

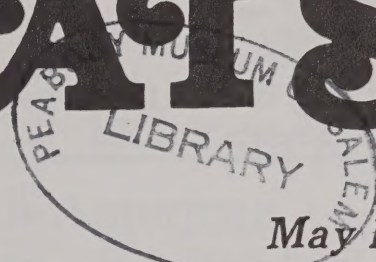


messing about in BOATS

Twice a Month!

Volume 5 - Number 24

May 1, 1988





messing about in BOATS

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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...

Has a lot of material I thought would appear in this issue, but didn't make it. Articles like: "Mini-Kayaks", "What They Do at Mystic Seaport's Shipyard", "Springtime Stargazing", "Rowing the Legendary Snow Row", "Young Men Preferred the Kennebec", "Plum Gutsy", "The Andrade Schooner", "Biggest Trailerboat?", "There's Nothing New...", "The Springfield Fan Centerboard", "Here's Victoria", "Rebuilding Hurricane", "Swallows & Amazons", "The Montreal-Grand Portage Expedition", "Friends of Nobska", "Student Prefers Shell", "Dreams Bob Up", and so on. And I've got other stories in the works too. It's getting crowded around here!

On the Cover...

That's whitewater slalom, something you've not yet seen on these pages. But this way of messing about in boats arrived practically next door to us in Lowell, MA, in late March and I typically went "overboard" on my coverage, as I do on anything that really grabs my attention.

Commentary

**BOB
HICKS**

Well, what's all this whitewater coverage in this issue? How'd that happen? The story's told starting on page 13 and doesn't end until page 19 because the subject caught me up and carried me along quite a way. I've been aware of this sort of paddling sport, even witnessed once the start of a whitewater race on the Westfield River, maybe ten years ago. That was not much to see, a bunch of open canoes bumping off downstream over shallow rapids that kept grounding out the boats. But, when this surprise event arose in Lowell, some twenty miles away, I had to go see it. It was a good show and I have much admiration for these young paddlers, their energy, determination and skill.

I don't really cover "races" in the form of race reports, racing is an artificially contrived arrangement for competitive spirits to find release within. Long lists of winners in endless classes designed to give all sizes, shapes and skill levels a shot at some fleeting glory, aren't the stuff I care to pursue. These can be found in those journals that focus exclusively on each variant of many, many sports. I hasten to add here that this is not to denigrate racing, I was involved actively in motorsport racing from 1950 through 1970 and competed in over 500 races, all "amateur". But those days are now history.

So, I went to this whitewater slalom to see how it was done and to absorb the ambiance of the occasion, the people, their attitudes and efforts, the boats, the water, the locale. Then I sat here and wrote it up from my viewpoint, that of the complete uninitiate in the sport. I figured probably most of you were not knowledgeable about whitewater paddling, since you are subscribers to a publication that never hardly mentions the subject.

I was curious as to how the game was played because all I ever read about it in other boating publications was written by insiders who assumed the readers were equally inside. Thus much jargon and knowledgeable commentary on

techniques, personalities, and equipment. All useless information to me in view of my ignorance.

This is a communication problem I have perceived over the years in my various activities. There's this tendency to have "experts" tell us about something, the assumption being that since they are experts, and thus very knowledgeable, they will impart knowledge to the assembled ignorant. What often happens is that the expert proceeds to talk or write without any remaining recollection of just how ignorant the new guy can be. After years in a game one takes as a given so much knowledge that it is no longer even thought of. The new guy, desperate for some foothold on something he wants to learn about, is unable to understand the expert, lacking all those givens.

This is why often the best teachers are not the best performers. The top performers are unable to communicate with the beginner. A good teacher has acquired much knowledge and skill, not necessarily anywhere near the best or most, while retaining the understanding that the beginner has to start at the beginning, a place long forgotten by those far along on their way to the top of the game. World famous performers in sports, music, art, often learned from teachers they left far behind as their skills developed.

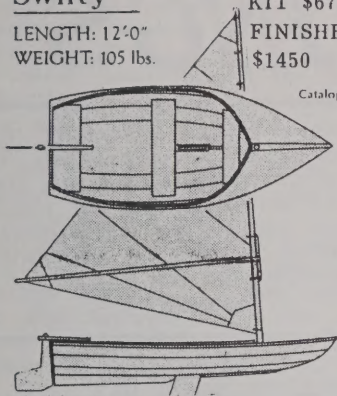
I think this applies to journalism too. One need not be an expert to write informatively about a subject. One has to be an intelligent observer and listener, unafraid to ask the stupid questions needed to reel in any expert being consulted to the level of understanding the journalist aspires to. I've functioned this way for years as I'm not expert at anything. So my report on whitewater slalom racing reflects this. Those of you informed and experienced on the subject can chuckle at my observations, and that's okay. I hope those not so well informed might gain from the story a better basic grasp of yet another way to mess about in boats.

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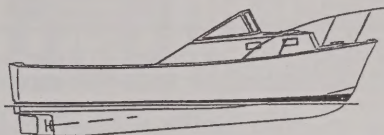
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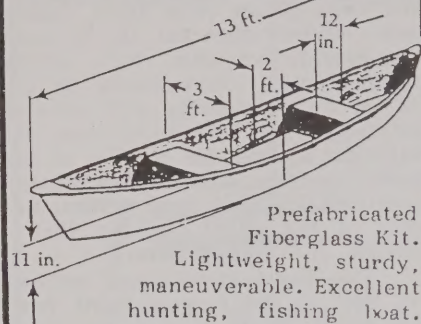
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In the March 1st issue I carried news of the June 18-19 Clearwater Revival Festival (to be held this year in Valhalla, NY), which includes small boatbuilders in its mix of music, crafts and political activism. Stan Dickstein, who directs the boatbuilder portion of the event, hastens to correct misinterpretations I placed upon several aspects of the event, asking that I publish his corrections.

The Festival was not refused the use of the Croton Point Park due to it being designated as a hazardous waste site (a huge trash mountain is adjacent) but chose not to use their usual location in view of this as they are an environmental organization. So, they moved to Westchester Community College in Valhalla, NY, voluntarily.

Folk singer Pete Seeger is not the prime mover, about 1500 people volunteer to make it happen, directed by 50 "coordinators" as a co-operative venture. Seeger was instrumental in originally setting the event up.

The Hudson River Sloop Clearwater is not "Seeger's" but is a member run organization of 8,000 environmentally concerned persons.

So there. It still is correct that small wooden boatbuilders are invited to participate (no cost involved) and anyone interested should contact Stan Dickstein at (914) 454-7673.

SHIPYARD MUSEUM OPENS

The Thousand Islands Shipyard Museum in Clayton, NY, opens for the summer season on May 14th with free admission to all visitors. For a full schedule of all 1988 activities call the Shipyard Museum at (315) 686-4104.

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.

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HAPPENINGS

With the calendar filling up fast as the new on-the-water season arrives, I'm going to resume running the full calendar every other issue, on the 15th of each month, listing the upcoming month's events. This should give ample lead time and also will release space for

other news in the alternating issues on the 1st of each month. In these alternating issues I will list any NEW activities for the month that were not in the full calendar previously published. Herewith some examples for May:



MAINE CANOE & KAYAK RACING

The Penobscot Paddle & Chowder Society sent us their four page 1988 schedule of canoe and kayak racing in the state of Maine. Here's May:

MAY 1. Machias Wilderness Whitewater Race (II-III), 13 miles, 1st Machias Lake start 10 a.m. Charles Vose, (207) 255-6564.

MAY 15. Maine Canoe Classic, 20 mile flatwater, Androscoggin & Cathance Rivers, Brunswick start. Bill Anderson, (207) 729-5887.

For your own copy of the complete list, write to Penobscot Paddle & Chowder Society, 89 Poplar St., Bangor, ME 04401, request "1988 State of Maine Canoe & Kayak Racing Schedule".

CAMBRIDGE INTERNATIONAL CANOE CLUB FORMED

Tom Jensen announces formation of the Cambridge International Canoe Club for canoe (and kayak) enthusiasts in the greater Boston area as follows:

"This Canoe Club has been a vision of mine since I moved to the Boston area and found no such facility in existence. I have sought out a boatshop, an experienced coaching staff, and, of course, many boats to use. Now that all these resources have been assembled, we can all utilize them to cultivate our ability."

Membership dues are only \$12 individual, \$18 family. For a brochure with complete details and membership application, write to Thomas Jensen, 158 Magazine St. Suite 36, Cambridge, MA 02139, or phone him at (617) 876-4016 eves. Tom also offers private and semi-private lessons "in all disciplines of canoesport".

ALL SORTS OF BOATS DAY

REI, the outdoor recreation folks, are listed on the Mad River Canoe calendar of "You Can Canoe" days for May 8th at Reading, MA. Well, David Schurman of the Reading store tells me they have arranged with the state to use Stearns Pond in Harold Parker State Forest in North Andover, MA. They'll have all sorts of canoes and kayaks on hand, not just Mad River products, available for try-outs. Call REI at (617) 944-5103 for details.

CHELSEA ROWING CLUB

The Chelsea Rowing Club of Norwich, CT, will host three major rowing races this summer open to recreational shells, starting on June 18th with their Rose Arts Row. The interested public is invited to attend club training sessions on Wednesday evenings at the clubhouse on the Thames in Norwich. Call Lee Loose at (203) 441-4692 for details.

COMMUNITY ROWING 1988

Community Rowing of Cambridge, MA, is on the water for '88. This is a rowing club open to all at moderate annual fees for sliding seat rowing on Boston's Charles River. Membership fee is \$10, basic rowing program of three sessions per week is \$50 per month, this includes the boat and gear and use of club facilities. Youth under 14 can row free, those 14 to 17 at half rates. All the details are available from Community Rowing, Inc., P.O. Box 2604, Cambridge, MA 02238, phone (617) 868-4903.

MYSTIC COMMUNITY CENTER ROWING

The Mystic (CT) Community Center Rowing Club has a full 1988 schedule of events, on May 1st they'll hold their Long Pond Row & Picnic. There'll be go-for-a-row evenings during summer as well as several races on Long Island Sound and adjacent river estuaries. Contact Don Robertson at (203) 464-2074 or Brad Varnet at (203) 536-3575 for details.

CROP PLANS

The Connecticut River Oar & Paddle Club has established a preliminary schedule of 1988 activities. The first major occasion will be their Connecticut River Race on May 14th, open to all types of rowing and paddling craft. The first club outing to Selden's Island will be on May 29th. A number of informal club outings are planned for throughout the season.

At this time, for particulars on the Connecticut River Race, contact the club at (203) 388-2343 in Old Saybrook, CT. We should have more detailed information on other events in the May 15th issue.

DOWNEAST WHITEWATER RAFTING

Another outfit offering spring whitewater rafting adventure is Downeast Whitewater Rafting of Center Conway, NH. Their April Swift River trips are already gone by as you see this but they do schedule trips on the Kennebec and Penobscot Rivers in Maine. Write for details to Downeast Whitewater, P.O. Box 119, Center Conway, NH 03818, or phone (603) 447-3002.

EXPLORERS AT SEA

The 1988 season for Explorers at Sea, a sea kayaking outing program based in Stonington, ME, is detailed in a nice brochure just received. They offer a flexible variety of sea kayak trips, one day to two weeks, with their equipment or yours. Outings will be on Penobscot, Muscongus, Casco and Englishman Bays, camping on state islands and at Stonington included in longer trips. Typical fees are \$70 for day trip, \$245 for weekend, \$450 for five days. For the brochure, write to Explorers at Sea, P.O. Box 51, Stonington, ME 04681, or phone (207) 367-2356.

EAST HAMPTON MARITIME MUSEUM PROGRAMS

The East Hampton (NY) Historical Society's belated list of spring programs in boatbuilding arrived too late to include several courses scheduled in April. However, some remain, as well as future summer programs.

APRIL 30-MAY 1. Build Your Own Boat, 1st Session, 10 a.m. to 5 p.m. both days, \$125 fee. An Uq-bar stitch & glue tender will be built.

MAY 7-8. Build Your Own Boat, 2nd Session.

JUNE 11-12. Loft, Build & Set-up Canoe Molds, 10 a.m. to 5 p.m. both days. \$65 fee.

In June, July and August, several courses related to sailing and boatbuilding will be offered. For a complete listing write to The Boat Shop, 42 Gann Rd., East Hampton, NY 11937 or phone (516) 324-6850.



CUSTOM HOUSE MARITIME MUSEUM

A BEST KEPT SECRET

The Custom House Maritime Museum in Newburyport, MA, characterizes itself as "one of the best secrets of the Massachusetts North Shore." It's a really nice little museum in the granite block custom house building from Newburyport's heydays as a major trading port. A "nominal tariff" is charged for admission (I recall it's about \$2) and the collections are worth seeing if you find maritime history of New England of interest. There is no boat collection, the boats come in the form of pictures, models and such. They're open Monday-Saturday 10 a.m. to 4 p.m., Sunday 1 p.m. to 4 p.m. Memberships are available starting at \$20 individual (\$2 student is offered). Custom House Museum, P.O. Box 306 (25 Water St.) Newburyport, MA 01950, (617) 462-8681.

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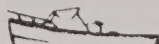
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The Maine Boatbuilders' Show

On March 14th I got a letter from the people who were organizing a "Boatbuilders' Show" in Portland, Maine, for March 18-20. They hoped I'd be able to give them a bit of publicity. Well, it was much too late to get it into print, but I decided to go on up to Portland on the 18th to look into it.

There was a major consumer boat show in town, but this wasn't it. We drove out Fore St. until we spotted a banner and balloons at the gate to a millyard. Driving in amongst the old brick structures, we came to an open door with a catamaran sitting outside. This was it. For \$2 each, we got to go in.

Ah, my kind of show, funky old high ceilinged mill building, recently cleaned up and painted, but unheated and cavernous. To the right, a row of large lobsterboat vessels could be seen through another door. To the left, some smaller craft. We turned left.

Here was Dick Shew and Luther Burnham of Shew & Burnham, with one of their classic wooden Whitehalls. And Nat Wilson the sailmaker. And Richard Pulsifer with one of his Hamptons. And Rob Stevens and Bob Miller of Merry-meeting Builders with a 20' power dory and a Piccolo sailing canoe. And the Sylvesters with their B&S Whitehalls. And Mike and Barbara Porter with lots of stuff about the 36' steamboat abuilding. And John Hanson with his new magazine, "Maine Boats & Harbors". And David Nutt with a small pulling boat. And the Rockport Apprenticeship crew with appropriate boats. And Bob Lincoln of RKL with a plate glass stripper canoe and Little Rangeley pulling boat. And one of Bill Harding's Doughdish fiberglass Herreshoff 12-1/2 clones. And Ed Friedman with his Islander sea kayaks. Sea kayaks? Ed doesn't build them, he imports them. "Yes," he acknowledged, "but they invited me to come on anyway, so here I am."

It was Friday, opening day, and not many people. Sort of a hard place to find. But, a nice idea, get the Maine builders to have their own modest show while the big consumer show was in town. A number of those on hand were there to rally round the organizer, "he's a friend of mine and asked us, so..."

We talked with several of the exhibitors during our short visit to see what they were doing this year.

Shew & Burnham. The South Bristol partners haven't been doing much boatbuilding since last sum-

mer, as they've been putting up a big new boatshop, two full stories, big enough for maybe a 40 footer. They've got several Whitehalls to build now, though, and are readying a new 14 footer to drop in between their popular 12 and the much larger 16. Shew & Burnham, S. Bristol, ME 04568, (207) 644-8120.

Nat Wilson, still making traditional style sails over in East Boothbay, yes he'll still build small craft sails for you, but the big stuff for yachts and schooners is what pays the bills. Nathaniel Wilson Sailmaker, P.O. Box 71, East Boothbay, ME 04544, (207) 633-5071.

Richard Pulsifer with Hampton #32. It's sold, but #33 is next and looking for a buyer. Dick hoped to find one here in Portland, the Hampton is indigenous to Casco Bay and Dick's boats with modern Yanmar diesel power are elegant strip built craft. Richard Pulsifer, RFD #3045, Brunswick, ME 04011, (207) 725-5457.

Merry-meeting Builders? Haven't I seen you guys around the Rockport Apprenticeship? Right. Rob Stevens and Bob Miller are alumni of Lance Lee's school of boatbuilding, now setting up on their own. Their 20' power dory was a delight for the workboat nut with it's big one lunger inboard and green and white paint job. Beside it, the little Piccolo sailing canoe they built for a retired gentleman shows little wear from over 200 outings in two years! Yes, that retired guy really uses his boat. Merry-meeting Builders, RR1, Box 578, Woolwich, ME 04530, (207) 443-3533.

The Sylvesters, father and son, yet another boat show for the Albion, ME, builder of fiberglass hulled Whitehalls, we noted their work in our Boston Sailboat Show report in the April 1st issue. B&S Corp., Bessey Ridge Rd., Albion, ME 04910, (207) 437-9245.

Ed Friedman and his Islander sea kayaks racked up, demonstrating how his new puppy, as yet untested on the water, takes so naturally to the cockpit of the Islander. Ed's taking safety very seriously in his merchandising, see elsewhere in this issue for comment on this. Dragonworks, RFD 1, Box 31AA, Bowdoinham, ME 04008, (207) 666-8481.

Michael and Barbara Porter, over from Chebeague Island with drawings and models of the 36' steamboat Michael's building, a three-year project. Michael's not taking on any new jobs until this one's completed. "So why are you

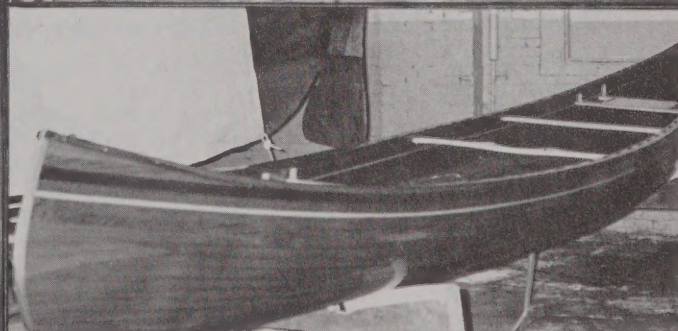
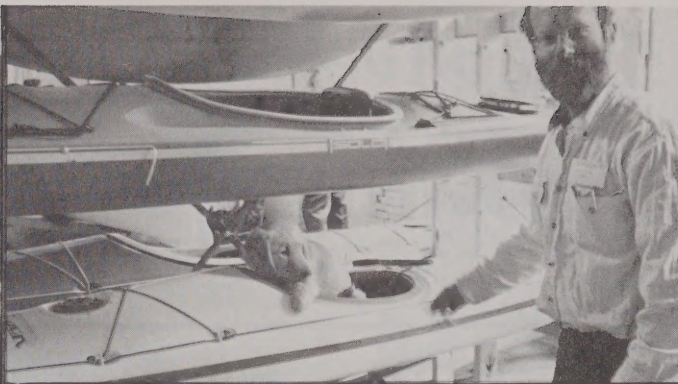
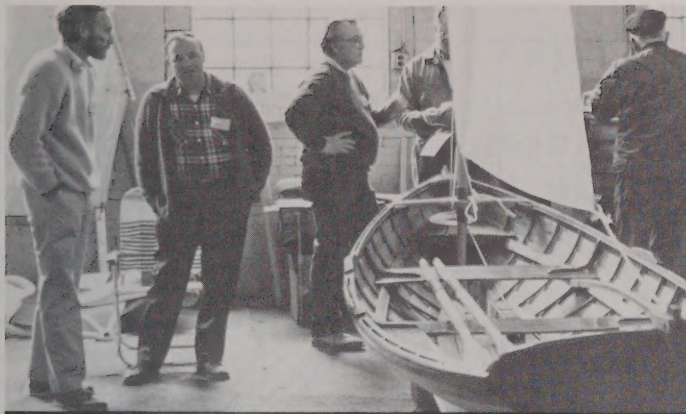
here?" "They're friends of ours and asked us, so..." How's the steamboat progressing? Michael says after a year and a half on it, it's getting to the finishing up stage. Turns out that means construction has just begun, setting up. Designing, working out propulsion (it'll have twin 10 h.p. Semple steam engines running off one boiler), testing hull shape hydrodynamically by towing models along behind a launch. All that stuff is done. Now it just has to be built. Launching scheduled for summer of '89. Michael Porter, Boatbuilder, Chebeague Island, ME 04017, (207) 846-3145.

John Hanson hustling his "Maine Boats & Harbors", a slick new quarterly magazine John's publishing while still holding down his long time full time position at "Wooden Boat" as ad manager. Sort of a nautical version of "Down East", I ventured to comment. Not so, not so, John was quick to disagree. Well, maybe not, but it has the alluring color photos of coastal Maine and lots of promotion of Maine boatbuilders. After all, that's his purpose. "Maine Boats & Harbors", P.O. Box 758, Camden, ME 04843, (207) 236-8622.

The Apprenticeship. They make all the shows where traditional boats are seen. Several of their smaller boats on hand. And apparently intent to do some working on things as part of the exhibit. But when the hammering began, the acoustics created an "inside the drum" effect, drowning out conversations 100 feet away across the room. So it was soon discontinued. Kind of awkward. The Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

RKL Boatworks, Rob Lincoln busy hooking up a sliding seat rig into his fiberglass Little Rangeley model. That's been far and away his biggest seller, "about 80% of my business," he offered. But, the gorgeous stripper canoe on horses was the eyecatcher. Plate glass finish. "That's Awlgrip," he explained. He sprays on the two-part polyurethane clear finish in a "clean room" at the shop. Hard to keep the specks out even so, he says. Makes varnish look pretty dull and lumpy. I'd hate to scratch it. But maybe it can take it.

So that's it, a quick mini-tour of Maine's first "Boatbuilders' Show". I missed a few, but only a few, in the limited time we had to spend there. I hope it paid off for all involved and will happen next year. With more advance notice, and more exhibitors.



Left from the top: Nat Wilson, Luther Burnham and Dick Shew and a Whitehall. Richard Pulsifer extolling his Hampton. Bob Miller and Rob Stevens and their power dory. The Sylvesters of B&S Whitehalls. Right from top: Ed Friedman's pleased at the new pup's interest in kayaking. Michael and Barbara Porter talk with the Editor's wife, Jane. The Apprenticeshop setup. Plate glass stripper canoe by Rob Lincoln.

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ADVENTURES IN A TOWNIE

By Tom



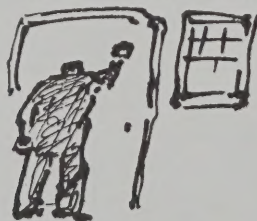
The Boat



STARING

I sat in the Dory Club staring out the window across the harbor at a Triton sloop sitting on its cradle high above the water. It had been sitting on that lawn for ten years, I've been told. The cover had blown off long ago, many people had tried to buy it, they were told it was not for sale. The owner kept it for sentimental reasons. I sailed the Townie by it many times, sighing covetously. I heard that the mast had been stored in a local boat yard and had disappeared.

I got up my nerve once and went over to the house and pounded on the door. Nobody was home.



NOBODY HOME

"Nobody's ever home," I was told. I climbed aboard the boat, slid the hatch open and looked in at a mess. Two feet of water with everything floating in it, including the bags of sails. I shut the hatch and climbed down the rotted cradle. "I'd still like to have that boat," I said to myself.



OPENING THE HATCH

In a day or two I was told the owner wanted to get the thing off his lawn, there was a wedding approaching. My name was given to the owner and I was told I could have first refusal. I had \$900 in

the bank, but I'd really like to have that boat.

Suddenly there was a dull ponderous thud on the clubhouse wall close to my chair. I ignored it and began dreaming how far I could sail that Triton. Then there was a persistent groaning and cracking sound and the wall started pressing in. I leaped out of the chair and ran out the door around the building to the damaged wall. Mark was standing there.



THE WALL

"My b-b-b-boat fell over," he stammered.

"It damn near killed me!" I said.

"Sorry," he said and then added, "Say, I heard you were looking for a b-b-b-boat. This b-b-b-boat's for sale."



THE BOAT

I looked it over. "It's not what I want," I said. Another boat broke loose in a windstorm last season and hung up on this boat. It saved it from going up on the rocks. But it broke the mast, tore the top of the stem out and ripped the sails. I was going to fix it but I don't have the time.



BUY IT?

"Sell it to you as is...c-c-c-cheap. There was a long pause.... "It's a good sailer," he added. I looked beyond his boat to the Triton on the lawn..

"I'll have to think about it," I said musingly.

"No hurry, take your time. It's a sound boat except for the d-d-d-damage."

The word "damage" kept repeating itself in my mind. I don't like repairing boats.



"NOPE"

"Take your time," he advised again.

The next day I was scraping the paint off its sides in a cold, light rain. "You're not what I'm looking for," I told the boat. "You're not full keeled and beamy enough. You're not glass. I'm tired of repairing wooden hulls. You're not gaff-rigged or even double-ended. Your mast is too high and you don't seem to have much character."



EVERYTHING

I DONT WANT

Wilson happened by. "You bought the boat?"

"Not yet, I'm thinking about it."

"Looks like it's deciding for you," he chuckled, and left.

"Your cabin's too small and your cockpit's too large," I said to the boat in exasperation. "You've got an inboard gasoline engine. I hate engines, and gasoline's explosive. You're an embarrassment because I can't get you to stand up straight. Don't you have anything to say for yourself?"

"Nope," the boat replied.
 "Am I ever going to have a chance to make a decision? I don't feel like I've ever made a decision in my life."

"You can refuse to buy me," the boat stated simply.

"Then I'm left with nothing."

"But, you made a decision."

"Are you going to give me trouble?"

"Nope."

I went home and let it be known that I may buy a boat. "You can't buy a boat," everything screamed at me. "You've got bills



FISHIN + DRINKIN

"I'm not living with that thing," I told the boat, and ripped it out. The motor was missing also, leaving a luxurious space for storage.



THE HOPPER



YOU CANT BUY A BOAT

to pay!" The house settled contentedly, the furniture creaked, the heater went on, the telephone jingled, the refrigerator hummed, the children burped, the dog barked, the cat hissed, the birds chirped and a mouse did a gig across the floor to sarcastically express his disapproval.

"You could be fired, or walk out on your job tomorrow. You've done that in the past. Then we're all miserable," everything chided me in unison.

"But, I'll have a boat to be miserable in, and you have to admit, it's pretty hard to be miserable in a boat," I countered.



MISERABLE

The next day I gave Mark \$300.

"I'll have to pretend to own the boat until the insurance is settled," he said.

"That's all right, just write me a bill of sale when it's over."

The boat is a Pennant sloop, 24 feet, 35 years old. Glassed to the boot. The two fellows who owned it before Mark drank on it, did some fishing and drank some more. Never left the mooring. The motor was never used. There was a huge hopper in the center of the cabin.

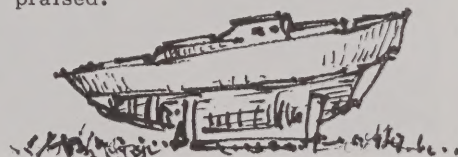
didn't want the damn thing, I wanted the space. We put it all in buckets and boxes and carried it all to Don's house.



MOTOR

"I'll have it running in a week," he said definitively. Nothing was going to stop him from putting it together.

Meanwhile, the Triton sat on its lawn looking like a giant bird-bath. The owner was getting it appraised.

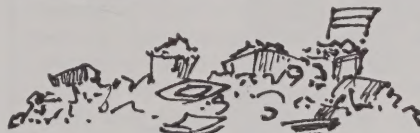


BIRD BATH

Don happened by. "I hear the motor's in Mark's cellar. Why don't we go over and take a look at it?"

"I don't want it," I said.

"Can't hurt to look," he said. I was dragged in to Mark's cellar. All the parts of the motor were strewn over tables, chairs and floor. In buckets, bags, trays, cans, cartons and boxes. There was nothing that resembled a motor.



MOTOR

"Good," I thought to myself, "it's hopeless."

Don looked the parts over. "Everything's here," he said. It'll be no problem putting it together again."

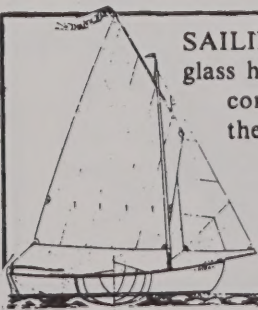
I couldn't believe it. I thought that was the end of it. I



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VOYAGE TO ANTARCTICA

The long delayed attempt by professional adventurer Ned Gillette and his companions to row the 28' aluminum dory, "Sea Tomato" across the 600 miles of the stormy Drake Passage from Cape Horn to the Antarctic Peninsula was successfully realized in early March when the "Sea Tomato" arrived safely at King George Island off the Peninsula. The four man crew had rowed and sailed 720 miles in 12 days, far ahead of the anticipated 20 day period.

Departure was from Cape Brecknock in Chile, 120 miles northwest of Cape Horn, to gain as much "westing" as possible to avoid being carried too far to the east by the normal strong westerly gales and huge seas which roar through the Drake Passage. While this increased the total distance to be covered, it proved to provide the needed head start westward.

Departure on February 22nd was under sail before a rare northeasterly wind which carried them 90 miles to the southwest in the first 24 hours of the trip. It was a wild beginning with three 120 degree knockdowns, and with three of the four crew members going overboard at one time or another. But, this set them well to the west of Cape Horn and the Antarctic Peninsula. Their location was monitored constantly by satellite from an Argos transponder installed in their craft.

After the fast start, with the return of the westerly winds, Gillette and his crew commenced rowing with the double sliding seat rigs fitted fore and aft of the amidships "cabin", the only shelter from the elements for the off-watch half of the crew. After a week at sea they had covered 477 nautical miles and were within 240 miles of their goal. Their average speed worked out to 2.5 knots per hour.

Arrival on March 7th was indicated again by the Argos satellite, locating them at Nelson Island, five miles north of King George Island. When the transponder was not turned on the following morning at 8 a.m. the supposition was made that the "Sea Tomato" had reached its goal. Sharing in Gillette's success were crew members Mark Eichenberger, Jay Morrison and Fred Trombly.

Gillette had organized a number of sponsors, the major ones being The North Face, outdoor outfitters, and Shaklee Corporation, nutritional consultants and suppliers



Ned Gillette and the "Sea Tomato".

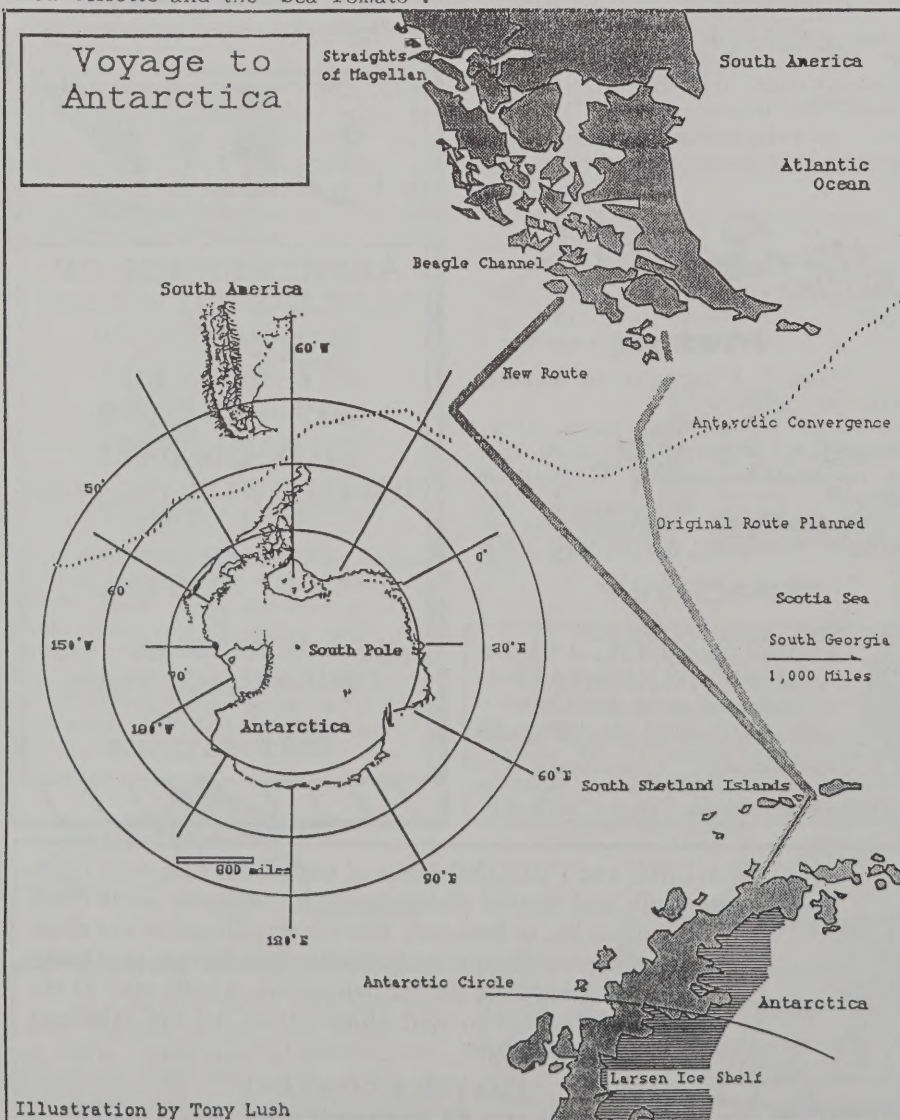


Illustration by Tony Lush

of the food designed to provide each crew member over 6,000 calories daily to maintain strength.

The Shaklee Corporation prepared something they titled "The Ultimate Rower's Diet", detailed in a two-page news release that might interest serious rowers. You might ask for a copy from them, the Shaklee Corp., Shaklee Terraces, 444 Market St., San Francisco, CA 94111. Of direct relationship to this report is a typical day's food consumed by each of the "Sea Tomato's" crew members:

8 oz. of Logan Bread, a common explorers' staple for years, made of whole wheat flour, eggs, butter, oil, brown sugar, apples, walnuts, salt, yeast, powder and molasses. This was supplemented with the following: 3 oz. nuts; 4 Shaklee Energy Bars; 2 Shaklee Instant Protein Drinks; 3 oz. raisins; 3 oz. peanut butter; 1 pkg Tang; 2 bullion cubes; 2 liters water; 3 oz. fruit raisins; 2 Shaklee Meal Shakes; 2 Shaklee Chicken Soup; 1 oz. dry sausage; 2 cups tea; 2 pkgs. powdered milk; Vita-Lea multivitamins and multi-mineral supplement.

The clothing used provided the latest in 3M insulation material, "Thinsulate (tm)" designed to provide waterproofing and wind shielding with full ventilation of body moisture. Special inner boots, and a cabin floor, made by the Fre-lonic Corporation of Salem, Massachusetts, were designed to provide more stay-dry ventilated type comforts, a sort of climate control system retaining body heat while dispersing excess body moisture. Fre-lonic might send you some info if you ask, Fre-lonic Corp., P.O. Box 169, Salem, MA 01970.

All sort of commercial, isn't it? That's how one gets to go off on major expeditions these days. Local oarsman Henry Szostek built the sliding seats used on the "Sea Tomato", so I asked Henry if he's going to capitalize on Gillette's fame to develop a market for his seats. Since Henry runs a one-man precision machine shop, he's declined to get into such production.

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PADDLING SAFETY

Some thoughts for kayakers & canoeists on ocean, river, or lake.

A peril that is perceived, by those skilled in the sport, in the growing number of people taking up sea kayaking, is that of inadequate appreciation by new paddlers of the degree of skill needed to safely paddle off into sea conditions that the kayak can handle but the paddler might not. The prospect of fatalities from ignorance, already a documented occurrence in sea kayaking, is an unhappy one to those who know and love the sport and wish new people to approach it with the respect it deserves so they may be able to enjoy it safely. The sale of sea kayaks to the uninitiated by some dealers, with no thought given to the customer's level of skill, creates the potential for tragedy, in the view of skilled paddlers.

Ed Friedman of Bowdoinham, ME, has recognized this situation in his retailing of sea kayaks at his firm, Dragonworks, on the shores of Merrymeeting Bay. Ed comes from 15 years of outdoor education background and has carried this right on into his sea kayak business (he sells whitewater kayaks too). Amongst Ed's literature given to customers and prospective customers is this chart of paddling safety tips as guidance to what one should consider when undertaking kayak paddling.

Ed sells the British built Islander kayaks, which feature the typical British "sporty" performance of long, narrow hull design, but also offer the greater degree of initial stability so re-assuring to the novice. He also offers the Hydra line of rotomolded boats at a lower cost level, and amongst which are the mini-kayaks for protected waters or surfing sport on beaches.

Best of all, Ed states in his brochure, "We won't let the beginner who buys a boat from us leave without making a date for some complimentary instruction hours on

the water." His immediate access to Merrymeeting Bay permits this, as well as "demo" tryouts for serious prospects. In all, Ed Friedman has set up a very responsible outlet for sea kayaks and gear. Bowdoinham,

ME, is 40 minutes north of Portland, Ed's shop is 5 miles from Exit 25 off I-95, 15 minutes north of Brunswick. Call him before visiting to be sure he'll be there, (207) 666-8481.

	<u>PREPARATION & PREVENTION</u>	<u>COPING WITH PROBLEMS</u>
EQUIPMENT	• know how to use it • know how to not abuse it • know its limitations	• carry repair kit • see Rescue
PADDLING SKILLS	• learn good technique and effective strokes • use large muscle groups and skeletal system	• get more instruction • see Rescue
READING THE WATER	• consider the effects of chop, swell, waves, currents, bottom, eddies, holes, and shoreline	• be able to get to shore • see Rescue
WEATHER	• consider the forecast, weather systems, and the prevailing winds	• utilize WX band radio • be equipped to wait bad weather out • see Rescue
NAVIGATION	• know how to use charts, compass, and topo maps • know the rules of the road • know landmarks, water levels, and put-ins and take-outs	• file trip plan with someone before departure • see Rescue
FATIGUE	• be in good physical condition • eat a high calorie diet—fats, proteins, carbs, sugars • keep refueling food handy	• be able to get to shore • see Rescue
HYPOTHERMIA	• control the effects of the wind, water, and temp with layers of clothing—wool and synthetics (polypro, etc.) or wet or dry suits	• immediate and thorough re-warming • see Rescue
RESCUE	• cover all of the above and avoid needing rescue! • carry PFDs, spare paddle, hand-held radio, ELT, pulley system, sea anchor, flares, • don't paddle alone • know how to cope	• eskimo roll • self or partner re-entry • get ashore or set a sea anchor • summon assistance



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Whitewater!

Report & Photos by Bob Hicks

Whitewater racing for C-1 canoes and K-1 kayaks right in greater downtown Lowell, Massachusetts? Past crumbling old textile mills and rusty old outfall pipes from same? On a cold rainy Saturday in late March? Right. Bunch of local crazies? Not quite. Would you believe the U.S. National Team? And some local crazies too, of course.

It sort of started with a phone call Bart Hawthaway got. Bart runs winter pool sessions in Weston, MA, teaching kayak paddling and rolling. It's a local adult education course, no charge except for the \$2 for the "lifeguard" who has nothing to do. A young man called to ask Bart if he might join his sessions. Never one to beat around the bush, Bart responded, "You any good?" This question didn't mean that Bart takes only "good" paddlers, he mostly caters to those in need of coaching. But he cannot suffer "experts" who turn up and then wish to tell him how it's done.

"Well," the young man replied, "I paddle some with the U.S. National team and was 3rd in the World Championships last year." And he wanted to join Bart's pool sessions? Bart was enthralled. Twenty years ago Bart coached U.S. Olympic paddlers, before that he was a top national competitor himself. Now in his early 60's, he still hasn't tired of paddling. And here was a modern day world class paddler wanting to join his modest little local training group.

"Bob, these young kids today have got moves we never even dreamed of twenty years ago," Bart told me later, after Bruce Lessels had put in his first appearance.

After a slow start, not wishing to intimidate the local learners, Bruce had gone and run his C-1 canoe through Bart's English gates in a manner that totally blew Bart away. An English gate is a pair of sticks hanging over the water, through which one paddles in a series of moves designed to develop all the paddle strokes one needs, with rolls thrown in along the way.

The C-1 canoe and a solo slalom kayak look almost alike to the uninitiated, both are shallow decked craft of very slippery appearance. The canoe, however, requires one to kneel and to paddle with a single blade. Inside is a sort of seat block, two knee pocket blocks and a strap that crosses over the thighs to hold one in place. Over this goes a spray skirt a bit higher than one used in a kayak. This kneeling position gives more power to the paddle strokes it seems, than the seated position in a kayak permits. The single blade paddle is held in one grip and switched from side to side without switching hands.

Well, Bart learned that Bruce trained every day this past winter on a "whitewater" section of the Charles River that doesn't freeze over. Only when the air temperature dropped below 8 degrees did Bruce not practice. His desire to join the weekly evening class was simply to provide further training opportunity for practicing paddle strokes. One evening Bruce announced to Bart that he'd found a stretch of choice whitewater on the Concord River right in downtown Lowell, a short distance from its junction with the Merrimack. He was arranging for a race there

March 26th and U.S. National Team practice on the following day.

The site is a stretch of the river that is channelled into a narrow gorge dropping about twenty feet in a half mile or so in nearly continuous rapids, past granite abutments and derelict old textile mills. Access was from an abandoned railway bed along one side, between the river and a large cemetery and some existing industrial plant backyards. On the far side some gentrification was just getting started on some of the empty mill buildings. "We thought we'd get kicked out," Bart later explained, "but on one visit the city park head and former U.S. Senator Paul Tsongas turned up and much preliminary discussion took place about adapting the site as a "whitewater park" for paddlers." (Lowell has ban state and national parks built around its early industrial revolution past).

So it was okay to have the race there, and about two dozen gates were strung up over the river on what was viewed by some as overheard as a rather long slalom course. A few words about this whitewater slalom game. While it is analagous to the sport of slalom skiing, with the water providing the momentum rather than gravity alone, a major difference is that the paddlers have to go through some gates UPSTREAM, they, in effect come down past the gate, hang a U-turn, paddle upstream through it, then another U-turn back on down. Also, they cannot touch the gates, which in this case hang from lines stretched across the river (skiers knock the springy gates they use flat). The bottom ends of

the gates are a few inches above the average level of the water, and one can swing either end of the canoe or kayak under them in passing through the gate as long as the gate pole is not touched.

The start was across the current and past a large outcropping of ledge around which the torrent roared, then down through a "tunnel" of concrete where at one time an adjacent mill had picked up river water. Then down a steady series of gradual rapids with many gates until down around gates 16 or 17 one got to the steepest drops and greatest turbulence. It was here that the race was to be won or lost and so it's where most of the onlookers gathered. The rocky bankings permitted us to stand close enough to almost reach out and touch paddlers. Great spectating.

What'd we see? Action, lots of action. I'm completely uneducated in the nuances of such a sport. While the current tends to hurl one downstream, the rapids, over submerged rocks and ledges, set up eddies and standing waves, so, curiously enough, one can see a paddler sitting still in the midst of churning whitewater, paddle at rest. Not while racing of course. But these dead spots are there. The upstream gates are spotted to utilize these, but one has to pick just the right slot to arrive in to take advantage of this.

Bruce was the only one we were acquainted with, so we natu-

rally watched him closely. He's very tall, about 6'6" and slim and so he sits "tall in the saddle" and has an enormous reach with that paddle. The technique almost appears to be a stabbing of the paddle into the torrent to pivot the canoe about and direct it to where it is desired to go. So, one way to do the upstream gate in the roughest part was to drop over the 2' fall just above it and let the water swing the boat around backwards, even backing the rear deck under the near gate pole. Then once the bow could be swung past that pole into the gate, several strong strokes upstream propelled one through and one could then bear off to the right, let the current catch one to ferry across to the next downriver gate. But not too soon or one would get carried right past before getting far enough over. And not too close to the falls, as the standing wave there would shove the boat right under and hold it.

Words cannot adequately describe the orchestration of moves that ran this one gate the fastest. Those less skilled often arrived submerged, even on their sides, but a quick probe towards the bottom would right them. Others took a longer route around a sort of curling eddy that swung them around nicely into place for the upstream move. But this was slower. The women tended to use the flow of the water more, no doubt in awareness of muscular limitations, but the guys would come straight

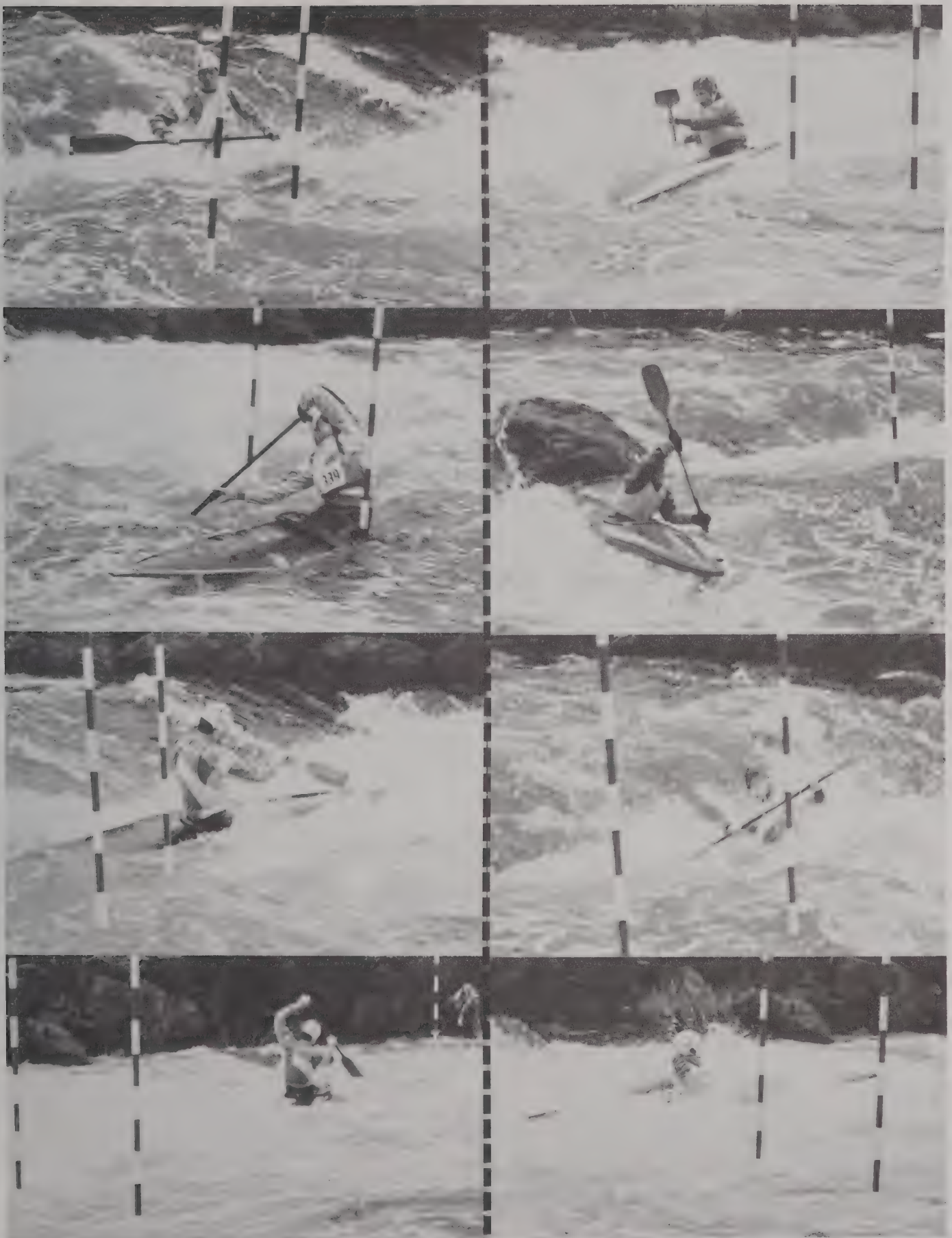
over the falls, go nearly under while pivoting 180 degrees. Quicker but messier and more likely to miss the proper alignment.

A number missed the next gate after getting caught in the rushing turbulence too far out in midstream, a few swung into a shore-side eddy and took another shot, others just gave up on it and hurtled down towards the last two, somewhat easier gates. But, as in any skilled activity, the really good paddlers made it look so simple, minimum number of paddle strokes, no false moves and obvious corrections, little thrashing about in the foam. They were obviously exerting themselves, but in so finely controlled a manner as to be very deceiving about just how demanding this was.

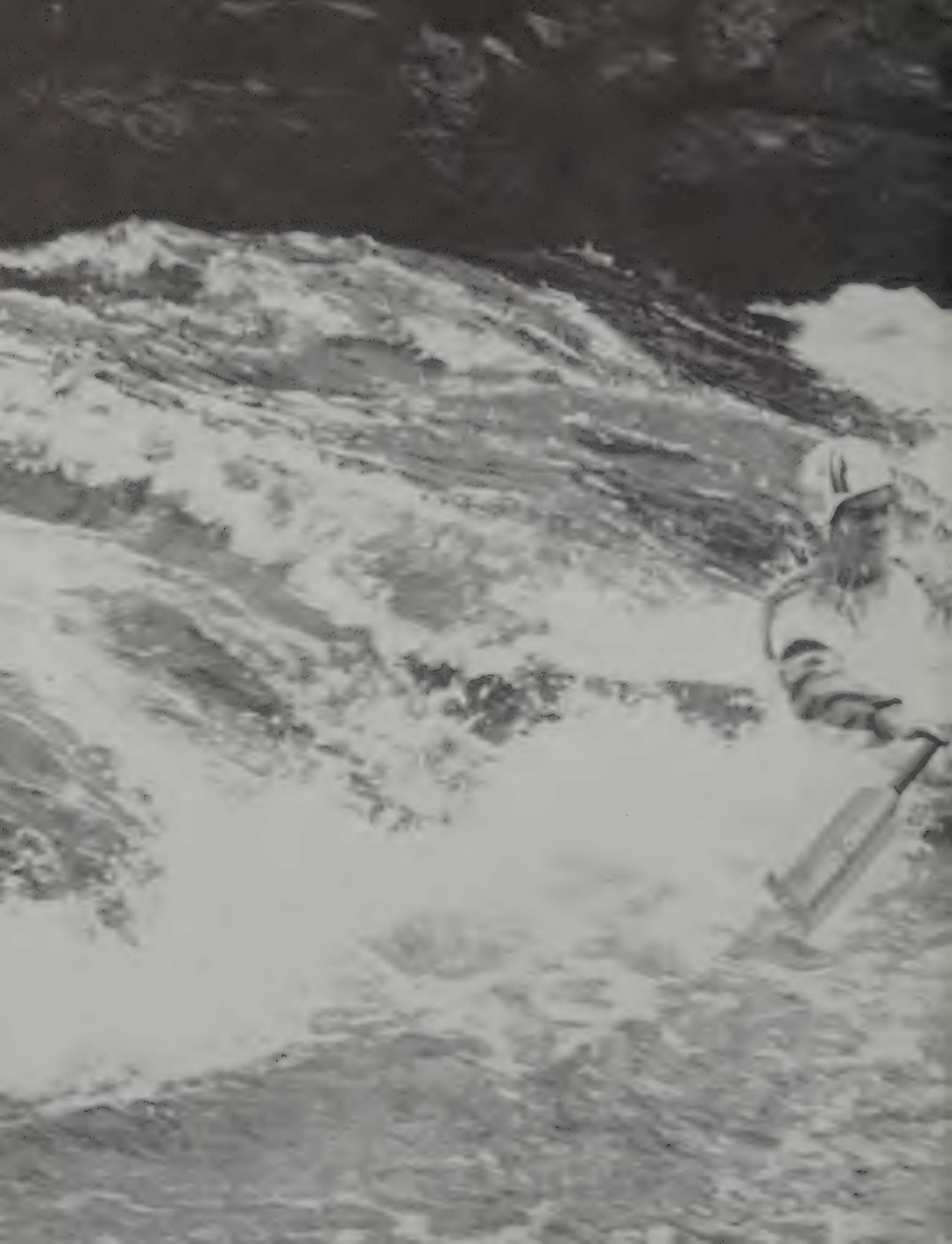
Bart was watching, he can't do this stuff anymore, his spinal arthritis handicaps him on the speed of the moves required. He stood there enthralled by the good paddlers, and almost without thinking consciously about it, noting what the less skilled were doing wrong. For my part, I can't even keep upright in one of those kayaks in a pool without paying very close attention. While Bart would just love to be out there again, I was happy enough to not be expected to do so. It's too late in my life to try this game. But it was a thrill to watch these mostly young people going for it here at "Thoreau's Portage" on the Concord River in the wilds of greater downtown Lowell.

Looking upstream from Gate 18, the apparent "forest" is the second growth in the river's gully, just over the top are the old mills of the one-time textile center of the nation.



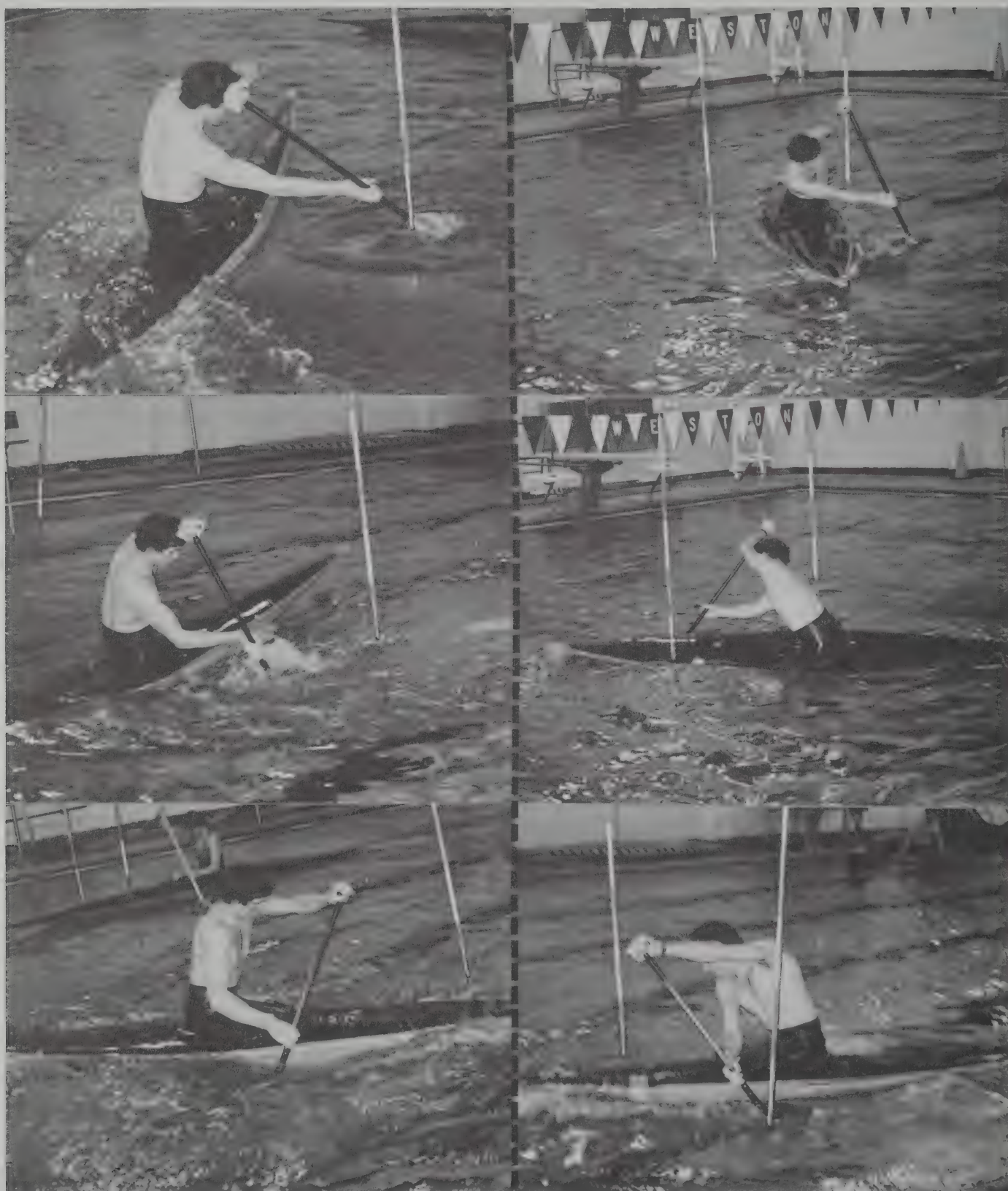


On the left, Bruce Lessel's "effortless" looking technique makes this gate but a brief encounter. On the right, two of the women making opposite approaches in good shape, and two other less fortunate paddlers arriving in disarray. Centerspread overleaf, "just another Saturday paddle!" Bruce Lessels in action.





Meanwhile, back at the pool...



We dropped in one evening at Bart's pool session to meet Bruce Lessels, observe his paddling, and view some color slides of the Concord River location for the upcoming whitewater slalom. Bruce arrived late, but once he got moving it was something to see. The C-1 canoe was a part of his body, he was much like the mythical "centaur", a man's torso attached to this slippery little plastic platform, instead of a horse. Much of the time the boat was underwater as Bruce powered his way back and forth through the gate, spinning about so vigorously that the stern would drop steeply several feet underwater, then shoot back to the surface in just the direction in which he wished to go.



How many thousand times has Bart Hawthaway tipped over a nervous beginner in a kayak to commence rolling practice? I dare not guess. He stands waist deep in the pool, provides all the preliminary instruction as to paddle positioning and moves to be made. Then the student (victim?) deliberately tips over and attempts, while hanging upside down, to get correctly oriented and make the right moves with the paddle. Bart helps it along hands on the hull at one end, and if the student did it mostly on his or her own, is lavish with praise about how, "you did GOOOOOOD!" He then suggests further refinement. Note the grin on his face in this sequence, though, does he get some sort of mischievous kick out of dumping nervous paddlers over? No, not Bart. He just wants every paddler to learn to roll correctly, that's all. And he's spent years going over the drill over and over and over... And then, a brief moment of pure pleasure, still.

*A STORM OFF CAPE SEGUIN
BOOTHBAY
THE COAST SURVEY SCHOONER*

We sat long at table that day, and when we went on deck about three o'clock it was raining, and the wind was beginning to blow pretty hard. We made sail at once in the direction of Boothbay, but in the course of a couple of hours the wind rose to a gale. The sea grew very rough, and almost every minute a wave would break over our vessel and, sweeping along the deck, deluge the cockpit with water. We closed the cabin to keep it dry, and, gathering at the stern, watched the sea, not without anxiety. The air was so thick with mist that we could see nothing but the raging waves around us, and could not tell where we were going, though the sloop was plunging along at a fearful rate, her bows almost continually under water and her mast opening wide cracks at every tug of the sails. There was considerable danger of the mast's going overboard. In that case we should have been completely at the mercy of the waves, on a coast every inch of which was rock-bound, so that, if our vessel struck, she would be pounded to pieces in ten minutes.

We drove madly along, the grim old Pilot at the helm, and the anxious Skipper, arrayed in oil-skin to shed the wet, clinging to the mast and keeping a sharp lookout ahead. Suddenly the mist rose and rolled away before a sweeping blast, and then we saw Seguin lighthouse, and knew where we were. It was a superb and terrible sight — these wild reefs with the waves foaming and flashing over them, directly in our course. It was growing late, and the gale was on the increase. The sea was white with foam on the surface, but the great waves, as they came leaping and roaring at us, had a black and angry look not pleasant to behold. Our aged Pilot, as he sat clutching the helm, his hat drawn tightly over his brows to keep it from blowing off, glanced uneasily from time to time at the laboring and groaning mast, whose wide seams were alternately opening and shutting, but he said nothing. He had weathered many a harder gale, though never in so poor a craft. The Assyrian, clinging to the cover of the cabin for support, and with strong symptoms of seasickness in his face, at length broke out as a whooping billow swept over us, soaking him from head to foot:

"I say, Skipper, this is coming in rather strong. Can't we put in somewhere?"



CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from
Provincetown to Bar Harbor in the
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illustrated for readers of
a later generation

The Skipper had been for some minutes watching a large schooner about a mile ahead of us, and, coming aft, said that it was hardly possible to weather Cape Newagen in such a storm, even if our mast held, about which he had great doubts. The schooner ahead of us was running for shelter into Sheepscook Bay, where there was an excellent harbor, and we could easily follow her in. The Pilot, after an emphatic reference to "that damned old stick," as he called the mast, assented to this opinion, and our course was accordingly changed to the northward.

Following the lead of the schooner for several miles, we reached about nightfall a beautiful and perfectly sheltered harbor, which the Skipper called sometimes Southport and sometimes Abenacook. There were a few scattered houses on the shore, but nothing that could be called a village. We anchored in the midst of a number of vessels which had, like ourselves, sought refuge there from the gale, though all except the schooner that we followed had put in earlier in the day. The storm, as we afterwards learned, raged all along the coast, and did considerable damage to the shipping.

The weather had grown so cold as to be uncomfortable even in our snug cabin, and so, after hastily swallowing some supper, we stripped off our wet clothes and turned into our berths long before our usual hour.

I lay awake half the night listening to the rain pattering on the deck, and when we arose next morning it was still pouring hard. It was so cold that the seamen got the stove out of the forepeak, and we soon had a fire in the cabin, to which the rain confined us all the forenoon. The schooner we had followed into this harbor was bound for Boothbay, and after dinner got underway and passed into Townsend Cut, a passage of some miles in length leading into Townsend Harbor, as the port of Boothbay is called. We followed, and, the rain having ceased, had a delightful sail through a most singular strait — narrow, like a river of moderate size, and bordered on both sides by meadows green to the water's edge, with occasional groves ringing the banks. We should have had no suspicion that this passage was not a river had it not been for the seaweed growing on its rocky edges.

We reached Boothbay in the course of an hour, and came to anchor a short distance off the town, which seemed to be of considerable size. The Assyrian immediately put on his shore clothes, and getting the Skipper to row him to the nearest wharf, went in search of lemons and whiskey. After a protracted absence he returned disconsolate. Lemons he had got, but whiskey was not to be obtained for love or money; the place, he said, was drier than Sahara. He brought us, however, letters and papers, so that his visit was not altogether fruitless.

As we sat reading the papers, a boat from the town came alongside with one man in it, a respectable looking person, who produced an empty bottle, and asked if we could let him have a little brandy, for which he would pay. His wife, he said was sick, and the doctor had prescribed brandy, but none was to be had in the town.

The Assyrian's sympathies were touched by this appeal, and he gave the man a couple of bottles of ale, assuring him that he would have been welcome to brandy if we had not unfortunately run out of everything of the sort. He was still expressing his admiration of the stranger's devotion when we were hailed by a boat approaching from another quarter of the town. This, too, contained a single individual, and he too produced a bottle, and, strange to say, he likewise had a sick wife, for whom the doctor had prescribed brandy.

The Assyrian's eyes began to open. "I say, my

dear fellow," he remarked to the man in the boat, "are all the women in Boothbay sick, and has the doctor prescribed brandy for all of them? You're the second chap that has been here within ten minutes with the same story. Hadn't you better call a town-meeting, and confer together, so as to have a little variety in your pretenses?"

The man laughed, and explained that, as no liquor could be bought in town, the only way they had to get it was by buying it of vessels in the harbor. They had found the pretense of sickness useful in inducing their visitors to violate the law by selling to them.

Shortly after this fellow left us, the Professor, who had been studying the craft in the harbor through the telescope, pointed out a schooner at some distance which he recognized as the United States Coast-Survey vessel, the Hassler, and said he knew one of her officers.

The Assyrian snapped his fingers in delight. "I know one too," he said, "and a right good fellow he is. Let us go on board. We shall find something there to wet our whistles with, I know."

In a few minutes we were all in the dory, and the Skipper rowed us alongside the schooner. We were cordially received by the three officers on board, and found the Assyrian's prediction amply verified. As we sat in the cabin, whose spaciousness seemed magnificent compared with that of the Helen, I was startled by the sudden appearance at my elbow of an ebony complexioned individual, bearing a tray containing decanters, glasses, lemons, and a pitcher of hot water. How he had got into the cabin was inconceivable, for he certainly had not descended by the only visible entrance. His coming, so sudden and so noiseless, made me think of the genie of the lamp that waited on Aladdin. But though he came in so questionable a manner, "the prince of darkness was a gentleman." Placing the tray before us, he vanished as silently as he came — behind a curtain.

We spent a merry evening, and on parting, our friends of the Hassler invited us to dine with them on board the schooner next day, remarking, by way of enticement, that their steward had been to market that afternoon, and had brought back a fine leg of veal. We accepted the invitation, and got back to the sloop a little before midnight. To celebrate the discovery of the Hassler, we fired off, before we turned in, all our remaining rockets, blue-lights, and Roman candles.

The next morning (Sunday) was serene and mild. After breakfast, two of the officers of the Hassler came to visit us in their cutter, and the Assyrian pro-

posed that, as we were going for the first time in several weeks to have a Christian dinner, we should all go to church. To this reasonable proposal we agreed, and, dressing ourselves in our best clothes, went ashore in man-of-war style with the United States officers. After rambling awhile on the beach, we went in search of a meeting-house. A very deaf old fellow, whom we made to understand by much shouting what we wanted, conducted us to a sort of garret, where we found a small and singularly hard-favored congregation, who greeted our entrance with a stare which was prolonged throughout the whole service. Presently the minister entered, and he too fixed his eyes upon us as we sat in a row on

a back bench, and seldom removed his gaze, except when he shut his eyes to pray.

It was a Methodist meeting, and notwithstanding the homeliness of the place and the people, the sermon was sound discourse, full of practical good sense. The Assyrian listened with devout attention, and, when we came out, declared that he could now eat the fatted calf with a good conscience. Re-embarking in the cutter, we were soon on board the Hassler, where dinner was speedily served by the mysterious gentleman in black, who came and went in the most absolute silence.

After dinner, we adjourned with our cigars to the deck, and spent the afternoon in conversation, which was prolonged by jest and story far into the evening. Tea was served on deck, soon after sunset, by the speechless African, whose silence to this day I know not whether to ascribe to absolute dumbness or to his sense of discipline.

At length we bade our friends farewell, and returned to the Helen about 10 o'clock. The night was so fine and the air so warm that we lingered on deck till after midnight. Our parting command to the Skipper was to get under way at daylight, and make sail for the nearest large town to the eastward.



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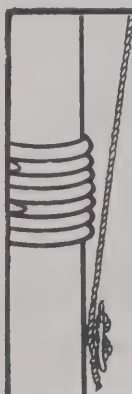
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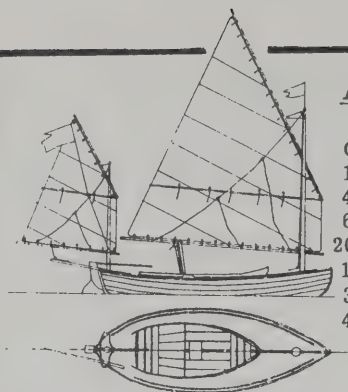
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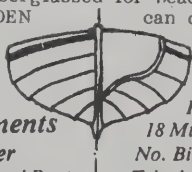
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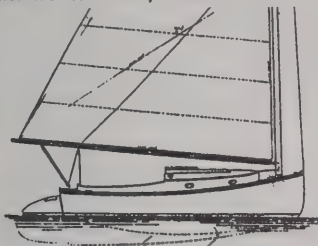
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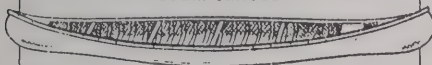


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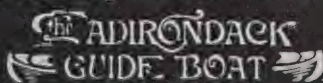
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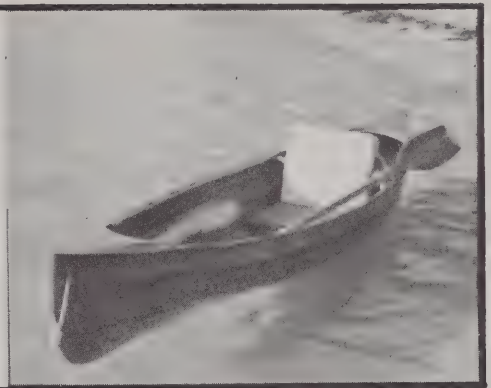
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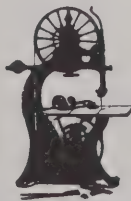
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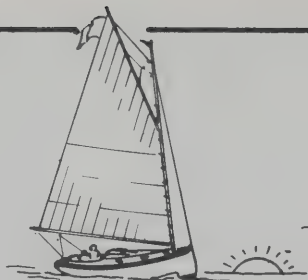
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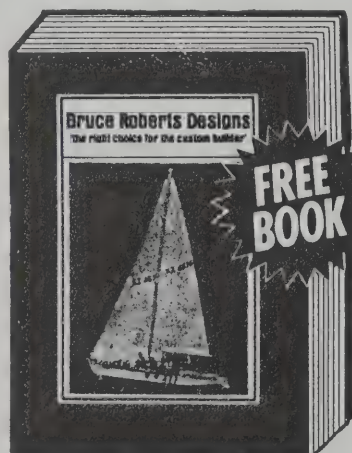
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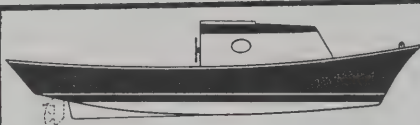
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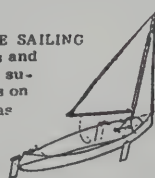
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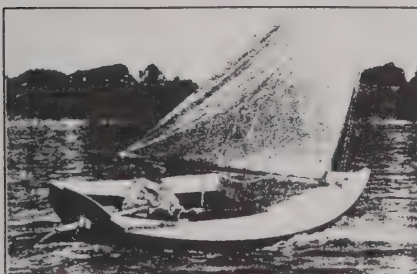
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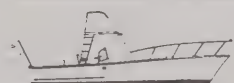
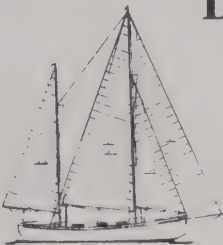
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HENRY WAGNER, New Hyde Park, NY, (516) 437-5955. (1)

SITKA SPRUCE MASTS. 22'6" long by 2.5" square section at base by 1.25" square section at top. Two available, one apparently brand new with no rigging, one fully rigged in need of refinishing. \$100 each

DAVE PEACH, Marblehead, MA, (617) 631-5571 (1)

38' RONDINA, wooden boat, built '46-'47 at Grover Boatyard, Ray Hunt design. Sleeps seven. No engine. Will be in water by summer. Asking \$4,500.

ROBERT OSGOOD, Danvers, MA, (617) 777-7488. (1)

12' OUTBOARD SHARPIE designed and built by Seth Persson Boatbuilders. Excellent condition. Dark green topsides, red bottom, white boottop. Color snapshot available. Asking \$325 or best offer.

MIKE SHERWOOD, Old Lyme, CT, (203) 434-0162 P.M. (1)

BLUEJAY MAST, with sail track. Requires brightwork redone. Asking \$65 or best offer.

MIKE SHERWOOD, Old Lyme, CT, (203) 434-0162. P.M.(1)

SEA KAYAK. Baldwin Anchovy, yellow deck, expedition layup, rudder, deck hatches, skirt. Excellent condition. \$750.

STEVEN HANSON, RFD 1, Box 1335, Rockland, ME 04841, (207) 594-2097. (1)

23' STONEHORSE SLOOP. S.S. Crocker designed, Edey & Duff 1976 fiberglass craft with trailer. Super clean and has lived its life in the cool clean water of the St. Croix River in Wisconsin. Asking \$18,000, will deliver anywhere in the U.S.

WES FARMER, 850 Pleasant View Rd., Chanhassen, MN 55317, (612) 470-0238. (1)

OUTBOARD MOTOR BOTTOM ENDS WANTED. Will pay good money for gearboxes from 10hp to 50hp motors. If you have a motor which is burned up but the gears are still OK, I will pay you for them. No particular make or model. I pay shipping costs or will pick up. SHIELDS BISHOP, 103 Sunnyside Rd., Scotia, NY 12302, (518) 393-0657 or (518) 377-4098. (1)

34' LOD DOUBLE ENDER, 1973 gaff main, marconi mizzen, heavy cedar on oak. Maine built custom ketch, twice crossed Atlantic, serious offshore cruising boat, very well equipped, needs nothing to leave for anywhere. \$45,000.

MARK RUGGIERO, Rockport, MA, (617) 546-3565. (1)

30' SITKA SPRUE MAST, 4.5"x3.5" section at base, complete with stainless steel upper and lower shrouds and forestay, with stainless turnbuckles; dacron three strand main and jib halyards; sail track and all bronze pulley blocks and related hardware; masthead tri-color navigation light. Varnish needs minor touchup on upper portions of mast. Near perfect condition, ready to drop in the right boat and bend on sails. Will take up to 26' luff. \$200. With boom below, \$250.

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

11' SITKA SPRUCE BOOM, 3" diameter, setup for roller furling with recessed sail track, swivel topping lift collar, mostly bronze blocks and outhaul car. Missing the matching mast gooseneck fitting so not useable as is for roller furling. Varnish needs minor touchup. \$100 or included with mast above (it's not a matchng boom) for total package price of \$250.

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

TWO KAYAKS. 16.5' Phoenix Vagabond K-2 large volume boat, ideal for touring, day trips, camping. Large dry storage built in, bow and stern skid pads, custom velcro spray skirts. \$350. 14.5' downriver boat, \$150 or B.O.

MIKE GATELY, S. Berwick, ME, (207) 384-2514. (1)

31' CASEY CUTTER, K/CB, husky, able cruising boat, big cockpit, roller furling, mahogany on oak, monel fastened, 60 h.p. Lathrop. Very good condition, owner must give up sailing. \$17,500.

BILL HURDER, 3 Lakeside Dr., Narragansett, RI 02882., (401) 783-7230. (1)

18' ALDEN "O" BOAT CLONE, looks just like one but can't be proven. Carvel planked cedar on steam bent oak ribs, round bottom, centerboard daysailer. A restoration project, has new transom in place, some refastening done. Needs refastening, complete refinishing, new deck canvas. Complete sail rig and sails in decent shape included. Rudder, centerboard, seats, all bronze hardware, all in good condition, also included. \$750. Photo sheet on request.

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

COM PAC 16 SAILS WANTED. BOB BEACH, 251 Franklin Tpke., Allendale, NJ 07401. (1)

KLEPPER AERIUS II, 1987. Sail rig, expedition cover, foot pump, solo seat, hiking seat. \$2,000.

LAVERNE ADAMS, Norwalk, CT, (203) 348-7531 (work), (203) 838-6033 (home). (1)

ARLUK III, kevlar, with rudder, paddle, spray skirt. \$750.

LAVERNE ADAMS, Norwalk, CT, (203) 348-7531 (work), (203) 838-6033 (home). (1)

ACHILLES DINGHY, three man, with motor mount. Excellent condition. \$450.

LAVERNE ADAMS, Norwalk, CT, (203) 348-7531 (work), (203) 838-6033 (home). (1)

26' DART, 1928, totally restored mahogany speedboat. Located Lake Winnepesaukee. Asking \$30,000.

POWELL, RR1, Wolfeboro, NH 03894, or call Cole-Powell at (203) 348-6590. (3)

17' CHRIS CRAFT, 1954, totally restored mahogany speedboat. Located Lake Winnepesaukee. Asking \$7,000.

POWELL, RR1., Wolfeboro, NH 03894 or call Cole-Powell at (203) 348-6590. (3)

24' EASTWARD HO sloop. Built in Holland 1959. Well found. \$5,000.

RICHARD WHITMAN 1206 W. Barnstable Rd., Marstons Mills, MA 02648. (1)

16' BRISTOL BLUEFISH runabout. Excellent candidate for restoration. 50hp Mercury negotiable, trailer included. \$400.

RICHARD WHITMAN, 1206 W. Barnstable Rd., Marstons Mills, MA 02648. (1)

BEEBLE CAT project hull. \$50. RICHARD WHITMAN, 1206 W. Barnstable Rd., Marstons Mills, MA 02648. (1)

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46' WOODEN KETCH, English built in 1928. Fully restored except interior incomplete. Rebuilt GM 471 engine. In water, Surveyed seaworthy. Insured. Equipped to sailaway or roomy liveaboard.

JEREMIAH LYNCH, Rumson, NJ, (201) 229-1336 or (201) 747-7279. (1)

12' OLD TOWN YACHT TENDER, very restorable. \$500.

RICHARD WHITMAN, 1206 W. Barnstable Rd., Marstons Mills, MA 02648. (1)

SAILS WANTED, full suit for "Rainbow" sloop.

RICHARD WHITMAN, 1206 W. Barnstable Rd., Marstons Mills, MA 02648. (1)

BEACH BUGGY, great for surf fisherman. 1966 4x4 Chevy Carry-All truck, 283 engine, low mileage. Been in the barn since 1971. Minor body rot, a few dents. Customized with fold-out double bunk and roof deck platform. Needs tune up and complete exhaust system. \$1,500. PLATT MONFORT, Westport Island, ME, (207) 882-5504. (1)

13' ROB ROY decked canoe, paddles well, has sails, foot pedals, rudder, folding seat, floorboards and paddle. \$1,900.

KEVIN MARTIN, Epping, NH, (603) 679-5153. (1).

USED CANOES. 15' Old Town 50 pounder, needs canvas and some ribs, \$450. 15' W2, canvas in good shape, \$800. 12' cartop square stern boat, needs canvas, \$400. KEVIN MARTIN, Epping, NH, (603) 679-5153. (1)

WAR CANOE WANTED. Also interested in any old canoes or small boats.

KEVIN MARTIN, Epping, NH, (603) 679-5153. (1)

CRUISING SAILBOAT WANTED. Full keel 24'-30'. Have my own tools so if vessel requires work, okay. For future blue water cruising. VINCE SPOSATO, Union City, NJ, (201) 867-7620, Mon.-Fri. 7:30 p.m.-10:00 p.m. (1)

30' BOLGER BATEAU, "Naval Jelly" design, fast, flat bottom hard chine type, of plywood/epoxy construction, weighs only 225 pounds. Can be set up for four or six oarspersons. Needs cleanup and paint, fitting of seats to suit planned crew. No oarlocks or oars. CHEAP team pulling boat at \$150! Information/photo sheet on request.

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BOAT BUILDER PROPERTY FOR LEASE. Site located in Boothbay region, deep river frontage on secluded cove. 5-6 acres. An affordable waterfront location for a small wooden boat builder.

PLATT MONFORT, Westport Island, ME, (207) 882-5504. (1)

MIRROR DINGHY LITERATURE WANTED, in particular "Mirror Building Manual" and "Mirror-Mania" (200 pg. book).

VINCENT TODD, RR3 Packers Falls Rd., Durham, NH 03824, (603) 659-5710. (1)

KLEPPER OR FOLBOT WANTED, double kayak.

TOM HENRY, Warren, PA, (814) 723-3230 mornings. (1)

MARTIN OARMASTER WANTED.

EARL CADWELL, 1558 Ridgewood Dr., Lilburn, GA 30247, (404) 564-8596. (1)

GOING CRUISING. Cleaning out, call for your needs. Lumber; stoves; Beetle Cat parts; C-Flex; Picaroon deadwood with ballast; trailer; sailing winches; books at 1/2 to 1/3 cost; plans never used at 1/2 cost for Elver, Bobcat, Martha Green, Nathaniel Smith 17' tug, Witholz 17' cat, Fenwick Williams 18' cat, Simmons NC skiff, 12' San Francisco Pelican. Call, come see, we may have what you need. Lots of old heavy plane irons to make your own wood planes with. SALE ENDS JUNE 1! Departing soon after.

STAN DZIEJMA, S. Walpole, MA, (617) 668-3879. (1)

TWO CANOES. 15' Kennebec, circa 1917, needs canvas, varnish. Very good condition, \$450. 17' Old Town Otca sailing canoe, \$1,200.

RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087 eves. (1)

17' MFG SLOOP. Great novice boat. Like new. Simple rig, cuddy cabin, weekend cruising mattresses and more. Don't tell my wife! \$1,400.

TED COYER, Old Greenwich, CT, (203) 637-4184. (1)

19' DRASCOMBE LUGGER. Completely equipped and well maintained family daysailer/ocean cruiser. E-Z Loader trailer included. \$6,300. PETER WARD, Hingham, MA, (617) 749-0718 after 7 p.m. (1)

12' SAN FRANCISCO PELICAN, 75% completed, \$2,500. Fully finished, \$5,000.

OLD WHARF DORY CO., Box W, Wellfleet, MA 02667, (617) 349-2383. (1)



38' CROCKER AMANTHA CUTTER, 1937 (documented). 31' LOD, heavy 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. (1)

18' CLASSIC LAPSTRAKE RUNABOUT, built by White Boat Co. of Old Town, ME in mid-'50's. In nearly perfect original condition. Spent entire life on fresh water Maine lake, boathouse stored off season. Includes original complete canvas, original Gale Buccaneer 35hp outboard in good running condition with complete remote controls, original Holsclaw trailer in good condition (no rust, original paint, etc.). Needs only minor touchup of varnish and paint, and spring tuneup of outboard. Bought for use as "press boat" but we can use the money more than the boat, so it's for sale at \$2,500. Information/photo sheet on request.

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

14' HAUTHAWAY KAYAK, fiberglass downriver model, 24" beam with spray skirt and flotation bags, no paddle. Green deck, off-white bottom, in excellent condition. Too tipy for me. \$250.

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

VENEER, 500 sq. ft. western red cedar, 1/8"x18", \$300.

A.K. BUTLER, E. Greenwich, RI, (401) 884-8257. (1)

16' MFG FIBERGLASS RUNABOUT, complete with convertible top and trailer. Like new 50hp motor and controls, used only one summer. \$2,500 or B.O.

NICK NICHOLS, Marblehead, MA, (617) 631-8069. (1)



20' KINGSTON LOBSTER BOAT. "Nadia", a gaff rigged sloop with 4' bowsprit, steel centerboard, spruce spars, heavily constructed throughout. A fast and seaworthy traditional craft. Many fine touches and extras. All offers considered. Asking \$5,500.

PETER ERICKSON, Gloucester, MA, (617) 283-7459. (1)

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. (1)

13' GAFF RIGGED SLOOP, traditionally crafted daysailer, mahogany on oak. It's fun and makes you feel like you're in a Winslow Homer painting. \$1,500 o.b.o.

MARK DAVIS, Providence, RI, (401) 861-6825. (1)

16' DORY, lapstrake round sided built winter of '88. Laminated frames of oak/mahogany, bright oak rails, bright mahogany transom, copper/bronze fastened, bronze oarlocks, custom engine well in stern. Reduced to \$3,000.

JIM LOWER, 85 Southern Ave., Essex, MA 01929, (617) 768-7415. (20)

22' BAHAMA SLOOP coastal cruising project boat, 1" mahogany carvel planking bronze nailed on 2" thick heavy sawn mahogany frames in Man 'O War Cay manner. Beam is 8', draft is 3', lead ballast on added keel (original draft with inside ballast was 2'). Sitting headroom cabin with double bunks, settee space, galley space. Inboard engine removed, not available. This boat needs a lot of detail work, two new ribs, some refastening in spots, recaulking, complete paint stripping and refinishing inside and out. No spars (the ones that came with it are not correct), rigging or sails, needs 30' or so gaff rig or low aspect marconi setup to be right. Most deck hardware (bronze) is in place. Heavy cradle suitable for transport on flatbed trailer. Why bother with it? It's got beautiful lines and is very solidly built and roomy, should be a nice inexpensive cruising boat for anyone on a small budget who is handy at restoration. \$1200. Photo sheet on request.

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

ALBERG SEA SPRITE, 1979. Hull, spars excellent. Roller furling jib, new roller furling 150 genoa, very dependable 6hp Johnson, VHF, compass, depth, head, sink, ice chest, cushions, anchor with new rode, pulpit life lines, sail cover, dock and mooring lines. \$10,500.

ALEXANDER LAKE, Peterborough, NH, (603) 924-6773 or (401) 624-8709 eves. (1)

14' RKL LITTLE RANGELEY, 39" beam rowing skiff in excellent condition. Fast and seaworthy. Rated up to four passengers, positive flotation, 120 pounds rigged. Fixed seat with short riggers and 7'6" Shaw & Tenney spoon blades. Easily adapted to optional Piantadosi sliding seat rig. White fiberglass with Awlgriped mahogany trim. Always stored inside. Includes Highlander highway trailer. \$1,950.

JOHN SPENCER, Box 243, Rockport, MA 01966, (617) 546-9022. (1)

SAIL RIG WANTED, used in good condition, for Klepper Aerius II. I have rudder but need all other parts.

JON CONS, Kezar Falls, ME, (207) 625-4695. (1)

16' SWAMPSCOTT DORY, Roger Crawford hull; mahogany bulkheading, trim, gunwales, thwarts; two rowing stations, four oars; mast, sprit and new sail; motor well and lifting bridle. Reasonable. Will consider a swap for small flat bottom or garvey type power boat.

R.H. BOSSSETT, 106 Lake Ave., Brielle, NJ 08730, (201) 528-5173 eves. (1)

SUPER SUNFISH SAIL, new condition with mast, boom, lines. Purchased for \$295, will sell for \$135. SID SWAN, P.O. Box 666, E. Orleans, MA 02643, (617) 255-8002 eves. (1)

17' CHRIS CRAFT RUNABOUT, 1942 Special Runabout model. Needs total restoration, includes most components except stainless cutwater, steering wheel and fuel tank. Has rebuildable 95hp 6 cylinder inboard engine, complete drive train, prop, rudder, steering, all good chrome fittings, instruments. Windshield is incorrect later type (curved plastic). Hull refastened but needs some bottom planking repair at base of stem. Bottom tightly fiberglassed. New mahogany planking for deck included. Seats and interior trim must be fabricated. This is a major restoration, worth doing to this basically sound boat. It'll need a lot of time though. \$1750.

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

17' RANGELEY BOAT, completely restored in excellent condition. \$1,700.

BRAD LIMBERT, RFD 2, Box 267, Guilford, ME 04443. (1)

BOATBUILDER'S TAG SALE. Bargains on boats. Fastart 16 recreational rowing shells from \$300. Aquaterra Chinooks 25% off. Plugs and molds for Fastart 16 and 21 cheap.

PEINERT BOATWORKS, 52 Coffin Ave., New Bedford, MA 02746, (617) 990-0105. (1)

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)

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)

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)

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)



David Hopkinson's ad to sell his beloved 210 sloop included a poignant tale of parting that deserves to be told:

"Sad to say, the time has come to put up for sale my beautiful 210 sloop named "Reveille". My family has urged me not to get emotional over the loss of this friend.

Our super-crew children have grown up, moved away, and are raising their own families with consequent career and domestic obligations. They visit when possible for long weekends and short summer vacations but their family activities do not always coincide with sailing. Recruiting and training local youngsters has not been successful. My dear wife, although

very supportive, does not sail. And I, at age 68, can no longer handle "Reveille" alone.

I have not offered the boat for sale locally because I do not want to risk the chance of seeing it sailing past our shoreside cottage. It would seem that there must be some one or some family out there somewhere who would enjoy sailing and caring for this wonderful boat as we have. Lest this sound too sad a story, I would hasten to add that I still have assorted skiffs and rowboats, all in use, all wooden and all designed and built by me over the past 37 years. I have enough cedar, pine and oak in hand to build one more for my grandson, David II. So, I am not completely stranded on the beach."

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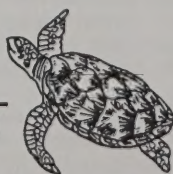
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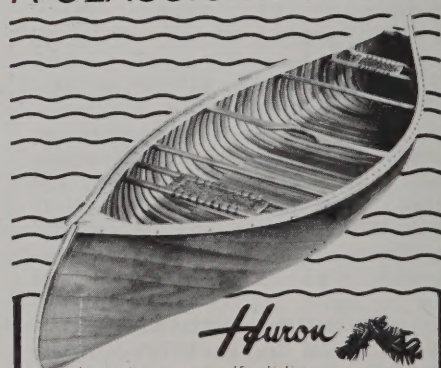
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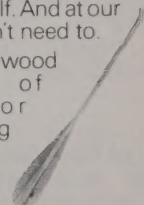


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