

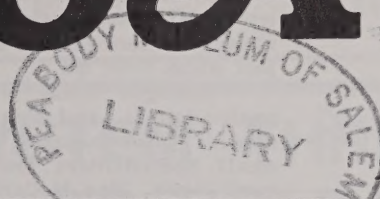


messing about in BOATS

Twice a Month!

Volume 5 ~ Number 19

February 15, 1988





messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS

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



Our Next Issue...

Still trying to get the stories
already promised into print, never
do get them all out when I hope to.
Still more cruising stories; heading
south and Europe's canals. More
designs; those Express budget day-
sailers and that antique cabin
launch; maybe also "How to Build a
Speed Launch" from 1903. More book
reviews; "The Wood/Canvas Canoe";
Doug Alvord's lovely new "On the
Water" romance and lore of Ameri-
ca's small boats; "The Psychology
of Sailing"; "Chartering Fundamen-
tals". Lordy, so many interesting
books. Tom's Townie adventures
continue in "The Storm". Maybe the
details on my COCKLESHELL 10'
backwater kayak. And stuff I've yet
to see that always turns up and
just cannot wait.

On the Cover...

Time for a nice rowing shot,
this one another from a Scilly Isles
Gig racing book, lookit those
breaking waves on the shore! By
the time you see this, our own
oarspeople (hows's that?) will have
opened the local season at the Snow
Row in Hull, February 27th.

Commentary

**BOB
HICKS**

There are four pages in this
issue of short articles about vari-
ous projects readers are involved
with, or had news about. I like
that a lot. This "grass roots" news
about what you're doing out there
makes very interesting reading "in
my book". Please carry on, more is
always welcome. You'll not get re-
ject slips from me.

Amongst these we hear from
professionals, and this I encourage
also. I think hearing what various
small boatbuilders are building is
good news. Mac McCarthy from Sa-
rasota, Florida, keeps me very well
informed of all his strip built
craft, and it's been good for busi-
ness for him. It could be good for
business for other builders too if
they'd trouble to write a short note
outlining what they're doing. I
think people considering purchas-
ing a small boat from a builder,
wood or fiberglass, would find this
sort of thing helpful.

I'm not limiting this access to
just those builders who advertise
with me, sure I welcome ads from
builders, I think small regular ads
are good for them, but I realize
many are not ad oriented. Certainly
news that cost them nothing but
the small effort to communicate it
to me is a good value. So any
builders reading this, look over
the sort of thing that appears on
pages 22-25 and see if maybe you
have something you'd like to let us
know about.

The amateur builders who have
contributed articles in bygone is-
sues have often reported to me la-
ter on that they subsequently heard
from other readers with similar in-
terests. Those with inquiries have
often been aided. Hugh Harrison
from Indianapolis got all sorts of
response on his request for Light-
ning restoration information. My
friend Dr. Z had several lengthy
detailed letters from readers inter-
ested in why his RED ZINGER
wouldn't sail to windward as it
should. What happens when your
project gets some space with us can
often expand your horizons and
range of like minded acquaintances.
So keep your news coming.

My recent column on building
up circulation has brought much
helpful response from readers, and
while I have thanked each directly,
I also want to acknowledge this
boost on this page. A few expres-
sed concern that my remarks hinted
at maybe not being able to continue
publication if circulation did not

increase to my 3,000 goal. I hasten
to re-assure that this is not so.
MESSING ABOUT IN BOATS meets
its bills adequately, it's me who
doesn't end up with much spendable
cash. Why I'd like more is that it
would enable me to back off from
various auxiliary chores I perform
to generate some, and give BOATS
even more of my time. So, the lists
of potential subscribers, the gift
subscription orders, the suggested
outlets for counter sales, the an-
nouncements in some small boat
club newsletters, all are a very
real boost and are bringing in new
readers.

Raising subscription rates and
ad rates are not options I consider
adopting because that's not my pur-
pose. My purpose is to reach any-
one who might enjoy this magazine.
This is not a very businesslike
venture, I'm not in it for the mon-
ey. I just wasn't getting what I
wanted from existing publications
on the subject of messing about in
boats and decided to do something
about it. I've found I'm not alone,
obviously, and with a couple of
thousand readers in hand who seem
to share my interest, I'm looking
for more of the same. So the trick
is to get the magazine into their
hands somehow. Your help is one
important means of achieving this.

A couple of issues ago I dis-
cussed how my projects got out of
hand, and mentioned in closing
that even while I am clearing out
the "boatyard" here, I am being be-
guiled by yet further projects. In
particular I mentioned a call about
a Crocker Stone Horse for a most
reasonable sum, almost a "please
get it out of my yard" deal. At the
time I wrote that column (early
January) no deal had been made.
Well, I said I'd let you know what
happened.

What happened is that it looks
like I'll shortly own a Crocker
Stone Horse, a boat that'll not see
the water in 1988 even were I to
drop all else in its favor. But, it's
worth having and worth the moder-
ate amount of restoration it needs.
And, in the course of this transac-
tion, several interesting tales have
come to light. Stories about how
it is to live aboard a vintage 47'
Elco cabin cruiser with wife and
infant, and about running a small
boat sailmaking business out of a
converted bus. You'll read these
stories long before the Stone Horse
hits the water. This is a very in-
teresting business (game).

A Revealing Situation

Learning by experience while sea kayaking is not always a safe endeavor, or a wise way to learn. I thought I would not be taking any great chance if I went surfing for my first time in the warm fall waters of Narragansett Bay with a group of experienced friends, wearing my Stolquist "Seatec" semi-dry suit over polypropylene underwear.

After practicing the appropriate braces and rudder maneuvers in my hard-chine kayak in small waves, with marginal confidence I tried some real waves. All at once I found myself gobbled up in the monstrous white bubbly, and my brace, as I was being shoved along sideways at a mad rate, wasn't sufficient to pull me back out. Over I went, feeling like the fly who fell into the beer mug as it was being filled!

Too shocked and, at the same time enthralled, by this incredible experience, I just washed out of the kayak, momentarily losing track of it. I found I had very little mobility in the seething water. And my subsequent rescue from its clutches by my friends was more difficult than it might have been.

What had happened, as I discovered upon reaching shore, was that the semi-dry suit, recommended in the Colorado Kayak Supply catalog for use in "wild sea kayaking conditions", had filled with several gallons of water which became trapped in the legs by the closed-off ankles. This made me aware of the dangers of getting water trapped in one's clothing, it always goes to the lowest point making rolling, or rescue, difficult. So, I removed the dry suit.

The water was warm and so the wet polypropylene was warm enough. I spent the rest of the day practicing in the waves, took a few more sudden baths, and ran up and down the beach helping others getting into and out of their kayaks before surf would fill up their boats. A problem arose (or befell, perhaps) in that the elastic waistband of the polypropylene underwear lost its strength from the repeated dousings and it became a contest for me, running down the beach, between trying to get to someone in time to be of help, and keeping my drawers up as I did!

Report by Gail Ferris.

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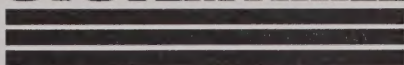
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NEW YORK SAILING CLUB

NEW YORK SAILING CLUB

Winterbound sailors need not hibernate until spring in the metropolitan New York City area, according to Bob Dryer of the New York Sailing Club. You're welcome to drop in on one of their monthly meetings, the third Thursday, from now through May at the Liderkranz Club, 6 E. 87th St., New York, NY. There's a cash bar operating at 7 p.m. meeting program begins at 8 p.m. Non-members admission is \$5. Further information from Bob Dryer at (201) 467-2976.

CAPE ANN ROWING CLUB

An ambitious 1988 calendar of rowing related activities has been set up by the Cape Ann Rowing Club of Gloucester, MA. They plan to attend the Snow Row in Hull, MA, on February 27th (first news we've had of the date, incidentally), and open local on-the-water activities April 16th at a "spring tuneup" at the town landing in Pirates Cove on Cape Ann. There'll be sliding seat rowing workshops again this year, some coastal rowing events, and in July the Blackburn Challenge race around Cape Ann. Membership is \$10 annually for adults, \$18 for a couple. Organized events are limited to members, excepting the Blackburn race. Details from Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (617) 546-9607.

CROPC PLANS FOR '88

The Connecticut River Oar & Paddle Club of Old Saybrook, CT, has outlined some proposals for 1988 club activities: Selden Island campouts; the small craft weekend combined with traditional sail events at Steamboat Dock in nearby Essex; a club cruise up the Lieutenant River to the Lyme Street Fair in August; the race down the Connecticut River in mid-May; long river trips from Windsor Locks to Saybrook, one and two day outings; a Fisher's Island trip; exploration of Westerly's Great Swamp; sight-seeing outings to Watch Hill, Little Narragansett Bay and Stonington; local trips and picnic outings to Back River, Lord's Cove, Calves Island and Griswold Point.

Interested readers are invited to look into joining the club, individual membership is \$25 annually, family membership is \$35. Monthly meetings are held on the first Wednesday evening at 7 p.m. at the Seth Persson Boat Builders yard in Old Saybrook. Visitors are welcome. Address is CROPC, 18 Riverside Ave., Old Saybrook, CT 06475, (203) 388-2343.

HAPPENINGS

SNOW ROW

We learned from the Cape Ann Rowing Club Newsletter that Ed McCabe's Snow Row is scheduled for February 27th at Hull this year. By the next issue we hope to have details, but if you cannot wait call Ed McCabe at (617) 925-4826.



KAYAK ROLLING CLINIC

RICA CLINICS

The Rhode Island Canoe Association has some winter clinics scheduled in first aid, kayaking and rolling. Contact Paul Bumpus at (617) 226-3150 for current status as some began in January before we received the announcement. Lou Whittier at (401) 683-3944 is holding the kayak rolling clinics, contact him directly on this one. These are open to non-members at extra fees.

ROCKPORT APPRENTICESHIP WINTER LECTURE SERIES

"Join us Wednesday evenings at 7:30" states the announcement of this winter series of lectures at Lance Lee's Rockport Apprenticeship in Rockport, ME. No charge, but it's a bit of a trip for an evening program. Still, maybe you'll find something irresistible herein:

MARCH 2: "The Relationship Between Designer and Boatbuilder" by Joel White.

MARCH 9: Commentary on Sam Crocker's Designs and on 40 Years of Boat Building and Repair at Crocker's Boatyard" by Sturgis Crocker.

MARCH 16: "The Athenian Trireme: Building and Learning to Handle a Replica of a 170 Oared, Triple Banked Greek Warship of the 4th Century BC" by Pul Lipke.

Information at (207) 236-6071.

NEWBURYPORT EXPANSION

A proposed new marina at what is known as Bailey's Wharf on the Merrimack River waterfront off Water St. in Newburyport, MA, will extend floats some 200 feet out into the river and force small boats to go out around it into the main channel powerboat traffic if it is approved. Anyone interested in commenting on this can inquire of the U.S. Army Corps of Engineers, the permitting authority, in Waltham, MA.

WATERFRONT



CUSTOM HOUSE MUSEUM EVENTS

The Newburyport, MA, Custom House Museum has increased its winter activities this year, with several events of interest to boating folks.

Model boat building classes have been ongoing, with the next adult class beginning on February 22nd. Call (617) 4362-8681 for details.

Four Thursday evening seminars relating to Newburyport's maritime heritage begin in February:

FEBRUARY 25. "The Nation's Shipbuilding Center" (until 1885) will feature hands-on demonstrations of maritime crafts such as hoop bending with Pert Lowell, knot tying and sail sewing with Sumner Ellis, dory building with Jim Odell, quarter board carving with Bob Bryant, lift model design with Rob Napier.

MARCH 3. "World Trade Was Ours" will include demonstrations of navigation techniques, using chart and parallel rule with Wally Lesynski, plot a harbor course with Pam Stickney, plot a course to China on a 15' wall map with Linda Lee, learn sextant operation with Jeff Murdy, understand Loran with Tom Guthlein.

MARCH 16. "Treasures Brought Back" will be a guided tour of the Cushing House Museum where trade treasures of bygone days are on display, with curator Janet Howell and Suzanne Plante.

MARCH 24. "Today & Tomorrow" will review the situation today on the Merrimack River, why salmon and sturgeon are returning with Rosalind Tufts, recreational boating with John Fish of the American Yacht Club, commercial fishing with Dave Fryeberg, the waterfront's future with Mayor Edward Molin.

These events are all on Thursday evenings from 7:30 to 9:30 p.m. For costs and further information, call the Custom House Museum at (617) 462-8681.

OCEAN WORLD WORKSHOPS

Some of the Newburyport Custom House Museum offerings involve the efforts of Jack Farrell of Ocean World Educational Workshops. Farrell offers a variety of workshops on maritime subjects aimed at grade school students, including fishing, whales, marlinspike seamanship, and even a sail on a 65' schooner and activities on board the 130' CORONET schooner. The pitch is toward schools for whole class programs, but if you have reason to be interested, contact Jack at Ocean World Educational Workshops, 190A High st., Newburyport, MA 01950.



Maine Maritime Museum

MUSEUM WINTER SCHEDULE

The Maine Maritime Museum has now released its 1988 winter calendar of lectures supplementing already announced workshops. The lectures listed are held in the lecture room of Morse High School, 826 High St. in Bath from 7-9:30 p.m. with a non-member fee of \$2 charged. The remaining workshops will take place at the Apprenticeship at the Percy & Small Shipyard facility at 279 Washington St. in Bath at hours noted for each, at fees also individually noted. Here is the calendar:

MARCH 2: Lecture, "The Life and Photographs of Emma Sewall" by Abbie Sewall Schultz, turn of the century art scene.

MARCH 12: Workshop, "Caulking" by John Maritato, 9 a.m. to 5 p.m., \$35 prior registration.

MARCH 16: Lecture, "Confederates Downeast" by John Clibbon Brain, Civil War hi-jacking of the Portland - New York steamship.

MARCH 30: Lecture, "Cushnoc, The Fur Trading Fort on the Kennebec" by Lee Cramer, the Plymouth Colony's 17th century outpost at what is now Augusta.

MARCH 30-31: Workshop, "Painting and Finishing" by Paul Bryant, 7-10 p.m. each day, \$35 prior registration.

MAINE MARITIME HISTORY

The Museum recently received a \$180,000 grant from the National Endowment for the Humanities (to be matched from Museum funds) for setting up and staffing a 3,000 square foot display on "The Maritime History of Maine". While they will draw much material from existing Museum collections, they do have a "want list" and are soliciting your help in locating any of the following:

Models of almost any type of fishing craft. Fishing gear of any type. 19th century fishermen's clothing. Fishery products, canned type. Models of Maine built clipper ships such as RED JACKET, NIGHTINGALE or DICTATOR. Models of World War II vessels, especially Liberty Ships, built in Maine. 17th and 18th century beaver hats. Anything relating to the slave trade. Material from the lumber, lime, ice and granite industries of Maine. Barrels, especially those with wooden hoops, kegs, wooden boxes.

If you have any leads on these or anything you think pertinent to Maine's maritime history, contact Nathan Lipfert at Maine Maritime Museum, 963 Washington st., Bath, ME 04530, (207) 443-1316.



NOANK WOODEN BOAT ASSOCIATION

NOANK WOODEN BOAT SEMINARS

The Noank Wooden Boat Association has several monthly seminars scheduled this winter and spring.

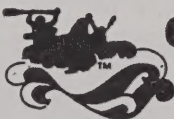
MARCH 11. "Marine Electronics" with Fred Wilson of Dockside Electronics.

APRIL 8. "Engine Selection & Maintenance" with Capt. Jack Kurus, licensed marine engineer.

MAY 13. "Sailshaping for Performance" with Todd Berman of Halsey Sails.

JUNE 10. "Racing Tactics" with Carl Fast.

All seminars are at the Noank (CT) Firehouse, 7 to 9 p.m. Free to members, cost to non-members is \$6 per seminar, applicable to membership dues if joining that evening. Call Holt Vibber at (203) 442-7376 for further details.



eastern river expeditions

WET & WILD RIVER ADVENTURES

It's time when the ad flyers show up here about white water adventures. Eastern River Expeditions sent their tabloid newspaper format catalog of whitewater rafting, canoeing and kayaking at locations from Maine to West Virginia. They host instruction programs also at campout locations. For a copy of the paper, Eastern River Expeditions, Box 1173, Greenville, ME 04441.

TRADITIONAL WOODEN BOAT SHOW

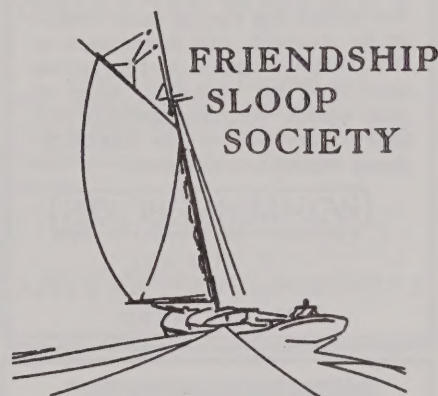
The North Carolina Maritime Museum in Beaufort, NC, has scheduled its Traditional Wooden Boat Show for May 7th and 8th this year. Interested readers should contact the Museum at 315 Front St., Beaufort, NC 28516, (919) 728-7317 for further details on entering a boat or attending to view the boats that gather for the occasion.

The Museum is open in winter months so if you're by chance travelling south you might want to drop in, weekdays 9 a.m. to 5 p.m., Saturdays 10 a.m. to 5 p.m., Sundays 2 p.m. to 5 p.m. Exhibits on historic maritime communities, a watercraft (small boats) center and shop, ship model building, and North Carolina Indian culture are featured.

Wooden Boat School

WOODEN BOAT SCHOOL 1988

Summer must indeed be coming if the people in Brooklin, Maine, at WOODEN BOAT magazine can seriously contemplate their upcoming Wooden Boat School. Yes, the announcement has arrived here. Ben Ellison remarks, "I am writing this during the shortest day of the year, and its turned out to be a damp gray one with a lot of snow on the ground turning to mush." There are some changes in courses and facilities, so if you are thinking of the school as a summer holiday, request their brochure, Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651. Call Monday-Thursday from 7:30 a.m. to 5:30 p.m.



FRIENDSHIPS GATHER

The Friendship Sloop Society will host a regatta this coming summer, July 8th through 10th, as part of the New London (CT) Sail Festival. This early alert is in case you need to make long range plans to attend, in your Friendship or whatever you have. Information from Holt Vibber at (203) 442-7376.

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NEW ENGLAND HISTORIC SEAPORT

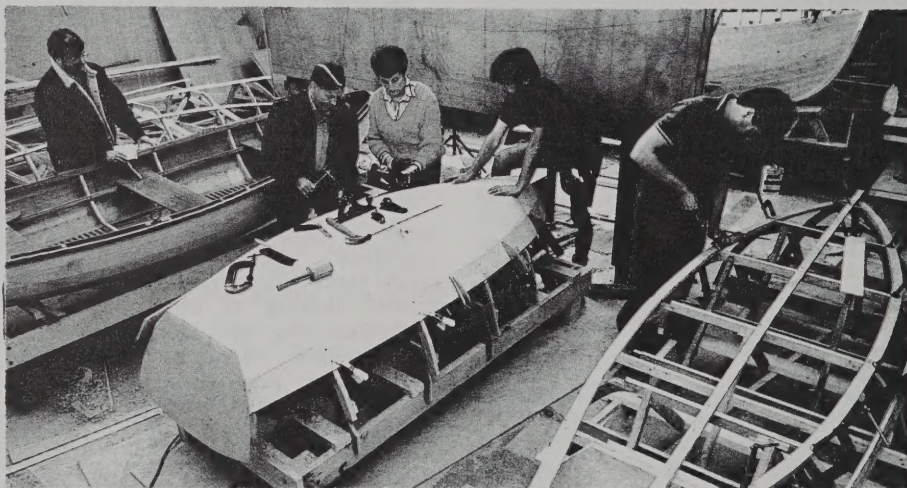
THE BOSTON BOAT SHOP & NEW ENGLAND HISTORIC SEAPORT

Tony Davis writes to tell us that they should be moving their New England Historic Seaport boat-building projects into their new boatshop by the time you read this in February. They are presently working on restoration of a Monomoy surfboat, as well as carrying on building their 9' and 11' Arno Day flat bottom lapstrake skiffs. Plans are to be into the permanent shop in renovated Building 125 this spring with attendant increase in activities.

Two courses are offered this spring. The small boat building course builds three of the Arno Day skiffs, two students per boat.

It meets Friday evenings 6:30 to 9 p.m. and all day Saturdays for seven successive weeks. The cost is \$500. A lofting course will be offered too, meeting Thursday evenings 6 to 9 p.m. for 13 weeks. A Herreshoff Buzzards Bay 14 will be lofted. Fee for this course is set at \$200, with a five student limit.

Tony's boatshop is but part of the developing New England Historic Seaport which will cluster around Pier #3 and flooded Drydock #2 in the old Charlestown Navy Yard. For more information on this long term maritime historical project, contact the New England Historic Seaport, Building 10, Charlestown Navy Yard, Boston, MA 02129, (617) 242-1414



Thousand Islands

Shipyard Museum

BOAT BUILDING CLASS AT CLAYTON

The Shipyard Museum at Clayton, NY, has again scheduled a summer boatbuilding class with Simon Watts. Eight students will be accepted to build a 14' Herreshoff pram. Interested potential participants should contact Laurie Rush at the Shipyard Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.



PEDAL POWER ANYONE?

If you have reason to be in the Puget Sound area of Washington next May 1st, you might want to take in the Northwest Human Powered Vehicle Association's Pedal Power Potlatch, a gathering for trying out all sorts of pedal powered boats. It will be at the Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, call (206) 784-8951 for further details. Dates are April 30th and May 1st.



From left: James Webb, Secretary of the Navy; Caspar Weinberger, former Secretary of Defense; Sir Anthony Acland, British Ambassador; President Reagan; Commander David Cashman, U.S.S. CONSTITUTION; Peter Stanford, National Maritime Historical Society; J. William Middendorf, former Secretary of the Navy.

MARITIME HERITAGE AWARD

The National Maritime Historic Society and the World Ship Trust enjoyed a "photo opportunity" with President Reagan in December, when he presented the World Ship Trust's "Maritime Heritage Award" to the commander of the U.S.S. CONSTITUTION. This ceremony hopefully would draw attention to the objectives of the aforementioned organizations, and their newly organized "Maritime Alliance", a group effort by various museums and organizations devoted to saving historical ships (big stuff, not

boats). This latest pooling of effort and resources was set up in early December at a meeting on the ERNESTINA in New Bedford, MA, where executives of some 25 organizations joined forces. If you are into ship preservation and are not already involved, contact the National Maritime Historical Society, 132 Maple St., Croton, NY 10520, (914) 271-2177, ask for Lincoln Paine. Membership is \$25 annually and includes quarterly issues of SEA HISTORY, a pretty interesting magazine.

WELL, WE DID IT!

Joe and Zoe Zammarelli of Apoponaug, RI, have up and left for far away places on their 26' live-aboard sloop FRABJOUS DAY. A card from them arrived from "beautiful Charleston, South Carolina" outlining the nature of cruising south in a small sloop:

"Well, we did it! We still owe on the car and the Master Card and what paltry little cruising funds we had dwindled due to a sick dog, a sicker outboard, our own spend-thrift ways, and the usual expenses of a three month, thousand mile trip. But, we're here!

Greetings from beautiful Charleston, South Carolina. A brief synopsis: Wcpl, 30's, lvg on 26' slbt w/sm dog seek freedom, clean water, no traffic...serious R&R!!! We had a bitch of a time from RI to NY, got to the Statue of Liberty and anchored behind her (bliss). Three boring days on NJ coast; five miserable days on Delaware Bay; nine fantastic days on the Chesapeake (except for the stormy night when I had to cut the anchor line and rescue Roe and Bunky); many, many, many boring days motor-ing through various canals, rivers, bays; a lost anchor (I was going to rig a tripline the very next day, honest!); scraping frost off the INSIDE of the boat our first night in SC; and finally, Charleston, what an absolutely beautiful town!

Where to from here? Listen,

we don't even know what we're doing for dinner yet. Work a while I guess. Then decide. Meantime, let me tell you about the dolphins frolicking off our bow in Charleston harbor..."

COLLECTING THEM

Reader David Doane of Wolfboro, NH, writes about his "collecting" habit:

"I guess I'm as bad as you collecting them. I have, and enjoy: 16' Mirrocraft Super Sport O.B.

17' Cape Island O.B. (in Nova Scotia).

14' Peapod.

O'Day Widgeon sailboat.

12' sailing dinghy.

When I was 15 (I'm now 62) I built a 12' kayak with pontoons and sail, also an iceboat using the same sails, two flat bottom rowboats and a 14' semi-vee O.B."



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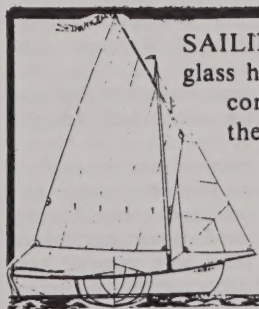
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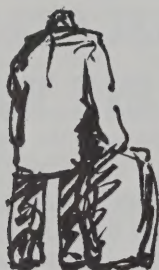
ADVENTURES IN A TOWNIE

By Tom



Townies vs the Super Skunks

I was selected to volunteer to race against the Nahant Sailing Club. I showed up in the morning with my sails, thinking that I would race my Townie.



MORNING

"What are you doing with those sails?" I was asked. "You're going to race a Superskunk."

"What's a Superskunk?"

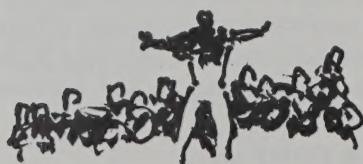
"An 8' centerboard dinghy with main and jib."



SUPER SKUNK

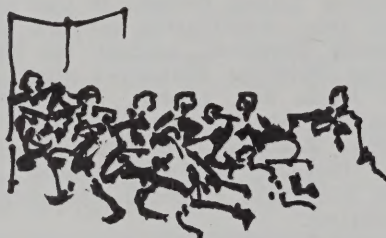
"Oh," I replied, giving the impression that was all the information I required to have absolute command over this mysterious craft.

"Skippers' meeting," someone shouted. We were herded into the Dory Cub. Aden, the sailing club instructor, breezed through all the racing rules like a Latin liturgy.



LATIN RULES

"Any questions?" he concluded. If we had any, we kept them to ourselves for fear they'd be answered in Latin. "Great," he said. "I'm taking my group away for a few minutes to give them some last minute tactics." He breezed out the door followed by his little band of conspirators. Myself and the two other chosen volunteers sat at a table in the empty room.



OUT THE DOOR

"Has anyone sailed these things?"

"No."

"Has anyone got a plan?"



A PLAN

"No."

"Well, maybe we should consider something."

Number One: "I've team raced before and the only way to win is to crash into them and disqualify them."

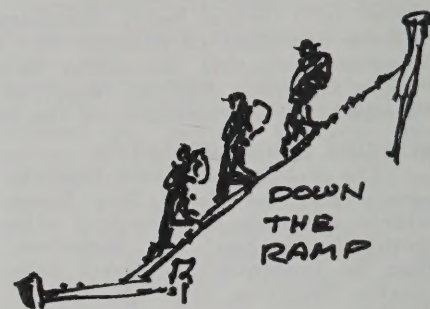
Number Two: "Pick out a boat and luff them and use every rule to our advantage."

Number Three: "They're only kids, let's sail the best we can individually."

"You'll find out what kids can do in team racing," Number One chided.

Each plan was rejected by the other two, so we were left to our own devices.

"Time to man your boats," a smiling face in the doorway announced. We walked resignedly down the ramp and were taxied to or boats. Each boat was rigged and ready for sailing with a crew aboard.



DOWN
THE
RAMP

"Strange," I thought, "that the opposition provides us with a crew."

"This is Jason," I am told.

"Hi Jason, I'm Tom. You did a fine job rigging the boat."



JASON

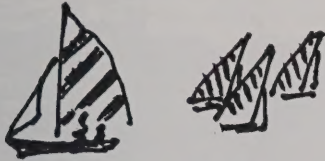
"Thanks," he said in a way that made me wonder if the conspiracy hadn't started already. We cast off and sailed to the starting line. Six boats were to race, three Townie skippers against three children from the town club.

The tide was not at full strength while the winds were light to non-existent. The first horn was sounded declaring six minutes to the start. Another horn was sounded at three minutes, then a whistle blown at each minute. I stayed close to the starting line, only to discover I had a tail. Two



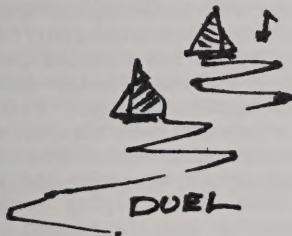
TAILED

grinning kids were right on my transom while another boat with two grinning kids was trying to luff me over the line early. I let my sheets go and the luffer sailed by. I gybed and lost my tail. By then the starting gun was fired and I was dead in the water facing the wrong way.



WRONG WAY

"Bad start," my crew reminded me. The third club boat was crewed and skippered by two young girls (the Kays). They had the best start and were sailing smartly away with clear air. I went in pursuit. I couldn't gain on them so I tacked. They tacked to cover. I tacked again and they tacked again. I had discovered a way of slowing them down until the other boats could catch up. So we tacked and tacked and tacked. They were very close to the first mark and still covering. I was tacking quickly after another tack wondering when they would decide I was completely mad and that the rule of covering didn't apply any more. On a final covering tack they rounded the mark.



DUEL

The other boats had gained some but were having trouble in the light air. The girls were riding the tide and widening their lead while I struggled to round the mark. We chased them on the run. Jason pulled the centerboard up firmly. Too firmly. The other boats were well behind us but gaining. The Kays rounded the second mark and were strangely heading for the wrong third mark. We have 'em now, I thought to myself.

We rounded the second mark into a beat against the wind. The centerboard would not descend. The boat drifted backwards. There was no forcing the board down. The other boats sailed past us as we drifted backwards. I considered



BACKWARDS

throwing myself into the ocean and pulling the board from underneath the boat. No, I thought, it may panic the Race Committee into thinking they have a bad loser on their hands.

"Too bad," the crew sympathized. We stared at one another for a short time until the board slowly slid down all by itself. We sailed for the finish line in time to cut off the last boat, but the main halyard slipped and the sail came partially down. The fifth boat passed us.



HALYARD

"Too bad," I said to the crew before he could say it to me.

Later we gathered in the Dory Club to award the winners. "The Townies got skunked," I was told and asked what went wrong.

"Simple," I said, "nothing went right. We had no plan."

"We saw you sailing backwards, was that part of the plan?"

"Perhaps we should have crashed into...horrors, just a thought during a weak moment. But a persistent thought," I mumbled amid shouts of joy and cheers for the winners of the Superskunks over the Townie skippers.

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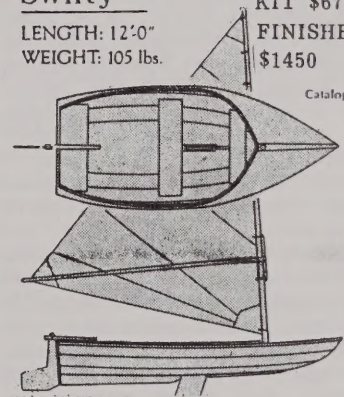
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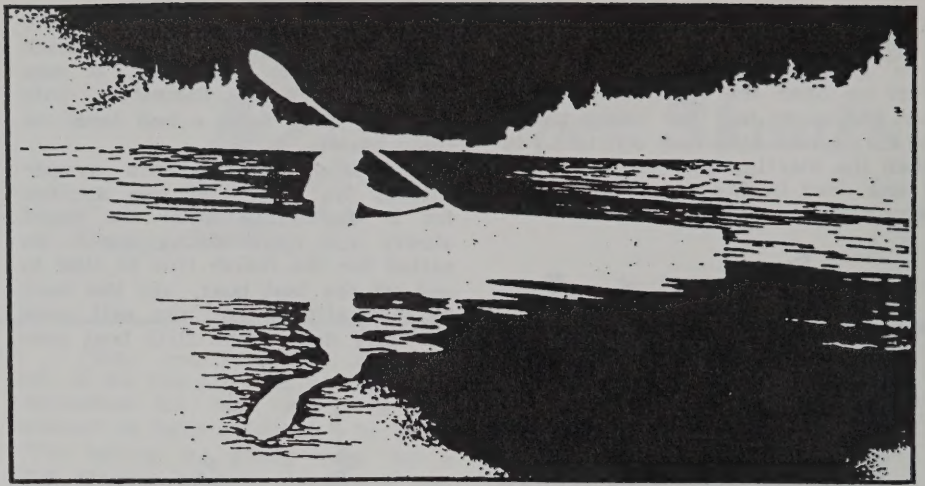
Suspense, suspense, three days of heavy wind, some snow and non-stop very cold weather. Here on coastal Connecticut, several back-to-back near zero nights are unusual. This is when my sea kayaking becomes a seriously dangerous undertaking. The water within Stony Creek and Pine Orchard in Branford becomes frozen due to the fresh water flowing into it, even some sea water freezes.

At 2:30 a.m. I could stand the suspense no longer. The wind had died and the full moon was high in the sky. I just had to know that the dogs I look after over on the island were doing okay. I had left them with a great deal of food and there were six inches of snow to provide water, I still feel for their lonely plight when I hear them barking across the water. They bark much more when left alone, especially responding to stimuli such as fire sirens ashore.

I had distinctly heard them barking at 2 a.m. so after a half-hour of contemplating the move, I donned my dry suit and diver's hood, upped my kayak onto the roof racks, loaded up my collection of safety items including the extra paddle, and drove to where I thought might be a relatively ice-free launching site. In the bright moonlight I could see an area of slush ice at Flying Point, still in motion from the incoming swells, but surrounded by a conglomeration of small ice pans. I could see that where these ended was an impenetrable extensive slush ice area.

I decided to try Pine Orchard, which has in past winters offered possible launching opportunity. It looked less questionable and the swells had more strength in them, suggesting that the slush ice was less dense and freer moving, a condition that would permit my turning around without any disconcerting results. So I very quietly launched so as not to disturb anyone sleeping and paddled out towards the island. When I got out beyond the lee of some rocks I felt my boat rising up under me and swaying and then dropping as the swells lifted the slush ice upon which I "floated". Although there were no breaking waves, the density of the slush ice became very noticeable in the motion of my boat in the oncoming broadside swells. It was exhilarating, but I was relieved when I reached the narrow band of small ice pans and then passed on into open water. I had felt as if I had been riding the back of a sea serpent, for at 2:30 a.m. anything seems possible.

Crossing open water carrying patches of migrating ice, I paddled along one side of the island which was the less desirable side upon which to try to land and came ashore at a floating dock, pulling my kayak up onto the dock after



On the Back of the Serpent

Article by Gail Ferris

me. The beach was iced in and I thought that conditions a few hours away at dawn when I would be leaving would be about the same.

After greeting my lonely dogs and settling them down, I caught a few hours of sleep in the cabin, despite its lack of warmth even with a fire in the stove. At dawn I looked out to see a line of ice working its way along the southern shore of the island where I had never seen ice before. Something was odd that hadn't occurred to me. I had forgotten that the forecast was for a wind out of the north and thus not contemplated the possible consequences. I had noticed a slight breeze from that direction coming over but thought little of it.

Undaunted by unexpected change, I dressed to return after arranging for the dogs' food and drink. On my way to the dock I saw another oddity, no kidding, the dock with my kayak on it was no longer afloat in open water. A combination of perihelion tide and weather had made my world here one of ice, one patch moving right along propelled by that north wind. I climbed to the high point on the island and observed that my return course to Pine Orchard was a sea of thick slush, a condition I had feared on my night trip over might solidify enough to trap my kayak.

From the other side of the island I could see several leads open towards Stony Creek. My thoughts were on the caretakers who had preceded me in this job and then tales of arctic explorations when the winds ceased and the waters froze over. Wasting no more time, I dragged my kayak across the frozen crust on the sea bed and launched into a stretch of small ice pans with no trouble. As I entered the slush I again experienced that

weird serpentine roll of all that slush moving sluggishly with the swells. I kept in mind how my paddle entered the water on each stroke so it would not act as a shovel and turn me over in an instant.

I maneuvered through the ice pans taking breathers in scattered open areas to plot my next direction. The bright sun and light wind kept the water open, whereas had it been dark and still, those openings would have glazed over in the thin ice so very nasty and difficult to paddle through. Paddling in the slush is possible, if slow, and it's amusing when you leave the slush into open water and shoot ahead. Skim ice is highly resistant to penetration and its ragged edges where broken are abrasive. It's impossible to tell how thick it is until you find you can no longer punch your paddle through it to drive the boat ahead. More strenuous efforts to battle such ice can end up in upending you. I back out slowly when I reach such conditions and look for another way.

The final stretch to shore was thick slush which I worked through without trying for the nearest landfall, an inhospitable looking ice sheathed stone pier. I had learned more about dealing with ice. A stronger wind will break the pans into smaller pieces, and even a light wind will move them against current or tide. Kayaking on the sea in winter midst such circumstances is much more complex an activity than summertime paddling. I find it like a chess game once I recognize and anticipate the conditions. One needs good judgment and skills and a touch of daring to paddle safely on the winter sea even in protected coastal waters.

Along the Essex River

Article by David Brodeur

One of the North Shore's finest seasonal spectacles is the annual pre-migration sky dance of the starlings over the Essex marshes around the time of the autumnal equinox.

During the early afternoon of Sept. 18, I had just emerged into the embayment on the Essex River above Conomo Point, pulling against a light breeze on the oars of the family skiff. No sooner had the last bit of Hog Island, a huge glacial drumlin, hove into full view than commenced 20 minutes of aerial acrobatics by those once-all-too-common city dwellers that are now on the list of officially protected species. At first, it seemed, the starlings merely swirled about carelessly like the flashy petticoats of a frenzied flamenco dancer.

However, as more and more starlings joined the troupe, the flock grew tighter and more disciplined. Like a myriad of highly syncopated flash cards, in rapid succession the purple-metallic array formed incredible cones, spheres, parabolas, eggs, tear drops. There was even a surprise porpoise which momentarily enlarged into a whale — as if the birds were trying to mimic nature offshore. For a finale, the great flock divided into two cigar-shaped troupes, formed a semi-circle to take applause and then dispersed as quickly (and mysteriously) as it had coalesced.

Old-timers in the area told me that I had missed by a couple of days another astonishing spectacle. That was the flood tide thrashing of countless pogies by schools of frenzied bluefish in that same embayment. Better known, perhaps, as menhaden, pogies derive their local name from the Algonquin *pauhagen*. Sometimes, the blues chase these junkfish so far upstream that their dense packs consume the water's entire oxygen supply, whereupon they suffocate and litter the banks in hundreds.

The starlings did not come back that afternoon. I kept rowing upstream, past the slowly turning three-blade windmill of renewable-energy buff Peter Lane, whose little brown, two-master moored off Conomo, is consistent with his philosophy of waste not, want not.

Another meander or two, and I was opposite the landing of the Cox Reservation, an old farm property that serves as the headquarters of the Essex Greenbelt Association, a preservationist group that owns several properties in the county. The decaying hull of a little white skiff suggested that no one has been rowing this summer from the old Cox farm. Indeed, on this Indian summer day, and on the following day, when I rowed all the way from the mouth of the Essex to Route 133, I did not pass another rower. However,

on any warm fall weekend day, you may be lucky enough to encounter a paddle-powered canoe or kayak and of course, noiseless sailboats tackling their difficult way upstream. The majority of sailboats rely upon engine propulsion, as wind and tide dictate.

One tip for the paddle-power enthusiast: There seems to be a whole lot more powerboat "give-way" courtesy during the week than on weekends. Essex harbor master regulations and common sense dictate that speedboats slow to a crawl when approaching frail craft like my little plywood poke. It doesn't always work out that way, which partially explains why little craft die away at the expense of the power craft when firms like Mercury have made the four cylinder 60 horsepower outboard as prolific as the old single-cylinder Evinrude and Johnson once was.

It is not uncommon to be stopped by teenagers lost in their huge, saltwater drag racers because they haven't bothered to learn how to read the buoys and markers. I have almost been swamped by those panicky "where are we?" skid-stops, when the boat driver employs my cockleshell as the local information booth.

In the endless quest to melt away the meanders with ever speedier craft, the wheel-and-throttle fraternity of boaters are missing a great deal of beauty and enchantment. At such speed, it is quite impossible to observe a light green heron gingerly stalking its way over a stretch of eel grass or appreciate how the sleek cormorant uses its tail to maintain a delicate balance atop the mast of an anchored sailboat rocking wildly in the successive wakes of so much salt water-cooled horsepower.

There are some other things that I hope will not change on the river. One of them is the familiar, cream-colored cluster of Victorian era cottages that line the main channel on Cross Island.

Across the channel are the more densely packed and often more luxuriant summer dwellings of Conomo Point. While resting on my oars in a graveley cove of the point, waiting for the tide to change in my favor, I encountered a lady who said that she and her husband had not missed a summer on the Point in nearly 40 years.

A youth standing nearby, remarked that cottages at Conomo, overlooking the estuary and Crane's Beach, hardly ever come on the market. If not pleased with that view, you can turn toward the wonderful silhouette of Hog Island, the high farm and forest manicured drumlin where the founder of the Crane plumbing fortune lies buried, and where thousands of starlings perform their best precision drills.



This is Gad Robertson

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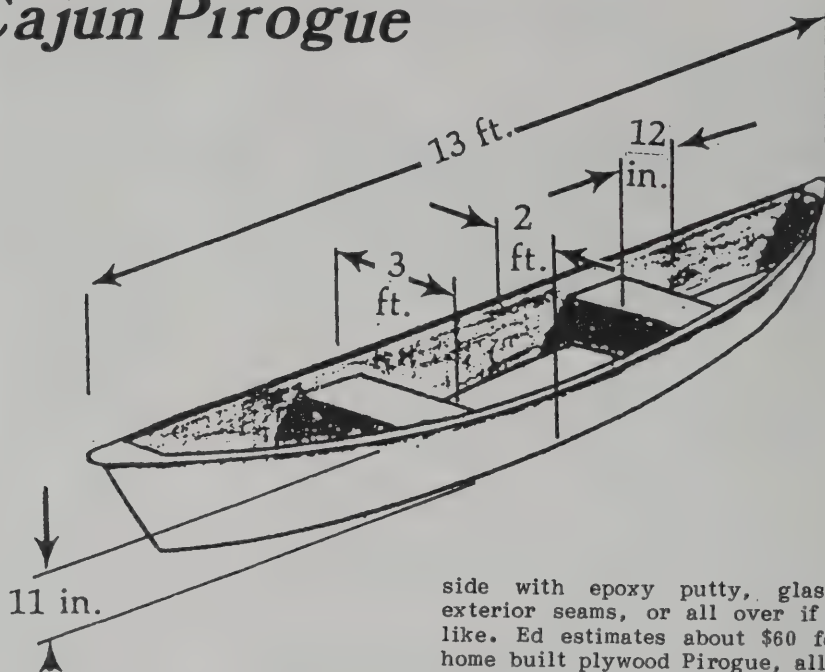
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DESIGNS

Cajun Pirogue



side with epoxy putty, glassing exterior seams, or all over if you like. Ed estimates about \$60 for a home built plywood Pirogue, all in.

The design is basic boat, a variety of builder-designed options are suggested, such as outriggers, sail rig, transom stern, fore and aft decks, keel. The instruction manual is very complete and detailed for those needing assistance in assembling a stitch and glue type of kit. An alternative fiberglass kit costing about \$150 is offered which supplies the fiberglass panels and materials needed to assemble them.

The two sizes are slightly different in all dimensions, with gunwale beams of 3' and 3'3", bottom beams of 2' and 2'2", freeboards the same at 11", weights around 45 pounds (in fiberglass). Ed estimates assembly time of 8 to 10 hours for the plywood version. Ed will send you detailed information and picture sheet if you will mail him a self-addressed stamped envelope to Fibercraft Kit Co., 2233 LaBarre St., Mandeville, LA 70448.

In the genre of small boats for paddling around in backwaters, the Cajun Pirogue from Ed Corkren's Fibercraft Kit Co. of Mandeville, LA, is an interesting option. This is an open 13' or 14' flat bottom design offered in a fiberglass kit form or as full size patterns and instructions for building yourself with locally available plywood. This is a double-ended design.

Ed sent me the instruction book and pattern kit, which sells for \$14. The patterns are all printed on a long piece of brown kraft paper, I just kept on unfolding until it all came out. The procedure is pretty obvious, layout the patterns after cutting them out on your choice of 1/4" or 3/8" plywood, depending on how heavy and rugged a craft you desire; then stitch and glue it up in conventional fashion, filleting seams in-

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Mel Willis' Grand Laker



Mel Willis of Freeport, Maine, has a couple of interesting books out about designing and building canoes, and we'll have a review on these in the next issue (haven't had time to read them yet). Mel also has begun building his 19'6" Grand Lake Canoe, a replica of the canoes used for freighting supplies on the big lakes of Maine. Mel's canoe is strip built of 3/8"x3/4" cedar, epoxy glued to a mahogany transom and fiberglassed inside and out with epoxy resin. No ribs, for easy cleanout. The huge 44" beam and 16" depth provide enormous carrying capacity and the transom will accept outboards of 4.5 to 7.5hp. At 125 pounds, the big canoe can be paddled also by a solo paddler from a built-in stern seat. Additional thwarts are fitted spaced so as to permit use of folding seats set on the bottom for one to three passengers. These seats can face forward or aft, braced against the thwarts, to accommodate sightseeing or fishing.

A full length keel provides directional stability in cross winds and the shallow rounded bottom (not flat) gives an easier ride over

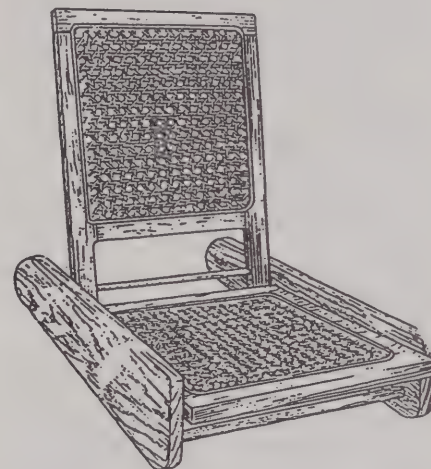
wind chop while still providing great initial stability due to the large beam. Mel offers exterior paint in a standard dark green two-part urethane that stands up to weathering for years. The interior is varnished. Two slightly different versions are offered with varnished spruce gunwales, thwarts and seat at \$1,100 or with varnished mahogany gunwales and walnut stained seat and thwarts at \$1,200. He also offers co-ordinated folding cane seats at \$40 per with the canoe, \$60 if ordered separately.

Mel recommends trailering rather than cartopping due to the length and beam, although two reasonably sturdy adults can lift the 125 pounds up onto a car roof rack. He emphasizes that the design is not one for two people to paddle. Either a solo paddler or an outboard, either in the stern, are his recommended propulsion methods.

Mel builds his canoes to order, one at a time during the winter. If you'd like to know more, contact him at Willis Enterprises, Curtis Rd. RR3, Box 114A, Freeport, ME 04032, (207) 865-3830.



...and Folding Canoe Seat



Mel Willis also offers a very nice portable folding seat for canoes or small boats, designed to sit on the bottom of the boat. The framing is white ash with spiral dowel joinery, galvanized steel rod and screws, finished in clear varnish at \$60 or walnut stain and varnish at \$65. The seat and back are open cane webbing. Waterproofing is with West System (tm) epoxy, Penwood sealer and polyurethane varnish.




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WINTER READING

TALES OF THE NEW ENGLAND COAST

Our good friend Dr. Z sent us a review of a book he received as a gift, which he thought might attract some interest.

"The past year or so has been the pits as far as my interests go in maritime literature. Just no good sea adventures or collections of sailboat plans seemed to come to my attention. Then last fall the famine became a feast. One book of interest was a Christmas gift from a close friend. TALES OF THE NEW ENGLAND COAST, an anthology of stories on that subject from the turn of the century.

There are twenty-eight such tales which range from Block Island to far Downeast. The subjects range from straight history through fond recollections to social commentary. Much of the writing is similar to that read in the ADVENTURES DOWN THE BAY and CARTER'S COAST OF NEW ENGLAND serials that have been run in this magazine. There is an innocence and lack of guardedness encountered in these tales in comparison to our contemporary social conscious writings offered. The nation was still patching up the Civil War damage and had just finished off beating up on the Indians and the Spanish. The published writing of that era seems to be an expression of a nation in the flush of late adolescence and loving it.

This anthology is compiled from a variety of original sources, such as old magazines like HARPER'S MONTHLY, SCRIBNER'S, and NEW ENGLAND MAGAZINE. Some of it would be boring were it not so odd. An example is an article about THE NORTH SHORE OF MASSACHUSETTS, a description of upper class life in the area. It includes excellent advice to sweet young creatures on how to catch the trust fund (husband) of their dreams. A hint, forget about the yachties and try the Myopia Hunt Club. Perhaps I should digress here for those of you not so fortunate as to be from the North Shore, and explain that the Myopia Hunt Club is not an organization to benefit near-sighted duck hunters, but is the bastion of the horsey set still hosting weekend polo matches in season, complete with tailgate luncheons on Wagoneers, and "riding to hounds" over vast private estates.

Other geographical areas mentioned include Martha's Vineyard, Newport, Block Island, and the Isles of Shoals. The latter had potential of being really interesting considering the history of the place, but was unhappily particularly soporific.

Some things haven't changed much in 100 years and YACHTING AROUND CAPE COD (1884) is a good example. Apparently the well beaten path from Scituate to Provincetown was as well used back then as it is now. I found myself shaking my head knowingly when the author described his feelings of anxiety while wandering around in a fog bank off Race Point. My personal theory is that it was probably the same fog bank still there today, and that we ought to give the thing a name. I would have felt quite comfortable rafting up with these people at day's end. I'd tolerate their paid crew and they could put up with my kids.

There are some good articles for the boat nut, some relating to inshore fishing out of dories and peapods, some to offshore fishing on George's Bank. THE EVOLUTION OF THE FISHING SCHOONER (1898) follows the development of that type of craft from colonial times and in it one is introduced to various earlier types such as pinkies, dogbodies and Chebacco boats. CATCHING OF THE COD (1906) complements the schooner piece very nicely. There is a detailed description of how dories are set off from the schooner and later retrieved and reset once the cod are located. Search plans are also explained in the event a search for a dory or two lost in the fog is needed. THE MEASURE OF CONTENT (1908) and THE LOBSTERMAN'S ISLAND deal with inshore fishing and there are some interesting descriptions of catching bait fish from what seems to be a Friendship type sloop, and of setting lobster pots and longlines from small craft. One cannot escape the impression that this work was HARD with capital letters, and dangerous. The people involved display substantial intelligence in that they preferred sailing to rowing. Several references are made about the distastefulness of rowing and the strong preference for sailing.

There are a few stories for war mongers. GREAT FIGHTS IN EARLY NEW ENGLAND HISTORY (1908) includes the story of a genocidal attack by colonists on Ft. Mystic in 1637. Imagine the native Indians getting uppity about a bunch of strangers invading their lands. Such savages! Another selection, THE U.S. NAVAL TORPEDO STATION (1902) would probably be considered barbaric if it had been written by one of my Teutonic ancestors, but I suppose it can be considered "quaint" since it was written by somebody from around here. The disturbing thing about

this selection is that it was written as if it were a tour of Crockett's Victory Garden rather than of an ammo dump and weapons development facility. There is more childish fascination displayed with the weapons than contemplation of their potential for destroying human life. Perhaps the author can be forgiven this innocence (ignorance) as his observations were made before the true horror of these weapons was revealed in World War I.

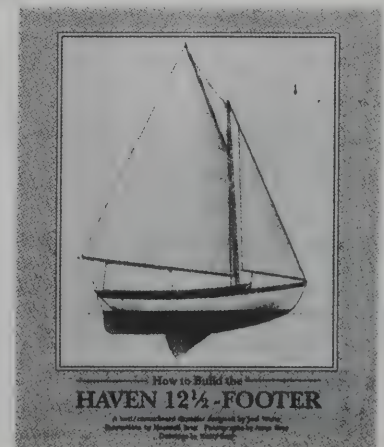
Obviously all the selections will not necessarily enchant you, I've not read all 28 myself yet, it's the sort of book you read in installments. But if you enjoy the coast, coastal people and their boats, you'll find something in this volume to occupy several winter evenings. It appears to be expensive, so perhaps your library can track down a copy for you, even add it to their collection." TALES OF THE NEW ENGLAND COAST, Edited by Frank Oppel, 461 pages.

Review by the Amazing Dr. Z. He eagerly awaits the opportunity to review International Maine's just released book "The Psychology of Sailing".

HOW TO BUILD THE HAVEN 12-1/2 FOOTER

FINE YACHT FINISHES PRACTICAL YACHT JOINERY

Here's a clutch of how-to books that I've looked over in some detail. I am unable to sit down and read this kind of book cover to cover, I think of them as reference books to be looked into as the need arises to know how to perform some task they describe. Building the Haven 12-1/2 is specific to one boat of course, a boat I'm unlikely to tackle myself. But the other two books both cover topics that arise in my pottering about here working on various boats at various times, and I'll hang onto them for "reference".



HOW TO BUILD THE HAVEN 12-1/2 FOOTER is one of those WOODEN BOAT magazine step-by-step projects, 64 pages with 224 photos illustrating each step in building Joel White's take-off of Herreshoff's famed little keelboat. Maynard Bray tells you what you're seeing in each photo taken by Anne Bray. A nice watercolor of the boat done by Kathy Bray graces the front cover, two color photos the back. The alternative sail plans are presented as are much reduced construction and detail plans. Right up front on page 2, Wooden Boat Publications announces to you that you'll need the full size plans, which require no lofting due to full size patterns included, to go along with this instruction book, at \$180 a set.

Joel White's redesign involves the underwater hull shape to convert the deep draft hull into a shallow draft ballasted centerboarder. Above the waterline the boat is unchanged in appearance. White's building procedures follow the Herreshoff system, like there's a mold for each of the 22 frames. Yes, you build 22 molds first. And you'll get to build a mold in which to cast the external lead ballast keel. This is a major project involving building a real traditional boat in the Herreshoff manner. While it's a handier version of a 12-1/2 in terms of sailing opportunities in shallow water areas, it's a handier version to build only insofar as full size patterns for each of the 22 building molds eliminate the need for lofting.

The 8.5"x11" softcover book of 64 pages is available for \$15 from Wooden Boat Publications, P.O. Box 78, Brooklin, ME 04616.



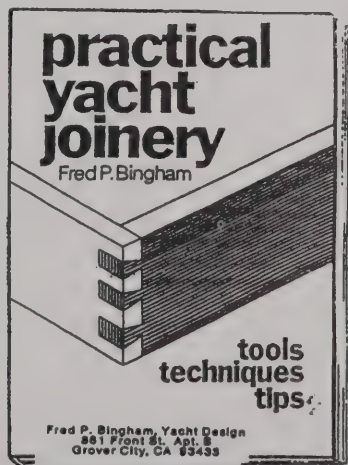
FINE YACHT FINISHES FOR WOOD AND FIBERGLASS BOATS is a husband and wife production by Paul and Marya Butler. Anyone who reads **SMALL BOAT JOURNAL** will have seen their articles with Marya's illustrations used often, she has a quite unique command of graphics display which renders the

intent of the illustration extremely clear while not necessarily adhering to exact proportional dimensions. Her drawings are not "blueprints" but creations intending to illustrate indeed. This book has a lot of them in it.

The 7"x10" hardcover book includes also a selection of color photos of various details discussed. The order of information presented is typical of how-to books, first the gear you need, the tools and their care, then on to the job. They discuss both wooden and fiberglass finishing, go from basic sanding techniques to details on things like fiberglass bottom blistering. They recommend materials and how to properly use them. They discuss techniques involved in going aloft to refinish spars in place. There is a wealth of detail information here. None of that "you simply sand until smooth" sort of stuff.

The front cover promo piece says, "The right finish will make your boat look great and last longer. Here's how to do it." In about 145 pages the Butlers fulfill this promise. Paul Butler says in his introductory remarks that, "the secret really lies in the mental attitude; a willingness to work carefully and methodically, to follow manufacturers' recommendations scrupulously, and to put in the time required for meticulous surface preparation." This is why I'll keep this around as a reference, by the time I get to the finish part, the urge to slap on the paint and varnish and be done with it gets overwhelming.

FINE YACHT FINISHES, 160 pages, hardcover 7"x10", 20 color photos, 118 illustrations, is available for \$22.95 from International Marine Publishing, 21 Elm St., Camden, ME 04843.



PRACTICAL YACHT JOINERY is more of a meat and potatoes book to my sort, here's a big 8.5"x11" 270 page softcover book chok-a-blok full of just about everything I might need to find out about the

woodworking that goes into boats after you've built the hull. All the detailing, About 70% of the work. Fred Bingham got started on it by suggesting all sorts of details to his yacht designing son Bruce back in the mid '70's and Bruce finally told old dad maybe he ought to write a book. So he did, but by the time he was ready for son's illustrations, Bruce was off world cruising. So Fred sat down and illustrated his own text.

Here are the illustrations of a draftsman, not, as in the Butler's book, an illustrator. Bingham's drawings are a draftsman's work, dimensional views, projections, details. They're crisp and clear and proportioned, yes, like blueprints.

There's a couple of chapters on tools, basic woodworking, electric hand and power bench tools. Then he covers tools, jigs and accessories you can build, and this chapter I really got into because I'm a one-time machinist and understand the value of making jigs and setups before the actual pieces to be made. Fred has a lot of neat ideas on simple tooling using everyday handyman's power tools, on jigs and fixtures to make the pieces you make fit together properly.

The text gets on to the joinery itself with a chapter on "Nineteen Useful Joints and How to Make Them". Another "general" sort of lode of information I found fascinating. With this, and the tools and jigs, etc. behind you, you're off into the joinery, decks, cabins, interiors, niceties, bulwarks, spars. A particularly handy little chart on page 180 gives some "basic dimensions", the sizes various things ought to be. Galley height 33"; settee width if low 23"; sliding hatch 24"x24". That sort of thing for anyone planning to do joinery on a boat without detailed construction plans.

While drawings predominate, there are photographs illustrating how various joinerwork can look when completed. In all, over 450 illustrations are used. **PRACTICAL YACHT JOINERY** is offered by Fred for \$32 including shipping and Fred will autograph your copy if you request it. Fred P. Bingham Yacht Design, 897 Front St. #2, Grover City, CA 93433.

CENTERFOLD

A group of staff members at Mystic Seaport Museum will have gone off to Australia in February to row in a race, according to a brief news release we received as this issue went to press. Museum Director J. Revell Carr himself photographed his team practicing on the icy Mystic River in January. We'll follow up on this story.





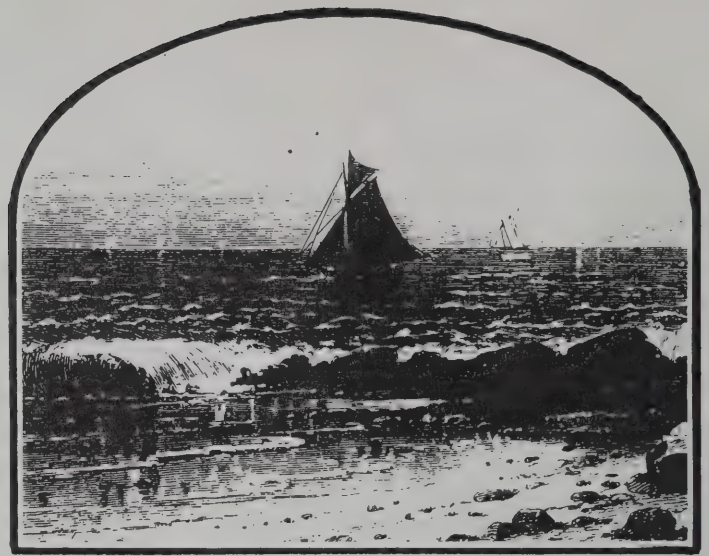
CASCO BAY
THE POWER OF MELODY
THE HADDOCK
JEWELL'S ISLAND

No July morning was ever finer than that on which we bade adieu to Portland, and turned our little sloop toward the nearest of the countless isles of Casco Bay. As the gentle breeze swept the Helen slowly over the sparkling waters, we spread on the top of the cabin the charts of the coast of Maine with which our good friends in Portland had provided us, and fell to diligent study of our proposed route.

Casco Bay extends from Cape Elizabeth on the west, to Cape Small Point on the east, a distance of about twenty miles. It is an indentation in the coast whose greatest depth does not exceed fifteen miles. Beside Portland, at its western end, there are three or four flourishing towns on the shores of the bay; and embosomed in its waters, if the popular account be true, are no less than three hundred and sixty-five islands, a compliment to the days of the year which is also attributed to Lake George, Lake Winnepesaukee, and several other bodies of water. Without vouching for the exact number, it is doubtless safe to say that there are at least three hundred isles and islets, beside many bold and picturesque headlands and peninsulas, so that scarcely



PORTLAND



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anywhere else in the world can you find a more varied or more lovely commingling of land and water.



WHITE HEAD, NEAR PORTLAND

The shores of the islands and the promontories are mostly covered with woods of maple, oak, beech,

pine, and fir, growing nearly to the water's edge, and throwing their shadows over many a deep inlet and winding channel. It is impossible to conceive of any combination of scenery more charming, more romantic, more captivating to the eye, or more suggestive to the imagination. No element of beauty is wanting. Many of the islands are wildly picturesque in form, and from their woodland summits you behold on the one hand the surges of the Atlantic, breaking almost at your feet, and on the other the placid waters of the bay, spangled by gems of emerald, while in the distance you discern the peaks of the White Mountains.

For several hours we sauntered, rather than sailed, through this enchanted and enchanting fairyland, steering hither and thither as caprice impelled, or as the perpetually-changing views attracted. At length the Skipper, whose taste for the picturesque was yet undeveloped, and who beside was sufficiently familiar with beauties of the bay, began to hint that it was time to think of dinner, and that a few fresh fish would lend additional grace to that ceremony. We anchored in deep water, in a broad channel called Hussey's Sound. The Pilot kindled his fire in the furnace at the companion-way, and we baited our lines and began to fish.

For more than an hour we fished without a bite. We suggested to the Skipper that our lines were not cast in pleasant places, and that we had better shift our ground. But that worthy, who had an innate repugnance to hoisting the mainsail oftener than he was obliged to, held for some moments silent and mysterious communion with the sky, the water, and the neighboring shores, and then confidently predicted that the fish would soon bite. Having considerable faith in his penetration into the whims and ways of our finny friends, and suspecting that in this instance his judgment was based upon observation of the state of the tide, we patiently pursued our sport, if sport it could be called.

The Assyrian, who was prone to easy postures, had been for the last half-hour lying on his back with his hands clasped on the top of his head, and his feet, about which he had fastened his line, protruding over the low rail of the sloop. He now began to sing a song, which began:

"The grasshopper sat on the sweet-potato vine,
Up came the turkey-gobbler and yanked him off behind."

The second stanza, intended to show the careless security of the grasshopper, was next sung:

"The grasshopper sat on the sweet-potato vine,
Up came the turkey-gobbler and yanked him off behind."

Then followed the third stanza, illustrating the

trickery of the turkey-gobbler:

"The grasshopper sat on the sweet-potato vine,
Up came the turkey-gobbler and yanked him off behind."

This elegant ditty was interrupted by a bite which nearly "yanked" the minstrel into the water. He rolled over and scrambled to his feet with remarkable agility, exclaiming, as he hauled in his line, "A halibut at last, I think!" To catch a halibut had been for some time the main object of the Assyrian's ambition, and the farther east we went the more confident he became that every large fish he hooked would prove to be the prize. I observed, however that the old Pilot, who always grew excited at the prospect of halibut, after one eager glance at the line, turned with indifference to his furnace, on which he had a large iron pot bubbling with water, all ready for a cod or haddock, or even for a pollack if nothing better could be got. There was evidently no hope of halibut yet.

The capture proved to be a skate — a flat, broad, brown-backed monster, with a dirty-white belly, a tail like a monkey's, and a spade-shaped snout with powerful teeth. He was very large — about three feet in length — and it required a good deal of careful management to get him aboard without breaking the cod-line. The creature was very angry, and furiously lashed the deck with its tail, squeaking and writhing in a droll manner.

The capture of the skate did not materially improve our prospect of dinner, for though the Professor proposed to cook the creature, the Pilot would not hear of such an abomination. In vain he was assured that it was a favorite fish in the markets of London, Paris, and Edinburgh; in vain I cited to him the Rev. Badham's assertion that all skate is eatable, though not all equally good; in vain the Professor assured him that Galen, in his treatise on ailments, particularly recommends the flesh of the skate as agreeable in flavor and light of digestion. His objections were immovable. At length the Assyrian, who had a bad habit of inventing quotations, recited to him an imaginary passage of Aristotle about the obstinacy of fishermen with regard to the edible qualities of the skate.

"Damn Aristotle!" responded the old fisherman; "don't you suppose I know what fish are fit to eat?" With the aid of the Skipper, he tossed the monster overboard, and seizing a line, he said he would soon give us something worth cooking. Sure enough, in a few minutes, he pulled up a haddock weighing about seven pounds — as we judged by the eye, for we were too anxious for dinner to delay his transfer to the pot by putting him to the test of the steelyards.

As cooked by the Pilot, we pronounced the

haddock excellent; and after dinner we raised the anchor, hoisted sail, and cruised idly among the islands till near sunset, when we put into a delicious little cove — narrow, deep, and shady — on Jewell's Island. As we glided in, an old fisherman who resided on the island came alongside in his dory to have a little chat, and gave us a magnificent lobster, which went immediately into the pot for supper. After coming to anchor, we all went ashore in our boat, except the Pilot, who was detained on board by his duties as cook, to explore the island, witness the sunset, and get milk, eggs, and butter from a farmhouse near our landing-place.

The island, which lies about ten miles east of

Portland, seemed to be fertile and well cultivated. The farmhouse was built on elevated ground, and the view of the sunset and of the island-studded bay was superb. Fresh and sweet were the eggs and milk and butter with which we returned to our sloop, and very jolly the supper we had in the little cabin. The evening was pleasantly cool, and the Assyrian, remarking that boiled lobster was not wholesome unless well qualified with something acid, availed himself of the Pilot's steaming teakettle and brewed a pitcher of hot lemonade with a strong infusion of whiskey, which he administered to each of us in proper doses, as a sure preventive against any ill effects from our supper.



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★ MESSING ABOUT IN BOATS ★



Story & Illustration by Carl Erickson

AND HOW ABOUT THE TIME...

I became especially aware of my rudder? My last sail in the fall found me at the mouth of the Saugatuck River at low tide. I had ventured from the channel and with centerboard up thought I could make headway without touching. My rudder began to scrape along bottom but I anticipated only a short duration and looked ahead to deeper water. Later, when pulling the boat onto the trailer, I discovered the pintle had bent so it was hard to get it out of the gudgeon. When I did get it free, I could not get it back in. I made a mental note to do something about this come spring.

So, before this past sailing season began, I decided to give the cast bronze pintle some heat. I tried to nudge it back into line and of course broke it off with the first application of force. Obviously I should have known better and consulted first with experts.

I spent a weekend around Gloucester looking for a replacement and found none. Dave Montgomery said he could have a new one made through a local contact, but he would have to first make up a new pattern for the mold. A friend decided he could braze it and did a beautiful job, but would it hold up? That was the question.

With the ruder very much in my mind, I set off for my first sail of the new season an hour after low tide. This time I stayed in the well marked channel out of Westport, Connecticut. The wind was hardly noticeable from dead ahead and the tide was coming in, so progress with my 2hp Evinrude was slow. I

decided to make an adjustment to my main sheet, which made it necessary to pull the cotter pin and remove my tiller for a moment. This was all the time necessary to see my rudder do a back flip. Evidently the churning prop, small as it was, caused the rudder to lift up, over and out.

Past experience on the Hudson River when I lost an oar overboard caused me some anxiety now. I knew I must not take my eyes off that rudder for an instant. We made a wide circle (which was as tight as was possible with that little motor). I paid no attention to the sail, which by this time found a waft of breeze and surprised me with a jolting gybe. Now the sun was behind that point of entry and I could not see the darkly varnished rudder. Near panic. Surely I was not going to lose this as I

had that oar? Summer sailing, rudders and pintles, flashed before me. I had to find that rudder. We made a slow swing to the right, then to the left...no rudder. Its dark color obviously blended well into the river water.

"Ahaa, a flat spot among the ripples, could that be it?" Another slow swing to port. Yes. It definitely was the rudder. A course adjustment was made and then the rudder was alongside. I grabbed it so tightly I must have left finger dents upon it. We settled into the outbound course in the channel with brazed pintle rudder firmly in place. And thus ended another special experience in the business of messing about in boats. But, what lay ahead?

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AQUADUCK. 8' pram from ME-CHANICS ILLUSTRATED 1977. Dave Richter, 115 Lincoln St., Holyoke, MA 01040, (413) 532-1380.

ARCTIC TERN. Sam Devlin designed 24' stitch & glue sloop. Shauna Scranton, 2211 Norfolk, Suite 700. Houston, TX 77098

BORCAT CATBOAT. 12' Bolger design, Payson "Instant Boat". Harold Downing, 2993 Montavesta Rd., Lexington, KY 40502. Ralph Ellis, Rt. 87, #384, Columbia, CT 06237, (203) 228-3178.

BRICK. Bolger design, LaRowe plans cat ketch. Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

CANOE. 15'. Bill Howard, 225 Boston Rd. Springfield, MA 01109.

CANOE. Stripper. Bob Humble, 50N Bergen Pl., 3B, Freeport, NY 11520

CANOEES. 10' & 12' Nesting. Don Betts, 87 Luquer St., Brooklyn, NY 11231, (718) 643-1688 days, (718) 855-3569 eves.

CAPE COD FROSTY. 6' Sailing dinghy. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759. Bill Howard, 225 Boston Rd. Springfield, MA 01109. Frank Kahr, 6 Karen Dr., Barrington, RI 02806, (401) 247-1806. Dave Richter, 115 Lincoln St., Holyoke, MA 01040, (413) 532-1380.

CHRIS CRAFT. 19' runabout. Don Farnsworth, China, ME 04926-0013, (207) 968-2932.

CLARK CRAFT PRAM. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

DIABLO. Bolger design, Payson "Instant Boat", outboard skiff. Carl Atwood, 1032 Pleasant St., Bridgewater, MA 02324.

DODGE. 16' runabout. Don Farnsworth, China, ME 04926-0013, (207) 968-2932.

FLAT BOTTOM SKIFF. 11' plans. Robert Wadon, 83 Oak St., Randolph, MA 02368.

FROST FISH. Iceboat. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

GLEN L 15. Sloop. David Wilde, Karme-Choling, Barnet, VT 05821.

GLOUCESTER GULL. Bolger design, Payson "Instant Boat" rowing dory. Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806. Eric Schoonover, 319 Post Rd., Wakefield, RI 02879, (401) 789-6528.

GYPSY. Bolger design, Payson "Instant Boat" sailing/rowing cruiser. Bill Howard, 225 Boston Rd., Springfield, MA 01109. Gregory Pike, 110 Dudley St., Manchester, NH 03103.

KAYAK. 17'. Bill Howard, 225 Boston Rd., Springfield, MA 01109.

KAYAK. 16.5' Ultralight. Don Betts, 87 Luquer St., Brooklyn, NY 11231, (718) 643-1688 days, (718) 855-3659 eves.

KAYAK. DK-13. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

PROJECTS

It's project season again so we'll revise and encourage new inputs to our listing of readers who are, or have been, building or restoring boats. If you are willing to share your experience in building or restoring any specific boat with readers who might have similar interest, let us know your details. If you are in need of contact with anyone about a boat you're involved with which is not listed, send us a note, we'll run it for you under "Help Wanted".

If you are on this list incorrectly in any way, please advise me. If you wish to add yourself to this list, please do so. Mail your information to BOATS PROJECT REGISTRY, 29 Burley St., Wenham, MA 01984.

MICRO. 15' Bolger design cat yawl, LaRowe plans. Eric Schoonover, 319 Post Rd., Wakefield, RI 02879. (401) 789-6528.

MOCKINGGULL. Doug Martin design, 20.5' lapstrake ply rowing/sailing skiff. Dusty Rhoades, 905 Gen. Hill Dr., Virginia Beach, VA 23454, (804) 481-6875.

NEWPORT 27. F/G sloop. Gregory Pike, 110 Dudley St., Manchester, MH 03103.

NYMPH. Bolger design, Payson "Instant Boat" dinghy. Frank Kahr, 6 Karen Dr., Barrington, RI 02806, (401) 247-1806.

NUTSHELL. Wooden Boat pram. Ralph Kimball, 55 Maple St., Paxton, MA 01612. Dan Leininger, 420 Warley St., Melville, Newport, RI 02840, (401) 683-3291.

OWENS. 21' O/B cruiser. Chuck Schmitt, 41 Highfield Rd., Glen Cove, NY 11542.

SINGLE SCULL. 17.5' strip planked, Martin Oarmaster, builder designed. Dusty Rhoades, 905 Gen. Hill Dr., Virginia Beach, VA 23454, (804) 481-6875.

SNOWSHOE. Monfort Geodesic canoe. Fred Moller, Old Fitzwilliam Rd., Jaffrey, NH 03452, (603) 532-7635.

TEAL. Bolger design, Payson "Instant Boat" sailing skiff. Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

THOMPSON. 14' runabout. Robert Wadon, 83 Oak St., Randolph, MA 02368.

TRAPEZE. Dinghy. Jim's Boat Shop, 310 Oak Terr., Moberly, MO 65270, (816) 263-8344.

TORTOISE. Bolger design dinghy. Dave Richter, 115 Lincoln St., Holyoke, MA 01040, (413) 532-1380.

V-BOTTOM SKIFF. 16' ultra-light. Don Betts, 87 Luquer St., Brooklyn, NY 11231. (718) 643-1688 days, (718) 855-3659 eves.

VITA. Dinghy. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

WHITECAP. Old Town daysailer. Randy Morse, 389 Pako Ave., Keene, NH 03431.

WHITE. 15' runabout. Robert Wadon, 83 Oak St., Randolph, MA 02368.

WISCASSET DINGHY. Daysailer. Tom Doane & Mark Silverman, 9 Farley Ave., Ipswich, MA 01938.

INFORMATION WANTED SECTION

The following readers are in need of information on various boats:

ELECTRI-CRAFT. Electric launches produced in the 1930's in Syracuse, NY by the Electri-Craft Corp. Information on the company or its boats needed to assist in restoration of one of their models.

PETE BRACK, 107 Castlewood Tr., Sparta, NJ 07871, (201) 729-3083, (201) 729-6350. (20)

GLEN L "FANCY FREE". Information from anyone who has built or sailed this boat.

RALPH ELLIS, 384 Rt. 87, Columbia, CT 06237, (203) 228-3178 (call collect). (20)

15' HINCKLEY INBOARD RUNABOUT. Built in the 1950's. Information needed as there seems to be some changes made in one I purchased. Hinckley does not have plans.

TOM DOANE, Ipswich, MA, (207) 356-7689. (20)

ATOMIC 4 INBOARD. 1950's vintage. Information needed for restoration.

TOM DOANE, Ipswich, MA, (207) 356-7689. (20)

14' PETERBOROUGH CATBOAT. 1905-06. varnished lapstrake with bent ribs. Information on the design and also on how to strip out interior finish.

ROY ROYAL, 8524 N. Gratiot, Richmond, MI 48062. (20)

BUILDING AT BOB'S

Bob Wilmes of East Haddam, CT, has a couple of interesting projects underway. He'll be rebuilding a 14' daysailer built in 1918 for a young woman whose family has owned the boat since new. She is helping on the project, cleaning up the spars. A 26' sharpie has been started for a Virginian, the design is a Bruce Kirby Branford Island Sharpie. Bob welcomes visitors at his shop on Warner Rd. in East Haddam, CT 06423, phone is (203) 873-1051.

WHAT'S HAPPENING AT BATH

The Maine Maritime Museum's Apprenticeshop has several traditional wooden boats under construction this winter. The Percy & Small Shipyard is closed to the public in winter and activity there focusses in the "somewhat warm" boatshop.

The backbone and molds for a St. Lawrence River skiff are set up and planking is underway. This is a replica from lines taken off an original at Mystic Seaport. She'll be built of white oak and cedar with butternut and mahogany trim, bright finished and with custom cast bronze hardware.

A Culler wherry has also been built with a fir keel, oak frames and cedar planking.

A 14' Lowell dory is being framed with natural crook hackmatack knees from trees donated to the shop. The knees were dug from the ground and sawn out at the Museum sawmill by apprentices.

A Susan skiff is nearly planked, oak with cedar planking.

A Rangeley Lake boat from a Herb Ellis design is to get underway, built as a replica with clinch nailed planking and frames.

Restoration is nearly complete on a Town Class sloop and an Alden Indian sloop restoration is about half completed. A new keel, centerboard trunk, floor timbers and deck framing have been installed. Remaining is work on a new deck, rudder, skeg and refinishing hull and spars.

WHAT'S HAPPENING AT ROCKPORT

The Rockport Apprenticeshop is one busy place in winter. According to Associate Director Steven McAllister, seven new wooden boats are under construction, in addition to the Susan skiffs always under construction in the internship program.

The third of the 38' French Gigs is nearly planked up and will be launched this spring in time to be shipped to France for the Atlantic Challenge in Brittany in August.

Planking has started on a 17' Rangeley boat, lines taken from the last boat Ray Ellis helped build with Bud Brackett, delivery planned for April fishing season.

A 17' Swampscott dory from Mystic Seaport lines by Rob Pittaway will be completed in time for a summer on Cape Cod.

An 18' Wherry is being built for South Street Seaport, the third one built to Bob Baker's famous "DONOHUGH".

A 16' Melon Seed from lines off Joe Liener's old boat will be sailing on Casco Bay this summer.

A 9' Lawley tender to lines from Mystic Seaport's "MADELON" and a 15' Cape Sable gunning skiff, carved planked to the Apprenticeshop's own lines, complete the building program.



A PAIR OF DK-13'S

Bill Swartz and Dan Mullins completed a pair of Dennis Davis DK-13 kayaks this past fall during spare time found while attending the Landing School in Kennebunkport, Maine ("spare time at boatbuilding school?" Dan questions). Over a two month period they estimate they put about 50 hours into building the DK's. They used 1/8" Luan ply saturated inside and out with epoxy resin. A 4" wide glass strip was added to the keel to strengthen it and a second coating of epoxy was applied to the exterior. They raised the deck heights an inch and reshaped the cockpit openings. Three coats of marine enamel were applied with varnish on areas desired bright.

Launching was on a cool December morn, the beach covered with a fine layer of snow. Dan and Bill were pleased with the results

and soon warmed up from their paddling. Dan can be reached back home now at 1610 Moreno St., Oceanside, CA 92054, (619) 722-1158. Bill is still at the Landing School, P.O. Box 1490, Kennebunkport, ME 04046 if you wish to talk with either about DK-13 building.

AND ANOTHER

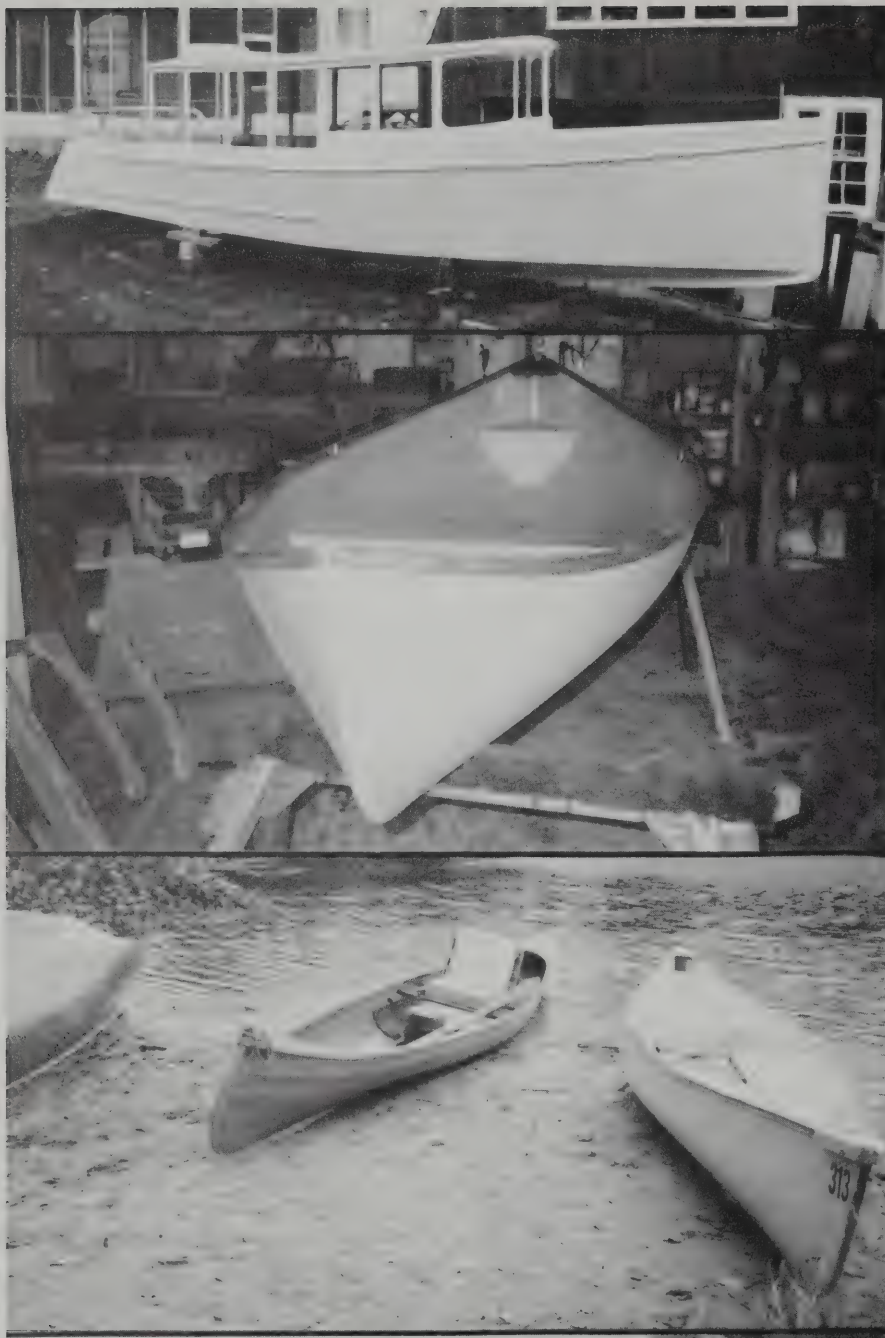
Griff Venator of Foster, RI, reports he's just completed his first home-made boat, a Dennis Davis DK-13 kayak, which he undertook to build after reading several reports from readers on this boat this past year. He now has taken delivery of Davis' plans for the DD-10 canoe (see our November 15, 1987 issue) and will soon commence building it. Griff also owns a 14' fiberglass canoe.

Night boatbuilding courses go on Tuesday and Thursday evenings as well as the regular Wednesday night lecture series listed on the "Happenings" pages.

Information on opportunities offered by the Rockport Apprenticeshop in traditional wooden boat building is available for the asking, they're at P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

BUSY THROUGH APRIL

Chip Chandler, whose Loon kayaks we mentioned in Designs in the December 1st issue, dropped us a card to tell us he's had good response to his innovative strip built wooden sea kayaks and now has orders to carry him into next April. Off to a fast start in his new boatbuilding venture.



ROLLIE ROLLS ON

Steamboat designer/build-
er/cruiser Roland Evans of W.
Bridgewater, MA, has his new 30
foot plus aluminum steam launch
shaping right up. He reports he's
presently working on side window
frames to complete the hull, the
engine is almost done (built from
scratch) as is the "real nice" hy-
draulic steering. He's not yet
welded up the boiler but will do so
soon. Rollie is installing full flo-
tation in the all-metal craft.
Sounds like it will be afloat for
the 1988 season.

LATEST FROM MAC

Mac McCarthy of Feather Ca-
noes in Sarasota, FL, doesn't rest a
minute in his ongoing building of
strip planked traditional boats. De-
ciding he wanted a more stable
platform from which to fish than
his standard canoes and kayaks of-
fer, Mac modified a bateau from
John Gardner's second book on
building traditional small craft.
Mac's version is 12' long by 46"
beam, weighs 55 pounds. It's built
in cedar strip with color in the
finish epoxy coat and he says he'll
Awl-Grip the final finish. Mac fig-
ures he'll row it about twice, then
put a sail in her.

In late December, Mac was
visited by Steve Gurney and his
daughter, who were down on
Christmas vacation and they en-
joyed a morning outing at Myacca
Park in two canoes. No deer were
seen, but bird life was magnificent
and alligators were numerous
enough to keep up their adrenal in-
flow. Going up to the lake, few
were seen, but later on the return
trip many were out sunning, most
of them small. But, Steve's daugh-
ter was still impressed.

If you'd like to know more
about Mac's boats, contact him at
Feather Canoes, 3080 N. Washington
Blvd., Sarasota, FL 33580, (813)
953-7660.

EGRET FOR KEY LARGO

Fran Fevrier-Blatter of Key
Largo Shoal Water Cruises in Key
Largo, FL, writes to tell us that a
traditional Commodore Munroe
EGRET sharpie is under construc-
tion in their backyard by John Wi-
jack, who trailered the almost com-
pleted hull from Oregon, where he
began building it three years ago,
to Key Largo. Fran says John has
been hammering, sawing, sanding,
measuring, sighing and cursing
since he arrived. They hope to
launch the 28 footer by March, and
it will join their fleet of Bolger
BLACK SKIMMERS and BLACK
GUANTLET. If you think you might
enjoy shallow water charter cruising
in a real Munroe EGRET, con-
tact Fran at Key Largo Shoal Water
Cruises, P.O. Box 1180, Key Lar-
go, FL 33037 for future opportuni-
ties.

From the top: Rolly Evans' new aluminum steamboat shaping up in his
backyard. Mac McCarthy's modified John Gardner bateau. A "rose be-
tween two thorns", Mac's 16' Arkansas Traveller canoe in the middle.
Steve Gurney and his daughter enjoying one of Mac's boats on a paddle
cruise in Myacca Park, Florida.



BILL BUILDS IN THE PUBLIC EYE

Bill Bromell is a professional ship model builder who works in a workshop on the second floor of the U.S.S. Constitution Museum in the Charlestown Navy Yard in Boston. While his work demands utmost concentration and precision, Bill cheerfully pauses to discuss its progress with curious onlookers amongst the Museum's daily visitors.

Picking up a builder's half-model, he demonstrates how five layers of wood dowelled together and shaped to the desired design can be invaluable to the ship builder in the initial design stages. This simple wood shape will determine the measurements of the full scale drawing from which the patterns for shaping the vessel's timbers will be made.

It is useful in his model work as well, Bill explains. As he believes that a model's accuracy is crucial to its success, the existence of the original half model (from which the Maine Maritime Museum developed the plans for the pinky schooner Bill is currently modelling) will help him to produce an exact small-scale reconstruction.

A lifelong model builder and one-time boatbuilder, Bromell brings to his work the depth of seriousness and devotion of the professional. Though reluctant to classify model-making as art, he feels strongly that the successful builder must develop a guiding philosophy to his work. Personally, he believes a model should be a "unit", an entity in which none of the various elements conflict.

Of necessity, Bromell begins every project with only planks of wood and blueprints, or sometimes less. Ten years ago, on a commission for the Museo Storico Navale of Venice, Italy, he began the job by taking measurements and then producing working drawings of the actual "braggozzo" he was to model.

"I like to see things that didn't exist before, exist," said Bromell, defining his inspiration simply. Since becoming a full-time model builder in 1973, most of his time has been devoted to work boats of types now obsolete. His work is consequently of historical as well

BUILDING AGAIN

Bruce Gray is settled into a new home in East Millinocket, ME, and now can return to boatbuilding after a hiatus caused by moving and living temporarily in rented housing. Bruce has a Bolger Design #519 under construction. What's that? Well, it's a scaled down version of "GYPSY", a very pretty boat measuring 11'6"x4'0". It weighs about 90 pounds and is suitable for cartopping. Bruce says his boat will carry the same sail rig as "GYPSY" does.

as educational value. His models are only partly planked so that viewers have an idea of the interior and exterior construction of the boat.

Since the age of five, Bill has been building models, but he has not always pursued it professionally. His career began on Wall Street where he worked as an investment advisor. Restlessness and a sudden opportunity landed him in Greece in 1950 as the manager of a marine biological expedition. While there, he struck up a friendship with a Greek boat builder based in Perama, near the port of Piraeus. The two formed a partnership, Bromell being responsible for the design, engine installation, painting, rigging and blacksmith work on the caique-type yachts and work boats they built.

Subsequently he joined the U.S. State Department's Foreign Service and spent the next twenty years in the Middle East on assignments in Iraq, Jordan, Kuwait, Egypt and Iran. He always managed to maintain his model making hobby so that when he retired, it seemed only natural to pursue it full-time.

The success he has enjoyed in his model building career he attributes mainly to being in the right places at the right times. However, R.J. Holt, director of the Chesapeake Bay Maritime Museum, would rather see it as indicative of the quality of Bromell's work. Referring to the model of the oyster sloop J.T. LEONARD built by Bromell for the Maryland museum, Holt described it as "possibly the best



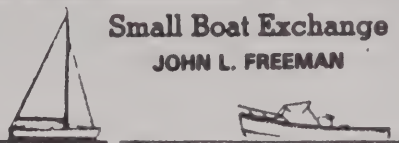
Bruce has built boats for a number of years ever since Dynamite Payson turned him onto it. He built skiffs for lobster boats and a few custom sailboat tenders and "yachty" 8' prams, a Back River scow and a 14', 42 mph plywood outboard that was a takeoff of the 12' Bolger "TEAL" design. When he moved to Millinocket two years ago, Bruce had to temporarily give up his building until a suitable shop could be organized when they moved into their own place.

model of a Chesapeake Bay type that has ever been built."

Now settled in Boston, Bromell is an active member of the U.S.S. Constitution Model Shipwright Guild of New England and has been working at the Constitution Museum since March of 1985. His current project, funded and developed by the Maine Maritime Museum, is the model of a Maine pinky schooner of 1832. A full size replica of this pinky was built in the Maine Maritime Museum's Apprentice Workshop and launched in the spring of 1986. The schooner visited the U.S.S. Constitution Museum in July.

Working eight hours a day, five days a week, Bromell still estimates that his pinky model will not be finished for another year, perhaps longer. But he doesn't seem to mind. He is much too absorbed in building the boat.

From the U.S.S. Constitution Model Shipwright Guild Newsletter.



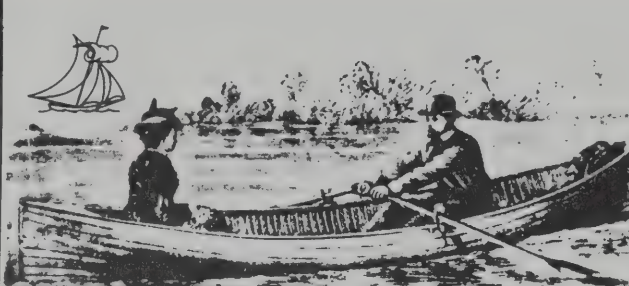
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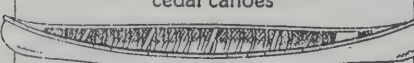
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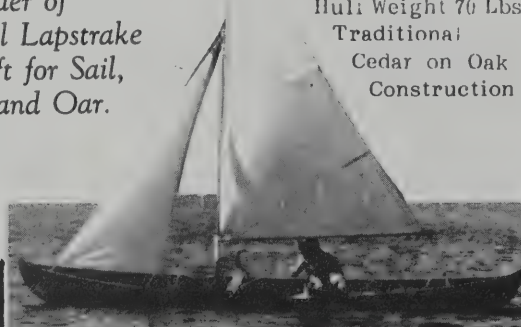
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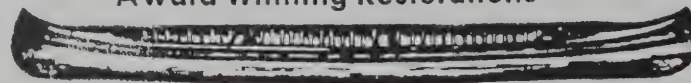


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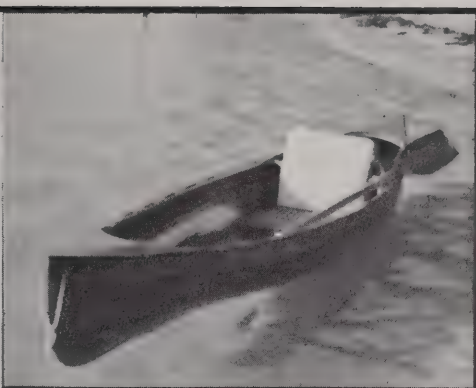
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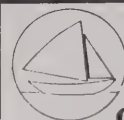


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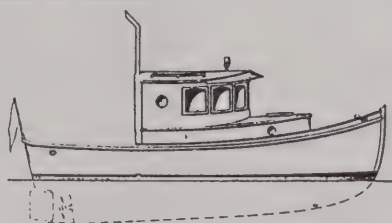
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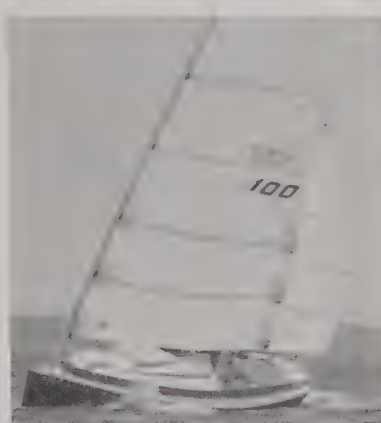
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REPRINTS OF ORIGINAL PLANS, Sea Mew, 14' Cat/Sloop, as written up in SBJ August/September, 1982, \$25. HARRY DAVIS, 22 Marine Center Bldg, Santa Barbara, CA 93109.



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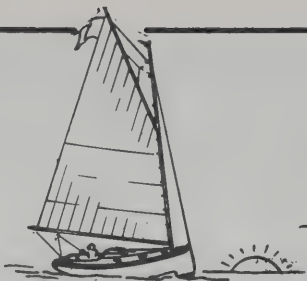
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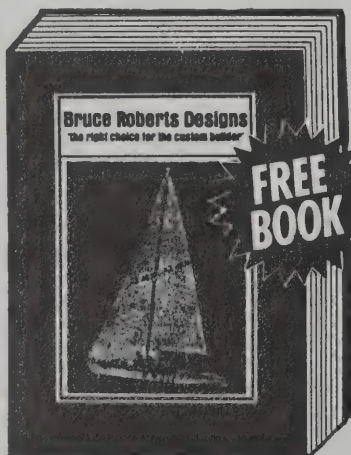
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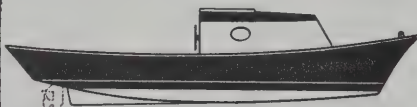
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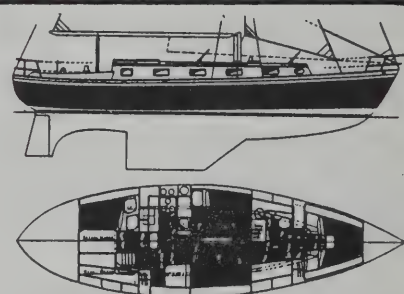
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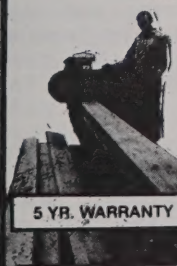
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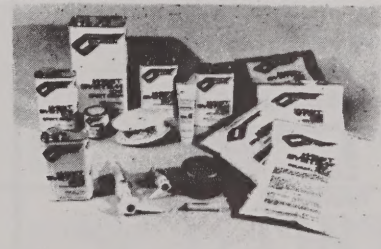
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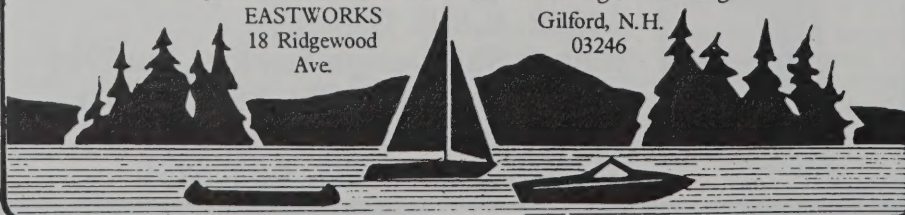
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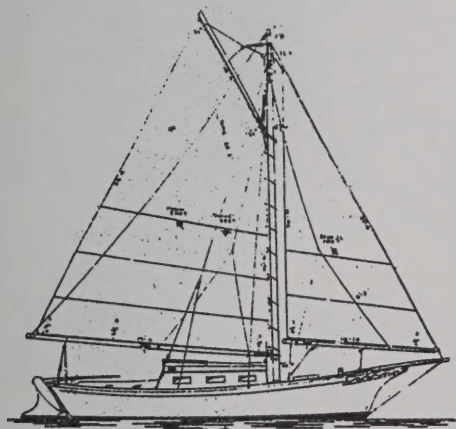
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GLEN L "FANCY FREE". Information from anyone who has built or sailed this boat.

RALPH ELLIS, 384 Rt. 87, Columbia, CT 06237, (203) 228-3178 (call collect). (20)

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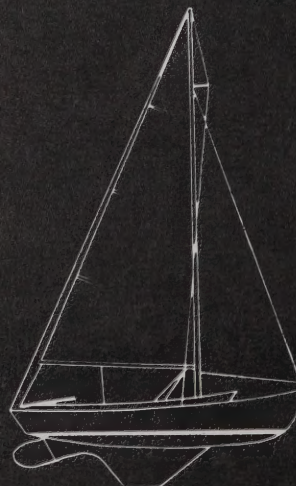


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