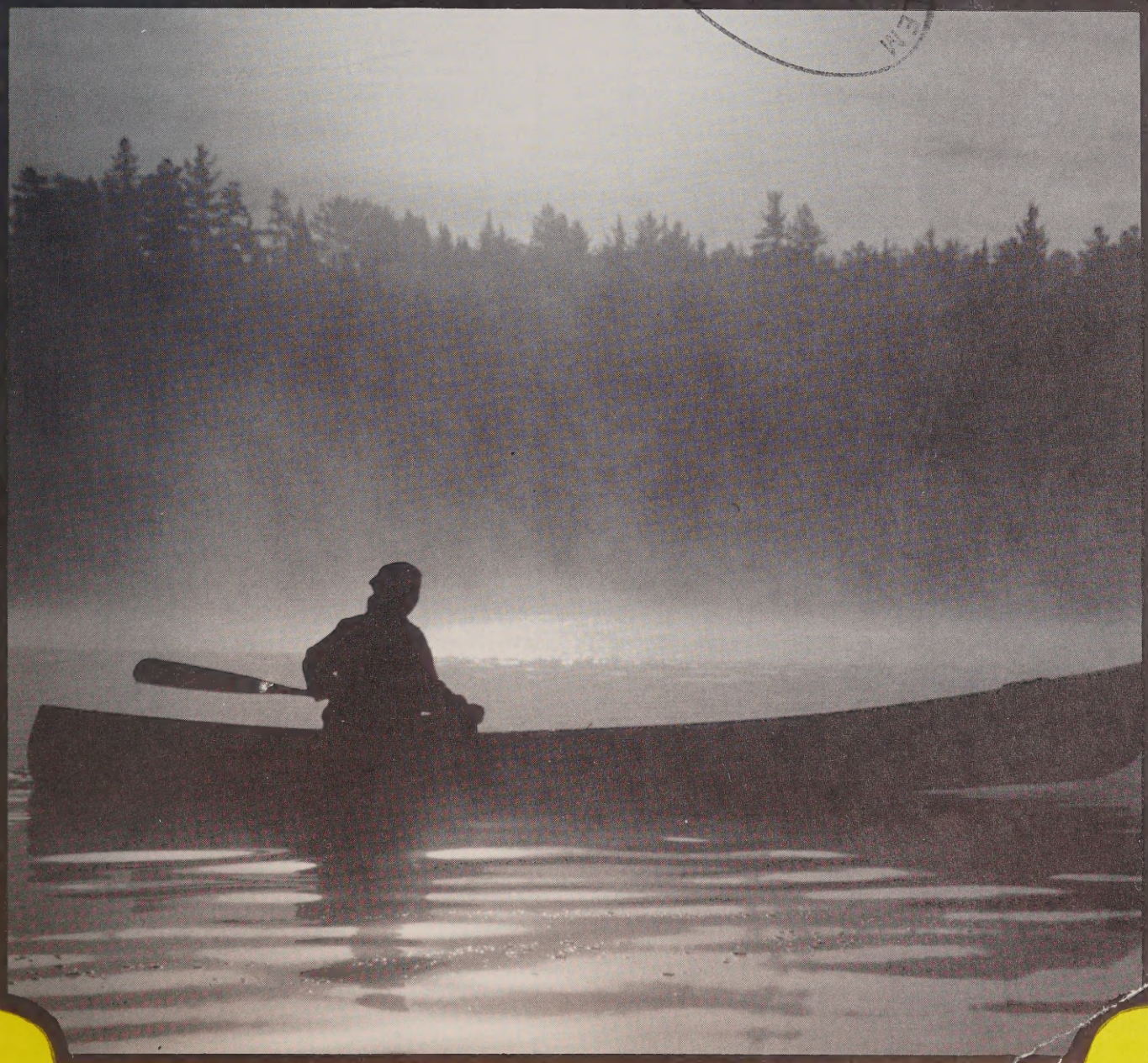


messing about in BOATS

Volume 5 ~ Number 1



May 15, 1987



Commentary

messing about in BOATS

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Our Next Issue...

Will include some of the fol-
lowing: Irish currachs for rowing;
the Maine Maritime Museum Appren-
ticeship today; "Me & Fred", a sto-
ry of learning to sail informally;
Wanigan, another Weston Farmer ar-
ticle on a workhorse design; the
Seamaster runabout, in which we
might by then have gone boating; a
woman boatbuilder's creation; the
Charlestown Navy Yard's move into
boating; an interesting sharpie be-
ing built at Harvard; those two
lightweight, low cost plywood kay-
aks, DK-13 and Scraps; pictures of
some really BIG waves. If you won-
der why some coming attractions
take a while to get here, it's be-
cause others pop up and grab my
attention.

On the Cover...

Yes, I know this looks a lot
like the cover on the April 15th
issue, as does the centerspread.
But with the features in this issue
on the Maine north woods boating
experience and people, Herb Kling-
er's early morning canoeing shots
were just the thing.

I've remarked in the past that
my focus tends to be on the sea-
shore messing about in boats, be-
cause I live only three miles from
the ocean and along the coast is
where much of our boating is con-
centrated. Occasionally something
turns up about inland river or lake
messing about, but not often. In
this issue, for a change, are sev-
eral stories about people down in
the Maine north woods who are ve-
ry much into messing about in
boats. Canoes in this instance, and
their paddles.

I'm sort of in the position of
someone gazing upon this vast de-
lectable buffet of food, wanting to
try ALL of it, but knowing it's
just not humanly possible to do so.
Decisions, decisions. I see and
hear about so much going on that
would be great to bring to you on
these pages, but cannot possibly
get to them all, nor fit them all
onto the limited number of pages
presently affordable.

This impulse to try every-
thing manifests itself in my con-
stantly wandering enthusiasms for
various sorts of boats, as a result
of which I maintain a modest fleet
of inexpensive craft including kay-
aks, an outboard runabout, a maho-
gany speedboat, a rowing bateau, a
small daysailer (most not ready for
the water, alas). And I look at
others, like right now a sailing
canoe that can also be paddled of
course. And a small tugboat. Oh,
dear.

Well, this doesn't directly af-
fect what you get to read on these
pages. That is more directly influ-
enced by what events I attend,
what shops I visit, who I get to
meet, what boats or designs are
thrust before my eyes. My buffet is
one of an incredible variety of
boating subjects. Not only are
those which have accumulated in
my mind and files to date laid out
there demanding my attention, but
those that arrive here weekly by
mail or phone continue to pile up.
The Maine north woods features in
this issue came about because of a
phone call. Paul Reagan invited me
down to Orono to meet some inter-
esting people at his place, Shaw &
Tenney. I went, and they were.

So you get eight pages on
what I learned on this one over-
night trip. But, there'll be more.
Time and circumstances meant I
could not visit, while in the area,

several others with stories to tell.
And my wandering appetite for mes-
sing about in boats now has a new
delicacy to consider, signing on
for a wilderness canoe trip perhaps
this coming fall with the Conovers.
If that happens, I'll probably fill
up most of an issue about the expe-
rience.

This trip to Orono did focus
me more closely on the vast net-
work of waterways in northern
Maine, big lakes, big rivers, small
lakes, small rivers, lots of what
approximates wilderness in New
England. It strikes me as an area
I'd like to get to know better, and
I want to make a couple of trips
there this summer (after the worst
of black fly season) to see if my
imagined visions of Moosehead
Lake, the Rangeleys, etc. are ful-
filled. I'll hold the river stuff un-
til I do that aforementioned trip in
the fall. No experience whatever in
wild river paddling, flatwater,
never mind whitewater.

I also have mentioned some
reasons exist for a visit to the
Connecticut River Valley to see
some boat people and try some
on-the-water areas. The Connecti-
cut is more like a bunch of long
narrow lakes what with all the
dams on it, something I can feel
more comfortable with. And I ex-
pect to go over to upstate New
York to Clayton on the St. Law-
rence for the antique boat meet,
and to a place called Paul Smiths
for the Wooden Canoe Heritage
gathering, with side trip to Blue
Mountain Lake to visit the Adiron-
dack Museum there, and maybe an-
other stop over at Lake George for
the classic mahogany runabout
scene.

Surely you see what I mean a-
bout this delectable buffet. There
are so many places to see, people
to meet, boats to try out or at
least look over. All in this modest
corner of our land, the northeast.
Most boat nuts cannot ever get to
do all this, job and family restrain
choices to a few. But since this is
my job, and my family does it with
me, I can probably cover a fair a-
mount of all this. And then, of
course, in October there's the fa-
bled St. Michael's traditional small
craft meet on the Chesapeake. A
whole new scene. Where will it all
end? It won't. It can't. There's too
much. What a great thing to do,
messing about in boats!

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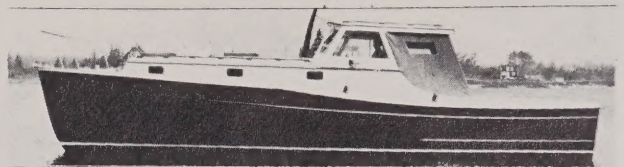
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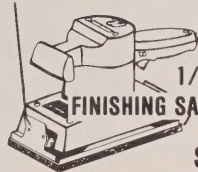
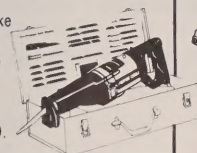
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CONCLUSION

So much for arrangement, except to explain the windshield forward: this folds back flat when you don't

need it, and is protected by plywood flats rabbeted into the glass frames. When folded back flat this becomes a chart table and helps protect the cockpit.

Now for building the boat, and her specs: as with all boats, you *must lay her down full size*. This will require a floor to work on. I have seen boats of this length lofted in a room *half her length* (24 feet-10 inches O.A.) by lofting the fore half, then the aft half. It *can* be done if you're mechanic enough. And since this is hardly a beginner's boat, and since anyone who has done his first job of building will find *Piute* easy to build, I'll skip the step by step stuff and go to a general outline.

She is best built *bottom up*. To do this, run a line at a convenient height above the base line and above the sheer line so that, if the plan were turned over, this line would become the floor line. Loft out the boat to the outside of planking as the offset table shows, paying attention to the waterlines and getting the frames curved as shown. This is not hard to do.

Frames (topside) from one to six have shape to them. Bottom frames from one to four have shape, and frames five, six, seven and eight are straight, keel to chine. The boat will plank easier if the modeling shown is kept. Beware the advice of *friend, neighbor* or *Mr. Expert* who says straight sections all over are best. He has never, with his own hands, streamed planking on a hull. Lumber wants to shape when bent. Let's go with it!

The usual getting out of frames and keel follow, taking special pains to diminish the frames by the planking thickness, to expand the transom to its true face along the raked angle, and to get the transom bevels correct.

Here's a good dodge on the frames: The seam battens are not put in until after the frames have been erected on the floor, or on the sills, if you build that way. So it is easiest to get out the frames, diminished to planking thickness, *but* leaving an eighth of an inch or so of material still to be shaved. With the proper line for the inboard face of the planking marked on the frame, sink the battens to proper depth. This will leave the extra material between gains, or batten pockets, so that you can take a wood-block plane and face the whole frame down to batten level. The bevel will then come automatically.

Piute must be built where no rain will hit her. Better allow neither rain nor strong, direct sunlight. Such things make the lumber walk, and you can't preserve either measurements, or tightness.

After you've erected the frame, stream the battens in, spacing the pockets or gains on each frame equally. These battens are $\frac{3}{4}$ -inch x $1\frac{7}{8}$ -inch (neat) spruce or yellow pine, in one length. If an occasional butt must be made, stagger the joints so they are in far ends of the boat. Use one $1\frac{1}{2}$ -inch No. 12 brass screw per batten per frame.

It will be better to have the local mill bandsaw your keel for you.

They have the power and the tools. All you'll need is an accurate plywood or latticed template for them

to work to. This keel should be of oak, and is sided $2\frac{5}{8}$ -inch (neat, not commercial). This dimension can be readily effected on the mill's planer.

As shown on the scantling section, the keel is held to the apron and floor by a galvanized bolt $\frac{1}{2}$ -inch diameter, blind plugged on each frame. The apron will be $1\frac{1}{4}$ -inch Georgia pine, which you can easily get one length, as this stuff grows to nice heights without knots. The floors are $1\frac{1}{4}$ -inch white oak except in way of the motor, where they should be sided $1\frac{1}{2}$ -inch and molded to tie the frame heels together. The frames are of $\frac{3}{4}$ -inch white oak, 3-inch molded and at the sheer ends are $2\frac{1}{4}$ -inch molded.

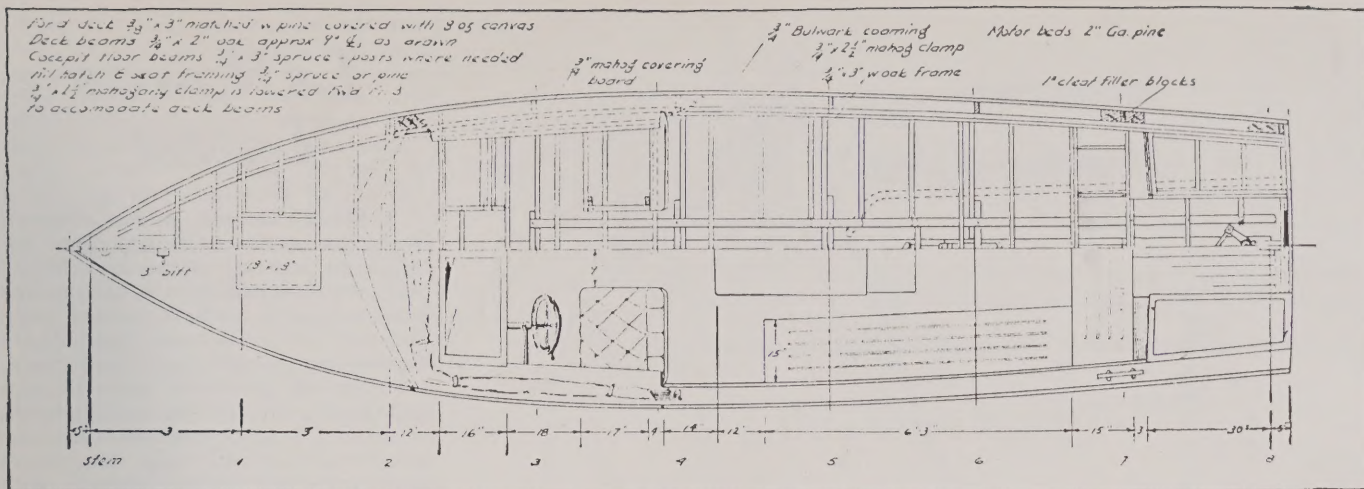
There is no need for gussets or cheekpieces. The frames, if of oak and of this face width, are well held by three $\frac{3}{8}$ -inch galvanized bolts at the chine corner. The chines are of two pieces, inner and outer, of Georgia pine in single lengths. The inner, or flat piece, is $\frac{7}{8}$ -inch by 3-inch. The outer piece is $1\frac{1}{2}$ -inch by $1\frac{1}{2}$ -inch. Two screws per frame, of 2-inch No. 12 brass, will hold the inner chine to the frame. The outer member forms the chine corner, and should be planed off to a hard, sharp edge, to make the water clean off quickly. It is a *mistake to round the chine*. Fasten the outer chine to the inner chine with $1\frac{1}{2}$ -inch No. 10 brass screws, deeply sunk and bunged, on 4-inch to 6-inch centers.

The clamp, covering board and bulwark scantlings are covered in

the construction, or scantling section. Note that the forward clamp is lowered. On this land the deck beams.

The planking should be white cedar, Maine white pine, or some equally light, tough, workable wood to finish $\frac{5}{8}$ -inch. Put on so as to space the strakes evenly at each frame, with battens under. The fastenings should be $1\frac{1}{8}$ -inch No. 8 brass screws on 4-inch centers, bunged with pine bungs (obtainable at all marine hardware outlets upon advance order) set in varnish and lightly tapped into the bung hole. Special bits are available that will pre-drill to proper screw size and countersink for bungs in one operation. Bungs are trimmed off with a chisel later.

In connection with fastening, a portable electric drill is the clear caper, but there is no law against



The upper half of drawing above shows framing at deck and flooring level. Scantling sizes for all members are shown. Lower half of plan shows fore-and-aft placement of seats, visor, and fittings.

the "Armstrong" method, one at a time. Thousands of boats have been built by sheer elbow grease.

This covers the specs of the hull, and since it is hull we are primarily concerned with, and since the construction is the simple seam-batten type with which nearly every one who knows boats is familiar, not much need be said as to method.

Obviously, you have to arrive at the size and location of the parts. This you do by laying the job down. Obviously, too, these parts have to be fastened, and erected so they can be planked. As to fastenings, where I have not been specific, use a screw which, when sunk home, will come within an $\frac{1}{8}$ or $\frac{1}{4}$ -inch of piercing the member. The coarser the thread, generally, the greater the holding power. Fine threaded screws are for hardwood.

When the hull is planked, of course, it must be planed, sanded, the seams payed with white lead

primer and string caulked, and the seams puttied and glazed. Old stuff, and no need to repeat it here, except to caution about the caulking. Roll in each seam only a light string. Wood swells, and if the joints are between $\frac{1}{32}$ -inch and $\frac{1}{16}$ -inch apart inboard on the batten, the job will swell tight. Caulking is only a deterrent for launching leaks—leaks induced by hull working. Don't pound caulking cotton into a seam. Wood to wood fits are the tightest: if possible, work to tight wood inboard, leaving $\frac{1}{16}$ -inch outgate for the string caulk which is rolled in with a caulking wheel, and you'll have things ideal.

The rudder and strut deserve special mention. The rudder can be made of a bronze plate shaped as shown, but it would be a higher grade job to get out your own pattern and have the local foundry cast one up. Columbia Bronze, Freeport, L. I., has many rudder patterns, and

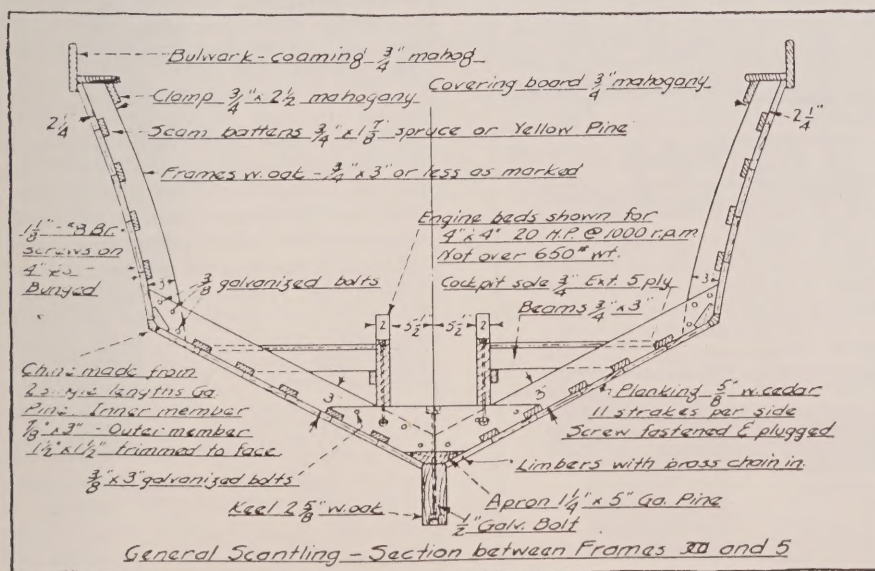
they should be able to get you one of about the area shown. You *must* make a pattern for the strut. It need not be a split pattern. But it should be cast bronze, naval bronze.

The stern bearing is a Willis Akerite, obtainable from the E. J. Willis Co., 85 Chambers St., New York City. This is the smoothest of rubber bearings, I think, and the shaft never wears hex-shaped.

All details of inboard construction are straightforward carpentry, and will be obvious from the sectional views and from the arrangement plan. In this department, as to personal latitude, I say, "God bless ye." Done as shown, she'll be fine. But if you want something else, so long as weights of motor, crew and fuel are kept where they are on the lines plan, you'll get a good boat.

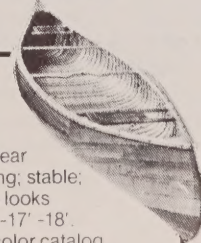
Don't, however, go loading up the interior with house lumber or use any scantlings above what are called for: i.e., $\frac{3}{4}$ -inch cockpit sole, $\frac{3}{4}$ -inch x $1\frac{1}{4}$ -inch white oak seat risers, main cockpit floor beams $\frac{3}{4}$ -inch x 3-inch spruce, etc. Lumber in a boat gets wet, and wet lumber gets heavy. Heft kills performance.

So there you have *Piute*, so named after the old prairie Indian who could go all day on the lope without tiring himself or his mount.



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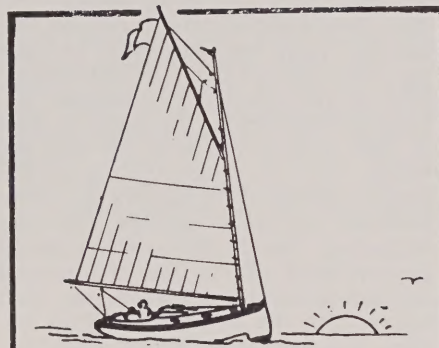
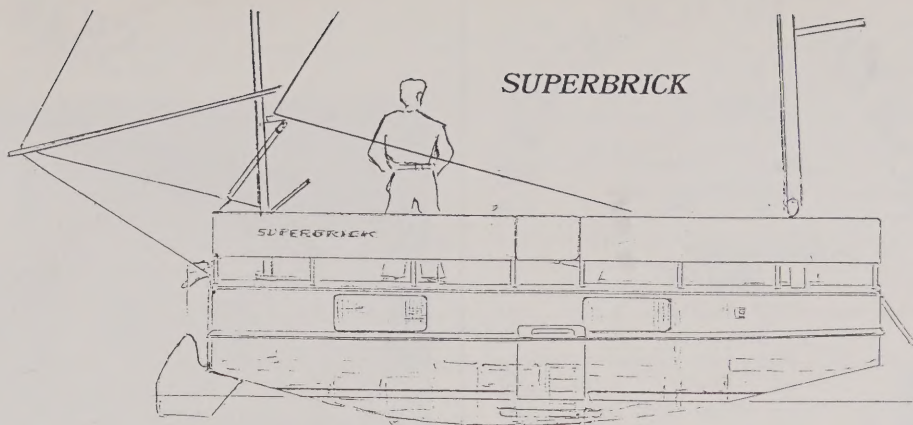


"Anybody for this? Was pleasantly, pleasantly surprised to receive the plans for the 23'6"x6'x7" leeboard sharpie, and except for rig and leeboards, does indeed look like a stretched LONG MICRO, and is a marvelously uncommon boat. Maybe its most conventional part is the std. type sprit boom mizzen in the aft starboard corner, at 47 sq. ft. sail. The main, at 200 sq. ft., is the extreme power of the low-center-of-effort Standing Lug, with 12' width way up at the top where the wind is. No North Sea fisherman of another day in working sail would have been caught dead with present day conventional western type rigs. He had to have economy, power, and ease of handling, as the North Sea is rarely a fun sailing experience. There are two 8' berths, by the way, plus other room below. The ballast is seawater, a tank each side of the boat, about 4' long, holding 30 gal. each, totalling some 500 lbs.

[illegible]

They fill and drain automatically, but can also be plugged, and pumped out from the top, if and when. The boat is 1/2" plywood, with double bottom, needs 5 simple framing molds besides the bulkheads to make sure the side curves are right, proper attention to the centerline, etc., the molds being taken out after the bottom is on, all making it possible to get the slight toe-in for the leeboard guards, etc. The cockpit drains into the rudder well (mtr. on the stern transom). Certainly the most sophisticated part is the rudder assembly! This inboard rudder retracts, and still works as a rudder when only partly retracted. Its well has a "hatch" that fits as part of the bottom when rudder is down and you're sailing. This is another exciting design that I wouldn't be without. He sent three mylars too, so this plan is available RIGHT NOW, starting at \$65, same as the LONG MICRO. He feels that mistakes and corrections are unlikely, not too serious, and we will attempt to keep in close touch with the first 2-3 builders, and update the plan if necessary anywhere. Main mast is only 15' above the tabernacle, and can be counterweighted if you like. With it's big rig it would give a hard time to the glass 21-25'ers around here."

So, there it is, just as Elrow LaRowe tells it. You can get all the information on the LaRowe line of easy-to-build Bolger designed small boats for just \$2.50, from Elrow LaRowe, 185 Amarillo St., Port Richey, FL 33568.

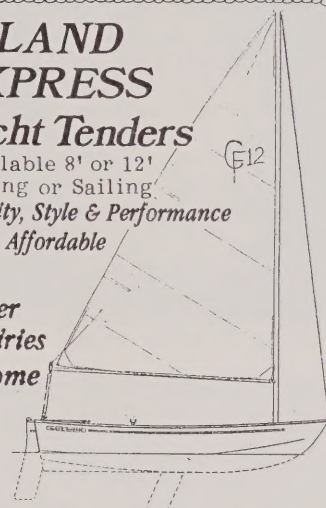


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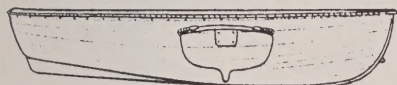
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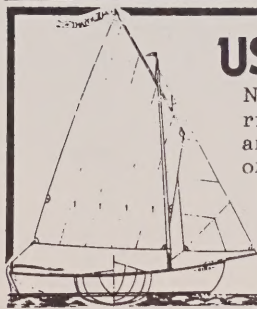
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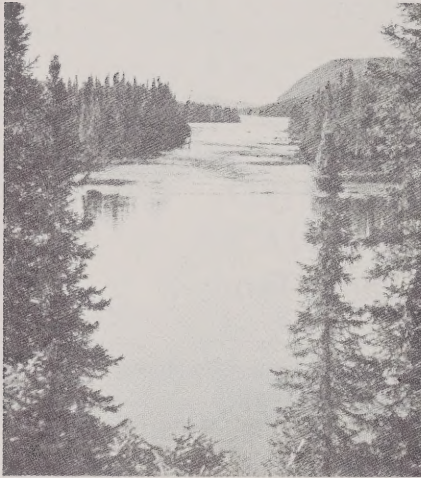
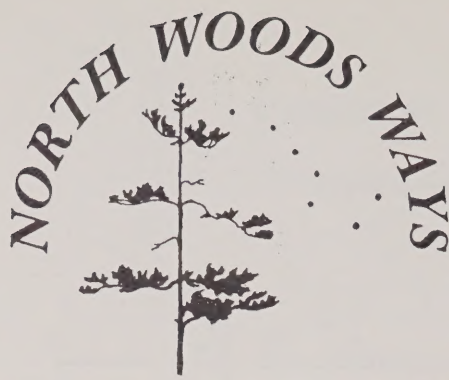
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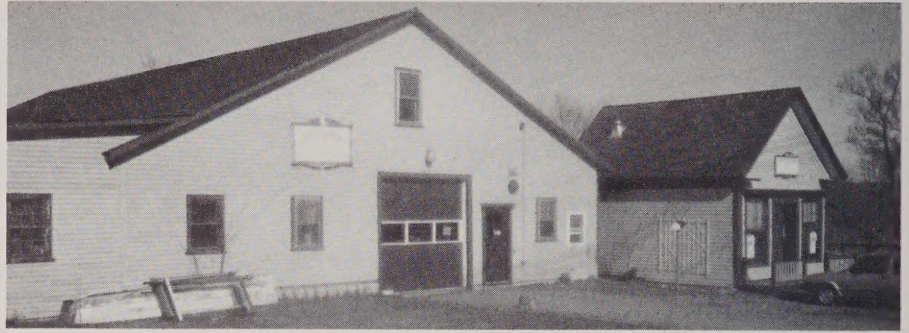


From North Woods Ways brochure.

Paul Reagan's call inviting us to visit him at Shaw & Tenney in Orono, ME, mentioned meeting some interesting people there. Well, he was right. We got to meet Rob Perkins, who will be solo paddling the Back River across the Canadian Northwest Territories this coming summer, Alexandra Conover, who with her husband Garrett, operates Northwoods Ways, a Maine guide canoeing expedition outfit, and renewed our acquaintance with Rollin Thurlow, who restores antique canoes at his Northwoods Canoe Shop, and, with the Conovers and nearby canoe builder Jerry Stelmok, is behind something known as the Northwoods Arts Center. Very heavy on canoeing, this trip. Not surprising, since Orono seems to be right in the heart of traditional wood/canvas canoe building and restoring in Maine.

Paul's purpose in bringing us all together was social. Rob was coming up from Cambridge, MA, to talk about some paddles for his expedition and Paul felt Alexanra, Garrett and Rollin would find him an interesting sort of person. And Paul thought I would find them ALL interesting sorts of persons. We had a pleasant afternoon and evening at the Reagan's, and on the following morning, we went on over to nearby Atkinson, ME, (an hour's drive away is nearby in central Maine) to visit Rollin and the Conovers. There's a lot of messing about in boats going on in these Maine woods.

SHAW & TENNEY



Paul and Helen Reagan bought the old Shaw & Tenney paddle and oar making firm of Orono, Maine, several years ago in an escape from the pressures of life in urban industry. Paul was employed in management at a firm in Attleboro, MA, in the greater Providence, RI, metropolitan area. He came to feel it was time to get out. He left for Maine, and on a later visit to his former employer to settle up some leftover business matters, he was surprised when the coffee break buzzer went off in the office, and he automatically jumped up and headed for the cafeteria. "That really told me how far I'd been buried in that life," Paul said to me when he related the anecdote.

The Reagans looked at several Maine businesses, found through business brokers and advertisements in business trade publications. Restaurants, stores, that kind of thing. Nothing really grabbed them. Then Shaw & Tenney turned up and they fell for it. An old line family firm engaged for about 120 years in making canoe paddles and rowing oars for the local river oriented boat trade had fallen on hard times. Only a daughter of one of the founders was left and she'd had little luck in finding the right management to keep it going. Things went downhill. She found a buyer, but within a couple of years, that went bad too, and here it was on the market again. After some deliberation, the Reagans decided to make an offer.

But, someone had beaten them to it, and so they had to abandon their find and go looking again for something. Several months passed with nothing that attracted them as had this old time woodworking shop. Paul had done woodworking at the home furniture making level, but was otherwise totally inexperienced in the trade and knew nothing about paddles and oars from the production standpoint. Still he was drawn to this firm. Then they received a call, it seemed the buyer who got there first was now unable to go through with the deal, and so, at last, the Reagans came into possession of Shaw & Tenney.

They had a lot of rebuilding to do. I asked Paul if the old Maine craftsman at work in his advertising was still with him today? No, that gentleman had retired now, but lived nearby. Today, Paul's Maine craftsmen are young Maine craftsmen with a love for the sort of woodworking these products require. Paul and Helen have five full and part time employees, including their youngest son, at work in the funky old buildings by the railroad tracks where the Stillwater River joins the Penobscot River in downtown Orono, Maine. It was so nice to discover a building so appropriate to the product, and not some all new Butler building of steel and aluminum.

Making oars and paddles, and related items like canoe seats, is a production process at Shaw & Tenney's level, but with a lot of handwork involved, freehand work. Not laboriously handcrafted by solo artisans in northwoods cabins, but not cranked out on automatic machinery either. There's a lot of sawing and sanding involved, some laminating, much varnishing, and quite a lot of wrapping up of the finished product. Paul feels they are right at the point where the hand crafted and mass produced intersect, with elements of both involved.

A chosen run of oars, for example, begins with a pencil layout from a stock pattern on a rough sawn board of appropriate wood, ash, spruce, etc. The outline is bandsawed out. This shaped slab then is chucked in a lathe and the handle is turned to size and shape, including the smaller grip, using pre-shaped cutters to get the shape without fussy measuring. Then the blade area is slabbed to thickness on a menacing buzzsaw, all out there in the open. Very intimidating machine in operation. Where's OSHA? "They're more concerned with things like a jointer that do not appear to be dangerous, but can easily take off the end of a finger," Paul explained. The saw appeared to be VERY dangerous.

This roughed out oar then goes through several sanding oper-

ations on big drum sanders with successively finer grit paper, and then final fine hand sanding of spots in need.

Upstairs, away from much of the sanding dust (big blowers suck away most of this right off the machines) the oars get varnished. Shaw & Tenney gets a pretty nice looking plate glass finish in this simple room where the oars (and paddles) are first sealed with lacquer and then varnished with varnish used for outdoor bleacher seats, all by hand. Paul even does job varnishing for some other firms making rowing shell parts. Even without a dust-free "clean room". Paul just shrugs, they don't seem to be troubled with dust specks in the finish.

And that wrapping? Yes. Most Shaw & Tenney products go out mail order, by UPS or mail. Here's where things can get banged up. The oar is wrapped in cellular plastic wrap first, the handle is boxed in a long square tube of corrugated cardboard, then more cardboard is folded over the blade and taped to the handle box. Only recently has Shaw & Tenney gone for

custom made cardboard containers, they've been collecting all the appliance cartons around town they could so far.

The shop is much like the wooden boat shops I happen to find pleasant. Strong smell of wood, lots of wooden products piled about in process, the usual clutter around the edges, no fancy interior decor. The old wooden building (old! It's younger than I am!) was built there in 1939 by the town for Shaw & Tenney when they moved the firm from its original quarters to make way for a new bridge. Now what was once a small office attached building is the Shaw & Tenney "store" where a mixed bag of products can be purchased, usually seconds and such, at bargain prices.

The oar and paddle business moves on with momentum, as does side custom work, like small paddles bought by the gross by L.L. Bean. Paul Reagan is looking ahead for new products appropriate to his woodworking facility, and his eye is now on a drop-in sliding seat rowing rig for canoes. He had a nicely preserved old Old Town

version dropped by that firm many years ago due to high cost and low demand. Paul has the okay to build it if he wants. He's working out the numbers right now. "We're getting more and more inquiries about such a rig for canoes," Paul says. Hence his interest.

So, the old Maine craftsman pictured in the Shaw & Tenney ads isn't there anymore. But the atmosphere endures, that of a production facility of yesteryear, building "hand crafted" products with considerable help from machinery of a pretty basic, but effective, sort. Paul says the crew he has is a happy one that works well together and takes pride in the product. And Paul and Helen both say they've absolutely no regrets about their move way down Maine and back in time to this fascinating business of making paddles and oars and other traditional gear for canoeists and oarsmen. Shaw & Tenney is a 125 year old name that's endured into the modern era and still finds a demand for its traditionally made goods. Shaw & Tenney, Box 213, Orono., ME 04473.

Top left, Paul Reagan talks about slabbing off excess wood from oar blanks. Top center, some of the stock patterns. Top right, this sign came with the shop, letters still come addressed this way. Bottom left, oar blanks ready for rough sanding. Bottom center, finishing off a paddle on the drum sander. Bottom right, this one didn't make it out of the shop.



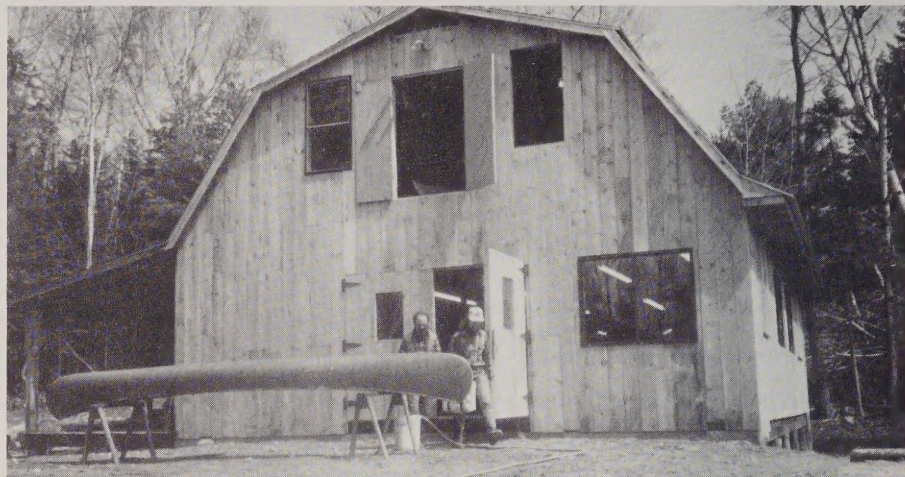
Rollin Thurlow is pretty pleased with his new shop. Rollin has been doing classic wood/canvas canoe restorations for ten years now, in the beginning in a partnership with Jerry Stelmok, more recently on his own. Three years ago Rollin built himself a new home on a couple of acres of roadside woodland in the sparsely populated rural town of Atkinson, Maine, not far from Dover-Foxcroft. He then undertook to carry on his canoe restoration work in the basement of the new house. Often a starting point for would-be boatbuilders, a basement soon gets unsatisfactory. So last fall Rollin built a new hip roof, two story-with-porch boatshop near the house. Bright and airy with lots of room for work and storage. And just in time too, for Rollin's had what he considers an unusual increase in work this spring, with several classic canoes on hand undergoing varying amounts of restoration.

Rollin's earlier attempt at this trade, in partnership with Jerry Stelmok, came about after he got out of the navy and met Jerry at the Washington County Vocational Boatbuilding School in Eastport, ME. They both went through the full program there of building wooden boats, and although they subsequently built a Rozinante ketch, both had yearnings to do canoes. Jerry took over a business called Island Falls Canoe Company after learning canoe building working there, and began building his now well known E.M. White Maine Guide canoes, using the original molds and patterns. Rollin undertook the restoration part of the business. It wasn't financially rewarding enough to support his family, though, so they parted company in a friendly way and Rollin went into designing log home kits for a firm in Kenduskeag. He did a few restorations in the yard where he then lived.

Taking the resources acquired by such gainful employment, Rollin bought that woodlot and moved his family into the house he built, and left the security of the log home trade for another try at canoe restoration as a livelihood. By now he did have some reputation and the work was slowly coming in. Rollin has a strong intellectual interest in these canoes of bygone times, with a long range goal of doing a definitive history of the Maine canoe building trade. In pursuit of this he's acquiring an extensive library of books, pamphlets, photos and similar information on classic Maine-built canoes.

Despite all the new inside space and the deeply overhanging side storage porch, there are still many canoes out under the trees, resting upside down on racks constructed between and amongst tree trunks. Some of these are Rollin's

Rollin Thurlow and his



personal boats, for he collects examples of the more interesting ones, others are customers' craft awaiting repair and restoration. Under one tarp is Rollin's pride, a beautifully restored Gerrish canoe he originally undertook to restore for a client, but eventually ended up buying from the client when it was completed. Gerrish was the first to build wood/canvas canoes as we know them today in this country and Rollin is particularly interested in examples of his work. This one gets used on those rare occasions when Rollin and family get on the water.

In the course of doing restorations in the traditional manner, Rollin found he could not get the detail items needed. Things like the brass oval section strip that runs up the stems, the small diameter but long #10 bronze carriage bolts, certain tools such as the backing dolly for heading over the copper tacks. He did a lot of searching to come up with sources for these items. The brass strips finally came from a German plant, extruded in tooling Rollin paid for in order to get a 2,000 pound minimum order. That's a lot of 3/8" wide brass strip. Rollin now markets these supplies, along with certain wooden components, to do-it-yourself restorers.

After ten years of devotion to securing a place in this limited field of endeavor, Rollin still works alone. He's come to grips with the problem of fairly pricing

his work for those who want a number up front before ordering a restoration done. He discourages those wanting a quick fix cheap because he doesn't want to do such patchwork, and sends them to someone who has no problem with that. Rollin insists on doing the job right, and that means it will not be cheap. An example: Rollin charges \$20 to install a rib, it can be done for as little as \$5 at other shops. But, as he points out, those who opt for the \$5 rib often come back very upset at the rough nature of the job. It works okay but looks pretty bad. Rollin's figure includes dealing with things he might run into while doing the replacement, replacing an adjacent bit of planking, for example. And the finished repair is stained and varnished to as closely resemble the adjacent originals as possible. And on the outside, no sign of the new installation will show as an unsightly bulge. To get it right just takes time.

He has basic figures for other major jobs too. Recanvassing will run about \$300. Refinishing the interior, about \$250. Rollin has found the usual attitude amongst some who have an old boat. They got it, or have it, at very low cost, and want it all fixed up at very low cost. Those who do business with Rollin are those who know they want it right, it means a lot to them, and they give him the go ahead to do it right at whatever cost. Those up-front basic

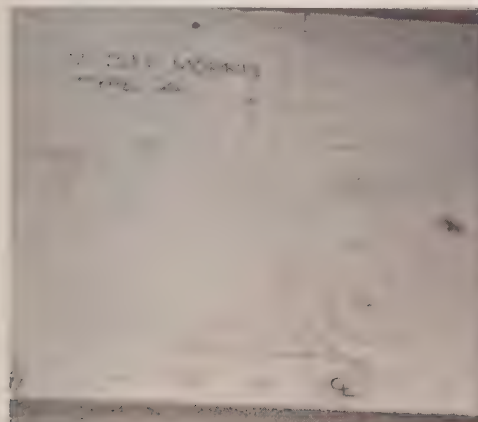
figures give such customers a grasp of the overall ballpark price they'll be likely to pay.

His work certainly is beautiful. I'm not knowledgeable about canoe technicalities but I know a nice job of work when I see one, and the just about finished canoes in his shop had that "quality" look about them. While obviously not new boats, they were nice blends of the restored original pieces and the needed replacement parts. Rollin tries to keep as much of the original of each boat that he can. So, he will scarf on a new section to a breasthook or inwale or outwale, blending them into the original. You see that has been done but it looks great. The finished canoe looks like that old family boat that has always been well taken care of, not a modern replica of it.

A sign that fame is imminent nowadays is when the wooden boat craftsman gets invited to teach his craft at Wooden Boat School or similar programs on the increase. Rollin's former partner, Jerry Stelmok, is booked up almost solid through the summer this year with such courses, he'll not be doing much at Island Falls Canoe Company while he's off teaching eager amateurs how to build the Maine Guide Canoe. Stelmok is close to the "guru" stage. Rollin this year will be teaching two courses at Wooden Boat School, on lofting and building a canoe mold and on restoration and repair of classic canoes.

If you're interested in classic canoe restoration, either doing it yourself or having it done, you might want to contact Rollin Thurlow. He's at Northwoods Canoe Shop, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426. If you happen to have knowledge of any of the old Maine built canoes, he is interested in learning about it too. Especially Gerrish, and also Robertson, canoes.

To right: The big new shop is bright and airy. Overhead a project in process. On the horses, a completed restoration. Rollin at the sanding stage. Below, the lines of a 17' Morris model.



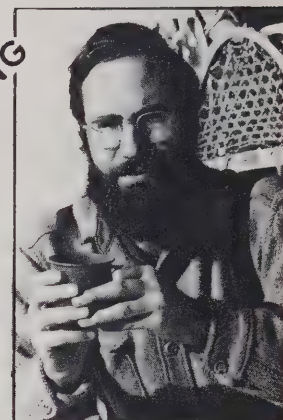


Alexandra looks over a just refinished Guide Canoe, ready for first outing. Explaining the design of her northwoods paddle.

NORTH WOODS WAYS



CLASSIC MAINE GUIDING



I first met Garrett and Alexandra Conover a year ago at L.L. Bean's Canoe Symposium in Bridgeton, Maine. After listening to presentations focussing on getting high performance from canoes and paddles, speed, graceful maneuvering, that sort of thing, here comes this couple in their backwoods gear with this classic big wood/canvas canoe and a whole lot of camping gear to tell us how they use the canoe to go somewhere. Northwoods Ways is the Conover's Maine Guiding business, they take customers out for 4 to 8 day trips by canoe on Maine's wilder rivers, camping enroute, and absorbing something of a wilderness experience. They were so low key in comparison to much of the go-go being displayed, yet so obviously in complete command of their particular way of canoeing.

Well, what with everyone around, they had no time to spend with just one person, but now here at Paul Reagan's little get-together, Alexandra Conover had the time to talk to us about what they do. Garrett was home overcoming a sinus infection, but Alexandra seems to be the more articulate of the two anyway. She can really make one a believer with so soft a sell too.

It's been ten years now that the Conovers have been doing this Maine guide thing. They both graduated from Bar Harbor's College of the Atlantic, which is heavily into environmental viewpoints. Alexandra did human ecology, Garrett did wildlife biology. They became involved with a renowned Maine guide, "Mick" Fahey and subsequently worked with him for sever-

al years in apprentice roles, learning his trade. Mick has been their guiding light and mentor and although Mick died a couple of years ago, his spirit lives on very brightly in this couple.

Northwoods Ways takes you out on these wilderness expeditions on Maine's St. John River, the Allagash (when it's not too crowded), the West Branch of the Penobscot, places like that. They also now try to do a once a year expedition to the Churchill River in Labrador. These aren't macho adventures roaring through foaming rapids in big rubber doughnuts, but quiet and much more contemplative excursions in classic canoes on rivers that have serious size, currents and some whitewater. The emphasis is on communing with nature while travelling through it using traditional methods. Paddling wood/canvas canoes, cooking with wood, eating fresh foods. Plenty of time is provided for experiencing wildlife and the river environment, and yet the thrills of learning to paddle an expedition canoe on serious river going is also there. They take complete novices as well as the experienced paddler.

While this sort of canoeing doesn't catch the attention of the media into the macho ethic, they have been covered in the past by NATIONAL GEOGRAPHIC in their WILD & SCENIC RIVERS publication. Subsequently the writer of that story, Louis de la Haba wrote about them, "After nine days and 145 river miles on the St. John with Garrett and Alexandra while on this assignment, photographer Bill Curtsinger and I found them to be

informative, resourceful, knowledgeable, and responsive to our special needs. Better than that, we became good friends."

There's the heart of it, the Conovers' ability to be responsive to the needs of their clients and to develop a close friendship relationship. It's so easy to come to like them both, they are so totally unpretentious and yet dedicated to an environmental ethic that's based on real knowledge of nature and its ways and not on second hand stimulation from environmental extremists. Alexandra tells of how the act of cutting saplings for use at an overnight encampment was viewed by a book-learned environmentalist as being abusive of nature, but that same person did not realize how much more abusive his use of hi-tech "low impact" camping gear available today was in a worldwide context until this was pointed out. The Conover's approach seems to be that nature accepts low level use of its resources. It's overload that does the damage.

Well, anyway, the adventure with Northwoods Ways is this sort of low profile thing. They take groups no larger than 6, two to a canoe. The canoes are Maine Guide Canoes built for them by Jerry Stelmok, they have a fleet of six now. A flotilla of four with six clients and the Conovers, is organized to adapt to the ability levels of the clients. Garrett and Alexandra will pair off with those needing the most experienced partner. One leads the flotilla, the other sweeps. With everyone thus in between, they can guide the course on any river sections that may be more technically demanding. They find that novices freed of the need to study the river ahead and choose the best course can deal with the matter of paddling and controlling their craft.

Northwoods Ways is based in Atkinson, Maine, at the North Woods Arts Center, presently a mountain lodge high on an open north facing slope with a sweeping view towards the north woods and Mt. Katahdin some 45 miles away. This North Woods Arts Center is the creation of the Conovers, Jerry Stelmok and Rollin Thurlow, they decided there was a need for preserving and teaching the "arts" of the north woods, the traditional ways in which things had been done in this area. They incorporated with a non-profit educational status, attracted some backers and now have facilities in place to begin. They've just hired a full time director to plan the programs and subsequently to direct them, for the limits on their time have been reached for this unpaid labor of love. Presently the Conovers live at the lodge, and in the future they anticipate contracting with the Center for some of the educational



services. The altruism is very real, but it is also what one can term "enlightened self interest".

From mid-May until early October, the North Woods Ways trips go forth. At season's end, the Conovers often are joined by Stelmok and the Thurlows for their own private expedition to a favored river, now free of the responsibility for the clients. Then the Conovers get busy doing a Christmas wreath business. After the holidays, they begin their winter expeditions, these on cross country skis with traditional narrow toboggans for gear, big wall tent and steel box stove. They take winter clients out into the wilds of winter, even to Labrador, set up a base camp with tent and stove, and then foray forth on skis daily to partake of deep winter in the northlands. Alexandra describes one of their groups being dropped off a Canadian train at trackside at 9 p.m. in the arctic night in Labrador in the depths of the woods, and watching

the rear lights on the train wink out in the distance leaving them alone in the winter wilds. She obviously relishes the moment. But, this isn't messing about in boats.

After the winter trips conclude, and before the summer paddling resumes, Alexandra busies herself making her custom northwoods expedition paddles. She has a growing clientel for these paddles, based on historic specimens, and now makes about 50 of them in March and April. Garrett often works for Rollin Thurlow on restorations, or other odd jobs of similar type. In the chinks of time in between they try to update their coming season's promotional plans, carry on the Arts Center projects further, and so on. There's no "off-season" for them, just varying degrees of involvement. The seasonal natures of their various employments fits right into their view of the natural order of things.

At the time of our visit April 16th, their new 1987 trip brochure had yet to arrive from the printer. Garret, who also studied creative writing, wryly commented that for this season he had done up a much more "aggressive" brochure, emphasizing more of the adventure side of the trips. While they both feel it important to bring environmental concerns to the attention of their clients, they don't press an environmental zeal upon their captive audiences. Rather, they respond to expressed interest. They do have one bomb they drop on those who go on the Labrador outing. The Churchill River is very wild indeed. But where the trip starts sits a major Canadian hydroelectric project at Churchill Falls. The first thing the "wilderness experience" seekers get to see on the trip is a guided tour of this vast hydro plant by very proud and enthused hydro employees. It's a shocker to find this massive hi-tech installation way out there in wilderness land. The following days on the truly wild river are experienced with the knowledge that back there man's technology has made a massive intrusion.

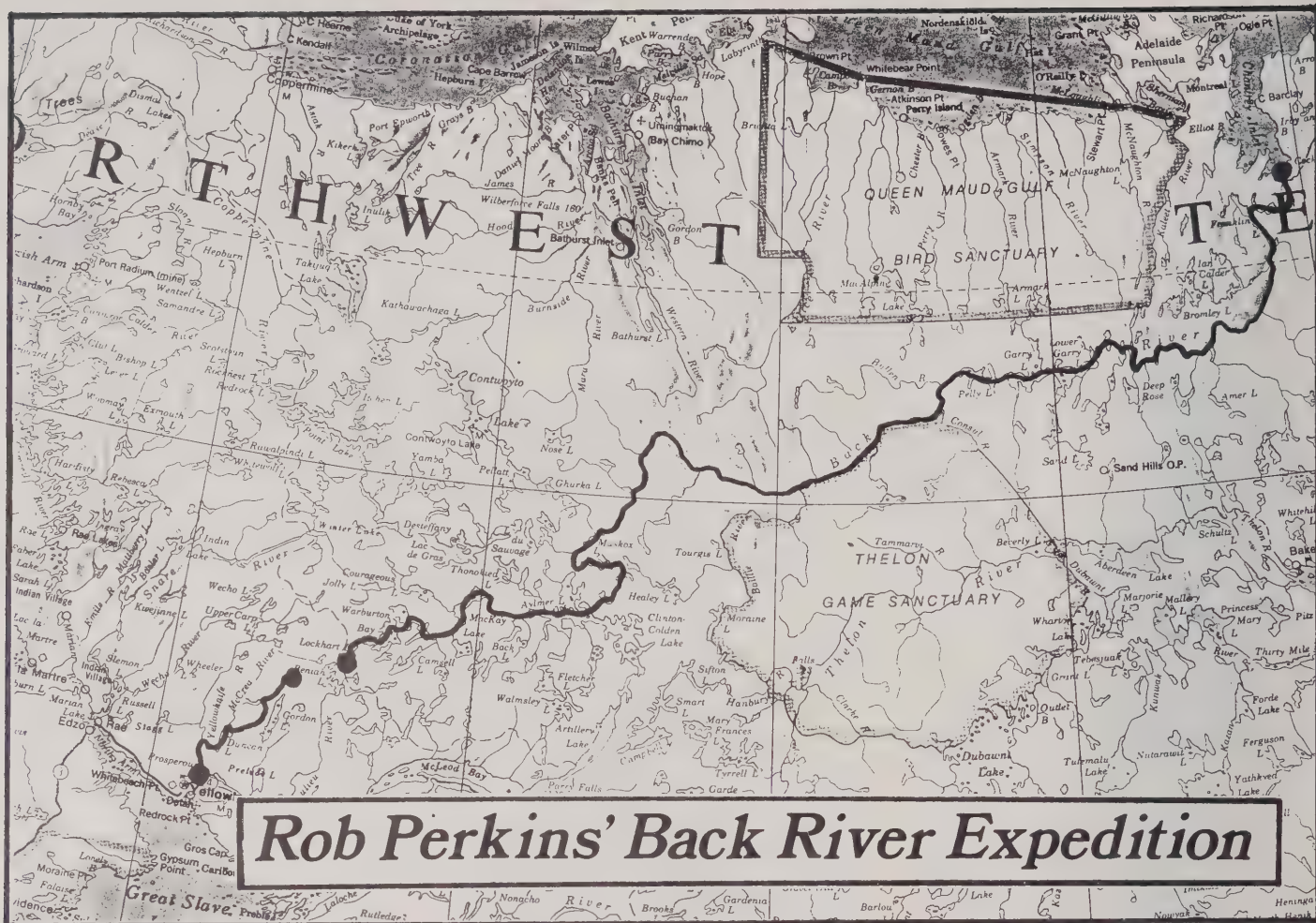
If you'd like to receive one of Garrett's more "aggressive" brochures, just request a copy from North Woods Ways, RFD #3, Box 87-A, Dover-Foxcroft, ME 04426. I haven't seen it, of course, but I'd venture to guess you'll not be getting a four-color foldout of bronzed, muscular athletes, "challenging" the roaring wild rivers of Maine. It won't be THAT aggressive. You might even think this a nice way to vacation, it's not expensive, rates run \$75 to \$100 a day for everything but supplemental transportation to the start and finish and your own personal gear. The Conovers provide all the rest, and it sounds as if it is a most rewarding and refreshing experience.



NORTH WOODS ARTS CENTER

R.F.D. #3, Box 87-A
Dover-Foxcroft, ME 04426
(207) 564-3032





Rob Perkins contemplates a Northwoods paddle as Alexandra Conover discusses its merits for wild river use.

Rob Perkins does not project the macho aura of a wild river canoe adventurer such as one might see on the pages of *OUTSIDE* magazine. He's quiet spoken, reserved, tall, clean shaven and 38 years old. In the real world he does insurance consulting work, but his life is dedicated to learning about the wilderness (what's left of it) and how he relates to it. Rob's already written one book on how wilderness experience affected him, about a solo canoe trip he made across the northern tip of Labrador on a string of rivers and portages. It's entitled, *AGAINST STRAIGHT LINES*, published by Little Brown. I found my library could get me a copy and later on I'll tell you about it.

Rob's present adventure, a small aspect of which brought him to Shaw & Tenney at the time of our visit, is a retracing of the route of a British naval expedition led by a man named Back across the northern parts of the Canadian Northwest Territories in 1834. Back's expedition was partly funded, and manned, by the British Navy, as it was to search for the missing explorer, Ross, who had been gone a couple of years too long. Back and his crew of about ten men took a big bateau type of rowing boat and left Great Slave Lake headed northeast towards the

Arctic Ocean, where they hoped to find some traces of the Ross group. Back's route went upstream on unknown rivers from Great Slave Lake, thence portaged over the height of land, and then onto a major river he hoped would lead to the Arctic Ocean. It did, and they got there, looked for Ross but found no traces, and then returned upstream back to Great Slave Lake! The river is now named the Back River. This is close to 1,000 miles each way!

Rob got interested when he found original manuscripts of Back's lengthy report in the Boston Aethaneum Library where he was doing a cataloging job. This piqued his interest in wilderness travel with a purpose. He would retrace Back's route, using a published copy of Back's journal he located as a guide, and compare the experience of two men 150 years apart over a substantially unchanged geographical route. The Back River has been "done", as *CANOE* magazine told Rob (in explanation of why they were not interested in buying his story) but Rob's purpose is not to be a "first" or a "most", but to acquire a personal understanding of what it meant to someone like Back to head off into what was truly the unknown, and to try to compare this with his own feelings about doing it today.

Rob's a canoeist, and his chosen craft is a specially built canoe constructed for him by a friend named Alsop from Stockbridge, MA. Alsop built the earlier canoe Rob used in Labrador. This time he built Rob TWO canoes, from which Rob could choose the one he preferred. Alsop works in an ad hoc way in his building, deciding on shape and dimensions as he begins. He does not build canoes professionally. The canoe is strip planked wood, epoxy glass covered with kevlar reinforcement built in. Rob will be all alone on a thousand miles of wild river travel and needed something tough. He says there are about 80 sets of rapids along the way. No free boats from the trade in return for possible publicity. Rob's doing it entirely his way.

The budget is pretty big, about \$20,000 (\$50,000 more if a potential TV documentary that's in the works gets funded). Rob has been raising the money in a one-man fund raising campaign. He attracted a couple of foundation grants, and one or two corporate grants, but has mostly focussed on individual donors to his cause. An aspect he's emphasized is the educational value of his experience in subsequent writing and speaking and demonstrating in chosen schools of backers, aimed at encouraging young people to try such mental and physical adventuring.

Rob's experienced enough at river running to know what he needs to do the job and what he must do to ensure his success. He's not a daredevil, much more he's introspective and contemplative, and careful. But, what happens, I asked, if he has a bad accident despite all skills and precautions, all alone way out there? Well, he plans to carry an EPIRB, the emergency position indicator radio beacon used at sea to find distressed boats. So, no man alone against the wilderness bravado, he's indeed a man alone in the wilderness, but he doesn't view it as "against", and is willing to send for help if the need arises.

Rob's approach and objective is certainly an interesting mixture of old and new. He's after the wilderness experience but uses some pretty hi tech equipment. He wants to run the Back River for the physical experience of being out there alone and for the intellectual and emotional experience of learning how he will feel about it all, and how this will compare with a man of 150 years ago who first travelled this route. Not your macho wild river adventurer at all. The book that's to come out of this should be an engrossing tale. Maybe we'll have a thumbnail sketch of it all after Rob gets back, since so far he's been unable to interest ANY outdoor magazines in his story.



CANOE HARDWARE: 1 1/16" canoe tacks, 3/8" oval brass stem bands, clinching irons, 3/16" bronze carriage bolts, canoe plans, clear white cedar. Price list available, **NORTHWOODS CANOE SHOP**, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.



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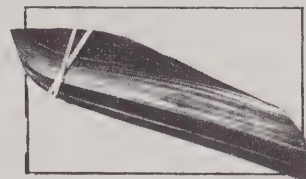


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Sunshine pouring
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Silver slivers streaking through
Great scudding puffs of gray
Sunshine's streaks of glory signal
Hope this soulfoul day.





PISCATAQUA WHERRY

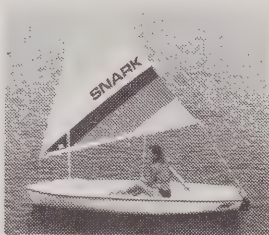


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The Persson brothers, Jon and Rick, operate Seth Persson Boatbuilders in Old Saybrook, CT. Seth was their father, a long established designer and builder of large custom pleasure boats. The brothers carried on with that sort of work, but also got involved with rowing and paddling in small craft. In the summer of 1984 they decided they needed a good touring kayak suitable for one or two novices on the often choppy adjacent tidal section of the Connecticut River. This led them to design and build the 15'x32" JENNIFER JEAN, a wood framed fabric covered large open cockpit kayak.

JENNIFER JEAN fulfilled their hopes for an ability to carry two adults and their gear on overnight camping trips. They also arranged the design so it could accept a sliding seat rowing rig, such as the Oarmaster, converting the kayak into a pulling boat. The blurring of the distinction between paddle powered craft and oar powered craft seems to have resulted in a boat that works rather nicely either way for recreational use. Unlike either the sportier solo kayaks or recreational shells, JENNIFER JEAN could pack along a lot of gear. More like a canoe in this respect.

After a year, the need arose to accommodate a child along with two adults, and so the 18'x32" PROUD MARY was designed and built. All the successful features of the smaller JENNIFER JEAN were retained with a substantial gain in ability to carry people and gear safely and comfortably in a variety of conditions, from placid pond to the rougher waters of nearby Long

Island Sound. And so, Seth Persson Boatbuilders sort of eased into the small boat business.

Their entry into this field was in the form of building plans for either boat. Their background as professional boatbuilders led them to create plans from which all the troublesome details have been worked out. Full size frame and stem patterns, five sheets of detail drawings and ten pages of text and photos comprise each \$30 set of building plans. Subsequent feedback from those building from the plans confirmed their approach, but also revealed that many people had trouble locating some of the supplies. So the Perssons developed a stock of components, including a frames and stem set, hull and deck canvas, aluminum endcaps, two-piece wooden paddle, the Oarmaster and a choice of English Collar oars or Douglas Feather oars.

The boats are built of 1/2" plywood frames, 1" plywood stems, 1/2" wooden stringers, and fabric hull and deck covering of your choice, canvas, dacron, etc. Rubrails, floorboards, etc. are provided for. Each boat can be used either solo or double, and PROUD MARY can carry a third person amids-hips, child sized.

Free details and price list can be obtained on request from Seth Persson Boatbuilders, 18 Riverside Ave., Old Saybrook, CT 06475, (203) 388-2343. Plans for marketing the plans through local marine, camping and hobby supply outlets are now being implemented. A call to the Perssons might direct you to a nearby stocking outlet for a first hand look at a set of the plans.

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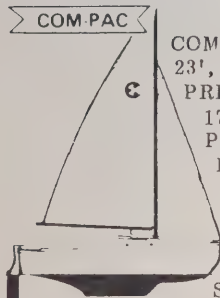
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When at last we entered the cove, the sunbeams were twinkling on us through the tree-tops of the western bluff; and as we went on, they sank behind its edge. But they still shone brightly on the opposite shores, and gleamed back to us from the windows on the heights of Nayatt, and on the lower land to the north.

"This is a nice big cove!" declared Joe, "and one of the pleasant-looking we've been in."

Its quiet, shady shores could hardly look otherwise than pleasant, at the close of a fine summer day; and as we sailed across we felt that our camping-place had been well chosen.

"Spring Green's a pleasant name, too," he added.

"O, well! that isn't its only name. I believe it's generally called Turtle Cove."

"Don't like that so well, though."

"Then there's another name it isn't generally known by, though it's put down in some maps; that's Occupaspatuxet Cove."

"Whew, nobody whose time was worth anything would ever know it by that name. Tell you what, those Indian names just show how little they had to talk about; and they made it last as long as they could. Their time was like hen's time, 'twasn't worth much."

As we drew near the shore, the wind, shut off by the trees, nearly left us, and we drifted gently to the beach. Lowering sail, we sprang out and, after securing the boat, started on the search for driftwood, Joe going south and I in the other direction. Presently the fire was crackling, and we boiled the clams we dug in Warwick Cove earlier that day.

"I remember, now, hearing that it's a great place for clams around here. But the tide's a good way in, already; I guess we can make out with what we have."

After supper, as we started up the bluff for a view, Joe exclaimed, "Why! that's an island that shuts in the cove on the northeast! I hadn't noticed that before."

"Yes, that's Greene's Island, and it's a pretty fair-sized island, for a small one. At low tide, though, it's a peninsula; there's a bar on this side that's uncovered then, leading to the mainland."

"Greene's Island! Look here; seems to me things have got mislaid somehow. This island ought to be down there in Coweset Bay, so's the General could have something half-way decent near home for his name to hang on by, instead of those wretched little Greene's Rocks. And Chippeway-how-much Island ought to be in this place instead, to match Occaspatuxet Cove. Between the old settlers and the Indians, things got a little mixed."

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

Published in 1901

Adventures Down the Bay

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



We walked along the crest of the hill till we came out north of Greene's Island, and looked eastward across the water. The shades of twilight were gathering; directly in front of us gleamed Bullock's Point Light, a mile away; from the southeast came the beams of Conimicut, while to the north twinkled more or less brightly other lights marking the upper channel.

"See that sandy point reaching out into the water, from the foot of the bluff, just above here? That's Gaspee Point."

"Don't say! that's it, is it?"

"'T is, for sure, if the map says right."

"Well I knew it must be somewhere up this way; but couldn't tell just where. 'T is a good place to fool anybody, the way they did; for the bluff goes straight along; it's only right down at the water that the sand makes out."

For a little while we were silent, thinking of that June night in 1772 when the British cruiser grounded in the evening on the point over which the light Yankee craft she was pursuing had scudded safely a few minutes before, and of the glare that the burning vessel threw on this very bluff, after her surprise and capture by the determined little force that rowed down from the city when the welcome news was brought, bent on avenging a long series of annoyances.

"'Twas a smart idea, and they carried it out first-rate," declared

Joe. "Plucky too, when they didn't know but what they were being watched, when they got near the enemy, and stood a good chance of being plugged with cannon shot."

We lingered on the bluff in the mild, salty wind from the bay, till the stars came out in answer to the sparkling lights which were scattered along the shores, and a long glow on the horizon marked the place of the city at the north. Suddenly a bright spark shot up in that direction, growing in brilliancy as it rose, then quickly died out; but another followed, and another, and another, red, green, and blue.

"The steamer's started!" said Joe.

It wasn't down in any regulations that the starting should be signalled by a discharge of Roman candles; but as we well knew, the southward course of the big boat, on pleasant summer nights, was attended, according to unwritten custom, by fireworks displays from the houses and hotels alongshore. We had a good point of view, and sat down and settled ourselves in pleasant expectation of a treat which we had forgotten was in store. Up they went, rockets and candle-balls, white and colored, singly or several at once, on both sides of the water. Now and then a red glow would start up and grow among the distant trees, subsiding again after a minute or two.

"There she is!" exclaimed Joe; and in mid-channel, far above, we could make out a red light and a green one, with white ones grouped around, which kept their place and steadiness, unlike the momentary bursts on shore, and slowly increased in brilliancy. We could hear the distant cracks of light artillery, and the deep musical roars from the boat in reply; and as the moving celebration crept down from spot to spot, keeping pace with the travelers, we caught the distant pop of the rockets, after their many-hued scintillations had melted away.

"She's turned Sabin's Point!" said I. "See how the cluster of lights is lengthening out? Now you can't see the red one any longer."

In a few minutes she was sweeping past; there were few houses in the region where we were, but from the other side there was a gallant fusillade; and in a little while the summer settlers in the Conimicut region began to join in. The lights of the boat became more obscure, as she turned south-east for the entrance of the river; but the brilliancy of the shore display made that of little account. Now she turned Conimicut Light, and had fairly entered on her passage down the bay.

"They give her a pretty good send-off, don't they?" said Joe.

"When she starts back from New York, the folks alongshore aren't so polite, by a deal."

The steamer which passed so near us on the evening that we struck Dyer's Island belonged to another line, which reached the Soud by going down the middle of the bay, while this went down the west passage, up which we had come the day before.

The fireworks still sparkled upwards from the west shore, and we watched them growing more and more distant till the boat had passed Warwick Point. Then we gave a glance at the sky, which promised continued fair weather, and walked down to the TRITON, where Joe disposed himself on board, while I ensconced myself snugly in the shore tent.

To Be Continued

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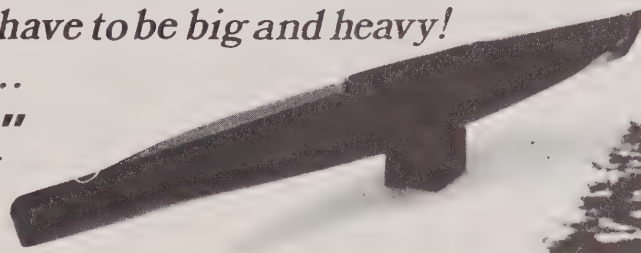
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CALENDAR

ALDEN ROWING WORKSHOP

The Mystic River Boathouse of Noank, CT, will hold an on-the-water Alden rowing workshop on May 30th at their boathouse at 55 Spicer Ave., Noank, CT. Contact them for details at (203) 536-6930.

MYSTIC SMALL BOAT WORKSHOP

June 6th and 7th are the dates for this year's Small Boat Workshop at Mystic Seaport Museum. Registration's open to anyone interested, just request an application from the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355. Two days of on-the-water and ashore involvement with traditional small rowing, paddling and sailing craft includes opportunity to try out many of the 100 or so small boats that normally turn out for this gathering. You are invited to bring your own traditional small boat if you like. Rain (it often does) or shine, the meet goes on. But, sign up early, before the end of May.

SEA KAYAK SAFETY WORKSHOPS

Aqua*Ventures of Jamaica Plain, MA, has scheduled some one-day intensive workshops on safety and rescue for sea kayakers this season on the first Saturday of each month. Fee is \$40 for those bringing their own kayaks, \$60 for those without their own boats. Each workshop will be limited to 12 participants. The schedule is as follows:

June 6, July 4, August 1 at Hull, MA. September 5 and October 3 at Ipswich, MA.

For those wishing to go further, follow-up workshops on the marine environment and navigation will be offered, limited to 8 participants each. Same fee schedule. Some will be on the Sundays following each safety workshop, others will be at later dates. The schedule for these is as follows:

June 28, July 26 and August 2 at Hull, MA. September 6 and October 4 at Ipswich, MA.

Aqua*Ventures, 75 Parkton Rd., Jamaica Plain, MA 02130, (617) 524-6239 or (617) 391-5954.

ANTIQUÉ & CLASSIC BOAT SHOW

Long Island's regular June antique and classic boat show will take place this year on June 27th at the Suffolk Marine Museum in Sayville, Long Island, NY. For early details, contact Roberta Kavan at P.O. Box 124, Brightwaters, NY 11718, (516) 582-3773.

1987 MAINE CANOE SYMPOSIUM

L.L. Bean will hold its second canoe symposium on June 12-14 at Winona Camps in Bridgeton, ME on the shores of Moose Pond. This "total immersion" weekend offers something for everyone interested in canoeing, modern or traditional, with exhibits, expert lectures and instruction, canoe tryouts, etc. Send for 1987 MCS Brochure, L.L. Bean, Inc. Dept. MB, Freeport, ME 04033.

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.

ROSE ARTS ROWING RACE

The Chelsea Rowing Club of Norwich, CT, hosts a recreational rowing race on June 20th as part of Norwich's annual Rose Arts Festival. The race will be on the Thames River starting at 10:30 a.m. Chelsea Rowing Club, P.O. Box 22, Norwich, CT 06360, (203) 822-8269 days, (203) 886-1867 eves.

INTERNATIONAL DORY RACES

June 20th is the date for the annual International Dory Races at Gloucester, MA, between teams (men, women, junior and vet) from Gloucester and from Halifax, Nova Scotia. The teams compete in classic Grand Banks dories. A noon luncheon follows the races, and the Cape Ann Rowing Club will host in-the-water rowing tryouts for members and guests following the luncheon. Dan Leahy, Box 1715, Gloucester, MA 01930.

CONNECTICUT CANOE RACING ASSOCIATION

The CCRA promotes flatwater, whitewater and poling competition on Connecticut Rivers. Contact listed leaders for specifics of each event. CCRA, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457. Membership \$10 individual, \$15 family.

JUNE 6. King Philip Cup, 14 mile flatwater, Farmington River, Farmington, CT. Gerald Desimas, (203) 693-8813.

JUNE 13. Shetucket River Picnic Cruise, 14 mile flatwater, Shetucket River, Willimantic, CT. Susan Audette, (203) 456-0558.

JUNE 14. Shetucket River Race, 14 mile flatwater, Shetucket River, Willimantic, CT. Susan Audette, (203) 456-0558.

JUNE 21. Great Pachaug Race, 7.5 mile flatwater ponds and river, Griswold, CT. Bob Bromley, (203) 376-4009.

JUNE 27. Summer Sizzler, 10 mile tidal flatwater, Seekonk River, East Providence, RI. Scott Olsen, (401) 434-4971.

RHODE ISLAND CANOE ASSOCIATION

The Rhode Island Canoe Association promotes recreational canoe outings on rivers in Rhode Island. Rhode Island Canoe Association, c/o Alan August, 70 Scott St., Pawtucket, RI 02860.

JUNE 6. Canoe/Kayak Regatta, E. Providence. Gary Point, (401) 246-1356.

JUNE 13. Hocamock Swamp, 9.5 miles. B. Luther, (617) 336-8797.

JUNE 20. Blackstone River. B. Godin, (401) 5468-8639.

JUNE 27. Wood River, 8 miles, Wyoming to Alton.

AMERICAN CANOE ASSOCIATION NATIONAL EVENTS

The American Canoe Association sanctions a number of national level canoe events in the northeast. American Canoe Association, P.O. Box 248, Lorton, VA 22079.

JUNE 12-14. Canoe Symposium, Bridgeton, ME. ((800) 341-4341 Ext. 2106.

JUNE 13-14. Junior World & European Team Trials, Lake Placid, NY. (303) 632-5551.

JUNE 20. New England Division Poling Championships, Burlington, CT. (203) 429-8711.

JUNE 20-21. Junior World Trials, Lake Placid, NY. (303) 632-5551.

JUNE 20-21. University Games Training Camp, Lake Placid, NY. (303) 632-5551.

CONNECTICUT RIVER OAR & PADDLE CLUB

The Connecticut River Oar & Paddle Club promotes activities for oarspersons and paddlers on the lower Connecticut River. Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. Jon Persson, (203) 388-2343. John Stratton, (203) 434-2534.

JUNE 19-21. Overnight trip to Selden Island, campout at Quarry Knob site.

JUNE 21. Summer Solstice caviar cruise to Essex. Dinner ashore.

WOODEN BOAT SCHOOL COURSES FOR JUNE

The Wooden Boat School is underway for 1987 in June with a full calendar of courses. The complete catalog is available on request from the Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651

JUNE 14-20. Lofting & Building a Canoe Mold with Rollin Thurlow.

JUNE 14-20. Building the Nutshell Pram Kit with Rich Hilsinger.

JUNE 14-20. Marine Surveying with Giffy Full.

JUNE 14-20. The Craft of Sail on SOJOURNER TRUTH with Candace Martin (women only).

JUNE 21-27. Marine Surveying with Giffy Full.

JUNE 21-27. The Craft of Sail on EASTWARD with Roger & Mary Duncan.

JUNE 21-JULY 4. Ultralight Lapstrake Boat Construction with Tom Hill.

JUNE 21-JULY 4. Building the Maine Guide Canoe with Jerry Stelmok.

JUNE 28-JULY 4. Canoe Repair & Restoration with Rollin Thurlow.

JUNE 28-JULY 4. The Craft of Sail on EASTWARD with Roger & Mary Duncan.

MAINE MARITIME MUSEUM

The Maine Maritime Museum hosts a variety of nautical oriented events throughout the year. Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 443-1316.

JUNE 8. Groundbreaking for new Maritime History Building (tentative).

JUNE 22-JULY 3. Lines 6 Shapes, two week boatbuilding seminar by Dave Dillion at the Museum Apprenticeshop. Pre-registration required.

CANOE DEMO DAY

The Outdoor Sports Center and Mad River Canoe will host a Canoe Demo Day, "You Can Canoe" on May 31st, 10 a.m. to 4 p.m. on Rt. 7 in Wilton, CT, 1/4 mile north of Outdoor Sports Center's shop at 80 Danbury Rd. There'll be over 30 canoes. Outdoor Sports Center, (203) 762-8324.

RADIO CONTROL MODEL YACHT RACING

The Minuteman Model Yacht Club of Needham, MA, has provided the schedule for radio control model yacht racing throughout the northeast. Minuteman Model Yacht Club, c/o Dave Mainwaring, 36 Hawthorne Ave., Needham, MA 02192, (617) 444-5100.

JUNE 6. Hecksher Memorial (36/600), Huntington, NY. John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

JUNE 7. Northern Divisional (EC-12), Providence, RI. George Greenhalgh, (401) 245-7493.

JUNE 7. Roy Clough Cup (M), Marblehead, MA. Gene Thober, (617) 631-0797.

JUNE 7. Housatonic Invitation-al (M), Stratford, CT. Fritz Larson, (203) 966-3107.

JUNE 13. John Renolds Memorial (36/600), Huntington, NY. John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

JUNE 13. Island MYC Endurance (M), Eisenhower Park, NY. William Moll, (516) 334-5276.

JUNE 14. Fathers' Day Invitational (Scale Steam, Electric, Sail), Medfield, MA. Al Spring, (617) 444-3330.

JUNE 20. Sunshine (36/600), Huntington, NY. John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

JUNE 21. Marblehead Regatta (M), Marblehead, MA. Gene Thober, (617) 631-0797.

JUNE 27. Kehoe Trophy (M), Central Park, NY. Madeline Tucker, (212) 874-0656.

JUNE 28. Roy Clough Memorial (M), Marblehead, MA. Gene Thober, (617) 631-0797.

JUNE 28. Herstein Memorial (A), Saddlebrook, NJ. Alex Chabora, (201) 478-44989.

EVERY TUESDAY EVENING. Any boat welcome at Needham, MA. Al Spring, (617) 444-3330.

EASTHAMPTON MUSEUM WORKSHOPS

The Boathouse of the EHS schedules traditional wooden boat-building workshops. All workshops run 10 a.m. to 5 p.m. on designated dates. Easthampton Historical Society, (516) 324-6850.

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

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APPALACHIAN MOUNTAIN CLUB CANOEING

The AMC hosts many canoe outings through its various chapters around New England. Membership is encouraged, but guests are welcome at many outings. Contact listed leaders for specifics of each outing. Appalachian Mountain Club, 5 Joy St., Boston, MA 02108. Regional chapter information, see Chapter Representative listing.

Berkshire: Joe Child, (413) 576-3527.

Berkshire

All telephone numbers are area code 413 unless otherwise noted.

Unless otherwise stated, all trips require registration with leader by preceding Wed.

Whitewater

June 6. Tariffville or Knightville, 2-3. L Susan Young (562-1267); CL Al Ross (367-2464).

June 7. Instructor Workshop. L Mike Zabre (H: 774-3293; W: 253-7779).

June 13-14. Beginner Tandem Canoe Instructional, 2. L Nancy Hazard (774-5667).

June 13-14. Beginner Kayak Instructional, 2. L Joe Child (586-3527).

Boston

All area codes are 617 unless otherwise noted.

Flatwater

Beginners and children are welcome on most trips; the leader may impose restrictions associated with specific 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) boaters with no experience and no equipment of their own—show up, rent, and go. Advanced trips are for competent paddlers with their own equipment.

June 7. Charles River. Instructional. L Phil Hermann (864-3653), CL Sue Schaller (655-0970).

June 13-14. Pine River. Advanced. L Richard Baron (851-2584).

June 14. Lower Neponset River. With Friends of the Blue Hills. L Allen Knowles (828-3025).

June 20. Ipswich River. L Ken Kaiser (664-5984), CL Judy McInnes (744-3729).

June 21. North River. With the Audubon Society. Special interests: bird-watching, summer solstice. L Rick Beinecke (371-3168).

June 28. Concord River. Introduction. L Bob Yackels (263-1147), CL Betty Yackels.

Boston: Wayne Jones, (617) 586-8928.

Catskill: Phillip Quick, (914) 246-7110.

Connecticut Flatwater: Ron & Nanci Henscheliffe, (203) 421-3183.

Connecticut Whitewater: Tom Ploski, (203) 524-0245.

Maine: Mottill Nason, Jr., (207) 846-5167.

Narragansett: Jeanette Fontaine, (401) 942-3971.

Whitewater

June 6-7. Class 2 Open-Boat Instruction. L Mark Blatchley (413-586-7766). See Inside/Outside for details.

June 6-7. Androscoggin, 1. L Lissa Coolidge (486-4250), CL Chuck Romanchuk (662-9315).

June 13-14. Class 2 Closed-Boat Instruction. L Julie Scott (448-2840). See Inside/Outside for details.

June 13-14. Androscoggin, 1. L Al Sanborn (366-5908), CL Elaine Sanborn (366-5908).

June 20-21. Farmington, 2. L Gene Bullock (275-7029), CL Julia Khorana (738-9418).

June 20-21. West Branch of the Penobscot, 4. L Rob Macintosh (327-8832).

Connecticut

All telephone numbers are area code 203 unless otherwise noted.

Flatwater

June 7. Quinebang River. L Ken & Jean Cook (774-4923).

June 14. Barn Island. L Vel & Jack Randall (739-9989).

June 13-14. Connecticut River, Vernon Dam to Turners Falls. L Bruce MacLachlan (633-2585), CL Ron Henscheliffe.

June 19-21. Canoeing in Southern VT. L Betty Blanchflower (529-4168).

June 21. East River. L John Kotchain (248-3764).

June 27-28. Canoe Camping in Northwestern CT. L Judy Snyder (233-1105), CL Ann Burcroff (677-4085).

Whitewater

Call the CT WW HOTLINE (582-6978) for up-to-date, recorded info on trips, last-minute changes, bootlegs, and water levels; 24 hrs. each day. Call in also to report any such info. Other Chapters welcome.

June 6-7. Class 2 Training. L Laurie & Herb Komuritz (748-8909).

June 6-7. Esopus Creek, 2. L Steve & Marsha Sokoloski (429-6203).

June 13-14. Lehigh, 2-3. L Hat Clauer (201-874-6403).

June 20-21. Intro. Solo Paddling. L Tom Ploski (524-0245).

June 25-28. Youghiogheny & ... 3-4. L Steve Sokoloski (429-6203).

Maine

All area codes are 207 unless otherwise noted.

Trip fee: \$2 per nonmember.

June 13-14. Dead, 3; 1000-1300. Amy Lindberg (854-4570), CL Kippy York (622-5939).

June 27-28. Errol Class 2 Instructional. Don Skolfield (773-3642), CL Kippy York (622-5939).

Narragansett

June 6. Wood River, Rte. 165 in Exeter to Wyoming; 8 mi. Rapids at Barboville can be portaged. L John Botelho (617-824-6354), CL Marge Gaunt (821-5216).

June 10. Eve. Flatwater Canoe Trip on Seekonk River; followed by a picnic. L Ken Hutchins, CL Penny Hutchins (467-5296, before 9:30 PM).

June 13. Tariffville Section of the Farmington River in CT. L Steve Rodkey, CL Judy Barrowclough (617-226-4615).

June 23. Eve. Paddle, Picnic, Swim on Pawtuxet River; to enjoy the blooming azaleas. Hope RI to Scituate Reservoir (about 4 mi.). L Vin Gormley (463-6946), CL Ann Valley (617-695-5839).

New Hampshire

All area codes are 603 unless otherwise noted.

NH Chapter Canoe Phone: (603-635-3976). If you cannot contact a trip leader, leave a message on the Canoe Phone line. You can also call this number to lead a new trip, to find out about bootleg trips, or for notices of changes to trips.

Partner needed? If you wish to paddle and cannot find a partner for a trip, call Paul Berry (886-1948) and he will try to schedule a partner for you.

Tuesday Night Paddling. After Daylight Savings time begins, we

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New York/New Jersey: Liz & Dave Pratt, (914) 725-7944.

S.E. Massachusetts Flatwater: Chuck Wright, (617) 564-4250.

S.E. Massachusetts White Water: Rob Scolamiero, (617) 545-6015.

Vermont: Ken & Nancy Gordon, (703) 534-6595.

Washington DC: Ellen Kohn, (301) 530-4669.

Worcester, MA: Walt Nowak, (617) 464-2094.

paddle the rapids on the Merrimack in Manchester on Tuesday evenings, after work. Call Paul Berry if you are interested.

June 6-7. Pinkham School. L Randy Roody (424-6808).

June 13. Rescue/Recovery School. L Nancy Damboise (635-3976).

June 14. Baker, 1. L Anna Hoehn (617-683-7521).

July 4-5. Rapid, 4. L Jim Lewis (880-1402).

New York New Jersey

NY/NJ trips are open to all who qualify. Pre-registration by mail, 8 days in advance of the trip, is required.

June 6. Mid. or S. Jersey, BW. Dick Wolff (201-746-7415).

June 6-7. Esopus Creek, 2. Marita Prewitt (201-358-0222).

June 6-7. Esopus Creek, 3. Maxine Grover (201-941-2843).

June 13-14. Class 1 Instruction. Tom Sedgwick (914-528-9540).

June 13-14. Two Day Trips, Circumnavigate Manhattan Is., 2. Hank Lucken (201-837-3245).

June 20-21. Wading River, BW. Anne Hood (201-874-7857).

June 20-21. Lehigh, 3. Jamie Pittaway (201-968-7198).

June 27. Mid. or S. Jersey, BW. Dick Wolff (201-746-7415).

June 27-28. Basic Instruction, BW. Fay Wong (719-463-1987).

June 27-28. Leader's Choice, 2. Molly Elliot (914-271-5427).

Southeast Mass.

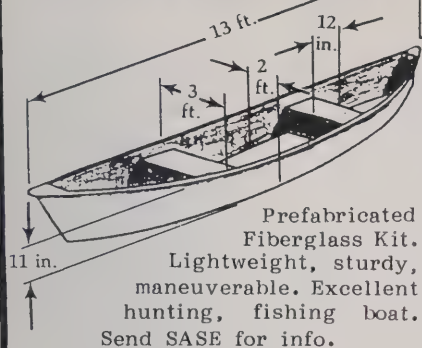
All area codes are 617 unless otherwise noted.

June 13. Bass River, Yarmouth, tidal. L Bud Carter (398-2605).

June 19-21. Nantucket, tidal. L Robin Condon (636-3290), CL Barbara Hughes (362-3954).

June 27. Scorton Creek, Sandwich, tidal. L Carolyn Crowell (888-4923).

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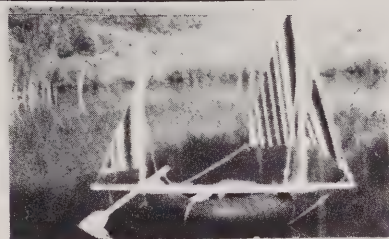
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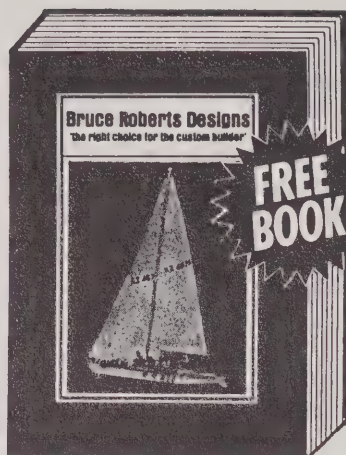
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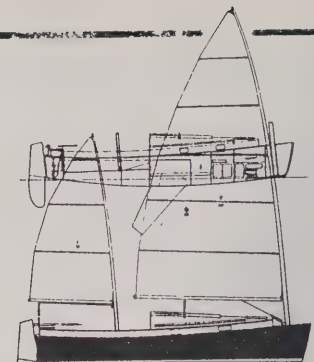
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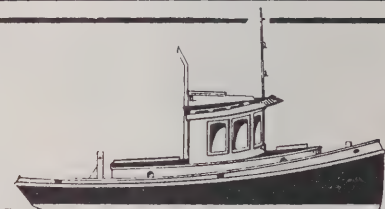
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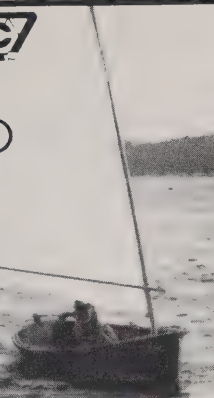


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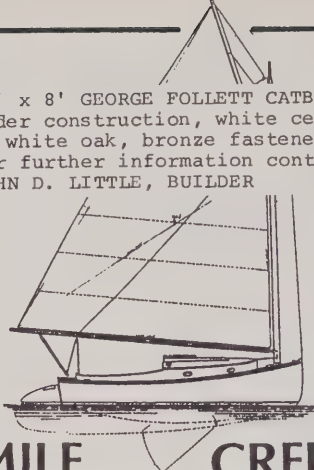


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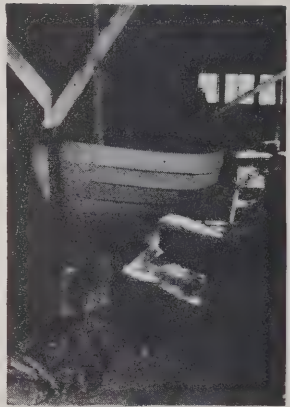


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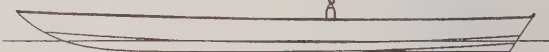
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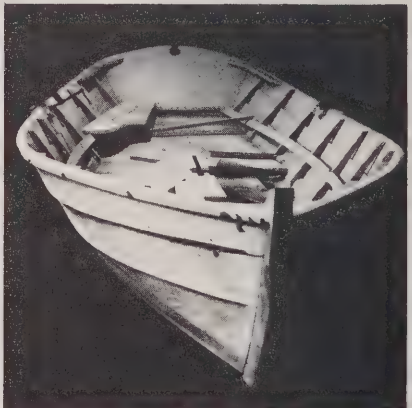
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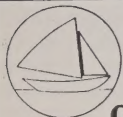
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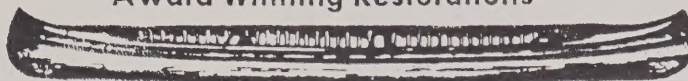
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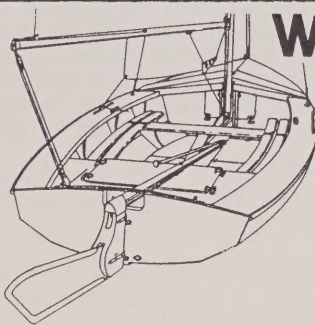
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HEAVY DUTY WATERPROOF BAG W/FLOTATION, 30"x18" \$35

HUDSON CANOE

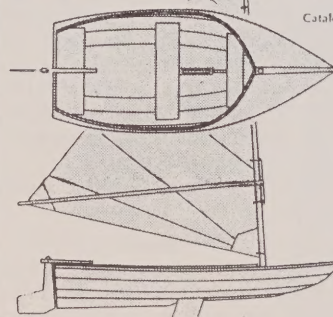
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SEDA VIKING KAYAK, fiberglass, excellent condition, green deck, white hull, includes spray skirt. \$450.

BILL SIPPEL, Loudonville, NY, (518) 462-3257. (1)

WANTED. Black spruce tree for sharpie mast. Must clean up to 25' FRED HURLEY, Winthrop, MA, (617) 846-7509 days. (1)

16' HERRESHOFF KAYAK, double paddle, Walt Simmons built 1980. Good shape. \$495.

GENE GIFFORDS, E. Islip, NY, (516) 277-1643 after 6 p.m. (1)

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

BOB WHITTIER, Box T, Duxbury, MA 02331, (617) 934-5136. (1)

WANTED. Solo double paddle canoe. Bart Hawthaway, Dirigo Dipper, Wee Lassie design or similar. 10.5'LOA, maximum weight 35 lbs.

PAUL BUNNELL, 47 Robin Ridge Dr., Madison, CT 06443, (203) 245-0271. (2)

DYNAMITE BOATS. 12' Catboat used one season, \$1,800. 8' Skimmer, \$200. 20' Zephyr, \$850 with new sail. 15' Kayak, \$200.

DYNAMITE PAYSON, S. Thomaston, ME, (207) 594-7587. (2)

BOAT SHOP CLOSEOUT. 1986 Monark 15' aluminum bass boat, \$2,000. 1986 Monark 17' aluminum bass boat, \$2,800. 1986 New River canoes, 16', 17', 18', your pick, \$300 each. 1986 Calkins galvanized 17' boat trailer, \$895. Black River canoes, 14'9" solo C-1, \$495; 14'9" tandem \$495; 15'9" tandem, \$535. Hydraulic hand crane "Hoosier", \$750. Assorted trailer parts. WALT GIBSON, Dracut, MA, (617) 957-1284. (2)

DIRIGO PUDDLE DIPPA, 11' LOA custom built F.G. decked touring canoe. Red on black, teak guards and coaming. Two watertight bulkheads with deck plates, seat and Makima footrests. Built 1984 for \$550. Brand new, in storage. A pretty, light and seaworthy canoe. First \$350 cash paddles it away.

GREG NOWELL, c/o Metcalf, 487 Washington St., Brookline, MA 02146, (617) 232-0964 before 8 a.m. (1)

Classified Marketplace

NIMBUS SEAFARER Sea Kayak. Kevlar, foot control rudder, aft bulkhead and hatch, bow flotation, paddle, spray skirt. New, never been in water. One beautiful boat with over \$1,400 invested. A steal at \$900.

ROD DANNER, Wellfleet, MA, (617) 349-2578. (2)

KLEPPER AERIUS II (minus hull covering). A complete framework with seats, rudder bracket, rudder assembly with cables, foot controls, spray cover, leeboard assembly, battened mainsail, mast, gaff, three carrying bags for boat, one for sail rig. As new parts, 1987 value \$1,700. My price \$600.

DON TALL, 100 Braemar Dr., Cheshire, CT 06410, (203) 272-7354. (2)

15' WHITEHALL lapstrake pulling boat, cedar on oak, well built in 1983 by Robert H. Baker Boatworks. Design by Bob Baker based on Ida Lewis' "Rescue" at Newport Historical Society. Has sprit sail, centerboard, trailer and one pair of fine oars. \$3,750.

NEWTON MILLHAM, 672 Drift Rd., Westport, MA 02790, (617) 636-5437. (2)

20' CROCKER Sloop, Crocker designed and built. Traditional one-design daysailer, hard chine marine ply with 450 lb. iron fin keel. Open cockpit. Beam 5,11", draft 3'7". Marconi rig, 143 sq. ft. Two mains, working jib and genoa, wooden spars. On trailer and ready for the water. \$1,600.

PETER MACKIE, Lexington, MA, (617) 862-2893. (2)

1986 SUPER SNARK, two months easy use. Stored inside for winter. Excellent condition. \$385.

BUZZY SHONNARD, Wellesley, MA, (617) 237-0019. (2)

22' MC INTOSH SLOOP, shallow draft gaff rigged centerboard boat. Great for exploring where other boats can't. Small cabin with room for two. Cedar on oak. Roller furling mainsail, outboard bracket. Good overnighter/daysailer. \$2,500. WESTON KEYES, York, ME, (207) 363-5338. (1)

WANTED. 12' ROWBOAT, preferably wood, traditional design, lapstrake sides, square transom, two rowing positions.

ROBERT PROCTOR, W. Bath, ME, (207) 443-5762. (1)

15' SEA KAYAK, fiberglass. Foot operated rudder, spray skirt, flotation, paddle, roof racks. Very fast and maneuverable. Everything included for \$400 or part trade of slalom kayak.

PETER MC INNIS, Wenham, MA, (617) 468-4976 eves, (617) 438-0290 days. (2)

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

NED WATTS, 311 West St., Dedham, MA, (617) 326-1045 eves. (2)

13.5' CULLER flat bottom skiff, cedar on oak, centerboard, dacron spritsail and oars all in good condition. \$1,100.

STEPHEN EMMONS, Kennebunkport, ME, (207) 967-2415. (2)

ROWING SHELL & SEA KAYAK DEMOS. Also discontinued models all at bargain prices. Aquaterra Chinoos, Peinert Fastarts from \$400. PEINERT BOATWORKS, New Bedford, MA, (617) 990-0105. (2)

SPRING BOAT CLEARANCE. 10' Norwegian pram sailing dinghy, strip built with Spanish cedar, like new condition, \$1,500. 9'6" Amesbury dory skiff sailing dinghy from 1986 Wooden Boat Show, excellent condition with new sail and wood spars, \$1,200. 18' Old Town canoe rebuilt, epoxy and varnish inside, epoxy and glass outside, painted with two-part green urethane, \$800. 15' West Wight Potter with trailer and many extras, \$3,800 OBO.

DAN LINDROOTH, 2924 Orchard Ln., Huntingdon Valley, PA 19006, (216) 947-9731. (2)



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WANTED. BEETLE CAT SAIL in good condition. Will trade computer software/hardware, car or home stereo equipment or CASH. PETER SPOLLETT, Andover, MA, (617) 475-6356 eves. (1)

32' COLUMBIA SABRE sloop, 1962. Full suit of sails, hardware, running rigging, misc. equip. Hull and standing rigging need work. \$4,000

BILL GROSSMAN, Port Washington, NY, (516) 944-6419 eves. 7-10 p.m. and weekends. (1)

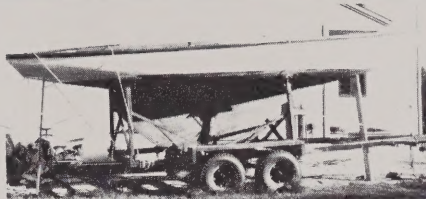


CATBOAT GARFIELD. Marked down for quick sale! Bolger's Mouser design, 16'x6.5'x15". Wood/epoxy construction. 182 sq. ft. tanbark sail, gaff rig. 4hp Merc, all equipment needed to sail. Trailer. This is a fast and able sailer that eats many 22 footers for breakfast. Excellent for chasing whales, camping, catching bluefish and beaching on the local sand bar. Now just \$5,500!

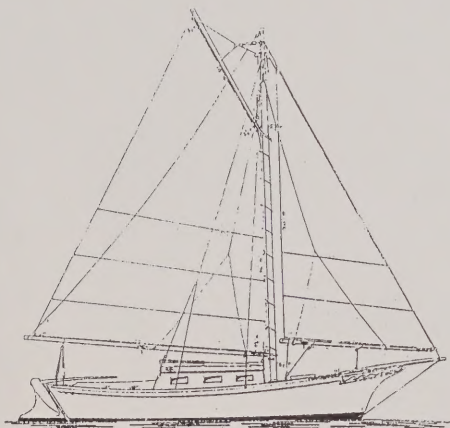
RICHARD ZAPF, Georgetown, MA, (617) 352-6135. (1)

MIRROR DINGHY #57417. Exactly like new. White with gray sheer. See WOODEN BOAT #74, Jan-Feb. With trailer, complete with boat and rig covers. \$2,200. WILLIAM FELL, Woodstock, VT, (802) 457-1399. (1)

TITMOUSE INFORMATION WANTED. From anyone who has built this Sam Rabl design from the 1947 edition of BOATBUILDING IN YOUR OWN BACKYARD (same article may have appeared in a magazine under a different title). This is the 15'6" centerboard mini-cruiser with a V-bottom, plywood planking, sharply raked mast, standing lug rig, bowsprit and jib. It is NOT the latter different TITMOUSE that is strip plank built. BOB TITUS, 12707 Murphy Rd. #84, Stafford, TX 77477, (713) 495-9737. (2)



24' BLUENOSE SLOOP, wooden, 1955. Well mannered quick classic. Pine on oak. New sails, new mahogany coamings and rub rails. Needs some minor repairs. Asking \$3,500. Custom heavy duty trailer also available. BEN CARR, N. Berwick, ME, (207) 676-9285 eves. (1)

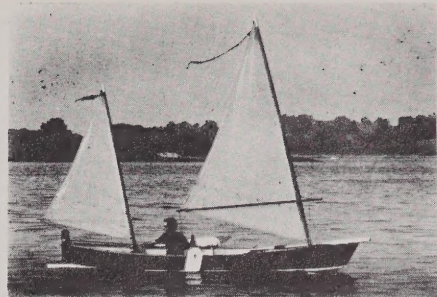


24' NEW SISTER by Wm. Atkins. Shoal draft ctrbd. Rebuilding 90% complete. Fully found; sails, rigging, Shipmate "Skippy", outboard in well, etc. Distress sale at \$3,000 F.O.B. Mansfield, MA. BOB SERVAIS, Mansfield, MA, (617) 339-2409. (1)

SAN FRANCISCO GREAT PELICAN OWNERS. I'd like to hear from any of you with an eye to having a get-together for future cruising planning in New England and in Florida in winter.

STAN DZIEJMA, 209 Summer St., S. Walpole, MA 02071, (617) 668-3879. (2)

FOLBOT DOUBLE KAYAK. Little used, like new condition 17' Super model, built from factory kit. Non-folding type, double thickness naugahyde hull. Complete with flotation bags, double cockpit spray skirt, foot operated rudder, seat and back cushions, two double paddles. We've gotten a folding model. \$350 ready to go. BOB HICKS, Wenham, MA, (617) 774-0906. (2)



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

PETER WATTERS, Cambridge, MA, (617) 492-6467. (2)

EASY RIDER KAYAK. 17' fiberglass solo cruising kayak, roomy, stable, comfortable with large storage capacity. Equipped with front and rear bulkheads and access hatches, adjustable backrest seat, foot operated swing-up rudder, emergency paddle float, Werner Furrer 9' double paddle, spray skirt. Not a small volume sporty type kayak but a big, safe and easily moved type for relaxed paddling, exploration, cruising with plenty of gear. We're going double this season so won't have time to use. \$895 ready to go. BOB HICKS, Wenham, MA, (617) 774-0906. (2)

HELP. What's the best way to rig the San Francisco Great Pelican? Anyone out there know?

STAN DZIEJMA, 209 Summer St., S. Walpole, MA 02071, (617) 668-3879. (2)

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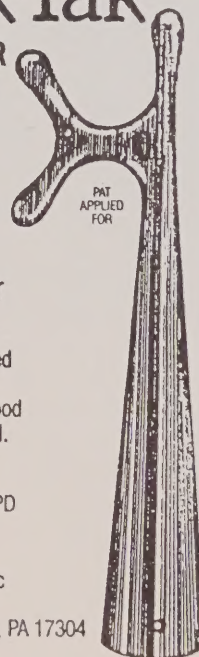
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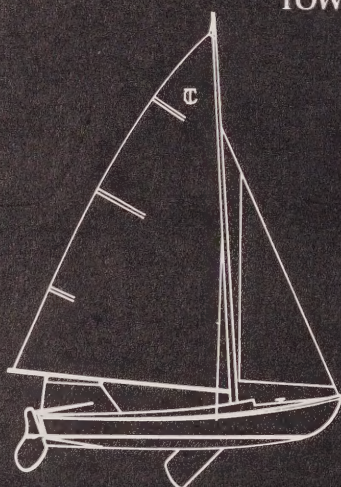
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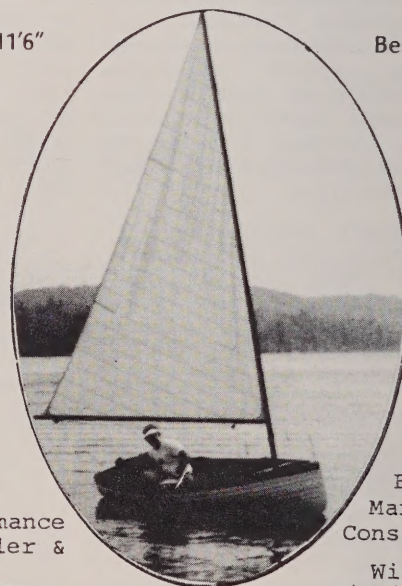
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