



**messing
about in**

BOATS

Twice a Month!

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messing about in BOATS

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Our Next Issue...

Will include information on
access to 43 islands on the Maine
coast; perhaps a visit to the Used
Boat Show; possibly a tryout of the
Ocean Kayak SCUPPER, an unusual
sea kayak; a tale of sailing canoes
in the "good old days"; another
tale of saving a Long Island Great
South Bay catboat; perhaps a report
on sailing an Annisquam Fish cat-
boat with a Phil Bolger staysail rig
(mast fitted on stern); details on
the 15' pocket cruiser MINUET;
perhaps, at last, our often prom-
ised articles on the SEAMASTER
runabout and the DK-13 and
SCRAPS low budget kayaks. All
those "perhaps" and "possibly's" are
just in case. And, our ongoing se-
rial, ADVENTURE DOWN THE BAY
draws to a close, alas!

On the Cover...

A launching of a unique tradi-
tional craft with an unusual story
behind it is covered fully in this
issue.

Commentary

Organized activities involving
messaging about in boats started off
full speed for me the weekend of
May 15-17. THREE different events,
all of interest to me, were sched-
uled. The North American Small
Boat Show was on at Newport Fri-
day through Sunday. A sea kayak
symposium for southeastern Connec-
ticut paddlers was at Mystic on Sa-
turday. And on Sunday the Rock-
port Apprenticeshop was launching
an unusual boat with a significant
purpose. So I went to all three.
The three differing events, one
right after the other, really im-
pressed upon me the variety of
ways we do mess about in boats.

At the Small Boat Show the
variety of small boats was the
point, virtually all plastic craft,
but of many sorts. Acknowledging
the public's preference for outboard
runabouts resembling sports cars,
and then moving on to more inter-
esting craft, I was able in one day
to look over a number of craft and
talk with their designers or build-
ers. While the Show's concept re-
stricts it to "small" boats, the
gamut ran from a 6'8" rowing/sail-
ing dinghy that collapses into a
flat packet, to a 26' sailing sharpie
of traditional lines but imbued with
a modern technology sail rig. Boats
shown were propelled by sail pow-
er, by traditional oars mounted on
gunwale oarlocks, by long oars
working with sliding seats or slid-
ing riggers, by double paddles, by
single paddles, and by bicycle
style pedals. Dinghies; traditional
pulling boats; recreational rowing
shells; canoes; kayaks; perform-
ance daysailers; catamarans; relax-
ing daysailers; cruising sailboats;
pedal powered launch and pedal
powered space egg. Variety.

To be fair I must mention that
even the array of look-alike out-
board powered boats were supple-
mented with craft like a short "jet"
powered runabout, a fake wood-
grain inboard speedboat, and noisy
hovercraft.

Moving on the Mystic on Sa-
turday I viewed the sea kayak frater-
nity's continuing effort to edu-
cate new enthusiasts about this
more demanding sort of small boat.
The main thrust was safety, in
boat prep, gear, and use. On hand
were a variety of sea kayaks. If
you're not involved with these you
may not think they can offer varie-

ty, but they do. Slim high per-
formance Greenland style solo
boats; bigger, more stable west
coast designs; open cockpit roto-
molded plastic doubles; fabric cov-
ered collapsible doubles that store
in a couple of bags for transport or
home storage; well-worn wood and
fabric craft home built; ultra light
wood and fabric solo boat weighing
but 20 pounds. And so on. One
thing that cannot be missed is the
colorful nature of these boats, lots
of bright colors on the water.

On Sunday we headed the oth-
er way, three hours to Rockport,
Maine, where the Apprenticeshop
was launching a 24' lapstrake wood-
en pulling/sailing boat built to an
ancient Scandinavian/Shetland Is-
lands design. Oiled wooden plank-
ing, copper rivetted together,
spruce oars resting against wooden
tholepins, iron hardware providing
mast partners, bronze fittings on a
big rudder, tanbark sails. Tradi-
tion. While this was the focus of
the day's events, the "spectator"
fleet was very interesting also.
One couple in a traditional wooden
peapod; Bill Gribbel in his tradi-
tional peapod; another couple in
his-and-hers Easy Rider sea kay-
aks; a family of three in a Sisiutl
three-cockpit sea kayak; a couple
in a canoe; several of the appren-
tices sailing the shop's fleet of
traditional wooden daysailers, a
skipjack type, a Delaware Ducker;
a photographer in a short sports
kayak; two big Outward Bound
whaleboats. Again, variety.

On this same trip we stopped
to see Dynamite Payson in nearby
South Thomaston where we saw yet
more variety in small boats. A Bob-
cat catboat, his latest "instant
boat" design sat next to a 1920's
vintage carvel planked, round bot-
tomed inboard motor launch; an 8'
tender in tack 'n tape plywood; the
20' sailing sharpie, "Zephyr". And
in the shop for a Sunday afternoon
project, Dynamite was putting fin-
ishing touches to the paint on the
original model of the AMY R.
PAYSON Friendship sloop model
WOODEN BOAT magazine is market-
ing.

Well, all this recapitulation of
boats seen on a single weekend
serves mostly to re-affirm my con-
victions that this is one very in-
teresting avocation in which to be
involved.

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Launching The "Stratsern"

There was quite a gathering at the Rockport Apprenticeship on Sunday, May 17th. Several hundred people were gathered around the ways of the shop on the shore of Rockport's (ME) harbor. Nearby on the water a melange of small boats milled about, several traditional daysailers and wooden sailing dinghies took advantage of increasing breezes, four or five kayaks floated nearby, two of the Outward Bound longboats were moored at the dock, and MV HURRICANE, the Outward Bound program's "mother ship" rumbled quietly off the ways while on the foredeck a Scottish bagpiper played.

A Scottish bagpiper? Yes, for today was the day the Scottish inspired STRATSERN was to be launched. It was a fair, warm day, something rare this spring. It seemed as if all had come together just right for this occasion, a launching with more than the usual significance.

The guest of honor was a big, red bearded outdoor type of guy named Mike Stratton. The big 24' lapstrake pulling/sailing boat on

the ways was named after Mike. Stratton has a long background in boats, including involvement in the early days of the Outward Bound program. His main focus over the past 20 years has been something called "experiential education" and he founded and directed a program called the Carroll School Bounders at that school for dyslexic children in Lincoln, MA. In sum, Mike took Outward Bound's approach to developing self-confidence and applied it to bringing these youngsters isolated by their inability to communicate verbally out of their shells. Included in the variety of challenging experiences Mike led the young people through were outings in the school's dories on rivers and the sea. Mike is a hero to hundreds of youngsters who he has successfully encouraged to overcome their handicap.

But now Mike no longer has his job at Carroll School, he's separated from his life's work and the young people he was so devoted to helping. Mike has a brain tumor, first discovered a couple of years ago when he unaccountably began

fainting. This big, rugged, hale and hearty, boisterous, fun loving, go for it guy fainting? A tumor will do that to you. It is inoperable, but radiation and chemotherapy seem to have not only arrested it, but actually shrunken it, according to a recent brain scan. The Carroll School could not, however, entrust its charges any longer to a man who might at any moment (they feared) succumb to unanticipated collapse or aberrant behaviour. So Mike had to leave. He cannot even lend a hand. Living only 2 miles away from the main focus of his life, yet unable to participate despite his presently unimpaired abilities to function, has been a bitter blow to Mike Stratton.

But he's not a bitter man. To fill the empty hours once he got past the concentrated treatments period, he's doing a book on his ideas in this experiential education. He recently contracted with Outward Bound to do some programs for paraplegics. Mike's finding what he can do to continue with his life. A lot of friends and supporters rallied around looking for a

way to help. The building of the STRATSERN became a way. It is the property of the Carroll School and will be used for the purposes Mike pioneered there, challenging the handicapped to rise to their potential as human beings. It will also be used for youth rowing and sailing training in outside communities. The STRATSERN will be at Hull, in Gloucester, in Boston, available for such youth activities.

Mike and Lance Lee are old friends and so it was natural that Lance would undertake the building of this boat. The initial choice was made on a basis of Mike's views:

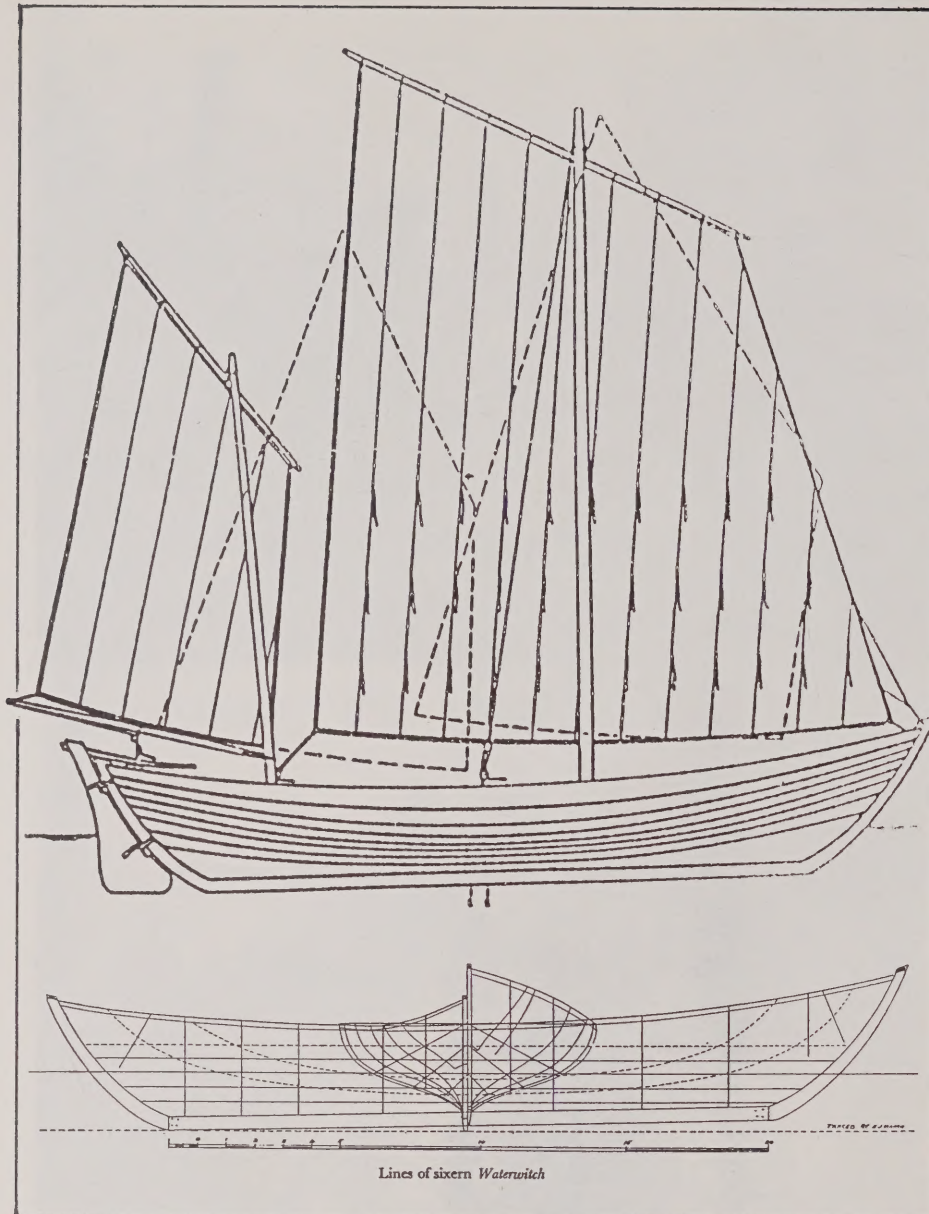
"I would like her to be a unique vessel, a revival of rig or design or prototype or new creation. I do not want her to be a copy of a Hurricane Island pulling boat or just a big dory. I'd rather have it be a unique project from design to launching to use, to be shared by as many of the programs as possible. In short, the boat must offer safe and intensive inshore experience for initiates and provide a new and demanding vehicle for those for whom the expedition and the quest are undeniable and compelling elements in any future imaginable."

Lee set about in his inimitable way to search out an appropriate type of craft in this tradition. Norway was pivotal to Stratton's life for in 1970 he crewed on the 1,700 ton Norwegian barque STRATSRAAD LEHMKUHL, sailing from Bergen in early December to Africa. On the ship was an Otto Pletten, who had, in World War II, been cast away in a lifeboat by German attacks while on something known as the "Shetland Bus", a supply operation for the Norwegian resistance movement. Pletten saved the entire group by pulling the drain plug of the lifeboat and hurling it away, forcing the men to bail to stay afloat, thus fending off hypothermia and despair. Stratton took inspiration from this act and applied it to his subsequent motivational career with the dyslexic youngsters.

Lance also has a lot of personal connection with the Scandinavian countries. So, out of a tradition of small four and six oared boats that were built in Norway and later sent over to the Shetland Islands in the mid 1700's came the STRATSERN. The original types were known as "sixareens", 30 footers evolved from Norwegian inshore craft used for centuries by the Shetlanders fishing for cod in rough nearby seas. Capping off this connection was Mike's teaching experiences at the Moray Outward Bound school in Scotland. For reasons of practical application today, including trailering, Lee scaled down the "sixareen" to 24'.

It was a great moment for Strats.





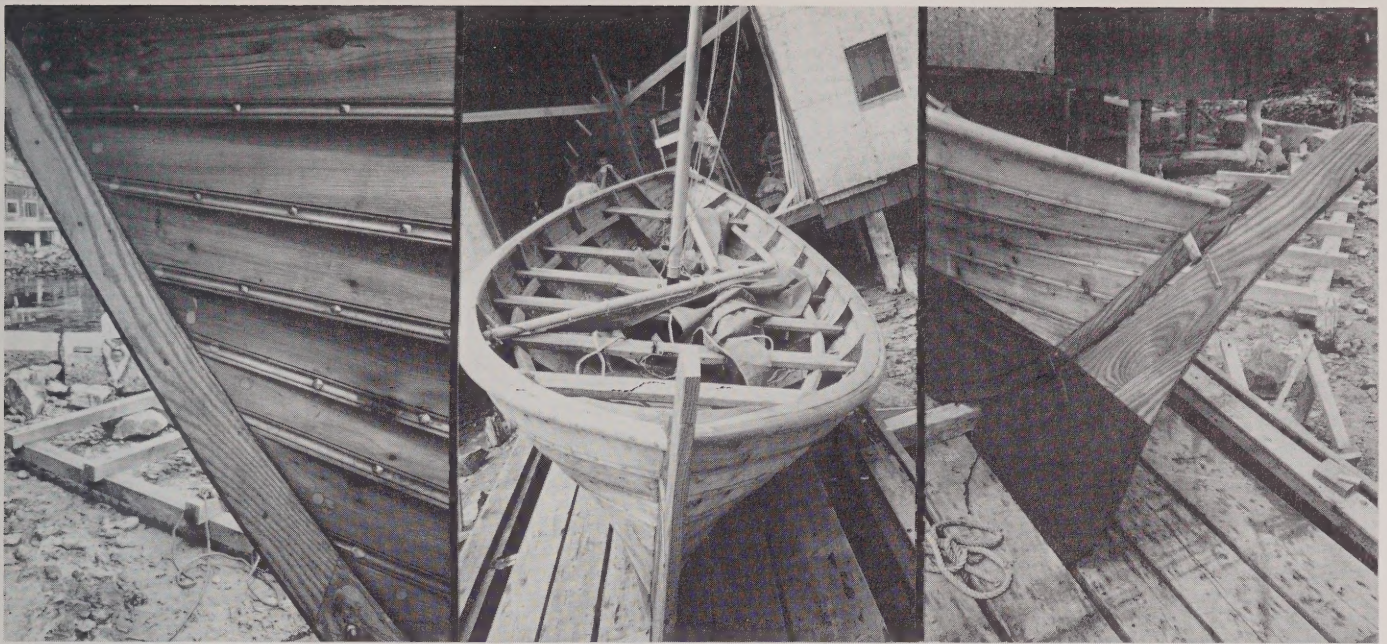
The model was WATERWITCH, an 1881 craft with a memorable record of seakeeping ability. John Feather, an Outward Bounder, had turned up a trove of documentation while in Scotland. Because of the changes, Lee could not faithfully call the boat a "sixareen". The 24 footers in Scotland are called "fourerns" and "faerings" in Norway. So STRATSERN was a most appropriate choice for the modified craft. Lance says, "When she's clocked at 9 knots she'll transmogrify into a STRATSAREEN!"

So, back to the launching. A lot of people supported this project and several leaders were heard from via the microphone, concluding with remarks from Strats himself. Scottish dancers then performed. But in time it was over to the ways. After the christening performed by Strats' family members, Strats loaded the boat with kids, his own and some from Carroll School. He and a group of stalwarts then hoisted the craft upright onto its keel and slid it down the ways into the sea amidst the usual cacaphony of horns, whistles, shouts and cheers. Onboard also were the apprentices who had built the rugged craft. Successive short rowing trips around the harbor followed, with crews of older Carroll School youngsters, then Outward Bound alumni, project boosters, etc. Amidst all of this Mike Stratton beamed, directing loading, pulling on an oar, calming an agitated Carroll School representative who was overly concerned with "what next?"

Those who know Mike saw it was the same old Strats in action, the pillar of strength and encouragement for the youngsters who worship him, a man with the quiet authority of real achievement curiously modified with his boyish, almost prankish, good humor. For years a hero to the youngsters he's led out of the isolation of dyslexia, Strats stands tall in the esteem of the grownups who have watched him battle the monstrous thing in his brain to a standstill and constructively face up to the bitter disappointment of separation from his life work. The STRATSERN is a worthy symbol for this man.

Report & Photos by Bob Hicks





Above are detail views of the massive construction of the STRATSEEN.

Below, the first cruise was a most satisfying one.



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It was showery on Friday, May 15th, opening day at the North American Small Boat Show in Newport, and most of the people one saw had something to do with exhibiting in the Show. There were a lot of exhibitors on the land sites and in the tents, the demonstration docks were a bit less fully occupied though. When the rain fell harder, the docks sort of cleared of everyone, even the exhibitors. Someone asked me, "Seem to you there're a

lot of hi-performance power boats this year?" Well, yes, it did. It is, after all, a small boat show, and today the power boat is once again king.

This year too much was happening on this weekend and I would be able to spend only this Friday at the Boat Show. Saturday and Sunday held other activities of a "must" nature for me. Still, Friday really was time enough to see what I thought was of interest, talk to



some of the exhibitors, look over what passes for small boats this year. Since I don't have much interest in outboard boats of low or hi performance, about half the Show was immediately put behind me. I looked for the small sailing, paddling and rowing craft that might be interesting. What follows is the distillation of a day at the North American Small Boat Show as I viewed it.

A Vote Against Boredom & Mediocrity



This is the slogan that appears on the Nimble Boats, Inc. brochure for their Nimble 20 canoe yawl. Ed Rogers of the Small Boat Shop in Norwalk, CT, had his on display and it proved to be a lot of cruising boat in 20 feet, with an appealing appearance. Trailerable too, shoal draft, all the things the pocket cruising boater might find very attractive.

Rogers retired from the telephone company a few years ago and went into the small boat business. The Small Boat Shop became the largest dealer for Martin Marine's Alden Ocean Shell, over 300 have passed through Ed's place to date. But Ed was also interested in cruising sail and bought a Nimble 20 for himself, and subsequently took the Nimble line on as a dealer. Ed has this to say in a little pamphlet he includes with the brochure:

"I bought a Nimble 20 for my own personal boat and thought you might be interested in my experience with this boat and my reasons for owning it.

A Beautiful Boat. Just looking at this boat, or thinking about it, is enjoyable. Be particular. Own a boat only if it seems beautiful to you. Bronze cats eye ports, classic charm in an 1890's canoe stern yawl. I like it. I even like to think about it.

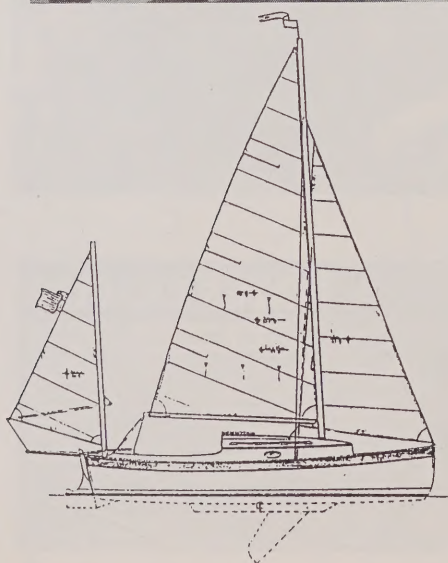
Shallow Draft. Shallow draft always comes at a price. A deep fin keel will always sail a little better. But, do you enjoy secluded

anchorage? Do you like to get away from the crowd and explore, up close, our more beautiful coastlines? Do you appreciate a really secure anchorage in bad weather? Eleven inches! That kind of shallow draft makes a difference.

New Cruising Grounds. There is a certain size, weight, draft and rig in a boat that makes trailering it enjoyable. If you go much larger, trailering becomes a complicated headache. If you go smaller, you no longer have that comfortable little home to nest in while cruising. We trailered our boat to Florida and enjoyed a few beautiful warm winter weeks on the west coast, sailing, shelling, swimming and exploring the shallows. We will do Shelter Island, the Chesapeake and Maine this year. Leaving home in Norwalk, CT, at 6 a.m. we can be sailing at these locations by 10 a.m., 11 a.m. and noon respectively.

Sailing Ability. Foam core, light boat, 207 sq. ft. of sail area low on two masts. Ted Brewer design. These lead to a fast boat that sails well. We have come to enjoy and rely upon the yawl rig. Sheet- ing in the mizzen helps the boat weathervane, great for raising or lowering sail and anchoring. Balancing off the centerboard and mizzen sail makes handling a delight. The hard chine makes a stable boat under sail or at anchor.

Comfort. From the high cockpit coamings, the molded-in cockpit drink holders, the 6'8" berths that



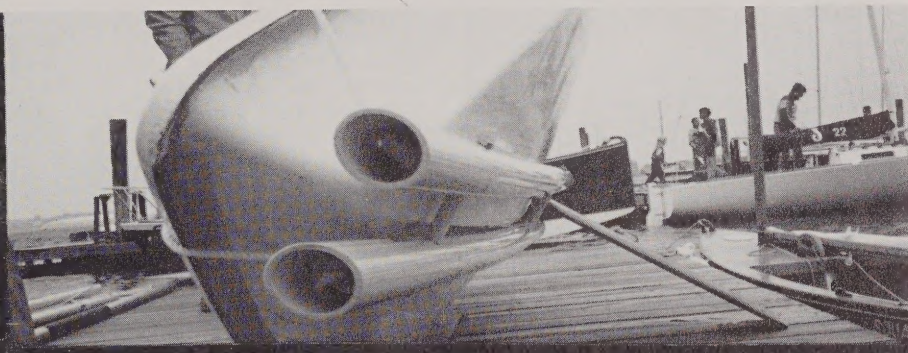
convert to a double, and a well planned cabin with both visual space and real space, we found this to be a comfortable small cruising boat for a couple."

Well, this is a sales pitch certainly, but I liked it, for Ed has the facts that count for pocket cruising. The price starts around \$12,000 for a sailaway basic setup, tropical and offshore (more heavily ballasted) versions are higher, and the option list is long. Ed's boat as equipped was about at \$17,000 all in. Ed Rogers is a very pleasant low key guy who'll be glad to tell you more. Call him at the Small Boat Shop, S. Norwalk, CT, (203) 854-5223.

Boatskid

Setting up a rack of what looked like tripods made of 2" pvc pipe at the Cooper Boatbuilding dock was David Farnham. It seems that David is Matthew Cooper's father-in-law and was sharing a bit of Matthew's space. The racks? Well they are something Farnham markets as Boatskid, a simple sort of pvc pipe rig that one fits onto the hull of a cartopper boat too heavy

to carry far (like the displayed Sunfish), and drags to the water, much as the Indian travois once was used to move family baggage. If a boat cart is too costly to contemplate, and you're wearing through the thin fiberglass of your lightweight boat dragging it over the ground, check on these. David Farnham, P.O. Box 401, Wenham, MA 01984.



Sail~Ability vs. Accommodation

These two Florida built "day-sailers" are telling us different things about daysailing. Ron Johnson's 21' "Sea Pearl" is a graceful sharpie style ketch rigged open boat advertised heavily for beach cruising, and it has an overnight accommodation provided by a sort of pop-up tent setup that encloses the cockpit area. Reuben Trane's "Peep Hen" is a chubby little 14' craft with a cabin yet, that seems intent on providing lots of accommodation below for EVERYTHING you'd ever want to carry with you beach cruising.

The "Sea Pearl" seems to be a boat intended for sailing, with ac-

comodation a very secondary option, sort of a camping out aboard the boat approach. Ron was sailing one at Newport in Friday's gloomy weather, he came running right in to the main channel to the dock area full tilt, hung a U-turn towards the fishing boats and while a couple of those "other" Newport boat people, working fishermen, watched, rolled up the foresail on its mast while the mizzen kept him headed upwind in place, then rolled up the mizzen, and rowed into the tight dock area easily.

The "Peep Hen" sat ashore rigged out with its roomy cockpit tent, within which rested a TV set

playing a videotape of "Peep Hen" adventuring. The way the stern is just sort of cut off open to the water where the outboard resides suggests a longer boat was summarily sawn off to 14' overall length. Joel Thomas of Cape Ann Small Craft says he sells the "Peep Hen" readily enough, apparently to people who want mostly to have a floating camper. The new bright color scheme and luxury appointments on the Show model ran the price right up there over \$7,500.

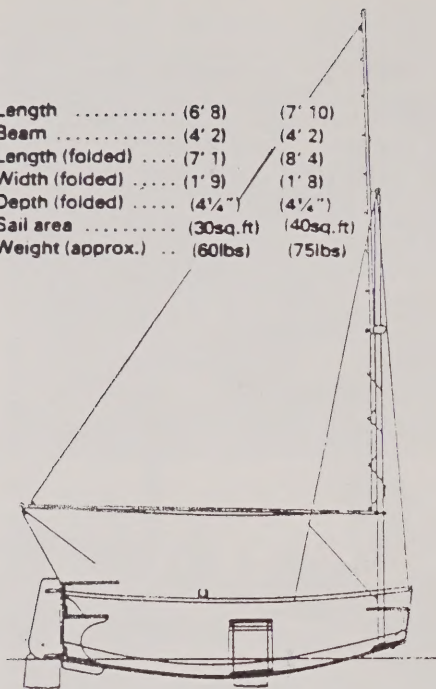
You can check out either, and more, at Joel Thomas' Cape Ann Small Craft, The Shipyard, Rte. 133 in Essex, MA, (617) 768-7411.

SEA SCAMP

THE FOLDAWAY BOAT:



Length	(6' 8)	(7' 10)
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Width (folded)	(1' 9)	(1' 8)
Depth (folded)	(4 1/4")	(4 1/4")
Sail area	(30sq. ft)	(40sq. ft)
Weight (approx.) ..	(60lbs)	(75lbs)

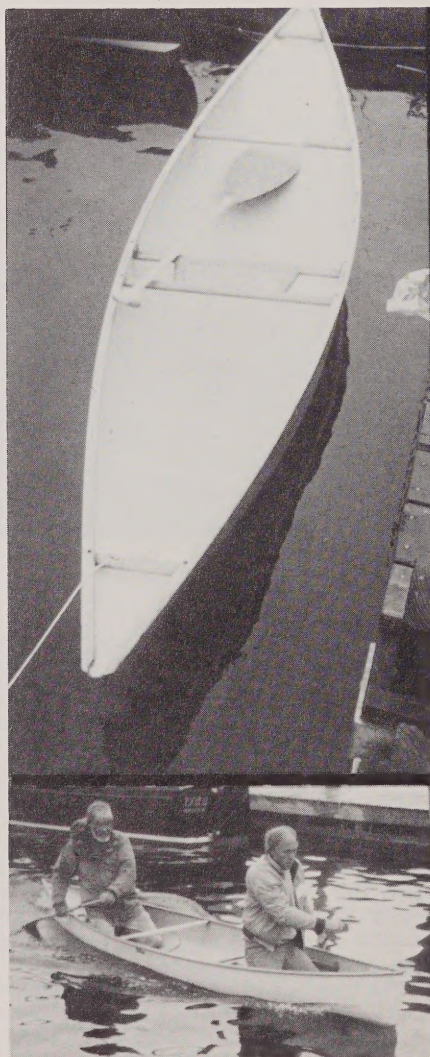


Peter Winterschlagen imports the British built Cornish Crabber, a 30 foot, plumb stemmed character type sailboat, a pretty nice craft that sells for around \$35,000. But he didn't have one at the Small Boat Show, too big. Instead, Peter had the Sea Scamp Foldaway Boat front and center on his Britannia Boats Ltd. demo dock. Peter was demonstrating the boat's unique concept in a "flat to floating in one minute" routine. The small sailing dinghy/tender is a package of about 70 lbs, measuring 20" wide by 4" deep by either 6'8" or 7'10" long, depending on your choice of size. The plywood panels that comprise the hull are all hinged ingeniously to one another by vinyl

impregnated nylon fabric, so that they unfold and lock into place in a few seconds. Then various bits such as transom pieces and thwarts are snapped into place, bracing the hull into a rigid box structure. The snaps are substantial stainless steel devices that "thunk" home with re-assuring substance. The wood panels are bright finished and rugged. When in assembled condition, they cover and protect the fabric hinge seams. A sail rig can be popped in, 30 or 40 sq. ft. in size.

Well, it sure beats an inflatable for convenience of storage and readiness for use, plus providing sailing capability for gunkholing around the anchorage. The price is \$835 or \$930 for the varnished models, \$665 or \$750 for unvarnished versions which require customer finishing off. Sail rigs run \$335 or \$360 with an \$80 jib also available. Peter must have done this little trick hundreds of times, people sure do like to watch a boat arise from a flat pile of plywood and fabric. Britannia Boats Ltd. is at P.O. Box 5033, Annapolis, MD 21403, (301) 269-6617.

Mike Galt & His Lotus Canoes



Well, here was a canoe builder all the way from Florida, with two docks full of his creations ready for the crowds. "Look at ALL these weird boats around here," Mike exclaimed to me, "when all anyone really needs is one of these lovely canoes!" Not entirely spoken in jest, for Galt is a true believer in his craft and their concept, beautifully made and styled fiberglass canoes intended for what he calls "free style" paddling. With all the pleasures to be found in that sort of thing, who needs anything else?

Mike's basic philosophy about canoe design is expressed in his comment, "Canoe builders should stop trying to re-design the Mack Truck into a sports car!" At least Galt's canoes look like canoes still, given their more exotic lines and purposes. Not like the flying wedge racing abominations designed



solely for speed (such as it is under paddle power). Galt views canoes as playthings, he does go on outings in his boats too, but they exist mainly for exercising paddling techniques. Almost alone on the gray, rainspeckled waters around the docks at the Show, Mike was out there going through his repertoire of strokes, canoe akimbo to one side, knee halfway to the gunwale to set it on the fuller curve of its side and thus enhance its maneuverability. In his hand, his paddle, equally exotic (and expensive, too) and so necessary to the mystique of canoeing according to Galt.

There were no other canoes on display so Mike had a clear field. I'll be asking him in June at the Bean Canoe Symposium in Maine how his appearance at the Show worked out.



Elliott and Peter of Dirigo Boatworks had a new thing for their display of Dirigo 17 sea kayaks. It was a sail rig fitted to the Dirigo. Colorful, fully battened, high aspect ratio, free standing. Peter went out several times in the moderate breeze to demonstrate and the Dirigo moved out smartly.

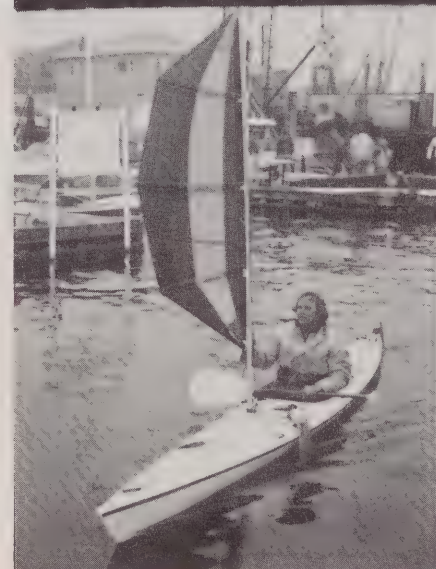
Bigger kayaks like the Folbot and Klepper doubles have always offered sail rigs. One had one come with a Folbot I owned. A pretty big rig with tall mast, boom, stays, main and jib, leeboard plank across the hull, double leeboards, tiller and rudder. Lots of stuff. And I've seen the narrow sea kayaks using parafoil kites downwind, even Bart Hawthaway doing this in one of his tiny Sugar Island canoes. But now here was a much more contemporary rig fitted to a serious solo sea kayak rather neatly.

The sail Dirigo was displaying is one of Hugh Horton's Balogh Sail Design products. Aimed at small boats, the present range offered runs from 12 sq. ft. to 50 sq. ft. They are called "Batwing" sails.

They were inspired by the hanglider airfoil wing, their performance suited to the narrow unstable platform a sea kayak provides. The Dirigo is one of the most stable such craft. The mast slips through a deck fitting onto a mast step bonded to the kayak floor, just far enough ahead of the paddler to be easily reached for rigging while afloat. No stays needed. The sail is raised and easily controlled from the cockpit. It's design permits going to windward usefully unless it's blowing too hard for the kayak's initial stability to handle. A "Zippy Reef" (really a zipper) reef provides instant sail size reduction if it blows too hard. One doesn't hang out to windward in a solo kayak. The battens maintain the airfoil shape and eliminate flogging when tacking or headed upwind for any reason.

From the base of the mast just above the deck, a side brace reaches over to the gunwale where it is additionally braced and an aluminum leeboard is affixed in a rugged pivoting fitting. Neat and compact. The kayak's standard foot operated rudder setup serves its purpose. A larger rudder is helpful but not necessary.

The whole assembly folds up and telescopes into a sailbag about 6" diameter by 33" to 73" long depending on the size of the rig. The leeboard is separated from the rest



of the rig assembly and laid on the kayak floor. Everything is easily stored inside the kayak as long as no bulkheads exist that make the cockpit shorter than the overall storage length of the sail rig chosen.

I liked the compactness and utility of a small but effective sail rig that fits so handily onboard a sea kayak. Small, manageable, yet effective in design. Prices run from \$195 to \$350 depending on size. Dirigo Boatworks, P.O. Box 478, Blue Hill, ME 04614, (207) 374-2877 is handling them here in the northeastern U.S.

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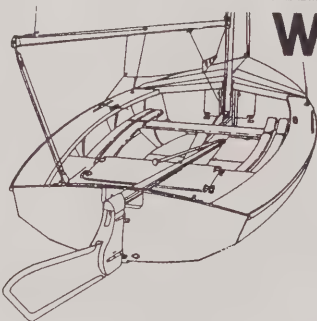
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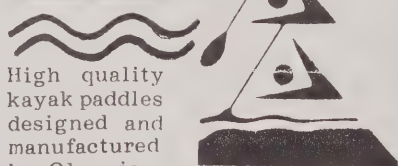


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The 17' Liberty Launch was a handsome boat, a design out of the past, but cold molded in construction, and powered by pedals. Yes, Al Bowers decided that maybe people were ready for a "real boat" powered by pedals. Not a double pontoon "amusement park" sort of boat, nor a hi-tech space egg concept like Gary Hoyt's Waterbug, nor a hi-speed proa like the Sea Saber. A real boat hull, one that is easily moved with small power input. The old inboard launches of 75 years ago were such craft, early internal combustion engines, or naphtha or steam engines, provided low power so any boat utilizing them needed to be easily moved.

Bowers adopted the same Harken pedal/gearbox/prop setup used in the Waterbug. The prop is 16" in diameter, turns slowly but has a steep pitch angle. The Liberty Launch will cruise along at 4 or 5 knots in the best conditions with four on board, one pedalling. In the moderate winds on Friday at Newport, Bowers had no trouble pedalling out into the harbor into



wind and chop with a passenger aboard. He figures four can comfortably cruise in the boat. "It's faster and easier than rowing or paddling a similar size boat with passengers," he points out.

The price is up around \$4,000, more if you go for the luxury version with fancy detailing. The production models will be fiberglass, the nice looking proto-

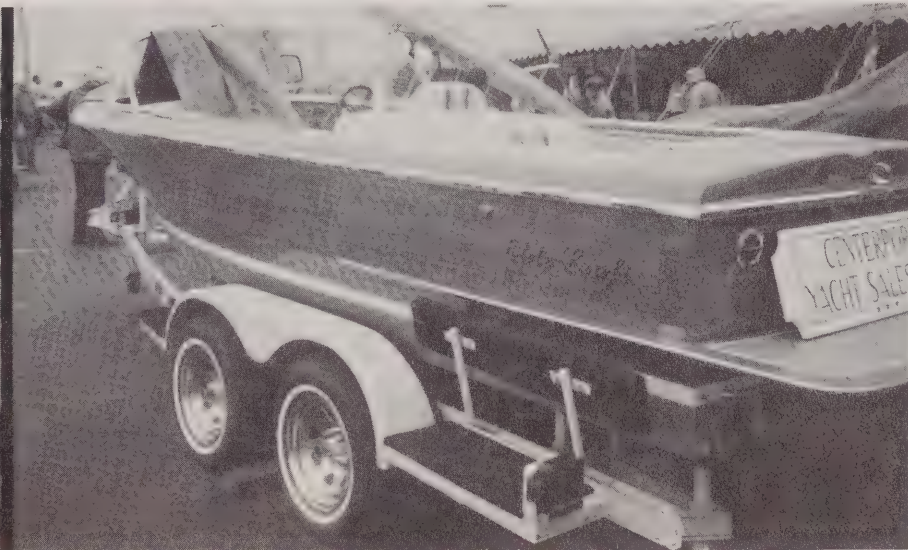
type was built cold molded as a one-off trial, and it worked. Bowers seems to be hedging his bet on the public finding pedal power attractive, for the last line of his pamphlet states, "Watch for the announcement of our diesel powered launch." A.H. Bowers Boatbuilders, Inc. is at 260 Bergen St., Woodbridge, NJ 07095, (201) 634-9575.

The Puddleduck



Jonathan Nomer of New England Skiff Builders is doing well with his Puddleduck sailing dinghy, a fiberglass version of the Bob Baker classic design. Jon's been doing the big time boat shows in New York and Boston where yachtsmen are attracted to his boat. Here at the Small Boat Show, we found Jon holding his "Puddleduck Award", a plastic duck (for the bathtub) presented to him by John Grzywinski. Jon seemed to be pleased. New England Skiff Builders is at P.O. Box 267, Wakefield, RI 02880, (401) 789-4609. For \$2 they'll send you a brochure with all the details on the 8', 65 lb. dinghy.

The Plastic Mahogany Runabout



The Show was most successful for the dealers exhibiting the bewildering (to me) variety of outboard (and some inboard) powered boats. Advertising reached the customers who respond to \$15,000 boats that look like cars at the driver's seat and can be bought like cars, "only \$159.95 a month" with little or no money down. The people interested in going to sea in vehicles resembling their automobiles, with all the techy detailing, electronic gadgets, etc. cared not about the windy weather on Saturday and Sunday, nor the Friday rain. They came with checkbooks ready to whipsaw dealer against dealer to bargain down even on the "Show Specials". A different world than mine.

Well, I did notice one powerboat I thought you'd be interested to hear about. The "Elite Craft" seems to be targeted to image conscious upscale strivers, judging from that name, and its fiberglass hull sported a "woodgrain" decor, printed into the plastic, of course, not really wood. The grain was there but the color was a sort of a coffee (with lots of cream) brown with vaguely maroon undertones, not mahogany red if that's what it was striving for. The two salesmen sported blow dry hairdos, very deep tans, and blazers, possibly to make prospects feel more comfortable with this peer group appearance. At last, the plastic mahogany runabout for the man who cares (cares not to do maintenance).



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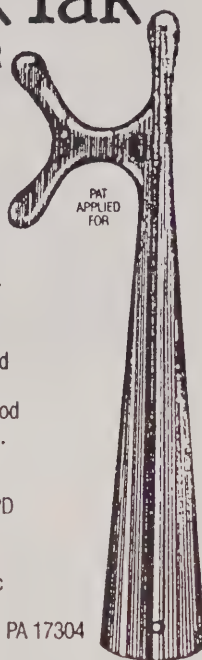
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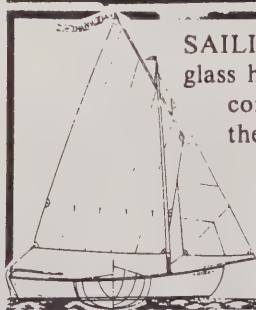
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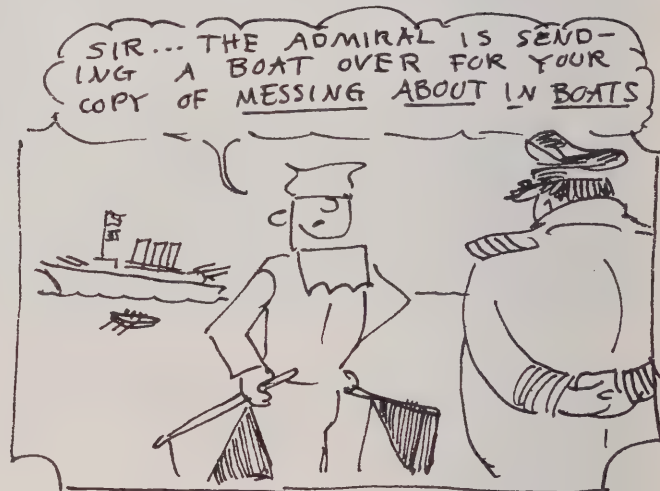
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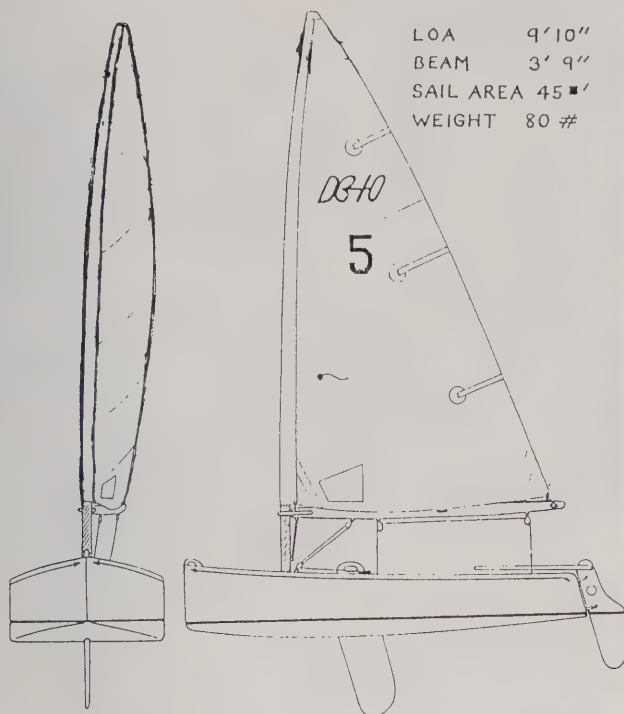
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Stability it has.

I confess it was the name SQUAREHEAD that first caught my eye as I passed by the Cooper Boatbuilding dock. A chunky little 10' sailing dinghy simply made from plywood, SQUAREHEAD was Matthew Cooper's own boat, he markets the design as the DC-10. Matthew turned out to be the same young man who exhibited an interesting 17' trimaran at the Wooden Boat Show last summer. He designed this boat, drew up the plans, and will supply plans, kits or complete boats to order.

The DC-10 is a larger version

of the off-season dinghy racer concept pioneered by the tiny Cape Cod Frosty. The DC-10 is a LOT more boat, yet simple and manageable in size. Matthew believes in STABILITY, his earlier trimaran experiences set this frame of mind for him. His brother jumped into SQUAREHEAD at dockside and stood there well to port, yet the little craft hardly tilted at all. The plywood/epoxy hull carries a flexible unstayed sailboard mast with a sleeve sail and, interestingly enough, a bright finished wooden boom and tiller. It was otherwise

plainly finished in two tones of paint.

Matthew says several of the boats have been built this past winter and sailed near Falmouth on the Cape. He is optimistic about it catching on as a racing class and the arrangements for that are in the works. For the class fee, one can even get to "copy off" patterns for home building. For the whole story, contact Matthew Cooper at Cooper Boatbuilding, 267 Sippewissett Rd., Falmouth, MA 02540, (617) 548-2297.

Tradition & Technology

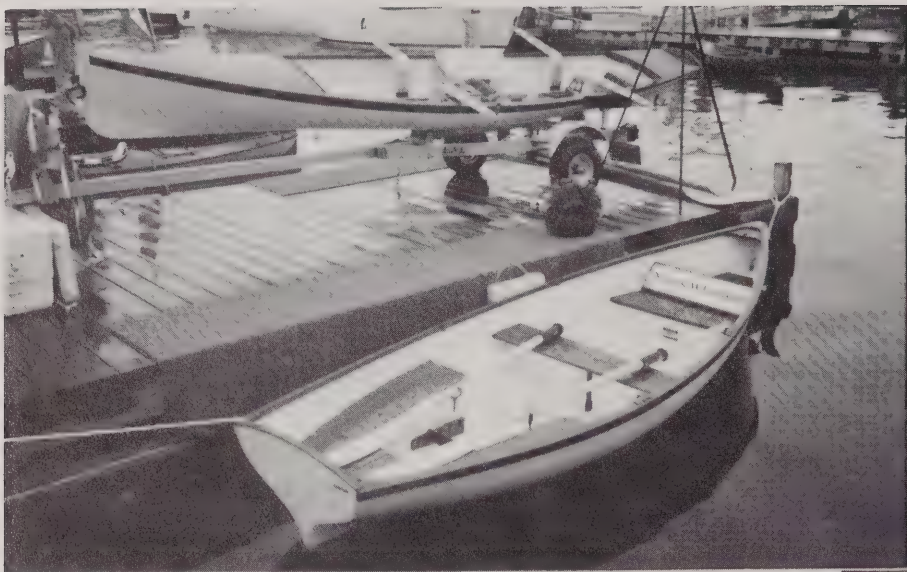


Parked cheek by jowl on the asphalt lot at one location were the Landing Boat Shop School's sailing dory, beautifully crafted in wood

lapstrake construction, and the Starwing, "tomorrow's sailing dinghy" so they say, in swooping fiberglass. Similar size boats. Both

can be sailed, both can be rowed. Guess which one's the fastest? The Starwing has those swooping "wings", very wide extensions of the side decks, so one can sit way out on the wind to keep it on its feet without getting a wet butt. If the boat heels that far, the wings bring on added buoyancy. And oarlocks way out there allow the use of a sliding seat rig for rowing without added outriggers. Pretty interesting looking boat, looks fast just sitting there. The Landing dory wins the traditionalist's heart, though, gleaming paintwork and varnished mahogany joinery, classic lines. They build these to train future boatbuilders and sell them as "byproducts" of the schooling. The Landing is at P.O. Box 1490, Kennebunkport, ME 04046, (207) 985-7976. Starwing, Inc. is at P.O. Box 3036, Newport, RI 02840, (401) 847-0396.

Up at the High End of the Market



Jim Cassidy, organizer and avid, assiduous booster of the Noank Wooden Boat Association, introduced me to Robert Champlain down on the demo docks. Bob owns and operates Golden Era Boats in Noank, CT. He knew about this little magazine for I had, on several occasions, sent him advertising solicitations. "I haven't tried advertising with you," explained Champlain, "because I got the impression your readers would not be likely prospects for my boats. These boats are well up there at the high price end of the market." I guess our modest means approach was dissuading.

Golden Era's boats are expensively turned out fiberglass replicas of traditional types with lots of nice wood trim and detail and all the best gear and hardware. Champlain bought the business several years ago from former owner, Justin Camaratta, who had built a reputation for top quality boats with

craft like his small classic keelboat, "Petrel". I'd always ogled that one in his ads. Champlain did not have a "Petrel" on display, however, but did have his Noank Whitehall and Stonington Pulling Boat displayed. The latter was fitted with a sliding seat rig, the former with traditional oars-on-gunwales oarlocks. What he means about high end on price is illustrated by the Stonington boat, the three models, two singles and a double that converts to a single, start off at \$1,795.

Champlain is not limiting himself to small boats, though, he's right now working on a 28 foot luxury cruising sailboat that'll go over \$60 grand when it's done. No expense spared sort of thing. My first guess of \$40k was laughable. Bob talked about how he'd like to be able to spend \$20k properly advertising his boats in the "right" media, but even if that big spending, for a small shop, got orders,

he'd be hard pressed to even recoup that sum from several orders, even for the larger boats. Like most small builders, he's in a quandary about how best to advertise his products.

The boats themselves make the best ads if one can see them. Champlain does the smaller boat glasswork in his own shop, the larger "Petrel" hulls and the 28 footer were farmed out for the glass layup work. He just hasn't got the room or facility. The two on display were indeed well done, the glass was well faired on the exterior and clean and smooth on the normally much rougher interior surfaces. As he watched Gary Hoyt pedal by in one of the Waterbugs, Bob winced at the "ripples" he saw in the glossy white hull. "I'd never be able to let something like that go out of my shop," he said. A fussy guy. Golden Era Boats is at Box 212, Marsh Rd., Noank, CT 06340, (203) 536-1005.

SBJ Sea Trials



The two Kens, Bassett and Steinmetz, were weighing some traditional type rowing hulls on one of the docks on one of those old time platform scales. They were carrying out sea trials for SMALL BOAT JOURNAL, it seems, and finding out the REAL weight of each boat being tried was part of it all. On the scale as I stood by was one of Jim Thayer's 15' Whitehall pulling boat fiberglass hulls, finished off by John Freeman of the Small Boat Exchange in Burlington, VT. "Most of them weigh more than is claimed," volunteered Steinmetz, "which is not surprising with fiberglass." Ken does lots of fiberglass boat repair work at his shop on Long Island. The Thayer White-

hall weighed in at 163 lbs, against a claimed weight of 160 lbs. Pretty close.

Laying across the thwarts in another trial boat was a giant set of calipers in varnished mahogany. I suspected these were Steinmetz's work, he does that sort of nice woodwork too. Yup. It seems they were to be used to measure the REAL waterline beams of the trial boats afloat. "Didn't work out," Ken explained, "the water wouldn't sit still long enough to get the calipers around the boats." There'll have to be another way.

Bassett and Steinmetz were doing all the technical measuring and examining. Bassett also was doing performance tryouts rowing, as was

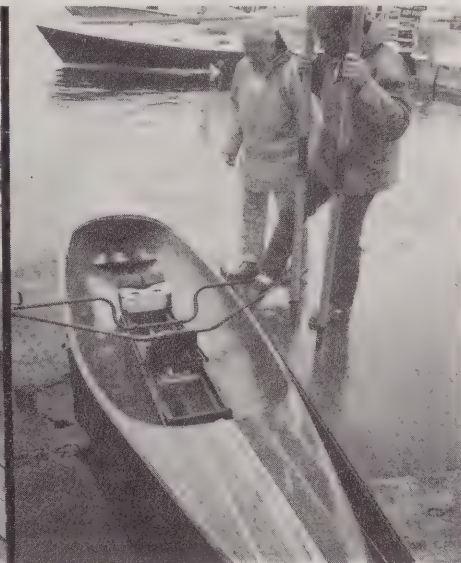
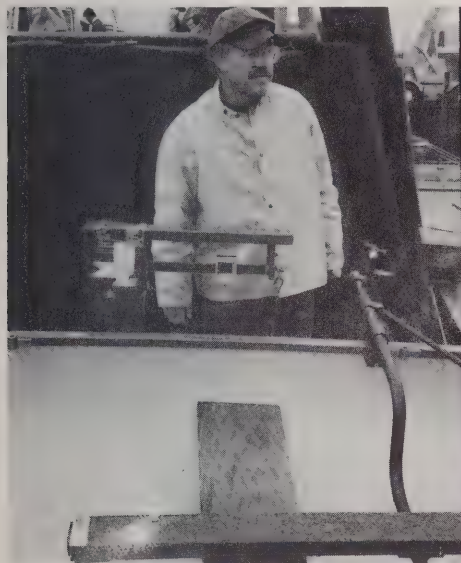
Judy Geer, one of the Concept II people from Vermont. They make, amongst other rowing exotica, Dreisegaker Oars and an Ergometer rowing machine. Judy's a serious sliding seat racer. The boats being tried were all of traditional pulling boat hull design but fitted with sliding seat rigs and oars. Except for one, Art Hoban's "Kite Wherry", a lovely cold molded wood built craft. Art had one of the Onboard sliding rigger setups fitted, and Jim Odell of the old Lowell's

Boatshop in Amesbury, MA, was hovering over this rig, and taking it out for some rowing himself. Jim's son-in-law is the Onboard's creator and builder.

The sea trials are scheduled to appear in the December '87-January '88 issue of SMALL BOAT JOURNAL so you'll have to wait awhile to see what these people learned. The trial boats were the following: Cape Breton Boat's "Medway Salmon Wherry"; Golden Era Boats' "Stonington Pulling Boat";

Art Hoban's "Kite Wherry"; the "Laser Skiff"; RKL Boatworks' "Little Rangeley"; Small Boat Exchange's "Thayer Whitehall".

On Sunday (I was not there) SBJ ran some speed and maneuverability trials out on the gusty windswept harbor. It appears that the people rowing the fullsome "Laser Skiff" were the only ones to return to the docks dry. More on this bit of comparing in the August-September issue of SMALL BOAT JOURNAL.

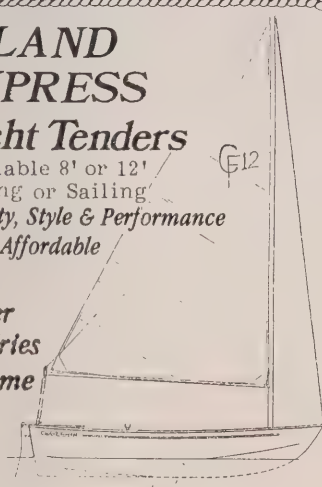


Weighing in the Thayer Whitehall at 163 lbs. The waterline calipers. Jim Odell and Art Hoban study Art's "Kite Wherry".



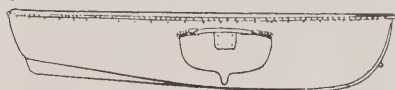
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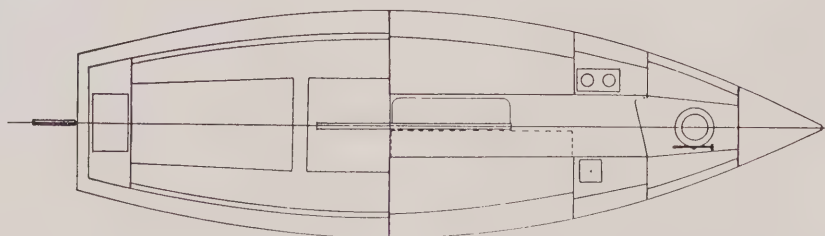
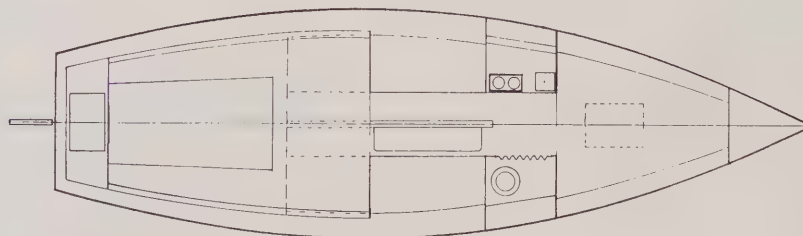
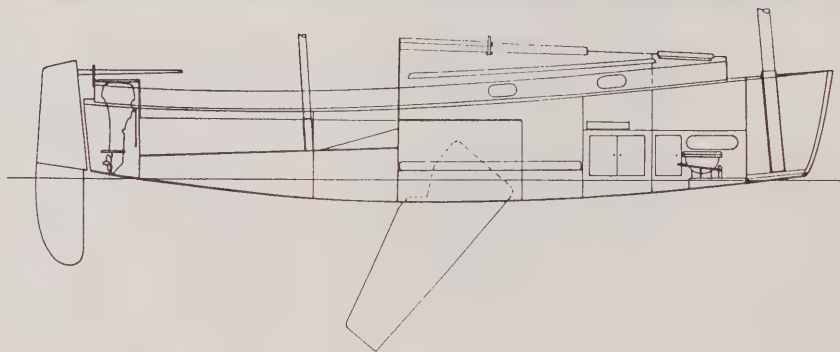
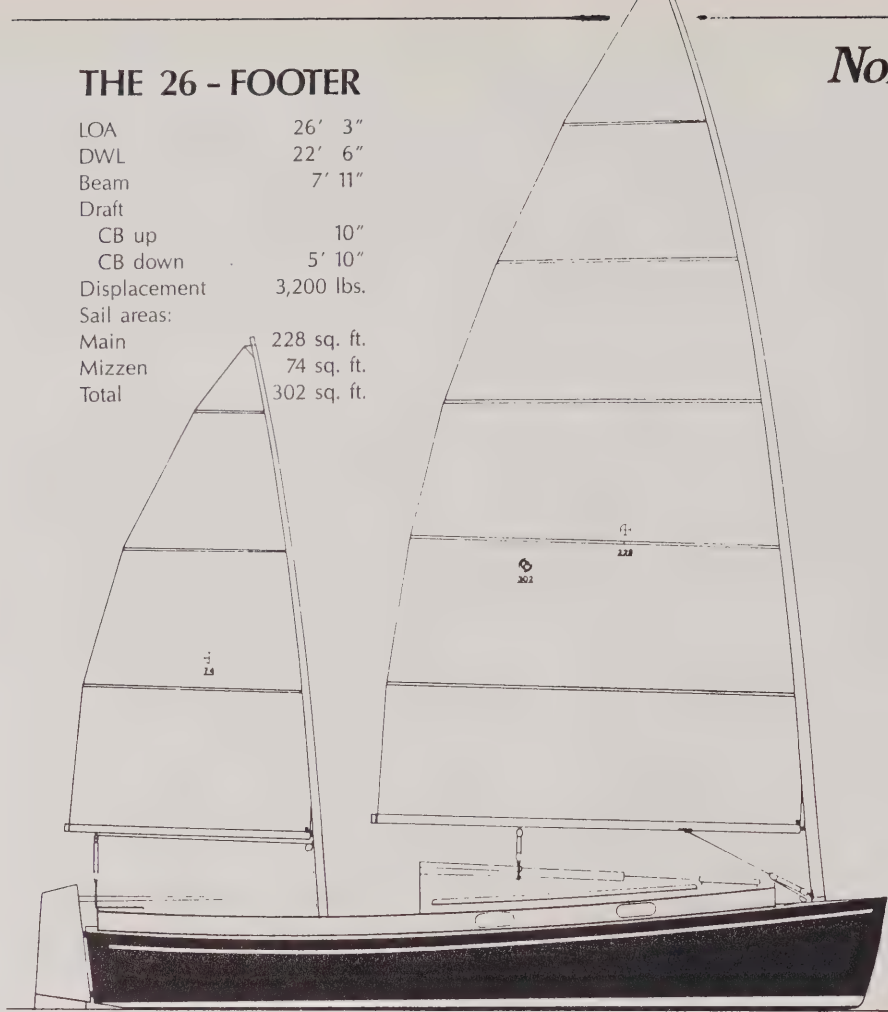
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THE 26 - FOOTER

LOA	26' 3"
DWL	22' 6"
Beam	7' 11"
Draft	
CB up	10"
CB down	5' 10"
Displacement	3,200 lbs.
Sail areas:	
Main	228 sq. ft.
Mizzen	74 sq. ft.
Total	302 sq. ft.



Norwalk Islands Sharpie

The name on the transom read "Exit 12 Rowayton", apparently a geographical allusion involving the Connecticut Turnpike. It turned out to be appropriate as the owner was Bruce Kirby, who also is the designer of the 26' sharpie, which he calls the Norwalk Islands Sharpie. Bruce lives in Rowayton, CT. He didn't build it, though, he had it built for him professionally. Kirby's been heavily involved in major league yacht racing over the years, including the Southern Ocean Racing Conference, edited a magazine once known as YACHT RACING (later & CRUISING were added) for 10 years, designed and then sold rights to a very successful one-design boat. This latter coup sort of enabled him to retire to just messing about in boats.

Well, just before he went off to Australia over the winter for the America's Cup doings, Bruce took delivery of the first of the 26' Norwalk Island Sharpies. He tells it like this:

"First night out we anchored in three feet of water on a falling tide, knowing it would be tight about 1:30 a.m. I woke up at dead low to find the boat swinging happily to her anchor in 13 inches of water." So, from major league yacht racing to gunkholing in comfort, that's Bruce Kirby's career in summary.

The Norwalk Island Sharpie is designed for easy amateur construction using plywood and such low cost materials. It is intended for coastal cruising, intentional grounding out if desired, yet will sail well as sharpies will, and with good manners. Bruce's boat was nicely finished off, with quite comfortable sitting headroom below. The huge centerboard trunk really divides the cabin, the drop down tables on either side do not hinge flush with its top edge, but several inches below it. Bruce's wife pointed out that, after all, the boat is for coastal cruising when most of one's time is spent in the cockpit. Belowdecks is for privacy, sleeping, really foul weather.

The cockpit is indeed very spacious with very high coamings providing good back support. At the back a lazarette contains the outboard in sort of an outboard well, complete with cover. Easily accessible for use when required but entirely out of sight when not needed. The width is narrower than one sees in the usual 26' consumer sailboat today, at 7'11", a ratio to the 26'3" length of 1:3.3. So yes, it's narrow. But 8' of beam is enough in this boat. Kirby talks about high ballast ratio combining with ease of shortening sail permitting one to press on in heavy

winds. The rig is an unstayed cat ketch setup with fully battened sails. Hi tech on a traditional hull type.

Kirby has some interesting things to say in his brochure on "Finding the Right Boat", as follows:

"How many people do you know who have bought a boat intending to use it for evening racing and weekend cruising, and who find after a year that they have raced it four times and have never slept aboard? The boat might be capable of sailing non-stop around the world, but it is never called upon to go further than a civilized day's sail of 40 to 50 miles. More likely it is used for two hours at a time once or twice a month.

This situation is almost a cliché in the sailing game, because very few people are able to use their boats as they had intended; and if they make the mistake of applying the 'dollars spent for hours used' formula they would be headed, shouting and kicking, for the funny farm.

There is a constant search for the boat that will provide the type of sailing one wants to do in the time available to do it. A designer would call it the time/satisfaction ratio, and the accountant would call it the time/cost ratio. Not unnaturally, newcomers to the sport make a lot of horrendous errors in trying to choose a dreamship; those with more time afloat are able to use their experience to hit closer to the mark.

But what is the right boat? The continuing quest has led me to look closely at a traditional American hull form, which like so many yachts, was developed from the workboats of a bygone era. This boat is the sharpie, which has been around for many decades, but is a boat that, with the application of modern technology in materials and building techniques, has a great deal to offer in the future.

Sharpies were developed for fishing the bays and inlets of the East Coast. Some of the earliest fleets were at Norwalk, CT., and worked the shallow and abundant waters of the Norwalk Islands. Not far east, at New Haven, other fleets sprang up. They ranged from quite small craft up to 45 and 50 feet overall. Great feats of speed have been attributed to the sharpie; on the way to the fishing grounds they would frequently go unballasted, which would give them a displacement/length ratio that would be the envy of the modern ultra light. So if the wind cooperated they would get where they were going at breakneck speed. Ballasted with their catch on the way home they were more sedate, and probably a great deal safer.

What made the sharpie a good fishing boat also makes it an at-

tractive and satisfying yacht. These boats are narrow for their length, they are low just aft of amidships (for pulling in the catch) but have a gutsy sheer that results in a high, proud bow and cocky stern. Stems are either plumb or slightly rounded and sterns are square, rounded, or sometimes canoe-shaped.

Most sharpies have chines and flat bottoms, that was the quickest way to build them in the materials available, but this feature is not part of the definition, and a round-bilged vessel of the same general type can bear the name sharpie.

How does the sharpie meet the criteria of best boat for the buck? Experienced sailors would agree that the "perfect" boat must be lively and fun to sail (one should never leave harbor in a bow-wow unless it has a very good bar and live entertainment). It must be set up for day sailing, because that's what everybody does most; but properly handled, it must also be able to prevail over the elements if caught offshore while coastwise cruising, or if slammed by a Lake Michigan squall. It has to be attractive in a traditional sort of way, able to poke into the shallowest creek, and sit out a tide up-right in the mud. In the smaller sizes it should be easily trailered and launched.

Features it must NOT have are: More size and rig than a couple can handle, too much draft, a lot of machinery that invites mechanical disasters, a case of the uglies that only the designer could love, and broadloom carpeting.

The hard chined sharpie has some drawbacks. For one, it is noisy. Its flat underbody slaps the water, especially when heading into a head sea under power. Under sail, when heeled a few degrees, the slapping is greatly reduced. The sharpie form lacks down below volume and headroom for its overall length. But on a cost to volume basis it is way ahead of most other types. With a sharpie, if you want more space you simply make the boat longer.

There are those who find a sharpie unattractive, but that's like saying someone's grandmother is unattractive because she's from a different era and she wears old fashioned clothes. Could anyone compare a long, low sharpie hull with its sweeping sheer and raking masts to one of the scores of modern high-sided WFS's (white fiberglass sailboats) and find the sharpie wanting?

My Norwalk Island Sharpies are a family of boats I've designed in the quest for the practical, pretty and perky blend of tradition with hi-tech. The traditional is seen in the flat bottom, pleasant sheer and blending of cabin with

hull. The hi-tech is in the rig. These little cruisers have well raked masts and fully battened sails, which are very efficient, easy to handle, easy to reef, quiet and long lasting. And they can be made in tanbark for those who like to sail with Greek yachting caps on their heads and pipes in their mouths.

The boats are clean underneath from stem to stern. They have good, big centerboards that come up through trunks that encroach upon the cabin, but have hinged leaves that convert the "downstairs" into a dining hall.

With nothing underneath on which to hang ballast there has to be more inside ballast in order to give the boat the necessary stability; but if you are going for shallow draft to facilitate the exquisite pastime of thin water cruising, then surely you should go all the way.

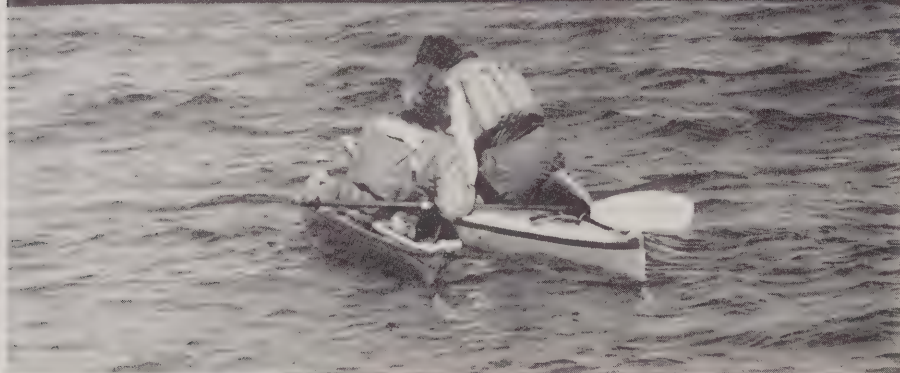
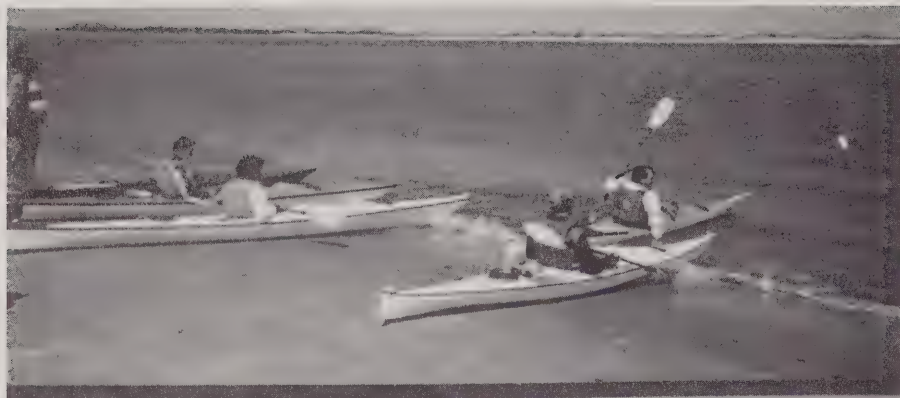
During my design process, continued reminiscing and reading about beach-cruising, creek-crawling, and intentional sandbar sitting, brought me to the conclusion that being able to dry out on a falling tide without tilting over, and sneak into 8 inches of water instead of 18, offset any advantage of the semi-keel configuration.

Have you ever wanted to go aground (purposely) on a sandbank off Nantucket about two hours after high tide, take off your shoes (and those of your shipmate) and wander about digging clams, watching things wiggle, and perhaps having a snooze in the hard-aground but upright vessel while you wait for the sea to cradle you again?"

Yes, this is, of course, a sales pitch, but nicely done. Interesting viewpoint from the former deep water yacht racer. Bruce will send you his comprehensive brochure detailing all of this and his three sizes of Norwalk Island Sharpies (23', 26', 29') for \$5, or complete plans presently available for the 26 footer for \$110. Request what you want from Norwalk Island Sharpies, 213 Rowayton Ave., Rowayton, CT 06853.



Sea Kayak Safety Sessions



After a morning ashore of lectures, it's "hit the water time!" Then it's "into the water time!" Cold, too, 44 degrees!

The people who are promoting interest in sea kayaking continue to devote much attention to the subject of safety and rescue in this sport. The fact that it "appears" quite easy to go off paddling one's sea kayak can encourage what could be foolhardy outings by novices in these quite demanding small boats. Those who enjoy the sport worry for the safety of such novices, not only altruistically either, but with self-interest overtones. Too many bad experiences by novice kayakers could bring down unwelcome "official" attention upon those who practice the sport. An example: In 1986 one Massachusetts novice (a non-swimmer) went off on his first outing in a kayak alone, without a PFD. Some misfortune befell him and his body and boat were discovered separately later on.

Two efforts at inculcating good safety habits in new kayakers' minds came to my attention this spring. Both involved the Aqua*Ventures people, Dave Anderson, Kris Hansen and Bob Walker. They run kayaking trips and now are doing safety workshops. On May 3rd they ran their first 1987 workshop for four beginners at Pavilion Beach in Ipswich, MA, on Plum Island Sound. Then on May 16th they provided similar instruction to a group of about 30 new paddlers who had gathered at the Mystic (CT) Community Center for an all-day sea kayak introductory program organized by Joellen Anderson and the Center's Athletic Director, Lee DeLisle.

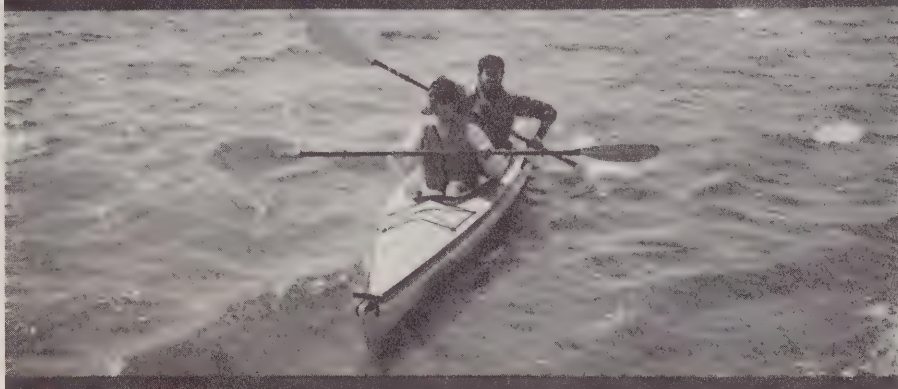
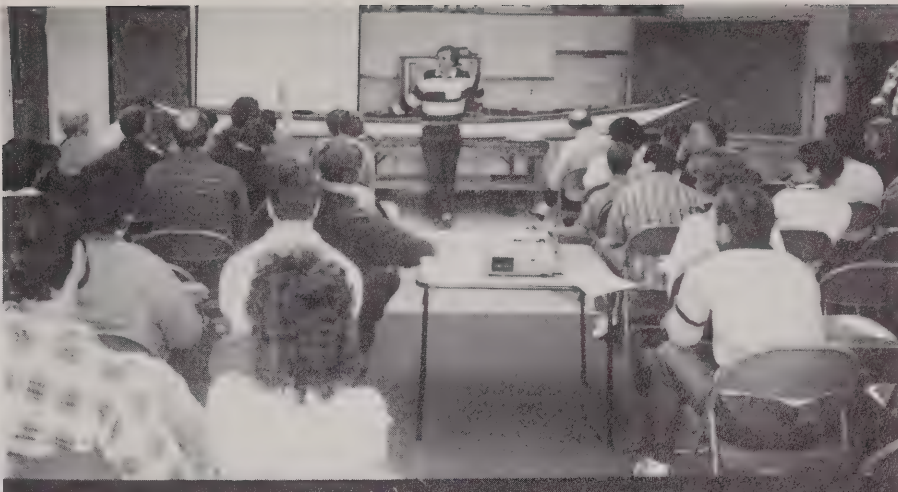
Aqua*Ventures charges \$40 for the one-day workshop (if you supply your own kayak, \$60 if they supply it). The session runs from 9 a.m. to 5p.m. with morning devoted to on-land instruction and discussion on rules of the road, on-the-water communication, group safety and personal responsibility, safe outfitting of kayaks, personal safety equipment, hypothermia avoidance and treatment, landings and launchings, storm and surf paddling, group and solo rescue methods, and scenarios of possible problems and solutions. The afternoon session is on (and in) the water in the boats, practicing some of the basics of handling and then going through group and solo rescue practice. The water on May 3rd was pretty damn cold still in Ipswich, about 45 degrees, but the four participants all went through deliberate capsizings and rescues to familiarize themselves with how it is and what to do about it.

The program on May 16th at Mystic was the creation of local paddler, Joellen Anderson. When she learned there would be no Sea Kayak Symposium at the State University of New York this spring, she felt something ought to be done for new paddlers along the Connecticut shore. Joellen is a member of the Mystic Community Center and approached that organization with her proposal for a one-day seminar on the subject of kayaking in southeastern Connecticut. Athletic Director Lee DeLisle, himself an enthusiastic sliding seat oarsman, had organized a highly successful series of rowing classes there in 1986 and a subsequent rowing club with about ten recreational rowing shells available for member use. He was predisposed in favor of Joellen's proposal, and the Center undertook to sponsor it.

The morning program featured introductory videotapes for about 30 participants who had signed up at the \$25 fee, followed by a talk from Ernie Palmieri of SUNY, organizer of past symposiums there and a physical education director specializing in sea kayak training programs. The morning concluded with environmental slides and discussion about the nearby coast by the Mystic Aquarium's Alan Desbonnet.

The afternoon was on-the-water and beach, a lovely beach on the lower Mystic River right at the Center. The Aqua*Venture crew took over to demonstrate paddling techniques and supervise participant tryouts of a number of kayaks brought by Aqua*Venture and others, notably Andy Singer from North Star Sea Kayaks of Long Island. A freshening sea breeze provided some wind challenge for novice maneuvering but the sheltered area did not develop any serious chop. Later in the afternoon the rescue techniques were demonstrated by several experienced paddlers and the Aqua*Venture crew.

Loading up at the end of the day, one paddler commented that while he had been paddling some in 1986, he had picked up a lot of knowledge from the day's activities. Others who had never paddled retained bright grins from their first attempts, despite the somewhat sobering finale of capsizes and rescues and occasional references to the "victims" of such misfortunes. A well worthwhile endeavor and Joellen and the Mystic Community Center deserve much credit for organizing the affair.



Ernie Palmieri gave a one-hour summary of his kayaking course. "Let's see now, left hand control? Or right hand control?" "Hey, this is fun!" And now, another way to get back into your boat.

Water cycling: A new-wave sport



ROBERT DE GIULIO/P-I PHOTO

Phil Thiel, a University of Washington professor of architecture, operates his pedal-powered dory, which uses hardware-store parts. Behind him, Mark Haenlein

of Fisheries Supply scoots about in a high-tech craft called the Waterbug. Both water cycles will be on display this weekend at the Center for Wooden Boats.

By Gordy Holt
P-I Reporter

An old sport with a space-age twist will make waves this weekend at the Center for Wooden Boats on Lake Union.

On hand at Waterway 4 off 1010 Valley St. will be four watercraft illustrating what University of Washington architecture Professor Phil Thiel calls "a variety of options in the newest sport of water cycling."

The idea is almost as old as the crank — but don't visualize this as anything remotely similar to those paddle-wheel scows you can rent at Green Lake. These watercraft are noted for their efficiency.

On hand will be pedal-driven water vehicles that are as sophisticated as any of the two-wheeled, 10-speed "derailleur" bicycles that cruise the Burke-Gilman Trail, and at least in one case as sleek as a Pocock rowing shell.

The hands-on, get-in-and-try-it-yourself display has been christened Pedal Power Potlatch. It has been organized around a sleek, 21-foot California-built racing shell called the Sea Saber, a 17-foot kayak from Easy Rider called the Max, Thiel's own 16-foot handmade Dorycycle and one of the slickest high-tech machines yet developed, the 9-foot-3 Waterbug, a state-of-the-art displace-

PEDAL POWER POTLATCH

One of our Seattle area readers, Phil Thiel, is a pedal power advocate. We ran an item on his "dorycycle" a year or so ago. Phil has built a rather conventional banks type dory but fitted it out with pedal operated propellor. Other pedal boats we've mentioned in the past include the Sea Sabre and Gary Hoyt's Waterbug. Phil recently got a nice writeup in a Seattle paper for his one day "Pedal Power Potlatch" at Dick Wagner's Center for Wooden Boats on Seattle's Lake Union. Herewith the article. You can reach Phil Thiel at 4720 7th Ave. NE, Seattle, WA 98105.

ment-hull boat you can pedal home even if it's full of water.

The Sea Saber will interest speed freaks. It duplicates the long, thin hull of an unstable rowing shell, but is equipped with a counterbalancing outrigger that keeps it from tipping over.

Perhaps Pedal Power host Dick Wagner of the Center for Wooden Boats set the tone for this weekend's display by chuckling about the emphasis "these human-energy nuts" place on efficiency.

"It's funny," he said. "People say

you should row or bike to get in shape, but then they go out and get 10-speed bicycles or (rowing shells) with sliding seats and outriggers that take all the work out of it. If you want exercise, come on down here and get a boat with a lot of wet surface and a fixed thwart (seat), so you really have to put some body into it."

Wagner said the weekend display nevertheless will demonstrate that today's high-tech designers are simply extending the spirit of adventure that led man from his floating log to the dugout canoe.

Dory builder Thiel, a former marine architect, speaks glowingly of the aerobic aspects of floating pedal power.

"It's like nothing else," he said. "Rowing is backwards, and uses mostly the arms if you don't have a sliding seat.

"But with pedals, you can sit down looking forward and see where you're going."

Sleek, one-man contraptions have been clocked to 15 miles an hour, which is almost as fast as multi-oared racing shells. But Thiel's Dorycycle is less high-tech.

"My goal was to develop something anybody with modest car-

penry skills could build in the back yard," he said. "That means you sacrifice efficiency, but you gain in affordability and accessibility. My first design used die-cast pulleys and V-belts out of the hardware store."

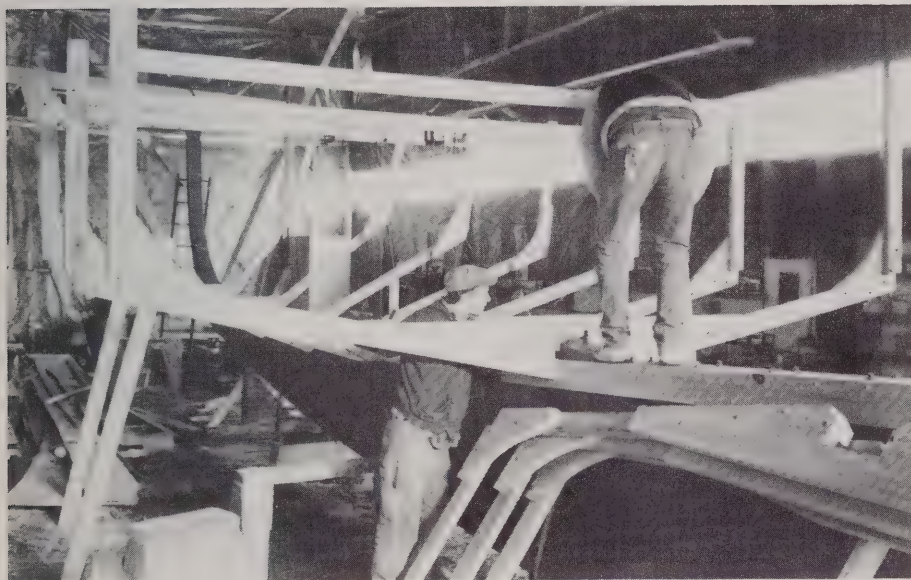
Not the Waterbug.

This 9-foot, 3-inch craft has a 34-inch beam, and even though it carries 325 pounds of lead in its keel so it won't capsize, it has a hull speed of more than 5 knots

and is so buoyant it can be propelled even when full of water.

The Waterbug was designed by Gary Hoyt, who also designed the Freedom Yachts. An even bigger name in boating, Harken, is manufacturing the boat cycle and providing the pedal drive train. Harken is one of the world's premier builders of sailing equipment and among the last still building Olympic-class Finn sailboats.

Frame~Up



The Story Shipyard of Essex, MA, was sold out of the family a year ago after 6 generations, but the current generation is still building boats. Brad Story moved his building operation from the historical Essex shipyard to a rather remote location in nearby Ipswich, where he continues to build wooden boats, one at a time. With the help of Bob Parlee, Brad is currently building his second 48' wooden lobsterboat for a Beverly,

MA, lobstering family. Brad's built a number of pleasure boats too, but says he much prefers dealing with the fishermen, who operate in the "real world". And, now located well out of the public eye, Brad can concentrate on the building without interruption from the tourist curiosity seekers who would drop in at the former shipyard all summer long, drawn by a town historical marker out front.



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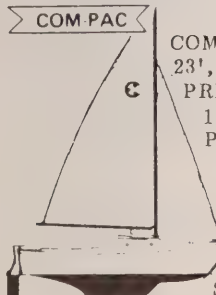


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Black Diamond Available



Rob Dwelley, who once managed the Wooden Boat Show and now represents SMALL BOAT JOURNAL as Director of Development, has a little sideline business marketing the Black Diamond Sou'wester, a truly original foul weather hat of serious nature. Rob has a background in working at sea with skipper's license, etc. and knew about this prized piece of weather protection first-hand. He has the following to say on how he became the Black Diamond man for the U.S.A.

"Much to everyone's dismay, Miner Black Diamond went belly up about 5 or 6 years ago. What inventories remained were quickly picked up by savvy sailors and stored for future use. These sailors well knew the value of this headgear, realizing that sailing in bad weather would be more difficult without the "Portable Roof".

I was one of those who saved my 'wester. Being involved in the boating industry, I took it upon myself to see if I could find someone else to undertake making the hat. Helley-Hansen even sent a sample to Europe for cost analysis. No luck. Too expensive to make. The Black Diamond is made up from 9 pieces of rubber welded together. The front brim turns up in such a way as to create a "gutter" which directs water runoff around to the

side brims and then on off the edge of the rear brim, well down over your foul weather coat. It's a complicated hat that works superbly.

I gave up my search then and contemplated keeping mine in a safe deposit box, knowing I'd never be able to replace it. Then two years ago, at the Boston Boat Show, I saw a one (a Kaufman's hat) in a booth. With some rather aggressive tracking, I located this firm in Canada. I tried to order a hat through their mail order and they did not know what I was talking about. I finally reached an executive who directed me to their Rhode Island rep. He did not even know he carried the product, he sells Kaufman slippers for a living. I then took on the U.S. mail order business for the Black Diamond S'wester.

The Miner Black Diamond firm fell victim to poor management. They were not the owners of the Black Diamond mold and patterns, though. Kaufman owned these and quickly took them back when Miner foundered, storing them away in a back room while the slippers occupied the front office. Kaufman also has the classic dory coat and the long coats made famous by men out on the "Banks". They're all there awaiting a decision on marketing. We need not put up with costly imitation "designer" foul weather gear. If we can find out that people out there still want the good old stuff in foul weather gear, we can have it back. In the meantime I'm marketing the Black Diamond hats at \$25, including postage. I'm not making much at that price, but I'm pleasing quite a few sailors."

If you're interested in seeing the "good old stuff" again available, let Rob Dwelley know. He's at Bent Oak Run, Westport, MA 02790, (617) 636-6736.

Rowing in Mystic



Lee DeLisle is the Athletic Director for the Mystic Community Center and brought his enthusiasm for rowing to his work. The result, in 1986 about 140 persons were able to try out sliding seat rowing and get basic instruction in the Center's fleet of recreational rowing shells in a series of sessions, at \$35 per person (\$20 for members). A very inexpensive way to see if one wants to pursue rowing further. A number did, and the Mystic River Rowing Club was organized and affiliated with the Center. About 25 members now regularly enjoy use of the club rowing shells.

The Community Center is much like a YMCA facility, with a \$3 million building and grounds, including a beach, on some choice Mystic River waterfront property just south and east of town. Anyone interested may join to have use, anytime its open, of all facilities. Or, one may sign on for specific programs only. The rowing program is one, a sailing program in 14' daysailers is another, of interest to boaters. Members can partake of special programs at substantial discounts.

If you'd like to know more about this opportunity for rowing, sailing, swimming, etc., contact the Mystic Community Center at (203) 536-7396 or (203) 536-6691.

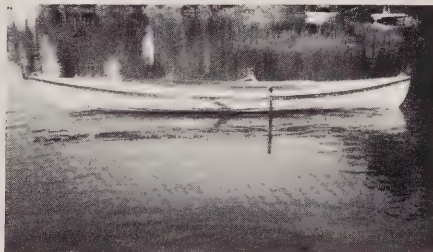
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Scale Model Meet

The Scale Model Squadron of the Minuteman Model Yacht Club held its "Spring Dustoff" meet on May 3rd at the Medfield, MA, swim pond with a surprisingly large turnout of 25 models, many brought by unaffiliated (with the Minuteman Club) builders. These meets are open to all and this concept seems to bring out the boats.

While no organized "races" were planned, one match was set up between an electric deep vee speedster and a first time hydro. The speedster raced away for the finish but missed the line and on its 360 turn to get across, nearly collided with the slower hydro. The speedster builder, Tom Turchon, cut the throttle to avoid the imminent collision and the hydro won, the tortoise and the hare story all over again.

There were lots of interesting boats out maneuvering around the new "Bobber Buoys" placed by Bob Francis. Gay Shapiro's ominous looking "Captain Nemo's Nautilus" submarine was perhaps the most unusual, although Tom Turchon's outrageous 7" motorized shark attracted much comment with its swimming about in circles, diving and leaping. Frank Collyer brought three large sailboats, his Robbe scale schooner sailed magnificently. Robert Okerholm's 71" super-scale Aegis class missile cruiser looked great and will soon have its motors installed to be fully operational. The most outstanding overall boat had to be Charlie Evans' immaculate tug, "Puffin", a scratch built steam powered wooden planked craft, 100% built by Evans, steam engine, boiler, and all. Report from Minuteman Model Yacht Club News by Ridge White.

Frosty Nationals



Report & Photos from Ken Simpson

It wasn't "frosty" at the Hyannis (MA) Yacht Club on May 2nd and 3rd, but it was "chilly" for the Cape Cod Frosty Class (see our May 1st issue) National Championship Regatta. Thirty-seven of the tiny 6' sailing dinghies turned up to race in light to moderate southerly winds (off the water, hence chilly) on Saturday, and much heavier gusty northeasterly winds and spitting cold rain on Sunday. Swampings, capsizes and gear failures plagued the fleet in the Sunday conditions. Overall winner was Bill Pagels, a three time Blue Jay champion and two-time Raven champion. It was a light hearted event with much cheering and joking. A new annual award, the P.R.O.P Award, went to 36th placed Tony Sanpere of Duxbury. The propeller mounted on a plaque recognizes "Pride at the Rear Of the Pack". The largest off-Cape contingent arrived from Erie, PA. Finn racer Pete Shope summed up the spirit of the occasion, "I haven't had this much fun sailing in years!"

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The TRITON dropped back with the current, rounded the outer point, and coasted up the outer or eastern side of the neck. Here, as on the inland side, the lawns came down to the water, with little buildings at the shore for housing boats, or for bathing; and these were finished in as good style as the dwellings themselves. It was one of the most ornamental and carefully-tended bits of coast on the bay.

This ended with an abrupt elbow where the water made in westward; and a little out from shore a large, picturesque building rose above the surface to a height of two stories; it was surrounded by deep balconies, and had a tower at the eastern side. It was the headquarters of a yacht club, and a bridge reached from it to the shore. In the neighborhood a few graceful yachts and cat-boats were moored.

Beyond this point the bluffs rose high and steep again, with wash-out places where the bare sand and gravel were exposed. Houses stood along the top, here and there, and many boats were moored a little out from shore; among these we noticed a catamaran, with its two slim hulls connected by a system of iron rods and braces, supporting a mast, bowsprit and rudder, and the small platform for the crew and passengers.

Soon we came to the entrance of a little inlet, beyond which stood some half-ruined walls of plastered stone; it was a pleasant spot, with short, green grass, and shady trees on the low hill just north; and we agreed it would be a good place to eat our lunch. So we landed, and carried our satchels a little way up the slope; they were a good deal lighter than they had been when we started. We opened a can of salmon which we had held in reserve, and ate up nearly the last of our hardtack.

We hadn't been eating long, when Joe sounded a note of distress for more water. He had filled the jug at Pawtuxet bridge, by dipping it under, just before starting away; but he said that when it came to the point of drinking that dye-stuff, he couldn't screw up courage enough.

"But the city gets its water from that river," said I.

"Oh, well; drink ahead; I never said YOU mustn't."

"Come to think, though, I believe the city pumps it from beyond where most of the mills enrich it, so it's a more natural product than what we've got here. I'm not specially thirsty, after all."

"Well, I am, then," rejoined Joe.

"All right, then; mosey 'round and find some."

"But I got it last."

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



"A pretty get that was, - dipping over the side! And now you yourself won't drink it; so that hardly counts."

He finally persuaded me, however, to accept the dread arbitrament of "flipping up," and, as I deserved after thus yielding, I had to go.

It wasn't very bad, though. I had noticed a house among the trees, some way back from the shore, and went in that direction; but before getting there I came upon a wooden trough, much the size and shape of a small, square-ended, flat-bottomed boat, which lay at the foot of a tree, with the grass springing up against its weather-worn sides. At one side a large iron pipe stood a little way out of the ground, like a hydrant; the top was covered; but a smaller pipe was inserted, and served as a spout to carry the water into the trough. A scooped-out log at one end led off the overflow, and from its further end a little rill, almost hidden by the thick, green grass, trickled down to the shore.

The gray wood, with the leaf-shadows shifting over it, the bubbling noise of the water from the spout, its dimpling in the larger trough, and the hurrying, glistening stream in the other, were all delightful to a thirsty soul; and I no longer resented the fate that had sent me on the quest. I had my folding-cup with me; and for all I hadn't been thirsty when

the river water was in question, I took a deep draught before I renewed our supply. No dye-stuff about this!

Joe was rather surprised to see me back so soon, and sampled my goods rather cautiously, but was soon re-assured.

"I didn't know but you'd brought back the same old dose," he said.

"I wonder what this place was," he added, presently, looking down at the confused pile of masonry brick and stone within the ruinous walls, where tangled weeds and tall grass were springing up. "It's plain the concern burned down, for you can see the black marks in some places, yet."

"I suppose this must be what they used to call 'Smith's Palace'."

"Those two words sound rather queer, when they're put together. I suppose it was more like a palace in the day of it; but I shouldn't judge that it has the majestic grandeur in decay of the Egyptian palaces and such. This region 'round here must have been Smith's kingdom, then?"

"Well, its day was over before yours and mine; but from what I've heard, 't was a shore place, where people drove down from the city. That was before the railroad had boomed that sort of thing on the other side of the river; but now a place here wouldn't stand much of a chance, and I suppose that's why they don't build again. Look at

that tow down off Gaspee Point - five barges; how low they are in the water. I've been watching how the string of 'em has to crook to keep the channel; first the middle ones are head on, and the end ones sideways, and then it's the other way; it must keep the men at the wheel watching out lively to keep such heavy, clumsy things in the right track."

"Yes, but you know the rudders are big enough to cover a house-lot; and everything else afloat has to give way to them."

"Except such as can dodge across, like the TRITON."

We hoisted sail, and stood northward again. Half a mile ahead the river suddenly narrowed; a great, square peninsula extended out more than half-way to the eastern shore. Like most of the western shore from which it came, it descended to the shore in high, steep bluffs on all sides.

We didn't go all the way to where the shore bent eastward, but changed the course so as to slant across towards Field's Point, where the peninsula jutted furthest out. The wind was fresher than it had been in the morning, and we soon were north of "Starget Island", - so generally called, though written "Starve-goat".



STARGET ISLAND.

"It looks less like starvation than any of the islands I've seen in the bay, leaving out the three or four biggest ones, of course. If I had to take my chance on any of 'em, this is the one I'd choose."

It certainly looked much more neat and prosperous than many places on the mainland, with its little cottage and barns, and well-grown trees; while a white sea-wall ringed it around, above tide-mark. Slender poles rose by dozens from the water all around, which marked the place of extensive oyster beds.

Now we were within a quarter of a mile of the eastern shore. This part of it, for two or three miles north and south, is more irregular and picturesque than almost any in the bay; there is a constant succession of rocky promontories and islands of various sizes, stained below by the tide, and covered above with grass and small, hardy trees. Behind these, the

mainland rises in rocky hills of varying height, among which coves and inlets go winding in. Year by year buildings of a holiday sort have risen on the islands and the heights beyond; club-houses, hotels, private cottages, shore dining-halls and places of amusement, with frequent landings where the excursion propellers from the city - within a few minutes' travel - are continually touching and leaving.

We rounded Field's Point, which ran out in a low tongue of sand, like the others on the western side, and sailed up amid the cheerful bustle of the region, keeping a look-out for the little steamers, which passed and repassed, landing at either side; keeping these narrow waters agitated with their crossing wakes, and making the air resound with their shrill toots. Long, slender piers ran out, dark red roofs peeped from among the cedars and oaks, flags and streamers fluttered in all directions, afloat and ashore.

"I feel pretty well acquainted with this region already," said Joe. "I've seen it so often from the car windows."

A moment after a train came in sight, bound southward; for the first three miles from the city the

railway ran along the shore, spanning the coves with long causeways.

"It'll be at Pierhaven in half an hour; I wonder if anybody on board'll know the TRITON!"

Just then a whistling behind admonished Joe to port the helm, or the DAY STAR would come unpleasantly close.

"The channel's narrow here, and they need all there is," he said, by way of excuse for turning aside.

We now avoided the channel, sailing close to a little miniature light-house on Fuller's Rock, a little off the east shore. The city was in full sight, with its many spires and the great dome of the gasometer.

"Let's cross over and go up Robin Hill," I proposed.

"Where's that?"

"Right over there," pointing to a hill of steep and regular slope, flat at the summit, at the

northern end of the peninsula.

"The way's clear, now; just head her across, and we'll go and take in the view."

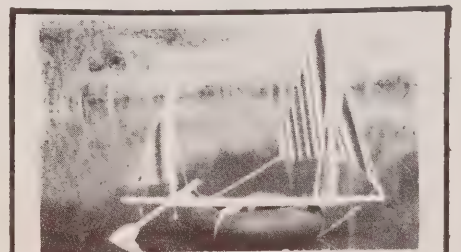
So he put the helm to starboard, and brought the wind on the port beam; I drew in the sheet, and in a few minutes the TRITON's bow grated on the beach at the foot of the hill. It was a steep scramble, but a short one; and the prospect paid for the climb. Here the north end of the peninsula went back again to the main line of the western shore, thus allowing the river to widen, at its upper end, into the broad expanse of the harbor. The crowded buildings of the city were spread before us, scarcely a mile away. Directly in front was the mouth or estuary of the Mooshaucic and the Woonasquatucket Rivers, which united their streams near the heart of the city; this long, narrow arm of salt water formed the inner harbor. On the west of it the land rose with a gradual slope; on the east a high hill rose abruptly where dwellings showed among the green foliage of old shade-trees. Seemingly at its foot was the great steamboat which had gone past us in the early morning fog, now safely moored in her berth at Fox Point, and gleaming white in the sunshine. A little nearer the long "Wilkesbarre Pier" stretched out to the channel from the eastern shore, covered with the dingy black structures where thousands of tons of coal were transferred from vessels to railway cars. Opposite, on the west, rose the towers of the great State hospital.

At the foot of the hill where we were perched, Sassafra Point jutted out, with a baby light-house a little way out from the shore, twin to the one across at Fuller's Rock. Close around us on the hill were grass-grown ridges, the remains of old-time fortifications.

"There never was any fighting here, was there?"

"No - not even in the sanguinary Dorr war, I guess. Whoever worked and dug at raising these earthworks had to get their satisfaction in feeling that prevention's better than cure."

(To be continued)



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CALENDAR



BOSTON ANTIQUE & CLASSIC BOAT FESTIVAL

The Fifth Annual Boston Antique & Classic Boat Festival is scheduled for July 4th at the old Charlestown Navy Yard in conjunction with the annual turnaround cruise of the U.S.S. CONSTITUTION as part of Boston's Harborfest. This year, antique and classic old wooden boats, sail or power, or human powered, are to be joined by recently built replicas of traditional craft. The all day event includes a dress ship review parade for judging (for those wishing to take part) and the down harbor parade behind OLD IRONSIDES. This year trailered-in boats can be accommodated. Boat owners wishing to participate should call Pat Wells at (617) 666-8530 or Ralph Cutting at (617) 489-1137. Public attendance on the 4th is free, at Pier 4 in the old Charlestown Navy Yard, starting about 10 a.m..

SHIP CHANNEL SPRINT

The annual 8 mile rowing/paddling race from Hull to the U.S.S. CONSTITUTION in Charlestown, MA, has been scheduled this year for Wednesday, July 1st, as the opening event in Boston's Harborfest celebration. The direction of the course has been reversed, now starting from the U.S.S. CONSTITUTION, which will fire the starting gun at 3 p.m., and finishing at Pt. Allerton in Hull. Organizer Ed McCabe has plans for a "Corporate Challenge" class in the two 38' French Gigs and a "Schoolboy National" class for youth rowing teams in multi-oared boats. All participating boats must be of suitable type for use in possibly rough harbor waters. Information from Ed McCabe at (617) 925-4826.

ADIRONDACK GUIDEBOAT SHOW & RACE

The Saranac Lake (NY) Chamber of Commerce again hosts the annual Adirondack Guideboat Show in that community on July 1-5. On the 5th, the 25th Annual Willard Hammer Guideboat & Canoe Race is on from Lake Flower to Saranac River. Information, Janet Dyer, (518) 891-1990.

BILGEWATER REGATTA

Marblehead's famed Bilgewater Regatta goes off this year on July 4th, starting at 2:37 p.m. This is an open challenge to all quick-fix yacht racer/builders of craft with maximum of \$35 investment. Information at (617) 922-6449 or (617) 631-4921.

MOBY DICK CLASSIC

Human powered boats of all kinds are welcome to participate in the second annual Moby Dick Classic race on July 4th in New Bedford (MA) harbor over a 3 mile course. In addition to classes for all sorts of rowed and paddled boats, two special events are planned. The New Bedford police face off against the firemen in whaleboats, and the two French Gigs will perform an exhibition event. Registration and information, New Bedford Office of Tourism, (617) 994-9905.

NATIONAL POLING CHAMPIONSHIP

Canoeists who pole rather than paddle will meet for the ACA sanctioned national championships on July 10-12 in Tariffville, CT. Information, Nelson Walker, (203) 429-8711.

CAPE ANN ROWING CLUB

July 11th is the date for the Cape Ann Rowing Club's "Midnight Ramble in the Harbor", a full moon high tide (at 11:11 p.m.) outing for oar and paddle craft from St. Peter's Park in Gloucester, MA. Information from Dan Leahy, (617) 283-1420.

FIRECRACKER 12 ROWING RACE

The Chelsea Rowing Club of Norwich, CT, hosts this long (12 miles) rowing race for sliding seat boats on July 11th, running from New London to Norwich. Information, Ben Lathrop, (203) 889-0580.

HEAD OF SOMES ROWING CLASSIC

The third annual Head of Somes Sound Rowing Classic on Mt. Desert Island, ME, is scheduled for July 11th at 10 a.m. The event caters to sliding seat and fixed seat single and double rowing boats and single and double kayaks. If entries warrant, a race for fours will be added. The three mile triangular course is just outside Southwest Harbor. Information from Reg Hudson at (207) 244-3854.

CROPC EVENTS

The Connecticut River Oar & Paddle Club has a weekend outing planned for July 17-19 camping out on Selden Island. Information, Seth Persson Boatyard, (203) 388-2343.

ISLES OF SHOALS RACE

The Alden Ocean Shell Association hosts the fifteenth annual Isles of Shoals Race, for Alden Ocean Shells only, on July 18th. The 8.5 mile course is over open ocean from the Isles to Kittery Point, ME. Arthur Martin, P.O. Box 251, Kittery Point, ME 03905.

BOSTON TUGBOAT MUSTER

The working tugs gather on July 18th off Pier 4 in Boston's Charlestown Navy Yard for a day off of fun and games, with public viewing available at no cost. Tugs ranging from 24 foot to 130 foot, 4,700 hp seagoing craft will participate in a number of "tugs-of-war" contests, beauty contests, and a down harbor parade. It all begins about 10:30 a.m. Information from William Coughlin, (617) 834-9342 or Richard Chase, (617) 661-6295.

WOODEN CANOE MEET

The annual gathering of the Wooden Canoe Heritage Association will again be at Paul Smith's College in Paul Smiths, NY, in the Adirondacks, this year running July 23-27. Seminars, demonstrations and on-the-water activities attract several hundred traditional wooden canoeists to the four-day gathering. Information from Tom and Karen MacKenzie, 525 Orchard Dr., Madison, WI 53711, (608) 231-2192.

MYSTIC ANTIQUE & CLASSIC MEET

Mystic Seaport Museum hosts its annual Antique & Classic Boat Rendezvous on July 25th, featuring many classic restored yachts at dockside and in an afternoon down-river parade viewed by thousands of spectators. Information, Mystic Seaport Museum, (203) 572-0711.

NOANK WOODEN BOAT EVENTS

The Noank Wooden Boat Association has several summer events scheduled for owners of wooden sailing craft. On July 25th there will be a race at Noank on the Mystic River. For a complete listing and information, Jim Cassidy, (203) 536-6908.

AQUA*VENTURES KAYAKING

Aqua*Ventures of Jamaica Plain, MA, has a very full calendar of sea kayak outings this summer. The July schedule looks like this:

JULY 4. Kayak Safety & Rescue Clinic, Hull, MA

JULY 5. Boston Harborfest, Lovell's Island.

JULY 6-10. Intermediate/Advanced tour of Casco Bay islands.

JULY 11-12. Boston Harbor islands tour.

JULY 18. Narragansett Bay daytrip.

JULY 19. Salem Sound daytrip.

JULY 25. Boston Harbor islands daytrip.

JULY 26. Marine Environment & Navigation Clinic, Hull, MA.

JULY 26. Boston Harbor islands daytrip.

For information, Aqua*Ventures, (617) 524-6239, (617) 391-5954.

CCRA RACING

The Connecticut Canoe Racing Association has the following events scheduled for July:

JULY 11. Back to the Lieutenant River, Old Lyme, CT. 7.5 miles tidal. Al Skinner, (203) 644-3301.

JULY 12. Kent Housatonic, Housatonic River, Kent, CT. 8 miles flatwater. Lans Christensen, (203) 567-4032.

JULY 19. Canoe the Connecticut, pre-run the 1988 USCA Nationals course, Connecticut River, Hanover, NH. 19 miles flatwater. Tim Fisher, (603) 643-2753.

INTRODUCTORY SEA KAYAK LESSON

L.L. Bean has scheduled several introductory sea kayak lesson sessions during the summer, all on the Royal River in Yarmouth, ME. For \$10 you get a 2-hour session on the water on using a sea kayak, five students per instructor. Bean supplies all but your personal attire. July dates are on Saturdays, the 11th, 18th and 25th. August Saturdays are the 1st, 15th, 22nd and 29th. All go rain or shine. Reservations from L.L. Bean Sea Kayak Lesson, L.L. Bean Retail Store, Freeport, ME 04033, (207) 865-4761, Ext. 2106

RHODE ISLAND CANOE ASSOCIATION

RICA has the following July outings for flatwater canoeists:

JULY 11-12. Dutch Island Campout, 2 mile round trip from Ft. Getty. S. Cournoyer, (401) 821-6768.

JULY 18. Narrow River, put in at Gilbert Stuart. J. Currie, (401) 789-7451.

JULY 25. Canoe surfing, location to be decided. L. Whittier, (401) 683-3944.

Whitewater paddling in Maine is planned as follows:

JULY 4-5. Dead River.

JULY 4-6. Androscoggin & Malloway, family camping weekend.

JULY 18-19. Dead River.

Information on whitewater outings, Doug Pineo, (401) 353-6547.

MODEL YACHT RACING

Radio controlled model yacht racing for July is scheduled as follows:

JULY 4. Founders Day (36/600), Huntington, NY. John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

JULY 4. Rosemary 87 (Any Boat), Needham, MA. Al Spring, (617) 444-3330.

JULY 4. Firecracker (M), Marblehead, MA. Gene Thober, (617) 631-0797.

JULY 5. Rosemary Scale/Steam/Electric, Needham, MA. Al Spring, (617) 444-3330.

JULY 12. Bastille Day, Stratford, CT. Fritz Larson, (203) 966-3107.

JULY 12. Schooner Race, Needham, MA. Al Spring, (617) 444-3330.

JULY 18. Perpetual Memorial (10R), Central Park, NY. Madeline Tucker, (212) 874-0656.

JULY 19. Eastern Divisional (M), Saddlebrook, NJ. Alex Chabora, (201) 478-4989.

JULY 25. Melnick Memorial (M), Port Washington, NY. Ned Helme, (516) 883-8453.

JULY 25. Eastern Divisional (36/600), Huntington, NY. John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

WOODEN BOAT SCHOOL

Programs scheduled for July at Wooden Boat School are as follows:

JULY 5-11. Marine Painting & Varnishing with George Fatula.

JULY 5-11. The Craft of Sail on SOJOURNER TRUTH with Candace Martin (women only).

JULY 5-11. Arts of Boatbuilding with Will Ansel.

JULY 5-25. Theory & Practice of Boatbuilding with Harry Bryan.

JULY 12-18. Marine Carving with Andy Willner.

JULY 12-18. The Craft of Sail on SOJOURNER TRUTH with Candace Martin (women only).

JULY 12-25. Wooden Boat Repair Methods with Taylor Allen.

JULY 19-25. Basic Woodworking for Aspiring Boatbuilders with John Lufty-Balzer.

JULY 19-25. Art of the Half Model with Eric Dow.

JULY 26-AUGUST 1. Beginning Boatbuilding with Warren Barker.

JULY 26-AUGUST 1. Building the Nutshell Pram Kit with Rich Hilsinger.

JULY 26-AUGUST 1. Nutshell Pram Kit for Teachers with Eric Dow.

JULY 26-AUGUST 1. The Craft of Sail on JENNY IVES with Alan Sterman.

Information, Wooden Boat School, (207) 359-4651.

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SEBAGO CANOE CLUB EVENTS

The Sebago Canoe Club of Brooklyn, NY, has a full summer of canoeing scheduled. July looks like this:

JULY 8. Inner city kids get a day of canoeing on Jamaica Bay.

July 11. Yacht viewing paddle from the Bronx to Larchmont. Lester Modell, (718) 252-2698.

July 18-19. Paddle the Rancoas River in the Jersey Pine Barrens.

July 18-26. Fulton Chain cruise on lakes in the Adirondacks with the Wanda Canoe Club, 80 miles of paddling in 5 days, 7 miles of portaging. Jim McLoone, (201) 387-02326.

July 19. George Cup Class C sailing.

July 26. Large boat cruise.

For information on joining this club, Hank Niman, (718) 375-2618.

MAINE MARITIME MUSEUM ACTIVITIES

July activities at the Maine Maritime Museum in Bath, ME, are as follows:

JULY 4. Bicentennial celebration for the U.S.S. CONSTITUTION.

JULY 8-17. Building the Maine Guide Canoe workshop with Jerry Stelmok.

JULY 18-21. Sail Training aboard the pinky schooner MAINE with Roger Taylor.

JULY 23-26. Sail Training aboard the pinky schooner MAINE with Roger Taylor.

JULY 28-31. Sail Training aboard the pinky schooner MAINE with Roger Taylor.

JULY 31. Friendship Sloop Day.

Information and advanced registration for workshops, Maine Maritime Museum, (207) 442-7401.

EXPLORERS AT SEA

Ocean kayak guiding and instructional services are offered by Explorers at Sea, based in Stonington, ME. They conduct trips, provide basic instruction, and will guide private parties at chosen locations on the Maine coast. Their schedule runs throughout the summer. In July they plan the following:

JULY 3-5. Stonington Base Weekend.

JULY 5-10. Five Day Exploration including Isle Au Haut.

JULY 13-16. Three Day Adventure based at Castine.

JULY 17-31. Fourteen Day Expedition to Roque Bluff.

Every Monday, Thursday, Friday, day trips.

Information and schedule from Explorers at Sea, Inc., P.O. Box 51, Stonington, ME 04681.

APPALACHIAN MOUNTAIN CLUB CANOEING

The AMC hosts many canoe outings through its various chapters around New England. Member-

ship 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.

Connecticut

All telephone numbers are area code 203 unless otherwise noted.

Flatwater

July 11. Half-day Tidal Paddle, Old Lyme Area. L Jeanne Thomson (434-7162).

July 12. Watch Hill, RI. L John & Sandy Quine (634-0562).

July 19. Powers Lake. L Vel & Jack Randall (739-9989).

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.

July 4. Connecticut River Fest. L Tom Ploski (524-0245).

July 5. Whitewater Hike.

July 6. T-ville Picnic. L Dick Ploski (582-6201).

July 11. Safety & Rescue. L Steve Sokoloski (429-6203).

July 18. Sacandaga Flush Skill Drill, 2-3. L Glenn MacGrady (914-679-2616).

July 26. A Day at the Beach, Narrows River, RI. L Ed Bosson (633-7246).

Maine

All area codes are 207 unless otherwise noted.

Trip fee: \$2 per nonmember.

July 11-12. Rapid, 4. Dave Boyle (442-7921), CL Kathy Yates (389-1923).

July 11-12. Sea Kayaking. Pete & Marianna Mickelson (929-4840).

July 25-26. W. Branch Penobscot, 4. Don Skolfield (773-3642).

July 25-26. Sea Kayaking. Pete & Marianna Mickelson (929-4840).

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.

July 11-12. Mullica, BW. Noel Cotter (212-988-1445).

July 11-12. Basic Safety Rescue, 1. Dave Marx (201-836-9089).

July 18-19. Leader's Choice, BW. Phyllis Valendo (201-272-7228).

July 18-19. Skill Drill, 1-2, Esopus Creek. Walter Levy (201-224-8777).

July 24-26. Yough, 3+. Hat Clauer (201-874-6503).

Southeast Mass.

All area codes are 617 unless otherwise noted.

July 11. Ninigret Pond, RI. flat. L Dave & Nancy Appleton (401-467-3638).

July 17-19. Leader's Choice, flat. L Steve & Marilyn Hayes (438-7263).

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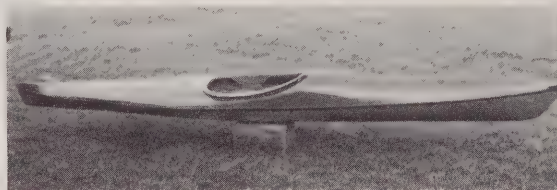
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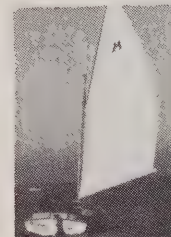
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ANNOUNCEMENTS

ATLANTIC COAST SEA KAYAK SYMPOSIUM

L.L. Bean hosts the sixth annual gathering of sea kayakers on August 7,8,9 at Maine Maritime Academy in Castine, ME. As usual, the best available sea kayak people will provide instruction and information and over two dozen firms will display kayaks and related gear. Registration is limited, for form and detailed brochure, ACSKS '87, L.L. Bean, Inc., Freeport, ME 04033, 1-800-341-4341, Ext. 2097, Mon-Fri, 7a.m.-5p.m.

CAPE ANN SHIP MODEL SHOW

The Cape Ann (MA) Ship Modelers' Guild had to cancel their planned spring show due to loss of location, and have rescheduled their show for September 12th, 10a.m. to 5 p.m. at the Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA. For registration information, Anthony Bertolino, 132 Bass Ave., Gloucester, MA 01930.

CHEWONKI OPPORTUNITIES

The Chewonki Foundation of Wiscasset, ME, has several summer programs for 14-18 year olds.

June 23rd to July 14th and July 18th to August 11th are dates for Mariner Trips, sailing traditional open rowing/sailing boats along the Maine Coast, or paddling sea kayaks. Fee for either three week outing is \$1250.

June 23rd to August 11th is a 7 week program for building and then paddling along the Maine coast, your own wooden kayak. Fee for this, including the kayak, is \$2400.

In August, Chewonki has several family and individual trips scheduled along the coast or on the St. Croix and Allagash rivers in canoes, kayaks and rowing/sailing craft.

Information from Chewonki Foundation, Wiscasset, ME 04578, (207) 882-7323.

CLAYTON ANTIQUE BOAT SHOW

The nation's oldest antique boat show is scheduled for its 23rd year on August 1-2 at the Thousand Islands Shipyard Museum in Clayton, NY, on the St. Lawrence River. The gathering of sail, power and small craft of antique vintage numbers about 150. The weekend concludes with the grand parade past the Museum on Sunday afternoon. Information, Thousand Islands Shipyard Museum, (315) 686-4104.

FORT ADAMS SAILING ASSOCIATION

Community sailing right in Newport harbor is available to any interested persons from the Fort Adams Sailing Association, located at Fort Adams State Park on Newport harbor. Full details on membership and opportunities are available from Fort Adams Sailing Association, P.O. Box 3305, Newport, RI 02840.

GREAT EGG HARBOR FUN ROW

The Somers Point (NJ) Recreation Department will run a five mile recreational rowing race for traditional rowing boats on September 12th in conjunction with its "Good Old Days" picnic. Information, Nick Regina, (609) 927-5253.

MESSAGES IN BOTTLES

Mystic Seaport Museum launched 200 bottles recently into Long Island Sound at various locations, each containing a notice about their current "Shipwrecks & Disasters at Sea" exhibit. Finders can use the notices for two free admissions to the Seaport until October 16th. They will be asked to provide information on where they found the bottles (clear or green) to help chart currents in the Sound.

ROW AROUND HULL

August 1st is the date for Ed McCabe's annual Row Around Hull race, this year a full ten mile course that circumnavigates Hull from bay to ocean side (all except that narrow peninsula neck). Information, Ed McCabe, (617) 925-4826.

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SUMMER AT SOUTH STREET SEAPORT

The South Street Seaport Museum in Manhattan has a lengthy 9 page listing of exhibits, demonstrations, tours, and excursions of interest to old time ship fans scheduled throughout the summer. July special events include the following:

JULY 3-4. Stars & Stripes Regatta sailing race in New York harbor.

JULY 6. Completion of a 17' replica of a New York Pilot's Gig by British shipwright Michael Bull.

JULY 11-12. Overnight on the PEKING square rigger.

JULY 25. U.S. Coast Guard helicopter search & rescue demonstration.

Information on these and numerous ongoing daily activities from South Street Seaport Museum, (212) 669-9430.

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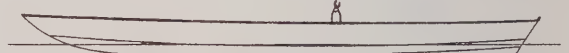


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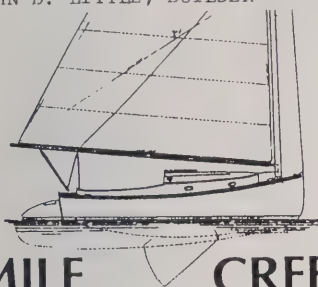
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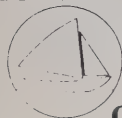
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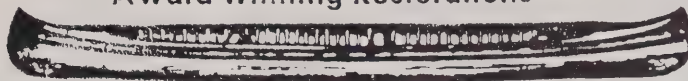
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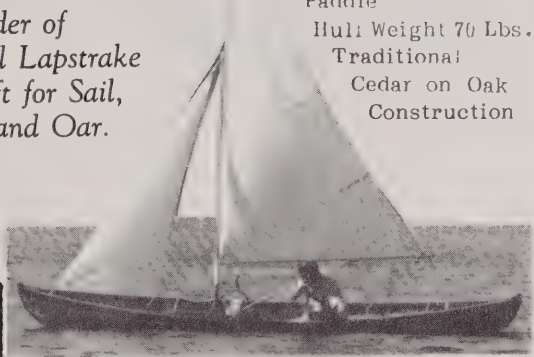
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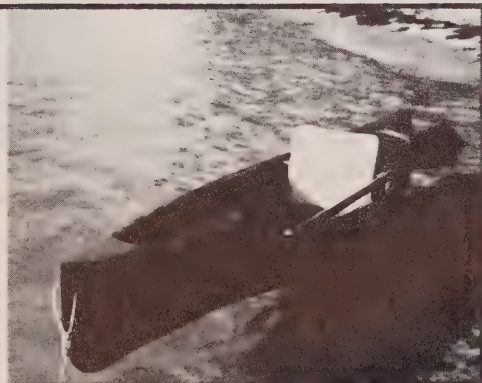
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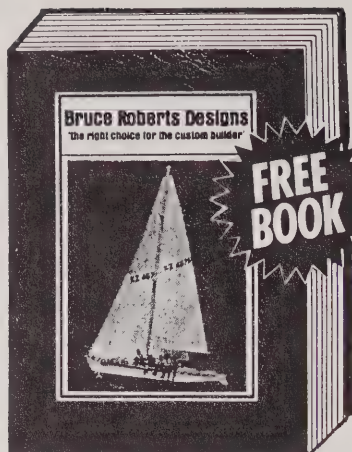
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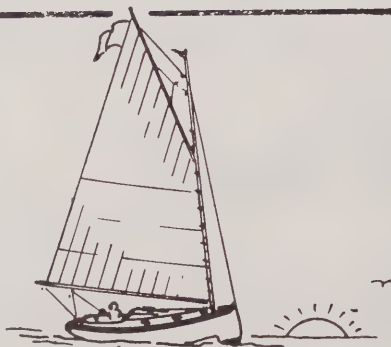
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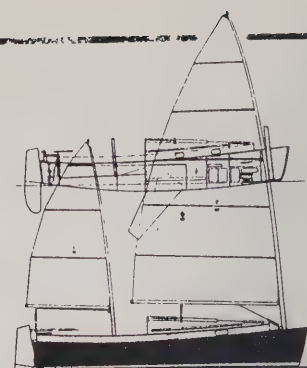
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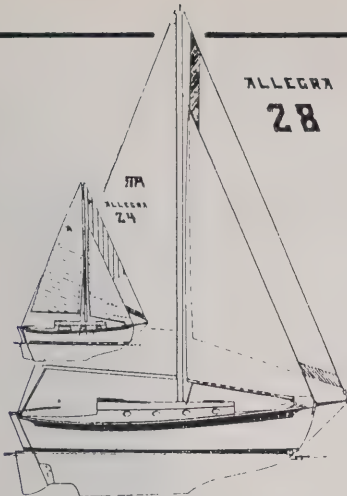
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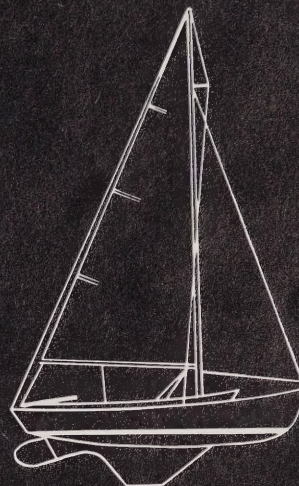


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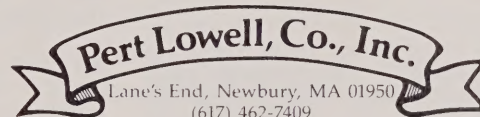
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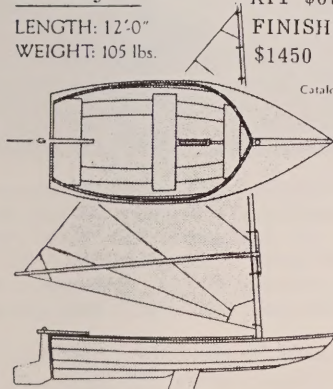
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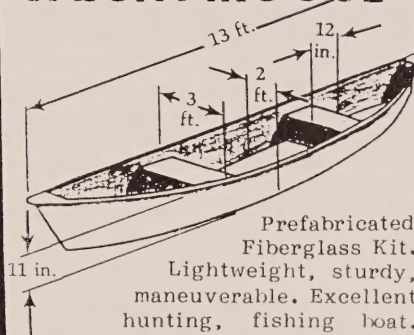
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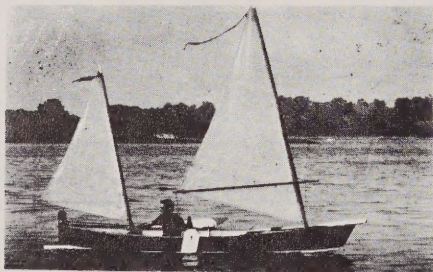
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15' SEA KAYAK, fiberglass. Foot operated rudder, spray skirt, flotation, paddle, roof racks. Very fast and maneuverable. Everything included for \$400 or part trade of slalom kayak.

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

24' VAN DE STADT SLOOP, 1960, plywood, fin keel, spade rudder, good condition. With four sails and cradle. Priced to sell at \$500.

CHARLES CARTER, Miller Place, NY, (516) 473-0309. (4)

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Classified Marketplace

KLEPPER T-9 solo kayak with paddle. Mint, \$650. 1981 O'DAY JAVELIN with 1983 Holsclaw trailer, \$2,050. 1979 Johnson 2hp long shaft, hardly used, \$250. QUIET SPORTS, Rt. 7, Brandon, VT 05733, (802) 247-6320. (3)

LOWELL 19, fiberglass sloop with sails, safety equipment, motor and trailer. Must sell. Asking \$3995. GEORGE DOHERTY, Amesbury, MA, (617) 388-1001. (4)

CAPE COD FROSTY, brand new factory-built fiberglass red and white hull with blue and white sail. A real beauty. Have four boats, must sell. Will deliver for best reasonable offer.

MARTY GARREN, Irvington, NY, (914) 591-5189. (4)

WANTED. 250 lb. mushroom anchor. HOLT VIBBER, Waterford, CT, (203) 442-7376. (4)

17' TWO MAN KAYAK, flatwater. Fiberglass over spruce core. \$125. FRANK KING, Preston, CT. (203) 886-0295. (4)



25' RHODES MERIDIAN, fiberglass Dutch-built sloop with spruce spar, mahogany trim, 7hp Volvo diesel inboard, head, galley. Sleeps 4. Main, jib, genoa, spinnaker, storm jib, trysail. Very good condition. \$8,300.

HENRY WAGNER, New Hyde Park, NY, (516) 437-5955. (4)

15' PEAPOD, Deer Island built ca. 1940. Oars, sailing rig, barndoor rudder, no centerboard. Needs new loving family. Located Newport, RI. \$1,500.

JOAN BARTRAM, (401) 849-9360 days, (401) 847-2519 aft. 7 p.m. (5)

KLEPPER AERIUS I FOLDING KAYAK with some accessories. Store in closet, carry in packs for travel. GEORGE VON STEIN, P.O. Box 441, Grand Central Station, NY 10017. (3)



20' BOW RUDDER DAYSAILER, Bolger design, Story built. 4'6" beam, 93 sq. ft. sail. A good sailer and conversation piece. \$750 firm.

MONTGOMERY BOATYARD, Ferry St., Gloucester, MA 01930, (617) 281-6524. (4)



16' WINDMILL sailboat, registered class boat, hull #1234. 145 sq.ft. of sail, jib and main, 20' mast. Fiberglass over wood, high gloss spruce spars, brass fittings. A real classic. Trailer included. \$850.

BOB BEACH, Allendale, NJ, (201) 646-5174 days, (201) 327-2411 eves. (4)

18' BUZZARDS BAY HERRESHOFF sailboat (14' on the water), cedar on oak, 9 years old, in excellent condition with perfect sails and brightwork. \$7,500.

TIM ELLIS, Chewonki Foundation, Wiscasset, ME 04578, (207) 882-7323. (4)

Looking for a Boat or Gear?

SEASCAPE DOUBLE KAYAK, in excellent condition, red over white with two nylon/neoprene spray-skirts (retail \$75 ea.). \$1,500. Two pairs W.F. San Juan 96" 2-piece paddles, \$100 each. Two pairs W.F. San Juan 90" 2-piece paddles, \$100 each.

TONY OPPERSDORF, Lincolnville, ME, (207) 763-3664. (4)



13' GAFF RIGGED SLOOP, traditionally crafted daysailer/tender. Mahogany on oak, inboard motor. Its fun and makes you think you're in a Winslow Homer painting. \$950. **MARK DAVIS**, Providence, RI, (401) 861-6825. (3)

WILCOX CRITTENDEN BOX COMPASS, 3" diameter in gimbals, new condition. \$20.

WALTER HAWES, 192 Old Marlboro Rd., Concord, MA 01742, (617) 369-6915. (3)

BRONZE SAIL TRACK, 11/16" wide, 3 sections; 7'9", 6', 4'9". 18'6" total length. \$10.

WALTER HAWES, 192 Old Marlboro Rd., Concord, MA 01742, (617) 369-6915. (3)

PROFESSIONAL BUILDER WANTED. To build Fred Bingham designed **ALLEGRA 24** and **28** in one-off foam core or C-flex construction. Leads and sound prospects furnished for both hulls and sailways. **FRED BINGHAM YACHT DESIGN**, 861 Front St. Apt. B, Grover City, CA 93433, (805) 489-5914. (4)

18' CABIN CRUISER HULL, fiberglass deep-vee in good condition. Cabin and interior need a lot of work. No trailer. \$150.

DONALD MANNING, Rt. 3, Thornton, NH 03285, (603) 726-3534. (3)

20' CLASSIC LAUNCH, built 1929. 4 cyl. Red Wing. For restoration. \$1,200 or B.O.

MONTGOMERY BOATYARD, Ferry St., Gloucester, MA 01930, (617) 281-6524. (4)

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.

18' SHARPIE KETCH, from Gardner's **BUILDING CLASSIC SMALL CRAFT**, but with small cuddy. All sails, trailer, pram, ready to go. \$2,800

LEN JACOBS, Sea Cliff, NY, (516) 759-0702. (3)

18.5' ALACRITY TWIN KEEL SLOOP, British by Hurley Marine, 2 jibs, main and spinnaker, 3 berths, head, 5hp Volvo OB, Lloyd's Certificate, anchor, compass, skiff, etc. all in good condition. Exceptional value at \$4,000 firm.

BERN WAHLE, Sandwich, MA, (617) 420-1512 eves & wknds. (3)

16' BOLGER SAILING SKIFF, double ended **WINDSPRINT**, built 1986. Epoxy impregnated plywood, weighs less than 100 lbs. This boat flies. Lots of room for two or three adults. A great beach cruiser. Making way for a larger Bolger designed catboat. Asking \$900.

ANDY JEWETT, 411 Northern Pines Rd., Gansevoort, NY 12831, (518) 584-9065. (3)

17' LAPSTRAKE CANOE, built by Walt Simmons, cedar plank, ash frames, mahogany trim; set of double paddles; can be rigged to row; an absolute beauty in immaculate, like-new condition. A \$3,000 value for \$1,950.

FERRIS ANTHONY, N. Royalton, OH, (216) 237-6189 after 6. (3)

12' TEAL, Payson/Bolger rowing skiff. Epoxy sheathed marine plywood with spruce and Douglas fir framing. White. Complete with 6.5' Shaw & Tenney spoon blade oars. \$400. Would consider delivering.

LARRY PRITCHETT, P.O. Box 126, Rockland, ME 04841, (207) 594-8806. (4)



16' SALISBURY SAILING DORY built by Lowell's Boat Shop, Amesbury, MA. 1983 classic in mint condition. Complete with trailer. Asking \$3,000, negotiable.

R. BELLEROSE, Lowell, MA, (617) 454-3866 after 5 p.m. (3)

17' INTERNATIONAL SAILING CANOE, decked cold molded mahogany hull spruce mast. Includes trailer. Excellent condition. \$2,500.

RON MIDGETT, Easthampton, MA, (413) 527-8033. (3)

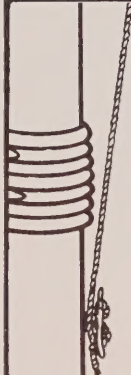


25' BLACK SKIMMER, Bolger design sharpie, Pigeon Hollow mast. \$7,800.

PETER MC CARTHY, Merrimac, MA, (617) 346-9871. (4)

17' ATKIN DESIGN LAUNCH, 1982, wood. Stored 1984-1986. Completely refinished inside and out. Professionally rebuilt Atomic Four inboard. New cradle, mooring cover, anchor, fire extinguisher, automatic bilge pump, flags and lights. \$4,500.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (4)



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