



messing about in BOATS

Twice a Month!

Volume 5 ~ Number 11

October 15, 1987





Commentary

**BOB
HICKS**

messing about in BOATS

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

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

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

Our Next Issue...

Will concentrate on our visit
to the Chesapeake Maritime Muse-
um's Small Craft Meet at St. Mi-
chaels, MD, in early October.
Should be quite a lot to see there.
Any room left over will be devoted
to reports on the Mighty Merrimack
River Race, a sail in a Bolger de-
signed cat ketch, a thrill ride in a
cigarette boat, more of Tom's
Townie adventures, and Stan
Dziemja's all-out effort to get his
Great Pelican on the water this
season.

On the Cover...

Fred Shell builds these really
nice little kit sailboats, and enjoys
them himself on the waters of Lake
Champlain, right across the street
from his shop. Full story in this
issue.

How interesting it has been
this summer for me, the wooden
boat guy, to listen to the people I
know who build fiberglass small
boats talking unhappily about the
rotomolded polyethylene boats ap-
pearing on the market. Kayaks, ca-
noes, pulling boats, rowing shells,
dinghies, small daysailers, all the
province of the fiberglass boat-
builder, now are becoming available
in heavy duty plastic milkbottle
material. And usually for much
less money. Naturally there is con-
cern amongst the fiberglass guys.

I can hear the small wooden
boat builders commenting to them-
selves on this, "now it's your
turn, guys!" Fiberglass builders
have seriously depleted the wooden
boat builder field as their products
took over markets formerly served
with wooden craft. And now, it
would appear, the fiberglass people
are in turn menaced by this new,
even more impersonal, sort of boat-
building material.

While the economic implica-
tions obviously loom large, the fi-
berglass builders talk about how
these new plastic boats aren't even
"built", but constructed by loading
up a large metal mold with the cor-
rect amount of plastic resin pow-
der, and turning on the heat and
the rotation. In a while, a boat
takes shape in this metal womb.
Where's the craftsmanship in that?
Again, just the question the wood-
en boat builders asked of the fiber-
glass guys.

Certainly there's a greater de-
gree of boatbuilding in a hand laid
up fiberglass craft than in a roto-
molded plastic one. Usually in the
beginning, a wooden boat has to be
built by someone as a plug for the
mold in which the fiberglass build-
er will later lay up his layers of
polyester resin and glass cloth and
roving. While the wooden boat
builder painstakingly cutting and
fitting the pieces to his wooden
craft will scoff at the building up
of layers of resin and glass fabric
as "building", it still is a
hand-crafted job, albeit not as de-

manding in variety of skills as the
wooden versions. The skills come
in when quality is observed, good
or bad boats can be made equally in
wood or fiberglass. I guess a bad
polyethylene boat would result from
an improper load of plastic powder,
or incorrect timing cycle, but the
result would probably just get
heaved out, after all, another one
can be cooked up in a very short
time.

Then too, many of the small
fiberglass builders do add on a lot
of wood trim and various hardware
bits. A heavily wood detailed fi-
berglass hull can be hard to dis-
tinguish from a wooden one at a
short distance. But, as yet, there's
no mistaking the polyethylene boat.

Well, fiberglass boatbuilding
didn't completely kill off wooden
boat building, nearly so in larger
craft, but less so in small boats. It
did take over the vastly larger
share of the small boat market
though. And now, rotomolded poly-
ethylene boats will most likely im-
placably do the same to the fiber-
glass builders. All the people who
want a boat to do a job for them,
and who are not hung up on how it
looks, will go for the far less
costly rotomolded craft. The cost of
tooling up for these is so high that
small builders are unlikely to get
into the business. But the molds
will get bigger and bigger so the
boats will too, moving steadily into
wherever it seems the production
volume needed to justify the tool-
ing up exists.

The economics are implacable
too. Wooden boats will always cost
more to build than fiberglass boats.
Now, fiberglass boats will always
cost more to build than rotomolded
plastic boats. Limiting the human
hands-on involvement to the one
up-front major cost of toolmaking
cannot help, but far underprice the
resulting product. So, in time, the
"hand laid" fiberglass boat built by
the small builder will become a
luxury item just as a wooden boat
is already.

ANNOUNCEMENTS

MARITIME HISTORY SYMPOSIUM

Mystic Seaport Museum will host its annual Maritime History Symposium on November 6th and 7th, featuring a selection of topics relating to the region's nautical past. The illustrated lectures will be held at the Seamen's Inne. Registration fee is \$30 (non-members) including a Friday evening reception amidst the Schaefer Building "Shipwrecks & Disasters at Sea" exhibit, and Saturday luncheon. Registration and program information from Symposium, Curatorial Dept., Mystic Seaport, P.O. Box 6000, Mystic, CT 06355-0990.

ANOTHER CLAYTON CORRECTION

I'm getting too careless in gathering specifics, or else people are reading this magazine more closely. Herewith a further correction for my Clayton report in the September 1st issue.

"Under the 'Of Outboards and Engines' section, you stated that the winner of the Outboard Boat and Motor Award was PUDDLE JUMPER, which was a small antique hydroplane. PUDDLE JUMPER was the winner, but it is not a hydroplane. It is a 1958 Penn Yan Captivator 14 with a 1958 Johnson 35hp motor. Enclosed is a photo of my boat."

Chris Holcomb, Syracuse., NY.



STEAMBOATS ON THE TRENT-SEVERN

"I was interested to see NOLA on page 11 of the September 1st issue. A fine steamer and crew. She was one of the boats in a 19 steamboat flotilla that cruised up a portion of the Trent-Severn Waterway that connects Lake Ontario to Lake Huron.

The prime attraction of that trip was the Peterborough Lift Lock, an engineering marvel. All 19 steamers plus a Parks Canada tug floated into the lock and then up we all went, 65 feet into the air, boats, water, lock and passen-

gers! A great experience, worth the trip to Ontario in itself.

After cruising on to Stoney Lake, the boats were hauled out and trailered to Kingston, Ontario, for the annual steamboat meet there. This might explain why NOLA was the only steamer at Clayton. The steam launches at Kingston came from as far afield as Florida, Maryland, Ohio, Maine, New Hampshire and Massachusetts, as well as the expected locals from New York and Ontario."

Barry Harcourt, Tewksbury, MA.



AN ALLEGRA IN WOOD

In recent issues we've noted that west coast naval architect Fred Bingham has been looking for some eastern builders for his ALLEGRA 24 cruising sailboat design. Co-incidental to Fred's letter, we heard from reader/builder Bob Wilmes of East Haddam, CT, about an ALLEGRA he has underway.

"Thought you might be interested in the progress on a new boat we have under construction for some folks who live in Ohio and do most of their sailing on the Great Lakes. Launching will be next Spring, and they hope to sail the boat home during their vacation. We have the decks and cabin on and

are getting ready to install the cabin roof. Visitors are welcome in our shop any time. Here are the specs on ALLEGRA:

DESIGNER: Fred Bingham

L.O.A.: 24'

BEAM: 8'

DRAFT: 3'7"

DISPLACEMENT: 6,500 lbs.

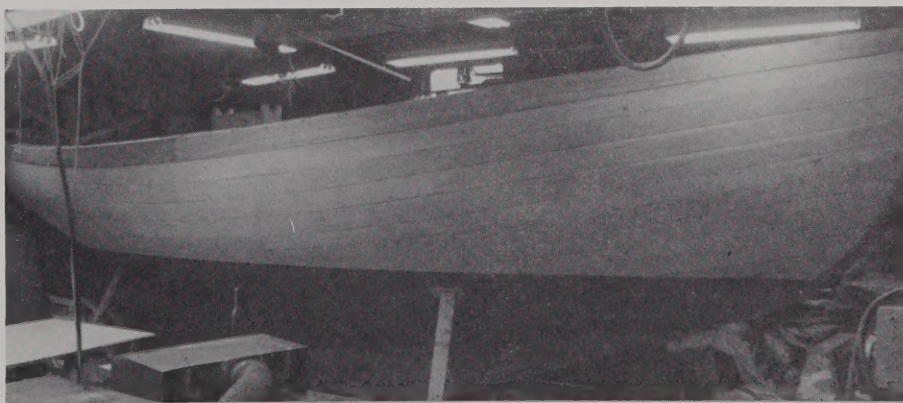
SAIL AREA: Three working sails, 374 sq. ft.

POWER: 10hp diesel

CONSTRUCTION: Plank on frame, white cedar on oak, bronze fastened, varnished mahogany and trim.

SPARS: Sitka spruce

Bob Wilmes' shop is located at 120 Warner Rd. in East Haddam, CT 06423, his phone is (203) 873-1051.

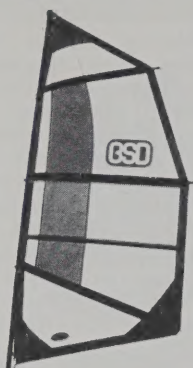


MARINE SURVEY Sail or Power

CLIFF BUEHRENS

494 Annaquatucket Road
North Kingstown, R.I. 02852
Tel. 401-295-0649

Member - Society of Naval Architects & Marine Engineers



MODERN, EFFICIENT SAILS for all small craft. Excellent windward ability with full batten sails derived from board-sail and hang glider technology. Compact storage, light weight. B.S.D. Batwings.

Balogh Sail Design Star Rte., Box 79M
Cedar Island, NC 28520, 919-225-6631
or call Hugh Horton Small Boat Co.
313-868-7900 or 313-465-6859

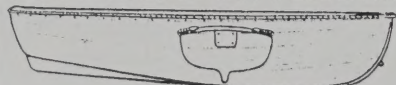


Fine rowing craft, including the ALDEN OCEAN SHELL, MARTIN TRAINER, APPLIEDORE POD, KITTYER SKIFF. Sliding Seats, Oars, X-OARCISOR. Free Instruction.

DIRIGO Sea Touring Kayaks
N.E. Dealer for MAAS Shells, AERO, VANCOUVER 21, DRAGONFLY.

55 SPICER AVE, NOANK, CT 06340
(203) 536-6930

THE BRAS D'OR TENDER



The BRAS D'OR TENDER has been molded from a 12 ft. wooden lapstraked rowing boat built nearly sixty years ago at the Alexander Graham Bell boat shop located at Beinn Breagh on the Bras d'Or Lakes in Baddeck, Nova Scotia.

In producing this boat in fiberglass, careful attention has been given to the quality of workmanship. Care has been taken to duplicate the original contours of the lapstrake planks in laying up the hull. The boat can be rowed by one or two persons, powered by outboard or sailed. Ease of maintenance combined with durability and quality of design make this tender a versatile and economical boat for the discerning small boating enthusiast.

See Us At The SMALL BOAT SHOW
in Newport, RI. May 15, 16, 17.

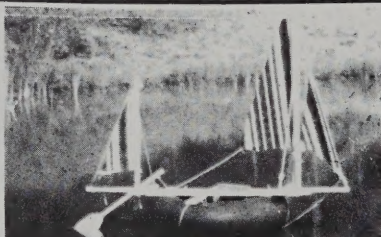
cape breton
boatyard
limited

Box 247 Baddeck, Nova Scotia,
Canada B0E 1B0, PH: 902-295-2664

ON DISPLAY



ComPac 16', 19', 23', 27'
Nimble 20, Appledore 19
Nordic Dinghies, Dyer Dinghies,
Halcyon Punt, Dirigo Dipper & Splash
THE SMALL BOAT SHOP
at Rex Marine Center
144 Water St., So. Norwalk, CT 06854
203-854-5223



DOVER CLIPPER TUBE. Custom built sailboats for the yachtsman who demands both challenge and tradition at a modest price. F M Co, Box 35, Verbank, NY 12585.



ROWING SPORT

ALDEN OCEAN SHELLS

17 SLIDING SEAT BOATS FROM APPLIEDORE PODS TO RACING SHELLS
WE MATCH A BOAT TO YOUR NEEDS!

BOX 17, IPSWICH MA. 01938
[617] 356-3623



PISCATAQUA SAILING WHERRY

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

BAY of MAINE BOATS

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

Kayaks don't have to be big and heavy!

Introducing...

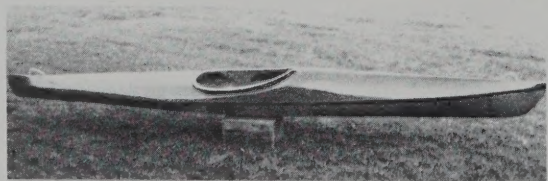
"DELTA"

A SMALL TOURING
KAYAK

Kevlar Construction
\$775 Complete
Just as fast as
the long ones, but
lighter and more
maneuverable.

Call for Info

(716) 434-5755 Catalog \$1



13'10"x23.625"x26lbs. 30" Cockpit

WEST SIDE BOAT SHOP

7661 TONAWANDA CREEK RD.
LOCKPORT, NY 14094



Seamaster Boats

A 25 Year Dream in Search of Fruition

Bob Whittier is living proof of that cliché about the "stubborn Swede". He's been striving now for 25 years to get his dream boat out into the hands of people who would appreciate it. He did succeed during those years in building and selling about 25 of the boats, marketed by him as Seamaster Boats. That's what he calls the boat, SEAMASTER. Because it indeed masters the sea's less desirable effects on typical outboard runabouts.

The major obstacle to success has been Bob's own ideas of what makes a proper boat. He's spent 30 years writing on boating topics, books, boating articles in the boating press, boating editor for outdoor magazines, that sort of thing. He's got plaques and awards hung in his home from the boating industry recognizing his contributions to boating safety and to the boating industry. Bob's a pragmatic, no-nonsense boat addict and all of his writing presses on about sensible and rewarding small boat recreation. His creation, the SEAMASTER, came to represent all of these ideas. What it doesn't represent is catering to "styling" and "sex-appeal" ('if boats can be said to possess such an attribute, as ad men seem to think they do). Bob's sensible SEAMASTER just doesn't look flashy enough to the marketing man and the ad man. Too sensible. No flash, no pizzazz.

In an era of short, wide fiberglass outboard runabouts that carry huge motors on their transoms and hurtle along tilted bow high with the waves pounding the hull right under the passengers, Bob Whittier offers a long, slender craft that planes nearly level, slices through the waves and chop, absorbs any pounding well forward, and moves easily on modest horsepower. He's been offering this boat since 1966. He first conceived of it in 1961. Even then it wasn't a popular notion, it has a lot of the "sensible" notions of early day motorboats that would travel fast on modest power, hull designs that had to move easily because power plants were feeble. Bob's design is a planing hull, not a displacement one. It's fiberglass, not wood. But it looks sort of old-timey.

The boats that got built were snapped up by sensible people. College crew coaches on Boston's Charles River spotted Bob's SEAMASTER one time when he had it on that river. The coaches tried to stay with their crew shells at up to 15 knots in typical outboards, tipped way up at speed and making large wakes that interfered with the shells. The SEAMASTER cruised effortlessly at the needed speed and stayed nearly level on the water making little wake. And should need be, the coach could pick up a swamped crew and shell en toto on board the long narrow SEAMASTER. A number of SEAMASTERS are still at work on this task today. Others who became SEAMASTER owners were people tired of being pounded on rougher waters in conventional planing outboards.

There was no lack of publicity. Bob wrote about his boat often and at length. An article he wrote in POPULAR MECHANICS in 1971 drew a thousand inquiries and several firm orders. But Bob worked out of his home. The prototypes and first few production models were one-at-a-time efforts, the glass work farmed out to small fiberglass shops. The response from

the POPULAR MECHANICS article encouraged Bob to build new molds with detail improvements. They were nearly done when the shop doing the work burned to the ground! This was more than he could handle, and he dropped the whole project for a couple of years.

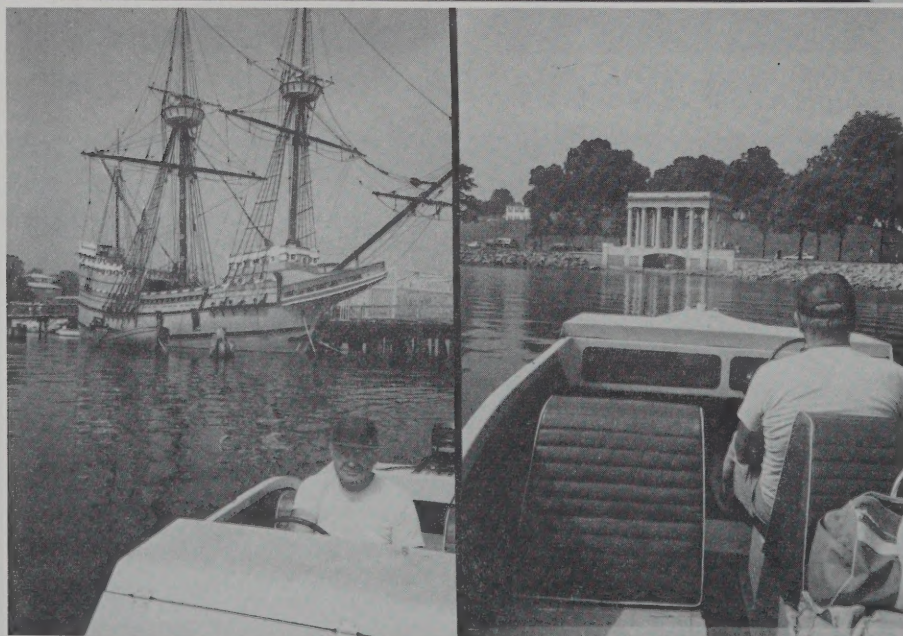
In 1973, the fuel crisis brought renewed interest in economical pleasure boating. Bob built new molds and got some production going at another shop with a good reputation. But new management soon made that arrangement a failure, and Bob got the few boats he had firm orders for built as best he could. Local zoning closed his own home shop as a location, and part time help in other small shops did less than quality work. So Whittier folded up the whole project in 1980, stored the molds and used his demo for his own pleasure.

We had a ride in this boat earlier this summer. It was a bright sunny drive to Duxbury, MA, where Bob lives, but when we launched the SEAMASTER on Duxbury Bay, the fog bank was only a short distance offshore. We never got out of the bay in view of this, and even the large bay area was much reduced in useability by the fog. Still, I was able to run the boat through paces suggested by Bob (I'm no outboard man) and it was interesting.

The 22.5' long hull is only 70" wide max, 58" at the waterline. This makes it appear very long and lean, bringing to mind that stereotype phrase, "greyhound". Ahead of the midships cockpit the foredeck reaches way out there. Behind it, a spacious walk-around cockpit floor with low gunwales goes way back to the 40hp outboard. It's something like driving those older cars with the long hoods. Two seats side by side face forward behind a fold-down windshield. Two others face to the rear. Side coamings rise

Bob Whittier and his long running dream of a proper boat, the "Seamaster."





up from the low rear freeboard to provide superb protection for the passenger/driver area, about the height of your automobile door windowsill. But, like those great old cars, if it's a nice hot summer day, you fold the windshield down into its storage area on the fore-deck in about 10 seconds, underway or not.

Giving the SEAMASTER the gas results in steady acceleration, it's not a rocketship with 40hp. But as you get up to speed, 20 to 25 knots, you still can see where you're going while seated, as the bow rises maybe 3 or 4 inches on the plane, the whole hull lifts slightly instead of the bow tilting up abruptly and getting in your face. Then it's cruise time and like on rails, you slice along. We had no seaway to demonstrate Bob's claims of stability and easy ride in, but found the Plymouth harbor-master's boat churning along towards the inlet at speed and did some water ski sort of wave crossing. Bob pointed it about 45 degrees to the wake and sat back, let go the wheel, and we sliced across with little swerving. I then amused myself with similar moves. Only when I tackled the wake at a narrow angle from behind, almost just staying in between two successive waves, did the boat wallow at all and then it was no trouble to one-hand control.

Bob says the SEAMASTER is very adaptable to conditions. When it gets rough, you ease off until the boat feels comfortable and carry on. This reduces pounding to a minimum at a speed higher than the short, fat planing hulls have to fall back to in order to avoid the discomfort of wave bashing. It's seaworthy in his view because of its ability to accommodate to a variety of wave and wind conditions and still make useful headway on moderate power. The low freeboard aft, which makes it easy to fish or swim off this boat, is well away from the waves encountered up front. Following seas lift the broad flat stern easily and the length/width ratio maintains directional stability with little likelihood of broaching, according to Bob.

I liked it. I'm not experienced in outboard runabouts and have no preconceptions about what they ought to be. I liked just sitting there and driving it along about 20

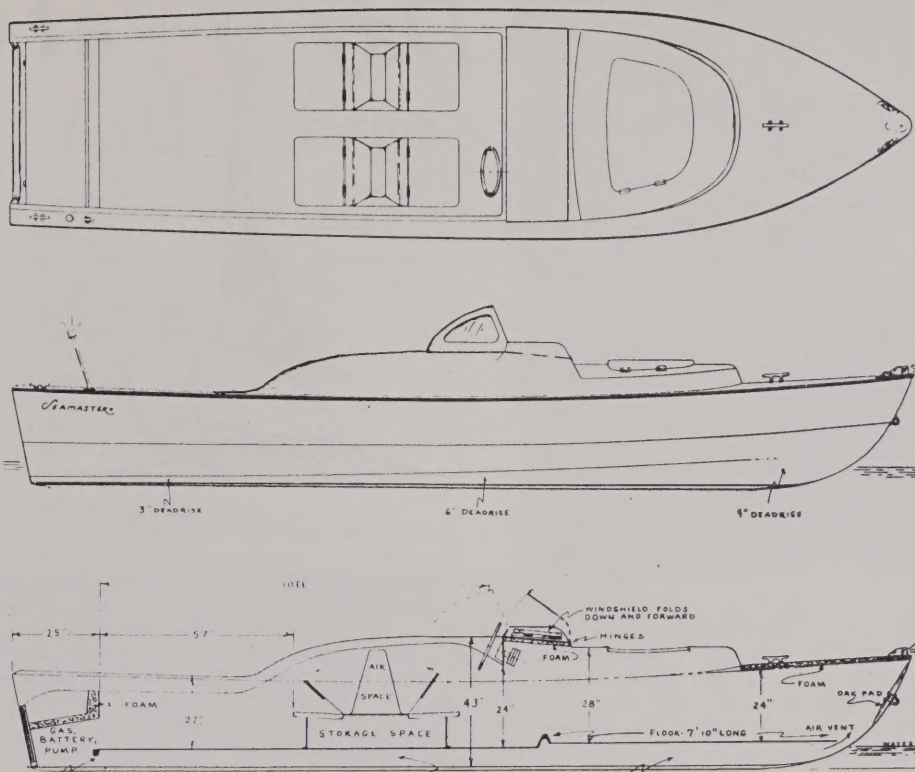
From the top: The Seamaster is long and lean, befitting that cliché term, "greyhound" in appearance. With the windshield up in place, the interior is very well sheltered from wind and wave. The sun peeked through alongshore as we did the Plymouth waterfront, the MAYFLOWER replica and Plymouth Rock.

knots in flat water, well off full throttle. In the heaviest fog, we sat up on the top of the seat backs, wide enough for comfortable seating, within easy reach of the wheel and throttle still, and offering a bit broader perspective looking for whatever was out there in that fog.

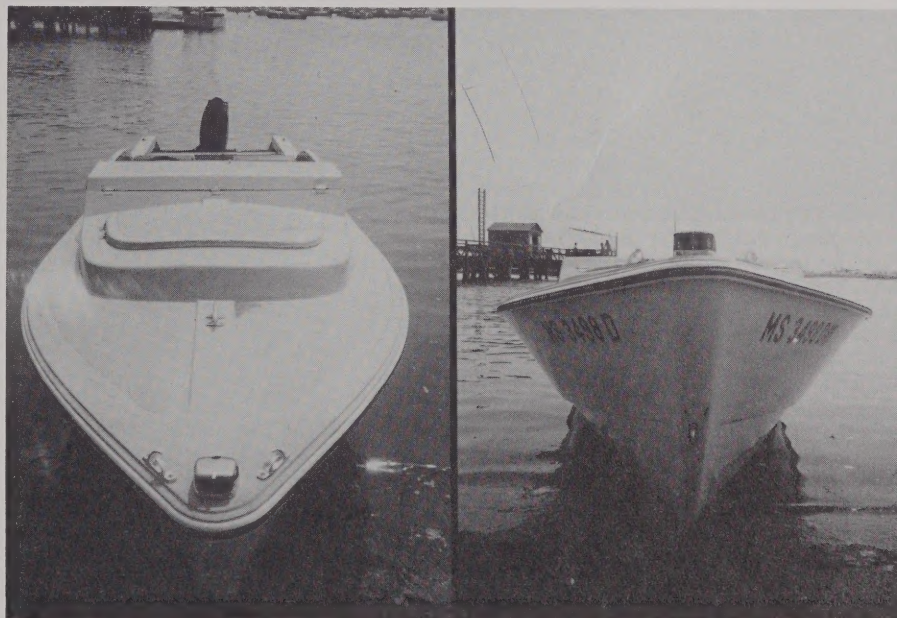
So, what's Bob now going to do? He'd like to sell the whole package, rights, molds, demo boat, etc. to a builder who'd do something with it. Bob says he'd need a 6 figure price to recoup his 25 years of invested time and money. But he knows that'll not happen. So he now thinks something in a low 5 figure payment and a royalty per boat sold arrangement might work. Bob's now too old to try again to manufacture the boat, he's at retirement age and wearied of the years spent on the dream to little avail. He has no shop of his own. He's had too much bad experience with small fiberglass shops' unreliability and poor quality control. He knows the outboard market today isn't interested in "sensible" boats like the SEAMASTER, not in volume production quantities. But he still believes in the boat's merits and that there's a modest market out there for it amongst people tired of the consumer boats available and looking for a sensible, safe, seaworthy cruising runabout.

You can't talk with Bob about it, he's been stone deaf since childhood and writing is the only way to communicate with him. Family and friends can converse with Bob as he can talk pretty clearly, but it takes a while to get used to talking with him. Phone calls are handled by his wife Helen, who then has to act as "interpreter". So if you think you might be a builder interested, write to Bob first at P.O. Drawer T, Duxbury, MA 02332. He's got lots of printed material on the boat, including bygone sea trial reports from major national magazines, in-depth background information, sales brochures, etc. He steadfastly believes in the boat and wants very much to see it find its niche in today's outboard boating market, a small niche that can keep a small shop comfortably busy catering to those who prefer a "sensible" boat to a flash ego prop.

Report & Photos by Bob Hicks



Exterior and interior details are shown in these drawings



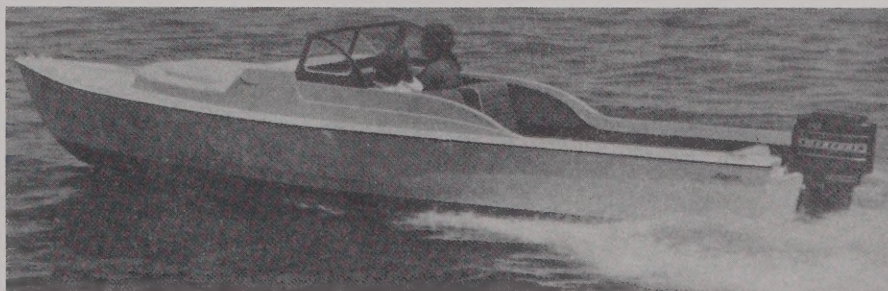
Above: The narrow hull is a planing hull despite its appearance being similar to early displacement designs.
Below: At speed the "Seamaster" stays nearly level as it comes up onto a plane, giving a smooth, controllable ride in a variety of sea conditions.

RUDDER DESIGN BREAKTHRU

Reduces drag. Design study, color photo test rudder, formula and directions for modifying your rudder, power or sail. (Patent pending) Send \$10.00 (\$13.00 foreign)

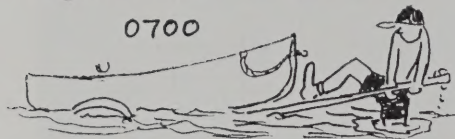
SLOTTED RUDDER DESIGN

P.O. Box 38036 Tallahassee, FL 32315



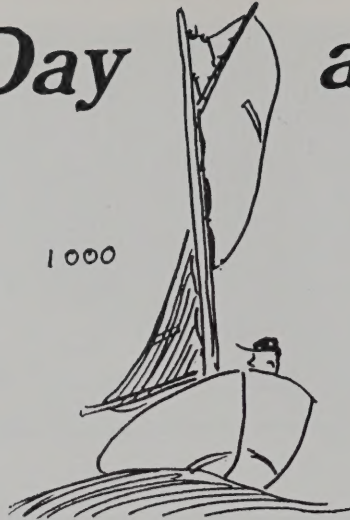
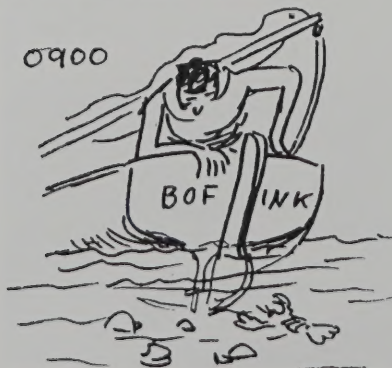
A Day at Sea

Clearing weather and some wind was forecast. High morning tide was at 5:30 a.m. I planned to have a full day on the water and launch from the trailer around 7 a.m. The beach at Lane's Cove has such a gradual grade I would have to walk the boat and trailer into deep water. This is, of course, no problem with a 12' boat. When BO-FINK was on the verge of being water-borne, I gave it a nudge with my foot as I held the trailer tongue. I moved the boat to a spot

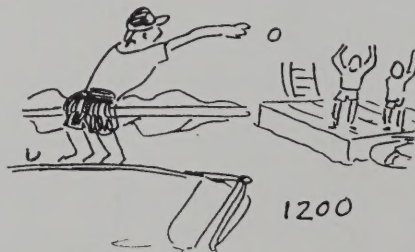


in the Cove where an early departure would not find us grounded out on the falling tide. The mast was set up with a gaff-headed main I had not used on this boat before. My cargo consisted of a smaller sail (should the wind kick up later as promised), my old binoculars, sun screen, a banana and a plastic bottle of water. We got underway with about 6" of water under the keel.

I rowed out beyond the lobster pots with sail set, looking for the wind. It had trickled off to just a faint whisper. The sea was lumpy from the earlier breeze and BOFINK reacted as expected with a slam-bang gyration of gaff and boom. It's a wonder the mast didn't just jump out of its step. After a half-hour of this, the 2hp motor was brought into action and we retreated to the Cove to "lick our wounds" and think things over. After anchoring in hip deep water, having a cup of morning coffee at the local shop seemed a rational move. This recess would be short enough to allow me to return to BOFINK while she still had water to float in. The clear shallow water revealed a display of hermit and stone crabs going about their business sideways. A small lobster made an appearance as I watched. I just sat there for a while watching the activity in Lane's Cove, both above and below the surface.



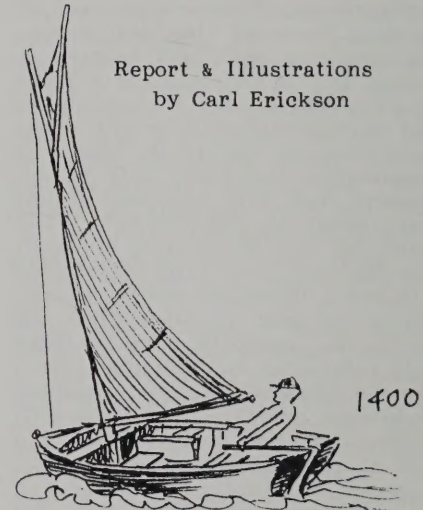
Time to try sailing again. Again we rowed out only to find conditions unchanged, lumpy and bumpy. Again, back to the Cove. Some kids were having a great time with an inflatable raft. I wondered if they were Gloucester's future lobstermen. How much fun to be a kid and have water to mess around in. I spotted a tennis ball in my bilge. I had been tossing it to my son's dog the day before. This I threw to the kids, now on the dock. Our game of catch between dock and anchored boat required some concentration on the part of all of us.



Time was fleeting and still no wind. My wife was now no doubt awake and I decided to take more shore leave to get some daisies for her on this, our 39th, wedding anniversary. The purchase, and the walk to the house and back, took another half hour. Again I returned to BOFINK before she grounded out. We were soon off again in quest of that elusive wind. This time we motored to Plum Cove and just drifted. Surely we would get some wind soon. In the meantime, I stretched out for a snooze. A good sized yacht lay off my starboard beam with the same idea.



The wind arrived. Not all at once. Just in a bashful sort of way. But definitely coming for a visit. It was now nearly 2 p.m. As we got underway, the wind picked up and the sea lost its lumps. We headed for Halibut Point moving along in a very decent manner. My large gaff rigged sail pulled nicely. We circled the buoy off the



Report & Illustrations
by Carl Erickson

Point and headed in the direction of the Isles of Shoals (about 25 miles to the north), holding the course for a half hour and dreaming of actually going there in BO-FINK one day. I jarred myself back into reality then, and headed back for the breakwater of Lane's Cove. Already the wind was signalling its imminent departure and I was glad we were no further along on the way to the Isles.

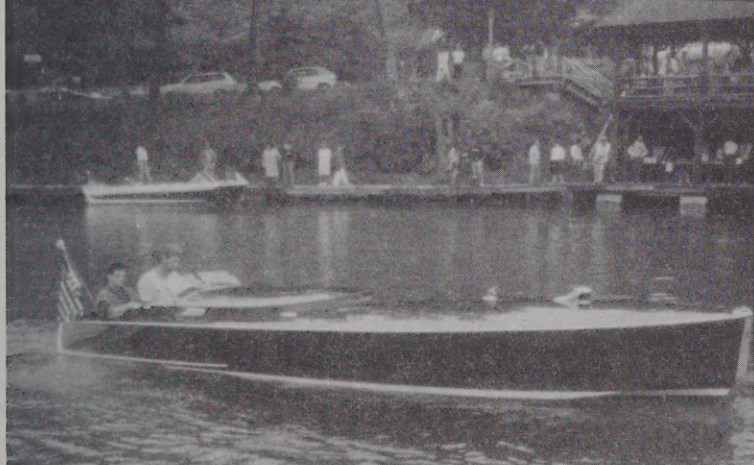
My course change had been timely and we were within striking distance of the breakwater when the wind whispered its last and departed. Had this day been worthwhile? After all, my intention had been to go sailing all day long. Instead, I was under sail for about two and a half hours. But, look at it this way. I had a pleasant relaxing sail for part of the day, enough to get the juices flowing. I had observed small creatures I ordinarily would not have seen, and I had been on-board BOFINK for several hours. This was all okay in my book. My son was available to help me get BOFINK back onto the trailer on the incoming tide. The cycle was completed.

It had been a ten hour day I will no doubt think about this winter. In describing my day to Pete, who lives over in Lanesville, I found him surprised to learn I had expected much in the way of wind before 2 p.m. on such a July day. Had I waited until then to board BOFINK, I'd have missed out on the other small events that occurred while I was simply messing about in my boat.

Classics at Lake George

The Adirondack Chapter of the Antique & Classic Boat Society hosted its 14th Annual Rendezvous at the Silver Bay Boathouse on Lake George in August. Despite poor weather, a number of interesting boats put in an appearance, including Harvard Forden's newest Zebcraft 70mph speedster and the Turcotte Brothers' Baby Gar, HELEN A with its 12 cylinder World War I Liberty aircraft engine. A few of the boats are pictured herewith.

Photos from Walter Fullam



Seen at Lake George: "Scotty Too", a Gold Cup racer replica; the pleasures of a roomy, twin cockpit runabout; Harvard Forden's exotic and expensive "Zebcraft"; EMPTY POCKETS, a statement about ownership of restored runabouts; HELEN-A and her big Liberty power plant, a fixture at all the meets this summer.

Fred Shell had a 12' SWIFTY just about assembled when we arrived at his shop enroute home from the Clayton Antique meet. Two hours later, despite the distraction of talking to us about what he does, Fred had the boat all apart and packed into its shipping crate, ready to go to Georgia for its new owner to re-assemble. That's really the best way to describe Fred's kit boats, for each one is dry assembled by Fred before being shipped out. "If you're thinking of spending a winter building one of my kits," Fred offers, "you might have to look for something else to do before winter's over."

Fred's doing very well with his line of self-designed rowing and sailing boat kits out of his home based shop in St. Albans, VT, a few hundred feet from the shore of St. Albans Bay on Lake Champlain. He's already shipped out 25 of his kits this year, mostly the popular SWIFTY 12' daysailer. At \$675 this is a lot of boat for the money and Fred's approach to kit building makes it very easy for anyone of normal competence with simple woodworking tools to put together a great little daysailer that has lively performance and room for sprawling comfortably. The kits are assembled from marine ply components with some hardwood and softwood components (centerboard trunk, middle thwart, etc.) by epoxy gluing together the components held in place initially with ordinary small wood screws. Fred's pre-assembly even creates the necessary screw holes, and he marks all the pieces where they come together when he does the pre-assembly, labelling them, noting alignment marks, etc. Literally he gives you 11 the "guidelines".

Last winter Fred came to our local small craft club meeting with an 8' MERRILEE in a shipping crate. In an hour and twenty minutes he put it together (dry) while talking about what he was doing and fielding questions. It was an amazing exhibition. Fred pointed out that he, of course, is very familiar with the assembly, but that the boat had had the usual pre-assembly procedure setting it up. The simple ladder frame jig



Modern wooden boats for rowing and sailing

you have to build from your own lumber he had already, of course, for his own production work.

These are not simple slab sided craft, but have virtually round bottoms due to the lapstrake construction of multiple strakes. All have simple marconi sail rigs on unstayed masts with half-wishbone sprit booms for simplicity and decent performance. Fred builds his own sails and spars too, which come with the kits. "It always bothered me to see boats advertised for a price WITHOUT SAILS", Fred remarked. Fred designed his boats "by eye" after the Scandinavian small craft he saw on a trip several years ago. He originally built in the Puget Sound area but found most of his orders came from the east coast, so relocated to Vermont, with his wife Debbie and their four daughters, on New England's "west coast" on Lake Champlain.

Taking up quite a lot of space in the new shop Fred built last fall, a 24'x32" two car garage plus covered storage shed sort of structure, is Fred's current dream, an 18' version of the SWIFTY, scaled up (with necessary adjustments in detail and size of stock) to be a camper cruiser. He had hoped to have it on the nearby bay this summer for tryouts, but has gotten so busy with the kit orders (he works alone) that the dream has reached only to a finished bare hull level. Fred figures it's only a week's work to finish it off for tri-

als (no paint or trim detailing) but can't get to it yet. He swears he'll be out there breaking a way through late November ice if necessary!

While we were spending the afternoon at Fred's, Stephen, one of his recent customers, and now a friend, showed up with the SWIFTY he's built, to try a new small job Fred had made up for him. With no shrouds or stays, the slender mast cannot handle a serious jib set flying, but for light airs they felt it might be helpful. Light airs we had. That morning it had been blowing 25 knots across the Lake but by 5 p.m. it was just skittish zephyrs here and there. Stephen unloaded the car-topped (on a Volvo station wagon) SWIFTY (it weighs a bit over 100 pounds so easily car tops) and they rigged the new jib. Fred rigged his own SEA SHELL pram and the two drifted off onto the bay. Stephen's boat was faster, of course, and he was pleased with how well it moved with so little wind, he and his son onboard. The job Stephen had done finishing off his bright red craft was first class and it was an attractive looking boat out there under sail. Fred sort of wishes he still had his own SWIFTY but he's selling them as fast as he can make them and, like the 18 footer, his own personal boat has to wait for available time.

Fred Shell will send you an information packet for \$2 if you'd like all the details on his line of boats, ranging from 8' pram to the 14' sailing skiff. He also builds complete boats from kits to order for those who don't have the time or inclination for doing it themselves. The SWIFTY completely built goes for \$1450 "sail away". Fred even conceived a unique shipping crate for a complete SWIFTY that had to go to Florida. He built a 110% size hull of lumberyard plywood, into which the real boat nestled very nicely. The kits come in flat crates of various lengths according to boat size. Shell Boats is at RD 3, Box 255A, St. Albans, VT 05478, (802) 524-9645.





Above: Fred had just finished the pre-assembly of this "Swiftly", and took it all apart in a couple of hours readying it for shipment while we visited.

Below: Stephen showed up with his "Swiftly" on the Volvo's roof, and soon it was time for a sail on the adjacent St. Albans Bay of Lake Champlain.



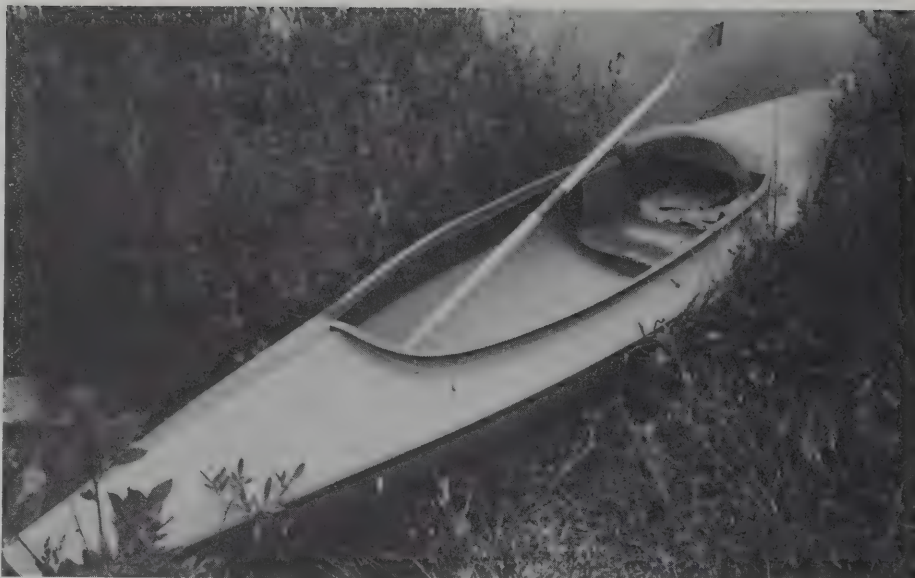
The week following our kayak expedition through the Cape Cod Canal reported on in our October 1st issue, Bart Hawthaway called me. "Bob," he said, "I don't think you're EVER going to be one of those eskimo rolling, sporty kayak paddlers, and I think I have a boat here you might like to try. It's a lot like your Folbot shortened up, with lots of beam and a pretty wide flat bottom, VERY stable. Great for photography or fishing."

So I drove right on down to Bart's to have a look. There it was, this short (12') beamy (32") little kayak with a huge cockpit, in Bart's standard olive drab gel-coat color. The rear deck sort of humped up like an old time Indy car, and a built-in seat hung from the side decks with a backrest around the rear edge of the cockpit made of high density resilient foam. Bart had also glued in some longitudinal foam beneath the side decks for positive buoyancy.

"When I saw how comfortable you were in that Folbot I thought of this, it's a mini-Folbot," Bart commented. It seems the boat is one Bart made in a set of molds he revised and refined for the Phoenix people down in Berea, KY, for something they call the "Poke Bote". They sent Bart the old original prototype and the molds, and he says his first reaction was that here was a new definition of "awful". Further investigation revealed he would be able to clean up the design a lot, which was what Phoenix had retained him to do. Before shipping the molds back along with a sample boat, Bart made this extra one.

"It weighs 26 pounds empty," Bart told me. Aha, here was a chance for me to try out one of my modest little notions. I've thought it would be nice to have a small, light kayak to pack into some more remote waters to explore. Not remote far away, but remote right around here. A thirty pound boat I could carry a ways. Notions of building one of Platt Monforts ultralight boats, or something out of 3mm ply and epoxy have remained just notions, no time. So I borrowed Bart's little boat and cartopped it to a state forest about 5 miles from home where a couple of really secluded ponds surrounded by marsh exist. They're about a half-mile and a mile and a half from the nearest road, over rough jeep road. The state has barred the jeep road to vehicles because stolen cars were being driven way into the forest and abandoned.

By the time I'd lugged the 30 or so pounds (Kayak, paddle, flotation bags I'd put in, camera) the half mile to Crooked Pond, I was ready to paddle. Access was through puckerbrush that surrounds the pond, closest to the jeep road being about 100 feet of brush busting to a spot where once



POKE~BOTE

Report & Photos by Bob Hicks

someone had a small dock. Some slippery old logs under the brush mark the old pathway, the dock's gone, a couple of weathered pilings remain sticking out of the pond. It's a small pond, about a quarter-mile long by a few hundred feet wide, the "crooked" comes from a kink in the middle where it narrows to a few feet and bends to the left, opening out in a hundred feet into a smaller section.

This was neat. I stepped into the kayak and sat comfortably into the seat, and paddled off into the "wilderness". Uncanny how quiet it was, yet Interstate 95 runs by a scant mile away. The surrounding woodlands seemed to screen out the highway noise. The shore was marshy all around, hummocks with grass giving way to brush and then smallish trees. The real woods are about 100 feet or more back from the shore.

Passing through the "narrows" I grounded out in soft mud, but by grabbing nearby small brush and poling with my paddle, I slid through. The water is so low that the outlet brook has dried up this summer. Around the edges a few weathered old box nests for wild fowl stood still on old pilings. The forest is a wildlife sanctuary today, though few know it. It's a totally undeveloped state area of a couple of thousand acres hidden here in suburbia and not even listed in the state's pamphlet of parks and forests.

The "Poke Bote" was ideal for this mini-expedition. Very comfortable and roomy, it paddled effortlessly on this "millpond" water and could be spun around in its own

length. Yet, it did not have that "slippery" feeling a downriver kayak I once owned had provided. I potted around the pond for an hour or so, poking into various little channels leading off into the marsh, taking a few photos, and just mellowing out in the quiet and seclusion. Nobody in sight or within hearing, the light wind rustling the grass and rippling the water the only sound.

The carry back out was easy enough, but I had decided not to hike the mile further to the second, more remote pond. While light, the boat was a bit awkward to carry. It was too wide to carry on my shoulders, one of those canoe portaging shoulder braces would have helped. So I carried it one handed slung across my hip, swapping sides every few hundred feet without breaking stride. The two halves of the paddle tucked in behind the seat sides into the back of the boat.

I guess I've got to give it back to Bart, but I'm now sold on my notion for a light, easy paddling small kayak for such undemanding little expeditions. I've got a list of places I want to paddle that are not easily reached with the 75 pound Folbot double. Particularly some remote marshes with tiny ponds and streams in them. And some of us locally are talking about the "Great Miles River Expedition" come next spring's high water. The Miles River is a dinky little tributary running through several nearby towns, one could do the whole thing probably in hip boots. But this little kayak would be much more fun.



Top, the Poke Bote was perfect for tiny lily padded Crooked Pond. It really does car top, no racks even. Jane enjoyed solo paddling in its secure feeling stability. The flotation kept the cockpit rim out of calm water when intentionally swamped, just barely.



This is Gad Robertson

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

This is Gad Robertson in a Dirigo 17



For free brochure contact

DIRIGO

P O Box 478, Blue Hill, ME 04614 • (207) 374-2877 • Enclose \$1 for a color photo



Return of a Herreshoff

Bernie Rolsma is a reader who lives a few miles from me. He designs and builds huge fiberglass tanks for holding dangerous chemicals. But he'd rather be building boats. His backyard is littered with various molds for fiberglass boats, the largest for a 28' sailboat, smaller ones for dinghies, etc. Some odd hulls also rest in the grass, for lack of time to carry further. A recent effort taken to completion is a nice little 8' sailing dinghy from a mold Bernie acquired somewhere. Recently Bernie phoned.

"I've just built an ocean kayak and I thought you might be interested in seeing it," he announced. He must have been reading my kayak reports, I thought, and as soon as a moment was in hand I drove over to Bernie's to see what he had wrought. There it sat, a very big, bright white bare hull, very nice gelcoat, but otherwise unfinished. The molds sat nearby. I had no idea what it was, Bernie obviously hadn't built the molds, he's had no experience with kayaks.

Big, isn't it?



"The molds came from the old Graves yard in Marblehead," Bernie explained in response to my first inquiry. "They were made in 1962 from L. Francis Herreshoff's strip built ocean kayak, the one he used to go camping out in and water fowling from off Marblehead." It certainly was big enough to camp in. The front deck rose up in front of the cockpit like the hood on a car, the cockpit sides were nearly armpit high. I could see L. Francis slipping down into that cave for a night's rest in complete comfort.

It turned out Bernie had built two of the boats. The first one weighed 97 pounds. "Biff Martin says a good ocean kayak has to weigh at least 100 pounds to be able to take the seas," Bernie said. He had been at first disappointed that he'd fallen short of this mark. But then he'd found that even big solo kayaks today weigh in around 60 pounds or so, so the second boat was slimmed down to 72 pounds. Bare hull. Bernie's son jumped up onto the deck of the boat and hiked along it, showing me how strong it was. It was. "But, that's not what kayakers do with their boats," I protested.

A few days later after Bernie had finished off the two hulls into useable condition, we all gathered at nearby Hood's Pond for a paddling session. A nice northwest breeze about 15 knots was blowing, just small ripples on the water, of course, but good for a test of windage. I figured this tall ship would have plenty of that. We launched the two boats, and after several of Bernie's family had taken their turns paddling, I took the lighter model around the pond. Selman Graves had turned up, he's one of the two brothers who sold off the Graves yard a few years ago, and was active in the family business during the L. Francis days when this kayak was a hot project. Selman filled me in on the back-

ground while I waited for the Rolsma youngsters to finish their play.

The early '60's was the time when fiberglass boatbuilding had really gotten rolling. L. Francis had agreed to the Graves yard using his strip built kayak as a plug to build fiberglass production models. Eventually over two years, 1962 and 1963, several dozen were built and sold. But marketing was never really pursued assiduously and the yard went on to other boatbuilding, chiefly sailing yachts. The molds were stashed away until the yard was sold, then they went to Biff Martin and from him to Bernie. Biff, it seems, is a long time neighbor and friend of the Graves'. It was he who filled Bernie in on the strength aspect.

Maybe this boat is heavy and big, but it paddled easily enough, lots of "carry" once underway. The wide, flattish bottom provides great initial stability, a full length keel strip and two bilge keel strips provide "tracks" that keep it going straight no matter what you do with your paddle. It can be turned, but takes some room and effort. A rudder would seem to be necessary. With no interior finish, the bare hull was made serviceable with a seat and backrest provided by two flotation cushions. The high cockpit sides made for a sort of high arm position in order for the paddle shaft to clear the edges of the cockpit. Even my 9' paddle was a reach to the water. The windage was there, as long as the bow was right into the wind, progress was smooth, but fall off just a bit and she'd start right on around side to the wind, requiring some heavy one-sided paddling to regain directional control.

I missed the ability to brace my knees against the deck, it was so far off the bottom that a deep knee bend was needed to make contact. Not that knee bracing was needed on this protected pond, but

trying to see how it could be accomplished for ocean paddling interested me. It couldn't, not without some very big knee pads, or a seat raised up several inches off the bottom.

Selman explained that a sort of drop-in seat setup had existed, much like today's sliding seat rowing rigs. The seat on one end of parallel rails, adjustable footrests fitted into a series of slots across the other end. No place to prop

one's feet is an awkward feeling.

The cockpit is large enough to be used as a double, the kids doubled up easily enough, two adults paddling would have to be well synchronized to make it work. The overall length of 16'3" and beam of 27", coupled with that height (or depth if you will) provides a huge amount of room in which to carry gear. Camping out from this boat would be like camping in a travel van, lots of room for everything

you'd need. And, like a travel van, it's no sports car in action. Sedate, steady, said to be a good sea boat with that L. Francis touch, this is a big kayak for one who wants room.

Bernie'd like to build some if there's interest in this sort of kayak, with its heritage and all. Drop him a note if it intrigues you, Bernie Roisma, 92 Main St., Topsfield, MA 01983.



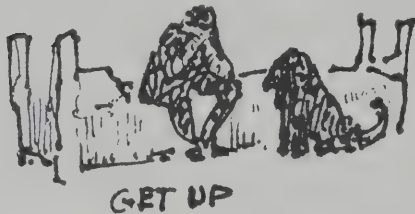
Bernie Roisma took a few minutes off from tank making to join us at the pond. Selman Graves and Ricky watch as Dan comes in from a tryout. Lots of directional guidelines on the bottom. Patty and Heidi ready to go double around the pond.

Centerfold overleaf. A small girl in a big kayak, Patty was able to paddle upwind despite the disparity in size.





I roiled over in bed, to face the wall. "Good morning," the wall said cheerfully. "Good morning," I moaned, "is anything going to happen today that I should know about?" "Like what?" the wall asked. "Like getting another boat." "You'll have to get up to find out," the wall said. "Do I have to?" I pleaded. "Today's a new day!" the wall exuberated. "Today's just another yesterday," I despaired. "If I felt like that, I'd fall down and then where would you be?" "Underneath, probably." "Right. Things depend on us."



Before I could think of a rebuttal to justify my lethargy, the dog entered the room. "Get up," the dog demanded. "Get your leash and I'll take you for a walk." "No. Go away and let me die in bed." I said. "Get up," the dog insisted. "You know you'll feel better after a walk through the woods."



The door slammed, the windows rattled, books fell off the shelf and a shade flew up. "All right, all right. I'm getting up." I got dressed and ate mechanically, got the leash and was dragged out the door by the dog. In the woods the dog stopped to water a tree.



"How does it feel to be a tree?" I asked. "Great," the tree replied, "except when that silly dog comes by." The dog growled. "Why do you

put up with that dominating dog?" the tree asked. "He gets me going. I wouldn't do anything if something didn't get me going. That's why I think I should have been a tree. Or maybe a rock."



"How does it feel to be a rock?" I asked a nearby rock. "No problems," it replied. "How do I get to be a rock?" "You don't have much to say about it." "Don't we have anything to say about anything?" "Not anything of importance," the rock answered.

"Come on!" the dog barked impatiently, "Why do you waste your time talking to trees and rocks?" "Ancient man thought everything had a spirit and that you could talk to anything." "Don't lecture me," the dog interrupted. "Oh, I forgot. You've been trained and taught a little nonsense." "So who's leading who?" the dog asked. "I'm more intelligent, so you're leading me," I admitted. "Naturally," the dog said smugly, and added, "It's time to go home."

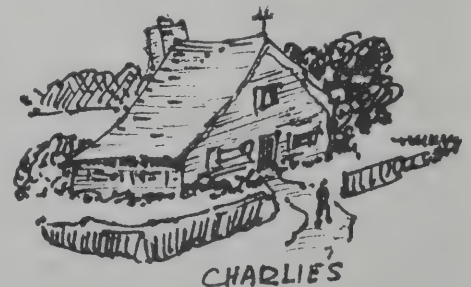


He dragged me out of the woodlands back to the house just in time to meet the mailman. "Oh Christ, I'll have to talk to him." "Be polite," the dog admonished, "You can't talk to objects all the

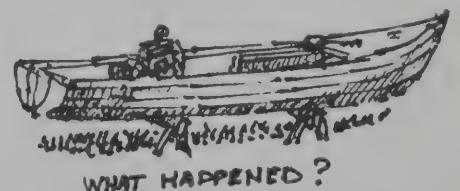
time." "Letter for you," the mailman said. "Thanks," I mumbled. It was a letter from a "Charlie" in Wellfleet. It said he had my boat and that I should come down and pick it up. "That boat broke loose from its mooring last fall," I remembered. I couldn't believe it survived. I hitched a trailer to the '62 Dodge Lancer and drove to the Cape, wondering if it was my boat



and what condition it was in. I parked in front of a little saltbox house and rang the ships' bell on the door. The door opened. "Come for the boat?" Charlie asked. "Yep." "It's out back. Go have a look. I'll be out shortly."



I walked around the house where a green boat sat on two low sawhorses. I pulled the loose tarpaulin off. It was the boat all right. I climbed inside and sat there for awhile. "What happened?"



I asked eventually, "Would you believe that I couldn't find the Atlantic?" the boat admitted reluctantly. "I believe it because I al-

ways found myself in it trying to avoid it." After a long pause I asked, "Well, what do you want to do?" "Patch me up and we'll check on the rabbit you put on Lovells Island --- perhaps take another cruise." "What about racing?" I asked. "When the racing season starts you'll sail me out there looking for a way to win," the boat said. "I don't have to" I interjected. "You don't have any control over yourself. You're more inflexible and predictable than I am --- and I'm made of wood." Another long pause. "Are you going to behave yourself?" I asked. "No," the boat answered. "Good. Neither am I."

Charlie came around the house. "I found the boat on the mud flats last fall. I knew it wasn't from around here. Saw whoever owned it took special care of it and would want it back. Waited all winter. Neighbor gave me a copy of "Messing About in Boats". Read your last story, how the boat disappeared. Knew I had your boat then." "I'd like to give you something for your trouble." "Don't need anything." "Want the car?" "Got one. Damn thing's a nuisance. Don't need two. You fix that boat up and write another story." Charlie helped me put the boat on the trailer. "I'll sail back down for a visit sometime." "Do that."



THE RIDE HOME

It was a long, slow ride home. I turned the boat over in the backyard, sanded all the paint off the bottom and fiberglassed around the centerboard trunk, lapping the cloth up inside the trunk a lot. "That should take care of the leak," I said. "What color do you want to be?" I asked the boat. "Plaid," the boat replied.

When I finished the plaid, the two sides came out different. The red stripes were vertical on one side and horizontal on the other, while the yellow stripes were horizontal on one side and vertical on the other. The stern was completely different than either side. I don't know how I made those mistakes. The boat sighed. The marine store was all out of bottom paint except for bronze. When I applied the paint, it went on like water and when it dried, it exaggerated every bump and dent. I never saw such an uneven surface. "You went to get red bottom paint and came back with bronze. Can't you ever follow through with a plan instead of rebounding off everything like a wayward ball. I just got used to the plaid, but I'll never get used to my bottom being bronzed," the boat sighed resignedly, "and what a god-awful smell!" It drew all the

neighbors like flies. They stood around it and smelt. "Nothing's going to attach itself to that bottom," they assured me. "Is it going in the water soon?" they asked, hopefully.

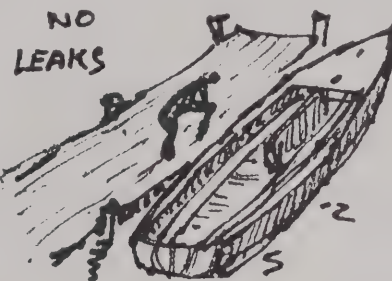


FLIES

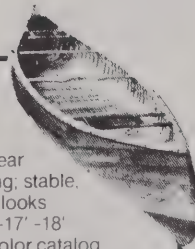
I turned the boat over, painted the inside and put it on the trailer. The next day I drove to the Dory Club. The boat was received with jeers and cheers. The comments ranged from "Gross!" to "Fantastic!"

"Just as I get over calling you a damn fool," Clarence remarked, "you come up with another damn fool thing!" "If it sinks," I told him, "I'll paint it motley and wear a fool's hat."

The boat slipped off the trailer and into the water. I stood in it waiting for the leak to appear. No water. It was water tight. "I have a dry boat for the first time in my life."



NO
LEAKS



Classic Cedar Wood Canoes.

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

ADVENTURES IN A TOWNIE



ADVENTURES IN A TOWNIE

The long running series we've all enjoyed by Tom McGrath about his adventures in a recalcitrant Townie sloop has now been put together in book form for ease of enjoyment anywhere. The softcover book of 220 pages is profusely illustrated with Tom's sketches and maps and includes thirteen stories originally published in MESSING ABOUT IN BOATS over the past two years. At 5.5"x8.5" it fits easily anywhere. Tom had the book printed himself and it is available for \$6 postpaid from Tom McGrath, 11 Severance St., Lynn, MA 01904.



GREENLAND TYPE SEA KAYAKS

Dunn's Custom-Built Kayaks

8991 S State Rd, Eden, NY 14057

PH: 716-992-3941

SEND \$1 FOR INFORMATION

cape ann small craft

JOEL THOMAS

(617) 768-7411

PADDLE

AQUATERRA
HYDRA
DIRIGO

ROW

SUMNER
BEACHCOMBER
LINDSAY
GAZELLE
APPLELINE
GRAHAM

SAIL

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

PEDAL

WATER WHEELER
PELICAN
VENTURE CAT

the shipyard box 592, essex, ma 01929

PISCATAQUA WHERRY

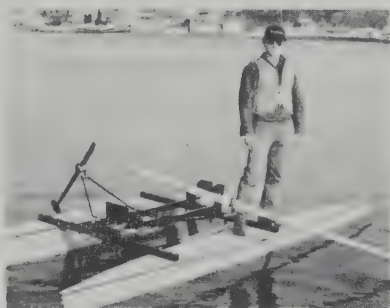


14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease,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

BAY of MAINE BOATS

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

VENTURE CAT ROWER



- * FUN
- * STABLE
- * FAST

... and AFFORDABLE at \$1350 Complete!

Also, Drop-in Rowing Units for Canoes and Sailboards



EMPRISE, INC.

Methuen, MA (617) 682-5580



APPRENTICESHIP
MAINE MARITIME MUSEUM
BATH, MAINE 04530

207-442-7401

207-442-2239

TUITION FREE

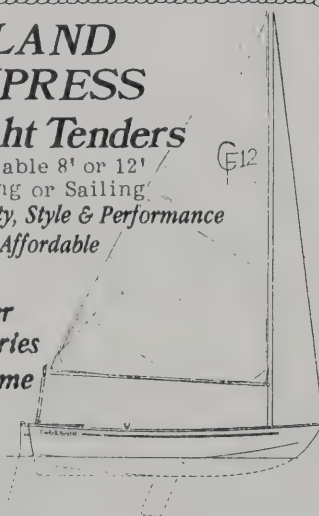
- Boatbuilding Program
- Boat Plans
- Traditional Boats for Sale
- Restorations

ISLAND EXPRESS

Yacht Tenders

Available 8' or 12' /
Rowing or Sailing
Quality, Style & Performance
At An Affordable
Price

Dealer
Inquiries
welcome



For Information Call or Write
Custom Fiberglass Products Inc.

421A Madison St., Port Richey, FL 33568 813-847-5798

THE SMALL BOAT SHOP at Rex Marine Center



ALDEN OCEAN SHELLS.

All types and colors, parts
and accessories.

FREE LESSONS

Also on display, Schoenbrod Racing
Shells. "The Sieger!" (26½'x14")

Call Ed Rogers, Malcolm Watson,
or Bud Reynolds at:
144 Water St., S. Norwalk, CT 06854
203-854-5223



"SPRAY" MODEL

43" L.O.A. PLANK-ON-FRAME
CONSTRUCTION. YOU CAN
BUILD AN AUTHENTIC REPLICA
OF THE MOST FAMOUS
CIRCUMNAVIGATOR WOODEN
BOAT FROM A LIMITED EDITION
OF PLANS AND PATTERNS
AVAILABLE FOR \$34.50
POSTPAID FROM JOSEPH
SOLE, 9898 CLUB CREEK DR.,
SUITE 500, HOUSTON, TX
77036.

Best of Both Worlds... for both of you!

Great exercise in a finely
crafted utilitarian design. Very
stable and with lots of capacity for
touring/camping/fishing. E-Z
Rigger drop-in units convert in
seconds for solo rowing. Car-tops
light. Float chamber & self-bailer
make for a safe craft; dry storage
access ports for camera, etc. Send
or call for color brochure showing
all our rowing shells & wherries,
(seven models in all).



Trimline
H. Graham

Dealer inquiries welcome.

R.E. GRAHAM CORP. 2351 Highway 28 • Quincy, WA 98848
(509) 787-4404 U.S. (800) 354-5410

Friday morning I awoke soon after daylight, and, by a prodigious exertion of energy, got up. I did not dress, for on board the Helen we undressed only when we bathed or when we went ashore — in which latter case, to prevent misconception, I will state that after undressing we dressed ourselves again in shore clothes. White shirts and coats we put on, only when visiting some considerable place, like Gloucester, Portsmouth, or Portland. At other places we generally went ashore in our sea rig, consisting of trousers well smeared with the slime of fish, and bleached with constant drippings and splashings of sea water, and thick red flannel shirts, one or more shirts being worn at a time, according to the weather or the fancy of the wearer. The Professor, whose ardor in pursuit of science exposed him most to the wet, generally arrayed himself in three shirts at once; the oldest in service being worn uppermost and outermost.

Getting up, as I said, soon after daylight, and giving myself a shake by way of making my toilette, I could scarcely keep from laughing as I looked around the little cabin. The Professor, whose berth was on the same side with my own, was sleeping almost in a sitting posture, his back propped up by a pillow, a greatcoat, and a huge volume of the United States Coast Guard Survey Report. He had fallen asleep while reading, for his unextinguished lamp yet burned dimly beside him, and his spectacles were still on his nose. His blanket was lying folded beneath him, and he had passed the night close to the open cabin-door, with no other protection from the cool air than his three shirts. They, however, seemed to be sufficient, for he was sleeping soundly and comfortably.

The Assyrian's berth was opposite the Professor's. An extra mattress, which the two seamen spread for themselves on the floor when they were on board, had been thrust on the top of his mattress during the day. He had neglected to remove it on turning in, and the space that was left between it and the ceiling was barely sufficient for his somewhat ample proportions. He had no pillow, and with his head thrown back and his mouth resolutely shut, he was sounding a blast with such vigor that I could almost imagine he had served as a trumpeter through all the seventeen campaigns of his famous ancestor, the mighty Temenbar. In the struggles induced by



CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from Provincetown to Bar Harbor in the summer of 1858,

Permission to bring you this interesting serial has been given by the publisher, New Hampshire Publishing Company, Somersworth, NH.

his inconvenient posture, the Assyrian had twisted his blanket around him in such fashion that, while a triple fold enveloped his body, his legs were exposed at full length, protected only by his coarse blue trousers.

The Artist, on the contrary, was lying "quiet as a stone," snugly wrapped in his blanket, which swathed him as closely as a mummy is swathed by its bandages. He had converted his portmanteau into a pillow, and was taking his sleep with a resolute expression, which said plainly that he was very comfortable, and did not mean to be disturbed.

I pinched the Assyrian's nose till he opened his mouth, which I have always found an effectual mode of checking a snorer, and went on deck to see the sun rise.

The air was mild and still, and the view superb. Before leaving us the evening before, the Skipper had purchased from a neighboring jigger a number of "hardheads," as he called them, for bait. This fish belongs to the shad and herring family, and is found in prodigious numbers all along our coast. It grows to the length of fourteen inches, and is about three inches in width. The flesh is sweet, though so full

of small bones that it is seldom eaten by those who can get other fish.

The hardhead enters Massachusetts Bay about the middle of May, and remains till November. It is exclusively a sea fish, and does not, like the her-ring and shad, ascend the fresh-water streams. They swarm in every bay and inlet in immense schools, swimming at the surface, with their dorsal fins sticking out of the water, causing a rippling which is sometimes visible at a great distance. The shark and bluefish follow, and feed upon these schools, making such ravages among them that the gulls and other sea birds sometimes join in the chase for the purpose of picking up the fragments that have fallen from the jaws of the finny slaughterers. It is also said to be a favorite food of the great whale, who takes several hogsheads into his mouth at a time, though his gullet is so small that he can only swallow them one by one.

The common mode of taking the hardhead is by seines, many thousand being taken at a single haul. They are sold for bait to the cod and mackerel fishers, and are also used in great quantities as manure. They are spread over the land at the rate of 2,000 or 3,000 to an acre, and are ploughed or hoed in. In planting corn, a single fish is sometimes placed in each hill, to the manifest improvement of the growth of the crop. Each fish of ordinary size, weighing about a pound, is computed to be equal in richness to a shovelful of barnyard manure.

The chief value of the hardhead in Massachusetts Bay is for bait. It is in great demand among the fishermen, who use it profusely, not only by putting pieces of it on their hooks, but by grinding it up in a bait-mill and throwing it overboard by handfals, to attract the mackerel near their vessels.

Cutting one of these fishes into small pieces with an old butcher-knife, which was always lying about on deck for that service, I baited a couple of small hooks on a cunner-line, and dropped them over the side of the sloop, more for the sake of having something in my hand as I sat on the rail looking at the scenery, than with much expectation of catching anything. In a moment I had a bite and pulled up; there were two good-sized flounders, one on each hook.

"Pretty well for a beginning," said I to myself, throwing them on the deck with a splash that evidently startled the sleepers below, for I heard some one of them muttering and rolling about in his berth. The flounders had not got the bait off, and as soon as I had disengaged them I dropped the line again. It was still sinking when I felt a bite — a

stout, vigorous tug, very unlike the feeble pull of the flounder. Hauling in, I found the largest pollack we had yet caught — a handsome, lively fellow, weighing nearly four pounds. I threw him on deck with considerable emphasis, and again dropping the line, which had one bait left upon it, drew up almost instantly another pollack of about the same size.

The Professor just then stuck his head out of the companion-way, and on seeing my captures, rigged a line with his usual quickness, and for a few minutes we pulled up pollack as fast as one could wish. But in a quarter of an hour the sport was all over. For ten minutes we did not get a bite.

"This is the way with sea-fishing," said the Professor. "A small school of fish comes along and bites to your heart's content for a while. Suddenly they cease to bite, and you may fish for an hour and catch nothing."

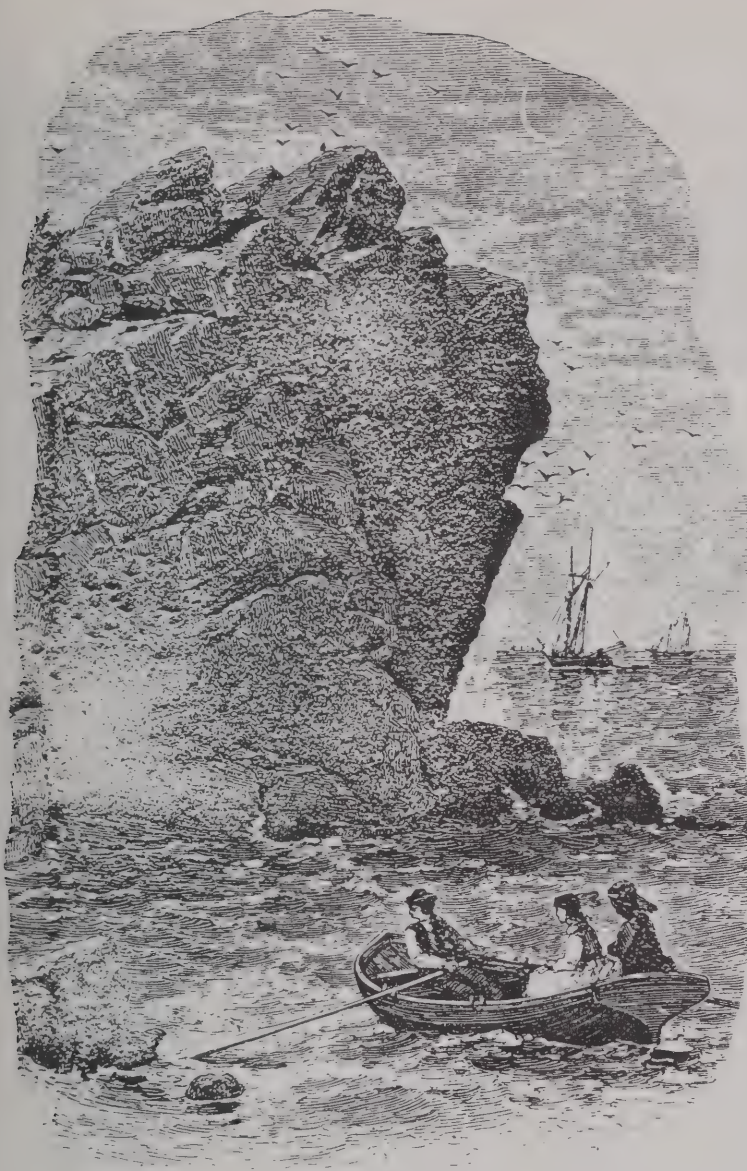
"What can be the cause?" I asked.

"Either we have caught the whole school, or so many of them that the survivors have become cautious and have gone off, or some larger fish of another species has chased them away; or, perhaps, mere whim. Who can tell?"

The Skipper and the Pilot came on board at seven and got breakfast for us. At nine we took the dory, the Professor rowing, and went to Dread Ledge, a famous and formidable reef running out into the sea about a mile from where our vessel lay. The surf was foaming splendidly in the brilliant sunshine, over the black, savage rocks. We anchored the dory as close to them as we could with safety. Southwest of us, two or three miles distant, was Nahant, with Egg Rock rising between. Northwest was the picturesque rocky promontory on which stands the Ocean House, embowered in trees. East and south stretched the sea, dotted with the sails of the commerce of Boston.

The Professor baited two lines, and, standing up in the middle of the boat, was soon hauling in cod and pollack weighing three or four pounds apiece, much to the annoyance of the Assyrian, who was comfortably stretched out in the "arm-chair" — as the fishermen call the stern of the dory — with a cigar in his mouth, and a half-baited line in his hand. The Professor, as he quickly bent first to one side, then to the other, to pull up and throw back his lines, caused the little flat-bottomed skiff to oscillate in a way sufficiently alarming to one not used to it. The person who sits in the narrow stern always feels this oscillation most strongly. The Assyrian was evidently a little frightened. At length he said:

"I wish you would sit down, Professor, and keep



still. You make the boat rock so, with your confounded jumping about, that I haven't been able to bait my line."

"Sit down! certainly, certainly," responded the Professor. "I did not observe — by George! what a bite! I've got him." And up he jumped, with a sudden spring that sent the gunwale of the dory under water, and made the startled Assyrian drop his line and clutch nervously the sides of the boat, uttering at the same time a slightly profane ejaculation.

"I beg your pardon," said the Professor, reseating himself, and taking from his hook a very lively pollack, weighing five pounds, which he threw at the Assyrian's feet, "I forgot that you wished me to sit down. Isn't that a fine fellow?"

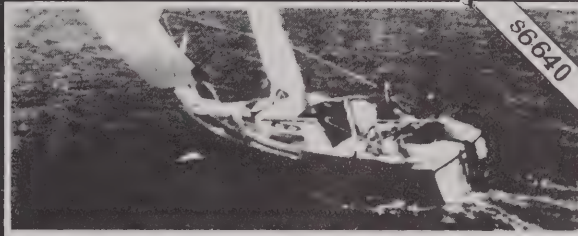
The dory had imbibed a good deal of water in the drippings to which the Professor's activity had subjected it, and the pollack was slapping his tail on the bottom with rapid energy that spattered the face of the gentleman from Nineveh. That person-

age, however, said nothing, but put his heel on the tail of the fish with an emphasis that indicated considerable exasperation. He threw over his now baited hook, and in half a minute had pulled up a fine cod. Another and another followed, and in the excitement of the sport, the splashing of dirty water and the rocking of the boat were alike unheeded. He was soon almost as actively employed as the Professor himself, though he fished with a little less vigorous action.

We did not continue long the sport. We had more fish in our boat than we could possibly use, and had no desire to be guilty of wanton destruction. We stopped in time to get back to the sloop at noon, bringing with us forty-two pollack, twenty-seven cod, and a dozen cunners that weighed about a pound apiece.

TO BE CONTINUED

EXPRESS SAILBOATS



Available in 16' Daysailer, 19' Swing Keel or 19' Shoal Draft Keel

Quality, Style & Performance At An Affordable Price

Custom Fiberglass Products of Florida Inc.

421 A Madison St., Port Richey, FL 33568 813-847-5798 Dealer inquiries welcome

SLEEK—SPEEDY—STABLE

A Greenland Style Sea Kayak
of the Finest Quality—

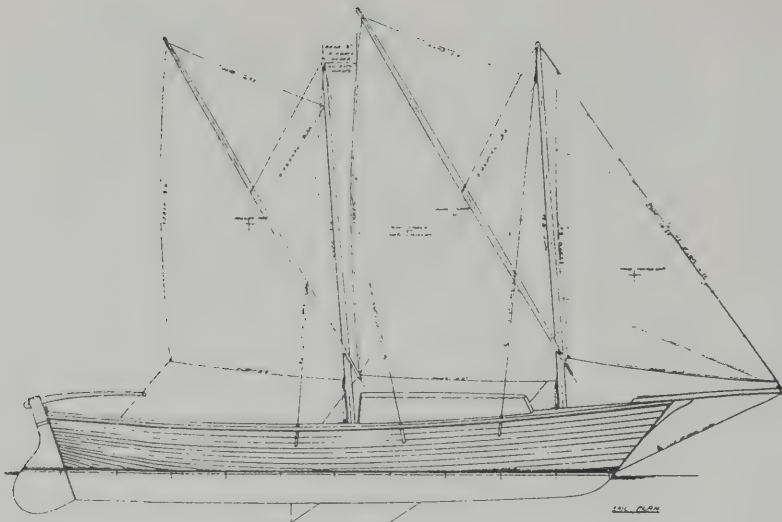
The Wye Islander from Britain
(Yes, you read it— STABLE)

Dragonworks, Inc., importer & retailer of the Islander, announces the arrival of a new shipment just in from Britain with a variety of options available!

We are also a retailer of Hydra's rugged & affordable sea kayaks—
the Sea Runner and the Solo.

COME PADDLE OUR BOATS! !

Ed Friedman (207) 666-8481
DRAGONWORKS 40 minutes
RFD 1, Box 31AA north of
Bowdoinham, ME 04008 Portland



SPECIFICATIONS:

LOA - 17'7"
 LWL - 15'3"
 BEAM - 6'1"
 HEADROOM - 2'10"
 DRAFT - 10" board up/3'2" board down
 DISPLACEMENT - 1,200 lbs.
 BALLAST - Steel centerboard
 CONSTRUCTION - W.E.S.T.
 RIG - Spritsail schooner
 SAIL AREA - 124 sq.ft.
 AUXILIARY - Outboard option
 ACCOMMODATIONS - Cuddy cabin
 DESIGNER - Roger Marshall, Inc.

BRANDYWINE

SPECIFICATIONS:

LOA - 15'6"
 LWL - 13'6"
 BEAM - 6'0"
 DRAFT - 12" board up/30" board down
 DISPLACEMENT - 510 lbs.
 BALLAST - Various
 CONSTRUCTION - W.E.S.T. or fiberglass
 RIG - Fractional sloop
 SAIL AREA - 156.25 sq.ft.
 DESIGNER - Roger Marshall, Inc.



HEATHER

Cruising Craft Plans Book

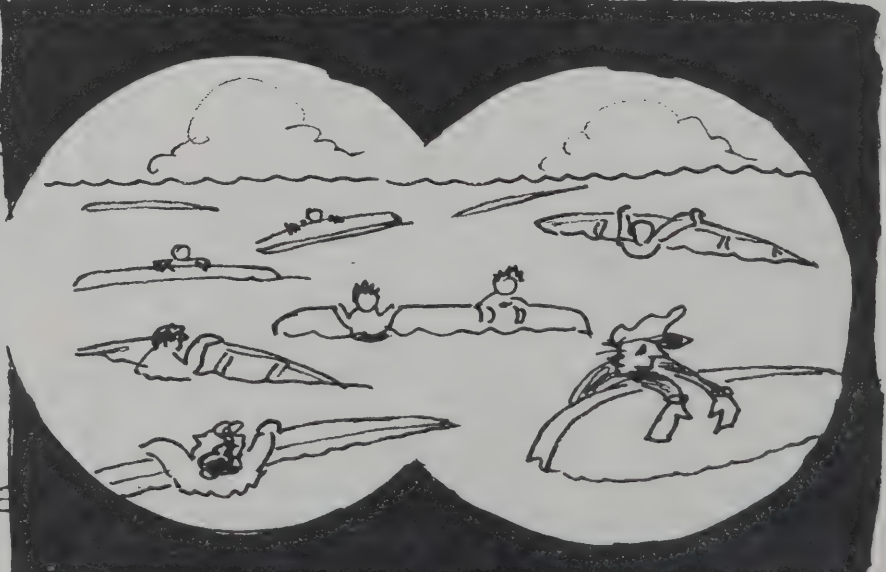
For \$5 Roger Marshall will send you his 42 page, 8.5"x11" softcover portfolio describing designs for 14 of his boats and construction detail plan descriptions on such things as hull-deck joints, tables and so on. The range of designs is from a 6'4" dinghy (\$49 for complete plans) to a 49' steel ketch (\$599 for complete plans).

The 15'6" sailing dinghy HEATHER and 17'7" spritsail schooner BRANDYWINE caught my eye, one a high performance easy to use daysailer, the other a more traditionally rigged craft. Complete plans for HEATHER are \$150, for BRANDYWINE \$249.

Plans for various details run from \$12 hull-deck joint plans to

\$40 for a set of six hatch drawings. Marshall states his plans are so completely detailed and easy to follow that an amateur builder will be successful in completing a proper job. The CRUISING CRAFT PLANS BOOK is \$5 from Cruising Craft, Inc, P.O. Box 335, Jamestown, RI 02835.

OLE BOTTS





New Life for an Old

LIGHTNING

Sequel

Hugh Harrison's report in the July 1st issue on his hopes and problems in restoring an old Lightning has brought him several helpful responses from readers. One such was this letter he received from George Malits of Shrewsbury, MA.

"I learned to sail about 20 years ago in a Lightning of similar vintage to yours. Currently I own a Blue Jay which is basically a 3/4 scale Lightning, and is fitted out in a traditional manner. Having learned your problems, I thought about them and have a few recommendations for you.

I strongly recommend Wilcox-Crittenden gudgeons and pintles. Their catalog lists sizes from 1/2" through 1-1/2". I have a pair of these on my Blue Jay and am very satisfied. Unfortunately, Wilcox-Crittenden sells only wholesale. I found a local marina that stocked the ones for my boat. If you have no luck in your locality, try the Wooden Boat Shop, 1007 N.E. Boat St., Seattle, WA 98105.

My old Lightning had no mainsheet traveller but was rigged so the mainsheet would ease off to the lee side so as not to pull the boom down too hard. My Blue Jay is similarly rigged and serves well for cruising. The mainsheet end was attached to the very end of the boom. From there it ran to a block at the rear port corner of the rear deck, back through a block on the boom to the opposite corner of the rear deck, thence back to a block on the end of the boom, along the boom to a block near its center, down to a block on the rear of the centerboard trunk with a cam cleat fitted. This amounts to a five-part tackle with six single blocks, all of which must swivel as the boom moves out on a run. These are easy to find in stainless, but in bronze?

My recollection of deck hardware is pretty fuzzy, but it was pretty simple. There was a single bow chock on the port side and a single 8" cleat centered on the foredeck. There were two stern cleats, about 6" (maybe smaller), on the rear deck. Try Newfound

Metals, 240 Airport Rd., Townsend, WA 98368 for these cleats and maybe even the chainplates.

I should mention something about the seats. In my Lightning, they were positioned in such a way that a person sitting on the side deck could hook his feet between the back edge of the seat and the hull. This took the place of hiking straps. It kept it simple on our cruising boat yet still permitted crew hiking out. The outer edge of the seat was slightly inboard of the inner edge of the side deck, and the coaming provided the only seat backrest. It was simple, light and comfy too. And it worked.

About the deck. I have little to tell as thankfully this was a job I never had to tackle. If the deck edge is as nail sick as you say and you do end up patching it with epoxy, you'll have a devil of a time driving nails or screws into it for the deck canvassing and rub rails. There is another way, though. I have successfully patched stripped screw holes by drilling them out 3/8" or 1/2" and epoxy gluing in short lengths of dowel. You can then nail or screw into the dowels. You might consider gluing on the canvas and using the dowels for the rub rail screws. It'll be work, but not as much as installing new deck planking.

You may want to look into mahogany door skins. This is the stuff hollow-core mahogany doors are made of. It is 1/8" thick clear mahogany veneer and comes in door size sheets. A good lumber yard should be able to obtain these for you. I epoxied a piece to my transom and finished it bright. The whole job took an evening and looks great. I also used it to laminate onto the rudder head. It's cheap, looks good and glues great. I got this idea from Bruce Bingham's SAILORS' SKETCHBOOK. It was worth the price of the book.

Well, I thought this would be just a short note. I'd like to hear how you make out with the old girl and stand ready to pass on further comment if it would be helpful."

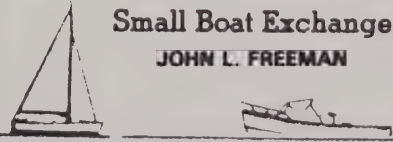
Our August 15th issue carried Michael Blunt's report on modifying his old wooden Lightning for cruising. Michael rushed to launching before the details were done as his musician career would take him away from the water during much of August and September. Now Michael reports on his experiences with his mods.

"Just returned from second weekend of sailing the Chesapeake. Well, in such light winds, there was little sailing, but I did learn that the 17 pound, 2.7hp Cruise N' Carry outboard is up to pushing the Lightning around. I also learned how to scull with an 8' oar, but now will scarf on another 18".

I also learned that my fabulous jib furling system to hold it down on the deck when dropped isn't functional. The operating line had enough slack to get tangled in the leach. I further found that the Gluv-It alone as deck covering didn't keep the plywood deck seams from hairline cracking in the sun. Fiberglass next time.

Got lots of compliments on the cabin and some stares due to the purple and red color scheme.

Taking my sisters out next, then my daughter. Then, after my return from the tour with the band, I'll sail across the Bay to Ananock in late September. Sure do love messing about in this little wooden boat, tends to ensure meeting people of similar bent."



Small Boat Exchange
JOHN L. FREEMAN

DAYSAILERS • CRUISING SAILBOATS
CLASSIC SEAWORTHY POWERCRAFT
ROWING SHELLS • FINE ROWING CRAFT
CANOES • KAYAKS • DINGHIES
CUSTOM BOATBUILDING

ON THE WATERFRONT
31 MAIN ST BURLINGTON, VT 05401
(802) 864-5437
BROKERAGE FOR SAIL AND POWER

Builders & Restorers



NORTH RIVER BOATWORKS
 Rushton's Beautiful 14', 65-lb Pulling Boat
 A Classic Reproduction
 Information \$2.00
 6C ELM ST., ALBANY, NEW YORK 12202 • 518-434-4414

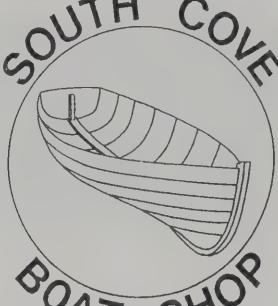
SHEW & BURNHAM
 since 1964



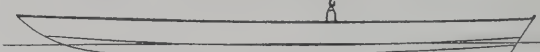
50+ 12' Whitehall Skiff IN USE

SOUTH BRISTOL, ME. 04568
 [207] 644-8120

SOUTH COVE BOAT SHOP




TRADITIONALLY BUILT SMALL CRAFT
 SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR
HONEST BOATS AT HONEST PRICES
 ALSO: "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3 PLANS \$25

NEW AND USED BOATS FOR SALE:
 16' MAHAGONY STRIP PLANKED RUNABOUT \$4500
 15' ATKIN SAILING SKIFF \$1800
 10'6" LAPSTRAKE SAILING YACHT TENDER \$1600

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT
 ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424

(207) 223-4188

HAMILTON CANOE & BOAT SHOP

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

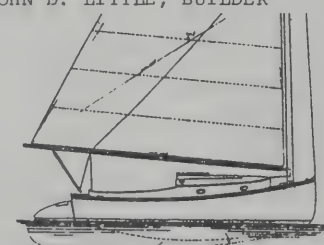
BOX 1700, WINTERPORT, ME 04496

OAT CANOE CO.
 WOOD BOATS REPAIRS
 J. HANNA
 RFD #1 BOX 4100 MT. VERNON, ME 04352
 207 293-2694

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



18' x 8' GEORGE FOLLETT CATBOAT under construction, white cedar on white oak, bronze fastened. For further information contact JOHN D. LITTLE, BUILDER



MILE CREEK BOAT SHOP
 RFD BOX 257, WASHINGTON, ME 04574
 207-845-2708

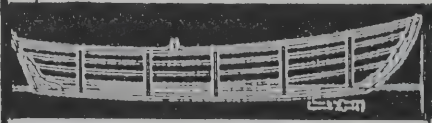
ROWING SHELL REPAIR AND RESTORATION. Full service facility for racing and recreational boats, singles through eights, wood or fiberglass. Estimates on request, pick up and delivery.
 HUNT DOWSE, Old Antrim Rd, Hancock, NH 03449, PH: 603-525-4069.

RESTORATION & REPAIR
If you want . . .

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

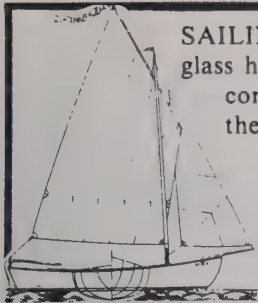
ALEXANDER McMULLIN
 23 Harbor St., Manchester, Mass.
 (617) 526-1082

Davis Custom Boats



9' and 11' Arno Day rowing skiffs, made to order. Prices start at \$900

Tony Davis
 Seaport Boat Shop
 Pier # 3
 Boston Navy Yard
 Boston, MA. 02129
 (617) 242-1475

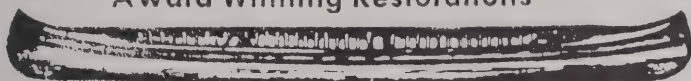


SAILING and PULLING boats of traditional type, with fiberglass hulls and elegant mahogany trim. Available yacht finish complete, kit, or bare hull. Kits are very complete and allow the amateur to complete a boat without compromise of finish or strength. We deliver nationwide. Kindly send \$3 for information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

THAYER & COMPANY
2106 Atlee Rd, Mechanicsville, VA 23111

AUTHORIZED *Old Town* CANOE REPAIR SHOP

Award Winning Restorations



We built this canoe in sizes 11'8" to 16' from hull designs taken from the pioneers of cedar canoes, Stephenson, English & Gordon. Our shop is equipped to repair all Peterborough-Lakefield Watercraft.

ALDER CREEK BOAT WORKS

Building All Wood and Wood and Canvas Boats and Canoes

Rt. #3 Inkawich Rd., Remsen, N.Y. 13438

315-831-5321

SILVER BAY GUIDEBOAT & CANOE CO.

ADIRONDACK GUIDEBOAT

■ Unique to the Adirondack Mountains; combining extraordinary craftsmanship and beauty.

■ Finished in high gloss varnish or painted with traditional colors.

■ Custom made to order.



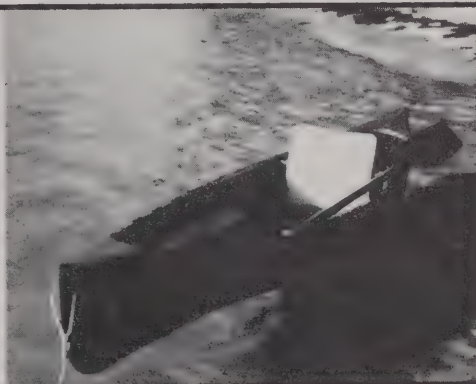
86 LAKESHORE DR, SILVER BAY, N.Y. 12874 (518) 543-6411

My Favorite Canoe

The WEE LASSIE, a modified Rushton design. 10'6" long, 27" beam, 20 lbs. Fast, safe, comfortable. Can be decked. This is an asymmetrical, shallow V design. I am now offering plans, instructions, complete kits or finished boats. Send for free info and picture.

Feather Canoes

3080 N. WASHINGTON BLVD.
SARASOTA, FL 33580
(813) 953-7660



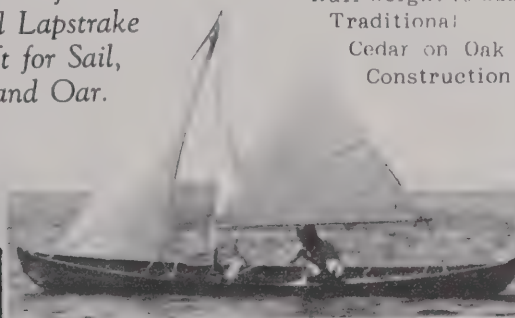
Geoffrey Burke

Builder of
Traditional Lapstrake
Smallcraft for Sail,
Paddle and Oar.

18' Lapstrake Canoe
For Sail & Double
Paddle
Hull Weight 70 Lbs.
Traditional
Cedar on Oak
Construction



(603) 323-8702 • Box 212
Chocoma, MI 03817



Repair & Restoration

Of Wooden Boats
Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

45 AUCOOT RD. MATTAPOISETT, MA
(617) 758-6234



Shop located on
Old Chequessett Neck Road
Wellfleet, MA

Old Wharf Dory Co.

Beach Boats and Shallow Draft Cruisers

Box W

Wellfleet, MA 02667

Walter Baron

(617) 349-2383

Kits

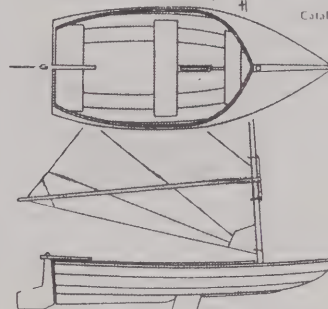
Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs

KIT \$675

FINISHED
\$1450

Catalog \$2



Modern wooden
boats for rowing
and sailing

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

Granta SEA KAYAKS

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

KITS:

ANGMAGSSALIK (190 lbs. Max.) 12'8" \$320
SEA ROVER 17 (33" Cockpit) 17'2" \$360
SCANDIAN DOUBLE (Two 33" Cockpits) 17'6" \$415
SPECIAL ON FULLY EQUIPPED FIBER-GLASS KAYAKS:
(Backrest, Seat, Spray Cover & Foot Operated Flip-up Rudder Included)
TOURING SINGLE 14'6" \$690
SEA KAYAK 16'5" \$750
DUAL COCKPIT DOUBLE 17'1" \$940
LONG COCKPIT DOUBLE 17'1" \$940
HEAVY DUTY WATERPROOF BAG W/FLOTATION, 30"x18" \$35

HUDSON CANOE

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

LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOATBUILDING

Two full-time residential programs combine theory with practice in creative and challenging environment. Design students study marine engineering and drafting along with CAD training and daily exposure to an active boatshop. Boatbuilding students learn to construct a classic wooden dory and a graceful dav sailer with the option of a cruising boat instead. Equal opportunity enrollment. V.A. approved.

THE LANDING SCHOOL

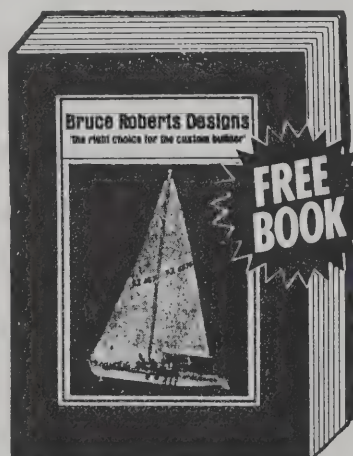
P.O. Box 1490 M
Kennebunkport, Maine 04046
(207) 985-7976



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

JONBOAT PUNT BATEAUX PLANS

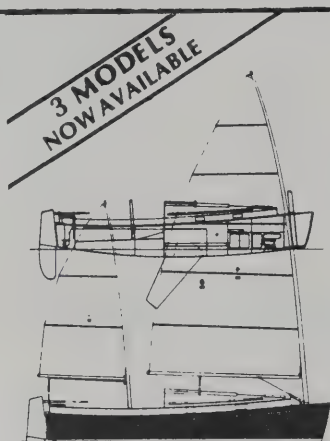
Simple Plywood Construction. \$3 Brings Study Packet.
S. CAULEY MARINE ENT.
P.O. BOX 18188 MACON, GA 31209



NEW 1987 Boatbuilding book. 120-page 4-color book tells how you can save on every stage of your boatbuilding program. Book covers custom building in STEEL, GLASS, WOOD/EPOXY, etc. Details on each technique plus Study Plans and color photographs of over 100 sail and power boats. Free book sent bulk mail; allow 6 weeks or send \$2 for 1st class. BRUCE ROBERTS, P.O. Box 1086K, Severna Park, MD 21146.

TOLL FREE 1-800-638-5855

Plans & Information



NORWALK ISLANDS SHARPIE

For home builder or pro, here are 23', 26' and 29' shallow draft beach cruisers designed by Bruce Kirby. They're attractive, low cost, easy-to-build boats, that will sail superbly through a broad range of conditions. Plywood, epoxy and fiberglass construction, very complete plans and instructions.

Norwalk Islands Sharpies
213 Rowayton Ave. Rowayton, CT 06853

INSTANT BOAT TEAL

LOA 12' BEAM 3'6"
DRAWS ONLY 6"

Gives you 12' of boat from 2 sheets of 8' plywood. With no lofting or building jig needed, she goes together easy as 1-2-3.

TEAL's weight of only 93 lbs. makes her car-topable, and she rows and sails equally well.



HAROLD A. PAYSON & COMPANY

Pleasant Beach Road • Thomaston, Maine 04858
(207) 594-7587

PLEASE SEND ME:

- ☐ Complete Construction Plans & Instructions for \$20
☐ Study Plan Packet for TEAL and 20 other easy-to-build instant boats for \$3.
☐ Books: ☐ Instant Boats, \$15. ☐ Build The New Instant Boat, \$19.95. ☐ Go Build Your Own Boat, \$20.

Name _____
Address _____
City _____ State _____ Zip _____

CANOE PLANS

"How to Design Canoes" gives all details of designing canoes, has 7 plans which can be enlarged for building purposes. \$10 postpaid.

Willis Enterprises

Curtis Rd, RR 3, Box 114A-MB
Freeport, ME 04032

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360

Sailors - Power Boaters & Canoeists The New & Revised

Winnepesaukee Cruising Guide & Lakes Region Canoeing Guide Is Out!

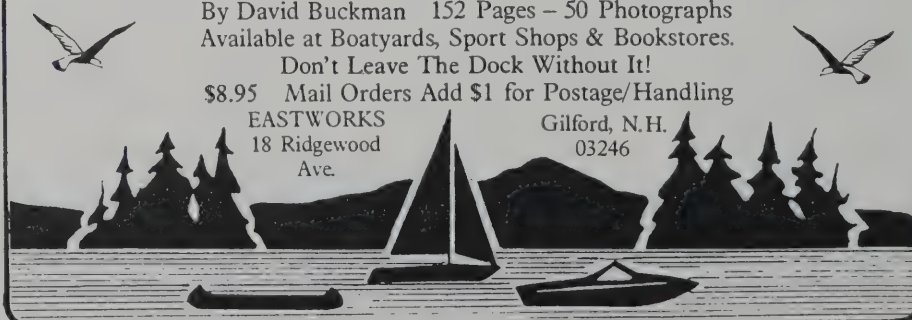
By David Buckman 152 Pages - 50 Photographs
Available at Boatyards, Sport Shops & Bookstores.

Don't Leave The Dock Without It!

\$8.95 Mail Orders Add \$1 for Postage/Handling

EASTWORKS
18 Ridgewood
Ave.

Gilford, N.H.
03246



HARBOR
FINE WOOD PRODUCTS SINCE 1931

America's Marine Plywood Center

- Teak, Okoume, Sapele, Fir, Lauan, plus dozens of other specialty woods
- Giant-size scarfed panels
- Large stocks available
- Special freight allowances
- Order direct from anywhere in U.S.—call toll free:

1-800-345-1712

The Harbor Sales Company, Inc.
1400 Russell Street
Baltimore, MD 21230



Materials & Supplies

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

William Clements
Boat Builder
Traditional Wood Boats



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

CANOE HARDWARE

1/2", 1 1/16", 7/8" Canoe Tacks, 3/8" Oval Brass Stem Bands, Clinching Irons, 3/16" Bronze Carriage Bolts, Canoe Plans, Clear White Cedar. Price List Available.

NORTHWOODS CANOE SHOP
RFD #3, Box 118-2A
Dover-Foxcroft, ME 04426

PADDLES & OARS



Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473

CUSTOM WOODEN MASTS solid or hollow

RANDOLPH BOATWORKS

27 M Pine Island Rd Mattapoisett,
MA 02739
(617) 758-4270

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4"-1 1/4". Prices: \$7.50-\$10/lb. Send \$1 for sample packet.

STRAWBERRY BANKE, INC.
P.O. BOX 300 MB PORTSMOUTH, NH 03801

WEST SYSTEM[®]

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



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840
276 SW 33rd St., Ft. Lauderdale, FL 33315
IN RI: (401) 846-8170 IN FL: (305) 463-2022
Telex: 952-183 JT SHIP NORT 1-800-343-9350

Need Resin & Fiberglass? Call Merton's

POLYESTER RESIN W/HARDNER, WAX OR NO WAX
\$12.50/GAL., 4 GAL. OR MORE \$11.50/GAL.
QUARTS \$4, 5 GAL. PAIL \$54.50 4 PAILS OR MORE \$52/PAIL
6 OZ.. 60" GLASS CLOTH \$3.20/RUN.YD.
VERY TRANSPARENT, BEAUTIFUL STRIPPER CLOTH
1.5 OZ. 38" MAT \$1.80/RUN.YD. 60" \$2.80/RUN. YD.
8" \$.38/RUN YD., 12" \$.57/RUN. YD.
ALSO 24 OZ. & 18 OZ. ROVING, 10 OZ. CLOTH, TAPES,
SOLVENTS, FILLERS, TOOLS

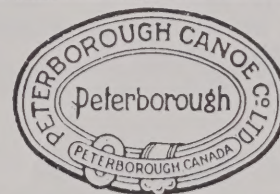
Almost
Everything for
Glass Work

Merton's Fiberglass Supply

P.O. BOX 399, DEPT. B
E. LONGMEADOW, MA 01028
TEL. (413) 736-0348

WE SHIP SAME DAY ANYWHERE IN THE U.S.A.

Call For
Free Price Lists
& Literature
MASTERCARD
VISA COD



"OVAL PETERBOROUGH DECALS"
Exact replicas for Boats or Canoes. \$4.75
U.S. funds. Hull decals also available.

Alder Creek Boat Works
Box 78, Remsen, N.Y. 13438
(315) 831-5321

The Elegant Oar

Oars designed for rowers by rowers:

- highest-quality construction
- finest Sitka spruce and old-growth Douglas-fir
- balanced, responsive, aesthetically pleasing

Send \$1.00 for
information package to:

The Elegant Oar

Reach Road Brooklin, Maine 04616
207-359-8883

Boatbuilders contact us about
quantity discounts and
delivery schedules.

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632, 4334669
CANADIAN PATENT 115942
OTHER PATENTS PENDING



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

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

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

W.K. ROSS, INC.
640 Main St.,
W. Hampstead,
NH 03841 U.S.A.
603-329-6320

BOOKS about BOATS

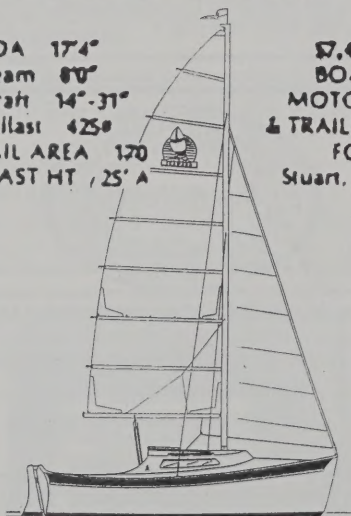
Out of Print & Used Nautical Books
Old Boating Magazines

Original Boat & Marine Literature
COLUMBIA TRADING CO
2 ROCKLYN DR., SUFFERN, NY 10901

SEAWARD "SEAFOX"

LOA 17'4"
Beam 8'0"
Draft 14"-31"
Ballast 4250
SAIL AREA 170
MAST HT, 25' A

\$7,995
BOAT
MOTOR
& TRAILER
FOB
Stuart, FL



The new SEAWARD "SEAFOX" with its redesigned roomy cabin, efficient full battened sail and stable hull is the best, trailerable Daysailer/Cruiser for today's entry level sailor or large boat sailor desiring to keep things simple and inexpensive. The SEAFOX is equally at home on the ocean or a lake. An efficient design and well built, the SEAFOX is an exceptional value at \$7,495, including:

Motor	Four bunk cushion set
Trailer	Cabin & Nav. Lights
Coast Guard Pkg.	Fully battened
	Mainsail and Jib

Starboard Yacht also makes sisterships SEAWARD 22 and SEAWARD 24. See at your local dealer or send \$2 for illustrated brochure to: STARBOARD YACHT CO, 4550 SE Hampton Ct, Stuart, FL 34997.

Classified Marketplace

FLORIDA BAY CHARTERS. Beautiful 25' and 34' sharpies for bareboat charter cruising shallow, remote Florida Bay waters in style and comfort. Sail, sunbathe, birdwatch, snorkel, fish. Incomparable cruising experience (see May 1, 1987 issue of BOATS, page 12). KEY LARGO SHOAL WATER CRUISES, (305) 451-0083. (TFB)

KEY LARGO COTTAGE, sunny efficiency on private waterfront available for rent at \$350/week season. Enjoy beautiful clear bay, snorkeling, sunsets. Sailboat, rowing boat, windsurfer available extra. KEY LARGO SHOAL WATER CRUISES, (305) 451-0083. (TFB)

FREE CROOKS & KNEES. 16 apple trees must be cut down during the winter 1987/1988. Come help me cut them down and take away your choice of natural crooks and knees. SAM CLOGSTON, P.O. Box 53, Olcott, NY 14126, (716) 778-7869. (12)

PISCATAQUA WHERRY by Bay of Maine Boats. Reported to be the one used in both ads in this magazine. Two extra tillers (one short for coxswain useage), two sets (7' & 8') of heavy duty oars, sail rig, winter cover, trailer. \$1,950 or swap for inflatable of comparable value. Neck injury prevents further rowing. G. SAHLIN, S. Berwick, ME, (207) 384-5738. (12)

28' CANOE STERN CUTTER, Tom Gilmer designed, fiberglass, strong cruiser, well equipped, 12hp diesel. Very pretty. \$34,000 or best offer. PHILIPPE DRAPEAU, 17 Summit Ct., Tiverton, RI 02878, (401) 624-4080. (12)

22' SAILBOAT HULL, fiberglass similar to O'Day 22'. Finish it out your way. \$1,200 or best offer. PHILIPPE DRAPEAU, 17 Summit Ct., Tiverton, RI 02878, (401) 624-4080. (12)

12' DART DINGHY, Bolger prototype (see SBJ #54). Wood-epoxy, rough similarity to a Laser. \$500. ERNIE LANGE, Loudon, NH, (603) 267-6553. (11)

FREE 17' CATBOAT, hard chine type, needs work, when you buy the spars and sail for \$175. HOLT VIBBER, Waterford, CT, (203) 442-7376. (12)

16' SWAMPSCOTT DORY, F.G. with galvanized Highlander trailer, 5hp Mariner O.B., two oars and seat cushions. All 1979 in good condition. O.B. like new. Used three times in 1985, covered since. Paid \$1,650, sell for \$1,050. HARRY MEEHAN, West Lynn, MA, (617) 598-3466. (11)

24' CLASSIC WOODEN SAILBOAT, circa 1930. Cutter rigged, fully equipped. Two-cylinder Universal engine. Needs some work. Price negotiable. STAN SIMON, Stonington, CT, (516) 298-5218. (11)

16' BRISTOL LAUNCH, fiberglass, Palmer engine, \$3,500. 12' SKIFF with sail, \$495. 1986 HOLDER HAWK, \$695. 1986 HOLDER 14, colored sails, new Cox trailer, \$2,195. FERNALD'S, Rt. 1A, Newbury, MA 01951, (617) 465-0312. (11)

25' H. MANLEY CROSBY CATBOAT, 1935. Mahogany on oak frames, 25hp Gray engine. Cruise equipped. New garboard planks, centerboard trunk, boom. Beautiful cruising classic. Last one built by "Uncle Manley". Asking \$20,000. Offers. DAVE CROSBY, Osterville, MA, (617) 428-6690. (11)

20' THUNDERBIRD SLOOP, structurally sound, needs attention to cabin. New spars, rigging and sails good. \$1,400. RICHARD RUDIS, Mansfield, CT, (203) 423-5053. (11)

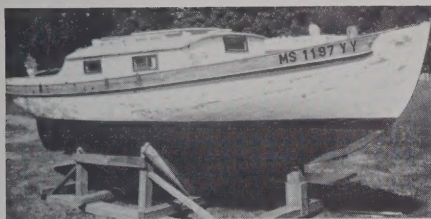
16' OLD TOWN double ended boat, two person rowing model, 1959. Four Old Town pattern spoon oars, back rests, new gunwales, paint and varnish. \$1,500. PATRICK TEELING, 316 Adams St., Annapolis, MD 21403, (301) 263-7570. (TF)

HAUTHAWAY GREENLAND KAYAK, excellent condition, with buoyancy bags, spray skirt and cockpit cover. \$540, or \$600 with Mitchell paddle.

TOM SHERWOOD, 11 Poplar Rd., Cambridge, MA 02138, (617) 547-3198. (11)

WHITE ASH. 4/4 air dried, rough sawn, lengths 12' to 16'. This high quality clear stock is ideal for bending. About 400 board feet available. \$1.50 per board foot. JOHN FISKE, Needham, MA, (617) 449-8966. (11)

Looking for a Boat or Gear?



22' KEEL SLOOP, shallow draft beamy (8') Bahamian fishing sloop hull type but with modern marconi rig. For restoration, needs a lot of cosmetic upgrading and some detail structural work, but basically sound. Full sitting headroom cabin, excellent spars and rigging, full set of sails, cradle. One-cylinder Kermath inboard probably not salvageable. \$1,500.
BOB HICKS, Wenham, MA, (617) 774-0906. (12)

10.5' WHITEHALL, fiberglass lapstrake hull, nicely finished, complete and as new, a beauty. \$1,200.
PHILIPPE DRAPEAU, 17 Summit Ct., Tiverton, RI 02878, (401) 624-4080. (12)

CANOE WANTED. Cheap, the rougher the better if tight and useable, or if it can be made so with a little work. Aluminum or fiberglass.
MILT BORDEN, Epsom, NH, (603) 736-9006. (11)

14' WHITEHALL, traditional wood construction. Excellent spruce Culler type oars, sprit sail rig, double rowing stations. Trailer. \$1,800.
ERNIE LANGE, Loudon, NH, (603) 267-6553. (11)

GLOUCESTER LIGHT DORY, somewhat tired Payson built, used for year-round rowing in Maine. Make offer.
LARRY PRITCHETT, P.O. Box 126, Rockland, ME 04841, (207) 594-8806. (12)



14' ANTIQUE CATBOAT, circa 1920, in need of restoration. Lapstrake hull complete with centerboard trunk, steel centerboard, seats, coaming, rubrails, etc. No rudder, no mast or boom, no sail. \$200.
BOB HICKS, Wenham, MA, (617) 774-0906. (11)

16' OLD TOWN RANGELEY double ended rowing boat constructed like a canoe. Wood very sound, canvas needs treatment and paint. Weighs 110 lbs. With oars. \$350.
M.W. BRINKER, 25 Poplar Rd., Wellesley, MA 02181, (617) 235-8379. (12)

WANTED. 250 lb. mushroom mooring.
HOLT VIBBER, Waterford, CT, (203) 442-7376. (12)

8' BOLGER SAILING PUNT, extremely comfortable little boat for two people. Marine ply construction. Nice laminated Douglas fir mast. Two and a half years old. Make offer.
LARRY PRITCHETT, P.O. Box 126, Rockland, ME 04841, (207) 594-8806. (12)

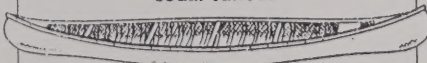
JOHN ATKINS CABIN BOY DINGHY, 7'6" long, cedar lapstrake on oak frames. New boat. Deks Olje finish. Must be seen. Best offer over \$1,500.

CLIFF BUEHRENS, 494 Annaquatucket Rd., N. Kingstown, RI 02852, (401) 295-0649. (TF)

21.5' DRASCOMBE DRIFTER, 1979 gunter rigged FG yawl, with 9.9hp Johnson OB. Shoal draft, sleeps two in cabin, two in cockpit. Asking \$10,000.
DAVE HINSMAN, 67 Algonquin Park Dr., Plattsburg, NY 12901, (518) 561-7386. (12)

HARDKNOCKS CANOE SHOP

cedar canoes



construction • repairs • recanvassing

BRENDAN CURRAN, HOPE, MAINE 04847 • 207-763-3074



THE PEAPOD OF THE "1800's"! CLASSIC CHARM

She can be rowed, sailed and cartopped. Prices start at \$950. For more information, contact master shipwright, Peter Sylvia:

HILINER MARINE CORPORATION
P.O. Box P-73, So. Dartmouth,
MA 02748 (617) 992-1807

VENTURE CAT



6 KNOT HUMAN POWERED CATAMARAN

- * Comfortable Recumbent Pedal Position
- * Advanced Propellor & Hull Design
- * Fiberglass, Stainless Steel & Aluminum Construction
- * Propellor Easily Retracts for Beaching

SUMMER SPECIAL ~ \$1420
Call for Demo Ride



EMPRISE, INC.

Methuen, MA (617) 682-5580



Largest Selection of Canoes

in New England

nearly 500 on display

OLD TOWN ALUMACRAFT
MICH-CRAFT WHITE
MERRIMACK SPORTSMAN
Prices like the good old days

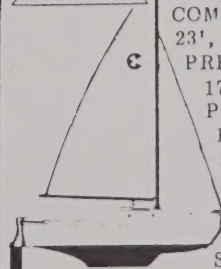
FERNALD'S

Rt. 1A, Newbury., MA 01951
(617) 465 0312

COM PAC

ON DISPLAY

COM PAC 16', 19', 23', 27'
PRECISION 14', 16', 17', 18', 23'
POINT JUDE 16
PHANTOM
STARWING 13
PILOT SAILING
DINGHY
OLD TOWN
SAILING CANOES



lots of used day sailers

FERNALD'S

Rt. 1A, Newbury, MA 01951
Rt. 1A, New (617) 465-0312 465-0312



messing
about in

BOATS

29 BURLEY ST., WENHAM, MA 01984

(617) 774-0906

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

ADDRESS CORRECTION
REQUESTED

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

DEXTER 12

LOA 11'6"

Beam 4'10"



High
Performance
Daysailer &
Tender

Epoxy/
Marine Ply
Construction

With Sails
& Rigging \$3550

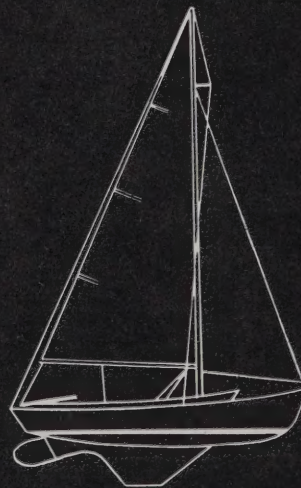


DEXTER BOATS

Mashapaug Lake, Union, CT 06076
PH: (203) 684-2229

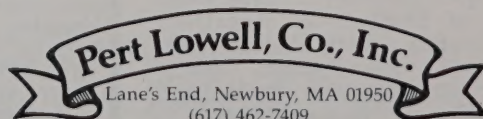
**TRADITIONAL SMALL CRAFT
LAPSTRAKE CONSTRUCTION**

FLEET-O-WING



This graceful 18' keel knockabout was designed for us by Sparkman & Stephens in the 1930's. As sturdy as they come, she also enjoys a good run, and is roomy enough for 6 to picnic in.

Send for our brochure.



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

Custom wooden boats; mast hoops; authentic nautical furnishings.