

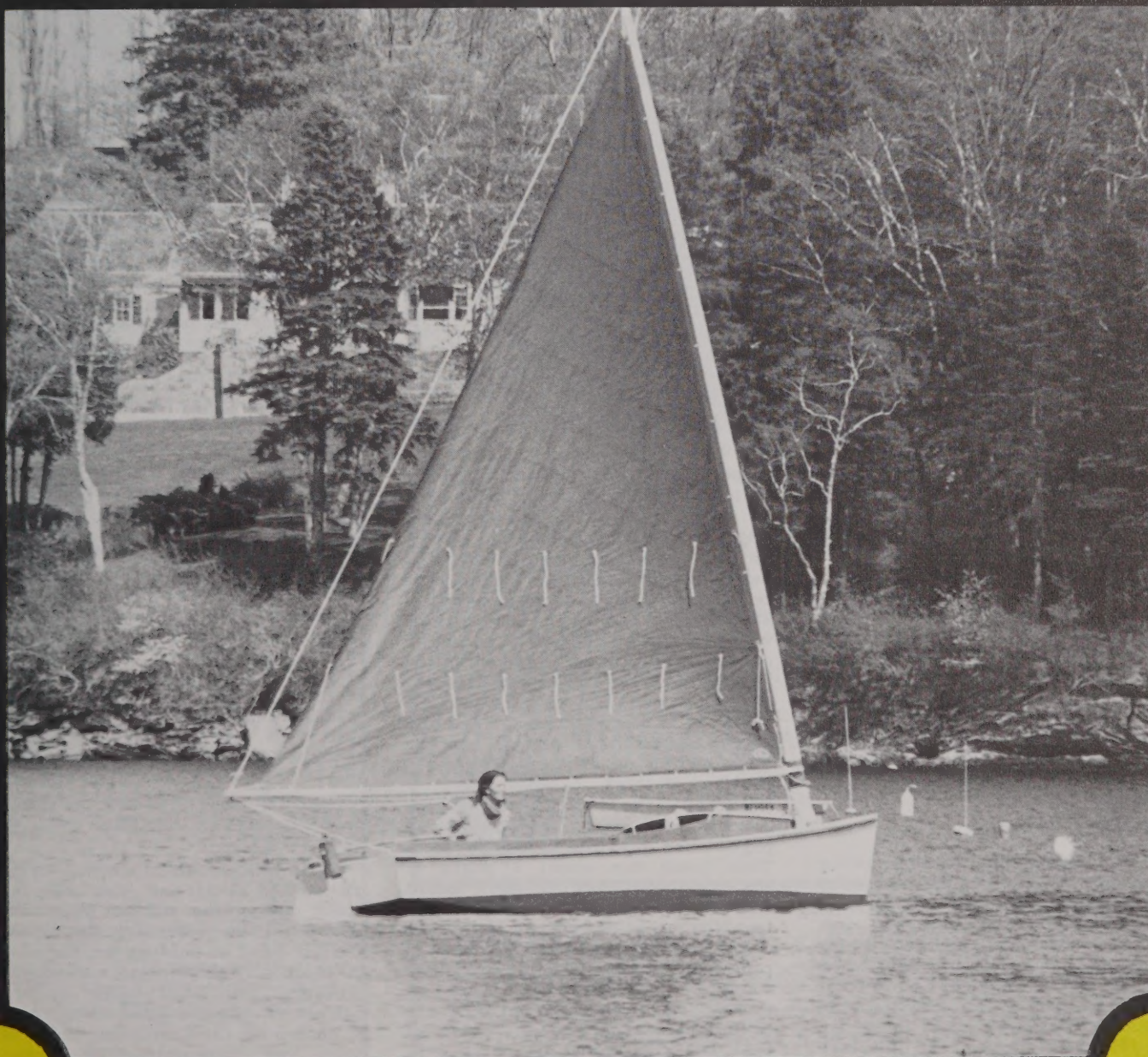


messing about in BOATS

Twice a Month!

Volume 6 ~ Number 1

May 15, 1988





messing about in BOATS

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

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984

TEL. (617) 774-0906

PUBLISHER & EDITOR: BOB HICKS



Our Next Issue...

Will include coverage of some current events: Denny Alsup's canoe trip accross Massachusetts to dramatize the state's river water quality; another boat launching, this one with sponsorship from AT&T; a visit to Boyd Mefferd's mahogany runabout restoration shop. We'll look at a couple of motor boat designs, one an old Weston Farmer "low pressure launch", the other a contemporary recreation of an old time 25 footer by Dave Gerr. There'll be reports on a winter cruise to the south on a liveboard sailboat; paddling on Florida's Manatee River, and the complications involved in river sailing. Some comments on why the Dutch "botter" sailing craft is the way it is; details on an impending cruise of the "Ernestina" (nee" Effie Morrissey") to Newfoundland to celebrate Arctic explorer Bob Bartlett's 113th birthday; and an explanation about a plywood board that arrived here in the mail with the exhortation to "break it". Will it all fit?

On the Cover...

We know it's finally spring when the sailboats begin to appear on the water. Paddlers and oarsmen have been out there through much of the winter, but sailors pretty much wait until well into May when the danger of serious equinoctal storms is past. The centerspread continues the cover photo theme for this issue. No story, just nice early spring sunshine photos.

Commentary

BOB
HICKS

It's our anniversary again, this issue starts off our sixth year, we've put 120 issues of MESSING ABOUT IN BOATS behind us since May 15, 1983, and there's no end in sight. That's good. The situation I now view as year number six gets underway is that of getting crowded around here. This little magazine is getting crowded, and so are my resources needed to deal with it.

There's more news than ever coming to my attention as the magazine continues to reach out to more people. There are more ads, on average, per issue, as the trades people with something to offer to the sort of folks who read this magazine become aware of our potential for introducing them to new customers. The 32 page format is getting strained, I've got to do something about this pretty soon.

The something most obvious is to add pages. This seems simple enough but it runs into the other crowded aspect, the financial constraints. When I began, this was a 16 pager in black and white, 24 issues for \$15. I soon added a color to the cover to brighten it up. Then I added 8 pages to accomodate increasing space demands for news and the early ads. Soon 24 pages were not enough and I went to the present 32. Now I had twice as much magazine for the same price. But, I felt, it was still just a little paper and I could hardly think of increasing its subscription price.

Since we settled in at 32 pages there have been two successive increases in the printing bill, neither of them quantum leaps, but in aggregate about a 15% increase. And the post office went up on the mailing cost twice since 1983. Still here I am at \$15 for 24 issues. The most recent postal increase was a 25% rise, substantial. The printer was far more reasonable, going up only 5%. But, in all, the marginal nature of this sort of small size, limited circulation publication results in a very crowded financial scene for me now. And to contemplate adding on another 8 pages in the face of this?

Well, the increase in ad income is what makes the increase in pages even possible to contemplate. This issue has about 9 pages of ads, or about 28% (I don't count free classifieds as ads), still a lot less than the 40%-50% ad ratio most major publications run. But in a 32 pager the ads can be more conspicuous. So, I'd really like to add on those 8 more pages. I did so for a couple of issues in the spring of 1987 but the economics of it were unsustainable.

The long range solution to this is circulation gain of sufficient scale to begin to take some advantage of the economies of scale. Three thousand copies don't cost me half again as much as two thousand, for the major cost in printing is in the "make ready", getting my camera ready copy all onto negatives and then onto press plates, then onto the press. My whole press run goes through a printing press in a few minutes once it is set to go. So, if I increase my print order by 50% I increase my printing cost by maybe 20%. There's where I can begin to catch up.

Well, that elusive circulation increase is hard to acquire. Through efforts of readers responding to my earlier comments on desiring to get up to three thousand paid circulation, we've had a substantial increase in new subscriptions this spring and renewals continue to be very high. But we're still a way from that three thousand.

So, viewing all of these conflicting circumstances as I start off on year number six, I'm trying to determine the best approach. Should I go to \$20 a year? Readers have told me they'd have no problem with that, in view of the rather unique nature of the magazine. Should I increase my ad rate a bit, not a lot, as I want to encourage the small tradesmen to stay with me? If ad pages hold up or increase, should I go to 40 pages and the attendant increase in printing cost? These are rhetorical questions, I'm not expecting you to try to answer them for me. I just want all of you to know what this sort of watershed I've arrived at has brought up for necessary action.

It's not unlike any small businessman, say a boatbuilder, who at first does not have enough work to survive. In time the work develops to the point where he can no longer do it all on his own, or in his existing workplace. Shall he hire help with all it's problems? Shall he rent or build larger quarters? Shall he invest in labor saving equipment? Will business continue to grow should he make any of these moves?

No announcement now, I haven't worked it all out yet. But, no doubt during the summer ahead I'll arrive at the necessary decisions. They'll have to include an increase in price of subscription and of ads probably, and an increase in the number of pages. After five years of absorbing the increasing costs of doing this little publication, something's gotta give!

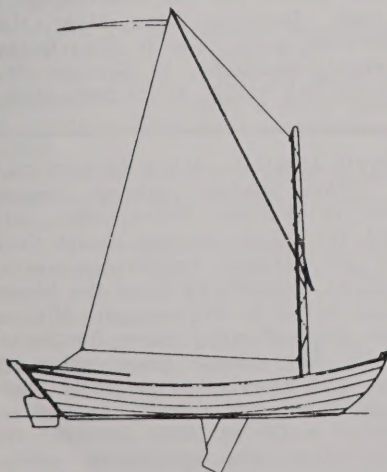
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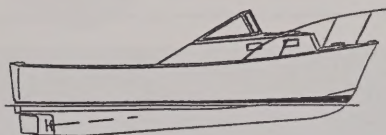
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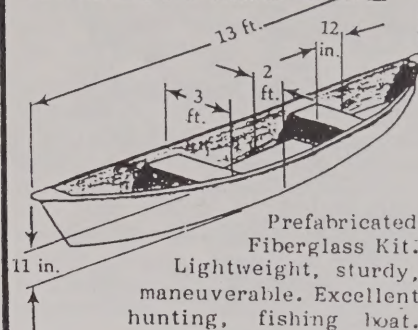
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M

HAPPENINGS



CIRCUMNAVIGATION OF PETTY'S ISLAND

The Traditional Small Craft Association of the Philadelphia Maritime Museum has its annual "Circumnavigation of Petty's Island by Human Powered Craft" scheduled for June 18th starting at 1 p.m. at the Pyne Point Marine Services, North 7th St. at the Delaware River in Camden, NJ. Looks like a fun outing from the illustration. Contact Tony Tereszczuk at (215) 722-3245 or Rod Sadler at (609) 966-1352 for all the details.

The Philadelphia Maritime Museum has adopted this local chapter of the Traditional Small Craft Association which meets at the Workshop on the Water, the Museum's boatshop on a barge on the waterfront. In addition to indoor winter meetings, this group works on and uses several traditional boats. A major project is "Sirius", a 1969 Atkin designed ketch built for the Milford Cruising Club. "Sirius" came eventually to Chesapeake Bay where, after several owners, she was donated to the club for its own use. This spring "Sirius" will be at Pyne Point Marina available for use by any paid up TSCA club members. Several spring work days involving a dozen or so members have put her into shape for the season. Also available to members are several other rowing and sailing boats, as well as access to Museum events, day trips, races and a monthly newsletter.

You can contact the TSCA of the Philadelphia Maritime Museum at 321 Chestnut St., Philadelphia, PA 19106.

MOSHOLU CUP RACE

The 5th annual race from the "Moshulu" to the Walt Whitman Bridge and back...twice (shorter course for boats 10'-16') on the Delaware River, is on for Saturday June 25th with an awards dinner to follow on board the "Moshulu". Details from Pyne Point Marine Services in Camden, NJ at (609) 966-1352.



ADDED SPICE FOR SMALL BOAT SHOW

In the modern manner, something bigger and better and newer every year, the Small Boat Show at Newport's Yachting Center on May 20th-22nd has added some of that. The event's outstanding attribute, the opportunity to try out most of the small boats exhibited, is supplemented this year with an "Events Tent" in which hourly demonstrations on many facets of small

boating will take place. Subjects range from action like the 1988 Summer Olympics sailing program presentation to bean counting in financing small boat purchases. Maintenance demos too, also how to sea kayak, beginning sailing, etc. There'll also be a daily nautical fashion and gear show.

We also understand that Elrow LaRowe, purveyor of Phil Bolger instant boat designs, plans to be there with a MICRO and BRICK for sure, hopefully also an OLDSHOE and PIROGUE. A chance for fans of these Bolger designs to see what they really look like when built.

Show admission is \$6, kids under 12 are \$3. Hours daily are 10 a.m. to 6 p.m., Friday through Sunday. More info from (401) 846-1600.

BEAN'S CANOE SYMPOSIUM

The 3rd Annual L.L. Bean Maine Canoe Symposium is on for June 10th-12th at Camp Winona on 12 mile long Moose Pond in Bridgeton, ME. Major workshops include:

Selecting a Canoe; Trip Planning; Freestyle; Open Water Rescue; Canoe Repair; White Water Rescue; Canadian Wilderness Tripping; Sailing; Building a Wood & Canvas Canoe; Campsite Cookery; Sit n' Switch; Running White Water; Poling; The Maine Northwoods Style of Canoeing. Major instructors include Harry Roberts, Paul Nicolazzo, Harry Rock, Jerry Stelmok, Bart Hawthaway, Mike Galt, Michael & Geoffrey Peake, Tom & Sue Sebring. A number of canoe brands will be available for tryouts with company reps on hand.

Pre-registration is required at \$60 per person. For an information brochure and registration form, write to the Maine Canoe Symposium, L.L. Bean, Inc., Freeport, ME 04033.

CRUISE & NEWS II

The second Boston Harbor cruise hosted by the Boston Harbor Associates will visit various working parts of the harbor, including Massport's three modern container terminals and a trip up Chelsea Creek where the oil tankers go to unload. Date is June 21st, time 5:30-8:00 p.m., fee is \$25. Boston Harbor Associates, 51 Sleeper St., Boston, MA 02210, (617) 3303-1134.

NINTH ANNUAL SMALL CRAFT DAY

The Seavey Island Rowing Club of Kittery Point, ME, will hold its Ninth Annual Small Craft Day for strictly traditional rowing craft at Prescott Park on the Piscataqua River in Portsmouth, NH, on June 11th. Rowing races for Portsmouth Navy Yard personnel, women, and an allcomers grand challenge event are scheduled. Contact Michael Kelso at (207) 439-4635 for information on acceptable boats, registration, etc.

SALMON REVIVAL RUN

The plans for an environmental demonstration paddle up the Connecticut River early this summer to dramatize river pollution conditions by focussing on the once-upon-a-time salmon runs up that river, have been further structured. Plans now are to launch under a full moon on May 31st at Old Saybrook, CT. On June 3rd the paddlers, costumed as salmon, will appear at Haddam, CT; June 11th-12th at Holyoke, MA; June 18th at Turners Falls, MA, where a second group will depart overland to the headwaters of the river at Fourth Connecticut Lake in northern New Hampshire. On June 25th the upstream paddlers will be at Bellows Falls, VT. June 28th the downstream paddlers will arrive at Comerford Dam, NH. On July 4th they come together at White River Junction, VT for the "spawning rally and ecological passion play". Now, even if this is more emphatic environmental boating than you are ready for, you are nevertheless invited to join in at any point in your own canoe on the river. Contact the Salmon Revival Run, P.O. Box 324, Rowe, MA 01367.

MARINE SURVEYING FOR PROFESSIONALS

Marine Survey Seminars of Newport, RI, will host a five-day seminar/workshop on marine surveying for professionals (not an entry level course) June 5th through 9th in Jamestown, RI. Fee is \$490. Information & Registration, (401) 423-2565.

WOODEN BOAT SCHOOL

Summer's on its way and here's Wooden Boat school once again. June starts things off with the following courses:

JUNE 12-18. Loft & Build a Canoe Mold with Rollin Thurlow. Tuition \$360.

JUNE 12-18. Rigging I with Brion Toss. Tuition \$390.

JUNE 12-18. Marine Surveying with Giffy Full. Tuition \$390.

JUNE 12-25. Ultralight Boat Construction with Tom Hill. Tuition \$735.

JUNE 19-25. Marine Surveying with Giffy Full. Tuition \$390.

JUNE 19-25. Craft of Sail on "Eastward" with Roger & Mary Duncan. Tuition \$390 (not a liveaboard cruise).

JUNE 26-JULY 2. Canoe Repair & Restoration with Rollin Thurlow. Tuition \$390.

JUNE 26-JULY 2. Craft of Sail on Eastward with Roger & Mary Duncan. Tuition \$390 (not a liveaboard cruise).

JUNE 26-JULY 2. Rigging II with Brion Toss. Tuition \$390.

JUNE 26-JULY 9. Building the Friendship Sloop with Gordon Swift. Tuition \$690.

For a catalog or information, (207) 359-4651.



MYSTIC SEAPORT MUSEUM

MYSTIC SMALL CRAFT WEEKEND

June 4th and 5th are the days for the 17th Annual Small Craft Workshop at Mystic Seaport Museum. This year it moves back to the old site on the North Green, the two years of construction there being completed. The theme this year will be on canoes, with workshops on birch bark canoe building with "stone age" tools; paddle making; paddling techniques; recanvassing; rigging for sailing; sailing techniques. The Conovers of North Woods Ways will show one of their north country slide shows in the evening. The usual Sunday morning cruise to Mason's Island will be held, and the Rossie Mill small craft collection not normally open to the public will be toured.

Pre-registration is required at \$25 per adult, \$8 for children under 12. This includes admission to the Seaport for both days, Saturday lunch, coffee and donuts both days, and access to all scheduled activities.

CAPE ANN ROWING CLUB

MAY 14. Sliding Seat Rowing Workshop at Reed's Wharf, Gloucester, MA. Dave Zingg days at (617) 281-3200.

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

JUNE 4. Sliding Seat Workshop, Beacon Marine, Gloucester, MA. Bill Graham, (617) 356-3623.

JUNE 11. Sliding Seat Workshop, Niles Beach, Gloucester, MA. Bill Graham, (617) 356-3623.

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.

DORY & SEINE BOAT RACING

Gloucester, MA, is the locale for several rowing races during June involving the local dory and seine boat crews. On June 4th the eliminations for the annual International Dory Race (against Nova Scotia oarsmen) take place at Niles Beach at 8 a.m. On June 8th the U.S. Championship for the International Dory Race takes place at Niles Beach, at 6 p.m. On June 18th is the big one, the International Dory Race against the Halifax, NS, teams, at Head of the Harbor.

The Seine Boats race on June 25th and 26th from Pavilion Beach at 5 p.m.

ies. Request registration information from the Small Craft Workshop, Curatorial Department, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990.

MYSTIC SEAPORT EVENTS OF INTEREST

On the very full schedule of events at Mystic Seaport are some of particular interest to boat folks.

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.

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.

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SEBAGO

SEBAGO CANOE CLUB PADDLING

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

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 21. Jamaica Bay Cruise. Steve Keller, (718) 788-3416 eves.

MAY 21 & 22. Kayak camping on wildest place on southern New Jersey shore, river and ocean. Zack Abrams, (718) 434-5785.

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.

JUNE 4. Canoe Jamboree, Turkey Swamp Park, Freehold, NJ. Bob Humble, (516) 546-5965.

JUNE 12. Wanda Canoe Club trip to Lower Ramapo River, NJ. Jack Wright, (201) 825-1937.

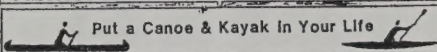
JUNE 18-19. Calf Island Trip on Long Island Sound, good beginner trip. Francine Michel, (212) 796-3226.

JUNE 22-25. Wanda Canoe Club trip to white water nationals on Savage River, MD. Jim McLoone, (201) 387-0226.

JUNE 25-26. Narragansett Bay, RI, canoe camping. Bob or Elise Celifarco, (203) 838-5907.

JUNE 26. Canoe and kayak around City Island, NY. Lester McDell, (718) 252-2698.

METROPOLITAN CANOE & KAYAK CLUB



MCKC PADDLING

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

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

OPEN HOUSE

MAY 17 & JUNE 21. Open House for canoeists & Kayakers at the Brooklyn (NY) Red Cross Building, 165 Cadman Plaza East, downtown near the Brooklyn Bridge. Complete info from MCKC, Box 021868, Brooklyn, NY 11202-0040.

INSTRUCTION

FUNDAMENTALS OF CANOEING. June 15, classroom session; June 18-19, Lake Sebago weekend; June 25, Lake Sebago Saturday. \$60.

BASIC WHITEWATER PADDLING. June 8 & 22, classroom sessions; June 12, Lake Sebago Sunday; June 25-26, river weekend (location to be announced).

CANOE REFRESHER COURSE. May 18, classroom session; May 21-22, Lake Sebago weekend.

INTRODUCTION TO SEA KAYAKING. June 1, classroom session; June 4-5, Lake Sebago weekend.

Information on instruction is available from Joseph Fisher at (718) 745-0045 or Gerald Horn at (718) 332-7230, Monday through Thursday from 7 to 9 p.m. only.

ACTIVITIES

MAY 15. Sea Kayaking with North Jersey ANORAK. Eric Klein, (718) 783-2306 eves. to 9 p.m.

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

MAY 21. Wallkill River, NJ scenic brownwater. Eric Klein, (718) 783-2306 eves. to 9 p.m.

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

MAY 22. Sea Kayaking, Cheese Quake Creek, NJ. Eric Klein, (718) 783-2306 eves. to 9 p.m.

MAY 27-29. Eastern Shore Small Craft Institute, Camp Tockwogh, MD. Bob Lawson, (302) 454-1700.

MAY 28-29. Canoe Sailing Course, Lake Sebago, NY. Glen Schneider, (718) 331-8577 eves.

MAY 28-30. Best Available III+, experienced paddlers only. Larry Stone, (516) 482-2752 eves.

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

MAY 30. Family Day, Lake Sebago, NY. Al Musial, (212) 313-2064 days.

JUNE 4. Canoe Jamboree, Turkey Swamp Park, Freehold, NJ. Walt Durrue, (201) 458-5777.

JUNE 4-5. Esopus Creek, NY (II-III). Rich & Bonnie Alhanti, (201) 871-8698.

JUNE 4-5. Pine Barrens, NJ brownwater. Eileen Effrat, (516) 454-2401.

JUNE 4-5. Mohawk Canoe Club river training course. Ken Heaphy, (201) 526-0943 eves.

JUNE 10-12. Maine Canoe Symposium, Moose Pond, Bridgeton, ME. L.L. Bean, (800) 341-4341 Ext. 7800.

JUNE 10-12. Eastern Shore Small Craft Institute, Camp Brisson, MD. Bob Lawson, (302) 454-1700.

JUNE 11. Sea Kayaking, Jamaica Bay. Eric Klein, (718) 783-2306 eves. to 9 p.m.

JUNE 12. Best Available II. Kirk Van Tassel, (212) 749-6784.

JUNE 18. Lehigh River, PA (II-III). Ron Augustine, (201) 869-7280.

JUNE 19. Sea Kayaking. Eric Klein, (718) 783-2306 eves. to 9 p.m.

JUNE 25. Delaware River (I-II). Norm Blumenstein, (201) 257-5069 eves.

JUNE 25. National Poling Championships, Lambertville, NJ. Harry Rock, (201) 769-5345 eves.



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 the rest of May and June:

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

JUNE 5. New Brunswick White-water Championships, St. Croix River. David Whittingham, (506) 466-1240.

JUNE 5. Mattawamkeag River, 10 mile whitewater, Lincoln. Lincoln Rotary Club, (207) 794-6463.

JUNE 18. Orono Festival Canoe Race, 4 mile flatwater, Stillwater River, Orono. Adrian Humphreys, (207) 866-5652.

JUNE 18. Canoemania, 8 mile flatwater, Upper Royall River, Yarmouth. Saco River Outfitters, (207) 773-0910.

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".

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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

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	Milford, NH
May 22	... Kittery Trading Post	Kittery, ME
June 3	... Old Colony Sports	Barre, VT
June 4	... Lahouts Country Clothing & Ski	Littleton, NH
June 5	... Wolfeboro Marina	Wolfeboro, NH
June 5	... Wilderness House	Boston, MA
June 9	... Scarboro Sports	Scarborough, NH
June 10-12	... L.L. Bean	Freeport, ME
June 11	... Canoe Imports	Shelburne, VT
June 12	... Alpine Shop	South Burlington, VT

NEW JERSEY, NEW YORK, PENNSYLVANIA

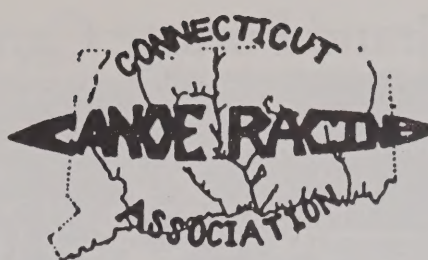
May 22	... Eastern Mountain Sports	Tonawanda, NY
May 26	... Curtis Enterprises	Hemlock, NY
May 27	... Wiggers Canoe & Kayak	Corry, PA
May 28	... Outdoor Experience	Pittsburg, PA
May 29	... Wilderness Voyagers Outfitters	Ohio, PA
June 1	... Eureka Camping Center	Binghamton, NY
June 2	... Neal's Sports Emporium	Sussex, NJ
June 3	... The Nickel	Madison, NJ
June 4	... Jersey Paddler	Brick, NJ

RICA NEWS

The Rhode Island Canoe Association has established a Whitewater Hotline for providing latest information from week to week on what and where the paddling is. They suggest a Thursday or Friday evening call to Lou Whittier at (401) 683-3944 or Brian Chabot at (617) 995-1360. Information you may have is also solicited.

Many club members spent April 2nd down on the Wood River clearing it of obstacles on the Rt. 165 to Wyoming stretch, the most heavily used portion in the coming summer season.

Several club members plan to head to the Canadian Northwest this summer for a two month wilderness expedition down the Back River and are looking for one more experienced paddler interested in joining them. A shake-down trip on Maine's St. John River is planned for May 22-29. You must be experienced and have the time and financial resources available. Call John MacKinnon days at (203) 446-2477.



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.

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

ACA SANCTIONED CANOEING

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

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.

JUNE 4. N.E. Divisional Poling Championship, Crystal Rapids, Farmington River, CT. Ed Hayden, (203) 442-1170.

JUNE 4. Great Rappahannock Whitewater Slalom Race, Fredericksburg, VA. Mary Cowan, (703) 899-0068.

JUNE 5. Harborfest Canoe Race, Virginia Beach, VA. Nancy Shelhorse, (804) 497-4890.

JUNE 9. Barrens Wilderness Expedition begins (through August 29th). Laurie Gullion, Northfield, MA, (413) 498-5703.

JUNE 10-12. 3rd Annual Maine Canoe Symposium, Bridgeton, ME. L.L. Bean, (800) 341-4341 Ext. 7800.

JUNE 11-12. Southeastern U.S. Slalom & Wildwater Championships, Bryson City, NC. John Pinyerd, (404) 993-3678.

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.

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

JUNE 1. To Portage or Not To Portage, 5 mile flatwater, Connecticut River, Easthampton, MA. Ed Hamel, (413) 527-6843.

JUNE 4. King Philip Cup, 14 mile flatwater, Farmington River, Farmington, CT. Gerald Desimas, (203) 693-8813.

JUNE 4. New England Divisional Poling Championships, Farmington River, Burlington, CT. Ed Hayden, (203) 442-1170.

JUNE 18-19. Shetucket River Days, 14 mile flatwater, Willimantic, CT. Cruise Sat., Race Sun. Sue Audette, (203) 456-0558.

JUNE 26. Great Pachaug Canoe Race, 7.5 mile flatwater, Pachaug Pond & River, Pachaug, CT. Jim Kendall, (203) 376-3685.

JUNE 11-12. LVCC Annual Lehigh River Race, Allentown, PA. Eugene Gallegher, (215) 867-2971.

JUNE 18. Canoemania, Yarmouth, ME. Kevin McEvoy, (207) 775-2800.

JUNE 18-19. MS Marathon Divisional Championships & U.S. Marathon Canoe/Kayak Team Trials, Washington, DC. Mary Garland, (703) 243-9627.

JUNE 20-26. Pre-World Championships, Savage River, MD. Michael Fetchero, (301) 722-2500.

JUNE 25. Batten Kill River, Manchester, VT. Gary Point, (401) 246-1356.

JUNE 25-26. National Poling Championships, Wing Dam, Delaware River, New Hope, PA. Harry Rock, (201) 769-5345.

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The Montreal Grand Portage Canoe Expedition



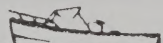
Frances Hopkins's "Running a Rapid on the Mattawa River" shows a lightly-laden express canoe carrying her and her husband, who was Secretary to Sir George Simpson. Note the *avant* and *gouvernail* both standing. The *milieux* appear to be braking with their narrow paddles.

Two Boston area canoeists are embarking in mid-June on a two month canoe expedition retracing the old voyageur routes west from Montreal to Grand Portage, MN via the Ottawa, Mattawa and French Rivers and then along the north shores of Lakes Huron and Superior. Blake Martin and Tom Paper will be using a "tiny" 27 foot canoe being built especially for the adventure by a Minnesota builder. They call it "tiny" as the voyageurs travelled in groups in 36 footers.

The trip will run in three stages and there is room for a few interested persons to join in on any or all of the stages. At present, six persons are set to go on the first stage from Montreal to Mattawa, Ontario, running from June 15th to July 3rd. If you wish to look into this further, call Tom Paper at (617) 572-2598.



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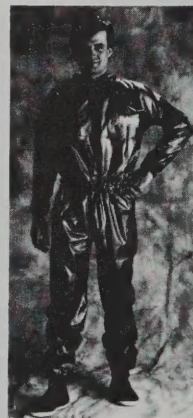
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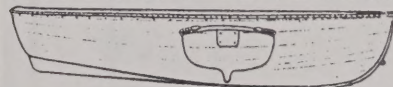
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NANCY D'ESTANG

What they do at the Mystic Seaport Shipyard

A detailed explanation of the happenings at the Henry B. duPont Preservation Shipyard appeared in the March/April issue of the Museum's publication for members, "Windrose".

"Restoration of the Seaport's watercraft is an ongoing concern of the Henry B. duPont Preservation Shipyard. As each vessel comes into the Shipyard, it is carefully surveyed to determine its condition and is researched with an eye toward removing modifications that are contrary to the time period to which the craft is restored. Any changes made are based upon evidence presented in photographs, drawings, paintings, books, oral history transcripts and more. Shipyard Director Dana Hewson, Researcher Nancy d'Estang and the shipwrights and riggers working on the project discuss the evidence as the work progresses. Recently their efforts have been focussed on four craft: JOSEPH CONRAD, EMMA C. BERRY, STAR, and FLORENCE.

The CONRAD was hauled on November 21, 1987. While on the lift dock, more survey work was done under the supervision of the Shipyard's naval architect Jack Llewellyn. The survey work included removing one inch diameter plugs for analysis from various locations below the waterline. Once added to previous surveys, the results will serve as the basis of fu-

ture plans for the hull. After being sandblasted and painted below the waterline, the hull was launched and moved to her regular berth on Saturday, December 19, 1987. Shipwright Jeff Pearson was in charge of the project while she was on the lift dock.

Now back in the water, the CONRAD will undergo some changes to her rigging. Her jibboom, shortened by a squall in a crossing from England to New York in 1934, will be replaced with one of the original length. The new jibboom will require three new headstays and new whisker stays. A new stay is also in store for the mizzen mast; this one will be set up with a lashing instead of the more recent turnbuckle. The main lower mast has been sandblasted to bright metal and the main shrouds have been reparcelled and served.

Shipwrights Pat Nelson and David Snediker have fabricated new trestle trees, cross trees and main top, using old metal work and early photographs as guides in the pattern making.

An important addition to the CONRAD'S historical archives arrived in 1987 which will help with future research. Ten reels of movie film and 257 still photographs were given by Christine Torgerson. Torgerson sailed aboard the CONRAD in 1934 when Alan Villiers first owned the ship.

Work on the EMMA C. BERRY is nearing completion. The BERRY, an 1866 Noank well smack, has dominated the Shipyard's main shop this year. Because little documentation exists from the BERRY'S early years, Shipyard staff have used photos of related vessels, local contacts and a model on loan from a museum in Norway, to design a new deck with an 1860's style configuration. Shipwright Roger Hambridge has also returned the transom exterior to its early, more rounded design, using pre-1930 photos as guides. Shipwright Kevin Dwyer has been in charge of the BERRY'S restoration.

Early photos of contemporary vessels have also led to a re-working of the BERRY'S rig and iron work. Rigger Gary Adair is using hemp shrouds, hemp stoppered blocks and galvanized iron, materials used in the 1860's. There will be no jumbo sheet horse in the re-worked rig. Halyards, lifts, downhauls and sheets will also be more indicative of that era.

The STAR, one of the Shipyard's workboats, has been hauled and set outside the main shop. Built in 1950 by Bob Whittaker in Noank, she is equipped with a Lathrop engine. Her decks will be replaced and her engine rebuilt while she is out of the water. A temporary plastic shed has been built over her, as well as a plat-

form that permits visitors to watch the work as it progresses. Jeff Pearson's in charge of the project. Howard Davis, who worked on the STAR when she was being built, is another of the shipwrights working on her repair. Because the STAR is used as a yard workboat, she will not be returned to her configuration when she was a swordfisher. The work done, however, will be consistent with the original building materials and methods. Some upgrading of her mechanical systems is anticipated.

The FLORENCE will be hauled and moved into the shop after the hull work on the BERRY is completed. Built in 1926 by Post & Sons, Mystic, she was acquired by the Seaport in 1982 as an example of an early powered fishing vessel. After hauling, she will be thoroughly documented and surveyed. Based on the results of these two processes, appropriate plans can be made which recognize her historic significance and condition.

Ship restoration at Mystic depends not only on skilled craftspeople, but also on solid research. The Shipyard staff must painstakingly document the work done on the vessels for future reference, as well as investigate new sources of information. Because historic integrity is the Seaport's goal, the collection is continually evolving to be as historically accurate as possible.

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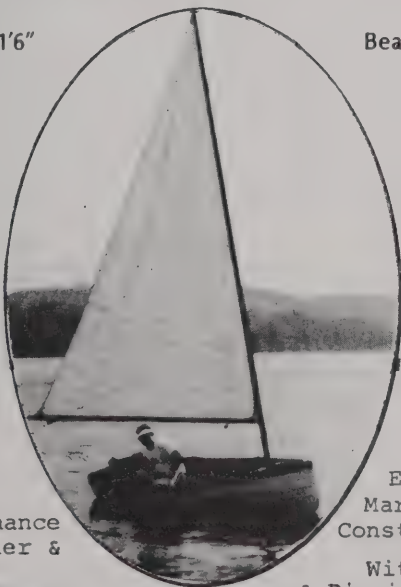


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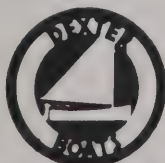
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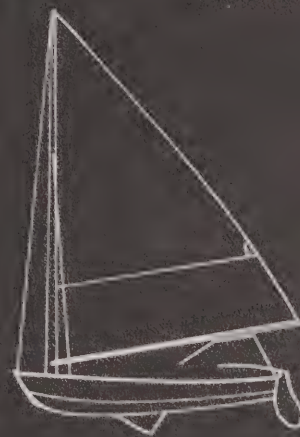


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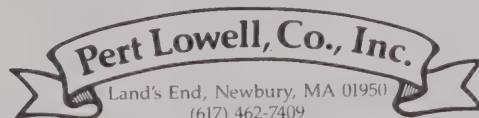
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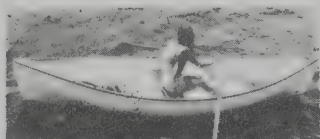
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Springtime Stargazing

Last evening as the sun was setting I set off in my Alden for a delightful row. Spring is here and I had spent a wonderful but strenuous day gardening. Spring gardening is always the most physically demanding with plenty of dirt to be dug in preparation for planting. I knew at day's end that if I sat down I'd not be getting up again. I'd be feeling like Mel Brooks' "2000 Year Old Man" and my muscles would be sending messages back to my brain about, "don't call us, we'll call you!"

So a short excursion in my Alden seemed a nice way to top off a rewarding day. The 20 knot wind that had blown all day had waned as the sun dropped low in the sky and I knew we'd have a typical quiet evening. Long Island Sound

had a wonderful rolling ground swell, just enough to make rowing lively but not so much as to be threatening. During winter I am much more conservative about the sea conditions I will go out in rowing or paddling, as the water is very cold and nobody is around. The Alden is extremely seaworthy and now I felt quite comfortable about taking it out.

Rounding some of the Thimble Islands, I caught a glimpse of Faulkner's Island in the very clear, highly refractory atmospheric conditions, making it appear only a "stone's throw" away, despite its 8 mile distance. The water was an absolutely beautiful ultramarine blue.

Heading out along one side of the islands I'd had a boost from the currents. Now, returning on the other, I had to dig in and fight my way back. I happened to turn my head at just at the last moments of the sunset as it dipped completely below the horizon. It's nice to be able, in the Alden and also my Arluk kayak, to turn around and look at something without upsetting stability.

Heading back over an open, uninterrupted expanse of water, I looked up and noticed the planets Venus and Jupiter lined up ready to follow the sun below the horizon. I had read in the "Old Farmer's Almanac" in February that "on March 6th the brightest planets, Venus and Jupiter, form a spectacular pair only 2.5 degrees apart in the west after sundown." Out on the water at dusk I found was the best vantage point from which to truly enjoy the skies of evening as stars come out, and later after complete darkness descends the panorama of the heavens is unobstructed by nearby objects. The "Almanac" is a handy reference for such stargazing, adding a lot to my night paddling and rowing as summer comes on.

Gail Ferris, Stony Creek, CT.

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Rowing the Legendary Snow Row

Having enough business in New England to justify a trip, we found ourselves, after a night on the beach, eagerly awaiting the legendary Snow Row on February 27th at Hull, MA. Although the weatherman dutifully predicted snow, and clouds threatened in the west, the sun, comfortably ensconced low in the south, made a reasonable effort to counter the arctic breeze which sprang up in the late forenoon.

The Snow Row was scheduled for about 2:30 to allow time for the gig racing. However, there was a rumor that this late hour didn't set well with some of the contestants. Cozy in the truck and just getting around to the peanut butter and celery course, I noticed a flurry of activity around the boats at water's edge. Enquiry revealed that the race was about to start, so I scooted my Superlight Urbanna Rocket down to the water and waited expectantly. Everyone else seemed to have drifted off, so I was headed back for lunch when I noticed everyone at the top of the beach with McCabe ready for a LeMans start. I rushed down and shipped my oars, then got in place in the lineup while they held the gun for me.

I made my usual spectacular start, pushing off and leaping dry-shod over the transom, then nearly rolling the gunnels under as I turned myself around. I was nearly last away so had nothing to do but follow the pack.

The sliding seat boats were slower on the jump-out but soon came sliding by. Frank Mainville and Andy Parks pulling on double Piantadosi rigs in their Concord went by at a rate which suggested that I was perhaps aground.

I had bought a pair of gloves at the K-Mart garden department, but in the excitement of the start had neglected to put them on. There was a good cold breeze out of the east and the pinkies were getting pretty painful. I was being closely pressed by two doubles, one quite short with cox. The Honor of the Old South (I'm from Virginny) was riding with me so I dasset let up. I consoled myself with the thought that in the land of Blackburn, finishing with my fingers frozen to the oars might earn me a certain respect.

We were quartering into the waves, which produced a corkscrew motion and didn't help the speed any. The deep vee Piscataqua wherries were well suited to the conditions and were apparently long gone. My model, weighing about 35 lbs., with low windage and no keel, handled well but the bow tended to blow off, causing me a tired starboard arm.

This little boat has been all over the country and suffered various accidents, including blowing off the truck. The gunnel is broken in several places but the hull, of an exotic material virtually unknown in New England, only leaks a dribble. Unlike the boat, the oarsman is aging irreversibly and is now so long in the tooth that he sometimes bites his knee.

Rounding the island, we had a short run and I managed to get my gloves on without completely losing way. The main group, now well ahead, seemed to be going for the next mark, a channel buoy. I cranked in what I considered to be adequate compensation for the wind. The whitehall double was working well to windward as was the B&S whitehall ahead, both apparently intending to cut the mark, or maybe it wasn't the mark? Time, and considerable effort, revealed that they knew what they were doing and that I was just out cruising.

The final leg had the wind forward of the beam and the tide going I knew not where. The main pack was out of sight and the whitehall, which had been right before, was holding well to the south. I enquired of the B&S if we were heading for the beach and he supposed so. He also commented that he had more windage than he would like.

Not being one to exert myself unduly (call it pacing) I was still in fair shape and left the B&S behind while covering the whitehall double. I arrived back at the beach, having covered the 3.5 mile course in about an hour, with four boats behind me, cause for some satisfaction.

Leaping nimbly from my craft, I thrust my hands into my armpits and only the comforting thoughts of opening a pub somewhere restrained the tears as my fingers exploded.

Soon after, a call went out for all contestants to record their order of finish. Unfortunately, I missed announcement of the awards banquet. As the eunuch said, "Participation is where it's at."

Jim Thayer, Mechanicsville, VA.

PISCATAQUA WHERRY



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

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PADDLES & OARS



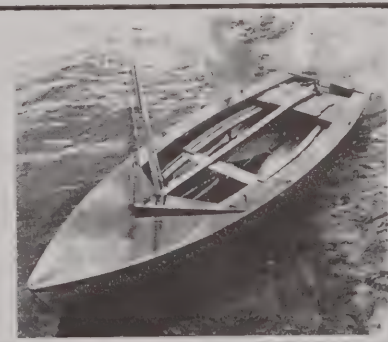
Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

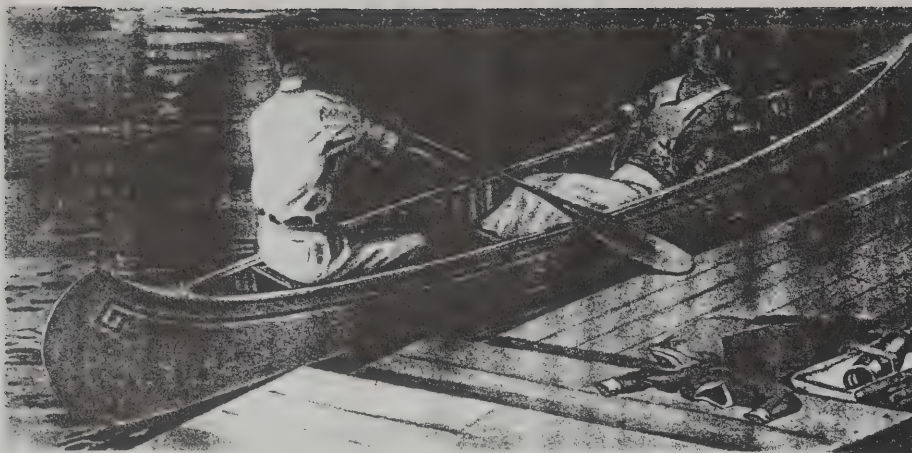
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WAYFARER

Proctor's world famous design for British coastal cruising. Our Bruynzeel (tm) hull kits are precision cut, partly dry-fitted. Jig, manual, fastenings included. Hull kits from \$2,400 to \$2,800 U.S. funds. Plans unavailable. Send \$3 for information.

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Young Men Preferred the Kennebec

Elrow LaRowe markets Bolger designs for instant boats from his retirement home in Port Riekey, FL. From time to time we've featured some of these designs. Elrow also circulates a typewritten newsletter to his customers and those who inquire after plans. Amongst the incredible amount of detailed commentary about all sorts of subjects that strike his fancy, salient facts emerged in Issue #39 about how he got into boats ever so long ago.

"I purchased my first boat, a 17' canoe, from Mr. Roberts, manager of the boat livery at the end of the beach, for \$25. He called it a "river canoe" but I never went into that matter with him. It was different. Instead of planked wood and canvas like most, the canvas was stretched over a seamless veneer that was backed on the inside by small half-round framing in a checkerboard of 8" squares. The gunwale was broken in one place and patched by a stainless strap. The ends were so low as to have no turnup at all, it had some deadrise on the bottom and was narrower than other canoes, but with the width carried further towards the ends. It drew 3"-4" more water but was easily faster. I kept it at the

livery as I think it was against the rules for a counsellor to have his own boat at Camp-of-the-Woods. At summer's end, my 35 year old mother, a tall, strong lady, grabbed one end of this canoe and walked 50 yards through deep sand with me to lift it atop her old Chrysler for the trip home. That Chrysler was a green four-door with yellow wood spoke wheels and she kept a pair of pliers on the front floor to turn the ignition switch with, as the thumb lever had long ago broken off.

There wasn't a lot of time to use my canoe during that summer, but a fellow named Crispin and I did several afternoons, around the lake, down the Sacandaga River to the dam, up the Kunjamunk to Elm Lake and a trapper's dugout home, and up Cherry Creek toward Speculator Mountain. That creek had 21 beaver dams, and we pulled the canoe over all of them only to still be far from the mountain when time ran out. There may have been even more further upstream.

On another occasion, we were sneaking a look at a 15' birchbark canoe hanging up overhead in a large boathouse across the lake when caught so doing by the occupant, a very distinguished looking gentleman. He invited us into the house for a chat in a very elaborate setting. I think he was very lonesome.

Some of the counsellors were

at Camp-of-the-Woods summer after summer, and I had one date every summer with one such young lady. She knew me better than I knew myself at that time, treating me as the 17 year-old going on 12 that I was. I recall her carefully explaining to me that while the 18' Old Town canoe was generally considered the better, young men really didn't prefer it, even if a girl in skirts couldn't get into or out of it modestly, due to that always in the way center cross brace. Young men, she went on, preferred the 17' Kennebec that was clear through its middle so they could easily get down into the bottom of the canoe with a girl. I never did get to join this young lady in the bottom of a canoe, although she asked me to once. Foolish me, trying to show sophistication, I reminded her there was no way for me to pick up a chaperone out on the lake, so accepting her invitation would not be proper! What I really wanted to hear each year on these single dates was her good opinion of my paddling prowess, knowing that she did know boats!

Later on, my Dad, forgetting that the canoe was mine, sold it. However, a classmate, Mary Emma, seemingly nicer for being an only child, loaned me her canoe, the only other one in town, so I was still able to paddle my sometime girlfriend, another classmate, down the lake and across to her home after school, some two miles of often strong breezes and heavy chop, and she couldn't swim. We'd still see Mary Emma every winter (her husband recently died) and she reminds me I got more use of her canoe than she did. I do think back upon those who were worthy of more of my time and attention than I gave them at the time, and have regrets.."

For more from Elrow in the way of instant boat plans for today, \$5 for info on 11 designs, Elrow LaRowe, 6911 Amarillo St., Port Riekey, FL 34668.

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
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Largest Selection of Canoes

in New England

nearly 500 on display

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

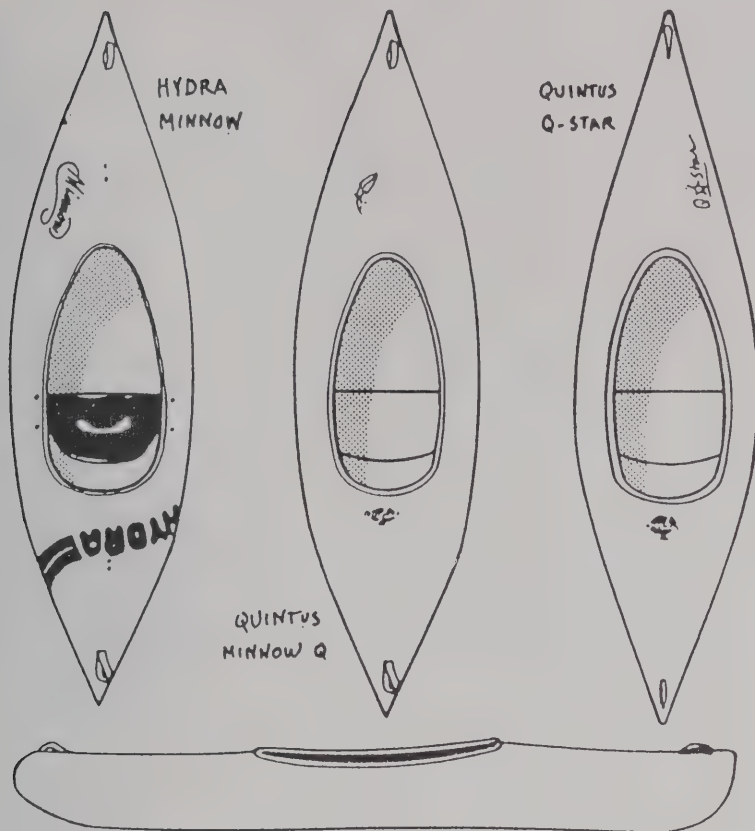
Prices like the good old days.

FERNALD'S

Rt. 1A, Newbury, MA 01951

(617) 465-0312

MINI KAYAKS



The lure of a tiny boat big enough to carry one but small enough to be carried EASILY has been recognized and provided for by several manufacturers of kayaks and canoes. One small craft dealer who has made this a serious part of his business is Joel Thomas of Cape Ann Small Craft in Essex, MA. Joel has an enormous variety of paddling, rowing and small sailing craft in stock at his place right on the Essex River, the former historic Story Shipyard. He's done some looking into the mini-kayak subject and has an information sheet I think is rather interesting.

"About mini kayaks: These are the short stable kayaks with an extra long cockpit (7" longer) that go in a straight line and turn on a dime. They're easy to paddle and transport, being small and lightweight, easier than a canoe and less frustrating than other kayaks. Mini kayaks are definitely user-friendly.

Mini kayaks are first choice for:

Quick and easy paddling, easiest hardshell kayak or canoe to paddle.

Solo paddling with easy self-rescue, small, light and can be rolled.

Portaging fully loaded.

Sport for super-jocks in all waters.

Versatility, one kayak instead of a garage full.

City dwellers, a storage

dream.

Children, holds two and is light to carry or drag.

Women, light and easy to paddle.

Senior citizens, large cockpit, step into and sit down.

Adult and small child, both fit into extra long cockpit.

Preserving marriages, each paddles own boat.

Extra boat for a friend, goes well with canoes or longer kayaks."

Well, one might dispute several of Joel's statements, but he has recognized an amazing number of reasons why these little boats can be attractive. One must recognize that they are boats for protected waters unless one is a really skilled expert paddler in unprotected waters.

Joel goes on to tell how to recognize potential owners of mini kayaks, again rather interesting observations:

"If any of the following mention purchasing a canoe or kayak, they should look into mini kayaks:

Couples who ask about canoes.

Older persons.

Families owning a canoe and wanting solo boats.

Solo paddlers.

Athletic persons already involved in many sports.

Persons whose spouses or best friends are river kayakers.

Fishermen.

Photographers or naturalists.

Busy people who want to go boating with the least amount of effort.

Persons wanting a small and/or lightweight boat.

RV owners who want to carry their boat inside.

Parents wanting a safe boat children can paddle and carry.

Parents wanting a beginner boat for a 6 year old that can be towed by the parents' canoe when young arms weary.

Persons wanting a sailboat tender.

Persons wanting to camp out of a small boat."

Joel's list comes from two years' experience in selling mini kayaks. He finally lists the sort of customers he's had who influenced his potential prospect list:

"Here are some brief profiles of some of my Minnow customers over the past two years:

Whitewater kayaker buying a Minnow for his naturalist wife.

Mid-30's athletic man buying an easy-to-use kayak, he wanted to paddle NOW rather than learning to roll first.

Retired minister for paddling on nearby lake.

Older woman to paddle herself when not canoeing with her husband.

Family with canoe living on a river buying two Minnows for 8 and 10 year old sons.

Two canoe family that formerly owned four Minnows, missed them so much they bought two replacements.

Young man wishing to fish on San Francisco Bay.

Weekend sailor buying Minnow for Christmas gift for his wife.

Two older women replacing stolen Minnows.

Young athletic man wishing to explore seashore caves.

Busy woman singer wishing to paddle herself away from the phone."

Joel offers three models with the following specs:

QUINTUS MINNOW Q. Fiberglass foam construction, will float full of water. 19 pounds, 8'9"x27"x12". Adjustable foam seat. For easy protected waters, fishing, camping, portaging.

QUINTUS Q STAR. Fiberglass foam construction, 19 pounds, 8'11"x27"x13". Faster but with less storage space than MINNOW Q, more foot height.

HYDRA MINNOW. Rotomolded polyethylene, 29 pounds, 8'8"x28"x12". Molded-in seat, flotation in ends, foot braces. Slower, more stable, can take more abuse. For all waters, rocky rivers, big waves, surfing, fishing. Boy Scouts? Yes!

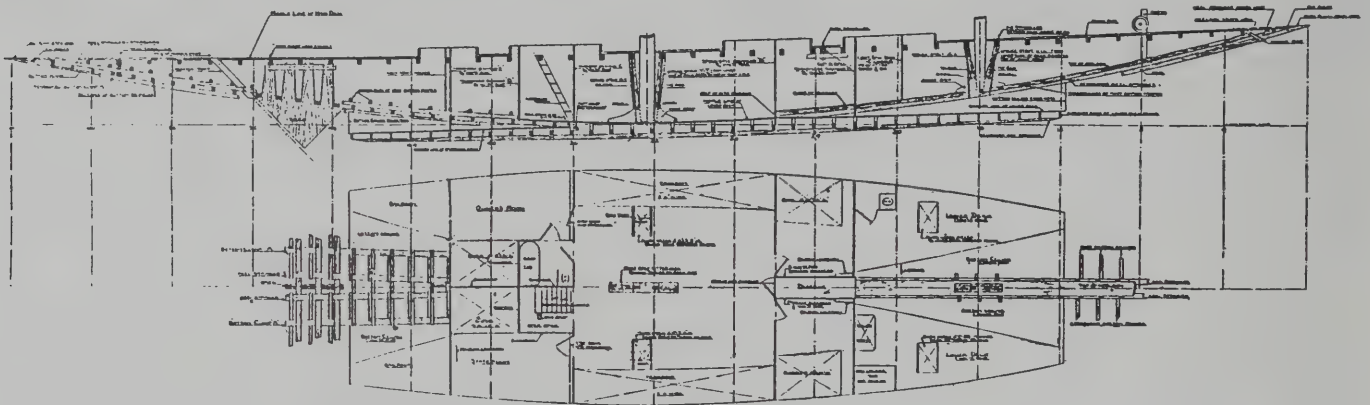
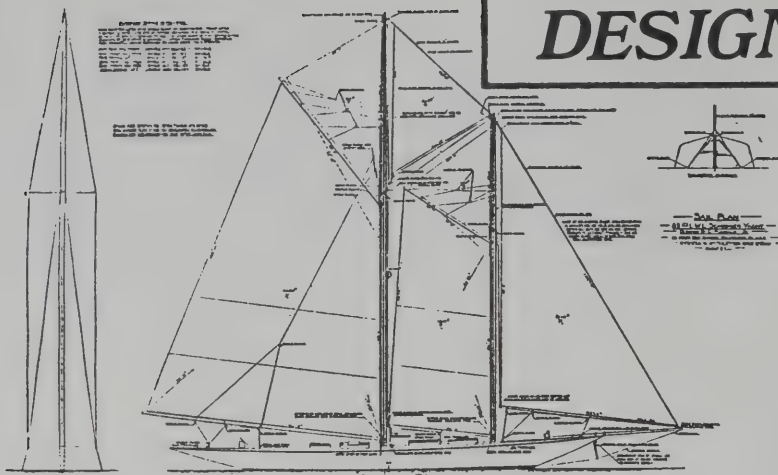
You can see and try all these at Cape Ann Small Craft, Rte. 133 at the head of the causeway, Essex, MA, (617) 768-7411.





DESIGNS

In 1900 a man named C. Andrade, Jr., of Philadelphia, PA, designed a radical sort of schooner for the yachtsman, so radical it apparently generated a lot of reader inquiries to the editor of the RUDDER, in which it was advertised. The editor felt duty bound to comment on Andrade's concept and admitted he had little to go on in the way of expertise in discussing the radical hull design. A copy of the original ad and editorial comment came to us with the newsletter of the TSCA of the Philadelphia Maritime Museum, and I'll let the drawings, advertisement and editorial remarks of nearly 90 years ago speak for themselves.



SIXTY-FIVE-FOOT SCHOONER, DESIGNED BY C. ANDRADE, JR.

A FEW VARIATIONS OF THE NEW TYPE



DOUBLE HULL SCOW RACER



CRUISER

FIN RACER

FAST CRUISER



HALF DECK PLAN - CRUISER

NO CENTERBOARD, Keel or Fin is Required.

The entire side of the boat acts as a leeboard, with an area about three times as great as a centerboard or keel, and at a much more advantageous angle—the centerboard or fin being thrown out of the perpendicular as soon as the boat begins to heel, while the tumble-home side of the new type, when the boat is heeled well down to her working lines, is squarely perpendicular to the line of drift. When the ordinary fin or centerboard boat is heeled down until her lee rail is awash she has only *one-half* the grip to check leeway that she shows on an even keel. When the new type boat is heeled down to her rail she has *three times* the grip which she shows on an even keel. In all other boats the grip, or power to prevent leeway, *decreases* as the boat heels to her work; in the new type the grip *increases* as the boat heels to her work.

The advantages derived from the absence of fin or centerboard are: *Decreased Draught, Decreased Skin Resistance, Increased Cabin Space* (which would otherwise be taken up by centerboard well), *Increased Structural Strength*.

MINIMUM RESISTANCE in Windward Work.

The retreating weather side presents the least possible resistance to the wind and sea. The round boat when heeled offers a broad curved surface to windward; the new type shows merely an edge.

SIMPLICITY AND CHEAPNESS OF CONSTRUCTION.

Boats of the new type will average about sixty per cent. of the cost of round-built boats.

This type is capable of all the modifications that are found in the old-fashioned boats. Scow-racers, double-hullers, fin-racers, roomy cruisers, heavy-weather boats, racing machines, big schooners, sailing canoes, flying proas, sneak boxes, catamarans, and any-other craft that gets over the water by the aid of sails or auxiliary power, can be furnished in the new type.

A careful discussion of the principles underlying the action of this new form of hull will be found in THE RUDDER for February, 1901, pages 49-51. If desired, a fin may be added to get low leverage for ballast; but this is desirable only for racers.

The new type is protected by letters patent of the United States, issued July 3, 1900; also by letters patent of Great Britain, Canada, France and Belgium. Other foreign patents pending. For lines, specifications, estimates and building permits, apply to

Cable Address: "Andrade Philadelphia"
Western Union Code. Long Distance Phone 3-44-33-A.

C. ANDRADE, JR., 516 Girard Trust Building, Phila., Pa.

PLEASE MENTION THE RUDDER WHEN WRITING TO ADVERTISERS.

The Andrade Schooner

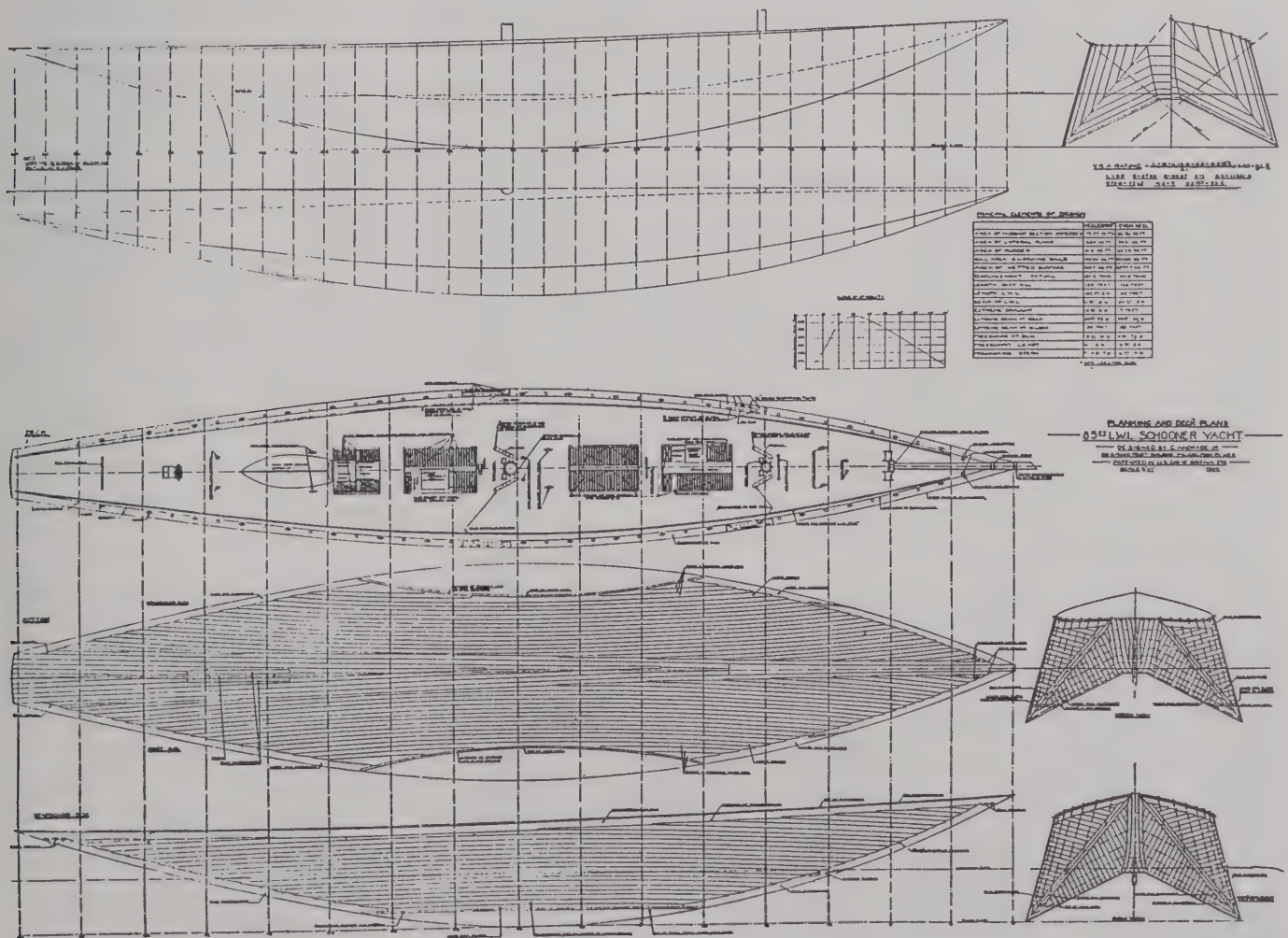
THERE has been much interest taken in the peculiar form of hull produced by C. Andrade, Jr., of Philadelphia, and which he has for some time advertised in this publication. In regard to it we have received many letters of inquiry, and I have been frequently asked my opinion as to the feasibility of the idea and the success of the new type. I have reluctantly been obliged to admit that I knew nothing as to the capability of these boats, and could not furnish either information or advice as to their value or use.

The type is an extremely radical departure; it is, in fact, the only original departure from the accepted ideas in yacht designing put forth in my lifetime. All other departures have simply been modifications of the common type: but this is, so far as I can ascertain, a totally new conception. Therefore, it is utterly impossible for anyone to express an opinion as to the capabilities of the model or to endorse the designer's claims without first having thoroughly tested a craft of the type.

If, as the designer claims, these boats will hang to the wind they are bound to become a popular form of vessel, as there is nothing in modern practice that is less desirable than the centerboard, and nothing that is so absolutely necessary in our coast navigation. To obtain a shallow-draught boat, capable of holding on the wind without the use of the centerboard, has been an

object long sought. I should like very much to experiment with one of these Andrade boats, and if any of my readers have one I wish they would place it at my command for a few days. However, the design we print is extremely interesting, in fact it is by far the most interesting design we have printed in some time, and you are greatly indebted to Mr. Andrade for his courtesy in placing it in print. In his letter the designer says:

"The table of elements in the lines drawing is especially interesting, as it shows some paradoxical results on area of midship section, wetted surface, lateral plane, ratio of beam to length, etc. The curve of stability is also remarkable. I do not know of any sail yacht of less than 300 tons displacement which can show a righting moment of 675 foot tons. The curve hangs on until after the 90-degree angle of heel is passed, which proves the boat uncapsizable. I can vouch for the correctness of all the calculations, as I made them myself personally, and proved and reworked them, so that there is no chance of error. I expect this schooner to be built here in Philadelphia, as R. H. Lee, Esq., her prospective owner, was so pleased with the 30-foot racer which I sent him last month that he sent me a cable of congratulations from Cowes. When a man feels so good about a boat that he has to cable you may be sure she is pretty near the right thing."



SIXTY-FIVE-FOOT SCHOONER, DESIGNED BY C. ANDRADE, JR.

PROJECTS

The Springfield Fan Centerboard

That's what designer/builder Bob LaVertue calls his version of the venerable Radex folding metal centerboard. Bob developed the unit in cooperation with boatbuilder William Clements of N. Billerica, MA, for Bill's 13' "Nord Vinden" canoe yawl. Like the earlier Radex, Bob's unit reduces the centerboard trunk to just a low unit in the bottom of the boat. Why Springfield? Well, that's where Bob lives.

LaVertue has a Vesper sailing canoe fitted with a Radex centerboard, and last year took delivery from Clements of an enlarged version measuring about 19' LOA. This got the two together. LaVertue does auto restoration work for a living and brought his sheet metal expertise to bear on the new fan centerboard development.

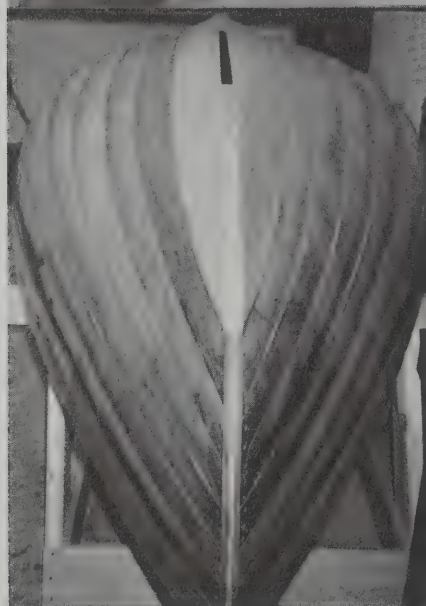
The major difference is simplification. Bob's unit has three blades telescoping into one another, the Radex had twice as many far more flexible blades. The blades are fabricated from phosphor bronze and the two upper sections, which are actually very thin boxes within which each lower blade nests on folding, are silver brazed together. A bronze lever is so fastened to the top edge of the bottom blade that when it is raised to its full height, it has completely retracted the blades, and can then toggle forward to lock them in the retracted position.

If you'd like details on dimensions (the unit pictured was made specifically for the "Nord Vinden" and is about 4' long) and possible availability for a boat you might have in mind, contact Bill Clements at (617) 663-3103.



The Real Thing

Downstairs in Bill's workshop, two "Nord Vinden" 13' canoe yawl hulls rest, awaiting fitting out. They are glued plywood lapstrake construction, Clements' preferred method of boatbuilding. With both already sold, and potential for more orders developing, Bill is looking hard at the limitations of his basement workshop. Still, too much work is far better than not enough. If you'd like to know more about this neat little canoe yawl derived from a boat in the John Leather book, "Sail & Oar", contact William Clements Boatbuilder at 18 Mt. Pleasant St., N. Billerica, MA 01862, (617) 663-3103.



Jim's Dory

Jim Lower of Essex, MA, has been full time lobstering for several years now, after a previous stint at boatbuilding in his own shop. Now Jim's coming back into building and currently has for sale a beautiful 16' lapstrake dory built traditional style, but with laminated frames and a custom motor well. Jim's work is first class, he learned boatbuilding from Aubrey Marshall of the old Lowell Boatshop in Amesbury, MA, with subsequent stints at the Story Shipyard in Essex, before going out on his own. Jim also has a 15' round bottom catboat available. He's on Southern Ave., Essex, MA 01929, (617) 768-7415.



Townies & Other Fine Boats

It's getting real busy at the Pert Lowell boatshop in Newbury, MA, on the Parker River, with orders for several new Townie sloops in hand, along with custom jobs building a 20' power dory and a custom plywood sloop. All this along with continued mast hoop fabrication, which 80 year old Pert Lowell himself still carries out, and wood shell block fabrication and rebuilding. Ralph Johnson has been able to deal with this boom in business through fortuitous circumstances, with the hiring on of Bob Elliott, who formerly ran the boatshop at Portsmouth's Strawbery Banke Museum.

One wooden Townie and the 20' dory have recently been completed, another wooden Townie is planked up, with two fiberglass ones waiting their turns. Finishing touches on two 14' mahogany Brutal Beast catboats built during the winter for Harry McDonough's youth sailing



Ralph Johnson and Bob Elliott finishing off a 20' dory.

program on South Boston's Pleasant Bay are also being made. And shortly, a dozen boats stored in the Lowell yard on the Parker River will be expecting to be launched.

It's still all right to give Ralph a call if you're thinking of

having a Townie built, or a Brutal Beast or dory, or any custom wooden boat. If you want to get a job done, go find a busy person to do it. Ralph Johnson is at Pert Lowell Co. Inc., Lanes End, Newbury, MA 01950, (617) 462-7409.

Kevin's Canoes

Kevin Martin is another young man who has stuck with wooden boatbuilding through the difficult early years, building and restoring wood and wood/canvas cajnoes at his shop in Epping, NH. His specialty is lapstrake traditional construction such as the pair pictured built this past fall. Kevin's also looking for a war canoe, and other old canoes and small boats for repair and resale.

Talk about busy, Kevin not only built his large two story shop, but also his comfortable home, while supporting his budding business, wife and several youngsters by working as needed in house carpentry. That work is now behind him as Kevin's boatbuilding has gained recognition and resulting orders. Kevin is at RFD 1, Box 441, Epping, NH 03042, (603) 679-5153.



Almost the Real Thing

Well, half of it anyway. Bill Clements took an order at last summer's Wooden Boat Show for half of one of his glued lapstrake Butternut canoes for someone who wished to hang the full size half model on his wall. The boat is completed and awaiting delivery this spring, so where better to store it than on the living room wall. So, until delivery is made, the Clements' home in North Billerica, MA, is graced with this 16' long complete half of a Butternut canoe.



FROM BOOTHBAY EASTWARD
MACKEREL AND MACKEREL FISHING

We rose at sunrise on Monday morning, and at six o'clock took our last look of Boothbay and hoisted sail for the eastward. It was a delicious morning. The fearful storm, the bleak blasts, the pelting rains, through which we had so lately passed, seemed far off and incredible. The gentle blue heavens hanging above us, with not a cloud to speck their serene azure, the sparkling waters rippling so gayly around us, and the soft and low breeze that wafted the Helen slowly along, were in such perfect harmony with the green shores, the delicately-wooded islands, and the distant mountain-peaks, wreathed with soft and shadowy mists, that it seemed monstrous to think of so fair a scene disturbed by tempests. Amid such brilliant sunshine one could hardly even credit the coming of night.

As we drifted down the harbor, we steered close to the Hassler, in hopes of seeing our friends and bidding them a last goodbye. But no one was visible save the silent African, who stood leaning over the rail, watching the schools of mackerel that were here and there rippling the surface of the water. He said nothing, but courteously touched his hat as we swept by. The mackerel, as usual, excited the Professor, and he invited me to jump into the dory with him, and go and catch a mess for breakfast, for which meal the Pilot was leisurely making preparations. The wind was so light that the smoke of our furnace ascended like the smoke of a sacrifice, straight up, and at the rate at which the sloop was going we could easily overtake her. As we were now getting fairly into the region of mackerel-fishing, the Skipper had taken care to provide bait, which he purchased from a vessel with a bait-mill on board.

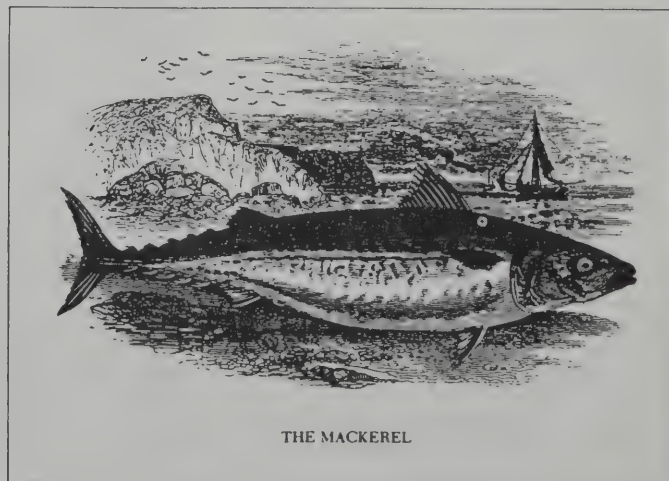
Taking a bucket of the stuff, composed of hardheads ground up, we entered the dory and rowed toward the nearest school — its presence being easily detected by the ripple which the fishes make in passing through the water. When within two or three rods of them, the Professor dropped the oars and threw several handfuls of the bait toward the mackerel. Our lines were already baited with pieces of hardhead, and we threw them quickly out. Instantly there was a rush at them, a sharp, quick bite, and we each pulled in a mackerel. For a few minutes we drew in fish as fast as we could bait and throw out our lines; often, indeed, not stopping to put on fresh bait, for the merest shred of skin hanging to the hook was sufficient. We had



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

caught about thirty in quick succession, the fish following as our boat floated along on the tide, when suddenly they ceased to bite. Something had alarmed them, and they had gone off like a flash to reappear at the distance of an eighth of a mile. As we had already more than enough for breakfast, we did not pursue them, but regained the sloop and turned our captures over to the Pilot, who soon had the choicest of them in his frying pan.



THE MACKEREL

This was my first experience of mackerel-fishing, and very pleasant I found it. I have not yet seen any fish so handsome as the mackerel, so elegant in form, so beautiful and brilliant in color. The upper part of the body is dark green in hue, the lower part silvery white, but along the sides are wavy bands of mixed and fluctuating colors like those of silk. The size of the fish varies from ten to twenty inches in length, and the average weight is two pounds. Those we caught were small, weighing not more than a pound each.

Before the Revolution, the mackerel fishery was largely prosecuted on the coast of New England by sloops fitted out for the purpose, of which Massachusetts had about a hundred. Afterward, this branch of industry decayed, and for a considerable period boats only were used. But about the beginning of this century, a vessel was sent to Mount Desert to catch mackerel, and made so profitable a trip that the business soon revived, and became more prosperous than ever. At present, about 1,000 vessels and 5,000 seamen from Massachusetts are employed in mackerel fishing, and, beside the numbers of the fish which are sold to be eaten fresh, nearly 300,000 barrels are annually inspected in Massachusetts, which are worth about \$1,500,000. The salted mackerel are sold chiefly in the Slave States, but a large proportion of the poorer quality is exported to South America, and to the East and West Indies.

When a mackerel vessel reaches a place where the fish are supposed to be plentiful, the master furls all his sails except the mainsail, brings his vessel's bow to the wind, ranges his crew at intervals along one of her sides, and, without a mackerel in sight, attempts to raise a school by throwing over bait. The baiter stands amidships, with the bait-box outside the rail, and with a tin cup nailed to a long handle, he scatters the bait on the water. If the mackerel appear, the men throw out short lines, to the hooks of which a glittering pewter jig is affixed. The fish, if they bite at all, generally bite rapidly, and are hauled in as fast as the most active man can throw out and draw in a line. As they pull them on board, the fisherman, with a jerk, throws the fish into a barrel standing beside him. So ravenously do they bite, that sometimes a barrelful is caught in fifteen minutes by a single man. Some active young men will haul in and jerk off a fish and throw out the line for another with a single motion, and repeat the act in so rapid succession that their arms seem continually on the swing.

Sometimes, after thousands have been caught by the ten or twelve men of the crew, the mackerel

suddenly disappear. The lines are then thrown aside, and all hands go to work to dress the fish, the captain or mate first counting them, and noting down in the fish-book what each man has caught. The mackerel are split and cleaned, and soaked awhile in barrels of salt water. They are then washed and handed to the salter, who puts a handful of salt in the bottom of a barrel, takes a fish in his right hand, rolls it in salt, and places it skin downward in the barrel, till he comes to the top layer, which is placed skins up and well covered with salt. When the vessel returns to port, the fish are sent on shore to be sorted into three or four qualities, weighed, re-packed, re-salted, and re-pickled.

The mackerel fishery, as pursued by the New Englanders, is a toilsome and perilous calling, and success in it can only be achieved by great energy and activity. It is carried on chiefly in schooners, averaging fifty tons, which follow their prey to the Gulf of St. Lawrence, and even to the bleak and stormy coast of Labrador.

EPOXY TRIAL KIT

Our trial kit gives you 12 ounces of resin and hardener along with a lot of other goodies which let you do a real "hands on" test with System Three Epoxy. All this comes in a plain unmarked box so that your neighbors won't guess what you're up to. We'll even throw in a copy of THE EPOXY BOOK (A \$5.00 VALUE), our price list and ordering information. All this for only ten dollars.

So, if you're the *GUTSY* type, send us ten bucks and we'll get your trial kit and EPOXY BOOK off to you right away.

If you're the more cautious type, send \$5.00 for your copy of THE EPOXY BOOK. This book tells you more about boat building epoxies in 54 easy to read pages than some books do in nearly 300 pages.

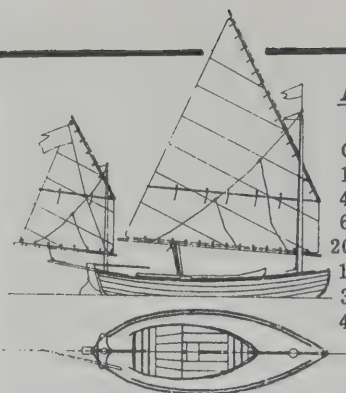
SYSTEM THREE EPOXY, long the best epoxy resin for west method construction remains the most economical of all nationally advertised epoxies.

**GOUGEON BROTHERS INC. 105/205 or 105/206
CAN COST OVER \$6.00 MORE PER GALLON
THAN SYSTEM THREE EPOXY.**

SYSTEMTHREE

SYSTEM THREE RESINS
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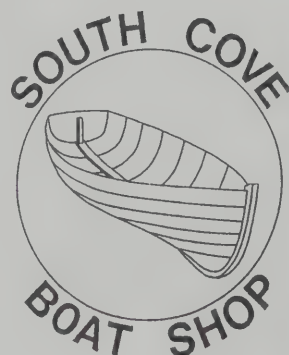


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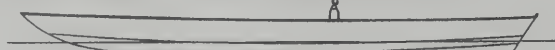


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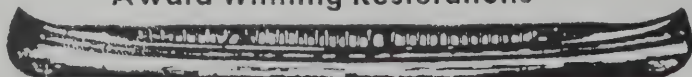
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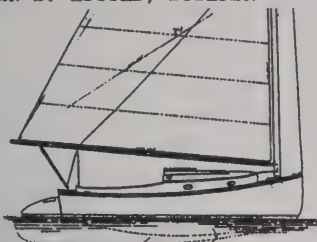
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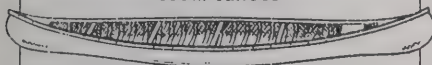


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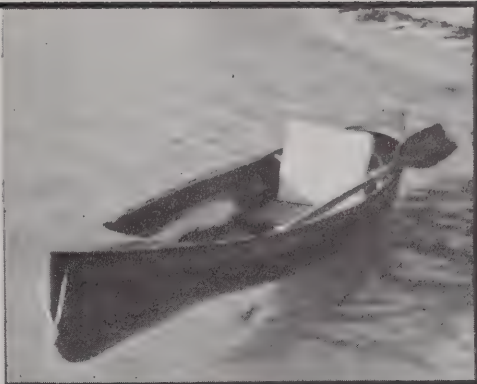
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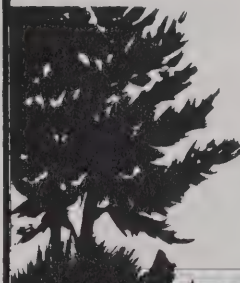
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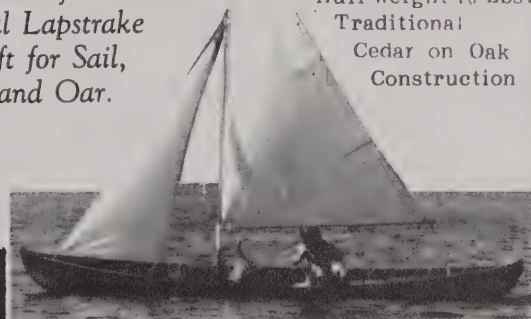
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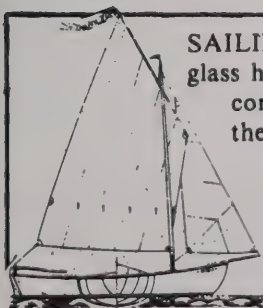
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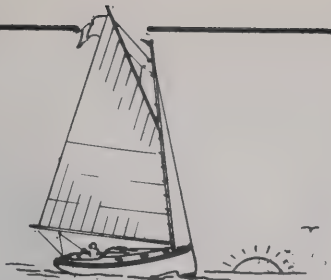
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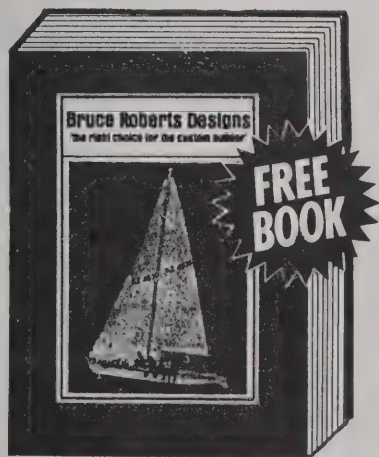
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VINCE SPOSATO, Union City, NJ, (201) 867-7620, Mon.-Fri. 7:30 p.m.-10:00 p.m. (1)

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)

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)

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)

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)

THESE BOATS MUST GO: 16' Peinert Fastart fiberglass recreational rowing shell, sliding riggers, 9-1/2' oars, very stable, \$1,050. 16' Bolger sailing pirogue with sprit sail, fiberglassed, new condition, \$425. 11-1/2' fiberglass tender, 1988 mahogany and ash trim, bronze hardware, \$850. Drop-in pedal unit converts any boat or canoe to pedal power, \$225. Will consider trades, all prices negotiable.
DON CURRY, Topsham, ME, (207) 725-6914. (2)

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. Must sell.
RAY WELCH, Boston, MA, (617) 227-7411. (2)

COMPAC 16/2, 1987, absolutely complete. Trailer, motor, three sails, potti, lights, compass, life jackets, etc. etc. Little used one season. \$6,000.
ROB BARKER, P.O. Box 10, Montague, MA 01351, (413) 367-2424. (2)

TASHMOO 15, 1986, green with center console and engine controls. Trailer. like new.
JOHN WYPER, Stonington, CT, (203) 535-1576. (2)

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)

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)

FLORIDA TIME SHARE. Owner of three bedroom, two bath, fully furnished modern house with sailboat dock just off Sarasota Bay is looking for one or two boating families to share (on a time share basis) expenses of \$1,200 a month.
TED COYER, P.O. Box 1100, Cos Cob, CT 06807, (203) 637-4184. (2)

18' CHESAPEAKE CRABBING SKIFF, built 1982 at Maine Maritime Museum Apprenticeship. May be sailed, rowed or motored. \$2,400 or B/O.
RAY YOUMANS, Box 3113, Mere Point Rd., Brunswick, ME 04011, (207) 725-2934. (2)

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BEEBLE CAT, sound hull, new mast, good sail. Asking \$1,400 O.B.O. or will trade for nice rowing boat or runabout.
ROB GEYER-SYLVIA, Box 4450, Waterbury Ctr., VT 05677, (802) 244-5252. (2)

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JBH, P.O. Box 515, Gloucester, MA 01930. (2)

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

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

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 Awlgripped mahogany trim. Always stored inside. Includes Highlander highway trailer. \$1,950.

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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.

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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)

20' CHRIS CRAFT Sea Skiff runabout, all original in very good condition. Kept in boathouse on a lake since new until 1985, family boat since then. 283 Chris Craft engine, 40 mph. Includes Navy top, mooring cover and cradle. Asking \$6,000.

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14' SEA SCAMP, mahogany plywood runabout, 1965. In mint condition. Trailer included, poor but useable. \$800.

TY SCHULZE, Union, NJ, (201) 754-7316 days, (201) 353-4361 eves. (2)

24' TRUE ROCKET wooden sailboat, 1958. Shoal draft keel/centerboard design. Good condition. Main, jib and genoa. Needs cosmetic work. Must sacrifice, getting new boat. \$1,000.

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MELVILLE NICKERSON, 45 Moyo Rd., Hampden, ME 04444, (207) 862-3233. (2)

KLEPPER AERIUS II two person folding kayak with cockpit spray cover, \$500.

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FREE 23' PLYWOOD WORKBOAT HULL, 8' beam, fiberglassed bottom, large unfinished cabin. Come take it away.

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SWAP OR SELL. 16" Craftsman scroll saw, like new, \$75, or swap for belt/disc sander of like value. F.P. BROWNING, P.O. Box 398, Jamestown, NC 27282, (919) 454-3534. (2)

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KLEPPER AERIUS SINGLE kayak, used three times. Factory keel strip, rudder, European cruising seat and backrest, more.

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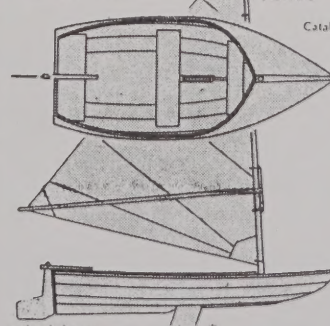
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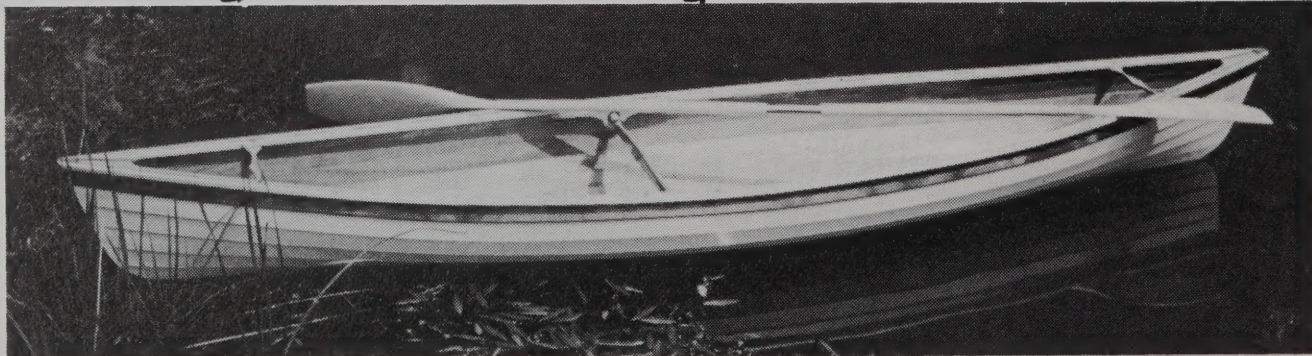
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