

Twice a Month!



messing about in **BOATS**

Volume 5 - Number 23

April 15, 1988





messaging about in BOATS

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

ADDRESS: 29 BURLEY ST.

WENHAM, MA 01984

TEL. (617) 774-0906

PUBLISHER & EDITOR: BOB HICKS

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

Our Next Issue...

Should have a close look at a whitewater canoe slalom organized by members of the U.S. C-1 team on the Concord River in Lowell, MA; will have a look at a "Boat-builders' Show" that popped up in Portland, ME unbeknownst to us until the last minute; and thirdly a first report on the successful Ned Gillette expedition rowing from Cape Horn to Antarctica. Backing this up we've some smaller adventures running Plum Gut on Long Island Sound, paddling the Connecticut in winter, rowing in early spring near the Thimble Islands, canoeing at summer camp a half century ago. Then there's more looks at interesting boats: NOB-SKA, the old steamboat rescued from oblivion by its "Friends"; mini-kayaks; a 34' trailerboat; a radical 1905 schooner design. And maybe we'll be able to tell you what they do at the Mystic Seaport Shipyard.

On the Cover...

The launching of OSSIE at the North Carolina Maritime Museum highlights the arrival of such spring beginnings and also illustrates a philosophy of using museum boats instead of just viewing them. And our centerspread features a more mundane launching, wheeling the boat through the mud to get to water.

Commentary

**BOB
HICKS**

Michael Alford is the curator of watercraft research at the North Carolina Maritime Museum in Beaufort, NC. In the January issue of the museum's publication, *THE WATERLINE*, Michael discusses the subject of USING museum boats to truly appreciate what they are, rather than setting them up in static displays. Herewith his remarks, courtesy of the Museum:

"Boats are supposed to be used." I hear this often, typically uttered with fervor at conferences where curators of small boats gather to compare notes and evaluate techniques. It is a perennial emotional plea heard at national preservation conferences, and I hear it often from fellow staffer Geoff Scofield, in whose charge we have placed the preservation of boatbuilding skills.

Well, it is true. Whenever a boat is laid up, and ceases to be maintained as a fully-functional, working vessel, inevitable changes in its fabric start to occur. Regardless of how careful and extraordinary our efforts to preserve it might be, it begins to die. We can slow the deteriorative process with environmental controls and other conservation measures, but standing dry in the atmosphere is not a boat's natural state. There are, of course, significant historical boats which have outlived their useful life and the dying process has already begun. For them, we have no choice but to relegate them to a sedentary existence in an exhibit hall or museum boathouse.

OSSIE is Geoff's most recent refutation of the "static museum boat" image. Built from the keel up in traditional workboat fashion, she is intended to live an active life. To ensure that things got started right, Geoff and his assistant on the project, Don Hale, headed the eighteen foot, lug-rigged beach punt down the Intracoastal Waterway a mere two weeks after her launching. The occasion was to help Georgetown, South Carolina celebrate its maritime heritage during "BayFest". We participated by presenting programs exhibiting OSSIE in South Carolina's very first wooden boat show. Geoff and Don were kept busy answering the seemingly endless questions of admiring visitors, and OSSIE brought back the award for "Best Sail Powered Boat"

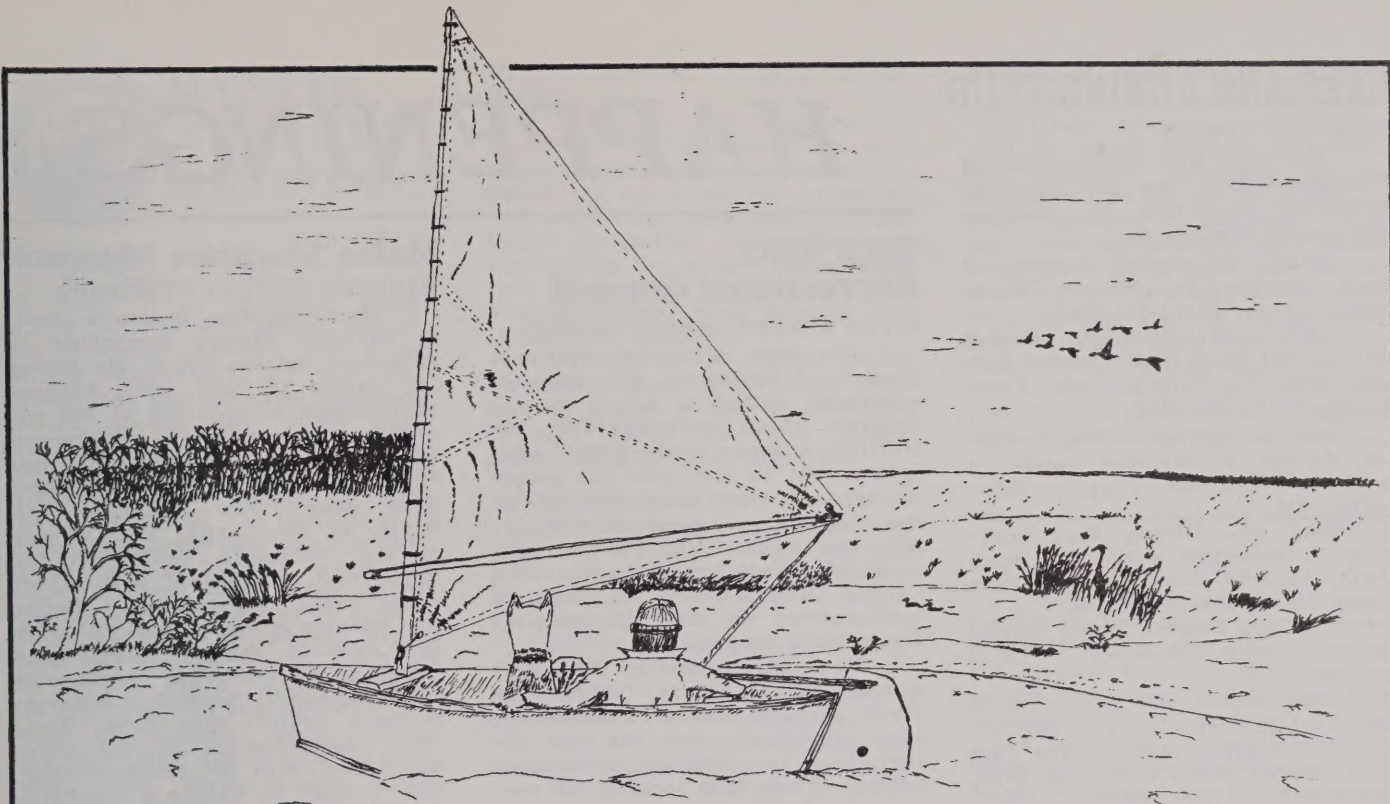
The wind was on the light side in Georgetown, hampering efforts to sail on the Sampit River, but Geoff's log indicates they were able to sail at least half of the trip down the Waterway. The Waccamaw River, renowned for its scenic qualities, made up the latter portion of the cruise. Bird life was plentiful, and alternating vistas of old rice fields and verdant cypress swamps were punctuated by the passage of south bound yachts whose crews gave curious and appreciative notice to the little voyager.

Yes, boats are made to be used. A boat in the water takes on a quality that is close to life. If we preserve the boats but lose sight of that realization, what have we gained? Here's to Geoff and the boatshop, and to the preservation of more than just tangibles!

Well, this is encouraging. I first got interested in traditional boats in the mid-'70's and went to the Mystic Small Craft Meet. There, the boats available for tryout were those of participants. Museum boats were "on display". And many participants brought boats of such elegance that these too were "on display" only. I've since often ogled all the boats at Mystic, on public display in sheds and on the water, and in the storage buildings. To be able to look at this collection is very rewarding.

Last May at the Small Craft Meet, the Museum broke out its New Haven sharpie from its static waterfront display and Peter Vermilya spent a whole day reaching up and down the river in the boat with enthralled participants of the Meet as passengers. This was a LOT better than just looking at the sharpie. They've also in recent years made the Morgan whaleboat and the General Lafayette rowing gig available. Now, this May, we see where Mystic is going to provide opportunities for qualified members and visitors to row and sail selected museum craft on the river during "Small Craft Month".

This is all really good news and I hope more curators of collections of boats will think about making this sort of opportunity available to bona fide small craft enthusiasts. Going to try out the boats in addition to looking at them is really great. And I sort of think maybe the boats might like it better too.



Preview of Coming Attractions

It's late February and three months of thinking about sailing have me itching to go. Thursday's weather report is calling for a beautiful sunny Saturday in the mid-fifties. "GREAT!" I can go for my first sail of the year.

I bought a 12' Bolger-designed Teal last fall while in Seattle and had quite a few good times before the cold northwest rainy season arrived. In January I moved back to the upper eastern shore of the Chesapeake with the Teal riding smoothly on the roof of the car. Since then it has been resting peacefully in the backyard.

Friday is sunny and cold but a good day to check over the boat. I flip it over on the ground and my dog Bandit immediately jumps in to let me know I won't be sailing alone. I hang the rudder, attach the oars, raise the mast and lean the leeboard against the side to get the idea. When I unfurl the sail and tie on the sprit boom, the wind fills the sail and I know tomorrow is definitely the day.

I peek out the window on Saturday morning and am reminded of how wrong the forecasters can be. There is a heavy gray overcast, dark enough for rain and when I go outside, I'm thinking in terms of snow. Hmmm...there is a perfect breeze and Bandit's wagging tail tells me she is ready. A few mental calculations and emotions definitely win. It is time to go sailing.

I load the boat on the roof and drive off to the public landing at Turner's Creek, an inlet off the Sassafras River which leads into

the upper Bay. Arriving at the landing, I find only a flock of Black and Mallard ducks to act as audience. Lugging the Teal off the car top is a slight challenge, but I manage to get it to the water's edge. Bandit is eager and jumps right in. I rig the boat and pull on the oars to take us away from the shore. When we are far enough out, I unfurl the sail and immediately head off with a full sail. Ah...it feels good.

The westerly breeze is coming directly into the inlet and I decide tacking through the narrow passage will be a nice little challenge. I go through successfully and pass a large number of Canada geese resting in the shallows. In the trees by the water's edge, a pair of turkey vultures gaze down on my passing. The wind picks up as I enter the Sassafras River and I decide to head downriver toward the Bay.

As I look around, I become aware of the absence of any other people or boats. The feeling of quietly passing through this natural setting is a wonderful one, rarely experienced in this day of engines and noise.

I'm on a reach following the tree-lined shore. The woods diminish and I pass a marsh teeming with wildlife. Flocks of ducks and geese are chattering to one another while a blue heron stands patiently watching. I hear an unfamiliar honking noise that reminds me of summer bullfrogs. Beyond the marsh in a farm field, a herd of twenty or thirty deer are grazing. Bandit pops her head up to savor

the various scents. I sail a bit further around a point and see a perfect sandy beach to take a walk upon.

I lift the leeboard and let the boat sail up onto the beach. Except for the array of washed-up plastic trash, the scene is wonderful. The sun is occasionally peeking through now and it looks like the weather could go either way. Bandit and I warm up by chasing each other up and down the beach.

I decide it's time to head back, so we climb in and I push off with an oar. The wind seems to have slacked off some but the current is slowly taking us the right way. I lazily sit in the back of the boat and steer with my shoulder until the breeze picks up away from shore. I stay in my lazy position and we steadily follow the shore back into Turner's Creek. A break in the woods gives me a good playful wind to try tacking with the leeboard up. It seems to me the boat does surprisingly well as we continually make progress to windward. Glancing up at the sky, I see the clouds are taking over again and I feel it is time to call it a day.

At the ramp I get some unexpected help loading the boat back onto the car. As I am pulling away from the landing, a few rain drops hit the windshield. A little later in the evening, the rain turns to snow. Although winter has not left yet, at least my itch for sailing has had a little scratch.

Article & Illustration by Jeff Brown, Betterton, MD.

CAPE ANN ROWING CLUB

CAPE ANN ROWING

The Cape Ann Rowing Club of Gloucester, MA, has the following activities scheduled for members and guests through May:

APRIL 16. Spring tune-up at town landing in Pirates' Cove. Nancy Lubas, (617) 281-5353.

APRIL 30. Midnight Ramble during full moon in Gloucester harbor, from St. Peter's Dock. Terry Rubin, (617) 281-0618.

MAY 8. Spring meeting featuring Arthur & Marjorie Martin, 4 p.m. at Blackburn Tavern, Gloucester, MA.

MAY 14. Sliding Seat Workshop, introductory session by Small Craft, Inc. at Reed's Wharf. Dave Zingg, (617) 281-3200 days.

MAY 21. Rowers' Maine Coastal Trip. John Spencer, (617) 546-9022.

Club events are restricted to members and guests, for membership information, contact the Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (617) 546-9607.

ROWING CLINICS

Bill Graham of Rowing Sport will conduct a series of sliding seat rowing clinics this spring in Gloucester, MA, for any interested persons at \$10 fee. Dates are April 30 at 10 a.m.; May 7 at 2 p.m.; May 15 at 11 a.m. Call Bill at (617) 356-3623 for details and registration.

Rowing

Have you noticed that life
is like rowing a boat?

We make our best
time with our backs turned
to the direction
we're going: we must
construct an image
of the future based
on what we see clearly
in the past, then put our
shoulders into
the broad strokes that may
just take us over
the falls. Those few who
row facing forward
are capable only of awkward,
ineffective strokes,
and progress is slow.
For all our admiration
of the ones who move with
energy and style,
in the end we are most
grateful for those who knew
which way to go.

James Bertolino

HAPPENINGS

Saco River Recreational Council

RIVER RUNNER OPPORTUNITIES

The Saco River Recreational Council of Fryeburg, ME, operates something called a River Runner Program which performs river patrolling, cleanup work, public education, put in and take out people management, and snag removal on the Saco River between Conway, NH, and Hiram, ME. They've just received grants from L.L. Bean and Central Maine Power to build a headquarters on state property at Swans Falls in Fryeburg.

They were looking for four summer employees to function as river runners and as a conservation supervisor, and had job descriptions included in their news release. They were looking for resumes by April 1st, so it's probably too late now to try for the outdoor, on-the-river jobs being offered. You could ask anyway if you're interested, Saco River Recreational Council, P.O. Box 363, Fryeburg, ME 04037, (603) 447-3801 (right, a NH area code is correct).

SALMON REVIVAL RUN

A group of self-proclaimed "river rats" who are fond of the Connecticut River are organizing a summer environmental awareness paddling expedition up the Connecticut River to dramatize the subject of that river's ecological condition and prospects. As they state in their newsletter, they'll be "upbeat and offbeat" in their public appearances. The "offbeat" manifests itself in the matter of costuming, participants in kayaks and canoes will be outfitted as salmon (just how this is achieved is not revealed). Starting the first weekend in June at Old Saybrook, CT, they'll make weekend appearances successively further upstream at Connecticut Yankee Nuclear, Holyoke Dam, and Turner's Falls. Here some theatrics will be performed, and a group will split off to go overland to the river's headwaters, from where they will come downstream for a reunion with the "salmon" at White River Junction, VT, in early July.

This is all still a winter vision but they seem to be very serious. If you love the Connecticut River as a small boating environment, you might want to join in with this group at your own particular area of interest. Contact the Salmon Revival Run, P.O. Box 324, Rowe, MA 01367 for further particulars.

Maine Maritime Museum

MARITIME HISTORY SYMPOSIUM

Maine Maritime Museum's annual Maritime History Symposium is scheduled for May 6-8 at the Winter St. Center in Bath, ME. Advance registration is required at \$40 per person (non-members). Topics on the agenda include the following: "Rum Running Along the Coast" with Jean-Pierre Andrieux; "A Winter at Shushartie, the Odyssey of the Whaleship MAINE on the North Pacific, 1843-45" with Robert Lloyd Webb; "Researching & Defining Maine's Maritime History" with Dr. Kenneth Martin; "Shipping & Voyaging on Container Ships" with Niels Jannasch; "Buying a Schooner Montana Style" with John Rosco; "The Modernization of the Casco Bay Lines" with Dr. James Millinger; "William F. Palmer & the Palmer Fleet" with Capt. W.J. Lewis Parker. Sunday afternoon from 12 to 3 the Percy & Small Shipyard will be open for Symposium participants.

Reservations must be made by April 25th, request reservation forms from Patricia Conn, Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 443-1316.

SUMMER SEMINARS

A series of six summer seminars on boats and boatbuilding have been scheduled by the Maine Maritime Museum in Bath, ME. These will run during July and August and range from three to fifteen days in length. Topics to be included are: Marine carving, marine surveying, sail training, boatbuilding theory and practice, building canoe molds and building the Maine Guide Canoe. Fees range from \$225 to \$600. For the detailed listing, write to John Burke, Shipyard Director, Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 442-7401.

A CAPITAL SHIP

Who remembers this limerick from childhood years, asks W.D. Moffatt of Edmonton, Alberta, Canada?

"A capital ship for an ocean trip
was the wallowing window blind.

No gale that blew dismayed her crew,
nor troubled the Captain's mind.

And the man at the wheel was taught to feel

contempt for the wildest blow.
And it often appeared when the weather had cleared,
he'd been in his bunk below!"



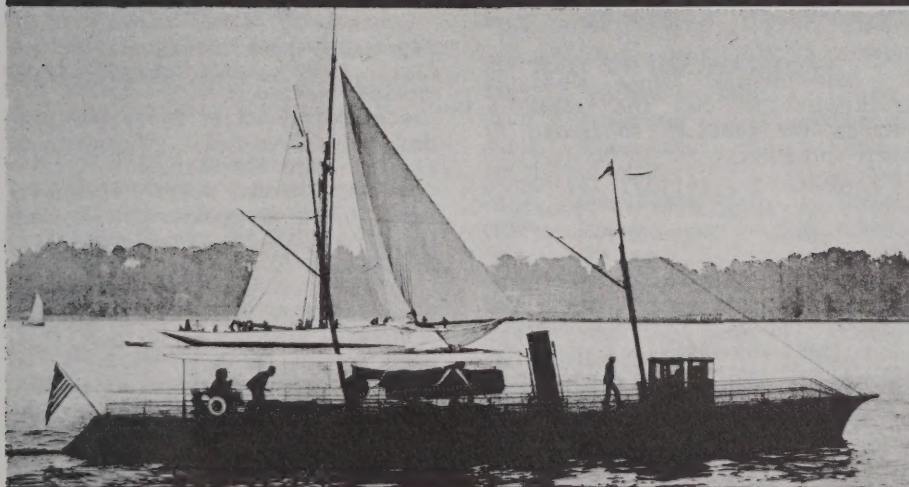
MYSTIC SEAPORT MUSEUM

GUNKHOLING WORKSHOP

On Tuesday evening, February 16, Andy Giblin presented "Gunkholing on Fisher's Island Sound", one of Mystic Seaport's 1988 Winter Sailing Workshops. His talk suggested that the dedicated gunkholer should spread out NOAS chart #12314 and take note of dents along the shorelines and spaces between islands. All the gunkholing spots are colored blue; the best ones are marked with asterisks and low numbers, like 1 or 2. Very handy were Xeroxed charts which Andy distributed with ranges drawn on them to avoid the mess of traffic, rocks, reefs and wrecks at the mouth of the Mystic River. Also practical was Bill Ames' advice on wind patterns in Fisher's Island Sound. Stay away from the middle, he suggests. The wind usually blows along the shore of Fisher's Island in the morning and Connecticut in the afternoon.

Report from Jim Lacey, Willimantic, CT

YACHTING IN THE GILDED AGE, 1870-1914



Herreshoff steamer *Now Then* and Burgess-designed America's Cup defender *Volunteer*, 1887

MYSTIC SEAPORT YACHT SYMPOSIUM

The first ever symposium on American yachting history was launched on Saturday, February 26, at Mystic Seaport, with Jon Wilson, editor of *WOODEN BOAT*, presiding. The topic was the lavish yachts of the gilded age (1870-1914), but discussion frequently hove to amidst tales of the woebegone trials and tribulations of racing for the America's Cup.

The first W.P. Stephens Award was presented to Olin J. Stephens II, the dean of American yacht designers. Those who mess about in boats that are smaller than the

MYSTIC SEAPORT EVENTS OF INTEREST

On the very full schedule of events at Mystic Seaport are some of particular interest to boat folks. Here's the April and May schedule.

APRIL 24. 1988 Mystic Invitational exhibition of contemporary new marine art at the Mystic Maritime Gallery in the Seaport Store. Free admission, runs through June 19th. (203) 572-8524.

MAY 20-23 & 27-30. Adult weekend cruises on schooner *BRILLIANT*, 9 a.m. Friday to 5:00 p.m. Sunday. \$415. Education Department, (203) 572-0711 ext. 323.

GUNKHOLING RETURNS

Mystic Seaport's "Gunkholing" series of Friday evening (7:30-9:30 p.m.) programs is back for spring. Following is the tentative schedule.

APRIL 22. Cooperage & Shipsmith exhibit interpretations.

APRIL 29. Gold Cup Racing exhibit review and discussion.

MAY 6. 19th century American meal preparations.

MAY 20. Sailing program's staff introductions.

JUNE 3. Catboat collection (not on display) tour.

Individual tickets are \$4. Call membership office, Mystic Seaport Museum, (203) 572-0711 ext. 339.

MYSTIC SEAPORT BOAT LIVERY

The announcement of a new boat livery program at Mystic Seaport in which members and visitors, properly qualified, can row and sail some of the Seaport small craft, appeared in the April 1st issue. Missing from the news release supplied at that time was the addendum that this will be scheduled only during May as "Small Craft Month". So if you'd like a crack at some of the Seaport small craft on the water, you'll have to do it during May. Mystic Seaport Museum, (203) 572-0711 for further details.

SCALE MODEL YACHTING

Model yacht people into scale models rather than racing yachts are building up for a busy year in the greater Boston area. According to the Minuteman Model Yacht Club Newsletter, new pond sites, new types of events, weekly informal meets without organized events, are all in the works for those interested in radio controlled scale model boats. Sites in Framingham, Cohasset, Wellesley, Holliston and Medfield, MA, have been explored. A most promising new locale is in Medfield at the Rocky Woods Reservation off Rt. 109, a large protected pond with good parking adjacent, a long beach and about 600'x250' of quiet water.

They have some original ideas for activities, worth listing here as an indication it need not be racing or nothing.

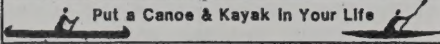
1. Parade of vessels around the pond to start each event.
2. Rescue operation, tugs go out and retrieve a "derelict".
3. Maneuvering contests through obstacles.
4. Tug of war, stern to stern.
5. Predicted log, predicting elapsed time through a course.
6. Blind steering with a trusted friend giving blindfolded operator instructions.
7. Pop the balloon, a pin on the bow and pow!
8. Sailing figure eights.
9. Steam day, to include start up from cold, best whistle, etc.
10. Schooners & sloops, oldest, largest, most realistic.
11. Electric racing, sprints, slaloms, enduros.
12. Reverse course, backing down a simple course.
13. Old Timers Only, 20 year old or older model boats, 60 years old or older operators.
14. Visitors' Choice to boat spectators like best.
15. Modellers choice to boat participants like best.

You can see there's some innovative thinking going on. More on scale models from Ridge White, 11 Pound St., Medfield, MA 02052, (617) 359-7467.

bowsprits on the yachts of the Gilded Age will be pleased to learn that before the presentation of the award, Stephens' Lightning and Blue Jay were commended along with the more splendid sailboats he has designed.

And, the final speaker of the day, art historian John Wilmerding, reported that his subject, Winslow Homer, the greatest American artist of the sea, had painted small craft and working boats but had almost made a point of ignoring yachts entirely.

Report from Jim Lacey, Willimantic, CT.

METROPOLITAN CANOE & KAYAK CLUB**MCKC PADDLING**

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has the following outings for paddlers scheduled through May:

APRIL 16-17. Lehigh Weekend, PA, II-III. Mike Dorsky, (516) 593-4952.

APRIL 17. Sea Kayaking. Eric Klein, (718) 783-2306.

APRIL 23-24. River Rescue Seminar, Barryville, NY. Dick Rhodes, (215) 641-1747.

APRIL 23-24. Farmington Weekend, CT, I-II-III. Kirk Van Tassel, (212) 749-6784.

APRIL 23-25. Pine Barrens, NJ, BW. Leon Recht, (212) 734-6786.

APRIL 30. Pine Creek, PA, I-II. Phil Esty, (201) 735-7971.

MAY 7-8. West River, VT, III-IV. Larry Stone, (516) 482-2752.

MAY 14. Sea Kayaking. Eric Klein, (718) 783-2306.

MAY 14. Schuylkill River, PA, I. Chris Nielsen, (201) 876-3454.

MAY 15. Lehigh River, PA, II-III. Ron Augustine, (201) 869-7280.

MAY 21. Tarriffville Gorge, CT, II-III. Kirk Van Tassel, (212) 749-6784.

MAY 22. Sea Kayaking. Eric Klein, (718) 783-2306.

MAY 28-30. Shenandoah River, WV, I-II+. Chris Nielsen, (201) 876-3454.

MAY 28-30. Best Class III+. Larry Stone, (516) 482-2752.

Information on joining the MCKC is available from MCKC, Box 021868, Brooklyn, NY 112022-0040.

**the American Canoeist****ACA CANOE INSTRUCTOR WORKSHOPS**

The American Canoe Association has sanctioned a series of canoe instructor workshops at several locations within our area of coverage.

APRIL 16-17. Open Canoe Instructor Certification, Bruce Penrod, Box 93, RD 1, Summerhill, PA 15958, (814) 487-4164.

APRIL 28-MAY 1. Special Open Canoe Certification Workshop open only to A-B ranked NSWC racers, Outdoor Center of N.E.

APRIL 28-MAY 1. Kayak Certification Workshop, Outdoor Center of N.E.

APRIL 30-MAY 1. Open Canoe Instructor Certification Workshop, Bruce Penrod.

MAY 14-15. Open Canoe Instructor Certification Workshop, Bruce Penrod.

MAY 21-22. Open Canoe Instructor Certification Workshop, Bruce Penrod.

Further information from above noted addresses or the ACA, P.O. Box 1190, Newington, VA 22122-1190.

SEBAGO**SEBAGO CANOE CLUB PADDLING**

The Sebago Canoe Club of Brooklyn, NY, has the following outings for paddlers scheduled in April and May:

APRIL 14, 16, 17, 23. Canoe course at clubhouse in Brooklyn, NY. Dick Schneider, (718) 331-8577.

APRIL 16-17. Whitewater river trip on the Delaware and Lehigh Rivers. Chuck & Marilyn Sutherland, (215) 453-9084.

APRIL 23. Canoe and kayak trip on the Maryland eastern shore, on Pokomoke River or tidal areas around Wye Island and the Wye River. Bob Pace, 251 Teaneck Rd., Ridgefield Park, NJ 07660.

MAY 4,7,14. General canoe sailing course. Dick Schneider, (718) 331-8577.

MAY 11,14,115,22. Canoe course at clubhouse in Brooklyn, NY. Dick Schneider, (718) 331-8577.

MAY 13,23,24,27, general canoe sailing course. Dick Schneider, (718) 331-8577.

MAY 28-30. Canoe sailing course at Lake Sebago, NY. Dick Schneider, (718) 331-8577.

Information on joining the Sebago Canoe Club is available from Hank Niman at (718) 375-2618, or write Sebago Canoe Club, Paerdegat Basin, Foot of Ave. 'N', Brooklyn, NY 11236.

ACA SANCTIONED CANOEING EVENTS

Major canoe races and events scheduled through May with ACA sanction are the following:

APRIL 15-16. Tarriffville '88, N.E. Div. Slalom Championship, Tarriffville, CT. Dave Sinish, (203) 658-4442.

APRIL 16. NH Poling Clinic, Ashuelot River, Swanzey, NH. Steve Stepenuck, (603) 352-7540.

APRIL 16. KENDUSKEAG STREAM CANOE RACE, Bangor, ME. Thomas Civiello, (207) 947-0341 X333.

APRIL 16-17. Whitewater Weekend, Whitewater & Slalom, York, PA. Nancy Putt, (717) 432-2647.

APRIL 23. AT Div. Poling Championship, South Branch Raritan River, Lockwood Gorge, NJ. Harry Rock, (201) 233-2700.

APRIL 23-24. Bloody Run Canoe Classic, Everett, PA. D. Daniel Whetstone, (814) 652-5519.

APRIL 24. Loyalsock Slalom, Forksville, PA. PSOC Chairman, 4 Intramural Bldg., University Park, PA 16802.

MAY 1. Machias Wilderness Whitewater Race, Machias, ME. Rick Scribner, (207) 255-3313.

MAY 6-7. West River A-B Race, Jamaica, VT. Kenneth Fisher, (802) 464-5501.

MAY 7. Central Connecticut Slalom Poling Clinic, Still River, Riverton, CT. Keith Inrig, (203) 827-9823.

MAY 7. Berks County Canoe Regatta, Upper Schuylkill River, Class I, PA. Ed Walter, (215) 670-0829.

MAY 7-8. West River C-D Slalom Race, Jamaica, VT. Kenneth Fisher, (802) 464-5501.

MAY 13-15. Western Pennsylvania Canoe Symposium, New Castle, PA. Becky Sheeler, (412) 924-9314.

MAY 14. MS Division Poling Championship, Flat Rock Dam, Schuylkill River, Philadelphia, PA. Greg Wojcik, (215) 367-5636.

MAY 14. Westminster Slalom N.E. Junior Championship, Tarriffville, CT. Ken Stone, (203) 658-2100.

MAY 15. Schroon River Wildwater Downriver Race, Chester town, NY. Bob Cooley, (518) 393-9201.

MAY 20-21. RWI U.S. Team Training Camp, Richmond, VA. Cris Leonard, (804) 282-2634.

MAY 21. Cruise, Farmington River, Farmington, CT. Gary Point, (401) 246-1356.

MAY 22. Beginner Poling Clinic, Wood River, Wyoming, RI. Manny Point, (401) 539-7248.

MAY 22. RWI Belle Isle Slalom & Middle States Divisional Slalom Championship, Richmond, VA. Cris Leonard, (804) 282-2634.

MAY 28-29. East Regional Olympic Qualifying Trials, Lake Sebago, NY. Stephen Kelly, (212) 892-2504.

L.L.Bean**Public Clinic Program****L.L. BEAN PROGRAMS**

L.L. Bean of Freeport, ME, has a number of public clinics for small boat people scheduled this spring.

APRIL 22. Canoeing in Style, Inn to Inn in Vermont, at the Casco St. Freeport, ME, Bean facility, 7:30-9 p.m. No charge.

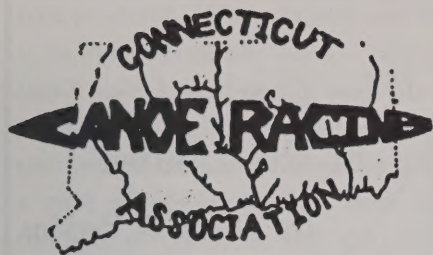
APRIL 24. Introductory Sea Kayak Rescue Lessons at the Brunswick, ME, Naval Air Station, 7-9 p.m. \$30 fee.

MAY 1. Basic Kayak Rolling Lessons at the Brunswick, ME, Naval Air Station, 7:9 p.m. \$30 fee.

MAY 15. Introductory Sea Kayak Rescue Lessons at the Brunswick, ME, Naval Air Station. 7-9 p.m. \$30 fee.

MAY-AUGUST. Basic Paddling Instruction, \$10 fee.

Registration and information from L.L. Bean Public Clinics, (800) 341-4341, Ext. 7800.



CCRA RACE SCHEDULE

The Connecticut Canoe Racing Association has published its 1988 "Race Packet", a complete detailed directory of all CCRA scheduled canoe activities for the year, with added information on classes, rules, and the club's structure. It is sent to all members. If you would be interested in obtaining a copy, inquire of the CCRA, 41 Pine Woods Ln., Mansfield Center, CT 06250, about availability to non-members.

FLATWATER CLINIC. An advanced flatwater clinic is scheduled for April 30th at 10 a.m. at Mansfield Hollow State Park in Mansfield Center, CT. Rich Webber, (203) 872-2780.

POLING. The following events for canoe polers are scheduled through May:

MAY 7. Central Connecticut Slalom Clinic, Still River, River-ton, CT. Keith Inrig, (203) 827-9823.

MAY 22. Wood River Poling Clinic, Wood River, Wyoming, RI. Manny Point, (401) 539-7248.

RACING. The following races are scheduled through May:

APRIL 17. Hockanum River Race, mixed flatwater, quickwater, minor rapids. Vernon, CT. Lee Watkins, (203) 742-6296.

APRIL 23. Quinebaug Canoe Race, 7 mile flatwater, Canterbury, CT. Glenn Clark, (203) 445-6205.

MAY 4. Rainbow Canoe Race, 6 mile flatwater, Rainbow Reservoir, Windsor, CT. Geoff Latsha, (203) 653-4312.

MAY 7. CESPTO, 9 mile flatwater on Farmington River, Farmington, CT. David Sinish, (203) 693-0073.

MAY 14. Pawcatuck River Race, 19 mile flatwater marathon, Bradford, RI. Jim Halpin, (401) 392-0421.

MAY 21. Housatonic Whitewater Weekend, 10 mile state championship, Falls Village, CT. W.R. Tingley, (203) 364-5321.

MAY 22. Housatonic Slalom, W. Cornwall, CT. Ron Lugbill, River House Box 255, Falls Village, CT 06036.

MAY 22. Quinnipiac Downriver Classic, 5 mile downriver, Waterbury, CT. Mike Mez, (203) 265-1382.

YOU CAN CANOE DAY

YOU CAN CANOE DAY

The Mad River Canoe Company has arranged with its dealers to schedule a number of opportunities for interested persons to attend free on-the-water canoe instruction, demonstration and tryout sessions this spring. In our readership area, the following are the dates and locations. You should call the listed dealer most convenient to you for specific details. They'll be listed in the yellow pages, no phone numbers were supplied with the news release.

CONNECTICUT, MAINE, MASSACHUSETTS, NEW HAMPSHIRE, RHODE ISLAND, VERMONT

April 22	.. Eastern Mountain Sports	Portland, ME
April 23	.. Saco River Outfitters	Portland, ME
April 24	.. Wilderness Mt. Ski & Sports	Brewer, ME
April 30	.. Lebanon Sports Centre	Lebanon, CT
May 1	.. Win-Sum Sports	Vernon, CT
May 2	.. Fin & Feather	E. Greenwich, RI
May 5	.. Big M Home Center	Westerley, RI
May 7	.. Eastern Mountain Sports	Peterborough, NH
May 7	.. Outdoor Sports Center	Wilton, CT
May 8	.. Recreational Equipment, Inc.	Reading, MA
May 12	.. Berkshire Outfitters	N. Adams, MA
May 13	.. Wildwater Outfitters	Amherst, MA
May 14	.. Mink Brook Outfitters	W. Lebanon, NH
May 15	.. Mickey Finn of Concord	Concord, NH
May 15	.. Country Canoeist	Concord, NH
May 19	.. Advanced Equipment & Sports	Weymouth, MA
May 20	.. Eastern Mountain Sports	Boston, MA
May 21	.. Wilderness Outfitters	Millford, NH
May 22	.. Kittery Trading Post	Kittery, ME

NEW JERSEY, NEW YORK, PENNSYLVANIA

April 27	.. Susquehanna Canoe Shoppe	Red Lion, PA
April 28	.. Mountain Sports	New Hartford, NY
April 28	.. Wildware Outfitters	Harrisburg, PA
April 29	.. CD Outfitters	Ithaca, NY
April 29	.. Nestor's Wilderness Travel	Whitehall, PA
April 30	.. Nippenose	Dewitt, NY
May 1	.. Boat House	Schenectady, NY
May 6	.. Ramsey Outdoor Store	Paramus, NJ
May 8	.. Pacoink Paddler	Riverhead, NY
May 10	.. Eastern Mountain Sports	Ardsley, NY
May 11	.. Country Ski	Montoursville, PA
May 22	.. Eastern Mountain Sports	Tonawanda, NY
May 26	.. Curtis Enterprises	Hemlock, NY
May 27	.. Wiggers Canoe & Kayak	Corry, PA
May 28	.. Outdoor Experience	Pittsburg, PA
May 29	.. Wilderness Voyageurs Outfitters	Ohio, PA

ON DISPLAY



LOTUS CANOE

Mike Galt's elegant freestyle sport canoes

FREE LESSONS

& demonstrations of the NEW sport paddling techniques developed by Mike Galt for LOTUS CANOES.

AQUATERRA KAYAKS - DIRIGO DIPPER
USED CANOES

THE SMALL BOAT SHOP

at Rex Marine Center
144 Water St, South Norwalk, CT 06854
203-854-5223



Largest Selection of Canoes

in New England

nearly 500 on display

Old Town, Alumacraft, Michi-Craft
White, Merrimack, Sportsman

Prices like the good old days.

FERNALD'S

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

THE ISLANDER SPEEDY & STABLE

THE SEA RUNNER & SOLO
RUGGED & AFFORDABLE

Fibreglass & Plastic Sea
Kayaks from U.K. & U.S.A.

DRAGONWORKS, Inc.

RFD 1, Box 31AA

Bowdoinham, Me 04008

(207) 666-8481

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

17' length

20" at deck. 15" water line.

36" x 15" cockpit. 11" depth.

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

West Side Boat Shop

(716) 434-5755

7661 Tonawanda Creek Road
Lockport, New York 14094

Catalogue \$1.00

THERE are many times in a yachtsman's life when he thinks that he is very near the end of his rope, but there is usually one advantage that impresses him more than the others. Such an one I am about to tell. The facts are all true, although there may be some slight mistakes in the direction of the wind, etc., as there were no notes taken at the time.

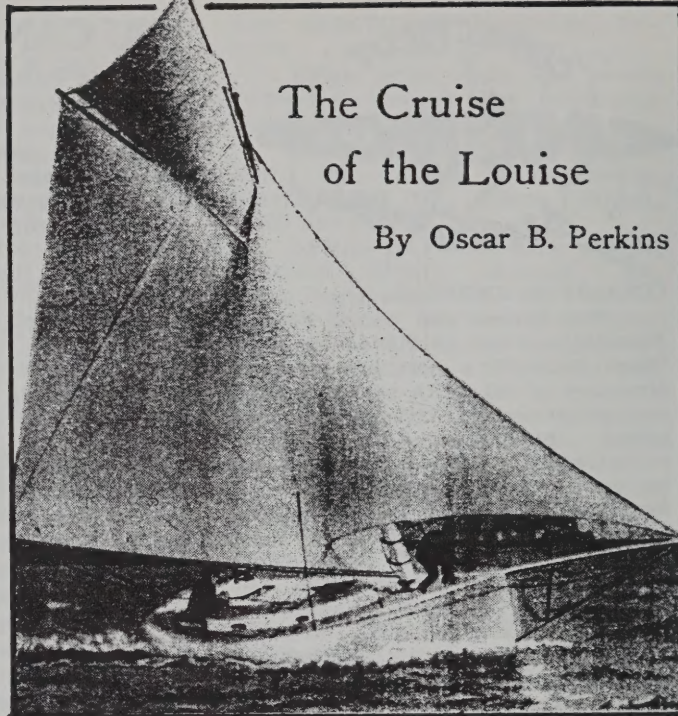
In the early Spring of 1900 the writer, together with one companion, whom we will call the mate, thinking that it would be a good chance for a cruise, agreed to deliver the knockabout Louise at a small place near New Bedford. The Louise was a 21-foot knockabout, built to conform to the knockabout restrictions, and had been sold by her owner to parties in New Bedford.

After getting provisions and water aboard, the start was made from Gloucester on Thursday afternoon. On going out of the harbor a coaster spoke us and advised us not to go as the barometer was falling, but with an amateur's confidence in his boat we kept on, for as the mate said, "Surely a boat of this size can keep afloat in anything that we are likely to meet at this time of year." We had hardly left the harbor when it began to darken. Night was setting in early, but we kept on and here we made our first foolish move. We had charts of all the coast likely to be visited except from Gloucester to Provincetown, and nowhere could we find the course between these points. Now, when I was at school I used to be good on geography, and I thought that I remembered Massachusetts pretty well. I said, "I guess we will steer about S.S.E." Look on your charts and see how far off I was? About one-quarter point.

We had left Gloucester about an hour when it began to rain. I quoted an old poem that ran something like this:

"When the rain is before the wind,
Your topsail sheets and halyards mind."

As we wanted to get as far away from shore as possible before the squall struck, we kept on under full sail but kept a sharp lookout. We thought that we should be able to drop the sails before the squall could strike us. We had not proceeded far when with little warning the squall struck from about the same quarter as the wind had been blowing before, about S.W. I was steering at the time, and the mate let the main-sheet run to the knot. We succeeded in getting the jib down all right, but in the slatting around aloft something had got foul and we could not start the mainsail an inch.



Here we were in a predicament at least ten or twelve miles offshore with a whole mainsail in a gale of wind, but by letting the sheet run well off we seemed to lay very well, taking the sea about the main rigging. I should think that we lay this way for half an hour or more, the sea getting higher and higher every minute, and sometimes it was inclined to curl. All of a sudden the mate said, "Look over there," pointing in the general direction of Boston, "and see what you make out by that light." Well, I had to acknowledge that I had been looking at the same place for some time. About all that you could see at first was a very bright star, low down on the horizon, but it seemed to be growing brighter and also rising up too rapid to be a star. I said at last that it must be the Portland boat from Boston. Perhaps you can imagine with what anxiety we watched that light grow nearer. Finally we could see the red port light, and we knew that she would pass ahead of us, but not far away, that was certain. As we had nothing else to do we watched the steamer, and all of a sudden the mate gave a cry, and I thought that my heart would stop beating, for suddenly, when she could not have been over a quarter of a mile away, she opened the green light, showing that she was headed directly for us. Perhaps you can imagine our thoughts, in a small boat under full sail and in a gale of wind that would require a three-reefed mainsail to manage the

I never tire of good cruising tales well told, and reader Brian Snow of Stoughton, MA, shares this enthusiasm. Brian sent us the "Cruise of the Louise", from a 1906 hardbound book, "The Cruiser", Volume 1, Number 1, published by Rudder Publishing Company. It's all about a small boat in our league, in our regional waters, crewed by people with that self-sufficient attitude that was commonplace 75 years ago when none of today's safety nets existed. Enjoy.

boat properly. "There is only one thing," I said, "and that is to run across her bows. Set up the wind'ard backstay," said I, and at the same time I put the tiller up, and then for an instant we both held our breath. Would she pay off with that whole mainsail and no jib and in a gale of wind? I shall have to acknowledge that I thought it doubtful, but she slowly swung off, filled away, and then almost before you knew it was racing through the water at a speed that I never before experienced. The hull seemed to be right level with the water from bow to stern, and we were leaving a wake astern that would have done justice to an ocean steamer.

Well, suffice it to say that we continued thus for a few minutes, when, as I had closed the red light and could see that the steamer was going to pass us well astern, I luffed her up and let her drift as before. It was only a second after that that the steamer threw her searchlight on us. The only way that I can account for it is that the wake we had made was seen from the pilot-house and they investigated it with their searchlight.

Soon after that the wind began to moderate, and as the sea was too lumpy to send a man aloft it was decided to run back to Gloucester harbor to refit and take account of stock. Thatchers Island Light was open quite a piece from the outside, and if I had known how far we were from Gloucester harbor we should certainly not have gone back, but would have struck for Provincetown. We must have been twenty miles from Gloucester.

We arrived at Gloucester about 2 o'clock in the morning, and immediately proceeded to get some sleep as best we could. At 4 o'clock we turned out, cleared up deck and rigging, and as everything was all right but the tender, which we lost when running by the steamer, we started again. With a nice whole-sail breeze about S.W., we soon dropped all land astern, and then the wind dropped, leaving a dead calm, with not a sail in sight.

Now the mate had slept little the night before, and I volunteered to look after the boat while he went below to see if he could not get a wink. The sun had by this time come out hot, and says I to myself, "How nice it would be to take a swim and cool off." The thought no sooner entered my head than I off clothes, and after throwing the main-sheet overboard that I might get back easily, I dove over. I was having a nice swim, although at no time was I far from the boat, when I happened to look up, and there was the boat just filling away with a faint air that had started up. Now maybe I did not do some tall swimming, for if she went off and left me there was not one chance in a million that I could make

the mate hear me, as he was sound asleep in the cabin when I left. At first I thought I could make her all right, but as she gathered way I was left astern. Now, boys, maybe you will laugh, but that was a serious moment with me. It seemed that I thought of everything that I had ever done, every one that I had left at home, and also I could see the notice in the paper, "Man alone on a yacht, probably fell overboard and was drowned;" but the puff died out as quickly as it had come and I was able to reach the yacht all right. Immediately on getting aboard I looked down the cabin, and there was the mate sleeping as peacefully as ever. Moral—don't ever go in swimming and leave the yacht alone, unless you securely tie the main-sheet or some other rope around you.

I finished dressing, and then as there had been a light air spring up, I headed the yacht on her course again.

After I had sailed what I thought long enough to begin to pick up land ahead I began to get uneasy, for you must remember that I was steering only by guesswork. Soon afterwards we passed a tow of barges bound for Boston, and I knew that I was not far off my course. However, I changed my course a little to the South and was soon rewarded by picking up the highlands of Cape Cod ahead.

We sailed down the back side of the cape all that afternoon, and about 3 o'clock we were off Chatham. If there had been a single boat bound in there we should have followed it in, but beyond a few tows and coasters there was nothing in sight but another knockabout ahead. We gradually overtook her and were soon sailing close enough to speak. He advised us not to go into Chatham, but to continue around Monomoy Point.

Before we arrived at Pollock Rip Lightship it began to grow dark, and I advised putting in two reefs. As a precaution we decided to put them in, as we should have to sail all night. We were not long in tying them down, and then proceeded on our way, but as the tide was setting against us and what little wind there was was dead ahead, we made slow progress. The mate even said that as it seemed clear it was foolish not to shake out those reefs, but the last night's experience was enough for me, so we kept them in, and right glad we were of it, too, before the night was over.

Well, at last we rounded the lightship, and shaped our course for Shovelful Lightship. We soon passed it and were well on our way towards Handkerchief Lightship when we could see it lightning in the distance. The storm kept coming nearer and nearer, and finally it burst upon us. We were evidently in for another night

of it as bad as the last, except that now we had three reefs tied down instead of full sail. When the wind struck us it came from very nearly N.W., and we could only lay with the sheet well out and slat as we had done the night before. I got out the chart and found that we were in a very good berth, having clear water for seven or eight miles to leeward, and it did not seem that we could drift that far before the storm broke. Well along towards midnight it began to clear overhead, although it continued blowing hard. It finally moderated enough so that we could begin to carry sail, and we began to work up to Handkerchief Lightship. At first we could not lay anywhere near enough to fetch the light; then we could just fetch it, and finally we had to ease sheets to make it. We wanted to go nearer, to be sure that it was the light that we thought it was. On making sure that it was Handkerchief Lightship I laid the course for the next mark, and after we had proceeded about ten minutes the mate said, "It is no use, we had better go back to the lightship and hang around there until morning. I am not sure that we are sailing the right course." The compass had a habit every once in a while of spinning on the needle at a rate of speed that would rival a gas engine fly-wheel, and we knew nothing about the tides. Well, in about one minute I fully agreed with him, for we somehow got into a cross-rip. The waves were apparently right up and down, and on the whole I thought the boat would dance the mast out of her.

Well, I turned her around and headed back to the lightship. As I said, we sailed up there in about ten minutes, close hauled, and we were about three-quarters of an hour getting back with the wind on the quarter. I soon found why we had made the lightship so easily only a short time before. There must have been a five-mile-an-hour tide at that time carrying us bodily to windward.

Well, now, if you think it is fun trying to lay at any one place with the wind blowing a three-reef breeze and the tide running strong to windward, I wish you would try it. You decide to jog along, and you go to windward at five or six-mile-an-hour clip, and then you turn tail to it and sail back and repeat. I stood jogging around there until the dawn began to break, and then we started, close hauled, on the port tack, with the wind near Northwest. As the day began to break it began to blow harder, and soon we could not carry the three-reefed mainsail with no jib. We stopped and put in the fourth and last reef, swayed up and started North to try and find a lee as soon as possible. We had proceeded but a short time when it began to blow harder than ever. Soon we

were washing the cabin windows, and then the mate said, "It is no use, this is the last of us." At that time our sail was about three feet on the mast, the whole sail was about twenty-one feet, the gaff was about eleven feet, and the boom twelve feet. With this sail, notwithstanding 3,500 pounds of lead hanging deep down on our keel, we were merely staggering along. To leeward not many miles distant was the Handkerchief Shoal, and we both knew that our thirty-five pound anchor would not hold us a minute in that sea and wind. At this time it was blowing so hard that the wind took the tops off of every wave and drove it along in the shape of rain. For perhaps six feet above the water you could not see anything, while overhead all was clear sky. The wind would blow that rain so hard that you could not expose your face against it, for the water stung just like bullets. We had to lie down in the cockpit and steer by the sense of feeling on the tiller, together with what we could see from the sail and the waves while in that position. This continued for fifteen or twenty minutes and then the worst was past. The rest of the day was only a long, hard beat to windward in a four-reef breeze, but we finally arrived Saturday afternoon behind the breakwater at Bass River, a tired and hungry set of men.

After getting our anchor down and upon making sure that it was holding, we proceeded to clear up the cabin. Everything—provisions, bedding, spare sails, ropes and in fact everything movable in the cabin—was on the floor. Luckily the Louise was very nearly tight, so things were not wet much. We managed to get the oil stove going, and to get a cup of coffee together with some soup—the first thing, except some crackers, that we had had a chance to eat since Friday morning.

By the time our meal was finished it was growing dark, and after making sure that our anchor was holding, and sounding to be sure that there was plenty of water under us, we turned in. I forgot to mention that all that day while beating up over the shoals we never saw a single thing under sail. One or two coasters with both anchors down were riding out the gale with more or less success.

The next morning at break of day we turned out, for the mate said that he must get back by Monday if possible. After getting breakfast we started to see what we could do towards proceeding on our way. It was blowing nearly as hard as before, but we were refreshed by a good night's sleep and two good meals, so we started with three reefs tied down. We got out as far as Bishop and Clarks Light, but it was blowing so hard and the waves were running so high that we decided to turn

back.

About 9 o'clock we got another meal, and as the wind was now going down we decided to try it again. We still had the three reefs down, but as the sea was going down with the wind we made better progress than before. Passing Bishop and Clarks Light we left it astern. Once more we had to depend on our compass. We soon dropped the land astern, and we and a five-master, sailing light, about five miles ahead, were the only things to be seen on the Sound. All that day the wind gradually lightened, although holding true about W.S.W., which gave us a dead beat the whole way.

We kept in sight of the five-master the whole day, gradually catching her until, when we were off Edgartown, putting on full sail, we worked up near the shore and out of the tide and were able to pass her and leave her astern. Up to this time ourselves and the five-master were the only sails in sight on the Sound, but along towards the middle of the afternoon the coasters began to come out of the different ports. We went into Vineyard Haven to ask about the tides in Vineyard Sound, and I should think that there were five hundred coasters there. Those that we spoke to could not believe that we had come across the Sound that day, but they volunteered the information that the tide was strong against us in Vineyard Sound. They also said that it would turn in about two hours.

At that time we had a good, strong breeze, about W. by N., and we thought that we might gain a mile or two by keeping on, so we once more headed on our way. We did not encounter any very strong tide until we entered the Sound. Here, although we had the wind almost abeam, and a lee rail breeze at that, we made almost no headway at all, although we were near the island shore and out of the tide. At this time there was a big tow with three large barges astern, and although they were out in the strength of the tide they went by us as if we were anchored. They must have been going twelve knots at least.

At this time we thought seriously of going through Woods Hole, but as the owner said that if we went through there, we went at our own risk, and that he would hold us responsible for the yacht, we wisely decided to continue on to Quicks Hole, which he advised us to use. While passing through the Sound we had to pass Tarpaulin Cove. Heavens and earth! you would almost think that you had been transferred down to Maine, the masts were so thick. The cove was so full of coasters that it did not seem as if it were possible for them to swing. There were more coasters in that harbor than I thought there were on the whole coast, and I was born and brought up in Gloucester, too.

Well, we finished the cruise all right, with no further accidents, although if it had not been for the mate's watchfulness in running through Quicks Hole we should have piled on a sand bar sure. I was down in the cabin giving the mate the course at the time, when he called down, "Is not that a bar ahead?" I looked again and said no, but he insisted that I be sure, as it looked shoal. The chart that I had was an old one, and the shaded portion that indicated the shoal water, marked in feet, was very much faded, and what I had taken to be four fathoms was really four feet. We cleared the bar just in time. By the way, I forgot to mention that just back in the Sound a piece we passed a wreck of a steamer that had evidently struck a rock and stranded. The mast and funnel were all that there was out of water.

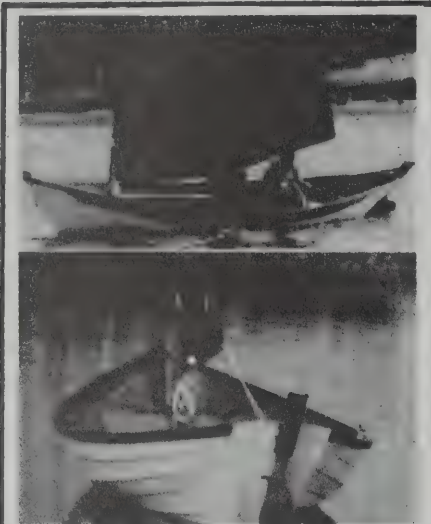
Well, we just grazed the bar by the skin of our teeth, entered the channel and went through the hole flying. After going through the hole we were in sight of home, so to speak, but the wind had been shifting to the North all day and we had now a dead beat of about twelve or fourteen miles in a falling wind. On arriving near our destination we were met by a small boat with two or three fellows in it. They inquired if our boat was the Louise. On being answered in the affirmative, they piloted us in and at the same time told us that the owner never expected to see us alive. It was nearly dark when we arrived at our destination, a small place, with a long Indian name.

We delivered the yacht to the owner all right; and then they, like gentlemen, asked us up to have a bath and supper. After satisfying the inner man we sat down and gave them an account of our adventures, and they were downright glad that we got through it as well as we did, and never blamed us for losing the tender.

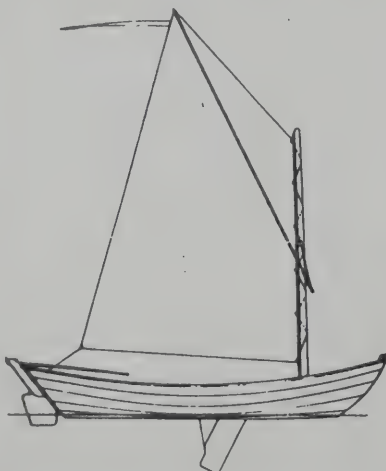
One thing I wish to state before closing. The deck, cabin-trunk and windows had all been given three coats of spar varnish, besides what remained there from the year before, but when we delivered the boat, the deck, and in fact all the bright work on her, was as smooth and white as if it had been holystoned. There was not a bit of varnish in sight; all worn off by the action of the water on the deck. This will, perhaps, give you a line on how much our deck was under water. That last day we sailed dead to windward something like fifty miles in nine and one-half hours, or over five miles an hour.

We stayed at the home of the owner overnight, and in the morning took the train for Boston, none the worse for our experience, which I do not think will be forgotten by either of us for some time to come.

DESIGNS



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



"build it yourself and save!"

GLEN L'S "DINKY"

Glen L Marine Designs offers a wide range of boat designs for the home builder and they are aimed at the not very knowledgeable guy with a craving to build. Included with most plans are full size patterns of key parts so one can get right to the building. So, the latest to arrive here, the 7' "DINKY" sailing dinghy, has a lot of basic introductory stuff on the stitch and glue way of building. Skipping all that, I find here's an interesting little tender for a bigger boat, weighing only 70 pounds, unsinkable, with an optional sail rig that can be completely stowed inboard. Patterns for all the contoured pieces are included in this case. Stitch and glue kit, sail kit, rigging kit, fiberglass covering kit, Glen L will set you up to whatever degree you require. You buy the two 4'x8'x1/4" plywood panels locally. The plans with patterns are \$29, from Glen L Marine. 9152 Rosecrans, Bellflower, CA 90706.



THE GREAT AMERICAN BOAT DESIGN COLLECTION

SAIL & POWERBOAT DESIGNS
FROM AMERICA'S MOST
RESPECTED NAVAL ARCHITECTS
AND YACHT DESIGNERS

BOAT PLANS,
PATTERNS,
SUPPLIES,
KITS,
& MORE!



THE GREAT AMERICAN BOAT DESIGN COLLECTION

Ken Hankinson is a California boat designer who was formerly with Glen L Marine Designs, before striking out on his own, authoring several boatbuilding books and over 150 individual boat designs. Now he's come up with a sort of a "design brokerage" business, in which he's assembled, and is marketing, plans for a wide variety of boats from 14 designers. He's collected them all together in an 80 page, 8.5"x11" catalog he offers for \$5. A special treat is the centerfold building plan for "Sabotina", an 8' sailing dinghy of plywood on frame construction.

Ken's selection ranges over all types of home built construction and all types of propulsion methods. Many have full size patterns. Kits for all the supplementary stuff one needs are available. Books elaborating on what you're planning to do (build a boat) are available. The designers are all profiled. And, if you don't find just what you want, Ken will research other choices available to him if you supply him specific requirements along with a \$5 fee.

This is definitely a dream book if you're contemplating a boat building project. The designers who participated include, in addition to Hankinson, who offers many of his Glen L designs; Fred & Bruce Bingham, Ted Brewer, Jim Brown, Norman Cross, Sam Devlin, Weston Farmer, John Marples, Al Mason, Tracy O'Brien, Dave Sintes, Charles Wittholtz and Nelson Zimmer.

THE GREAT AMERICAN BOAT DESIGN COLLECTION is available for \$5 from Ken Hankinson Associates, P.O. Box 2551, La Habra, CA 90631.

FRED SHELL'S GREAT BLUE HERON

Fred Shell has not been idle at his kit boat business in St. Albans, VT. He says that orders for his comprehensive glued lapstrake daysailer kits, most popular his 12' "Swiftly", are keeping him very busy at his one-man operation. Fred's work was featured in the October 15, 1987, issue, and it was mentioned at that time that Fred had a larger, camper cruiser version of "Swiftly" under construction. Despite the press of kit building to fill orders, Fred got the new boat done and so, meet the "Great Blue Heron".

Fred's got some innovative ideas incorporated into this 19' camper cruiser. That pilot house cabin features big windows for a bright and airy "indoors" on days when weather might encourage one to seek shelter. And, the cabin is removeable easily, making the "Heron" into a very big daysailer or motor launch that can accommodate ten people. Do you know ten people who'd like to go sailing with you all at once? Well, if you do, here's a boat for you.

Fred's a family man with several young daughters, and his boat is aimed at such sailors, it will sleep two adults and two children, with two covered storage lockers and space for a portable toilet. Family needs seem to be covered.

There's an outboard well on the back for auxiliary power for sailing, or for permanent power if you want the boat as a motor launch version. Fred says a 9.9hp outboard will cruise "Heron" at 12 knots, a 4hp will push it along at 6 knots. The well permits tilting the outboard completely out of the water when not in use, yet its location also keeps the prop submerged in rough weather, no transom mounted lifting clear of the water when a wave passes under the stern.

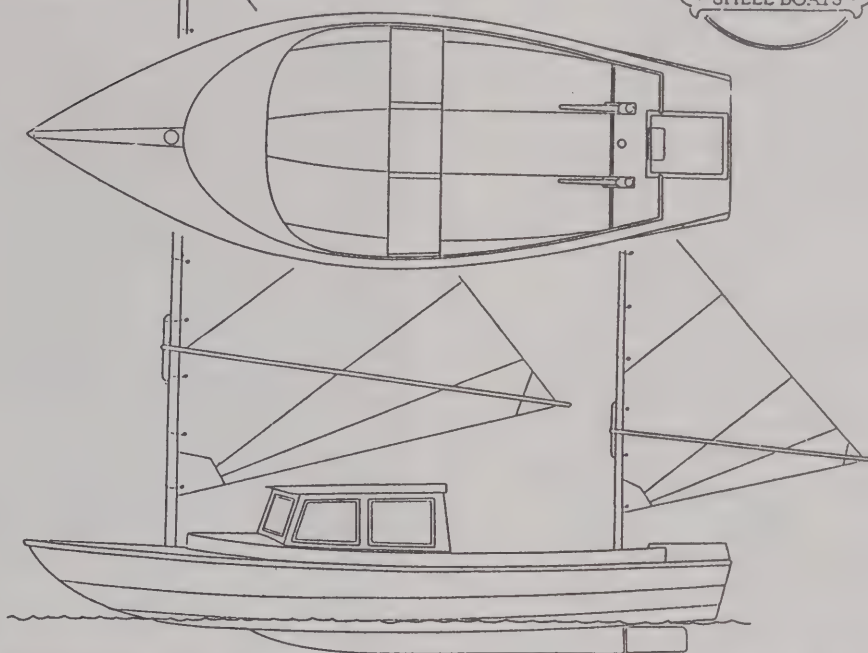
The hull has twin keels for shoal draft of only 10" and no centerboard to get in the way. The keels are shod with steel shoes for beaching on any sort of ground that'll take the boat. Drying out on an ebbing tide leaves the boat upright on the keels. And, Fred offers a lexan window option for the floor right between the keels for viewing underwater scenes in comfort.

The twin keels have twin rudders, inboard mounted, with connected tillers as in catamaran design. This arrangement permits the sprit yawl rig's mizzen mast to be on the centerline and allows the helmsman to sit right up against the weather rail.

Fred favors the cat yawl rig for the type of sailing he envisions owners of "Heron" enjoying. He quotes Phil Bolger's 100 SMALL BOAT RIGS where the cat yawl is called, "the best all-around rig for



GREAT BLUE HERON



daytime cruising in crowded waters." The "Heron" can be set to self-steer into the wind by adjusting the sheets, it will adjust its own direction in response to variations in the wind. It's this characteristic that inspired Fred to call his latest creation the "Great Blue Heron", for it behaves self sailing much as the graceful bird skimming effortlessly over the bay.

Well, Fred will sell you a complete kit of all the wooden parts, hardware and sail rig, for \$2,400 without cabin, \$2,800 with cabin. Fred's kits are pre-assem-

bled dry by him, everything is fitted, marked and keyed for your guidance, and then dismantled and crated for shipping. He'll build you a finished boat for \$4,600 without cabin, \$5,500 with cabin. An epoxy kit for the glued lapstrake construction and complete sealing of all the plywood components is \$350. You can obtain your own if you prefer, but Fred's found many customers have no easy access to epoxy locally. Fred Shell is at RD 3, Box 255A, St. Albans, VT 05478, (802) 524-9645.

ON DISPLAY
INDOORS

LOTS OF
PRE-OWNED
SAILBOATS



COM PAC 16,19,23,27
PRECISION 14,16,17,18,21,23
SEA PEARL 21 - PIN TAIL 14
POINT JUDE 16 - STARWING
SAILING CANOES & DINGHIES

FERNALD'S

RT. 1A NEWBURY, MASS. 01981
TEL. 617 485-0312

Your Classic Boat Deserves Classic Tools



The new W.S. Jenks & Son
woodworking catalog has the
tools to satisfy your complete
boatbuilding or restoration needs.
Send \$2.00 (refundable with first
order)

1933 Montana Ave. NE Washington D.C. 20002
1-800-638-6405 529-6020

PISCATAQUA WHERRY



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

BAY of MAINE BOATS

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

Canaan Canoes

Getting into this Line of Work



We moved to Canaan (ME) in 1980 when we bought our dairy farm. We have 250 acres (200 are for sale now) and were milking 50 cows, raising our own heifers, we had a family farm. We all worked hard, Ray, myself, our two daughters, Lenore (18) and April (15).

The dairy business is no longer for the family that wants to operate without a lot of hired help, though. There isn't enough income to pay for the mortgage, equipment and operating expenses. So we decided to sell out before we dug a hole and fell in.

We started looking for some other business to start up, for we have always been self-employed. Ray has built houses, had a successful excavation business for 15 years, and then we bought the dairy farm.

I guess our canoe business started from the canoe Ray built for himself as entertainment during the winter months on the farm. He enjoyed making that canoe so much that we decided to see if there was any market for strip canoes. We went to boat shows in Massachusetts and Maine. Ray made a 4' model to take to show, he got a lot of interest. After six months of asking questions, going to shows and checking out the competition in this field, we decided to give it a go.

We sold our cows in June, 1986, and invested the money in materials, brochures, advertising, and began Canaan Canoes. Ray is a thinker and he decided it would be good to have another business he could work alongside of the canoes. Thinking he would build canoes in the winter, he decided he would guide in the good weather.

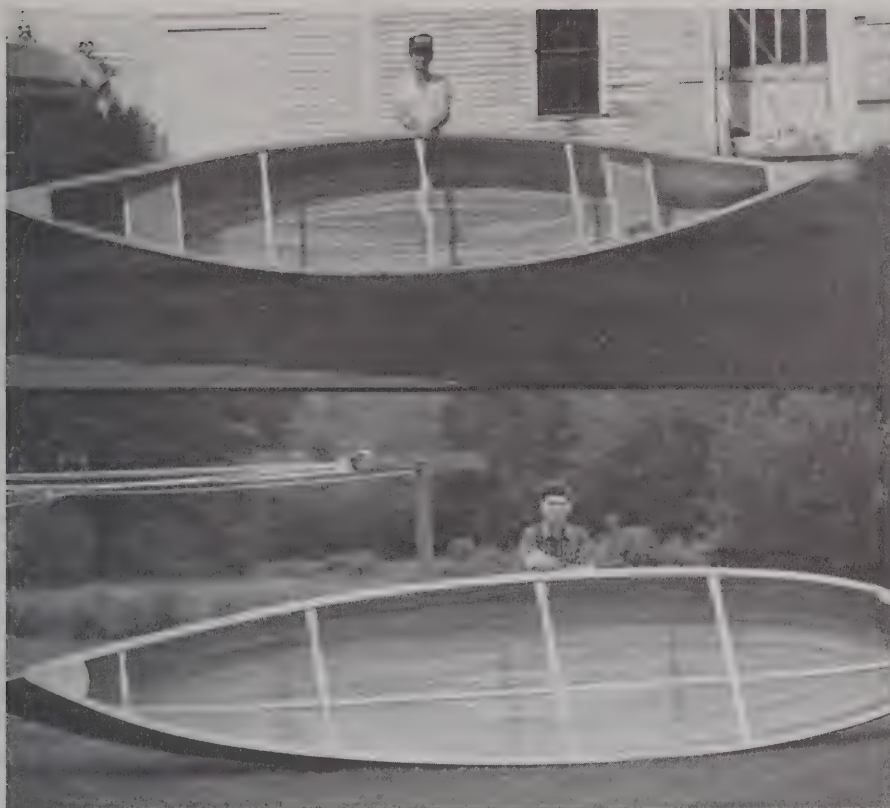
Ray ordered canoe seats for his canoe and didn't like them, for they were so small. He made a pattern for the canoe seats he now installs in every canoe he builds. We also do our own caning on the seats. Ray builds each canoe to order and has no inventory of finished canoes. Ray also makes his own paddles, wood boxes for food storage on his guide trips, portable folding canoe seats, and is working on wooden back pack frames.

Last August we went to a sportsman show over in Killington, VT. There we met many people who were interested in our canoes. Canaan Canoes even made the front page of their local newspaper, people from there mailed us copies and we have one hung up in our shop.

Amongst satisfied owners to date are Dan Pelley, a registered Maine guide from Ellsworth, who has a square stern Grand Laker and a 20' Guides model; Ralph Smith, a registered Maine guide from Costigan who has a 20' Guides model and square stern on order. Becky Jackson of Becky's Boat-A-Rama in Bangor, has a 14' Trapper model she displayed at the sportsman show in Augusta in March.

Our Grand Laker measures 19'6"x45"x18", weighs 125 lbs and sells for \$1,800. We have 18.5' and 20' Guides models at \$1,500 and \$1,400; a 16' Fisherman model at \$1,200; and the 14' Trapper model at \$1,100. Ray's guiding trips are on the Allagash, he's a registered Maine guide, and he takes from one to seven on each eight-day trip, at \$500 per person, all in except for personal gear.

If you want more information about Canaan Canoes, write to us at RFD 2, Box 2630, Canaan, ME 04924 or call (207) 426-8138.)



Ray Reitze stands with his 20' Guide model and 19' Grand Laker.

Becoming a Believer

My first trip to the Grenadine Islands was as a part of a crew of six. The islands are lush and inhabited by extremely friendly people. Unlike my normal sailing area on the Hudson River, where the only consistency is the knowledge that you'll get a header fifty feet from your mooring, in the Grenadines you can count on northeast winds of 15-18 mph day after day.

We started our cruise from St. Vincent, crossing the seaway to Bequi with a formal escort of dolphins grinning as they criss-crossed our bow. After about an hour and a half of broad reaching, we dropped our anchor in Admiralty Bay, Bequi.

When we got ashore, Peter and John, who had sailed here the previous year, met Winfield Scott. Winfield was a young man of eighteen or nineteen years of age. The year before, Peter had hired the young man to work aboard the boat during his cruise. When we invited Winfield to come aboard later in the evening, we were surprised by his refusal. Then he explained.

Bequians believe that if anyone on the island dies, the wind will really start to blow. And the older the deceased, the harder it

will blow. Well, the day we arrived, a 104 year old resident had died, and Winfield was convinced we were fated for at least a full gale.

Next morning several of us attended the funeral. The old lady had belonged to the funeral society which provided mourners in addition to the burial proceedings. There were over 400 people in attendance. All of the men were dressed in black serge suits topped by black fedoras or derbies. The women all wore white dresses and white hats with veils. The dignitaries wore red sashes from shoulder to waist. Very picturesque.

After the funeral, Winfield came back to the sloop with us, but the minute we even mentioned hauling the anchor, he was off like a big bird. We raised anchor and sailed out of the harbor in normal northeast trade winds of 15 mph. About a quarter of a mile from the mouth of the bay we were struck by a tremendous gust of wind which then settled down to steady 40 mph winds which remained with us throughout the day. If asked, I'll now tell you I believe!

Mel Ross, Croton, NY.



APPRENTICESHOP
MAINE MARITIME MUSEUM

BATH, MAINE 04530

207-442-7401

207-442-2239

TUITION FREE

BOATBUILDING PROGRAM

BOAT PLANS

PUBLICATIONS

ADULT SEMINARS

&

WORKSHOPS

TRADITIONAL BOATS

FOR SALE

RESTORATIONS

Traditional Canoe Enthusiasts...

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

Write to us at:

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

THE BRAS D'OR TENDER



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

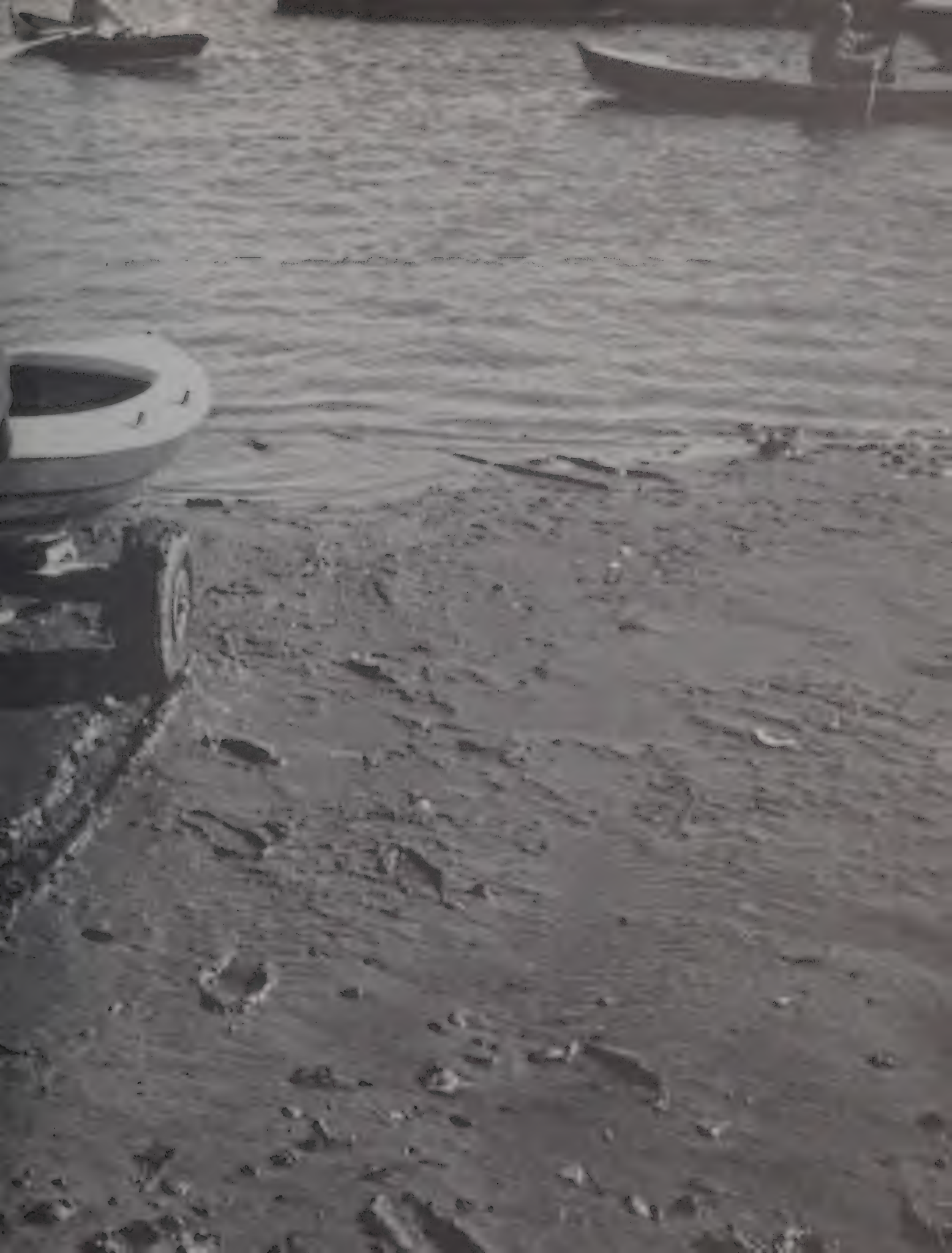
In producing this boat in fiberglass, careful attention has been given to the quality of workmanship. Care has been taken to duplicate the original contours of the lapstrake planks in laying up the hull. The boat can be rowed by one or two persons, powered by outboard or sailed. Ease of maintenance combined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

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

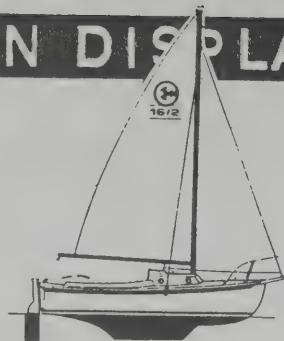
cape breton
boatyard
limited

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





ON DISPLAY



ComPac 16', 19', 23', 27'
Nimble 20, Appledore 19

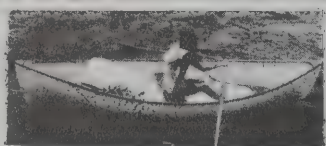
NORDIC, DYER, YANKEE, ENSIGN
DINGHIES

THE SMALL BOAT SHOP

at Rex Marine Center

144 Water St, South Norwalk, CT 06854

203-854-5223



THE PEAPOD OF THE "1800's"!

CLASSIC CHARM

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

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

MARINE SURVEY

Sail or Power

CLIFF BUEHRENS

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

Member - Society of Naval Architects &
Marine Engineers

**The
Elegant
Oar**



Oars designed for rowers by rowers:

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

Send \$1.00 for
information package to:

The Elegant Oar

Reach Road Brooklin, Maine 04616

207-359-8883

Boatbuilders contact us about
quantity discounts and
delivery schedules.

Hand Carved Ship Models

Whittlers have been carving model boats since very early times. Ship models, as artistic creations, have been found in ancient burial sites and ruined dwelling places, because men have carved out small boats as toys, decorations and religious symbols. Passing time with knife in hand, it has been traditional to combine the flowing lines of wood grain with the shapely lines of a hull built to flow through the liquid element of its natural habitat. Adding spars and sails added grace and realism to the creator's efforts.

Until recent years, it was an admired whittled hull that was the first step in the design of vessels of all sizes, from skiffs to schooners. Later, the artisan with his block of wood gave way to the built-up half-hull whose pegs were removed to release accurate shipbuilders' dimensions. Eventually, the naval architect deprived the woodcarver of his professional status. From this past, what was left was the folk art in which the self-taught whittler took up his knife for the pleasure of creation and the joys of the eventual viewer. Even though the craft of ship model making includes the engineers of miniatures, the exacting illusionists who duplicate sailing vessels to their most specific details, there are still folk art whittlers who carve their impressions, much as an imaginative artist would be satisfied with a sketch rather than a fully developed painting.

It is in this vein that my half-models seem to emerge. The subject might be a specific boat, a racing class sailboat; or a remembered ship picture as an example of a bygone era. These models are fore and aft rigged vessels from Optimist prams, Sunfish and Lasers, to Penguins, Stars, Snipes, Six and Twelve Meters, J-Class, or catboats, sloops, yawls, ketches and schooners. Sometimes several blocks of wood are carved to scaled dimensions, later to be combined into an attractive finished model. Particularly popular are topsail schooners representing either the working fishermen of the North Atlantic coastal ports, or the elegant yachts that were the dominant craft in the ports of the late eighteenth and early nineteenth centuries.

While the original carvers specialized in hulls, others found their art in the gracefully spread sails hoisted above the decks of their vessels. To others there was something a bit unsettling about the sight of a vessel under full sail with its underbody, keel and rudder unaccountably fully visible.

Hence the development of an original idea, the waterline model, was an innovation which creates a more active and realistic picture of the vessel with all sails set. My carving and mounting of these half-hull waterline models is a twentieth century folk art with roots deep in the past which now brings many a sailing ship to life again today.

In 1984, John B. Thompson, a well known racing skipper campaigning his INFINITY, decided to promote competition in the International Offshore Rule Division by donating an annual award in "Newsday" Around Long Island Regatta. He made this suggestion to the Regatta Executive Committee whose chairman, Wes Bailey, remembered a waterline gaff-topsail schooner half-model that I had made as a gift for one of his neighbors some years earlier. Bailey's concept was that such a model would be a desirable and attractive trophy, quite in contrast to the usual silverware. Thereupon, Thompson invited me to show him a sample of my carving. I had one old version which met his enthusiastic approval, and he offered to underwrite four models for annual awards in the next four years.

After drawing up plans and completing a few early stages, my work on the four carvings took second place to my sailing/racing activities throughout the summer, so that by September, most of the work was yet to be done. I carved, sanded and varnished, spending long hours in my workshop, and as the delivery date loomed, I created a drying room by hanging sheet plastic from the beams above part of the shop. In this enclosure I rigged an electric radiator and two heat lamps to facilitate drying the varnish on four hulls, twenty-four sails, eight masts, four plaques and four frames. With three weeks to go, I optimistically figured that with luck all could be completed in time for presentation.

Suddenly chaos erupted. A phone call from Long Island's "Newsday", the regatta sponsor, explained that they suddenly realized that with Mr. Thompson providing these unique prizes, powers at the newspaper felt that they should have some representation of their sponsorship. The Executive Committee had recommended a permanent trophy, supplementing my models, which were keepers retained by each annual victor. Furthermore, they suggested, could Ward Bell make a twice-as-large model, recording the awards from year to year? This was the question relayed to me on that fateful

~an American Folk Art

day, and when I agreed to go for it, frenzied and oftentimes chaotic efforts marked the next three weeks. My ten hour days became twelve or more, but with the heat in the drying room on full blast, it all worked out as I went into the final five days before the scheduled Friday night presentations.

Monday was marked by another phone call. It was "Newsday" again. "Could you bring them the trophy models so that they could take publicity photos?"

"No way," I replied, "they are not finished yet!"

Wednesday, another call. "Photos today?"

"You will be lucky to get them in time for Friday's awards banquet! The final coats of varnish are drying still."

Well, Friday came. The keeper trophies were completed, mounted and framed. One was ready with an engraved plate affixed, an explanatory print laminated to the back of the plaque, with all in a box set for delivery. The larger permanent

trophy was too large for even my home-made special cartons, so it was heavily padded, wrapped in plastic and carefully packed into the back of my station wagon.

It was quite a thrill for me when the banquet at the New York Maritime Academy was followed by the presentation of the awards. The ten other divisions included over fifty items of brightly shining silver, all duly awarded to jubilant winners, each photographed for future remembrance. Then came the announcement by our "Newsday" host, Doug MacLeod. "The John B. Thompson, Jr. Trophy for the I.O.R. Division...carved by Ward Bell..." The permanent trophy was unveiled and the first year's award was presented to the first winner. He since has been followed by three more happy winners, but the last went to the I.M.S. winner as that system has replaced I.O.R. in this regatta.

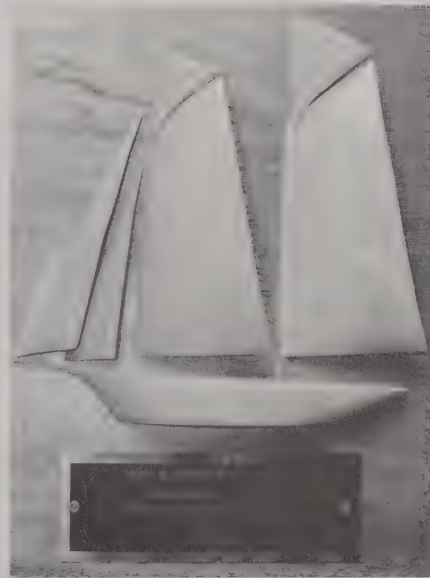
I am now working on four more models which will take us through the year 1991.

A GAFF TOPSAIL SCHOONER YACHT

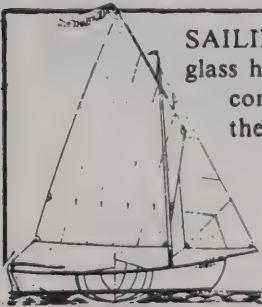
Waterline Model Carved by Ward S. Bell

The schooner, as a sailing vessel design, originated in the early nineteenth century, and its basic characteristic was the fact that the mainmast, located aft, was taller than any forward mast or masts. The first American private yacht (a vessel designed for pleasure only) was the schooner, CLEOPATRA'S BARGE, built in 1816 for George Crowningshield of Salem, Massachusetts. The spectacular success of the schooner yacht AMERICA, in 1851, gave impetus to this type as private yachts. Other schooners continued in wide use as pilot boats, offshore fishermen and coastwise packets.

While many of the working schooners were of straight-bowed or spoon-bowed design, yachtsmen were divided in their choice of spoon- or clipper-bowed profiles. As the original vessels were fore and aft gaff headed, the search for speed and beauty led to the addition of multiple jibs, topmasts and



topsails. Clipper-bowed schooner yachts were gradually phased out in the first quarter of the twentieth century, but the magnificence of these sailing vessels has not been forgotten



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

THAYER & COMPANY
2106 Atlee Rd, Mechanicsville, VA 23111

ON DISPLAY



ALDEN OCEAN SHELLS.

All types and colors, parts and accessories.

FREE LESSONS

Schoenbrod Racing Shells.

"The Sieger!" (26 1/2 x 14")

THE SMALL BOAT SHOP

at Rex Marine Center
144 Water St, South Norwalk, CT 06854
203-854-5223



COLD as a DOG and the WIND NORTHEAST

spoken ballads by Ruth Moore

Salty tales from the coast of MAINE

illus. paperback \$6.00 ppd Cassette tape as told by GORDON BOK \$8.95 ppd.

TIMBERHEAD, P.O. 840, CAMDEN, ME 04843



Small Boat Exchange

JOHN L. FREEMAN



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

ON THE WATERFRONT

31 MAIN ST BURLINGTON, VT 05401

(802) 864-5437

BROKERAGE FOR SAIL AND POWER

Granta SEA KAYAKS

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

KITS:

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

HUDSON CANOE

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

Notwithstanding the Assyrian's impatience to reach Boothbay, we found, when we came on deck Friday morning, that there was little inducement to get under way. The air was chill and damp, the sky covered with dense clouds, and, worse than all, there was not the slightest breath of wind. To get out of the cove we should have to tug at the oar for at least an hour, and on gaining the open sea might find ourselves still becalmed. So we decided to have breakfast before we started, and while that was in preparation, we dropped our lines over the side of the sloop and caught a number of large flounders.

After breakfast a faint breeze sprang up, and, assisted by the tide, we slowly drifted out of the cove, and about the middle of the forenoon reached the open sea. The wind and tide still serving, the Skipper proposed to run southward a few miles out of our course to Drunken Ledge and fish for halibut. We assented, and about noon anchored in the neighborhood of a formidable reef, over which the sea was foaming splendidly, while all around was calm and smooth. These rocks lie in the ocean, on the edge of Casco Bay, about five miles from the nearest islands.

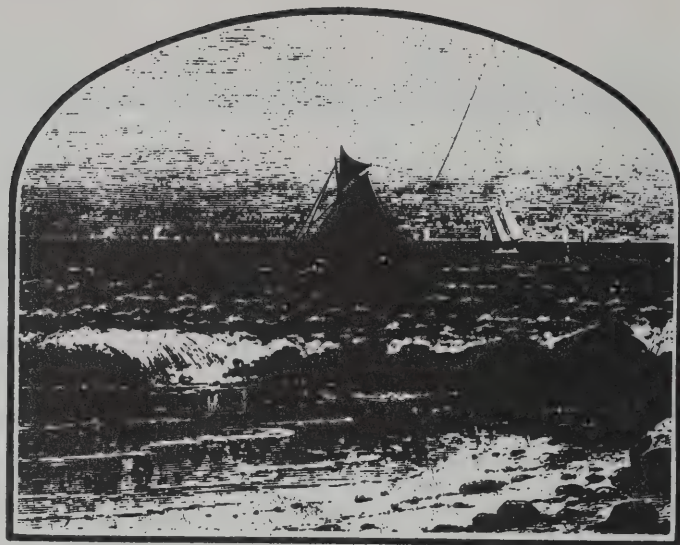
Taking lines stouter and with larger hooks than those we used for cod-fishing, we baited with pieces of flounder and tried our luck. In the course of half an hour we caught several skates, large cod, haddock, and one or two hake. But these were not what we came for, and the impatient Assyrian was already talking of Boothbay and his everlasting lemons, when suddenly a tremendous jerk, followed by a rapid rushing of the line through his fingers, put a stop to his grumbling. He had hooked a halibut at last.

"Let her run!" shouted the Pilot. "Hold tight, but don't pull her in! Let her play awhile!"

The Assyrian sprang from the bench of the cockpit where he had been reclining, and with teeth deeply set in his cigar, began to "play" his prize.

After a long and exciting contest the subdued halibut was at length brought to the surface in an exhausted condition, and was skillfully hoisted on board by the Pilot, who exclaimed, as he laid the monster on deck, "A hundred-pounder, by George!"

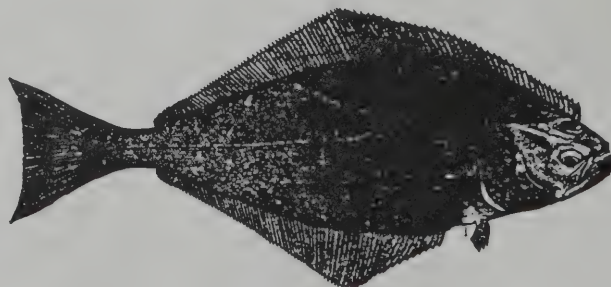
The delight of the Assyrian was boundless. He got upon the top of the cabin, and, swinging his hat, gave three cheers.



CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from
Provincetown to Bar Harbor in the
summer of 1858, newly abridged and
illustrated for readers of
a later generation

Then, protesting that his exertions in the struggle had made him faint and that we ought to celebrate the victory by a drink all round, he sent the Skipper into the forepeak for a bottle of ale — which order he presently countermanded for a bottle of claret, declaring that such an achievement demanded the nobler liquor. The claret was brought, and we drank to the health of the halibut, who by this time was gasping his last on deck.



THE HALIBUT

It was truly a noble fish, lacking but a few inches of six feet in length. The body was much larger in proportion to the breadth than in its kindred, the flounder, and was dark brown on the right side, the left side being whitish. The lower jaw was longer than the upper, and both jaws were furnished with two rows of strong, sharp teeth. The lips were large and fleshy, and the eyes of remarkable size, between two and three inches in diameter.

We voted to have a piece of the halibut for dinner, for which meal the Pilot had already kindled his furnace. The Skipper accordingly cut off a huge chunk near the side fins, which he said was the best part of the fish. The Assyrian was determined that it should be cooked properly, and so he overhauled the recipes at the end of Frank Forrester's Fish and Fishing, of which we had a copy on board, till he found Soyer's recipe to boil halibut, which he read to the assembled crew, as follows:

"'A halibut' — and this, O Pilot, applies to a piece as well as to the whole animal — 'must be well rubbed over with salt and lemon'" — here he shook his head at the Skipper — "'before it is put in the water; have ready a large halibut-kettle — '"

"What the deuce is a halibut-kettle?" said the Pilot.

"Never mind," said the Assyrian, "any kettle will do, if it is only big enough. Hear what comes next: 'A large halibut-kettle half full of cold water, and to every six quarts of water put one pound of salt; lay the fish in, and place it over a moderate fire; a halibut of eight pounds' — and that, Pilot, will apply to eight pounds of halibut — 'may be allowed to simmer twenty minutes, or rather more; thus it will be about three quarters of an hour altogether in the water; when it begins to crack very slightly, lift it up with the drainer and cover a clean white napkin over it; if you intend serving the sauce over your fish, dish it up with a napkin,' — hm, hm," continued the Assyrian, after a brief pause, as he ran his eye over the rest of the recipe, "I guess we may as well stop here. Let the drainer and the napkin and the sauce go. The heart of it is, Captain, you must rub it with salt, put a lot of salt in the water, and let it boil for somewhat more than half an hour."

"I knew all that forty years ago," growled the old man, as he turned to his furnace and put on his kettle.



FLEET-O-WING

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

Send for our brochure.

Pert Lowell, Co., Inc.
Lane's End, Newbury, MA 01950
(617) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishings.

DEXTER 12

LOA 11'6" Beam 4'10"

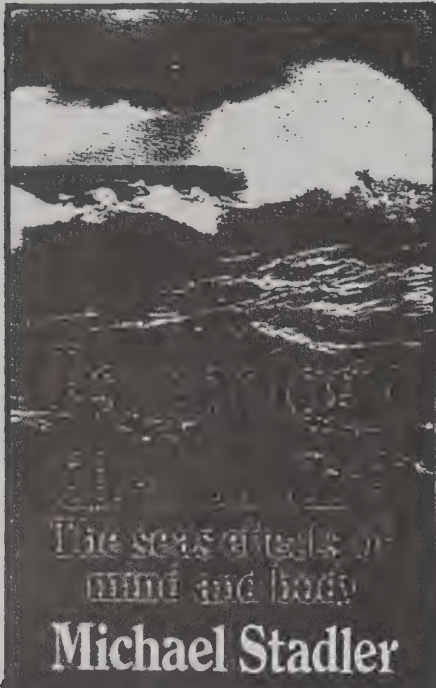
High Performance Daysailer & Tender

Epoxy/ Marine Ply Construction
With Sails & Rigging \$3550

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

**TRADITIONAL SMALL CRAFT
LAPSTRAKE CONSTRUCTION**

SPRING READING



PSYCHOLOGY OF SAILING

The Sea's Effects on Mind and Body
Written by Michael Stadler

Published by International Marine
Publishing

5"x7.75", 120 pages, 42 illustrations,
paperback, \$9.95

Review by Dr. Z

"What holds the bus together? The nut behind the wheel!" This was the chant my junior high colleagues and I used to sing on our way home from school on the 13 Cressen Street bus. The result equalled detention. However, truer words were never spoken when applied to boating. Judging from the number of keelboats that manage to plant themselves like so many lawn ornaments on the Ipswich (MA) bar each summer weekend, there seems to be more than a few nuts out there that aren't attached too well. It is for such a reason that "Psychology of Sailing" is a relevant book.

It deals with a variety of topics such as sensory perception, seasickness, safety at sea, and the social aspects of crew interaction. All of the sections can stand alone so you can feel free to skip around, although there is little need to do so since this is only a 120 page book.

"Psychology of Sailing" reads like an introductory psychology text, for that is what it is. It's written by a Britisher who gives it a somewhat pedantic pace. There's important stuff here but it may require more than one reading to absorb because of this. There are plenty of illustrations but they don't always clearly illustrate what the author is driving at.

The chapter on sensory perception discusses well recognized psychological concepts on real and perceived motion, spatial orientation on the water, color perception at different times of day, and perceptual errors when using electronic aids such as radar.

The seasick section offers helpful hints on dealing with a seasick crew as well as with the affliction yourself. Keeping busy and moving and either standing or lying down are pointed up as useful deterrents, while sitting quietly is an invitation for its onslaught. There may be a lot of relatives wanting to do just that next time out.

The sections on safety, social interaction and leadership illustrate how you can arrange murdering your wife or ending friendships, or even your own demise, by ignoring the signs that close confinement of multiple personalities over long time periods will present. Improving your sailing efficiency and companionship while sailing can be achieved by paying some attention to the suggestions in this section. If you're one of those skippers who is a pain in the neck, it could even save your life. An example of how bad it can get is presented as a case study.

Each chapter is summarized for handy reference. Just think, Captain Bligh might still be in command of the BOUNTY if he'd had a copy of the "Psychology of Sailing" on his bookshelf.

Non-professional comments by Bob Hicks.

Since Dr. Z is indeed a psychologist, this was primer stuff for him, but as a layman when it comes to psychology, I found some fascinating concepts in this book. At last I learned why the waves we all are intimidated by out there on the sea look so small in the photographs later. While the human eye functions like a camera, the brain certainly doesn't. By the time your brain gets through interpreting what the eye has presented to it, things can get pretty distorted. So, in the case of those waves, believe the photos, not the teller of the tale.

The same thing about perception applied to seasickness. By anticipating that you'll get seasick and constantly monitoring yourself for the signs, you'll surely become seasick. Sort of proving the adage about, "he who goes looking for trouble usually will find it." While attitude cannot control the conflict in one's brain between what the eye is reporting and what the balance organs of the inner ear are reporting, conscious efforts to defuse this conflict can really help out.

The social conflicts that develop amongst people who are relatives or consider themselves as friends seem to arise from the invasion of privacy that occurs when a number of people are closely confined on a sailboat over too long a time period. Inside of each of us is this animal who has "territory" and prolonged intrusion into this perceived "space" by another, or others, overcomes our social conventions that accommodate to it in shorter periods (in the elevator or subway, or even in the home for an evening visit). We can get pretty aggressive and awful in our behaviour.

Most of all I realized from this introductory text on human psychology that our going on the water in boats moves us from an environment that our lifetime has fitted us into with all of its familiar sensory inputs that keep us oriented and informed, onto one quite devoid of such signposts, the open water just doesn't have much on it for us to use as indicators of where we are, how we're going, etc. Even a coastline a mile or so away is pretty poor stuff. So we don't always recognize what we're seeing, like those waves. Or distances, colors, objects. The brain is just sitting there in your head wondering where everything it's used to went, and sorting over the trifling inputs it is now getting looking for something familiar.

So, I thought it was a good little book to help me understand better why I act and feel as I do out on the water.

MORE ON "TALES OF THE NEW ENGLAND COAST"

Neil Wilson of Annapolis, MD, writes as follows on this recently reviewed nostalgia book:

"Some readers may wish to know that the book, "Tales of the New England Coast", reviewed in the February 15th issue by Dr. Z, is one of a series of similar books by the Castle Division of Book Sales of Secaucus, NJ. All are based on reprints of articles from turn-of-the-century magazines such as "Harper's New Monthly", "Outing" and "Century Magazine", with the style and illustration of the original plates apparently intact.

Two other volumes in the series in which I have been browsing are, "Tales of Old Florida" and "Yachting, a Turn-of-the-Century Treasury". I have found the first to be the more enjoyable, partly because of my personal weakness for live oaks, Spanish moss and the southern coasts in general, and partly because of its more down-to-earth style and substance.

There are several cruising stories along with tales of fishing, hunting, birdwatching and homesteading. One of the cruises was aboard MICCO, which was one of Commodore Munroe's Presto type designs.

Being magazine articles, these stories are not in every instance great literature, but they do an admirable job of bringing us the flavor of how things were, including social attitudes. The liberally supplied illustrations, in the form of drawings, etchings and photographs, are a great pleasure in themselves.

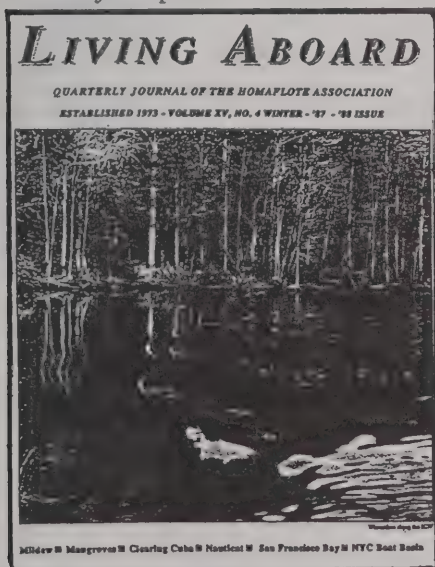
The other volume on yachting doesn't have much for small boat addicts, being largely about the big yachts of the time; e.g. New York Yacht Club cruises, America's Cup, and the Herreshoffs. There is one gem of a story about a cruise on England's Norfolk Broads, with a delightful drawing on just about every page.

These are not expensive books, eight or nine dollars at the Crown chain of stores, and for anyone who likes beautifully illustrated boating nostalgia, I think they are bargains."

Anyone wanting more specifics on sources for these books should write to Neil Wilson, 2640 Queen Anne Circle, Annapolis, MD 21403, as we have no idea as to addresses for Book Sales of Secaucus, NJ, or the Crown stores.

THREE PERIODICALS

No, I haven't yet seen ALL the periodicals devoted to boats. Three more came to my attention this past month that I'll comment on for your possible interest.



"Living Aboard" is a 16 page quarterly journal of similar physical makeup to BOATS (non-slick paper, black & white text and photos, etc.) which caters to those who live on board boats, or are contemplating so doing. This publication was established back in 1973, it's on Volume 15, Number 4 now, that's a pretty impressive life

span for a small special interest publication. It covers the nation, but the major readership is 38% in the southeast, 26% in the midwest and 23% in the northeast. The articles are all input from readers discussing the aspects of their living aboard lives that can interest others. Staying put somewhere and its ramifications, or cruising off elsewhere. Local politics, regulations

and environmental conditions, foreign regulatory experiences. Favorite boats, favorite marinas, all the good stuff the folks out there doing this thing come up with for dealing with living aboard a boat. "Living Aboard" is actually a "club" publication, dues are \$12 a year, from the Homaflo Association, 251 West Central, Suite 346, Natick, MA 01760.



"New England Sailboard Journal" is a tabloid newspaper monthly covering that special part of boating. It's on Volume 5, Number 3, and offers a 28 page newsprint tabloid format with lots of relevant ads and articles. The winter issues also include sailboarding on ice, sort of an amalgam of iceboating and windsurfing. While many topics covered are familiar, from travel to exotic places for windsurfing and sailboarding, to local access to the water problems, the youth oriented and quite athletic nature of this way to mess about in boats has cre-

ated its own special circumstances. Just about all other boating types do not accept sailboarders as boat folks. They seem to have a similar standoff relationship to that the jet ski "water motorcycles" have with the rest of the motorboat world. The new, radical, and youth oriented sports don't find open arms from the establishment. "New England Sailboard Journal" is published 11 times a year and costs just \$8, from P.O. Box 192, Ipswich, MA 01938, or (617) 356-5141.



"On Deck" is brand new, a four page printed newsletter created by Ginger Marshall Martus of Vincentown, NJ, to fill what she perceives as a void in "gathering the best informative nautical news from many sources and incorporating it into one newsletter." The publisher envisions a six times a year publication schedule, for which you pay \$12. Ms. Martus signs herself as a "Nautical Historian" and the contents of Volume 1, Number 2, include mostly chatty items on yachting and museum activities. She is, as are we all in this trade, looking for increased readership. If you'd like to see a copy, ask her for one, "On Deck", P.O. Box 2065, Vincentown, NJ 08088.

INTERNATIONAL STEAM BOAT SOCIETY BOOK LOCKER

Bill Mueller, publisher of "Steamboat News", also offers a comprehensive listing of books on the subject of steam engines, steamboats, and launches. While most of the books directly relate to steam, there are some of a more general "antique launch" nature. I think Bill would send you a copy of his 28 page catalog if you requested one. "Steamboat News", Rt. 1, Box 262, Middlebourne, WV 26149.



AND A STEAMSHIP VIDEO

Carl Kriegeskotte of Mt. Kisco, NY, is a practicing steamboater who has come up with two steamboat videotapes about big steam. His recently announced new title is "90 Years on the Lakes" which chronicles the oldest steamer still running on the Great Lakes, the E.M. FORD of the Huron Cement fleet. You join the ship loading cement in Alpena, MI, and then travel through the Straits of Mackinac and down Lake Michigan to Waukegan, IL. Threatening weather conditions develop. You see things from the wheelhouse, but also get below to view in detail the original 1,500 hp quadruple expansion engine of 1897.

Carl's earlier video is "Last Passage Through the Ice", featuring the BIRCHGLEN of the Canadian P&H fleet on her last passage through the ice in early winter of 1985. BIRCHGLEN is a 600' long, triple expansion steam powered craft.

Either video is \$39.95, from Carl Kriegeskotte, P.O. Box 692, Mt. Kisco, NY 10549. As usual, specify VHS or BETA, and New Yorkers must add sales taxes.



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

SHEW & BURNHAM
 since 1964



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

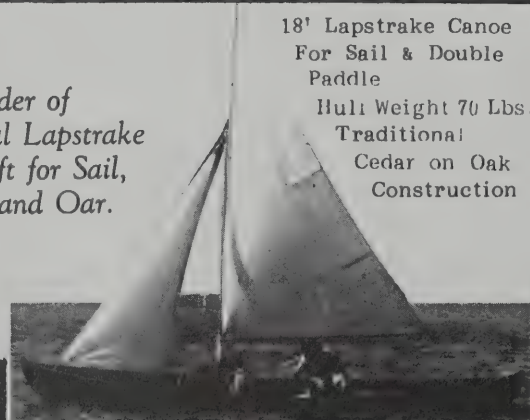
HARDKNOCKS CANOE SHOP
 cedar canoes



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

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

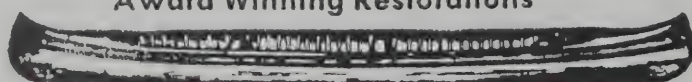
Geoffrey Burke
 Builder of
 Traditional Lapstrake
 Smallcraft for Sail,
 Paddle and Oar.



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

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

AUTHORIZED Old Town CANOE REPAIR SHOP
 Award Winning Restorations



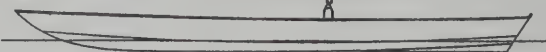
We build this canoe in sizes 11'8" to 16' from hull designs taken from the pioneers of cedar canoes, Stephenson, English & Gorden. Our shop is equipped to repair all Peterborough-Lakefield Watercraft.
ALDER CREEK BOAT WORKS
 Building All Wood and Wood and Canvas Boats and Canoes
 Rt. #3 Inkawich Rd., Remsen, N.Y. 13438 315-831-5321

Builders & Restorers

**SOUTH COVE
 BOAT SHOP**




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



STUDY PRINT \$3 PLANS \$25

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

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

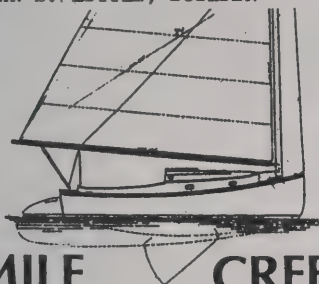


Seaport's Boston Boat Shop
 Pier 3
 Charlestown Navy Yard
 Boston, MA
 617-242-1475
SPECIALIZING IN:
 Wooden boat construction and repair
 Custom skiffs built to order
 Restoration work
 Custom interior joinery work
 Spar varnishing
 Exterior finishing
 Dock space available for some jobs

Boatbuilding and lofting classes

Visitors are welcome to observe our current projects,
 we are two piers over from the U.S.S. Constitution
New England Historic Seaport
 Building 10, Charlestown Navy Yard
 Boston MA 02129 / 617-242-1414

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



MILE CREEK BOAT SHOP

RFD BOX 257, WASHINGTON, ME 04574
207-845-2708

LOWER'S BOAT SHOP

ESSEX, MASSACHUSETTS
(617) 768-7415

16' ROUND BOTTOMED SKIFF
16' ROUND SIDED DORY WITH WELL
15' CATBOAT

All built with laminated frames or deck. Mahogany & oak brightwork, copper & bronze fastened.

BUILT WITH QUALITY & BEAUTY

Old Wharf Dory Co.



Power skiffs from 18' to 24'. Flat, V-bow, full-V bottom. Illustrated is the V-20, a 20' V-bow skiff shown with optional pilothouse. All boats are epoxy-coated marine ply designs by Tracy O'Brien of Headwater Boats, built to order here on the east coast. For more information, write or call: WALTER BARON, OLD WHARF DORY CO. R.R.#1 OLD CHEQUESSETT NECK RD. WELFLEET, MA 02667 617-349-2383



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

My Favorite Canoe

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

Feather Canoes

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



C. GREG RÖSSEL

BOAT CARPENTRY
NEW SMALL CRAFT
WOODWORKING -
RESTORATION
REPAIRS -
HALF MODELS -
MARINE DRAFTING
CUSTOM LOFTING

AVAILABLE MAY 1, 1988

9' Pram. Cyprus & epoxy sealed plywood over white oak, bronze and copper fastened. Bright interior.

1984 17' Swampscott sailing dory. Pine over laminated frames, bronze & copper fastened.

BANGOR ROAD
TROY, MAINE 04987

TELEPHONE
207-948-2841

RESTORATION & REPAIR

If you want...

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

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



GREENLAND TYPE SEA KAYAKS

Dunn's Custom-Built Kayaks

8991 S State Rd, Eden, NY 14057

PH: 716-992-3541

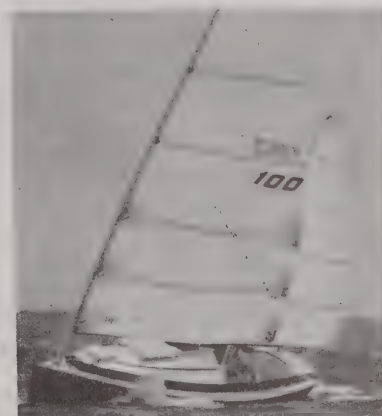
SEND \$1 FOR INFORMATION

Plans & Information

Build it!

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

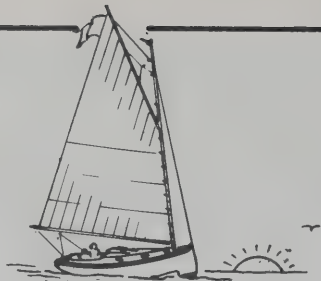
TED BREWER PLANS. Send \$1 for descriptive list of over 50 available designs, or \$5 for data sheets with sail plan and layout drawing of 12 small boat designs from 21 to 32 feet, cat boats, sloops, ketches, yawls. TED BREWER YACHT DESIGNS, 217 Edith Point, Anacortes, WA 98221.



NORWALK ISLANDS SHARPIE

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

Norwalk Islands Sharpies
213 Rowayton Ave. Rowayton, CT 06853



BUILD YOUR OWN Cape Cod catboat. Send \$2 for illustrated catboat design booklet describing designs for 15- to 29-foot cruising catboats.

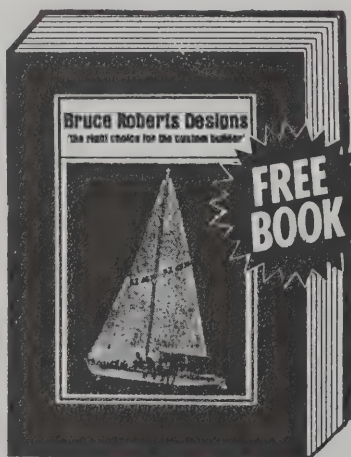
CHARLES W. WITTHOLZ
100 WILLIAMSBURG DR
SILVER SPRING, MO 20901

TOURING KAYAK PLANS

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

JONBOAT PUNT BATEAUX PLANS

Simple Plywood Construction. \$3 Brings Study Packet.
S. CAULEY MARINE ENT.
1012 PLANTATION BLVD.
CONYERS, GA 30208



NEW BOATBUILDING BOOK

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

LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOATBUILDING

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

THE LANDING SCHOOL

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

TRADITIONAL WOODEN BOAT PLANS

9'-22', lines taken from significant and appealing one-of-a-kind boats. Send for brochure.

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



"TRACY O'BRIEN...NOW STANDS at the forefront of Dory-Skiff evolution," writes John Gardner. Find out why. Catalog of 9 designs for oar, power, and sail, plus "Plywood Composite Construction" article reprint, \$3 ppd. **HEADWATER BOATS**, 156 Bunker Creek Rd., Chehalis, WA 98532.

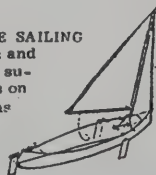
BOOKS about BOATS

Out of Print & Used Nautical Books
Old Boating Magazines
Original Boat & Marine Literature
COLUMBIA TRADING CO
2 ROCKLYN DR., SUFFERN, NY 10901

FREE BOOKLET

DOUBLE YOUR FUN WITH CANOE SAILING Booklet explores the techniques and pleasures of canoe sailing. Our superior design sailing rig clamps on in minutes. Your canoe doubles as a high quality sailboat at a fraction of the cost.

P.O. Box 41605
Minneapolis, Minnesota 55441



ONLY 8 Lbs

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

CANOE PLANS

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

Willis Enterprises

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

AFFORDABLE SLIDING SEAT ROWING

Build your own drop-in sculling rig for use in canoes, skiffs and shells. Detailed plans and construction manual, \$22. Also save \$\$\$\$ by building your own lightweight sculling oars (9'9"). Plans and manual, \$16. Both the rowing rig and the oars utilize common, inexpensive materials. No unusual tools or woodworking skills required.

OWEN CECIL

P.O. Box 584M
Manistee, MI 19660

BEAUTIFUL DESIGNS

For Amateurs and professionals. Off-shore cruisers to dinghies, custom designs. Free catalog.

CORONA YACHT DESIGN

507-40 Gerrard St. E.
Toronto, ON, Canada M5B-2E8
(416) 596-0230 * Fax: (416) 968-2561

HAVE YOU EVER WANTED TO BUILD A WOODEN BOAT?

Come to Maine and take our six-week course.

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

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360

HARBOR
FINE WOOD PRODUCTS SINCE 1931

America's

Marine Plywood Center

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

1-800-345-1712

The Harbor Sales Company, Inc.

1400 Russell Street
Baltimore, MD 21230



CUT COPPER CLENCH NAILS

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

P.O. BOX 300 MB PORTSMOUTH, NH 03801

Flying Colors Ltd.

468 THAMES ST NEWPORT, RI 02840

FLAGS·BANNERS·WINDSOCKS

FOR YOUR BOAT - BUSINESS - HOME

OPEN MON-SAT 9-5 (401) 846-0418

VOLVO PENTA

9, 18, 28 and 43 HP Diesel Engines

Smaller Size, Less Weight

Complete Package Including Reverse Gear

Old Volvo Diesels Rebuilt

Orr's Island Boat Works, Inc. RFD 1, BOX 731 RT. 24
(207) 833-5852 ORR'S ISLAND, ME. 04066

CANOE HARDWARE

1/2", 11/16", 7/8" Canoe
Tacks, 3/8" Oval Brass Stem
Bands, Clinching Irons, 3/16"
Bronze Carriage Bolts, Canoe
Plans, Clear White Cedar.
Price List Available.

NORTHWOODS CANOE SHOP

RFD #3, Box 118-2A

Dover-Foxcroft, ME 04426

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632, 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



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

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

5 YR. WARRANTY

W.K. ROSS, INC.

640 Main St.,
W. Hampstead,
NH 03841 U.S.A.

603-329-6320

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

Materials & Supplies

Need Resin & Fiberglass? Call Merton's

POLYESTER RESIN W/HARDNER, WAX OR NO WAX

\$13.80/GAL., 4 GAL. OR MORE \$12.80/GAL.

QUARTS \$4.50, 5 GAL. PAIL \$60, 4 PAILS OR MORE \$57.50/PAIL

6 OZ., 60" GLASS CLOTH \$4.24/RUN. YD.

VERY TRANSPARENT, BEAUTIFUL STRIPPER CLOTH

1.5 OZ. 38" MAT \$1.95/RUN. YD., 60" \$3/RUN. YD.

8" \$.40/RUN. YD., 12" \$.60/RUN. YD.

ALSO 24 OZ. & 18 OZ. ROVING, 10 OZ. CLOTH, TAPES,
SOLVENTS, FILLERS, TOOLS

Almost
Everything for
Glass Work

Merton's Fiberglass Supply

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

Call For
Free Price Lists
& Literature

MASTERCARD
VISA COD

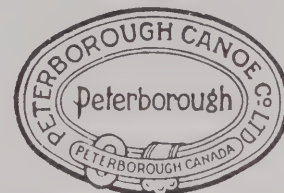
WE SHIP SAME DAY ANYWHERE IN THE U.S.A.

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843



"OVAL PETERBOROUGH DECALS"

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

Alder Creek Boat Works

Box 78, Remsen, N.Y. 13438

(315) 831-5321

WEST SYSTEM®

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



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840

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

IN RI: (401) 846-8170

IN FL: (305) 463-2022

Telex: 952-183 JT SHIP NORT

1-800-343-9350



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

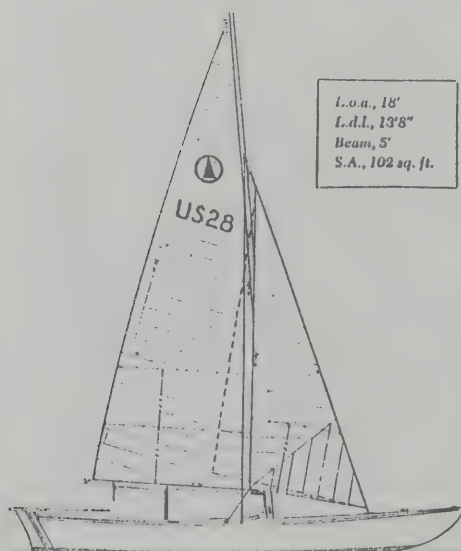
Balogh Sail Design Star Rte., Box 79M
Cedar Island, NC 28520, 919-225-6631
or call **Hugh Horton Small Boat Co.**
313-868-7900 or 313-465-6859

OSLO For Sale



18' OSLO SLOOP, varnished lapstrake beauty built in Mandal, Norway, 1951. Originally developed as the official training boat for the Royal Norwegian Yacht Club by the same designer as the Knarr. Folk boat lines. \$2,850.

J.M. ROBLIN, 124 Ferris Ave., Syracuse, NY 13224, (315) 424-0200 days, (315) 446-7924 eves. (24)



L.O.A., 18'
L.d.L., 13'8"
Beam, 5'
S.A., 102 sq. ft.

THIS INTERESTING 18' clinker-built boat is from the board of the Norwegian naval architect, Erling L. Kristofersen. She was developed as the official training boat for the Royal Norwegian Yacht Club and over 1000 of them have been built in Scandinavia, primarily in Norway. Some of the Norwegian boats are equipped with a lug rig containing 80 sq. ft. of sail and others are equipped with the rig shown here, which contains 102 sq. ft. The

THE WHOLE STORY

John Roblin's advertisement to sell his Oslo sloop was accompanied by much detail and background I thought was of interest even if you're not in the market for an exotic 18 footer. So here's a reprint from a 1949 issue of YACHTING that fills in the picture, and a detailed specs listing.

The boat belongs to the "Oslo" class.

It is classified as an antique or classic boat and can be entered in antique boat shows.

It looks like a smaller version of a Norwegian "Folk Boat".

I've owned the boat since 1962 (26 years). The boat has had only two owners in 37 years.

Originally imported from Norway by Norge Boats of Darien, CT.

Designed by Erling L. Kristofersen (N.A. Norway).

Built by Brodrene Westermoen of Mandal, Norway.

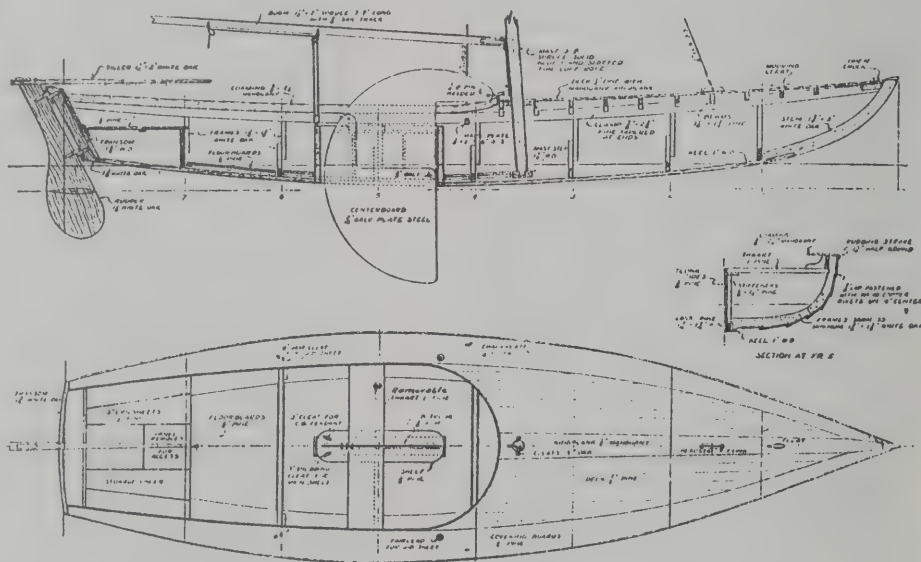
Norwegian Pine planking, mahogany king plank and rails, Norwegian Pine decking, spruce mast and boom (varnished).

Centerboard 3/16" galvanized steel plate.

18' L.O.A.; 13'8" L.W.L.; 5' Beam; 102 sq. ft. main & jib.

Selling to buy a larger boat.

Equipment included: Original Egyptian cotton main & jib; Dacron genoa jib; short & long tillers; varnished wood blocks & Dacron running rigging; Nylon docking lines; custom fitted canvas cockpit cover; custom mast carrier & tie-downs for trailering; mahogany boom crutch.



European boats seldom are equipped with forward decks, as is the American boat. They are to be seen racing and cruising in the fjords and along the coasts of Norway. They are particularly popular with youngsters for summer cruises, often two or three boys taking quite extended trips.

The boat shown here, which is being imported by Norge Boats, Inc., of Darien, Conn., was developed particularly to appeal to the American market. They are known as the Oslo Class and are fitted with a forward deck extending abaft the mast. The cockpit extending all the way to the transom makes it easy to rig an outboard motor if desired. There is an unusual amount of room below the stern sheets.

The lapstrake pine planking is copper riveted to oak ribs and the kingplank and coaming are of mahogany, providing a pleasant contrast with a natural pine deck, topsides and inte-

rior. The centerboard is 3/16" hot galvanized steel plate so installed that it may be lifted out at any time. The rudder and tiller are oak and the spars are spruce, the mast being slotted. Rigging is of stainless steel with Race-Lite fittings, hardware is chrome-plated bronze and the sails are American-made of Egyptian cotton.

When received in this country, the boats are completely varnished except the copper bottom and the red leaded bilge. Rigging and fittings are installed after arrival in the United States and the boats are delivered complete with sails.

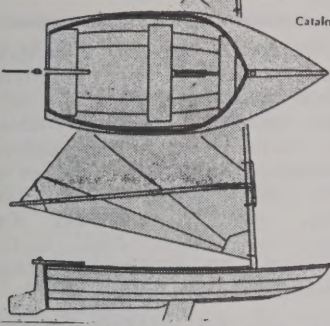
The Oslo Class show their best qualities when the going gets a little dusty, and they are reported to be surprisingly fast and easy in a seaway and amazingly stiff under sail. Owing to their light displacement, it is claimed that they will almost plane with a strong breeze aft.

Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs.

KIT \$675
FINISHED
\$1450

Catalog \$2.



Modern wooden
boats for rowing
and sailing

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

SALTMARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

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

PADDLES & OARS



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

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473

Sea Otter Viking Sea Runner Puffin Seal Eddyline Arluk



INLAND SEA KAYAK CENTER

BERKSHIRE OUTFITTERS
CANOE & KAYAK CENTER
RT. 8, ADAMS, MA 01220
(413) 743-5900 (Tues.-Sat.)

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

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

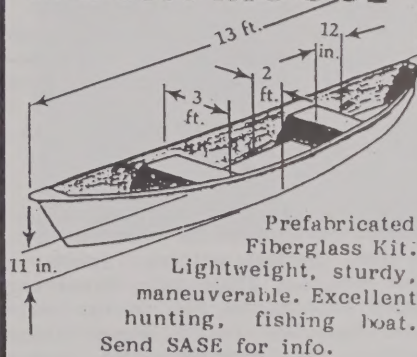
Dealer inquiries welcome.

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



Trimline
by Graham

CAJUN PIROGUE



Prefabricated
Fiberglass Kit.
Lightweight, sturdy,
maneuverable. Excellent
hunting, fishing boat.
Send SASE for info.

FIBERCRAFT KIT

2233 LeBarre St. Mandeville, LA 70448

NIMBLE SAILBOATS

20 24 30

ROWING SHELLS

LARGEST SELECTION
IN NEW ENGLAND

ON DISPLAY

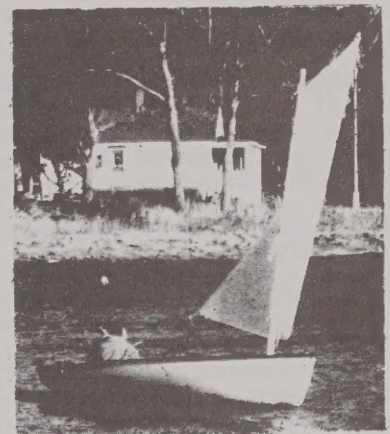
AT ROWING SPORT • CLASSIC SAIL
Box 17, Ipswich, MA 01938 • (617) 356-3623

PISCATAQUA SAILING WHERRY

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

BAY of MAINE BOATS

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



North Shore Yachts

North Shore Tenders
Down-Easter Tenders
Sebago Dinghies, Canoes
Bare Hulls — Kits

**Maine Tradition
At Its Best!**

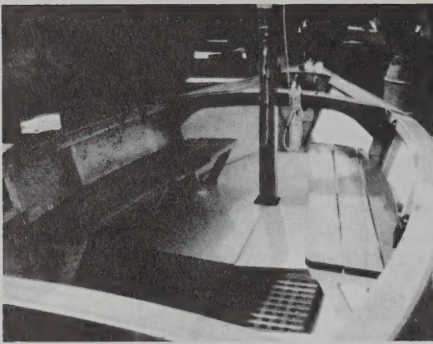
All boats are built to order.
Allow sufficient time for delivery.



Down-Easter Tenders

P.O. Box 1078M, North Sebago, ME 04029-1078
Phone: (207) 787-3880

Classified



14' DOUBLE ENDER sailboat, two mainsails and one jib, 5' beam, draws 18". 3/8" marine plywood on oak frames, mahogany trim, 2" oak keel. 4hp longshaft O.B. Very able, attractive and enjoyable boat for someone who appreciates wood. Excellent condition.

JACK USIS, Smithtown, NY, (516) 293-7045. (23)

17' CULLER SURFBOAT, designed and built by Pete Culler, in mint condition with two pair Culler matched oars, steering oar, 3hp British Seagull O.B., trailer. \$6,000.

ROBERT CALDWELL, Nantucket, MA, (617) 228-2413. (23)

15'6" MARSHALL SANDPIPER CAT-BOAT, cuddy model, 1980. 7'2" beam. New boom tent and sail cover 1987. 3.5 Tohatsu O.B. 1986. 8' pram with oars. Very good condition. Located Barrington, RI. \$5,250.

DAVID WITBECK, Providence, RI, (401) 274-9118. (23)

20' SEACRAFT center console, 1970, with 1986 Johnson 120hp motor and 1986 Calkins trailer. \$6,000. LARRY STRASBURGER, Belmont, MA, (617) 484-8271 days, (617) 484-2892 eves. (23)

MIRROR DINGHY #57417 exactly as new. Complete with all gear and boat cover. Includes trailer fitted for dinghy. Will deliver within reasonable distance. \$2,300.

WILLIAM FULL, Tavares, FL, (904) 343-1173 (FL) until May 1st, (802) 457-1399 (VT) after May 5th. (23)

15'8" JOHN BOAT, oars, equipment and 15hp Johnson outboard. Needs scraping and painting only.

JIM BALLOU, Salem, MA, (617) 745-1354. (23)

16' L.F. HERRESHOFF SEA KAYAK, Design #57 in "Sensible Cruising Designs". Newly built, traditional construction. Fast, seaworthy, handsome. Send SASE for photo and info.

TOM ARDITO, Mulberry Farm, Guilford, CT 06437, (203) 453-0442. (TF)

WANTED, 250 lb. mushroom anchor. HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385. (23)

SEASONED SAILOR with 40' sailboat seeks non-smoking self-assured woman 30/45 for summer sailing in New England, next winter in the Caribbean. Positive attitude about life is more important than experience. He's 51, reads a lot, is into classical music, SCUBA, and fine arts. Sailed the Caribbean six years, the Mediterranean last four, crossed the Atlantic in ARC race. A long term relationship wouldn't scare him off. Please reply interests, phone, photo.

BILL FROELICH, 241 West 13th St., New York, NY 10011. (24)

14' CRUISERS O/B motorboat, 1959 lapstrake plywood on oak. Very restorable, includes tilt trailer. \$150 or best offer.

OLIVER SMITH, Mattapoisett, MA, (617) 758-4270. (24)

18' WHITE lapstrake outboard runabout built in 1956 in Oldtown, ME. In near perfect original condition with original 35hp Gale Buccaneer outboard, original full canvas, original Holsclaw trailer. Needs minor touchup of varnish and motor spring tuneup to get afloat. Reduced to \$2500. Details/photos on request.

BOB HICKS, Wenham, MA, (617) 774-0906 6-9 p.m. (24)

23' SEA SPRITE, Carl Alberg design cruising sloop, hull # 123 (1965). Mahogany trim, all original bronze fittings and winches, new sails by Thurston 1982. Mooring at Bristol, RI, included. \$8,500 or B.R.O.

WILL CUMMER, 21 Oriole Ave., Providence, RI 02906, (401) 421-4668. (24)

15'6" GLOUCESTER LIGHT DORY, red hull, mahogany rails, tan interior. Built from Bolger/Payson plans/1982 booklet to lightweight specs: 1/4" sides, 1/2" bottom, no chines. Very fast. \$800 or B.R.O.

WILL CUMMER, 21 Oriole Ave., Providence, RI 02906, (401) 421-4668. (24)

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, (617) 356-7689. (24)

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

TOM DOANE, Ipswich, MA, (617) 356-7689. (24)

16' THOMPSON lapstrake outboard runabout in restorable condition. Complete with canvas top, windshield, seat, steering wheel, lights, but no motor or controls. No trailer. Needs mostly paint and varnish restoration, some trim molding, new floorboards. Only \$250.

BOB HICKS, 29 Burley St., Wenham, MA 01984. (24)

VESPER DECKED SAILING CANOE. Has Radex centerboard and all hardware. Needs sails. Built by Everett Smith in 1974. \$2,500.

BOB LA VERTUE, Springfield, MA, (413) 783-5589. (23)

24' CROSBY STRIPER, 1959 classic bass boat, painstakingly maintained and upgraded by professional boat-builder/owner of ten years. Chevy V-8 power, top speed 20 plus knots. Comfortable accommodations. Frequently cruised down east. Call for details. Asking \$12,000.

ALEC MC MULLIN, 23 Harbor St., Manchester, MA 01944, (617) 526-1082. (23)

MOORING WANTED in Salem Sound area on Massachusetts north shore for 24' sailboat.

PETER NEIDHARDT, Narragansett, RI, (401) 789-3391. (23)

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

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

14' BLUEJAY. Plywood re-conditioned, new C.B. trunk with fiberglass lining. Bottom refastened. Asking \$950. Completely rebuilt trailer with S.S. fastenings, new bearings, painted, etc., \$350. Together \$1,200.

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

SELLING OFF MY FLEET. 29' Sharpie leeboard ketch, \$5,000. 17' Staten Island sailing skiff, \$1,750. 12'6" Good Little Skiff, \$950. 15' strip-planked Adirondack Guideboat, \$1,800.

KIM PRESTON, Cataumet, MA, (617) 564-6672. (23)

WANTED. Used boat trailer for 20 foot boat. Can be in need of work because we're going to adapt it to an unusual size boat.

PAT DE LA CHAPELLE, 53 Marmion Way, Rockport, MA 01966, (617) 546-9607. (23)

Marketplace

KLEPPER KAYAK, Tramp S fiberglass model. Flotation, spray skirt, rudder system. Very stable, comfortable day cruiser. Selling to buy larger sea kayak. \$350.

WILSON HUGHES, Westport Point, MA, (617) 636-8609. (23)

21.5' DRASCOMBE DRIFTER, 1979 gunter rigged FG yawl with 9.9hp Johnson OB. Shoal draft, sleeps two in cockpit, two in cabin. Asking \$9,500.

DAVID HINSMAN, 67 Algonquin Park Dr., Plattsburgh, NY 12901, (518) 561-7386. (23)

26.5' THUNDERBIRD SLOOP to trade for smaller daysailer, ie. Bluebird, Comet, etc. in fair condition. Sloop in need of minor structural work in cockpit and aluminum mast requires repair. In storage under cover in Old Saybrook, CT.

RICHARD RUDIS, Mansfield Center, CT, (203) 423-5053. (23)

14' HAUTHAWAY KAYAK, fiberglass downriver model, 24" beam, with spray skirt and flotation bags, no paddle. In excellent condition. Too tippy for me. \$250.

BOB HICKS, Wenham, MA, (617) 774-0906, 6-8 p.m. best time. (23)

23' SLOOP, W.P., over oak, monel fasteners. Built 1980. 4 cylinder Gray inboard. Full running gear and pram. Sleeps two, excellent condition. \$2,800.

THOMAS MOORE, Berkley, MA, (617) 784-2967, (617) 824-3947. (23)

NUTSHELL PRAM, "Wooden Boat's" design, complete sailing rig and oarlocks (no oars), \$1,000.

DENNIS RIEGER, RD 2, Box 164-4, New Tripoli, PA 18066, (215) 298-2139. (23)

18' BUZZARDS BAY HERRESHOFF SLOOP, 14' on the water. Cedar on oak, ten years old but seldom sailed, in excellent condition with perfect sails and brightwork.

TIM ELLIS, RR2, P.O. Box 1200, Wiscasset, ME 04578, (207) 882-7323. (23)

O'DAY DAYSAILERS, two beautifully reconditioned in great shape. \$2,200 each.

TIM ELLIS, RR2, P.O. Box 1200, Wiscasset, ME 04578, (207) 882-7323. (23)

AQUACAT PARTS WANTED, for early 14' model, particularly rudders, tiller, trampoline tube frame, trampoline, dagger boards, etc. (I have hulls, need most of the rest).

CHARLIE SCHMITT, 41 Highfield Rd., Glen Cove, NY 11542, (516) 676-2158. (23)



38' CROCKER AMANTHA CUTTER, 1937 (documented). 31' LOD, beamy and beautiful, sound and sailable (1987 photo). Hard times force sale. If you're looking for a classic boat to work on, look here. \$14,900/bo.

NANCY LUBAS, Gloucester, MA, (617) 281-5353. (23)

21' HERRESHOFF FISH CLASS gaff rigged sloop. Sails, including spinnaker, and gear in good condition. Small cabin has two berths, stove and is an excellent cruiser for two. Large cockpit can sail five or six comfortably. Dinghy and oars, compass and other gear included. An N.G. Herreshoff classic in looks and performance. \$4,500 or best offer.

RAY WELCH, Boston, MA, (617) 227-7411. (23)

24' ATLANTIC CITY CATBOAT, fiberglass. 11' beam, 452 sq. ft. sail, 12hp 1 cyl. BMW diesel, head, galley, pristine custom interior. Sleeps 6. Asking \$38,000. Located in Oxford, MD.

ED JONES, Washington, DC, (202) 387-3305. (23)

KEY LARGO COTTAGE, sunny efficiency on private waterfront available for rent at cost of \$350/week. Enjoy beautiful clear bay, snorkeling, sunsets. Sailboat, rowing boat, windsurfer available extra.

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

DOVEKIE & TRAILER, 1986, light blue hull, little used, well equipped.

PAT WAKEFIELD, Port Clyde, ME, (207) 372-8840. (23)

CANOES. 17' Grumman square stern, \$295. Sawyer solo, \$395. Hundreds more to choose from.

FERNALD'S, Rt. 1A, Newbury, MA 01950, (617) 465-0312. (23)

SAROCA. We now have them in stock, dozens of other sailboats 8' to 27'.

FERNALD'S, Rt. 1A, Newbury, MA 01950, (617) 465-0312. (3)

16' ALDEN APPLIEDORE POD, cold molded wood, bright interior and black exterior. Complete with sailing rig and one oarmaster with Douglas Feathers. Also a single Alden ocean shell. All for \$2,200. DENNIS RIEGER, RD 2, Box 164-4, New Tripoli, PA 18066, (215) 298-2139. (23)

16' GREAT PELICAN, custom built San Francisco Bay sloop. With custom trailer and 6hp Evinrude. \$4,750.

STAN DZIEMJA, S. Walpole, MA, (617) 668-3879. (23)

EVERYTHING MUST GO TIME. It's spring and time to clear out the projects I'll never get to do. Here goes: 22' BAHAMA SLOOP, beamy 8', shallow 3' draft, heavy mahogany planking on huge sawn mahogany frames, typical Man O' War Cay construction. Full sitting headroom cabin. Sail rig not correct (too small). Needs a lot of detail restoration and complete stripping and repainting. A nice weekender for a handy boat tinkerer. Reduced to \$1200. 30' BOLGER BATEAU, "Naval Jelly" design, epoxy/plywood construction, only 225 lbs. Needs cleaning up and rowing stations installed to suit your needs. For four or six on pairs of oars or single sweeps, a bargain team rowing boat that's fast. No oars or oarlocks. Reduced to \$150. 18' ALDEN O BOAT clone, looks just like one but cannot be proved. Complete with everything, but needs refastening and refinishing. Just \$750. 17' CHRIS CRAFT mahogany runabout, 1941 model. Complete with all hardware except outwater, complete 95hp six cylinder inboard with drive train and prop, steering system, etc. Excellent chrome bits. Needs hull refinishing and one bottom plank replaced, interior seat construction and upholstering, new decking (mahogany planking included) installed, etc. A major restoration project, made up of many small tasks, of a desirable pre-World War II runabout. Reduced to \$1750. Information sheets with photos available on any of these on request. BOB HICKS, Wenham, MA, (617) 774-0906, 6-8 p.m. best time. (23)



messing about in **BOATS**

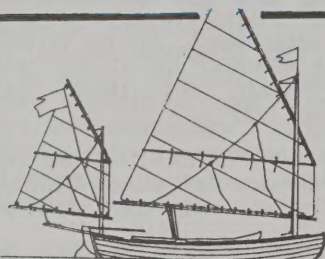
29 BURLEY ST., WENHAM, MA 01984

(617) 774-0906

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

ADDRESS CORRECTION
REQUESTED

V-21



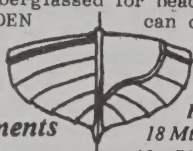
NORDVINDEN

CANOE YAWL
13' LOA
4'6" BEAM
6" DRAFT (BOARD UP)
20" DRAFT (BOARD DOWN)
100 SQ. FT. SAIL AREA
340 LBS. (FULLY RIGGED)
400 LBS. LOAD CAPACITY



NORD VINDEN ("North Wind" in Swedish) is the latest addition to my product line. It was inspired by the canoe yawl ETHEL in John Leather's book "Sail & Oar". Construction is glued lap plywood lapstrake, 6.5mm Sapele planking, 5mm Okoume decking. Deck beams and framing are ash. Cockpit coaming and trim are cherry. Outer stems, rubrail, toe rails, keel, tiller and boomkin are black locust. Floor boards are pine. Two bulkheads with hatches are fitted. One-piece centerboard is 1/8" brass (a folding "radix" type is also available. Bottom and garboards are fiberglassed for beaching abrasion resistance. NORD VINDEN can comfortably accommodate two people and their gear.

Send \$2 for Photos



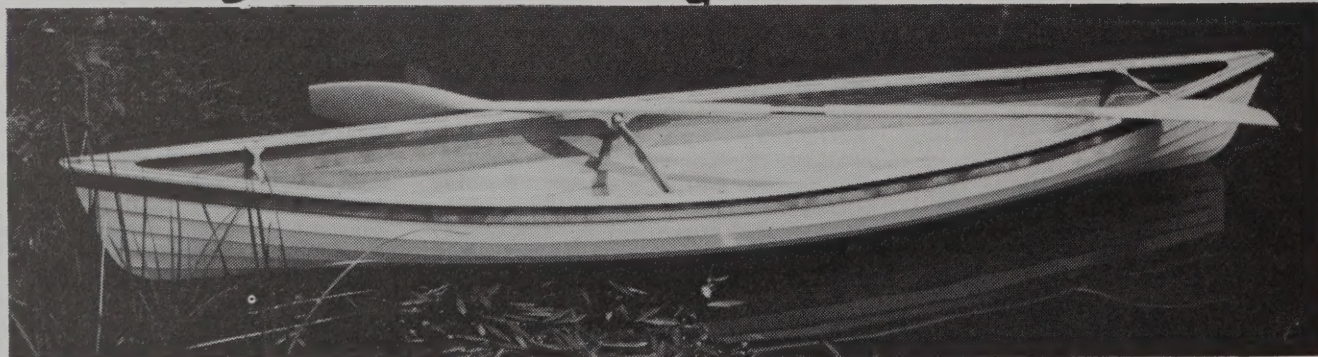
William Clements
Boat Builder
Traditional Wood Boats

P.O. Box 87
18 Mt. Pleasant Street
No. Billerica, MA 01862
Telephone (617) 663-3103

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

the original ultralights



TRADITIONALLY ELEGANT SMALL CRAFT OF GLUED PLYWOOD LAPSTRAKE CONSTR.
CANOE PLANS (specify 11-1/2' or 14'). No lofting required, Full size station mold patterns. \$30
STEP BY STEP HOW-TO-BOOK with 120 photos and illustrations (International Marine Publishing, 140 pgs) \$17.95
BOOK & PLANS PACKAGE \$45.00 BROCHURE of built-to-order boats. \$2.00

Thomas F. Hill BOATBUILDER

RR 594-16, HUNTINGTON, VT 05462 (802) 434-2532 days & eves