

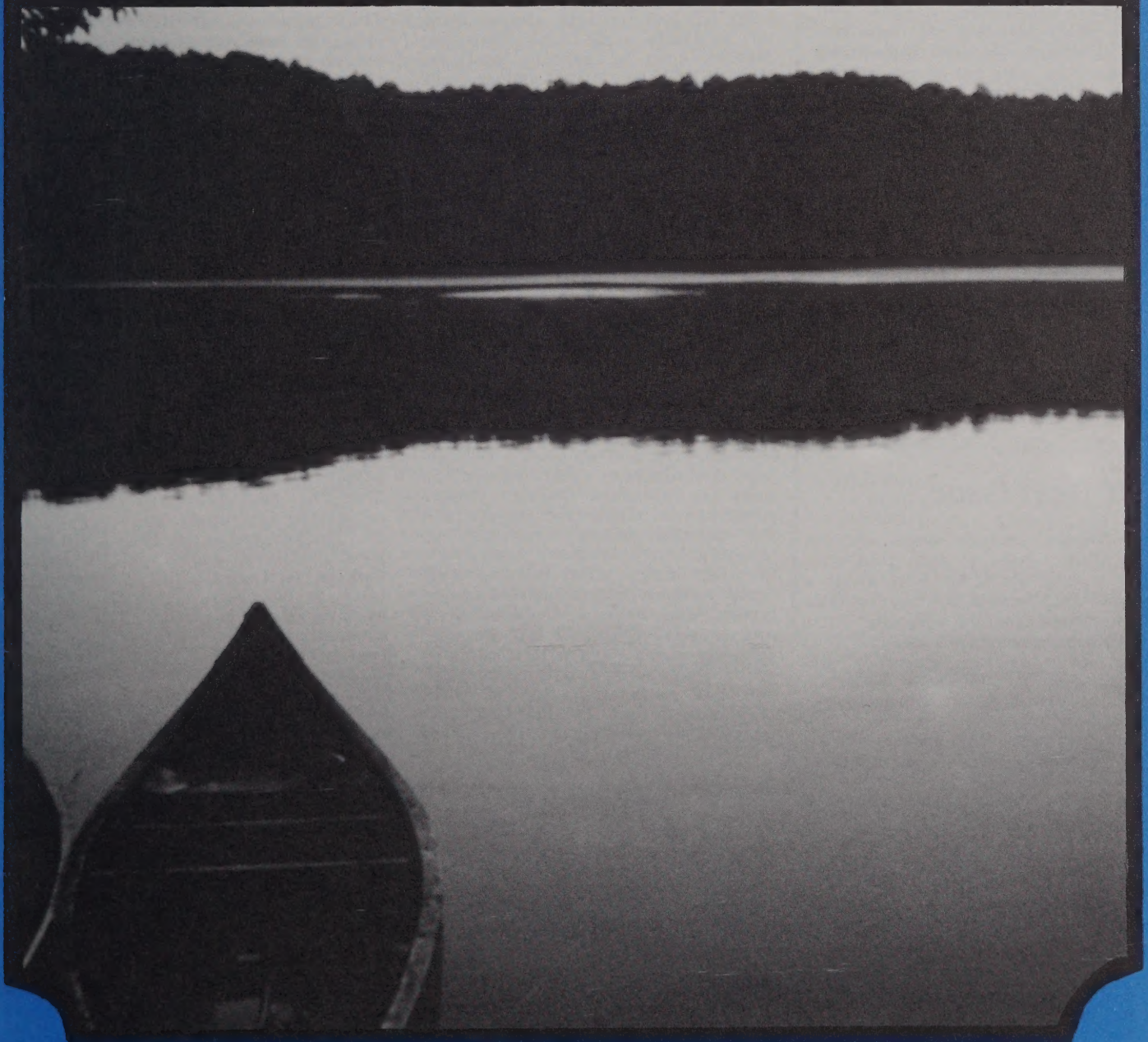
Twice a Month!



messing about in BOATS

Volume 5 ~ Number 15

December 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.

Regular readers should be ac-
customed to the way the contents of
this periodical swing and swerve
about as issue after issue arrives.
Sometimes I go all out on a major
coverage of a single event, or de-
voted a half dozen pages to a boat
design that carries me away. Other
times the magazine has mostly short
items from readers about their pro-
jects or adventures. There's a word
that describes this sort of random
and unpredictable choice of infor-
mation, "eclectic". The dictionary
defines it as, "made up of what is
chosen". And how I choose defies
rational analysis. I like surprises.

To be able to do this consis-
tently (be inconsistent in choice,
that is) requires not only that I
keep on looking into and writing
up subjects, but also that you
readers keep on sending me your
stories. These latter add a very
vital dimension to the magazine,
they keep it from sounding like me
from cover to cover, issue after is-
sue. The different viewpoints and
the widely diverse experiences pre-
sented all add to this eclecticism
that I happen to cherish.

You may get the idea that I
have too much material for the
available space, and this indeed
happens periodically. I promise ar-
ticles that fail to appear when
promised. But, they're not ignored
or abandoned, they do make it into
print in due course. The first cri-
teria on what makes it is timeli-
ness. Reports on activities, chief-
ly, while they are still reasonably
current. Or stories about impend-
ing developments that should be
made known before the fact. These
sometimes dominate the pages, and
the non-time-sensitive material has
to wait.

So, if you find reading what
other readers have submitted of in-
terest, and have a story of your
own to tell, please do so. We wel-
come it, and always will immedi-
ately respond to you with our thank
you and some indication of when
it's likely to get into print.

If you happen to have what

you think is a story that I should
personally look into, I welcome
your suggestion that I do so.
Again, I cannot always immediately
follow through, but even if several
months go by before I follow up on
your suggestion, I do follow up. If
for any reason I don't intend to do
so, I let you know right up front
so you won't be wondering. This
hardly ever happens, mostly it does
when I've already done something
along the suggested lines, usually
in an earlier issue not seen by the
reader who offers the suggestion.

While I do generate much of
my own story ideas, I cannot pos-
sibly be privy to all the interest-
ing things happening around New
England in messing about in boats.
This is why I invite you to be
eyes and ears for the magazine, if
you do not have the wish to do the
story yourself. From what you've
seen on these pages, you must re-
alize that I'm not interested only
in the "big" stories. I tend to spe-
cialize on the smaller ones that
never get attention from national
boating publications. I think of
MESSING ABOUT IN BOATS as a
sort of "local" news medium, "lo-
cal" being basically the New En-
gland states and nearby New York
and New Jersey.

Since this fall's visit to the
Chesapeake, I have developed more
drive about including more news
from that area. It's a different sort
of boating environment with differ-
ent ways of messing about in boats
from my aforementioned area of
coverage. I think it will nicely
supplement what we've been doing
over the past four years without
detracting from that.

So, as we enter 1988 I invite
your continued support of this ef-
fort at telling all the interesting
tales to be heard about all of us
messing about in boats. The great
diversity of such experience is
best presented by a great diversity
of people telling their own stories.
Much more so than one reporter
pursuing the stories that catch his
fancy.

SOME INFORMATION ABOUT MAIL DELIVERY OF "BOATS"

Just about every issue we mail out suffers from scattered non-delivery, and sub-
scribers call or write to us about the issue they haven't received yet. I thought it was
time to discuss the subject.

Amongst the reasons you may not get a copy at all are routine loss in the mailing
system, misfiled mailing stencil here, or your moving without letting us know. Bulk mail
does not get forwarded. Until I know where you've gone, I mail to your former address.
The P.O. then sends me an address change BUT it might be a couple of months before
they do. They don't hurry.

We'd like to suggest the following procedure for anyone looking for a missing issue.
Since we come out twice a month, wait until an issue following the one not yet received
arrives. Then we know it's missing and not just late. Drop us a card, we'll send you re-
placements for any issues missing. If a month goes by with no copy arriving, let us
know. Even if the fault is not ours, we'll replace missing copies. So, not to worry!

Our Next Issue...

Should include some articles
that didn't make it into this one,
like a long story by Tom about a
Townie trip across the bay; details
of Starboard Yacht's very big little
17' sloop; one man's reservations
about ever sailing again; a lei-
surely row on the Essex River; a
look at cruising on Europe's can-
als. And supplementing these, ar-
ticles on Robert Perkins' solo canoe
trip in arctic Canada; two versions
of a sloop designed over cocktails;
what works best to keep water out
of wood; a look at some winter
waves. There'll be more designs,
the project list, club list, book re-
views, all the usual.

On the Cover...

Chuck Wright gives us some
idea of what it's like to paddle a
wild river in northern Ontario pro-
vince in this issue.

MAINE MARITIME WINTER COURSES

Maine Maritime Museum has scheduled a winter of indoor courses related to boatbuilding.

MARINE CARVING with Greg Fisher, January 6th and 7th, evenings, 7 to 10 p.m.

RE-CANVASSING WOODEN CANOES with Rollin Thurlow, Saturday, February 6th, 9 a.m. to 5 p.m.

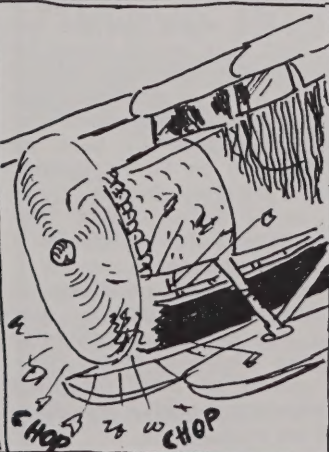
Registration fee is \$35, class limit is 10. Further information at (207) 442-7401.

BOATBUILDING THEORY & PRACTICE course with Arno Day is of a different scale of opportunity, this long run will start Saturday, January 9th and run fifteen consecutive Saturdays through April 16th, 8 a.m. to 5 p.m. with a one hour lunch break. In this way a three week course can be offered to those unable to take three consecutive weeks away from the real world. Tuition is \$600, including all necessary materials. A semi-dory skiff will be built to provide hands-on experience in all aspects of traditional building. For registration and information, (207) 442-7401, or write Maine Maritime Museum, Shipyard Office, Washington St., Bath, ME 04530.

SIGNS & QUARTERBOARDS

Dick Ryder of East Lyme, CT, has been operating a modest boat building and repairing business in his retirement, and now he's moved "upstairs" in his shop, taking over the hand carved sign business his landlady had been running for many years. Dick had increasingly been doing signs for her and now, apparently, she's retired and Dick is running the business. If you're in the market for hand carved quarter boards for your boat, or for signs for needs you have ashore, you might want to contact Dick. Golden Horse Signs is at 287 Boston Post Rd. (U.S. Rt. 1) in East Lyme, CT 06333, (203) 739-8603.

OLE BOTTS



HAPPENINGS

SUICIDE CLASS REVIVAL

Jon and Richard Persson of the Seth Persson Boatyard in Old Saybrook, CT, have joined with a small group of Suicide Class sailors in an attempted revival of racing this "Development Class" boat next year. The Perssons are designing and building Suicide #102 to launch in May, 1988 for summer racing.

The appeal of the class is in the opportunity it presents for someone to design, build, own and sail in a boat that can be at the leading edge of sailboat technology and performance at an affordable cost. How so? Well, the rule is a wide open one, 125 square feet of sail the limiting factor, no limit on hull length, beam range limits 3.5' to 5.5', minimum weight equipped 200 pounds. A few other detail restrictions exist, but in essence, one can build a boat to race in this class just about any way one chooses.

For more information, contact Jon Persson, 18 Riverside Ave., Old Saybrook, CT 06475.

HISTORIC SHIPS

If you're in New York city for any reason, and time permits, you might like to visit South Street Seaport to see their two major ships, PEKING, a giant steel four masted bark, and WAVERTREE, a three master presently undergoing extensive restoration. You can visit PEKING in a group tour or on your own, belowdecks are recreated living quarters and some 150 old time photos of the ship in action. But topsides is where you'll just be overawed by the sheer size of the spars and rig. WAVERTREE is open only for a daily special "behind the scenes" tour designed to show you how restoration of a large wooden sailing ship is done. The two ships are at adjacent piers. For information, call (212) 669-9430.

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



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

Ashore on Monhegan

Chuck Jones has made kayaking out to Monhegan Island off the Maine coast an annual fall outing on the Columbus Day Weekend. When he arranged this year's trip, he made necessary reservations for accommodations and ferry space for those of us who had never paddled across before. I took my Aerius I Klepper, which could be carried along in two bags or paddled on the ten mile crossing.

Typical of fall, Saturday morning brought 25 knot winds blowing up a nasty sea from the southeast. Discretion prevailed, and not wishing to attempt the long and arduous crossing into these conditions, we boarded the ferry, which was able to carry several of the rigid kayaks in addition to a grand assortment of luggage, not including a grand piano, for which possibility there was a hoist available.

After leaving Port Clyde, we encountered a more tempestuous sea and once past the protection of Burnt Island, we had to hang on to remain upright. A few times green water broke over the foredeck, but the ferry battled on, making often mad lunges as waves lifted the bow into midair. I was very glad indeed that I was not trying to battle these seas in my kayak.

The ferry arrived in the small and protected harbor of Monhegan Island, where the mostly unbroken lines of rocky cliffs that make up much of Monhegan's shoreline retreat inshore. We would be launching our kayaks in Dead Man's Cove, most likely named that way for that reason. But in the weather conditions of our arrival, I elected to make a pedestrian tour of the island first.

Only about one-quarter of Monhegan is inhabited, the rest is covered by a black spruce forest with open rolling moors on the southeast side where it appears to have suffered the ravages of strong winds. In these wind ravaged areas, only tough grasses, alpine plants, and trailing yews grow, close to the ground with small, thick leaves. These trailing yews are very rare in the western hemisphere. They grow very long branches prostrate on the ground, sequestering themselves in the slightest protection afforded by crannies in the rock. Wandering through these areas makes me imagine I have entered the world of the Lilliputians as I look down on the tiny flowers and foliage at my feet.

Shallow ravines drop down to bogs, and the grasses become taller, blending into thickets of blackberries. After a rain, water busily runs down these ravines,

filling the marshes below. The black spruce forest elsewhere grows right to the edge of the bluffs and cliffs, from where you can look out on an unbroken ocean horizon to the south. Islands no nearer than five miles away, in varied shades of blue-green, depending upon their distances, can be seen to the north.

Hidden within the spruce are scattered mountain ash, tamarack and occasionally, apple trees, the latter most likely the result of human cultivation in bygone days. The fall colors on Columbus Day were brilliant, with red and yellow trees and vines even more spectacular set against the background of the spruce forest. The forest floor abounded with exotic forms of mushrooms. Late fall flowers, the beautiful purple asters, goldenrod, and white pearly everlastings, poke up through the grasses wherever a clearing opens along the many deer trails. The cool, moist conditions provide a haven for specialized lichens and mosses such as old man's beard, British soldiers and gray goblet lichens. I find endless fascination in their colors and shapes.

Monhegan has a population of bald eagles and ospreys. The smaller birds are quite fearless and it is possible to approach very close to them without scaring them off. I think they must find people entertaining to watch. They fly from thicket to thicket just ahead of you as you walk along.

Paddling our kayaks around Monhegan, we saw how the rocks on the south coast gradually rose in height until they formed unbroken cliffs on the eastern shore, offering no landing sites except for the suction pads of snails. There are some rocks to dodge behind for fun, one of them known as "The Washer Woman". Around on the north shore are seal ledges and rocks where those curious and playful little seals can be enjoyed.

On our final day, the sky was blue with high cirrus clouds and a 15 knot northeast wind. Despite being aware that this would make for an arduous 10 mile crossing, six of us decided to make it a reality, as it was part of the experience of going to Monhegan. Halfway back we stopped for lunch on Burnt Island. It was very fulfilling for me viewing these rocky Maine coasts from my kayak, a coastal elegance I hope will never change.

The challenge of paddling on the open ocean was initially disconcerting, but became delightfully fascinating as I adapted to it. However, the ocean is still no place for an unseaworthy craft. My Klepper served me well.

Report by Gail Ferris.



Two Islands

Trapped

Every so often I find myself ignoring common sense, resulting in scaring myself thoroughly from not believing a weather forecast for a storm and then underestimating the strength and duration of a storm. Recently this fall this happened to me when I looked out across a calm bay from my sheltered shoreside home at sunset, coincidental with the changing tide. The wind often will abate at sunrise and sunset and sometimes when the tide changes, it seems.

It had been an icy, windy day and as the sun set I tuned in my NOAA weather radio to hear the forecast. It was for 20 to 30 knot winds from the northeast, slackening later to 15 to 20 knots from the northwest. Yet, due to the calm conditions out on the bay before my eyes, I assumed I would be able to paddle across to spend the evening with the dogs at the island, and that by morning, the predicted winds would slacken for my return.

Unfortunately for my plan, the storm conditions which arose were not the typical short duration ones usually experienced here on Long Island Sound. I made the early evening crossing without mishap, despite a few strong gusts which required more radical application of my rudder. After landing on the island, I stowed the kayak in a sheltered spot to avoid potential damage from the wind tossing it about. Walking along the exposed seawall, I discounted the increasing wind and retrieved the dogs and made my way up to the house. The temperature had dropped into the 30's outside and was down into the 40's inside the house.

These conditions decided me



Outings

on building a fire in the fireplace. I was lucky to find a good supply of dry wood on the inner porch as the more exposed outer porch and adjacent woodpile were coated now in ice. I lit the fire, found some books to read, arranged a comfortable chair warmly beside the fireplace, and then hastened to prepare a quick meal out in the frigid kitchen. The dogs seemed to think all of this was a party, getting to spend a comfortable evening indoors with me instead of outside in the cold windy night alone on the island. The evening sky had by now clouded over and the wind increased in intensity, roaring more often, and for longer periods, in the fireplace chimney. We were getting 20 to 30 knots with higher gusts all right, but instead of peaking out, the storm was still growing in intensity.

The dogs were enjoying various stages of relaxation as I read. Occasionally I'd pause to watch the tree branches thrashing and the outside world growing whiter. The bay seemed innocuous still because I was looking downwind on the lee side of the island where no fetch existed for wave buildup. In such conditions in a kayak, you are exposed fully to the wind with no shelter and no waves to telegraph warning of wind, and an unexpected gust can blow you over, if you don't notice its footprint on the water as it approaches.

I was now beginning to realize that I was trapped here, I wasn't likely to be going back in the morning to report to work. Even if they call off work for the day due to the storm, I was still trapped here on the island. I wasn't going to go out to tidy up the gardens in these winds, that's a miserable and cold task. I contemplated then the possibility of returning about 5:30

a.m. as it would be just before sunrise and the tide would be turning, two factors that tend to moderate the wind temporarily.

We snoozed by the fire, waking from time to time to replenish the firewood, but I was sleeping poorly despite having my two dogs as companions, plenty of wood and food, a radio, telephone and this 27 room house to ramble about in. Everything I could possibly need while being marooned. But, because I had taken a chance on the weather, I still was trapped here.

I awoke at 5 a.m. and found that the wind had almost ceased howling in the chimney. It was calmer outside, and two inches of snow lay on the ground. I donned my dry suit and winter diver's hood which has already served me well on winter paddling for two years, closed up the house and decided I'd make the return crossing if I found no unusually fierce gusts to be blowing.

I rolled over my ice encrusted kayak and hoisted it with some difficulty to my shoulder, carried it to the beach and floated it in the sea water a few minutes before entering it, to allow the salt water to dissolve the fresh water ice on the hull. I was glad it was still early in the season and not colder with ice pans and chunks floating in the bay to contend with.

I said goodbye to the dogs, and making sure all was well, particularly with the rudder, I set out across a strong broadside wind. I reminded myself that these conditions are ones in which things happen fast and allowing my attention to wander at all from watching the wind patterns on the water, in order to properly control my boat, would be dangerous. You have to constantly apply your attention and skills acquired from experience to know what is happening with the boat and what to do to contend with the conditions. My Arluk, I had found, required me to lean forward for best control in these circumstances, keeping the paddle blades low, and tilting some in the direction of the wind abeam.

Rather than risk blowing over in stronger gusts, I stopped and braced, leaning forward into the gust until it passed. The strong beam wind was moving me rapidly sideways and I had to ferry glide to allow enough searoom past objects the wind was blowing me down upon. All went well and I arrived at the boat ramp, sliding the kayak up its icy surface. I excavated my car from its shroud of ice, as one is supposed to be able to see when driving, and after some discreet driving on icy roads, arrived at work fashionably late.

Report by Gail Ferris.



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

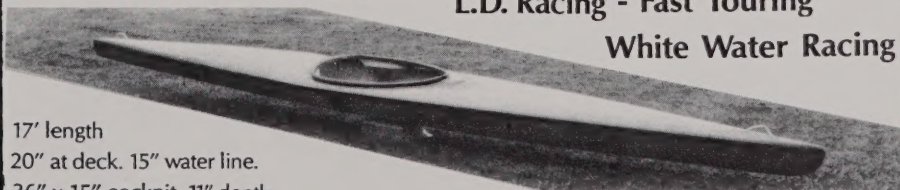


For free brochure contact:

DIRIGO

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

"Wave Piercer" Ocean Racing - Aerobic Training L.D. Racing - Fast Touring White Water Racing



17' length

20" at deck. 15" water line.

36" x 15" cockpit. 11" depth.

You have all waited for this one. A super fast rough water racer/tourer. Developed to meet three parameters - ocean racing - fast touring - aerobic training. Stable enough for ocean waves - yet at sub-sprinting speeds is compatible to an olympic racer. A rounded hull with flare, large cockpit, hung seat for hip control, capable of being eskimo rolled. Rudder as an option. Meets olympic specifications.

West Side Boat Shop
(716) 434-5755

7661 Tonawanda Creek Road
Lockport, New York 14094

Catalogue \$1.00

DESIGNS



When David Virtue of Andover, NH, commented in his note in the December 1st issue about Nutshell Pram frostbiting, that his own personal "fleet" included a 20' pocket cruiser, I asked to hear more. Here is David's response:

"I had my pocket cruiser, AURA, built by Paul Rollins of York, ME, in 1985. We took an 18' hull designed by Bud McIntosh, enlarged it to 20' and continued to design it as we went along on the construction. I was after a simple, trailerable weekender with a good sized cockpit for daysailing. She's wood, epoxy glued and riveted, with three plywood bulkheads and

David's Pocket Cruiser

fiberglass covered plywood decks and cabin top. Most trim is ash, with mahogany seats, and Sitka spruce spars. The interior is very simple, two berths and some shelves and canvas pockets. The cockpit is wide and deep, not self-bailing.

Some specs: LOA - 20'0"; Beam - 7'6"; Displacement - 3,000#; Ballast - 700#; Bronze Fittings; Monel

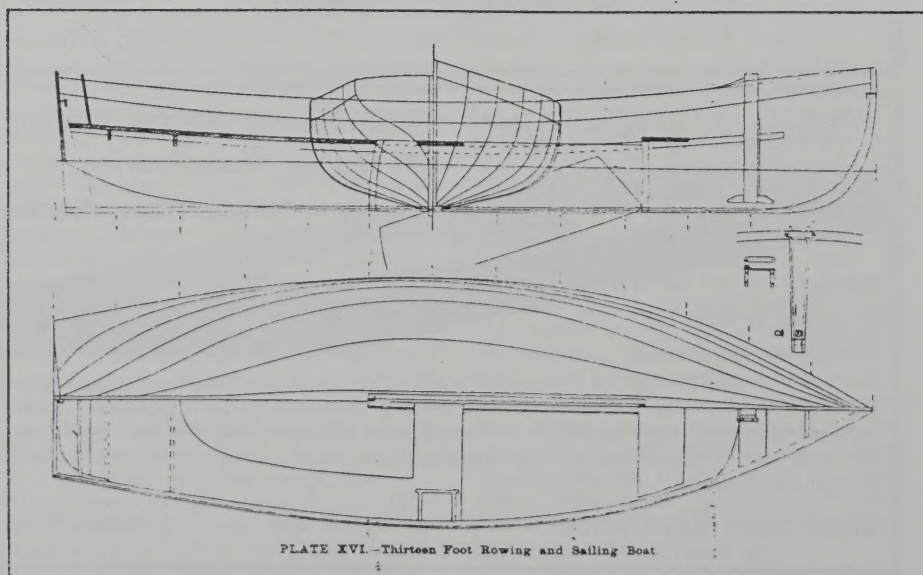
Centerboard; 3hp Seagull Outboard.

I've sailed her many times off the coast of New Hampshire, Maine, Cape Cod, to Martha's Vineyard, some in Long Island Sound, as well as on the lakes here in New Hampshire. She's easy to set up and sails very comfortably and is fairly fast. In most conditions, she'll keep up with, or overtake, production fiberglass sloops in the 20'-22' range. Sailing into two foot or more seas, she slows down due to her full bow. I have thoroughly enjoyed AURA and continue to upgrade and modify her."

David Virtue, RFD 1, Box 2124, Andover, NH 03216.

W.P. Stephens' Plans

The Publications Department at Mystic Seaport Museum has available a portfolio of boat plans entitled, FIFTY PLATES FROM WILLIAM PICARD STEPHENS. CANOE & BOATBUILDING: A MANUAL FOR AMATEURS, published by FOREST & STREAM magazine in 1885 and 1898. The originals are rare today, but the set at the Seaport's G.W. Blunt Library, supplemented by John Gardner's set, was used by Seaport printer Steve Holmes to make new plates direct from the tissue originals. Loosely bound on one edge, the set of fifty 11"x17" plates is priced at \$24 from the Publications Department, Mystic Seaport Museum, Mystic, CT 06355.



Wave Ski in Wood

Mac McCarthy of Feather Canoes in Sarasota, FL, certainly has no bias towards or against any boat that can be strip built. While his little canoes are his mainstay, now he's gone and built a wave ski. He tells it like this:

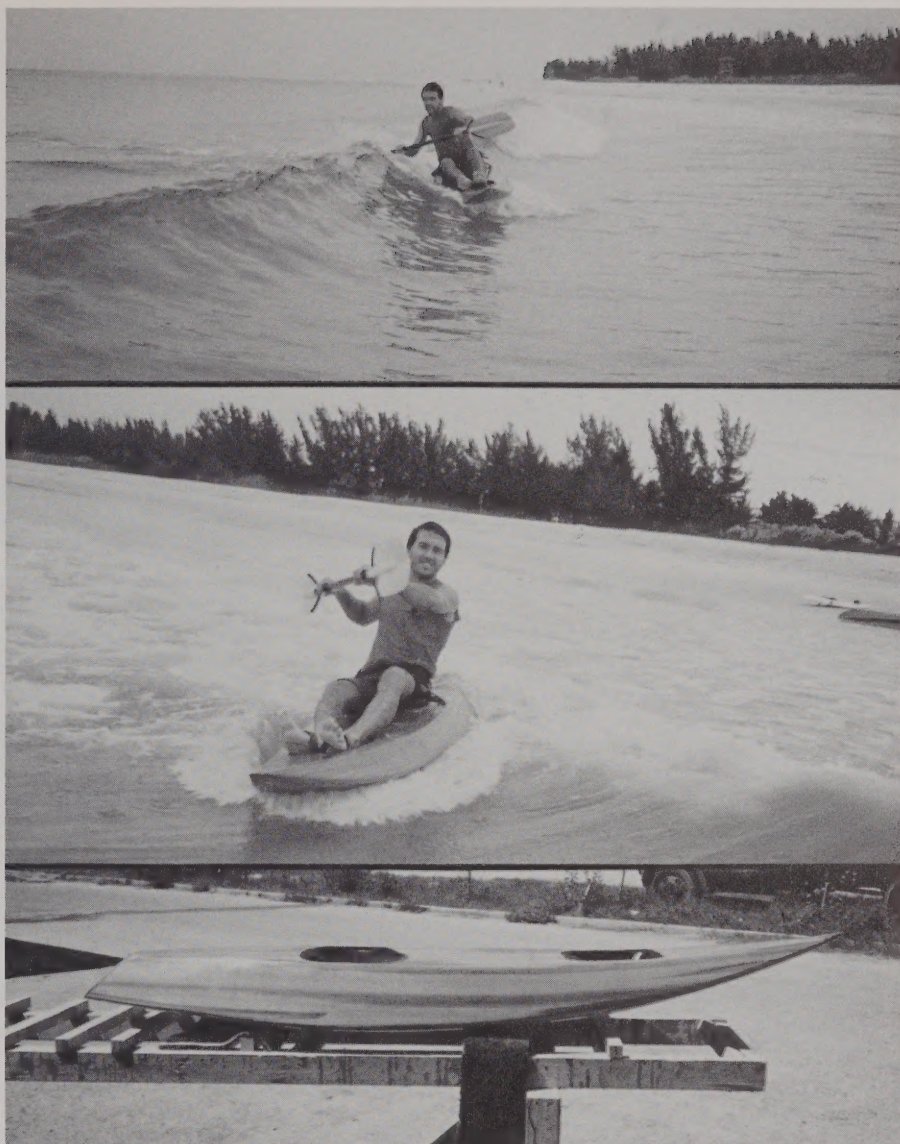
"I got into building the wave skis by accident. Billy McDonald is a wave ski competitor who was ranked #1 in Florida in 1985, an #1 on the east coast in 1986. He happened to see my kayak on top of my truck and asked if I could make him a wooden wave ski paddle. I did, and he was pleased with it, and we became friends. As a result of this, I built him a cedar strip wave ski.

He was looking for maneuverability and light weight for competition. My first effort proved too squirrely, he could ride the waves with it but it bogged down and was really unstable. So I tried a few things and my second one hit paydirt. It is very responsive, fast, and lightweight. Encouraged by this, I made another one, changing it some more, and finally got a ski that even I could ride (in small waves).

A small group of us have been meeting on recent Sunday mornings at daybreak (to beat the crowds), using different wave skis and a couple of my sea kayaks, to play around and improve our skills. It's been a lot of fun.

I am now building a competition ski for Billy to take to the Nationals in December at Cocoa Beach. It's complete, except for the seat and foot straps, and weighs less than 15 pounds. If Billy wins with this board, be sure I will let you know.

My building system allows me to make shapes not possible to get out of a mold, so I am pretty much limited to custom work, but that's all I want to do anyway, and my



Billy McDonald enjoying Mac's wooden wave ski.

price is comparable to a custom foam ski.

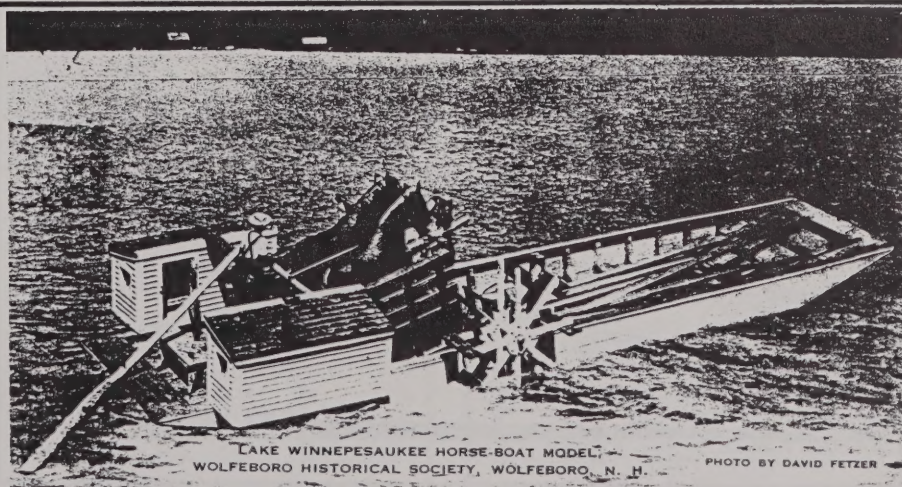
I have a Wee Lassie half built for spring delivery to Massachusetts. If I got orders for a few more this winter, I could hand deliver the lot rather than shipping

them. And now I have someone talking to me about a super-light planing type sailboard. Onwards, ever onwards."

Mac McCarthy, Feather Canoes, 3080 N. Washington Blvd., Sarasota, FL 33580.

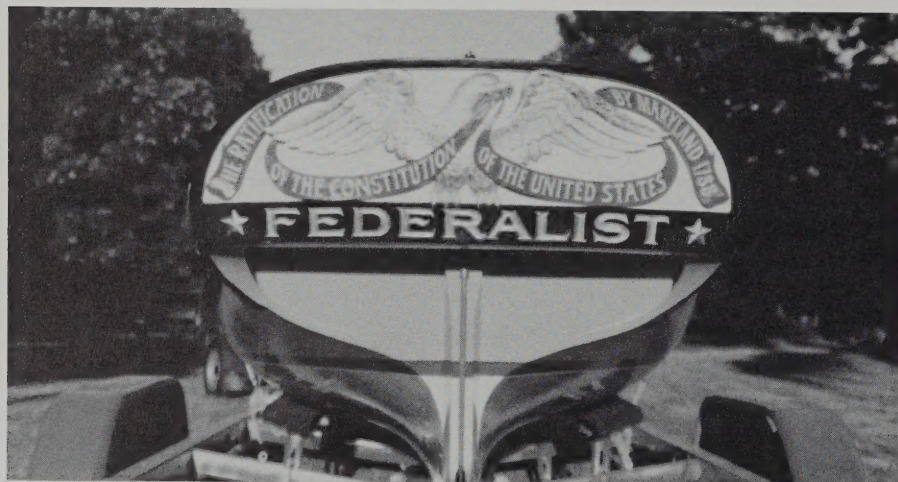
Real Horsepower

Here's an old postcard picturing what was entitled "Lake Winnepesaukee Horse Boat Model", from the Wolfeboro Historical Society. Two horsepower it appears. No explanation for those fascinating little "sheds" on either side at the stern. Thanks to my mother, who found the card stuck in an old book she picked up at a New Hampshire flea market.



LAKE WINNEPESAUKEE HORSE-BOAT MODEL,
WOLFEBORO HISTORICAL SOCIETY, WOLFEBORO, N. H.

PHOTO BY DAVID FETZER



Federalist

A FLAGSHIP FOR MARYLAND

In my report on the Wooden Boat Show in the October 1st issue, I noted the presence of the **FEDERALIST**, a 15' "model" of a historical square rigger. It had been designed by Melbourne Smith and I had remarked on being uncertain of its purpose, other than representing the Maryland Federalist Foundation in Constitution Bi-Centennial celebrations.

Allen Rawl of Bradshaw, MD, is the builder of the boat, and he wrote to elaborate on my passing remarks about the unique craft:

"In the interest of accuracy, and to answer a few questions that may have been raised as a result of your article on the **FEDERALIST** in your Wooden Boat Show report, I offer the following information:

The **FEDERALIST** is a "miniature ship" and not a "model", in as much as she was designed and built with the intent to sail efficiently and yet be suitable for museum display. She was designed by Melbourne Smith and built by me and my daughter, Laurie, who was fresh out of the Rockport Appren-

Principal Particulars

Displacement: 1608 lbs.
Length overall: 15 feet
Length of the design waterline: 13.865 feet
Draft: 1 foot, 4½ inches
Extreme beam: 5.5 feet
Total sail area: 139.7 feet

Will accommodate a crew of two

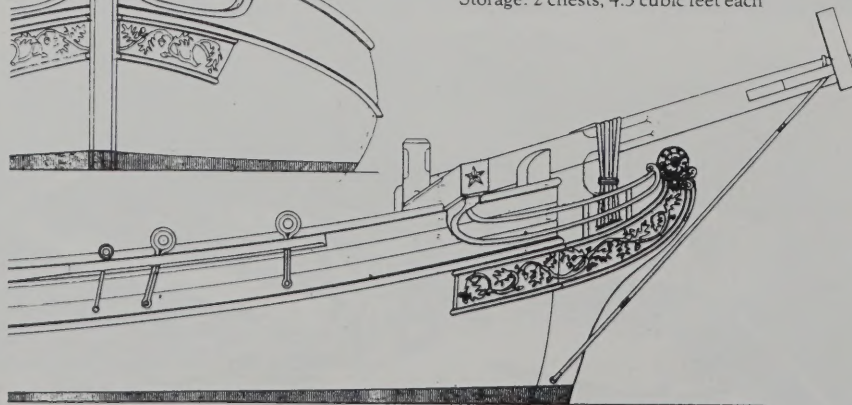
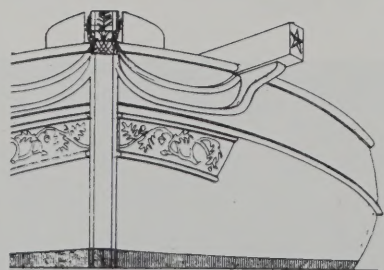
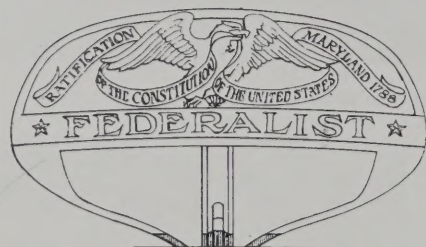
Sails (7):

main course, main top, fore course, fore top, mizzen top, spanker, gib

Oars with thole pins

Trailer-cart:

Twin-axle, 3400 lb. capacity
Storage: 2 chests, 4.3 cubic feet each



ticeshop. The purpose of building this ship was to commemorate the ratification of the United States Constitution by Maryland, and to subsequently serve as an educational tool at appearances at schools and special occasions."

Allen enclosed various background materials on the ship also. The BICENTENNIAL BULLETIN described the background thusly:

"Maryland's all-important role in the ratification of the Constitution was celebrated by the people and merchants of Baltimore with a huge parade in 1788, the centerpiece of which was a beautiful 15' ship called the FEDERALIST."

Ship rigged with seven sails, symbolizing Maryland's place as the seventh, and pivotal, state to ratify, the tiny ship was completely seaworthy, but equally effective on land on its own horse-drawn cart. Its commander was Captain Joshua Barney, Maryland's own colorful naval hero, known for his daring exploits during the Revolution, especially for the capture of a British warship off Cape May in 1782.

Captain Barney sailed the original to Mount Vernon, where it was presented to George Washington as a gift from the state. Unfortunately, it sank there in a hurricane only six weeks later.

The re-created FEDERALIST is an exact replica of the 1788 ship, with its seven symbolic sails, intricate carvings, and own wagon-like trailer for travel on land. It has proven as seaworthy as its predecessor so it can, also, be paraded ashore or sailed and rowed in protected waters. The FEDERALIST made its official debut in Philadelphia's Constitution Day Parade on September 17th. It had been christened in June at Annapolis and commissioned the following day at Ft. McHenry in Baltimore. Following



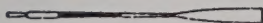
The ornate billethead features the Maryland state flower, the black-eyed Susan. The trailboards have the leaves and acorns of the white oak, the Maryland state tree. On parade in Philadelphia.

appearances at a number of ceremonies and events connected with the Constitution Bi-Centennial, the FEDERALIST will then retire to permanent display in a Maryland Museum."

Well, the FEDERALIST also showed up in early October at St.

Michaels, MD, for the Mid-Atlantic Small Craft Festival, where she was on display ashore. Her appearance there netted a special award, a triumph of fitting an award to a participant on the part of the organizers, "Best Replica of an Interpretation of a Replica".

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.

Granta SEA KAYAKS

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

KITS:
ANGMAGSSALIK (190 lbs. Max.) 18'8" \$320
SEA ROVER 17 (33" Cockpit) 17'2" \$360
SCANDIAN DOUBLE (Two 33" Cockpits) 17'6" \$415
SPECIAL ON FULLY EQUIPPED FIBER-GLASS KAYAKS:
(Backrest, Seat, Spray Cover & Foot Operated Flip-up Rudder Included)
TOURING SINGLE 14'6" \$690
SEA KAYAK 16'5" \$750
DUAL COCKPIT DOUBLE 17'1" \$940
LONG COCKPIT DOUBLE 17'1" \$940
HEAVY DUTY WATERPROOF BAG W/FLOTATION, 30"x18" \$35

HUDSON CANOE

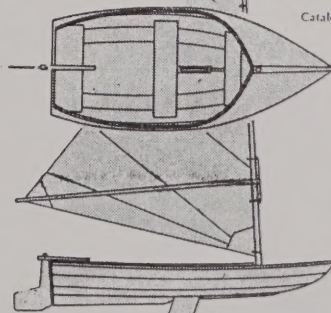
14 HILLSIDE AVE. CROTON, NY 10520
(914) 271-5387

Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs.

KIT \$675
FINISHED \$1450

Catalog \$2.

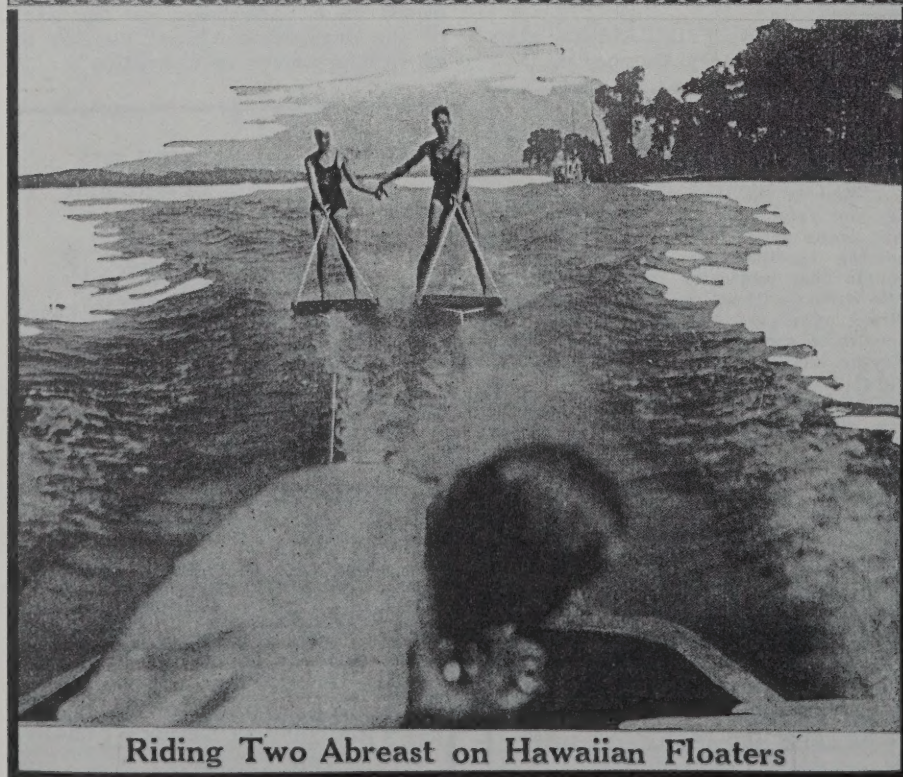


Modern wooden boats for rowing and sailing

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



Thompson BETTER BUILT Boats



Riding Two Abreast on Hawaiian Floaters

Reader Jim Connor of Rehobeth, MA, picked up some 1936 boat catalogs at a local flea market and sent along three he thought we might find of interest. We do, we do! These old sales promotions are so innocent and obvious for one accustomed to today's modern jaded world of advertising.

The 1936 Old Town Canoes & Boats catalog is much like a 1912 one I have, but with color and, of course, changes in the attire worn canoeing. The 1936 Thompson Better Built Boats catalog is all black-and-white but offers some nice touches, like TVT (Thompson V-Type) designed outboards, a \$185 Snipe, and the Hawaiian Surf Board & Floater. The Johnson Sea Horse Outboard Motors brochure folds out like a road map to display the full line in three colors (black, red, blue) and all the specs and some neat "user" photos.

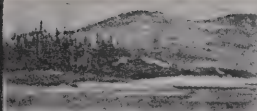
Herewith the photo Jim liked best from the Johnson brochure, as he comments, "Who could resist two water nymphs in an outboard powered mattress race?" Indeed!

From the Old Town catalog, some "come on" photos to persuade you to buy one of their boats; car-topping, tanning and paddling, camping out and jousting. Yes, jousting.

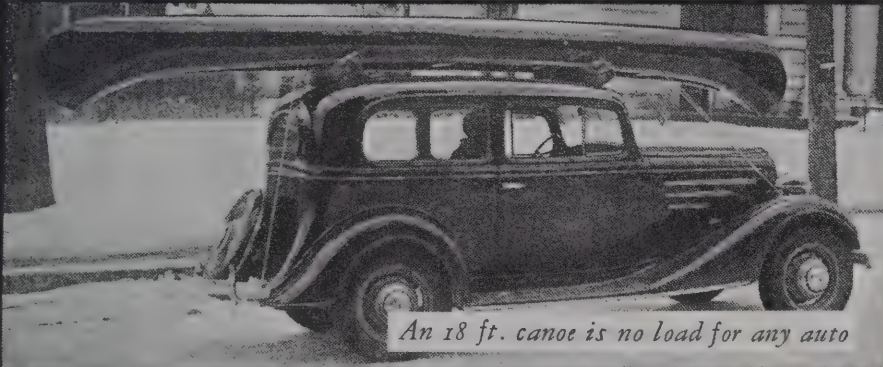
And from the Thompson catalog, togetherness abreast on Hawaiian Floaters.

OLD TOWN

CANOES and BOATS • 1936 •



Johnson's Boat and Motor Station
31 Williams St., Taunton, Mass.
Tel. Conn.: C. H. Belcher, Mass.



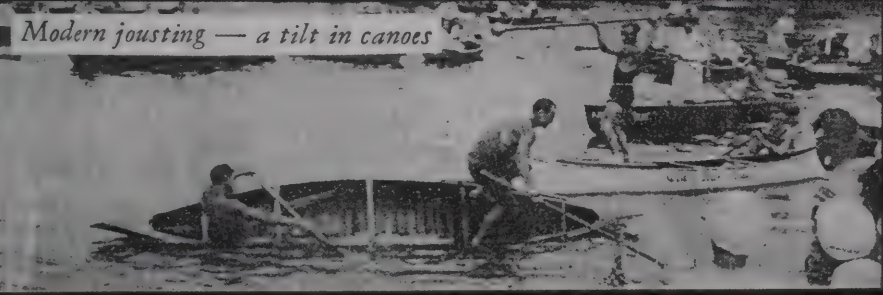
An 18 ft. canoe is no load for any auto



Brown and husky from using an Old Town Canoe



A pal, a tent and an "Old Town Canoe"



Modern jousting — a tilt in canoes



"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 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



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

Adventures Down the Bay

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



SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

SALES • RENTAL • TOURS • INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (617) 636-3007

Small Boat Exchange

JOHN L. FREEMAN



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

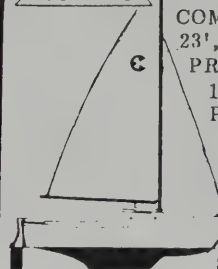
ON THE WATERFRONT

31 MAIN ST BURLINGTON, VT 05401

(802) 864-5437

BROKERAGE FOR SAIL AND POWER

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

NOW AVAILABLE IN A PAPERBACK BOOK!

Now it's all together, 40 chapters, 280 pages, dozens of illustrations. All in a handy 5.5"x8.5" paperback, the entire series we've published over the past two years. If you've followed the adventures of two Narragansett bay youths in a summer of sailing in a small open skiff at the turn of the century, you'll perhaps want a copy for re-reading. If you've joined us too late and missed many earlier chapters, here's the way to catch them up. If you've only just recently subscribed, be advised that this delightful story emphasizes the unchanging pleasures of messing about in a small boat as it recaptures the adventures possible when one was 14 and summer on the Bay was at hand.

\$10

POSTPAID & SALES TAX INCLUDED (where applicable).
For quantity discounts (6 or more copies) inquire.

YES, SEND ME ____ COPIES OF ADVENTURES DOWN THE BAY

NAME: _____

STREET & NUMBER: _____

CITY: _____ STATE: _____ ZIP: _____

MAKE CHECK PAYABLE TO, AND MAIL TO:
BOATS, 29 Burling St., Wenham, MA 01984



APPRENTICESHOP

MAINE MARITIME MUSEUM

BATH, MAINE 04530

207-442-7401

207-442-2239

TUITION FREE

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



A Trip to James Bay

Report & Photos by Chuck Wright

I jumped at the chance to take a trip last August to the James Bay area of northern Canada when one of the original group could not go. I knew little about it in detail, not having been in on the planning, but I did know we'd be canoeing a wilderness river and riding a local train for a lengthy portage. And, we'd be driving a long, long way to get to the starting place. But, I'd known the trip organizers, the Murphys, for years of paddling, as superb canoeists and campers. And my canoe partner would also be another good friend.

The plan was to drive about 1,000 miles northwest to Cochrane where the four parties (eight persons) would meet at 11 a.m. on Tuesday, August 18th. From there we'd then drive about 20 miles to the put-in at the Gardiner Ferry, paddle about 90 miles north on the Abitibi River to its Otter Rapids. There we'd board the train (with canoes) for a 45 mile ride further north to Moose River Crossing, where we'd embark on the Moose River for a further 42 miles of paddling to Moosonee. The train would then return us to our cars at Cochrane, where the 1,000 miles of driving home would be facing us.

A ten hour drive on Sunday got us through Vermont into Quebec to La Verendrye Provincial Park a couple of hundred miles north of Montreal. This was a very attractive and uncrowded campground, uncrowded despite what should have been the peak of the season. We were impressed with the profusion of wildflowers, the often

spectacular cloud formations which would rain on us with the sun still shining, and those long, long days of 16 hours.

As we drove further north, the "Caution, Deer Crossing" signs gave way to "Caution, Moose Crossing" signs. So we began to look for moose. And we looked and we looked. Finally we created an explanation in which we asked a native about moose and he responded, "Naw, t'aint no moose 'round here. Aint s'posed to tell ya this, but the last moose in these parts was shot years ago, and we had him stuffed and we put 'im out in summer 'cross the lake so's the tourists can see 'im. Helps business, ya know."

After we got onto the river, we continued looking. Only near the end of the trip did those of us who got up early enough finally see moose, when a cow and calf walked almost into our campsite. We did see a beaver and numerous birds, including, we think, a couple of golden eagles. We also saw wolf tracks and fresh bear tracks at one of our lunch stops.

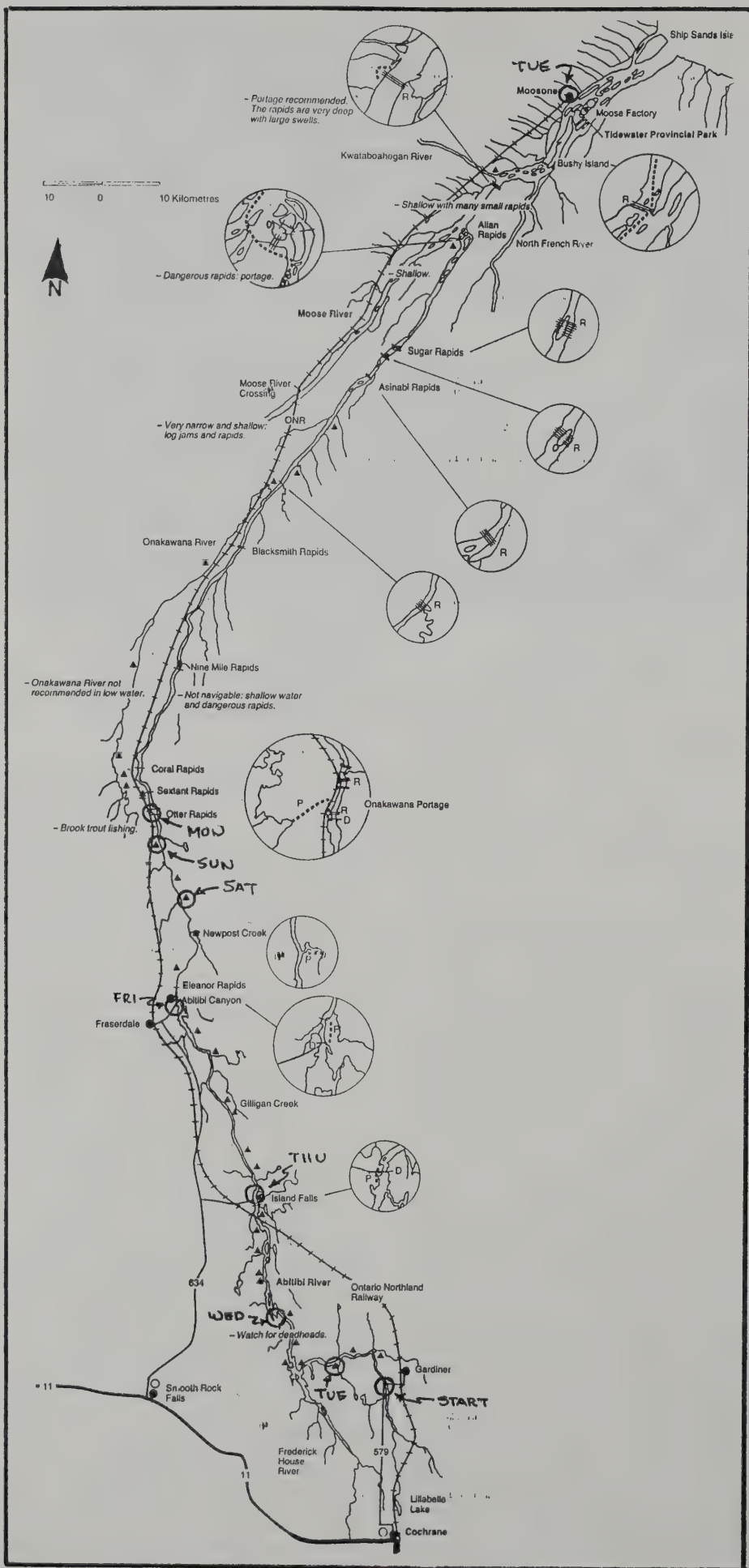
Moosonee is on tidal water just off James Bay, and is over 100 miles north of the end of the roads. Two trains run to Moosonee, the end of the line, in summer: A daily tourist train, "The Polar Bear Express", and a twice-weekly local train called "The Little Bear", which runs north on Tuesday and Thursday, and south on Wednesday and Friday. Canoeists must use "The Little Bear". We found all of this out only after ar-

rival in Cochrane, and even there we found it difficult to get information about the river. We did learn we were only the third party to do the river in '87. It began to really sink in that this was going to be more of a wilderness experience than I had expected. Our information consisted of a canoe route map and description from the Ontario Ministry of Natural Resources, and the Murphy's recollections from doing part of the route some years ago.

Our little expedition included five men and three women, ranging in ages from 30 to 72, with the average at 57. Yet each party of two were evenly matched in abilities with the others so nobody became either the leader or tail-ender every day. It was a team effort that went very smoothly, bringing harmony with one another to supplement the harmony with our surroundings we all sought.

An example of the team effort was the meals arrangement. Each canoe team was responsible for a day's breakfast and dinner on alternating days. With twelve days planned, each crew would put on three days' meals. And we ate very well, having made no effort to travel light. We carried fresh vegetables and meat in coolers early on the trip, and a side of bacon lasted the entire time.

Our most serious supply problem was with water. We took along a Katadyn Filter for filtering the river water, but we'd not anticipated the amount of clay that was suspended in the water, it would



quickly block the filter. Fifteen minutes of hard pumping would give us a cup of water and require filter cleaning. So getting enough water for eight people was difficult, and we made do with a minimum. We were fortunate to have been able to fill containers at the dam at Island Falls and careful rationing got us through the trip. We did sample water from a cool and apparently clear tributary stream, only to later find it drained a marsh and might well have been polluted. Later, we inquired of others who had been here about water. One party had drunk water from tributary streams but had gotten very sick subsequently. Another group boiled their water and used iodine tablets.

The Abitibi River was once a principal route for fur traders. Today it is dammed for hydropower. There are three dams between the Gardiner Ferry and Otter Rapids, and so most of the river is now flatwater between dams. Below Otter Rapids, the river was unrunnable due to low water. While we were there the river was "turned off" for a while and became a series of still pools. The water level was unpredictable and could vary widely in a short time. At one of our campsites, the water was 50 feet from the bank in the evening, but by morning had risen to the banking, floating our canoes which had been high and dry the evening before. It once must have been a formidable challenge, though, for the dam at Abitibi Canyon has a 240 foot head!

The river runs through densely wooded country and after the first few miles we saw no sign of habitation except near the dams. We met only one other boat, two Park Service rangers running the river to check out the campsites. At the Island Falls Dam, an employee helped us get water, portaged our gear in his truck, and gave us a tour of the facility. The dams at Abitibi Canyon and Otter Rapids were deserted, although the turbines were running, giving them an eerie "On The Beach" feeling. We were assisted at the mile and a half portage at Abitibi Canyon by a French speaking Canadian family with a truck, who refused to accept payment.

The Parks Service brochure described the campsites as ideal for family camping. This seemed an overstatement to us as those we saw were most difficult to get to and more than a little rough. The banks were often littered with driftwood, making getting ashore all but impossible. The sites were large enough for one or two tents, but we had four. We had trouble finding room for our tents at some sites and at one had to pitch them virtually touching one another, with no space left over to safely build a fire.

The weather was very warm the first few days. We had anticipated cool weather, and got that too later on. The first day set a weather pattern that repeated itself for several days. A beautiful clear morning would develop, by lunch-time, a dark cloud that would slide in over us on a cool wind, rain hard for a few minutes, then pass on and the day would become sunny once more. We learned to keep our rain gear at hand. We never had to pitch camp in the rain, though a couple of times we just made camp ahead of an earnest rain setting in.

On Friday we had our best day of paddling, covering the 28 miles between Island Falls and Abitibi Canyon with the help of a following wind. We averaged about 15 miles a day on the water, normally. Friday was also the day we encountered the only significant rapids, a single drop a short way above Abitibi Canyon. It was a divided chute that almost gave us serious trouble. It was clear to us that the left hand chute was unrunnable, but, as we held back to keep from over-running the canoe just ahead of us, the side current to the left dragged our deeply loaded canoe too far that way and we grounded out on a ledge dividing the two currents. A tentative attempt to shove off showed us that our only way out was to swing the boat until it was about to go backwards down that left hand chute, then make a run for the main chute several yards ahead of us. It worked. Dodging the largest standing waves to avoid swamping took us out of danger, but this taught me to respect rapids in a heavily loaded boat.

That night, as we were camped in an open area at Abitibi Canyon, the wind came up from the north with gusts probably reaching the upper forties. At times it seemed as if our entire encampment would be blown away. The next three days would find us struggling on-wards into this wind. We had to

creep along the shoreline, using what little lee we could find, and taking frequent breaks. One camp-site on this stretch was memorable for the trees that fell around us in the wind. And with the wind came a change in the temperature, each day and night became successively cooler, until on the morning we left the river at Otter Rapids, it was 40 degrees after a night of wind and rain. But eventually the front passed on and beautiful weather returned.

The wind had delayed us and so, when we arrived at Otter Rapids., we had only two days left to do the 42 mile stretch on the Moose River to our rendezvous with the return train at Moosonee. If we missed the train, it meant a further four day wait to get out. Our original plan here was to entrain from Otter Rapids (the railway runs along the river valley) to Moose River Crossing on the Moose, where we'd put in for that second section of paddling. Now, with insufficient time to do this, we decided to board the train and ride it all the way to Moosonee, because we hated to miss visiting our final objective.

So we caught the northbound train on Tuesday. To catch the train, you gather your boats and gear next to the tracks and it stops for you. The gear goes into the designated canoe car. The train included about 25 freight cars, the canoe car, a couple of baggage cars and three passenger cars., two for Indians and the one we were directed to. that seemed newer and was half seating and half dining.

Moosonee has a population of something over a thousand people, wide dirt streets, a Hudson Bay store and two hotels. There were two rooms left in town, which we grabbed, as our gear was locked up in the train and there was no place to camp anyway, the campground being across the river. Anyway, we were all looking forward to hot showers. We followed these with an

excellent dinner at the hotel, a long way to come for dinner, and then a look around town.

In the morning there was just time enough for a short walk along the river and breakfast before we had to catch "The Little Bear" for Cochrane. The train stops for anyone in the small Indian villages and isolated homesteads along the way, so it was a slow trip. But we enjoyed talking with local people and riding on the open platforms between the cars. The highest speed the train seemed to attain was about fifty miles per hour, with frequent slowdowns on the weaving track laid over permafrost and for trestles and bad track.

Four Canadians who had run the Missinaibi River got on at Moose River Crossing and we enjoyed trading stories with them. However, they had the better stories, having spent two weeks doing the 150 mile river, with over 50 rapids and several nasty portages. They had seen a black bear at close range, but no moose. They had clearly had a great time. We also met a man and his son who were completing a complicated journey involving car, boat, train and bicycle travel. The man was on the board of the Canadian Outward Bound program and had travelled extensively by canoe in both Canada and South America.

On arrival in Cochrane, we gathered our gear off the train and reluctantly parted company for our respective long drives home. All in, we'd spent two days getting to Cochrane, a half day there preparing to embark on the river, six days and nights on the river, one and one half days on the train, and two days driving back home, covering about 2400 miles in twelve days. Being that far north in the wilderness is worth the travel to reach, and the use of the train up there added an interesting dimension. An excellent trip, and one which I would not hesitate to repeat.







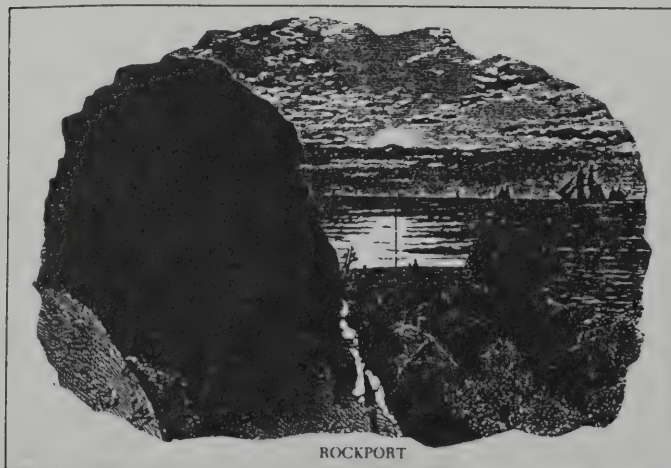
14

ROCKPORT HARBOR THE KING OF THE CUNNERS LOBSTER FISHING THE ASSYRIAN STARTLED

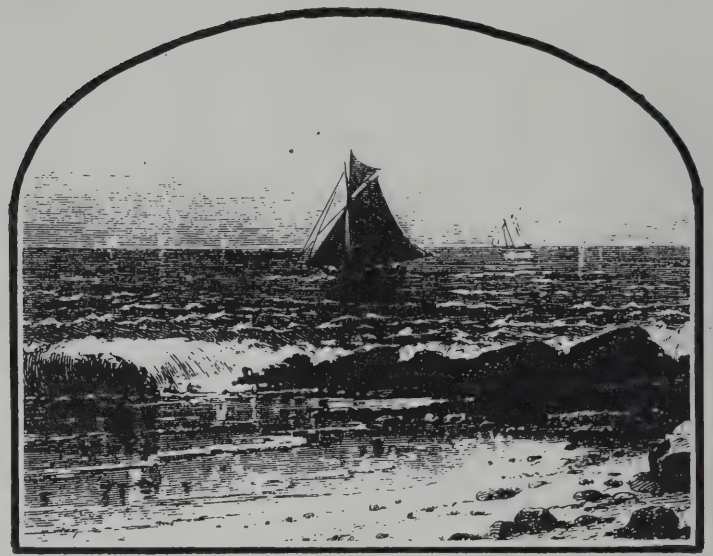
The town of Rockport is declared by the Gazetteer of Hayward to lie four miles northeast from Gloucester Harbor, thirty-six northeast from Boston, and eighteen northeast from Salem. It comprises all the seaward portion of the extremity of Cape Ann, and from the settlement of New England to the present time, the men of Rockport have been distinguished for their enterprise in the fisheries, "thereby," as Hayward judiciously remarks, "rendering them serviceable to their country abroad, and fit companions for its intelligent and rosy-cheeked damsels at home."

We saw but little of the town. The fog was so dense that we could only discern that we were in a small harbor, partly artificial, with a huge mole of granite between us and the ocean. There were fifteen or twenty schooners in the port which afforded room for perhaps twice as many more.

The Artist and I got the Skipper to row us ashore before breakfast next day, July 15. We landed on a dirty beach, covered with the decaying offal of fish, the stench of which was almost suffocating. A narrow street led us to the center of a large and prosperous-looking village, where we mailed our letters and made some purchases, especially of "soft tack," of which we bought a quantity that caused the baker to stare and gasp with amazement. We knew we should be likely to get none for several days, and had found by experience that six healthy men, with sea appetites, could consume an enormous amount of bread.



ROCKPORT



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.

When we got on board again we found the Professor and the Assyrian in a state of deep disgust at the smell of rotten fish which filled the air, and which, indeed, had been so disagreeable on the previous evening that we should have hoisted anchor and gone outside of the harbor to pass the night on the open sea, had not the fog been so thick that we could not see our vessel's length ahead of us. It was so unpleasant on deck that, immediately after supper, we had lighted our cigars and closed the cabin doors, to smother with the fumes of tobacco the fishy odors from the shore.

As soon, therefore, as breakfast was over, we raised the anchor, rigged the oars, and rowed our little vessel out of the port, just as so many Greeks would have done three thousand years ago. I have been amused during the whole of this cruise with its resemblance to the style in which the ancients made their voyages. The Helen, I suppose, could not be much smaller than the bark which carried her namesake, the faithless wife of Menelaus, from Sparta to Troy. And though we did not, like the Greeks of that age, haul our vessel on shore at night, we ran regularly into port as the darkness approach-

ed, and never ventured far from land. The coast of New England, north of Boston, with its inlets and islands and rocky headlands and frequent harbors, is not unlike the coast of Greece.

The fog was still as dense as ever, and when we had got half a mile or so outside the harbor we ceased rowing and let the vessel drift. The Professor, taking a couple of cod-lines, got into the dory and rowd away from the vessel. In two minutes he was out of sight, and presently the sound of his oars became inaudible. The tide was drifting us away from the land, and we soon grew anxious for the safety of our companion. In such a fog, without a compass, the Professor, after a few turns round would have found it as difficult to make the land as to find the sloop.

The Skipper, who was seriously alarmed, took the horn and sounded a sonorous blast. It was presently answered by a blast from the land. All along the coast, as far north as population extends, even to Labrador, the humane and kindly custom prevails of blowing a horn in time of fog as a guide to the mariner. Such a signal from a vessel, anywhere from Cape Ann to Labrador, will be promptly responded to from the shore, if the shore is inhabited. We blew again at intervals of five minutes to guide the Professor. By and by we heard the sound of oars, and that gentleman came alongside, having caught nothing but a lobster, which he had somehow contrived to entice into his dory.

He seemed in no hurry to come on board, but asked the Skipper to give him a cup of water, a piece of bread, and half a dozen cigars. He then said to me —

“You are always interested in cunner-fishing, Carter. Jump into the dory and come along, and I will show you the king of the cunners. But first light a cigar, and take a couple of lines from that locker. There — give me a light — and take the oars, if you please.”

I pulled toward the shore, while the Professor lighted another cigar and baited the lines with the flesh of the lobster he had taken. The fog was so dense that the shore was not visible until we were close upon it. We anchored the dory in water ten or twelve feet deep, at the distance of as many yards from the high rocks, black and slimy with seaweed, that line all that part of the coast of Cape Ann. The sea was as smooth as glass, and the water so clear that the smallest objects on the bottom were distinctly seen. Directly beneath our boat, and for a few feet on every side, the bottom was clean sand, free from weeds. But this clear space, which was about twenty feet in diameter, was surrounded by

heaps of rocks which rose to within three or four feet of the surface. Around the bases of these rocks, and in their crevices, grew a dense thicket of marine plants, making a vegetable ring about the rocks two or three feet wide.

“Here is where I caught the lobster,” said the Professor, “and with patience and dexterity we can catch enough of them to keep us supplied with food and bait for the rest of the week. Did you ever see so many cunners before? Look sharp, and you will see a very large one.”

The water beneath us, indeed, swarmed with cunners of all sizes and all colors. There were some not larger than a man’s finger, and others that appeared upward of a foot in length. Most of them were blackish in hue, but there were several of lighter colors, and one or two of a bright orange tint. There must have been hundreds of them in sight at once. They swam about slowly and lazily, sometimes hiding in the thickets of sea-weed, then gliding out and cruising vaguely round; apparently without any definite object.

I lowered a baited line from the side of the boat. In a moment it was surrounded by a crowd of eager fishes, their apathy gone, and their tails wagging with excitement. I now saw an explanation of a phenomenon that had often puzzled me while fishing for cunners in water so deep or turbid that the fish, until caught, were not visible. While so fishing, you frequently have a smart, bold bite, and your line is carried off for a yard or two with a rush that makes you feel sure you have caught a biter. But with such a bite you seldom, if ever, take a cunner. The reason is, as I now saw, that it is only the smallest cunners that bite in that fashion. Little fellows, not yet arrived at years of discretion, will imprudently thrust themselves in among a crowd of larger and wiser fish, who are gravely contemplating the bait before venturing to touch it, and suddenly snapping hold of a corner of it, a young gentleman will drag the tempting morsel away from under the very noses of his seniors. He seldom runs with it more than two or three feet, however, then drops it, and scuds off as fast as his tail will carry him. The larger cunner, if he takes the bait at all, takes it soberly and considerately, and does not make a greedy snatch at it. He is very expert at getting the bait off without being caught by the hook.

I was so much pleased with watching the movements of the cunners that I did not care to catch them. I had taken five or six of moderate size, who hooked themselves in spite of my endeavors to prevent it, and had exhausted my share of the bait, when the Professor, who had been pulling them up

in considerable numbers, called out to me from the other end of the dory:

"There is the king of the cunners I told you of. He is just coming round that point of rock. Did you ever see a bigger one?"

It was, indeed, a large one — by far the largest cunner I had ever seen. His great comparative size was apparent when he moved in a throng of his own species, as he did presently, sauntering about for a few minutes with a stately air, brushing aside his subjects with a majestic sweep of his tail. After promenading for a short time without finding anything worthy of his royal attention, he glided slowly into the recesses of a patch of seaweed at the base of one of the rocky heaps. Not doubting that he would soon reappear, I determined to capture him. I cut off the head of a small cunner and fixed it securely on the hook. The common herd of cunners attacked this bait as soon as it was dropped among them, but could make nothing of it. They could not disengage it nor gorge it, and it was so hard they could make little impression by nibbling. Still, they tugged and pulled and pushed, till nearly all had tried their teeth upon it. Not one, however, could take it in.

At length the big one came out of his lurking place among the sea-weed, where probably he had been feeding upon crustacea. As he lounged about, I brought my bait several times in front of his nose. Again and again he poked it away with disdain. At length, suddenly it seemed to strike him as something that demanded attention. He paused before it for about a minute, evidently considering what it meant as it hung within an inch of his nose, wagging his tail gently all the while to keep himself in position. I felt sure he would take it; but no; with one sweep of his tale he wheeled about and darted away toward the rocks.

"He is gone," said I to the Professor, who was watching the affair with interest.

"No, there he comes again; he has thought better of it."

The cunner had got his nose among the seaweeds, when he paused, wheeled again, made a straight line for the bait, took it in his mouth without the slightest hesitation, and deliberately marched off with it to his den in the rocks. He did not rush off as a young cunner would have done, but moved away with a grave unconcern, that said as plainly as words could say it: "I know what I am about. I have fully considered this matter, and it's all right. This prize is mine, and I'm going to enjoy it at leisure."

I gave him plenty of slack line, and when he had gotten fairly housed in his place of refuge, I slowly counted a hundred before I ventured to pull

him up. The bait was so large and tough that I doubted whether he would swallow it. When he carried it off, he merely took hold of it with his thick, fleshy lips. At length I pulled. I had him. He had fairly swallowed the bait, and was fast enough. I had a measuring line in my pocket, and found his length was sixteen inches. His weight I cannot tell, for we neglected to weigh him after our return to the sloop.

A few minutes later we heard the sound of a horn from the direction in which we judged the Helen to have drifted, though at a considerable distance.

"They want us to come back," said I; "what can the matter be?"

The Professor made no reply for a moment, but attentively scanned the neighboring shore, as if he were considering the state of the tide. At length he spoke.

"What time is it? I have left my watch hanging in the cabin."

"So is mine. I haven't the least idea of the time. In this fog, all hours of daylight seem pretty much alike."

"As well as I can judge by the tide," said the Professor, "it is considerably past noon. I have smoked three cigars, which ought to have taken three hours, and it was after ten when we set out. I suppose they want us to come to dinner; but I've no notion of going back without a lobster or two for supper. What say you?"

"Agreed. Hand me a bit of that bread, and I'll stay till dark if you wish."

Two or three short blasts on the horn, in rapid succession, indicated that our comrades were getting impatient.

"Let them toot," said the Professor; "it will do their lungs good. Besides, they deserve to be worried a little for making us row so far yesterday. Now for a lobster."

Being a good deal puzzled how he expected to catch lobsters with a hook, I watched his proceedings with attention. While fishing for cunners I had observed several lobsters prowling about, backing in and out from the seaweed and scattering the cunners by their approach. Two or three small flounders had also made their appearance, sliding along on the bottom, taking my bait with their usual stupid greediness and getting caught accordingly. The Professor cut a piece from one of these, fastened both the hooks of his line in it and dropped it over the side of the dory. It was instantly surrounded by a crowd of cunners. By gently jerking the line up and down he kept these from stealing the bait, and in a

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.

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632, 4334860
CANADIAN PATENT 1159342
OTHER PATENTS PENDING

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

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

5 YR. WARRANTY

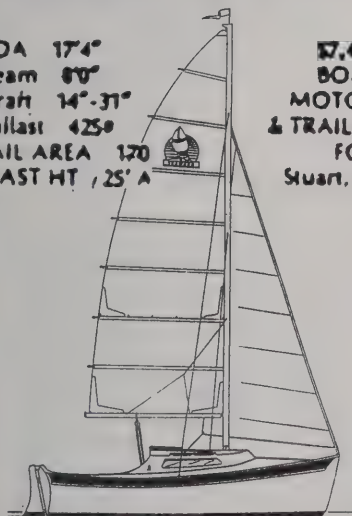
WE PIONEERED THE PORTABLE BANDSAW SAWMILL

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

SEAWARD "SEAFOX"

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

\$7,495
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.



Give
Christmas Gift
Subscriptions
to your friends
who mess about
in boats...

IT'S A GIFT THAT KEEPS ON COMING TWICE A MONTH ALL THROUGH THE YEAR.

TO ORDER, COMPLETE THE FORMS BELOW AND SEND TO US WITH A CHECK FOR \$15 FOR EACH GIFT ORDER. WE WILL MAIL OUT THE GIFT ANNOUNCEMENT CARDS IN TIME FOR CHRISTMAS DELIVERY OR SEND THE CARDS TO YOU IF YOU PREFER TO PERSONALLY DELIVER THEM.

ALL GIFT SUBSCRIPTIONS WILL BEGIN WITH THE JANUARY 1, 1988 ISSUE UNLESS YOU SPECIFY OTHERWISE.

GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ ' FROM: _____

GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____



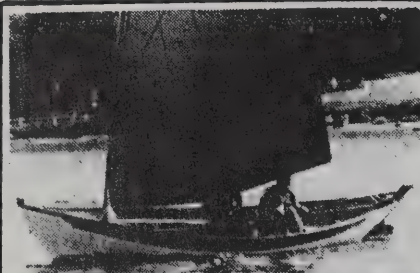
messing about
in BOATS

29 BURLEY ST., WENHAM, MA 01984



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



16' SWAMPSCOTT DORIES: Classic beauty and extraordinary versatility. She sails smartly, rows easily and motors efficiently with a small outboard motor. Tough and seakindly in rough open water. It's equally at home on lake or river. Sprit rig is a delight for novice or expert. Superbly constructed fiberglass hull, generous mahogany woodwork, bronze hardware and fastenings. These dories have gained the praise of all who have experienced them. Quite simply: we take enormous pride in our workmanship. You deserve nothing less! Bare hulls \$1,300, to completed sail model \$5,200. This fall a limited number of owner-build kits available, save 50%, info and color photo \$2. **ROGER CRAWFORD BOATBUILDING**, PO Box 430, Humarock, MA 02047, PH: 617-837-3666.



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

PADDLES & OARS



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

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473

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

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
by Jackson

Dealer inquiries welcome.

R.E. GRAHAM CORP. 2351 Highway 28 • Quincy, WA 98848
(509) 767-4404 U.S. (800) 354-5410



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

few minutes a lobster darted out of the seaweed, and rushing among the crowd as if to see what was going on, put them to flight. He did not seem to notice the bait himself, but the Professor, following his movements, dropped the tempting morsel in front of his claws. Presently he seized it with avidity and conveyed it to his mouth. The Professor let him have it for a minute until his claws were somewhat entangled in the line, and then slowly and gently pulled him up till his horns or feelers appeared above the water. Seizing these the Professor drew the lobster into the boat. The instant the creature felt his touch it disengaged itself from the line.

"The hook is of no use," remarked the Professor. "I have caught them this way with merely a piece of fish tied to the end of a string. All that is needed is quickness and caution. The lobster will let you draw him to the surface if you do it quietly so as not to alarm him, but if he is frightened in the least he is off like a flash. You must grab him the instant his horns are out of the water."

I baited my line with a piece of flounder, and watched for a long time in vain. Only one lobster showed himself, a small one which the Professor caught. I was nearly out of patience when the Professor, who was watching his line on the opposite side of the boat, said: "Here is the father of the family, probably just waked up from an after-dinner nap. He is under the boat; look out for him. I shall leave him to you."

The hard-shell gentleman thus designated soon appeared on my side of the dory. He was truly a large one, and hideous to look at. For a good while he would pay no attention to my bait, but amused himself with chasing the cunners, who sculled out of his way with an alacrity that indicated no small degree of terror. At length I contrived to attract his notice by dropping my sinker on his head. He seized the bait promptly, with a sort of clumsy wrath, and conveyed it to his mouth. I pulled him up gently an inch or two at a time till his horns were within my reach.

"Grab him!" said the Professor, who had watched the proceeding anxiously.

It was easier said than done. I put out my hand to take him by the horns, but with so much reluctance to run the risk of an encounter with his formidable claws, that before I had secured him he let go the line and sank to the bottom.

"Bah!" exclaimed the Professor, "you have lost him. Was that cowardice or only clumsiness?"

"A little of both," I replied; "but you must recollect that I am not accustomed to handle lobsters, whereas you have been intimate with the crab tribe

ever since you were out of your cradle."

I tried again, and being less nervous, succeeded in getting the big lobster to the surface and lifting him into the boat. We caught three more, and concluded we had enough for all reasonable wants. We accordingly pulled up the anchor and the Professor, who hated rowing, sculled the dory slowly out to sea in the direction from which we last heard the sound of the horn. We soon lost sight of the land, and could see nothing of the sloop. Presently, however, we heard someone singing, and in a few minutes the tall mast of the *Helen* loomed through the fog. In another minute we could see her deck, but no one was visible upon it. Motioning me to be silent, the Professor slowly and noiselessly impelled the dory toward the vessel's bows. The singing continued, and we perceived that it came from the Assyrian, who was lying in a coil of rope on the deck, with his face toward the sky, instead of watching the horizon as he ought to have done.

We were now close aboard the sloop, and the Professor, putting his hand to his mouth, shouted through it, in the gruffest tones he could command, an unintelligible order to the sloop to get out of his way or he would run her down. The startled Assyrian sprang to his feet with an alacrity that showed how imminent he thought the danger. Evidently he expected to see a vessel of at least a hundred tons bearing down upon him through the fog.

"You keep a bright lookout here," said the Professor, as we stepped aboard.

"You have given a great shock to my nerves," said the Assyrian. "But I forgive you, in consideration of your safe return. We have been really anxious about you, my dear fellow, and have had thought of alarming the coast and turning out a dozen steamboats in search. As it is, we have rowed this infernal galley up and down and round and round till we are all beat out. Where on earth have you been hiding?"

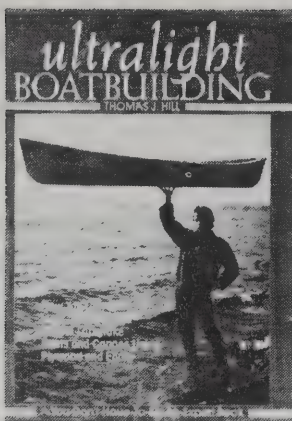
"Is dinner ready?" inquired the Professor, wholly unmoved by the Assyrian's distresses.

"Dinner! What time do you think it is?"

"About three, perhaps four," said the Professor.

It was nearly seven. They had had a dismal day on board the sloop — had seen nothing, caught nothing, and done nothing but eat and sleep.

As night was fast approaching, and we were resolved not to return to Rockport, we had no alternative but to pull for Pigeon Cove Harbor, about two miles distant. We reached there, by hard rowing, just about dark.



ULTRALIGHT BOATBUILDING

International Marine Publishing recently introduced Tom Hill's book, **ULTRALIGHT BOATBUILDING**, which details Tom's techniques for glued lapstrake construction of small boats, a specialty he has refined over the past ten years. A review copy turned up here just about the same time we heard from reader Neil Wilson of Annapolis, MD, of his interest in the technique. So we sent him the review copy and asked if he'd review it as a very seriously interested potential builder. He did, and here are his comments:

"The book is quite well detailed, both as to text and illustrations. It looks as if someone with good basic woodworking skills could build readily with this text. They had better enjoy beveling, of course, because there's a lot of it.

Construction is lapstrake plywood without frames. Seams are epoxy glued. Properly spaced ribbands provide the outline for scribing plank edges for cutting. Also, a wooden extension, screwed to the side of a block plane, rides on the adjacent ribband and assures the correct bevel on the plank edge.

In addition to woodworking skill, is the question of being able to visualize the complex geometry of boat structure, where right angles don't exist and where everything tapers in all directions at once. If the builder hasn't already acquired this visualizing skill, it has to be provided by the chapters on lofting and jig building. Here the author could have been more helpful. All the words are there, but another sketch or two would have helped. I would recommend that before cutting any molds, the builder draw a cross-section sketch of the hull, with the molds reduced by plank and ribband thicknesses, and by bottom thickness, and with chine log (if used), ribbands and planking all in their proper relationship. The lack of any such sketch is unfortunate in an otherwise very well illustrated text.

The measure of mold depth from base line to the strongback

WINTER READING

line is also treated too casually. The builder needs to know that any depth that provides a convenient working height will do, but that it must be identical for all molds.

No plans or offsets are included in the book. There is a gallery of plans, with addresses, in the appendix, including the canoe and skiff whose construction are described in the text.

To give some idea how light this type of boat can be, an 11 foot canoe is listed at 25 pounds, a 14 foot canoe at 44 pounds and a 16 foot sharpie skiff at 68 pounds. The small canoes are 4mm plywood, which Harbor Sales in Baltimore tells me ships at about 13 pounds per 4'x8' panel, or about 0.4 pound per square foot. So, even with the add-ons of breasthooks, rails and floorboards, this is probably about as light as you can get in a hard skinned boat."

Neil Wilson, 2640 Queen Anne Circle, Annapolis, MD 21403-4221.

ULTRALIGHT BOATBUILDING is a 144 page, 8.5"x11" paperback with 70 step-by-step photos and 70 drawings illustrating the technique. It's available for \$17.95 from International Marine Publishing, 21 Elm St., Camden, ME 04843, or you can order a holiday special autographed copy from the author directly for the same price, postpaid. **POLLY HILL**, RR 594-16, Huntington, VT 05462.

ANOTHER BELIEVER

Reader Frank Cameron of Seattle, WA, writes as follows on a book recently re-read:

I recently re-read Robert Louis Stevenson's, **AN INLAND VOYAGE**, his story of an 1876 voyage from Antwerp to Paris. Travel was by canoe through canals and rivers. While describing his visit with the Belgium Royal Sport Nautique, he remarks, 'For will anyone dare to tell me that business is more entertaining than fooling among boats?'"

Perhaps your library has this book, or can get it for you. I'm going to have a try here, sounds interesting.

TUGBOATS & TOWBOATS A 1988 CALENDAR 13 - 8x10 QUALITY COLOR PHOTOGRAPHS



TUGBOATS & TOWBOATS CALENDAR

Matt Lyons of Richland, WA, has published his 1988 tugboat calendar, and I found it in some ways better than his 1986 effort which I reviewed last year at this time. The major improvement is that Matt has incorporated tugboat photos sent to him by photographers from elsewhere around the country, thus gaining greater geographical scope.

One of my favorites is Jeff Yates' shot of two towboats on the Ohio River. The **SALLY POLK** is one of those rectangular maritime structures that looks like the back side of a public building, except for three clues to her real identity: A pilothouse on the roof at one end, a boiling, roiling wake astern, and, strapped below the pilothouse, a string of barges that extends around the bend into the next state. Passing in front of this monolithic goliath is the **GRACO**, nearly 50 years older and the very image of a small stern paddlewheel pushboat, complete with tall smokestack, shoving one loaded sand barge that is probably at the limit of her abilities. The photo neatly summarizes the progress made in riverboat design.

I think of tugs as being painted in the traditional reds, whites and blacks of those I knew as a youth, the Boston Towboat and Moran fleets examples. But some of today's tugboat owners are obviously free and uninhibited, as witness **MALOLO** on the calendar cover, a mature sixty-one years of age, but with deckhouse and stack painted (from the top down) in green, white, orange and green stripes! This photo (which is NOT one of my favorites) produced such an impact that I found myself thinking that all of the tugs in the calendar might be equally as gaily painted, but quite the opposite proved to be true. There are only two or three others that could be said to be painted in anything except normal, conventional, reasonable, sane, acceptable, even drab, everyday tugboat-like colors. One of these is July's **KOOS KING**, somehow evocative of a bloody killer whale in black, white, yellow and two shades of red. A bit much, to my traditional way of thinking.

But tugboat color schemes do serve to identify the owners. May has Bob Barmettlor's shot of the **RAY F. HERBERT** returning from an assignment. A sister is secured alongside the pier in the background, both obviously belonging to the same fleet as they have identical sky-blue houses and funnels and share the stack marking

of a crooked "pi" symbol in white. We just don't learn to what fleet they belong.

A dark green hull with a broad white stripe and white above is going to be a Foss tug, it doesn't take bold white letters on the hull side spelling "Foss" to tell you that. The calendar features several Foss tugs. January shows the CHRISTINE FOSS apparently nudging a rocky ledge. In June, several Foss tugs of various types and vintages push up important bow waves in Seattle's 1987 Tugboat Race. The tug in the lead is the WEDELL FOSS, a water tractor design that uses amidships vertical blades whirling like a crazy eggbeater, instead of the traditional propellor under the stern. This is the HOT IDEA for today's docking tugs because of the superb and unrestricted maneuverability it provides.

Then there's April's crisp shot of the ARTHUR FOSS, crewed by a crowd of her "owners" and looking especially well painted in the traditional Foss color scheme. The peculiarity here is that the ARTHUR FOSS is not a Foss tug at all but is a museum boat owned by the Northwest Seaport of Seattle. But she was a Foss tug for many years. Old time movie buffs will perhaps recognize her as the tug NARCISUS of Tugboat Annie fame, but they won't recognize her since she lost her steam engine and tall stack in 1934 (are those films ever re-run in the wee hours of Sunday mornings?). Built in 1889 as the WALLOWA, she became the ARTHUR FOSS, then the THEODORE FOSS, until in 1970 she was donated to the museum, and once again renamed ARTHUR FOSS, a history that is typical of many of the Northwest's older tugs.

Notes on the back of the calendar tell a little about each tug and the where and when of each photo. This is a new feature added this year and answers some of the questions that come to mind as one lives with such a calendar month after month. But there are still enigmas to tease the mind. October's note tells one that DRUM POINT is undocking a warship at Baltimore. But what warship? (Research revealed it to be HMS ARROW, a Type 21 frigate that was damaged in the Falkland War and had two sister ships sunk). DRUM POINT is working in close quarters; what is the square rigger whose yardarms and mastheads poke right into the right side of the picture? One hopes for more detailed notes next year.

Yes, there's something about a tugboat, and this calendar features twenty-two tugboats and towboats in full color (including background boats). It's available for \$8.95 postpaid from Harbor Images, P.O. Box 1176, Richland, WA 99352.

Review by Hugh Ware

THE SHALLOW WATER SAILOR

Since mentioning John Zohlen's newsletter for Dovekie (and other shallow draft sailboat) owners in a recent issue, I subscribed and got the back issues, all seven to date, going back to August, 1986. Reading through them revealed that John's established a good rapport with his readers, he gets a lot of input from them on places to launch and sail, trips taken, boat modifications made successfully (and otherwise), suggestions for sailing location experts familiar with various areas, etc. The most recent issue is an 8 page effort now computer typeset, individual sheets stapled together.

John is now reaching out to other than Dovekie owners who cruise in shallow draft boats. He has about 100 subscribers, and for \$5, if this is your particular interest, you'll find the SHALLOW WATER SAILOR a very useful, informative, and encouraging publication. Send your \$5 check to the SHALLOW WATER SAILOR, c/o John Zohlen, 3 Wilelinor Dr., Edgewater, MD 21037. John may be able to supply you back issues if you ask.

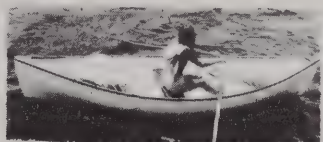
FABULOUS FOLBOT RECREATION

The Folbot people in Charleston, SC, have been offering their big, roomy kayaks for about 50 years now, I've seen ads from before World War II in old outdoor sporting magazines. Recently a fascinating "catalog" arrived, a 74 page full color paen of praise for the Folbot way of life, along with details on all the boats they made. "Made", because this is about an 8 year old publication, recently reprinted in response to requests from Folbot owners. It has marvelously campy phrasing, like, "Facing a lovely beach with foamy white surf and ocean beyond, YOU launch your beautiful Folbot over velvety sand." All sorts of owner inputs, trip reports, photos of Folbots in every possible situation. They'll send you a copy if you'll send them \$1 for postage, ask for their Collector's Item Catalog Reprint. Folbot is at P.O. Box 70877, Charleston, SC 29405-0877.

RIVER MEMORIES BOOKSHELF

The Thousand Islands Shipyard Museum offers a lengthy list of boating books, many of them unique to that area's boating history and watercraft. Titles like THE BOAT BUILDERS OF MUSKOKA, and SPEEDBOAT KINGS, aren't ordinarily on the shelves of every local book outlet. Quite a lot of emphasis on older powerboats is featured. You can obtain a copy of the River Memories Bookshelf Catalog from The Shipyard Museum Store, 750 Mary St., Clayton, NY 13624.

THE ISLANDER
SPEEDY & STABLE
THE SEA RUNNER & SOLO
RUGGED & AFFORDABLE
Fibreglass & Plastic Sea Kayaks from U.K. & U.S.A.
DRAGONWORKS, Inc.
RFD 1, Box 31AA
Bowdoinham, Me 04008
(207) 666-8481



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

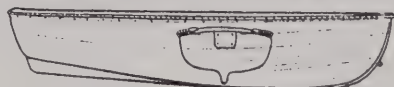
Traditional Canoe Enthusiasts...

Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our quarterly journal, **Wooden Canoe**, annual Assembly notification, and access to hard-to-find books and supplies.

Write to us at:

Wooden Canoe Heritage Association
c/o Edward Cumming
38 Indian Meadow Dr.
Northboro, MA 01532

THE BRAS D'OR TENDER



The BRAS D'OR TENDER has been molded from a 12 ft. wooden lapstrake 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
Island limited

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



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

Builders & Restorers



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



STUDY PRINT \$3 PLANS \$25

NEW AND USED BOATS FOR SALE:

16' MAHAGONY STRIP PLANKED RUNABOUT \$4500
 15' ATKIN SAILING SKIFF \$1800
 10'6" LAPSTRAKE SAILING YACHT TENDER \$1800

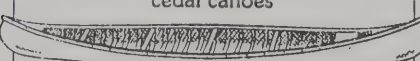
CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT
 ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424

SHEW & BURNHAM
 since 1964



50+ 12' Whitehall Skiff IN USE
 SOUTH BRISTOL, ME. 04568
 [207] 644-8120

HARDKNOCKS CANOE SHOP
 cedar canoes

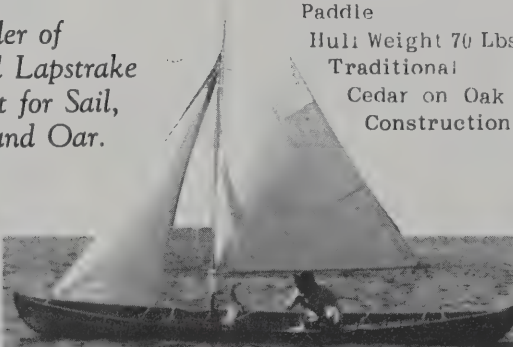


construction • repairs • recanvassing
 BRENDAN CURRAN, HOPE, MAINE 04847 • 207-763-3074

Repair & Restoration
 Of Wooden Boats
 Custom Built Traditional Wooden Boats
HUMPHREY BOAT WORKS
 45 AUCOOT RD. MATTAPOISETT, MA
 (617) 758-6234

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

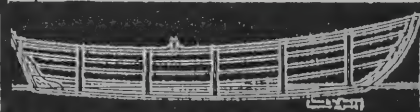
Geoffrey Burke
 Builder of
 Traditional Lapstrake
 Smallcraft for Sail,
 Paddle and Oar.



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

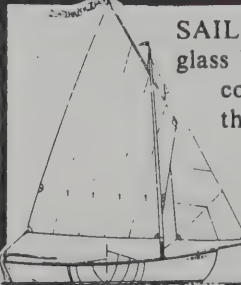
(603) 323-8702 • Box 212
 Chocoma, NH 03817

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 fiber-
 glass 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

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



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 . . .

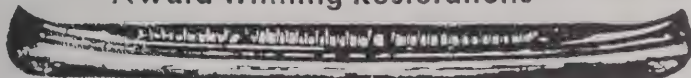
- * the best for your wood sail, power or row boat
- * one-to-one contact with the person performing repairs
- * all aspects of maintenance, modification and restoration carried out with skill, integrity and T. L. C.

ALEXANDER McMULLIN

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

AUTHORIZED *Old Town* CANOE REPAIR SHOP

Award Winning Restorations



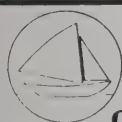
We build this canoe in sizes 11'8" to 16' from hull designs taken from the pioneers of cedar canoes, Stephenson, English & Gorden. Our shop is equipped to repair all Peterborough-Lakefield Watercraft.

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



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



GREENLAND TYPE SEA KAYAKS

Dunn's Custom-Built Kayaks

8991 S State Rd, Eden, NY 14057

PH: 716-992-3941

SEND \$1 FOR INFORMATION



DEXTER 12

LOA 11'6"

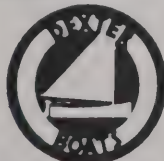
Beam 4'10"



High
Performance
Daysailer &
Tender

Epoxy/
Marine Ply
Construction

With Sails
& Rigging \$3550



DEXTER BOATS

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

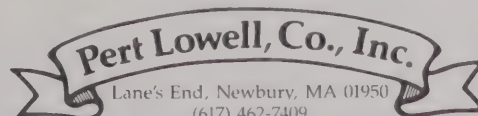
TRADITIONAL SMALL CRAFT
LAPSTRAKE CONSTRUCTION

SWAMPSCOTT DORY



Our 17' version of the Swampscott Dory has more beam and one more plank per side. She's very similar to those Coast Guard surf boats, and is available in sail or rowing rig. A splendid boat.

Send for our brochure.



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

Custom wooden boats; mast hoops; authentic nautical furnishings.

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 day sailer with the option of a cruising boat instead. Equal opportunity enrollment. V.A. approved.

THE LANDING SCHOOL

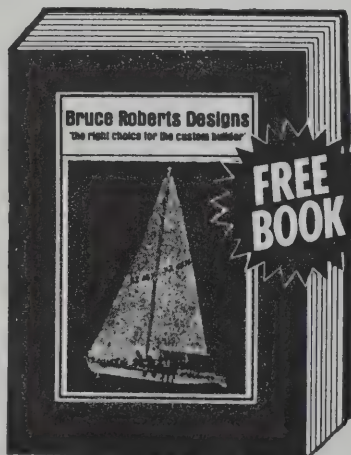
P.O. Box 1490 M
Kennebunkport, Maine 04046
(207) 985-7976

Build it!

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

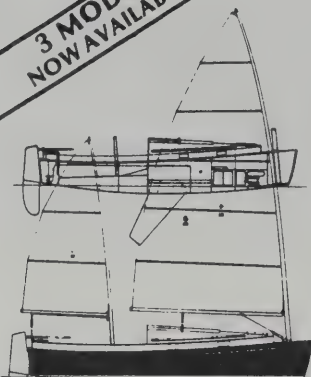


NEW BOATBUILDING BOOK

120 page 4-color book tells how you 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, PO Box 1086-K Severna Park, MD 21146.

Plans & Information

3 MODELS NOW AVAILABLE



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

SWEET PEA

ONLY 8 Lbs

GEODESIC
AIROLITE

Featherweight car-topper Boats
Send \$1 for design portfolio.
MONFORT ASSOCIATES
RFD 2 BOX 1490 MA WISCASSET ME 04578

TED BREWER PLANS. Send \$1 for descriptive list of over 50 available designs, or \$5 for data sheets with sail plan and layout drawing of 12 small boat designs from 21 to 32 feet, cat boats, sloops, ketches, yawls. TED BREWER YACHT DESIGNS, 217 Edith Point, Anacortes, WA 98221.

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

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.

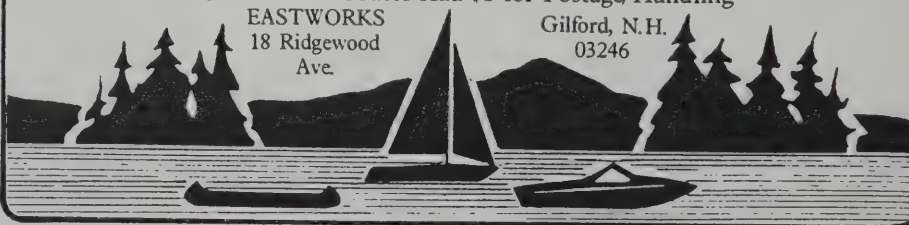
Don't Leave The Dock Without It!

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

EASTWORKS

18 Ridgewood Ave.

Gilford, N.H.
03246



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

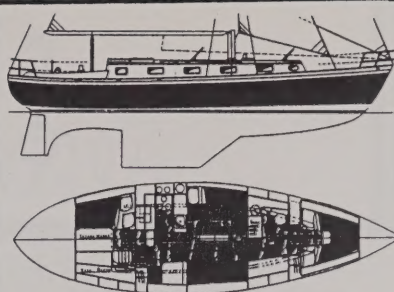
INEXPENSIVE SLIDING SEAT ROWING RIG

Build your own drop-in rig for use in canoes, shells, skiffs. Simple construction from common materials. Plans and detailed builder's manual, \$22. Rigger kits, ballbearing wheel kits, and carved seat blanks available.

OWEN CECIL

P.O. Box 584 M
MANISTEE, MI 49660

REPRINTS OF ORIGINAL PLANS, Sea Mew, 14' Cat/Sloop, as written up in SBJ August/September, 1982, \$25. HARRY DAVIS, 22 Marine Center Bldg, Santa Barbara, CA 93109.



SEAKINDLY, FAST 41' DOUBLE-ENDER. Strip planked or cold molded. Modern hydrodynamics. Study plans, \$3. Full plans, \$325. John Hackland Design, 670 N.E. 118th St., Biscayne Park, FL 33161.

TOP-PERFORMANCE SCULLING OARS

Build the new 9'9" DELTOID EXPRESS from common lumberyard materials and save \$\$\$\$\$. Whether your boat is outfitted with a drop-in rig or integral rigging, these stiff, lightweight, sculling oars will bring good flight. Plans and illustrated builder's manual \$16. Pitch inclinometer plans \$3 (included free with purchase of oar plans).

OWEN CECIL

P.O. Box 584 M MANISTEE, MI 49660

TOURING KAYAK PLANS

Light, durable kayaks using traditional wood/canvas space frame technique. Full size pattern drawings plus explicit detail drawings and instructions. Variety of single seaters plus 17' 6" double seater. Please send \$2.00 for brochure to Jacob Design, Box 578, Station U Toronto, Ont., Canada M8Z 5Y9

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



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

Traditional Wood Boats

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

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

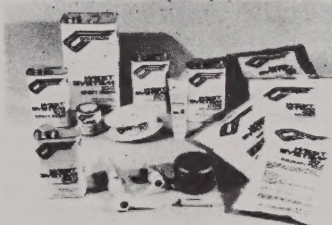
The Harbor Sales Company, Inc.

1400 Russell Street
Baltimore, MD 21230



WEST SYSTEM
BRAND

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



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840

276 SW 33rd St., Ft. Lauderdale, FL 33315

IN RI: (401) 846-8170

IN FL: (305) 463-2022

Telex: 952-183 JT SHIP NORT

1-800-343-9350

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

Merton's Fiberglass Supply

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

Almost
Everything for
Glass Work

Call For
Free Price Lists
& Literature

MASTERCARD
VISA COD

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

Flying Colors Ltd.

466 THAMES ST NEWPORT, RI 02840

FLAGS·BANNERS·WINDSOCKS

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

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



19' SMALL CRAFT SINGLE SHELL, 1984, 29" beam, 50 pounds, Piantadosi oars, all SS fully adjustable rigging, red hull, white deck, positive flotation. Pullcart included. Asking \$1,200.
DAVE, Sturbridge, MA, (617) 347-8137 -eves (leave message), (617) 347-9191 days. (16)

PIGEON MAST, new, varnished solid fir, 33'OA x 5.5" diam. Also used solid fir mast, 35'11"OA x 6.125" diam.

R.K. WILMES, 120 Warner Rd., E. Haddam, CT. 06423, (203) 873-1051. (16)

DOUBLE KAYAK, plywood, from a Folbot design. Sound but needs cosmetic help. \$150.

MIKE O'HEARN, Watertown, MA, (617) 923-9006 until 9 p.m. (16)

15' KENNEBEC CANOE, circa 1917, good condition. \$450 or best offer.
RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087. (15)

WANTED. Hartley Trailer-Sailer 16, wood construction. Condition, sound hull, cosmetic not important. Would like trailer to go with boat.
KEN GARDNER, Colchester, CT, (203) 537-1997. (15)

LET'S TRADE. I have land but want a boat. You have a boat but want land? I have 5.5 acres on the Androscoggin River near Sunday River Ski Area in Maine. I want a sailboat of equal value. Let's talk.
DON LANGLEY, Amesbury, MA, (617) 388-3200. (15)

WOODEN CANOES. 16' Swedish built mahogany canoe, very light, approximately 60 pounds. Very sound, needs minor lamination repairs. \$300. 16' Old Town canoe hull, half ribs, stripped of varnish and canvas, excellent condition. \$100. 16' Old Town double-ended rowing boat, needs new keel, otherwise very nice. \$650.
DAN HAMILTON, Monroe, ME, (207) 525-7712. (16)

USED SAILBOATS. Holder Hawk, 16' Com Pac, Daysailer I, Precision 16, Precision 18, Chrysler Buccaneer, Com Pac 19, Mariner 2*2 (O'Day), Sea Pearl, Freedom 21, Com Pac 23.
FERNALDS, Rt. 1A, Newbury, MA 01950, (617) 465-0312. (16)

Classified Marketplace

21' DRASCOMBE DRIFTER, 1979. Very good condition, 9.9hp outboard, trailer, cushions, winter cover, spray dodger. Shoal draft. Asking \$9,500.

DAVID HINSMAN, 67 Algonquin, Plattsburgh, NY 12901, (518) 561-7386. (15)

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).

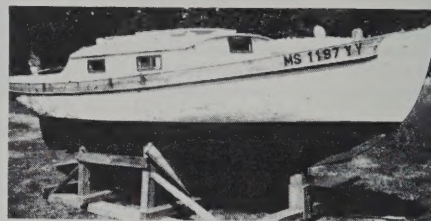
KEY LARGO SHOAL WATER CRUISES, (305) 451-0083. (TFB)

RENEGADE ICE YACHT. New 20' Sitka spruce clear finish Pidgeon built mast, wing type with internal halyards. New wide boom with all fittings. Sail rig is all new high aspect ratio departure from Renegade design giving increased speed and maneuverability. Sail by Shore Sails is new and customized by Henry Bossett, and includes foam fiberglass battens. Runner plank is 15'6" clear finish and looks new. Hull and extension built to Renegade specifications, as were runners, by Frank Gianascol, a master craftsman from Lynn, MA. Finish is professionally glassed clear with black vinyl upholstered cockpit, Corvette steering wheel. Hardware complete with Harken blocks throughout. Complete sail rig is new of top quality materials and workmanship. Hull, plank and runners are beautifully constructed and have had little use. Ready to sail, asking \$3,500, including a customized trailer.

ALEX LAKE, 458 Greenfield Rd., Peterborough, NH 03458, (603) 924-6773. (16)

18' NO MAN'S LAND BOAT, double-ended ketch rigged. Cedar on oak. 4hp Sea Gull and extras. Excellent condition. Asking \$3,000.
JIM, Newbury, MA, (617) 465-0366. (16)

DROP-IN PEDAL UNIT, converts any boat or canoe to pedal power. Good winter project. Looks like lower unit on an outboard, can be used as a single or double. Housing made of al-mag with hardened steel gears and aluminum three-bladed prop. Never used. Asking only \$225. Can deliver to Mass., North Shore area.
DON CURRY, Topsham, ME, (207) 725-6914. (16)



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. (16)

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)

WANT TO BUILD A BOAT? Come to Maine and take our six week course.

THE ROCKPORT APPRENTICESHIP, P.O. Box 539M, Sea St., Rockport, ME 04856, (207) 236-6071. (22)

PROPELLOR, bronze, two bladed, 19" diameter. Bronze wire, 5/16" diameter 7x6, 23 feet available. Anchor, fisherman type wrought iron, badly rusted, 32" shank length.

DICK BUTTERWORTH, Marblehead, MA, (617) 631-2924. (16)

WANTED. Information about the Seafarer 23, a beamy, high sided open plywood outboard skiff with a short foredeck and spray hood. Built in Ipswich, MA in the '60's.
HARVEY MARRIN, Newbury, MA, (617) 465-2886. (16)

16' BOLGER PIROGUE, fiberglass over plywood, new dacron spritsail, kick-up rudder and leeboard. Like new. \$425. Can deliver to Mass. North Shore area.

DON CURRY, Topsham, ME, (207) 725-6914. (16)

WOOD CRAFTSMANSHIP. Rob Myhre, Design and Boat Restoration. 10532 Abbott Ave., Bloomington, MN 55431. (612) 881-6022 or (313) 279-2304 (Monroe, MI). (5)

Looking for a Boat or Gear?

WANTED. Gaff sail rig and spars for 17.5' catboat. I hope to convert my Herman Catboat from marconi to gaff rig and want to by the gaff rig necessary to accomplish this. NOB HOVDE, New York, NY, (212) 316-6224. If no answer, leave message at (212) 753-0462. (16)

16' PEINERT FASTART sliding rigger recreational shell. New 1985. Fiberglass, white hull, blue deck, includes 9.5' Piantadosi oars. \$1,050. Can deliver to Mass. North Shore area. DON CURRY, Topsham, ME, (207) 725-6914. (16)

WANTED. Chris Craft sales catalogs and literature for 1932, 1933, 1934, 1937 & 1960. Also Gar Wood, Dodge, Richardson, Hacker, etc.

ELMER KADAR, 14915 Esther Ave., Lakewood, OH 44107, (216) 521-7236. (16)

26' WESTERLY CENTAUR. Excellent small boat cruising bilge keeler, 3' draft, 6' headroom, enclosed head, diesel inboard, autopilot. Sleeps 6. Asking \$14,000.

DAVID BERRY, Box 755, Madison, NJ 07940, (201) 822-3364. (16)

16' "TOWN CLASS SLOOP, fiberglass, complete with sails and rig, 22 years old, as is, \$1,750. RALPH JOHNSON, Newbury, MA, (617) 462-7409. (14)

17' CHRIS CRAFT MAHOGANY RUN-ABOUT. Restoration project of complete 1941 boat in excellent restorable condition. Has been refastened. Needs interior (seats and side panels) built and installed, new deck put on (mahogany planking is included planned to correct thickness), complete refinishing and installation of all machinery. All original chrome in excellent condition. Complete drive train with 95hp Chris Craft "K" original specification engine (needs to be rebuilt). Complete original steering system including rudder. Missing gas tank, some instruments and correct windshield (a later model windshield is included). This is the four passenger, single cockpit model with engine beneath rear deck. It's a lot of work but a very nice boat to devote the time and money to. \$1995.

BOB HICKS, 29 Burley St., Wenham, MA 01984, (617) 774-0906. (15)

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

18' WHITE O/B RUNABOUT, 1956 Oldtown, Maine-built lapstrake lake boat in nearly perfect original condition. Needs only very minor touch-up to varnish for 1988 boating season. Has original Gale Buccaneer 35hp electric-start outboard with all-remote controls, original complete canvas top and side curtains, original Holsclaw trailer. White topsides, varnished fordeck and trim. Spent 25 years on Lake Madawaska in northern Maine with original owner. We purchased from second owner for possible use as "press boat" to cover boating events for this magazine. 1987 season proved little need for it in this role, the magazine can use the money more than the boat. \$2,995. BOB HICKS, 29 Burley St., Wenham, MA 01984, (617) 774-0906.

18' WOODEN DAYSAILER PROJECT. Round bottom carvel planked centerboard sloop closely resembling Alden "O" Boat in plan. Needs complete restoration. New transom installed, some refastening completed. Needs refastening and refinishing, new deck canvassing, etc. Complete sail rig included, excellent spars with all bronze hardware, stainless standing rigging, useable sails. Everything needed is included but your time and modest amount of materials (fasteners, paint, varnish, deck canvas). \$750. BOB HICKS, 29 Burley St., Wenham, MA 01984. (15)

30 BOLGER DESIGN BATEAU, "Naval Jelly" plywood/epoxy double-ender for 4-6 rowers. Weighs just over 200 pounds. Needs thwarts and oarlocks installed to suit rowing plan of buyer, and painting. An inexpensive way to get a team of up to 6 rowers with coxswain into the 1988 rowing races for multi-oared boats. \$200. BOB HICKS, 29 Burley St., Wenham, MA 01984, (617) 774-0906.

WB BACK ISSUES. Three WOODEN BOAT back issues, #6 (1975), #41 (July/August 1981), #48 (September/October 1982). \$3 each postpaid. BOB HICKS, 29 Burley St., Wenham, MA 01984, (617) 774-0906.

SBJ BACK ISSUES. Two dozen assorted back issues of SMALL BOAT JOURNAL: Seven of the original large format: January 1980, March 1980, April 1980, May 1980, July 1980, September 1980, October 1980. Sixteen of the more recent format: September 1981, May 1982, March 1984, April/May 1984, August/September 1984, November 1984, January 1985, May 1985, July 1985, September 1985, November 1985, January 1986, May 1986, July 1986, September 1986, November 1986. Lot only (I don't want to sell piece-meal), \$25 postpaid.

BOB HICKS, 29 Burley St., Wenham, MA 01984, (617) 774-0906.

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.

TUGBOATS & TOWBOATS A 1988 CALENDAR 13 - 8x10 QUALITY COLOR PHOTOGRAPHS

*New this year -
Information on the boats*

\$8.95

(includes postage and handling)
Washington residents add 70¢ sales tax
Canadian orders add 50¢
Foreign Orders add \$1.50 U.S. funds
Allow 4-6 weeks for delivery

HARBOR IMAGES
P.O. Box 1176
Richland, WA 99352





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

SEAPORT VIDEOS®



Film & Video Division
Mystic Seaport Museum
Mystic, CT 06355

Around Cape Horn.

In 1929 the

last great days of commercial sail were passing. During that year Captain Irving Johnson sailed aboard the massive bark PEKING. In this program he narrates the passage in the style that has made him a favorite on the lecture circuit around the world. The most spectacular scenes are filmed during a wild storm as the ship rounds the feared Cape Horn.

\$29⁹⁵

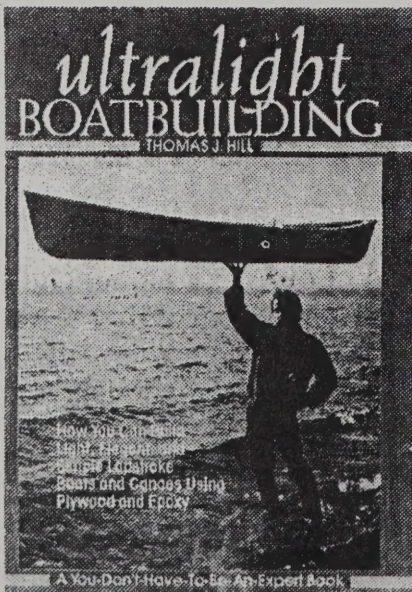
©1980 Mystic Seaport Museum, Inc.

SS-A1 (37:00) VISA or MC accepted. VHF, Beta or 8 mm. Also available 16 mm for rentals to groups.

TO ORDER: 1-800-445-9236 IN CT: 572-0711 Ext. 279 or 289

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970



"It's the most descriptive, clearly written and best illustrated book on boatbuilding that I have ever seen!" (Dr. Charles Campbell)

ULTRALIGHT BOATBUILDING

by Thomas J. Hill

International Marine Publishing, 140 Pages, Paperback, \$17.95 ea.



**HOLIDAY
SPECIAL**

Signed Books Directly from the Author...
We'll Pay the Postage and Ship by Return Mail!

Please send me _____ copies of ULTRALIGHT BOATBUILDING @ \$17.95 ea.

NAME: _____

STREET & NUMBER: _____

CITY: _____ STATE: _____ ZIP: _____

Make Check Payable to, and Mail to:

POLLY HILL RR 594-16, HUNTINGTON, VT 05462