



messing about in BOATS

Twice a Month!

Volume 6 ~ Number 6

PEABODY MUSEUM OF
LIBRARY

August 1, 1988





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (508) 774-0906
PUBLISHER & EDITOR: BOB HICKS

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

Commentary

BOB
HICKS



Our Next Issue...

Will look at a variety of inter-
esting boats: Don Bett's kayak cre-
ations; Dutch "botters"; Ken Hank-
inson's "Chunky" dory and Glen L's
"Drifter" dory; Dennis Davis' latest
stitch and glue kayak; Wing Sys-
tem's multipurpose shell; Steve
Wilce's "Navigator" daysailer; my
own "Cockleshell mini kayak. We
may get to test pedal the Venture
Cat before press time. There'll be a
look at some old one lugger marine
engines. Cruising the Yugoslavian
coast under sail and an eastern
Connecticut pond by paddle are
planned for inclusion. And, we'll
begin our next serialization, Na-
thaniel Bishop's 1875 epic, "Voyage
of the Paper Canoe".

On the Cover...

Jerry Stelmok contemplates his
handiwork at the dock on Moose
Pond in Bridgeton, Maine, at the
L.L. Bean Maine Canoe Symposium.
Inside, on the center pages, Jerry
embarks in one of his E.M. White
Maine Guide canoes.

A year ago I did a cover story
on the "U.S.S. Constitution" in
connection with the annual turn-
around cruise this historic vessel
makes out into Boston harbor every
July 4th. While effecting the main-
tenance purpose of turning the ship
around at its permanent location on
the dock at the Charlestown Navy
Yard National Park in Boston, this
exercise also celebrates the na-
tion's birthday.

This year, Jane and I received
invitations to enjoy the cruise on-
board, along with about 400 others
who, one way or another, were on
the invitation list. Since the
"U.S.S. Constitution" is still a
commissioned naval warship, it's
the U.S. Navy that issues the in-
vitations.

We enjoyed the experience im-
mensely and I can characterize this
as a three hour exercise in good
old fashioned patriotism. On board
this historic vessel, which is an
enduring physical connection with
the very earliest years of this na-
tion's existence, with the "Old
Glory" of those early days with its
13 stars flying from the after rig-
ging, it's a very cynical person
indeed who would not feel moved by
what this all means to us when the
U.S. Navy band strikes up the
"Star Spangled Banner".

I'm sufficiently alone in years
to recall the innocent patriotism of
World War II as a teenager. Despite
the incessant onslaught on our na-
tion's character of the past quarter

century, I apparently still have in-
grained in me some of that inno-
cence, that belief that, whatever
its faults today, this country has
still got to be a privileged place in
which to live. As "Old Ironsides"
fired off its 21 gun salute opposite
Fort Independence at the entrance
to Boston harbor, exactly at noon,
I looked around at the enormous
variety of people onboard, at the
fleet of several hundred pleasure
boats all around us in the harbor,
at the thousands of people gathered
on the grass of Fort Independence
to share in the occasion, and it re-
confirmed my belief in my country.

We have all sorts of monu-
ments to our past, which is, in ef-
fect, the history of man's first real
freedom for the individual to pur-
sue his life as he chooses. Why is
this ship so special? I think it is
because it can move. Yes, move.
The various historical buildings,
places, documents, museum collec-
tions that all chronicle our past sit
wherever they happen to exist for
people to view and be informed by.
The "U.S.S. Constitution" also sits
all year in its place. But on this
one day, it stirs, and sets off
down the harbor, an icon of patri-
otism underway again. To be on it
is to savor something from the past
in a special way.

Yes, it moves along powered
by a tugboat, no sails aloft. Yes,
the crew all in period uniforms
communicate with little hand held
radios. Yes the several speakers

make themselves heard over a PA system. But the ship doesn't seem to be affected by this, it moves along in serene majesty somehow. From shore or the pleasure boat fleet, one sees the whole thing, on board one feels it. I felt it was something akin to the family taking out the elderly but still dignified old patriarch. Here was this ship that George Washington himself bestowed the name "U.S.S. Constitution" upon in 1797 in honor of the nation's so recently created document that still governs our lives and protects our freedoms, still accessible to the public today, not just to us on this cruise, but every day at dockside.

As we moved down the harbor at 5 knots, I looked up at the rigging and visualized the moments nearly 200 years ago when this ship went forth to convince Barbary pirates and later the British "imperialists" of the day that the United States of America meant to remain free and not be pushed around anymore. That's just what it was for, and it was most successful and persuasive in its role. "Old Ironsides" engaged in 48 military actions, captured 21 enemy vessels and was undefeated during its entire combat career.

Yet, in 1830 it was viewed as "over the hill" and scheduled to be scrapped. The poet Oliver Wendell Holmes learned of this, and published his inspired "Old Ironsides", which stirred up so much public feeling that money was appropriated to restore the ship to its former grandeur. And ever since, every time the ship has been set aside in the onrush of history, people have come forth to demand its preservation. Tens of thousands of people have contributed money for the ongoing preservation. The last great trip in the early thirties saw the ship travel (under tow) to 80 seaports in the U.S., covering 22,000 miles. At every stop the public, despite the Great Depression, welcomed it with an outpouring of pennies, nickels, dimes, and dollars for another restoration.

In another couple of years the ship will go into drydock for a major refurbishing in preparation for its 200th birthday in 1997. It's the very same drydock, opened in the 1830's, which received her as its first ship. It does appear that "Old Ironsides" is no longer in danger of being cast aside.

I'd like to publish here that poem of Oliver Wendell Holmes' for he's really the man who saved this ship for us all. In it, his reference to "The harpies of the shore shall pluck the eagle of the sea!" strikes me as directly applicable today to those who would so pluck our nation of its pride in its freedom.

Old Ironsides

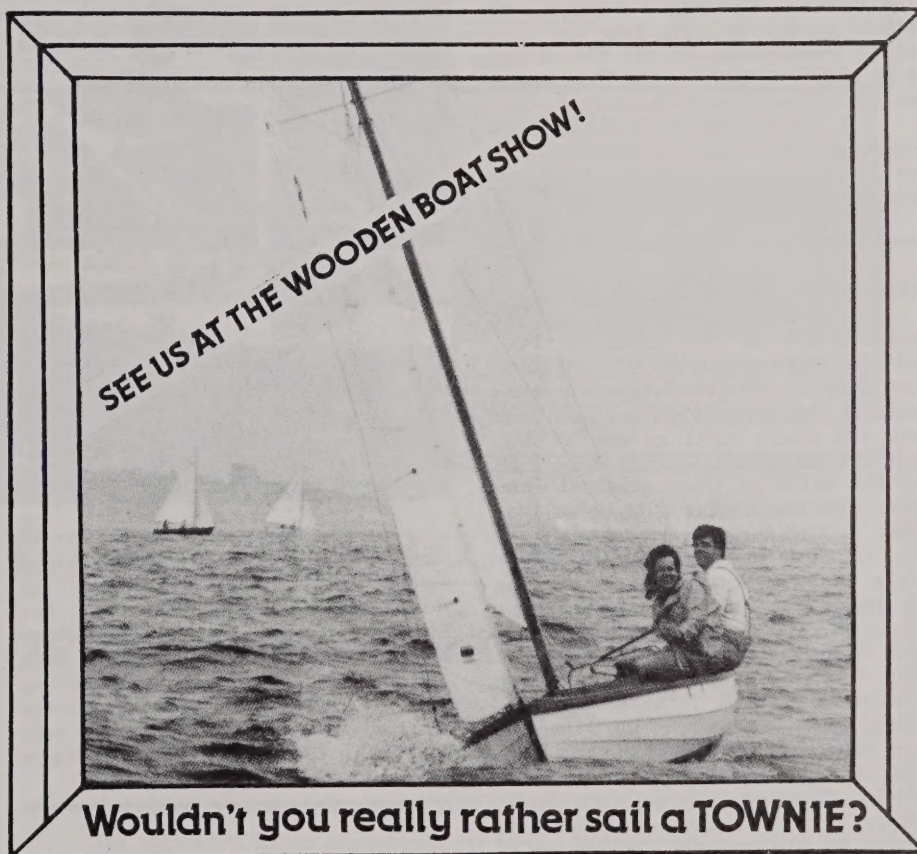
Oliver Wendell Holmes, 1830

*Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it run the battle shout,
And burst the cannon's roar;—
The meteor of the ocean air
Shall sweep the clouds no more!*

*Her deck, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood,
And waves were white below,*

*No more shall feel the victor's tread,
Or know the conquered knee;—
The harpies of the shore shall pluck
The eagle of the sea!*

*Oh, better that her shattered hulk
Should sink beneath the wave;
Her thunders shook the mighty deep,
And there should be her grave;
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!*



SEE US AT THE WOODEN BOAT SHOW!

Wouldn't you really rather sail a TOWNIE?

WHY ARE THESE PEOPLE SMILING?

Well, because they're enjoying a "good breeze of wind" off Marblehead, Massachusetts in their TOWNIE daysailer, that's why. Sailing a TOWNIE will bring those smiles to your face in most any sailing conditions, from ghosting a calm to tromping along in 20 knots. It's a boat that's been making people smile since 1932 when it first was built for summer camp fleets. Over the past 55 years more than 2,000 TOWNIES have been built and enjoyed. Today we still build them in the same traditional way. Why change anything on a daysailer that brings such pleasure to its owners?

If this sounds like a daysailer you'd like to own, please request our information packet. We build TOWNIE hulls in traditional lapstrake wooden construction or in fiberglass, either outfitted with Sitka spruce spars, all bronze fittings, and lots of varnished mahogany.

OVER 2000 BUILT

TOWN
CLASS

SINCE 1933

Pert Lowell, Co., Inc.

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



WEE LASSIE NEWSLETTER

Mac McCarthy is by now no stranger to many readers. Proprietor of Feather Canoes in Sarasota, Florida, he often contributes short articles about interesting boats he's building and interesting places where he has been paddling. Mac now has decided to get into publications, and recently sent around the first issue of his "Wee Lassie Newsletter". As the title suggests, this newsletter is for those who are enamored of the classic Wee Lassie double paddle canoe.

Mac summarizes this affection in his first issue with the following:

"I got a letter the other day from a man in New York city who said he saw a Wee Lassie at the Adirondack Museum and came down with a real case of LUST! I know the feeling, I've had a serious love affair going on with her for over eight years now. Of all the canoes I've built, I believe the Wee Lassie is my overwhelming favorite."

If you'd like to get on Mac's mailing list, write to him at Feather Canoes, Inc., 3080 N. Washington Blvd., Sarasota, FL 34235.

CONCORDIA RENDEZVOUS

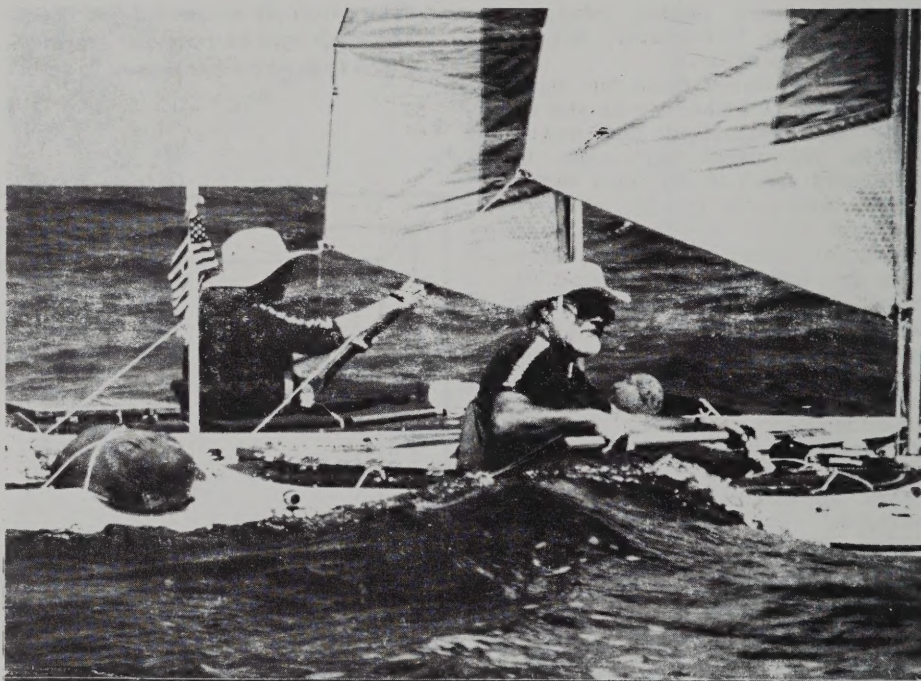
The 50th anniversary of the introduction of the Concordia Yawl will be marked August 31st-September 2nd at Mystic Seaport Museum with a rendezvous of as many of the 103 boats built as can attend. All the boats still exist, many still in the hands of their original owners. The Concordias will be on display at the Museum docks until the 2nd of September, when they depart on a race to Newport, and then on to Padanaram on Cape Cod, birthplace of the fleet. The Concordia was designed by Waldo Howland and Ray Hunt after the 1938 hurricane destroyed Waldo's father's (Llewellyn's) boat. It was to have been a one off boat but was so successful that four more were built at Concordia Company, Llewellyn's business. Then 99 more were built to order by Abeking and Rasmussen of Germany. The boats may be viewed by anyone interested at regular admission to the Museum, best day September 1st.

HARBOR ISLANDS CRUISE

The Boston Harbor Associates' series of four summer harbor cruises will feature on Tuesday, August 9th, a trip to the various Boston Harbor Islands. These trips are informational in nature, intending to educate interested persons about Boston's harbor environment, problems, possibilities, and future. This trip is a 5:30-9 p.m. cruise at a \$25 per person fee. To reserve a place or to learn more, call the BHA at (617) 330-1134.

HAPPENINGS

Two Continent Canoe Expedition Newsletter



In the same mail that brought Mac McCarthy's modest publication about laid back paddling came the November-December copy of the "Two Continent Canoe Expedition Newsletter. This ambitious ten page printed publication is chronicling the progress of Verlen and Valerie Kruger on their epic canoe trip from the Arctic Ocean to Cape

Horn, via inland river systems of North and South America and the ocean passage down the islands of the Caribbean Sea.

The newsletter is running late as this is an all volunteer effort of family and friends with some trade support financially. This winter issue found the Krugers in Trinidad, having successfully completed the most perilous part of their trip, across the Caribbean. From photos and comments appearing on its pages, it appears that they rafted the two canoes together into a sort of catamaran and utilized sails when favored by the wind.

Nothing laid back about this trip, it's in its second year now with another to go. The Krugers are on the Orinoco River in Venezuela as of May, according to the newsletter editor's comments. The newsletter is part of the Kruger's funding, you "subscribe" to the series (this one is #16) for a fee that is not noted in the current issue. If the subject interests you, contact the Two Continent Canoe Expedition Newsletter, c/o John Fons, P.O. Box 128, Winterset, IA 50273, (515) 462-4099 or 462-2608. He can tell you the cost. The back issues should make very interesting adventure reading.

NEW FOR WOODEN BOAT SHOW

The Eighth Annual Wooden Boat Show scheduled for August 25-28 at the Newport Yachting Center in Newport, RI, will have a couple of new features this year. For exhibitors, a seminar on problems in marketing and promoting wooden boats, small business management techniques and new construction technologies will be held on Thursday evening. For participants in the Concourse D' Elegance, sponsorship by the International Paint Company will bring very impressive prizes and enhanced promotion of the event. And, the top three participants in the Sika Challenge Cup boatbuilding contest will share in \$500 in cash prizes. More info on the Wooden Boat Show from Abby Murphy at (401) 846-1600.

PISCATAQUA WHERRY



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

BAY of MAINE BOATS

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

NIMBLE SAILBOATS

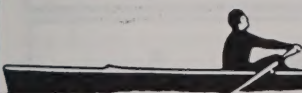
20 24 30

ROWING SHELLS

LARGEST SELECTION
IN NEW ENGLAND
ON DISPLAY

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

ON DISPLAY



ALDEN OCEAN SHELLS.

All types and colors, parts
and accessories.

FREE LESSONS

Schoenbrod Racing Shells.
"The Sieger!" (26½x14")

THE SMALL BOAT SHOP

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

HUGE NEW CATALOG ...

"THE GREAT AMERICAN BOAT DESIGN COLLECTION"

Hundreds of sail and powerboat designs from more than a dozen of America's most respected naval architects and yacht designers.

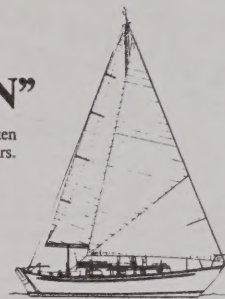
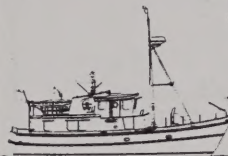
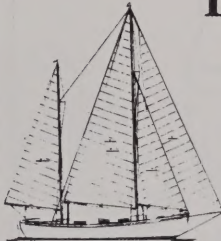
PLANS • PATTERNS • HULLS KITS • SUPPLIES & MORE!

You can build in stitch-and-glue, wood-epoxy, ply, aluminum, steel, or fiberglass. Dinghies, duckboats, rowboats, dories, cruisers, monohulls, multihulls - 7' to 55'. Contemporary models to classics, including designs for steam power. FREE consultation to clients by our professional staff.

FREE 8' ROWING-SAILING DINGHY PLANS WITH EVERY CATALOG!

SEND \$5 TO:

KEN HANKINSON ASSOCIATES
P.O. Box 2551D
La Habra, CA 90631

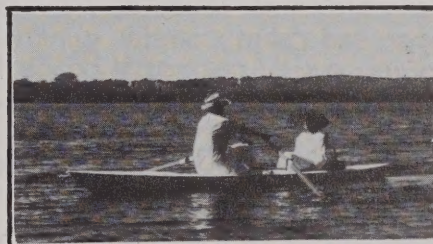


MARINE SURVEY Sail or Power

CLIFF BUEHRENS

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

Member - Society of Naval Architects &
Marine Engineers



WING SYSTEMS TOURING SHELL - simple and functional design; single or double, row or paddle; manageable size and weight; uses Onboard II Rower, Plantadosi single or tandem Row Wing or double paddles. For more info: WING SYSTEMS, INC., PO Box 568, Oyster Bay, NY 11771, PH 516-922-2656

LIVING ABOARD... OR JUST DREAMING ABOUT IT?

For 15 years the unique, quarterly journal, *LIVING ABOARD*, has informed and delighted its readers with accounts of this fantasized and threatened lifestyle.

- ⇒ \$12 per year
- ⇒ \$20 two years
- ⇒ \$27 three years

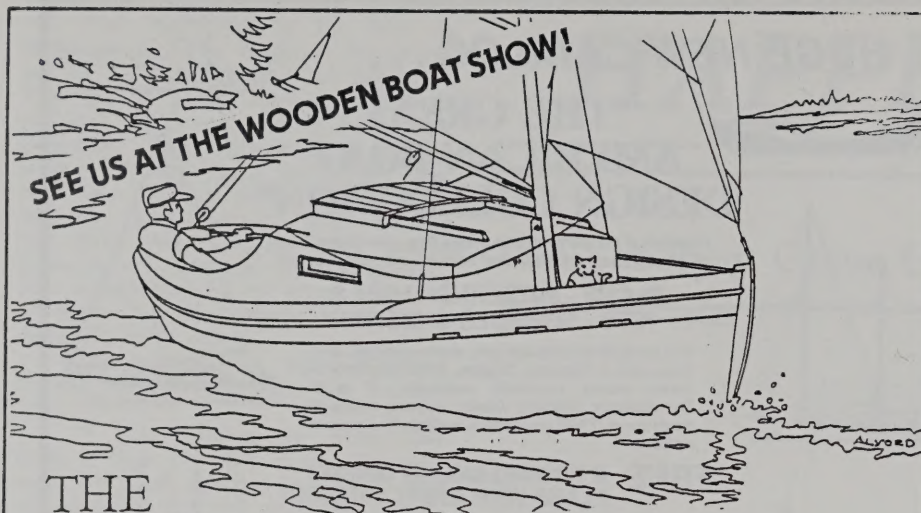
- ⇒ \$25 "Best of *LIVING ABOARD*"
(selected back issues in bound form)

Name _____
Street _____
City _____
State _____ Zip _____



LIVING ABOARD

1148 Centre Street, Suite 312-ST
Newton Centre, MA 02159



THE MAINE SHARPIE

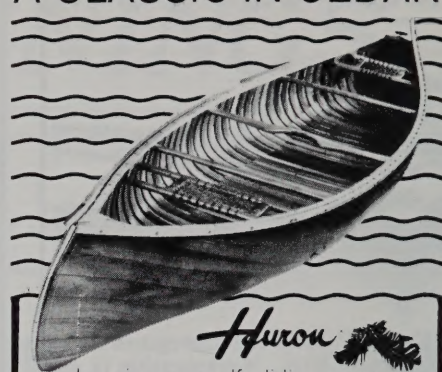
A NEW SERIES OF SHARPIE DESIGNS FROM 12' to 18' FOR PLYWOOD CONSTRUCTION

A basic hull construction with a wide range of variations of layouts, rigs and detailing for open and cabin coastal gunkholers. Build according to your skill/personal needs level. Detailed plans and construction manual. Straightforward building, handsome results.

Plans available July 1988, Study package \$3.00 ppd.

DOUGLAS ALVORD HCR 35, BOX 156
THOMASTON, MAINE 04861

A CLASSIC IN CEDAR



Imagine yourself gliding across the water in this traditional hand-made cedar strip canoe. The ribs are bent by hand and the clear fiberglass coating is "laid-up" by hand. You'll wonder at how such a canoe can handle so easily, be so durable and yet look so beautiful. You couldn't make a better canoe yourself. And at our low prices, you won't need to.

Select one of our wood paddles made of ash, cherry or spruce...so strong they're guaranteed.

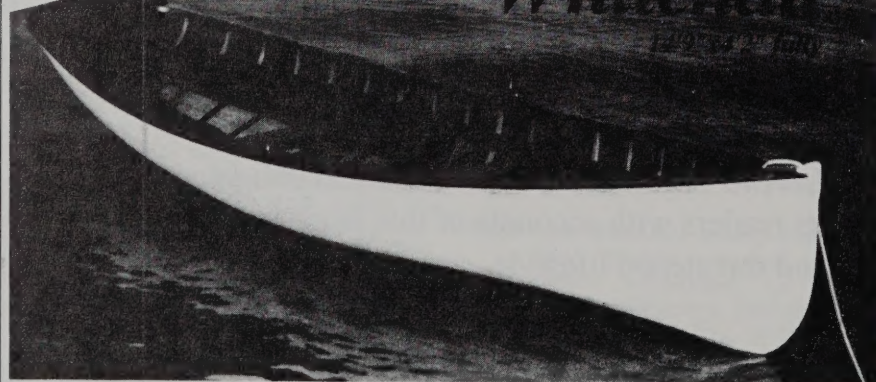
 **Great Canadian**

1-800-343-3432 • 617-755-5237 (In MA)
Dealer inquiries welcome.

SEE US AT THE WOODEN BOAT SHOW!

the Classic Whitehall

12'2" x 4'2" x 11"



for Decades of Rowing Pleasure!

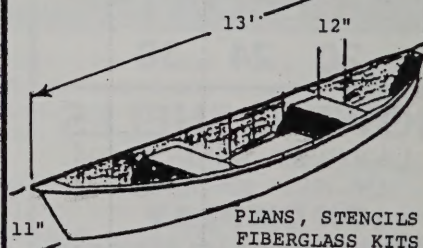
Steamships, Paddlewheels, Clipper Ships, Whitehalls... All craft from America's wooden-boat heyday. Some of these beauties live on in maritime museums. And now, the legend and the lore—indeed the love that only a wooden boat can kindle—comes alive once more in the Whitehall by WOODEN CRAFT. This Classic reproduction offers all the beautiful hand craftsmanship, the stability, momentum and seaworthiness of its 19th century counterpart... yet by combining today's building techniques, knowledgeable labor, quality lumber and continuous production it's offered finally at an affordable price. If you love the look, the feel, the luster of an all-wood, traditionally finished boat, write today for your free brochure.

WOODEN CRAFT

33488 N Hwy. 21, Libertyville, IL

Write: Wooden Craft P.O. Box 191, Dept M Libertyville, IL 60048

CAJUN PIROGUE



PLANS, STENCILS
FIBERGLASS KITS
Lightweight, sturdy,
maneuverable. Excellent
hunting, fishing boat.
Send SASE for info.

385 PLYMOUTH ST.
HALIFAX, MA 02338 (617) 294-0448



**Largest Selection of Canoes
in New England**

nearly 500 on display

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

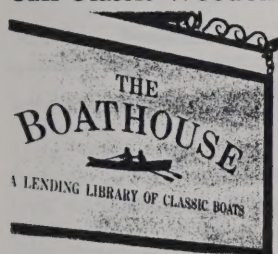
Prices like the good old days.

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

SMALL BOAT HANDLING COURSE

Mystic Seaport Museum is running small boat handling courses in conjunction with its new small boat livery program. In August these one-day workshops are scheduled for the 5th, 8th, 19th and 22nd. Covered are the basics of sailing and rowing traditional small craft. Each group is limited to eight participants, the fee is \$50 (\$10 discount to members) and class begins at 9 a.m. For registration, contact the Curatorial Department at extension 328, (203) 572-0711.

The Boathouse: A Chance to Row or Sail Classic Wooden Boats



The Boathouse, a boat livery program originally introduced for Small Craft Month in May, will continue operation through mid-October. Members with prior experience may rent small rowing and sailing boats such as dory skiffs, Whitehalls, and Beetle cats. Boathouse attendants will assure that all participants meet Seaport qualifications through on-land and on-the-water tests. The Boathouse stresses water safety and boat handling abilities as requisites for use. Frequent users will be issued a Livery Card which lists the types of boats they may rent. Inexperienced people may enroll in basic boat handling classes in order to qualify. Seaport admission is required for non-members.

All are welcome to take a half-hour sail aboard the Crosby catboat reproduction *Breck Marshall* (\$4 per person). Built in the Seaport's Boat Shop, *Breck Marshall* runs every day from 10 a.m. to 5 p.m. except Wednesday and Thursday. The boat accommodates up to six passengers.

The Boathouse is located next to the *Australia* exhibit on Lighthouse Point. During the summer, the program will run from 10 a.m. to 5 p.m. daily and on weekends and holidays in the fall. Rental rates for members range from \$6 to \$12 (\$8-\$16 non-members). Boat handling instruction is also available daily at \$7.50/hour (\$10.00/hour non-members).



HEADING HOME (STILL)

The last we heard from Lance Gunderson of Kittery Point, Maine, he was planning to interrupt his return trip up the ICW from Florida in his 18' Marshall "Sanderling" catboat to join another skipper on a side trip to Spain in the 60' staysail schooner "Saracen". Last fall Lance had sailed and motored his way south just ahead of the frost and had wintered over at Key West and other Florida locations. When spring arrived, he headed back north just ahead of the heat and humidity. From Charleston, South Carolina (his favorite port on the ICW) Lance sent a card announcing his planned diversion. Now we hear what happened.

"Well, despite three boisterous send-off parties, the voyage of the 60' staysail schooner "Saracen" got underway at first light on June 8th as planned. But, before she'd even cleared Drum Point at the mouth of the Patuxent River, strange loud ugly sounds suddenly emerged from the bilge. The vintage 1941 Buda diesel had blown a piston, second time in six months. Capt. Davis put her about and by 8:30 a.m. we were back on his dock in Back Creek.

End of voyage across Atlantic to Spain! Capt. Davis has wisely elected to lay "Saracen" up, tear out the old unreliable Buda and re-

power. That'll take months, and we lost our weather window.

So once again I'm back aboard my 18' Marshall catboat "Rum Tum", bound for Maine instead of Spain. I expect to arrive at K.P. around July 15. I had been pushing hard since a three week layover at Solomons, MD. Put in to Oxford, Annapolis, Gregg Neck, Alloways, Cape May, Atlantic City, then inside to Mannisquam, thence a long push to Flushing Bay, Oyster Bay, Port Jefferson and here to Mattituck June 26th. Weather determines my itinerary. I plan to zip through the "Race" tomorrow and explore Block Island, thence onward to Newport, Martha's Vineyard, Nantucket and home probably via the Canal. It was in the 90's during all of my spring Chesapeake period, it's nice to get back to the cool northeast again. Long Island Sound is pretty, but there's just no place like Maine."

NOBSKA NEEDS YOU

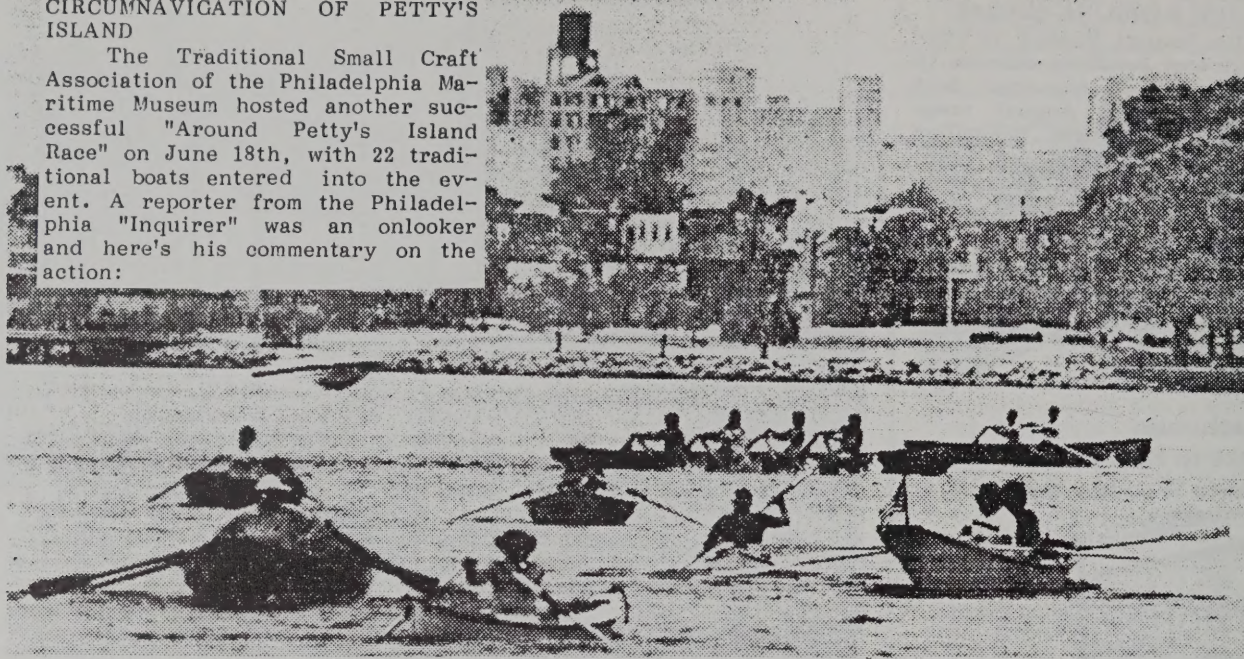
"Nobska", last of the Fall River Line passenger steamers is home now in Fall River, Massachusetts, but she needs a lot of help from her friends. The Friends of "Nobska" is the group of folks who've made the saving of the historic vessel, with its original triple expansion steam engine still intact, a reality. Right now they're trying to ready "Nobska" for participation in Fall River's August festival (date not noted in news release) and help is needed. If you'd like to volunteer your labor for a weekend or some weekday evenings, call Warren Hartwell at (401) 434-6272 or (401) 461-4538. They promise plenty of hard work, and a rewarding experience being part of so special an effort on behalf of a bygone ship, the wonderful coastal steamboat "Nobska".

THE CHIEF'S A SUCCESS

The cover story in our June 15th issue involved the launching of the "Chief", a modified, rebuilt old Marbleheader power boat. Owner Charlie Burnham now reports that he's finished off the boat enough for a trip to the Isles of Shoals, and he says that, "the "Chief" cuts through the seas nicely, as a McInnis design should."

CIRCUMNAVIGATION OF PETTY'S ISLAND

The Traditional Small Craft Association of the Philadelphia Maritime Museum hosted another successful "Around Petty's Island Race" on June 18th, with 22 traditional boats entered into the event. A reporter from the Philadelphia "Inquirer" was an onlooker and here's his commentary on the action:



The Philadelphia Inquirer / WILLIAM F. STEINMETZ

The varied shapes of traditional small craft crowd the Delaware River around Petty's Island.--

The Irish craftsman who built the canvas-hulled curragh had in mind a boat that would ferry sheep to the country's western isles.

Four men rowed the traditional Irish craft out from its shady mooring yesterday and across the still waters, toward the lush, forested backside of Petty's Island across the way.

Within minutes, the greens gave way to grays — to the urban tones of the Philadelphia Electric plant smokestacks and the hazy Center City skyline rising behind.

There, in the main channel of the Delaware River, the curragh's oarsmen joined 20 other rapidly rowing

Tradition takes to the water

By Alan Sipress
Inquirer Staff Writer

crews in a 4.5-mile dash past container ships, cranes and cabin cruisers, around Petty's Island at the foot of the Benjamin Franklin Bridge, back to the tree-shaded marina in Camden.

The fifth annual race, sponsored by the Traditional Small Craft Association, attracted dinghies and dories, skiffs and sliders, kayaks, canoes and curraghs from throughout the Delaware Valley.

"This race isn't for winning," said Jerome L. Kligerman of Center City. "It's just a happening. It's just for getting around."

Kligerman got around in style. He set out solo from the Pyne Poynt Marina in a Rangeley Lake Guideboat that he built himself, modeling it after a recreational craft native to the Rangeley Lakes of Maine in the 1860s. In a year and a half of work, he endowed it with the standard features: mahogany trim, cane seats and fine-grain spruce oars.

Though it was a light, fast boat, Kligerman knew the competition would be stiff.

"I'll probably be beaten by someone one-third my age with two in a boat," Kligerman predicted before the race.

He was. The pair of Carmen Anastase and Joe Rowland, rowing an Alden ocean shell, took home first place for the Oneida Boat Club of Burlington City.

They slid by the finish buoy in 42 minutes, one minute ahead of Camden's own Eshu Ryan and Sean Taylor, whose finish was foiled by the current in the backchannel.

Both teams had started strong, pulling away from a motley crew of mariners: singles, pairs and fours, some cutting the water crisply, others meandering near the coast of Petty's Island.

About 15 minutes later, however, the northbound boats had passed the Citgo tank farm on the island and had turned the corner for the cover of the backchannel.

Making that right-hand turn back to Jersey was a difficult task for some of the boats, especially the not-so-nimble curraghs.

"They're good going straight," said James Omans of Drexel Hill, a member of the Philadelphia Celtic Curragh Club. "They'll go straight like gangbusters. But cutting a corner is tough."

It might have been tougher with sheep.



**MYSTIC RIVER
BOATHOUSE**

Fine rowing craft, including the Alden Ocean Shell, Martin Trainer, Appledore Pod, Maas Aero, Vancouver 21, Dragonfly, Sliding Seats, Oars, X-oarizer, Free Instruction. Dirigo Sea Kayaks. Trinkas 8 & 10 Dinghies. Avon Inflatables. Thule Racks.

55 SPICER AVE., NOANK, CT 06340
• (203) 536-6930 •

Discovering Flotation

Carl Erickson's article in our June 15th issue on his discovering the value of having flotation in his kayak after a near-shore capsize, has attracted two reader responses on the subject, once again, of kayak safety.



WHERE DID WE GO WRONG?

Carl Erickson's article in the June 15th issue tells me of a total failure of our (ANORAK) information network at getting basic safety information out there to people getting interested in sea kayaking or even those who have been paddling for a while. The matter-of-factness of Carl's comments on his belated discovery of flotation AFTER a capsize is scary. Evidently whoever sold him his kayak failed to stress the importance of flotation. And evidently articles that have appeared in "Canoe", "Messing About in Boats", "Anorak", "Sea Kayaker" and "American Canoeist", as well as in several sea kayaking books available, all were unknown to Carl or failed to impress upon him the subject of kayak safety. Where did those of us trying to emphasize sea kayak safety go wrong? How can we better reach out to those in need of safety advice?

Carl White, "Anorak", Hopewell, NJ.

KILLJOYS, KERMUDGEONS & KAYAKING KOMMON SENSE

Boating season is upon us and with it the usual spate of balderdash, naivete and wishful thinking in print on the subject of sea kayak safety. In one short week in two different publications I have read articles by both expert and novice containing some rather strange advice.

In one article, the paddler describes having capsized his boat after attempting a maneuver which has put many before him into the water. Fortunately this took place very close to shore, and the paddler, amazed at the amount of water that entered his boat (making his attempt at re-entry impossible) went out and bought flotation bags for his kayak. He then tested this safety addition in the CALM WATER OF A LAKE, and satisfied that his

boat only picked up a few inches of water while he turned it upright and crawled up the back deck into the cockpit, pronounced his confidence restored to paddle the Atlantic Ocean once more.

This paddler was fortunate. I believe it was John Dowd who made a remark about the sea's willingness to kill us for our ignorance. I'm glad this paddler had the opportunity to live and learn, but the person who sold him his kayak without any form of flotation deserves to be shot. The fact that this paddler concludes his article by recommending flotation bags for others "who do not intend to learn the eskimo roll" illustrates that he still does not understand the importance of flotation in ANY boat, eskimo roll or none.

Also, this paddler's preferred method of re-entry after a capsize is widely discredited because of its poor record in rough water. If he ever tries it in more difficult water than the lake he practiced in, he may appreciate the usefulness of a BACKUP TECHNIQUE or two. I have been out in 6 foot waves in

the area in which his capsize occurred and I know that climbing over the back deck will NOT WORK in those conditions.

Neither will the standard re-entry and roll technique described by a very experienced paddler in another publication I received the same week. I am by no means the only paddler to discover that in a loaded boat full of water, particularly a narrow one, in steep waves or choppy conditions, it may be impossible to stop bracing long enough to refasten the spray skirt, a task which requires two hands. Without the spray skirt being fastened, water will wash into the flooded kayak faster than it can be pumped out. If no paddling partner is available to steady the swamped kayak by rafting up, then the solo paddler needs to provide himself with some EXTRA STABILITY such as a paddle float. This will, when properly fastened to kayak and paddle, also facilitate pumping water out of the boat, and will improve the first mentioned paddler's chances of being able to climb up on the rear deck.

This same experienced paddler in the second article describes a demonstration rescue in which the rescuers left the victim in the water while his boat was pumped out with a hand pump, a time-consuming procedure that could have been done just as well with the victim in the kayak. Even though the water was not very cold and the volunteer "victim" was wearing a drysuit, he would have been better off warming the relatively small amount of water inside of his boat with his body heat than trying to warm Lake Michigan. In colder water with a REAL CAPSIZE VICTIM, the order in which the steps of this rescue were performed could have been critical. If we are going to practice rescues (and we had better practice them), we should do them in the most efficient manner until it becomes habitual.

Jon Cons, Kezar Falls, ME.

A Guide to Recreational Rowing

Stroke!

Get out on the water, be fit, have fun. Here's how to choose, outfit, and row a sliding-seat pulling boat.

BRUCE C. BROWN

A GUIDE TO RECREATIONAL ROWING BY BRUCE BROWN

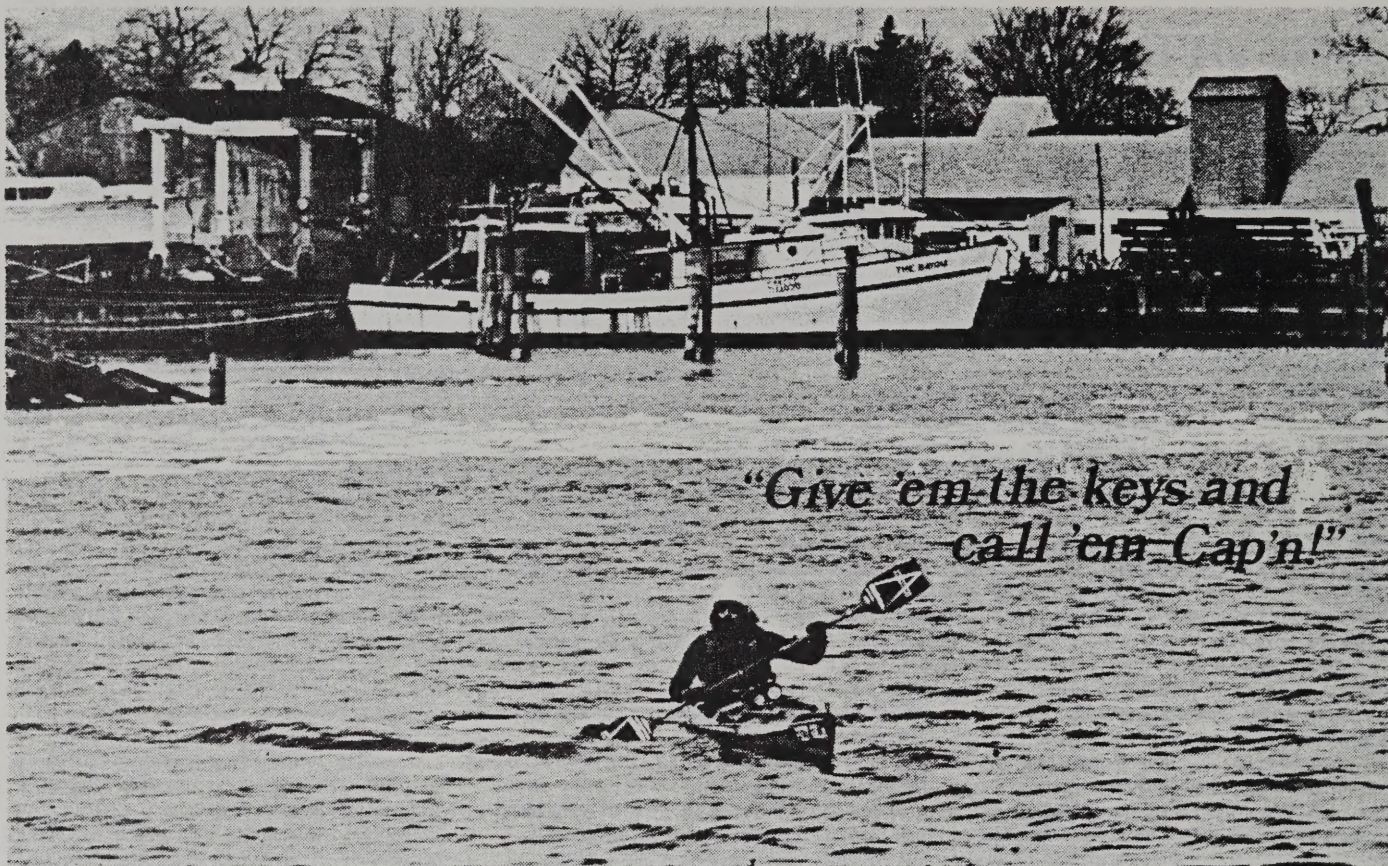
\$14.95 PLUS \$2.50 UPS

(Mass Residents add 5% Sales Tax)

ONE OF A DOZEN TITLES ABOUT ROWING
SEND FOR A FREE CATALOG

The Rower's Bookshelf
Box 440 Essex, MA 01929

508-468-2302



"A Sea Kayaker's Counterblast to the Ubiquitous, Iniquitous Stinkpot".

Tuesday, May 31, 1988. The sea kayaking season is, alas, officially over around here on the Long Island north shore until Labor Day, when the lemmings put their cigarette boats on trailers and head into the newly visible sunset, lawn rakes and football schedules in hand, leaving the then readable waters of our coast to the stewardship of the sailor, oarsman, paddler, windsurfer and, not the least, the fisherman who, notwithstanding the engine in his boat, understands that the Earth is a gift to use and not to dispose of.

The END manifested itself yesterday when I put my Solander sea kayak in at the south end of Port Jefferson harbor in an attempt to work off the lactic acid build-up in my muscles engendered by a 23 mile circuit of Shelter Island the day before. Five hours later I had coined one hundred scatological epithets for one heavily advertised "Stinkpot", having survived several passes that would have brought tears to the eyes of Manolete. Ole'.

A "Stinkpot" in sailing parlance is a powerboat. A fairer definition is any power boat whose function is to burn gasoline solely for the delectation of its passengers or to the titillation of the skiers tethered thereto. Excluded from the malediction are ferries, workboats, fishing boats and other powered vessels whose skippers usually; 1. know their craft, the

rules of the road and the waters they traverse; 2. keep a sharp lookout; and 3. show respect for the Earth and its critters.

Pots generally exude an aroma, "Stinkpots" being no exception; you can smell a lobster pot and you can smell a "Stinkpot", but the former isn't hell-bent on running you down. Barring a Constitutional amendment to the contrary, one may discriminate, invidiously or otherwise, against "Stinkpots", and I fully intend to do just that, because, frankly, I just don't like them. They are piloted, for the most part, by dangerous and sometimes downright malicious, people. While I'm constrained to admit that they have just as much right to navigate as I do, I still don't like them. So, sue me.

To continue: Convinced that the "Stinkpotter" would best serve humankind by putting his beer into the fuel tank and drinking the gasoline, I beat a labored retreat through the anchorage at the harbor's southeast end, hoping to avoid mayhem. No luck. Scores of frustrated little PT boats buzzed in and out between moored vessels and those trying to get underway, knocking the wind from the sails of dinghies that the yacht club kids traditionally ply back and forth in on the ordinarily calm waters east of the anchorage, and turning Port Jefferson harbor into a giant frothy Margarita, sans tequila.

Dennis sat on the afterdeck of his magnificent red racing sloop, dockside near my put-in point, be-

moaning the loss of his own mooring to a "Stinkpot" which had illegally anchored within spitting distance of his buoy.

"Just take a look westward at the town launching ramp. There's absolutely nothing about it that doesn't resemble the entrance to the Holland Tunnel on a Fourth of July weekend!"

"Ayup," I replied (New Yorkers don't say "ayup" or "nope" except when commiserating over the flight of the Goode Olde Days), watching a wall of bluish smoke hovering over an unruly herd of fiberglass walruses in rut, grunting, butting, making its chaotic way, thanks be to Heaven, onto dry land.

"How the hell do they ever expect the 5 mile per hour harbor speed limit to be enforced?"

When things seem hopeless, try laughing.

"Letters of Marque. We sell the government on the idea of bringing back privateer enforcers. We use our own vessels, our hardware, our time. Just like in the seventeenth century."

Dennis is a history buff. He is a fanatic on the subject of the seventeenth century. He laughs. All is no longer hopeless.

"Your kayak can carry two small torpedoes. Non-explosive warheads. Sonic fuses that home in on high-speed propellers. No hull damage and no loss of life. Great boost to Columbian Bronze's sales. Good for Long Island industry. Good for the salvage trade."

Another "Ayup!" followed by a moment of sober, but diabolical reflection.

"Seems to me, what with the renewed interest in traditional Inuit kayak construction, there's probably a similar amount of curiosity about traditional Inuit hunting and fishing methods and tool technology. You know; the cultural anthropology of Inuit weapons design. So next year the Northeast Coast Cabal of Bow and Atlatl Kayakers spots a few dozen floating barrels around the harbor. Participating kayakers, equipped with hand-made bows, arrows, spears and throwing sticks, paddle a prescribed course and launch one projectile at each barrel. The first one across the finish line with the greatest number of hits wins. Annual finalists go to Miami for the Nationals. Probably keep the "Stinkpots" in drydock. Good press for Port Jefferson Village. Good for local craftspeople. Good for the fletcher's trade."

"Did you ever notice how much a "Stinkpot" looks like a barrel under the right atmospheric conditions?"

"Ayup!"

One of the many rewards of wintertime boating is the absence of the Speedboaters, the Amateur, the Sunday Stinker; we assume the risk of cold water and prepare against immersion, messing about wisely, but not timidly, stepping on no one's toes in the process. But comes Memorial Day and we've got to learn a whole new set of rules, because of Them. They whose fun is measured in revolutions per minute, empty six-packs and giggling bimbos perched on the taffrails. They who in pairs, try to knock kayaks over by zooming past at less than twenty feet to each side, leaving the paddler with no recourse but to keep the boat upright, fleeing before the paddler can so much as execute an Improper Hand Signal, much less record the offender's registration number. They who got "Stinkpots" for graduation presents and learned "All There is to Know About Boating" from the owner's manual AFTER their first trip out. Give them keys and make them captains.

One of Them killed Rod Kreitner last year, in the shallows, out of the channel, in a place which, but for such a tragedy, one might assume is off-limits to powerboats. The sad lesson is that a speeding boat on full plane draws very little water, indeed: "Stinkpots" don't have the right, but they do have the power, to skim over the shallows with little more than the propeller and a part of the keel in the water. Too, speeding vessels don't afford their operators much time to observe what there is to be seen. Add to that the fact that few "Stinkpotters" bother to keep anything resembling a lookout and

there results a monumental hazard to navigation. Water skiers add to this hazard the circumstance that they are the boat operator's primary focus of attention, astern. Paddle where they're skiing and you're practically begging to be ignored, with two moves to checkmate. Paddling at night should, in theory, obviate the problem, but the cigarette boat can be heard clear across most populous harbors as late as midnight. Some don't bother with the formality of running lights.

We can't hear a "Stinkpot" that's downwind until it's in our lap, regardless of the number of horses. We can't assume that the "Stinkpotter" will obey the rules of the road with so much mangled evidence to the contrary. We dare not assume that a speedboat will slow down on passing a kayak closely.

Paddling among "Stinkpots" requires that we stay alert, perfect our paddle braces, carry whistles, horns or other "turkey calls" and, above all, remain highly visible. Flashy paint and reflective tape on paddles and boats, masts with pennants or windsocks, and brightly colored clothing have become as necessary to the safety of the small boater as they have to the bicyclist. Sprinting across channels and harbor entrances is sometimes the only way to get where one is going; those are not the places for leisurely paddling or sightseeing

and there, timing and good judgment are indispensable.

It's hard to identify with, or to understand the point of, racing across a crowded harbor, burning gasoline for its own sake. The "Stinkpotters" would make more sense burning drums of fuel in their backyards, thus keeping the hydrocarbons where they belong.

One thing we can deduce from the "Stinkpotter's" behavior: If government ever mandates the licensing of powerboat skippers, the written exam will have to be administered in braille.

Messing about in sailboats or human powered vessels is an incomparable source of pleasure, but those who do it on a regular basis know that the water will kill you if you give it half a chance. Summertime "Stinkpots" exercising their lungs (while befouling ours) and their inalienable rights of navigation, add an undeniable element of peril to already hazardous waters. We owe it to ourselves to be aware of their habits, potentials and their many, many shortcomings.

Mort Siegel, Hauppauge, NY

ED. NOTE: Mort paddles his kayak "Fuzzy Gull" through the winter, as the photo from the "Suffolk Times" illustrates. In 1986 he paddled it all the way to Mystic to attend the Small Craft Workshop.

Flying Colors Ltd.

466 THAMES ST NEWPORT, RI 02840

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

SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

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

THE SHIPYARD

SMALL BOAT SPECIALISTS

• TRAILERS • MARINE SUPPLIES • STORAGE

New England's best selection of Oars, Paddles,
Equipment and Supplies for Car Top
and Trailerable Boats.

TOHATSU & MIGHTY MITE OUTBOARDS

CAPE ANN SMALL CRAFT

768-7411

Portable, Affordable Boats
Trailers and Accessories

• Prams • Catamarans • Sailboards • Skiffs
• Canoes • Inflatables • Day Sailors • Dorys
• Shells • Pedal Boats • Dinghys • Kayaks

WALLY'S

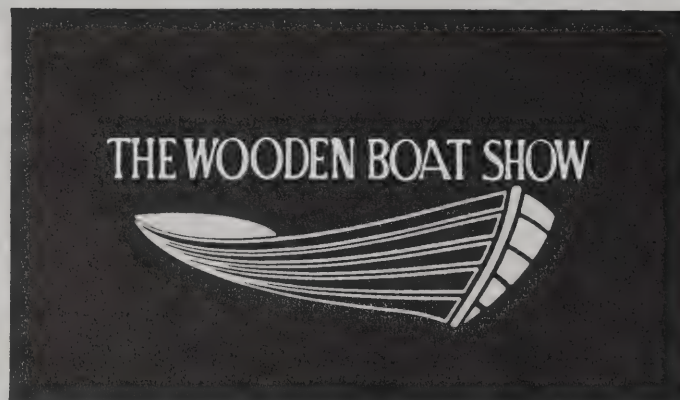
SMALL ENGINE REPAIR

768-7049

• Outboards • Snowblowers
• Chainsaws • Lawnmowers

66 MAIN ST. RT. 133 ESSEX, MA

One of the Nation's Largest Gatherings of
Wooden Sail, Power and Rowing Craft for Sale...



AUGUST 25-28, 1988

NEWPORT, RHODE ISLAND

- Exhibits
- Entertainment
- Demonstrations
- Sika Challenge
- The Concours d'Elegance
- Small boat builders section
- Museums & Clubs
- Boatbuilding Schools

Exhibitor kit and further information contact:
Abby Murphy:

Newport Yachting Center
P.O. Box 549
Newport, RI 02840

☎ 401-846-1600

SCHORPIOEN

a sailing yarn, a novel, from one of the
world's great small boat designers

PHILIP C. BOLGER

that is nautically impeccable, clench-nails you
to your chair, and may even be of socially
redeeming value.

Soft cover, 208 pages, \$12.95, At your nautical
bookseller, or by mail, postpaid from its publisher,
Duff & Duff, 28 Harbor Road, Mattapoisett, MA 02739

**ON DISPLAY
INDOORS**

**LOTS OF
PRE-OWNED
SAILBOATS**



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

FERNALD'S

RT. 1A NEWBURY, MASS. 01961
TEL. 617 465-0312

BOOKS about BOATS

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

VOLVO PENTA

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight
Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt
Orr's Island Boat Works, Inc. RFD 1, BOX 731 RT. 24
(207) 833-5852 ORR'S ISLAND, ME. 04066



Oars 5' — 16'

Solid Spruce — Ash

Spoon - Blade - Oval Shaft Oars
7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

free brochure contact

Water Power Products

RR1, LaHave, Lunenburg Co, Nova Scotia B0R 1C0
PH: (902) 688-2351

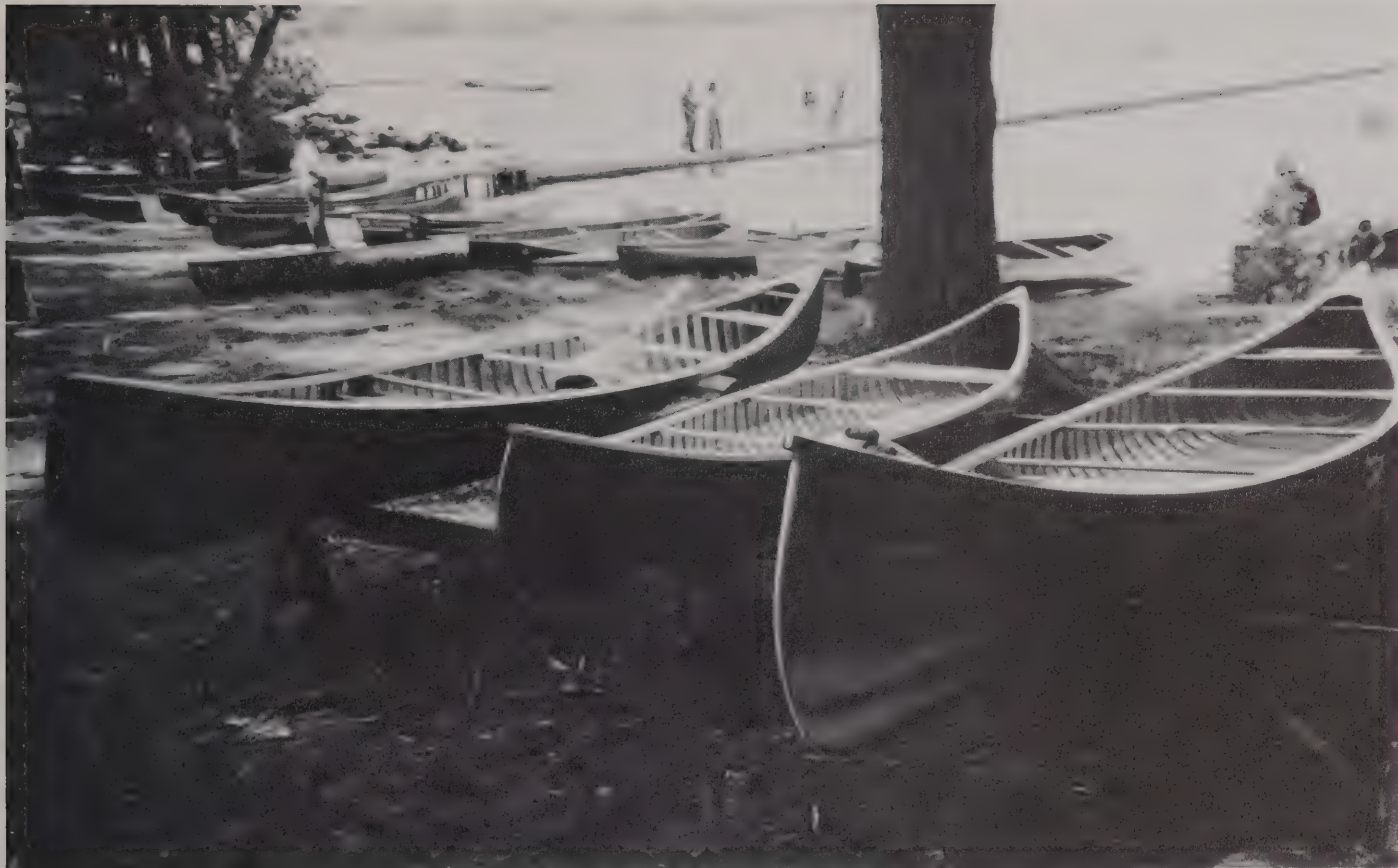
**Sea Otter Viking Sea Runner
Puffin Seal Eddyline Arluk**



INLAND SEA KAYAK CENTER

BERKSHIRE OUTFITTERS

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



Third Annual MAINE CANOE SYMPOSIUM

It was "back to summer camp" for 250 canoe enthusiasts June 10-12 as L.L. Bean hosted their 3rd Annual Maine Canoe Symposium at Camp Winona in Bridgeton, Maine, on lovely Moose Pond. The ambience of the place is inescapable, Winona has been maintained for 80 years now as a classic summer camp for young people, the rustic buildings in the pine groves, the waterfront beaches and docks, the mess hall and wonderful food, the tent platforms. One participant remarked on the *deja vu*, "how else could I relive my old Girl Scout Camp days today?"

The purpose is not the reviving of nostalgic memories of the golden summers of our youth, but that atmosphere certainly influences the way this symposium is run. The array of canoeing experts and their presentations caters to the whole spectrum of interests in these small craft, but one can pick and choose whichever workshop one wishes over the two days, or skip them and just go down to the beach and try out different canoes, or even just lay back and relax. The weather this year was perfect, sunny and warm but not oppressive, few bugs. Just like those long ago summers.

To learn more about your paddling technique, which is a very **BIG THING** in canoeing (oh, so many ways exist to paddle, and disputes too over which is best) you could sit in on whitewater or flatwater programs, the "Northwoods Style" or the Galt "Freestyle". Not just sit in, but go out and try them out too. The whitewater folks had to travel a few miles to some whitewater on the Saco River. If paddling is not all you want from canoeing, you could learn how to pole instead. Or, sail if you just want to pull strings in your canoe.

If your plans included "expeditions", local or far away, a range of workshops offered details on all aspects from planning and equipping, medical preparedness, to using maps, compasses, etc. Or tying knots even, so's not to lose your gear in some far off river. And a workshop on "urban expeditions" detailed how to find adventure right around the city where you live or work. And Saturday evening's entertainment was a slide show/lecture on an open canoe trip down the Colorado River through the Grand Canyon.

Interested in building, or repairing? You could learn about building wood canvas canoes or

lapstrake wooden canoes, and custom wooden paddles. You could find out how to repair your plastic canoe too.

Racing? Well, Bruce Lessels of the U.S. National C-1 team was there to talk about the competitive edge of the sport.

The people who brought you all the information are a fascinating collection of individualists. Apparently it is this which causes the ongoing stratification of "canoesport" into a multitude of factions, each convinced that it has the truth about canoeing's rewards. Yet at this affair, all these people present their viewpoints without rancor or hostility.

Tom and Sue Sebring believe in canoeing the modern ultra light way and focus on hi-tech gear from kevlar canoe to 6 ounce stove.

Alexandra and Garret Conover practice the Northwoods way of canoeing in traditional Maine Guide canoes.

Harry Roberts is the messiah of the open canoe as a wilderness camping/outing vehicle, he publishes the latest canoeing magazine, "Canoesport Journal".

Bill Scheller has discovered the opportunities in urban canoeing for those unable to "get away from



it all."

Harry Rock is an athlete who does tricks poling a canoe that are impressive.

Bruce Lessels paddles in world class whitewater racing where paddle technique is just about everything.

Jim Bowman sails away in his canoes, there are several varieties available.

Mike Galt promotes "freestyle" paddling, a sort of obsession with maneuvering the canoe around in one place in graceful ways. He also has created and builds the Lotus canoe for the purpose.

Judy and Dave Harrison talk about all the opportunities there are out there in the canoe world, as publishers of "Canoe" magazine, they have the broad viewpoint.

The Peake Brothers are the "expedition" guys, they do their canoeing on a grand scale in Canada's sub-arctic wilderness, pub-

Left from top: Learning inevitably includes capsizing. Understanding the double paddle with Bart Hawthaway. Understanding free-style paddling with Mike Galt. The sign asked, "Who am I?", owners of this beauty wanted to learn who made it. Kennebec was the educated guess. Below: Geoff Burke making his "one-hour" canoe paddle.



lishing "Che-Mun", a little journal dedicated to this particular sub-culture in canoeing.

Geoff Burke espouses, and builds lapstrake wooden double paddle canoes that can also be sailed.

Jerry Stelmok builds that celebrated Maine Guide Canoe.

Ken Stone covers all the aspects of running whitewater.

And if all you really want to do is go fishing, Dwight Lander is an expert on fishing from a canoe.

If canoeing is something that has caught your fancy, this symposium is THE WAY to find out right off just what opportunities there are in this way of messing about in boats. Painless and pleasurable imparting of knowledge in surroundings that are so evocative of the canoeing mystique, that's L.L. Bean's Maine Canoe Symposium. Watch for it next year, but sign up early, they had a full house again this year.

Right from the top: Harry Roberts and Molly Stark demonstrate "Sit 'n Switch" tandem paddling style. This birch bark canoe was from Wisconsin, a young couple's first boat. The breeze mostly wasn't there for the sailors. Trying out Geoff Burke's lapstrake beauty. Below: Northwood Guide paddles made by Alexandra Conover.









PISCATAQUA SAILING WHERRY

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

BAY of MAINE BOATS

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



"OVAL PETERBOROUGH DECALS"

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

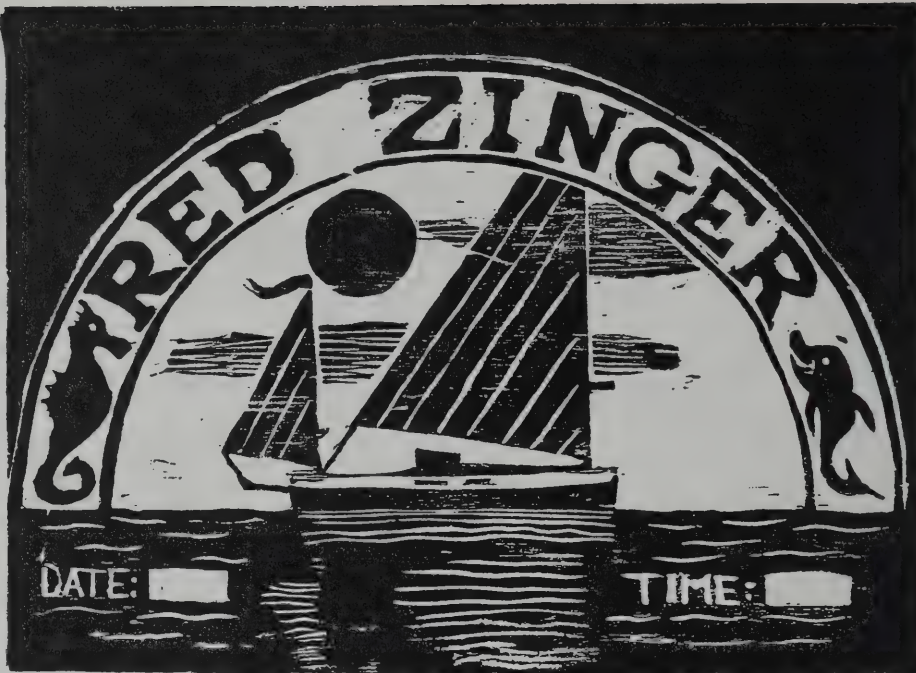
Alder Creek Boat Works
Box 78, Remsen, N.Y. 13438
(315) 831-5321

PADDLES & OARS



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

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473



Plenty of Zing Now

Last year I did an article on Dr. Z's Bolger designed cat ketch, "Red Zinger" discussing the mysterious failure of the boat to move to windward with much "zing". A number of readers responded with helpful suggestions. The consensus was that the sail was the culprit, and the sailmaker recut it to fuller proportions.

In early May I joined Dr. Z on the first outing, the day "Red Zinger" was launched. The wind was blowing 25 knots from the southwest, the sail was double reefed, but "Red Zinger" had plenty of "zing" now on all points of sail. Happiness restored.

July 2nd was the day for the big "Chowder Cup" race at Dr. Z's local yacht club. Fifteen boats turned out, this is a cruising club and the racing is not of the "dedicated" level. Good thing. No wind. At 10:20 the starting gun was fired out in Ipswich Bay off the Ipswich

River channel marker. At 10:45 we crossed the line. At 1:30 we were about a mile closer in to the channel leading back into Plum Island Sound, with the coming tide relentlessly pressing us on into the beach. Even the leading boats, a couple of Nonesuch Catboats, were scarcely a mile up Plum Island on the 30 mile course from Ipswich Bay to Newburyport to Halibut Point on Cape Ann to Ipswich Bay.

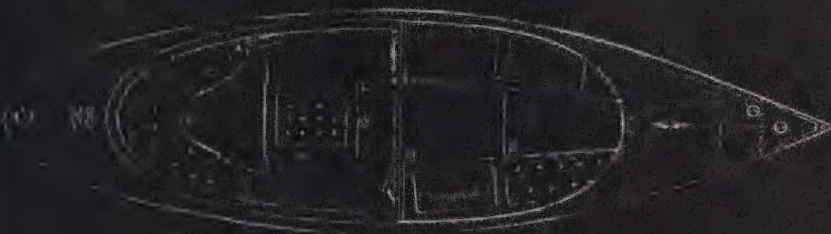
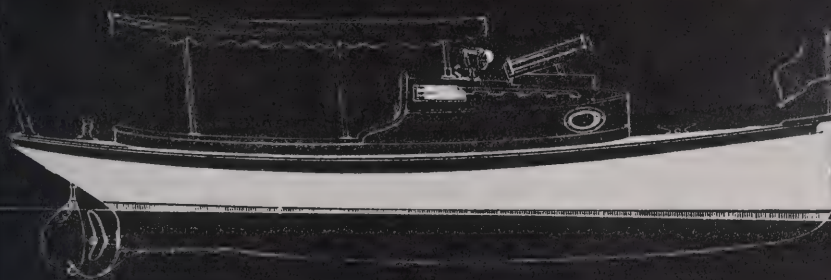
As we dropped out and turned "downwind" (a feathery zephyr of an onshore breeze now) with the tide, I had to congratulate the Dr. on his skill at positioning us so nicely for a short pleasant return trip. Nobody else was so well placed for dropping out. We set the electric green spinnaker with its brilliant crimson lightning flash and "ran" (more of a toddle) home. Nothing proved.

Report & Photo by Bob Hicks

Dr. Z is delighted with his craft with its sail recut.



Replica HUNTER CABIN LAUNCH



DIMENSIONS
Length Over All 25' 3" Breadth Over All 6' 3"
Length Water Line 20' 2" Breadth Water Line 5' 4"
Draft (displacement) 3' 6" 2900 lbs. displacement
380 lbs./inch immersion; C/P 589; C/B 2879; C/S 5056; C/WP 668



Elliott Bay Steam Launch Co. of Portland, OR, offers this particularly appealing replica of a Hunter Cabin Launch, powered by a modern 6.5hp Yanmar diesel. I thought those who like old time

motor launches might enjoy looking it over. If you want to get more information, contact Pat Spurlock at Elliott Bay Steam Launch Co., 6744 S.E. 36th Ave., Portland, OR 97202, (503) 775-5954.

ADVANTAGES: Fantail steam launch type hulls: Low power and quiet; natural hull speed design; low fuel use per hull speed; large weight-bearing capacity; minimal wave-making until hull speed exceeded; safety from following seas.

HULL MATERIALS: Handlaid & cored biaxial roving with isothalic polyester resin.

HARDWARE: Manganese bronze propeller & skeg casting. Naval bronze rudder & tiller. Bronze guards & fashion molding. Red brass cleats, bitts, helm & controls, and hinged portlites.

ENGINE: Yanmar 1 GM, 6.5 shaft horsepower @ 3400 rpm, 2.62:1 gear reduction; rubber shock mounts & coupling. Fuel tank 12 gallon allowing approx. 300 mile range.

PROPELLER: 3-blade, 14" diameter x 10 1/2" pitch and .35 developed area; Speed approx. 7 knots @ 2400 rpm @ 2200 lbs. displacement.

STEERING: Teleflex cable, "rack & pinion" action; turning radius 25 feet.

ACCOMMODATIONS: Sleeps two adults and two children, or, two adults in either two single or one double berth. Space for sink, stove and toilet. Maroon 3" tufted upholstery throughout cockpit seats and cabin berths.

WOODWORK: Cockpit and cabin seating: Varnished Honduran mahogany, beaded tongue & groove. Cabin doors and bulkhead: rail and style, raised panel construction, varnished Honduran mahogany. Coaming: steam-bent white oak, varnished. Skylite/passageway, varnished mahogany wire-glass with brass guard screen.

LOCKERS: 40 cubic feet under berths, 10 cubic feet under cockpit seats. Space for freezer under berths.

ACCESSORIES: Antique electric searchlight, Stern stars and stripes, Bow burgee; canopy, tan canvas with scalloped valance on wood frame and brass stanchions.

ON DISPLAY



LOTUS CANOE

Mike Galt's elegant freestyle sport canoes

FREE LESSONS

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

AQUATERRA KAYAKS - DIRIGO DIPPER
USED CANOES

THE SMALL BOAT SHOP

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

Granta SEA KAYAKS

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

KITS:

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

HUDSON CANOE

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

Small Boat Exchange

JOHN L. FREEMAN



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

ON THE WATERFRONT

31 MAIN ST BURLINGTON, VT 05401

(802) 864-5437

BROKERAGE FOR SAIL AND POWER



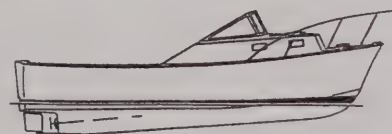
THE PEAPOD OF THE "1800's"!

CLASSIC CHARM

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

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

COASTAL 24'



Now on Display at

FERNALD'S

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

SETUP

Make the "legs" for frames B & E two feet long, as Payson suggests, to make climbing in and out from under the boat easier, while still being able to reach across to the center. I made the legs for the "Gypsy" three feet long, which worked out even better for that boat, but that boat is much narrower, and you don't have to stand inside it to nail the bottom plank to the frames.

Where to get the brass plate for the centerboard hinges and the rudder straps can be a problem in non-nautical areas. I found the answer in the local hardware store in the door kickplate/pushplate department. It was highly polished, which impressed the neighbors until I covered it with fiberglass. It worked really well, being about 1/16" thick, cutting easily with the sabre saw fitted with a metal cutting blade.

A neat way to mark the curves on the tops of the three deck beams forward of the cockpit is to clamp them to the next widest frame to mark the curves on them before cutting. The C, D and E frame lobes get cut just prior to fitting in the centerboard case. At this point, the boat with full frames in it looks like a giant version of one of Dynamite's models.

A camp stove and an old coffee pot work fine for melting lead. Just melt enough. It takes about 5 "pigs" for the centerboard. Our "pigs" had a varied history, having served many years anchoring my wife's painter's easels. The only time I got burned was when I poked myself in the arm with a charred stirring stick. Don't let the operation intimidate you. Tin-foil (four to six thicknesses) over a board clamped under the hole for the lead works fine if no 1/4" steel plate is at hand. A few pounds of lead kept my rudder from floating too.

Those of you who are purists may notice that the mast is set 1.5 degrees aft of vertical, and likewise the forward edge of the centerboard when all the way up in its case, translating to 3/4" aft of vertical. This then makes both the centerboard and the mast appear parallel when at anchor.

Of course you can just make the bottom fore and aft corners of the centerboard flush with the bottom of the case when drilling the hole for the pin at the top of the case and get the same effect. "Measure twice and cut once," is an old adage. A corollary to that is that the mark of a good boat builder is his ability to correct his mistakes. Remember to add the thickness of the centerboard head block to the 3 inch dimension to the centerboard pin (plus 1/4 inch clearance) when drilling the centerboard hole. Suffice it to say that I did not. Should you do some-



The owners just before bedtime.

An Amateur Builds a "Bobcat"

Report & Photos by Bill Rutherford

PART 2

thing as dumb, just mix some epoxy with microfibers, stuff it into the hole and scotch tape across the ends. Paint will take care of the rest. Should anyone notice, just tell them that will be the hole for the future racing centerboard pin.

HINTS

A hint for dry fitting the centerboard case and board parts: Screw the case together temporarily. This will "remember" the alignment after you disassemble for gluing, so the nice curve you plane on the bottom of the case will again match. Also, I found a few well placed screws put in while dry fitting the case sure help keep things from slipping around when they are reassembled for gluing.

Another hint: Tack the bottom plank to frame B with smooth nails when assembling the hull, pulling them out just before installing the centerboard case. This allows frame B to move fore and aft a skosh (1/4" or so) to allow it to snug right up against the forward face of the centerboard case, making a joint that would do Dynamite Payson proud.

One suggestion: Always sit down for the 30 second epoxy stir time. Get the moaning chair (or stool) that traditional boat builder Pete Culler said every boat shop should have and use it to take a load off your feet and give you time to contemplate the job at hand as well as admire your progress to date. It gives one perspective. And position the stool so you view the vessel at a good angle; a bow or aft quarter view is best.

A side benefit is that the same chair keeps visitors in one spot and away from your fragile setups. Mr. Goddard in L. Francis Herre-

shoff's "Compleat Cruiser" had one in his shop and allowed visitors to ramble on about whatever they wished, he replying with a grunt or uh-hum now and then, which let him concentrate on the job at hand without having to pay attention to what was being said. That keeps both visitor and builder happy.

I agree with Tom Cunliffe, who owns an old gaffer Bristol Channel pilot cutter, that a pair of topping lifts is better than just one. With one, it is on the lee side of the sail half the time, meaning it will disturb the set of the sail while on that face, plus tangle with the end of the gaff when lowering away to reef in a "breeze of wind".

I, therefore, used two instead of one, leading them back to the cockpit from the mast using deck blocks at the mast and cleats at the forward coaming. Actually, it is all one line, just looped under the boom and held in place by notched cleat strips, a la Bolger. The only other thing I did was to move the point of contact with the boom inboard a few feet from the end so the topping lifts double as lazy jacks, saving two more lines. I wish I could take credit for thinking of all this, but Bolger himself showed it this way on his "Harbinger" design which Guy Hamman built for me a few years ago. But that's another story.

Roger Taylor's article on Beetle cats (published in his "Still More Good Boats") suggested an excellent improvement; shelves under the side decks for charts, fenders, fishing gear, etc. I included one on each side, fitting the shelves between frames C and D. They work great. I also extended the stern sheets (rear seat) all the way

across to the sides so our binoculars or camera will not slide into the bilge. I left the bay between frames D and E clear for grown up feet for those nights that you and your old lady sneak out by yourselves for a moonlight sail and sit together, entwining feet.

An interesting "accident" of geometry is that a single sculling oar neatly touches two frames (C & D) when its blade is jammed in the chine notch at frame A up under the deck. This makes a nice out-of-the-way place to store your "motor"; up to an 8 foot oar may be accommodated (the longer the better). A double hook type 12 inch elastic "bungee cord" wrapped once around the oar and hooked into an eye on frame C holds the oar nicely in place.

In real life, the sternsheets (rear seat) looked a bit slanty when the aft edge was set 1-1/2" below the tiller hole in the transom as per plan. It looks a whole lot better to my eye with the top of the seat flush with the bottom of the tiller hole. An added benefit is that spraywater then drains out the tiller hole. One reason we ran the seat all the way out to the sides was to cover up the flotation foam we installed inside it. I put the seat support beams at 12" on centers, notching them into the supports, with 12" scab pieces on the sides of the boat to catch the ends of the seat. This makes for some interesting double bevels on the beam ends, but a hand plane and a power belt sander come in handy here, amazing your friends and neighbors with your cabinetwork abilities. A power sander deals with a multitude of sins. I clamp mine upside down on a bench and work a piece of wood up and down and around by hand, checking it often for fit.

Remember to not nail the seat top into place until you screw on the skeg and bolt on the upper rudder gudgeon. Put the grain across the seat beams (for strength I used 1/2" plywood). Remember to notch out the forward side of the seat top for the frames, not the aft side like I did (the little pieces fit right back in when slathered with glue).

I suggest laying out the mast heel section on the mast step plywood just like you would for the mast itself. It's good practice and points out that the short sides of the heel are not the eight even-sided sides from the mast; they are a bit inside the eight-sided sides. An easy way to do the layout is to make a pattern of the heel of the mast and trace it onto the plywood.

One hint: Use the 45 degree edge of your tri-square to lay out the eight-sided cuts if your square has the combination grip mine does. If you continue on and practice laying out the sixteen-sided mast cuts, the angle to set your

bevel guage at is 67.5 degrees, per Bud McIntosh's "Wooden Boat" (#60) article.

I used 3/4" thick plywood instead of the 1/2" specified for the mast step, then ran the router around the top side to ease the edges, which improved looks and use.

I beveled the top side of the carlins (fore and aft deck beams) since I leaned the coaming outwards 7.5 degrees for comfort. What with the 1.5" deck crown I also put in, the resulting carlin bevel was three degrees, installed "high side out".

From experience: Deepen your deck beam at station C by 1.25" to catch the centerboard if you add camber to the deck as I did. Mine was only 3.5" wide and missed because of the deck crown. 4.75" would have been perfect.

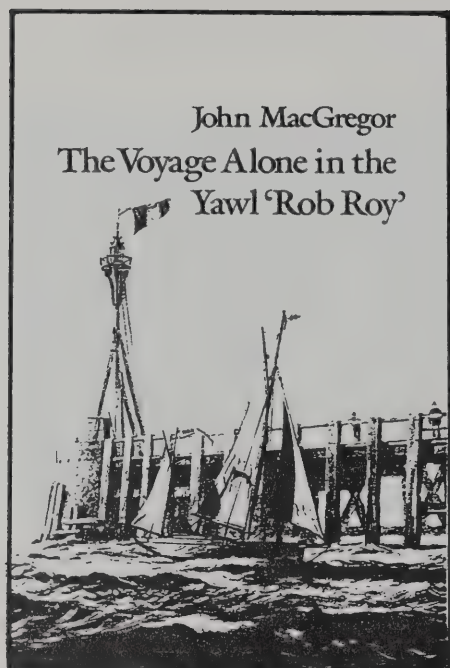
By the way, I thought I'd boxed myself in by installing the carlins before the rear stern sheets (rear seat) top. Just before slicing it in half however, I puzzled out how to slide it sideways in under the carlins. Moral: When you mess up, don't panic; puzzle. Remember, though, to install the rear seat and flotation under it before the rear part of the deck.

I agree with Mr. Payson that the forward shoe will take abuse on shingle beaches. Instead of plywood built up and fiberglassed, I sliced up some old oak car top carriers into 3/8" thick strips and built them into a double layer for a shoe. I trust the oak in sheer more than plywood, or maybe I just run into more things than Dynamite does. Fiberglassing makes sense, but a strip of brass makes even more. Remember to offset your shoe fasteners to miss the mast step bolts.

(To be continued next issue with "Finishing Touches")

Making a square stick round. The garage as boatshop.





John MacGregor
The Voyage Alone in the
Yawl 'Rob Roy'

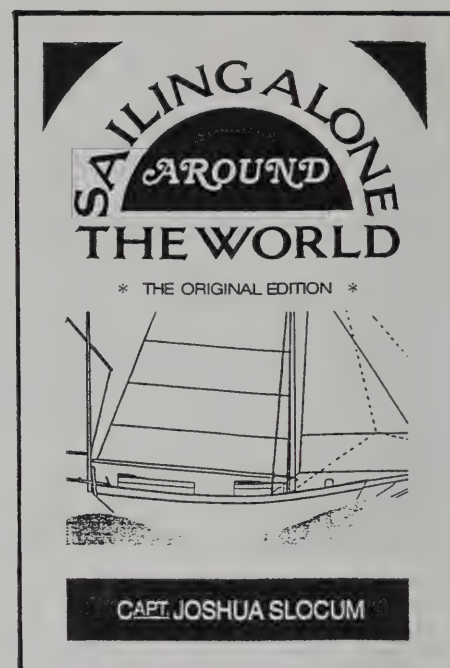
Solo Sailors

The First & The Best

Two recently reprinted classics of single-handed cruising will continue to whet the fancy of weatherbound sailors. John MacGregor's "The Voyage Alone in the Yawl ROB ROY" (1867) is an exuberantly self-satisfied exercise in showmanship, detailing the "extreme enjoyment" and seat-of-the-pants seamanship with which the founding captain of the Royal Canoe Club ventured to sail from London to Paris in a 21' yawl. Joshua Slocum's "Sailing Alone Around the World" (1899) tells the story of the first and greatest solo circumnavigation with wit and wisdom, and the considerable salt of an unemployed China trade captain. MacGregor's quixotic adventure is a good read, though the organization and style of his book is as rambling and uneven as his navigation; Slocum's well-spun yarn with its vivid characters, captivating variety of incident and tone, and its

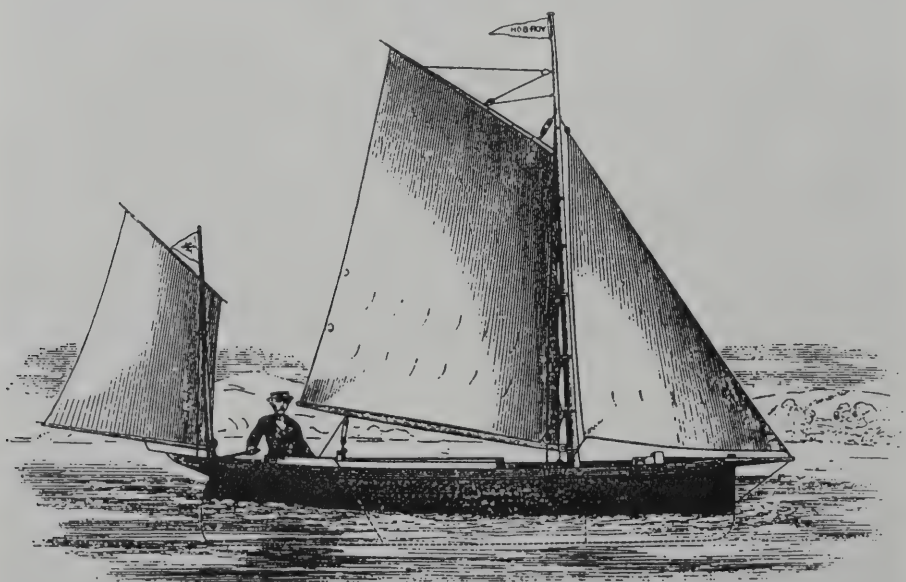
unpretentious knowledge of ships and the sea, is in another league entirely...it is a great book, a masterpiece by any standard.

The boats these captains sailed reflect very different nautical backgrounds and attitudes towards cruising. The ROB ROY was a little yawl designed to overcome the obvious limitations of the sailing canoe which MacGregor had previously developed for genteel recreation and made famous in a series of books. MacGregor's principles for single-handed sailing very sensibly put safety first, comfort second and speed last. To ensure safety and seaworthiness, the ROB ROY was provided with an iron keelson and keel, four water-tight compartments, a tiny dinghy stowed below and a ton and a half of internal pig iron ballast. MacGregor's requirements for gentlemanly amenities in a 21' boat with only a seven-foot beam allowed him to exer-

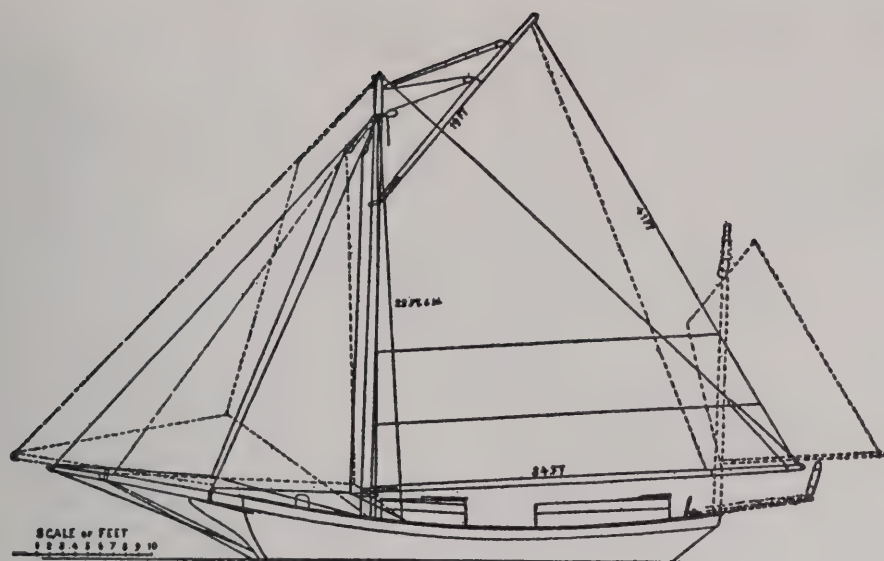


cise his ingenuity. The fully decked ROB ROY had a sliding, lift-up cabin top which allowed the crew to sit, slouch, nod off, or sleep either on deck or below, and in foul weather a tarp could be rigged to cover the open air galley. ROB ROY had a multi-purpose pump with an "India rubber" hose, a portable alcohol stove, a cork seat that would also do duty as a buoy or a life preserver, and a chart frame covered with glass. Sailors who like to mess around with gadgets and rigs will enjoy MacGregor's ideas, many of which, like their counterparts today, appeared more clever on the drawing board than they turned out to be on the water.

Joshua Slocum's SPRAY was a 37' sloop which he rebuilt plank by plank from the derelict hulk of an old Delaware oysterman that had been propped up many a year in a field in Fairhaven, MA. Unable to get a command at a time when there weren't enough vessels to go around among the skippers who had sailed tall ships to China, Japan and Australia, Slocum began to work on the SPRAY apparently because he had nothing better to do and was not quite ready at the age of fifty to address himself to Sailors' Snug Harbor. All the work, from taking an axe to a stout oak tree in a nearby field, to caulking the planking with cotton and oakum, Slocum did with his own hands, often with an audience of appreciative or skeptical oldtimers. The new stem was deemed "fit to smash ice" and later, according to Slocum, split a coral patch in two without damage. He adopted the dimensions along with the name of the superannuated vessel but gave her an additional foot or more of freeboard and increased her sheer, in order to make SPRAY more seaworthy offshore. In all, the boat



The yawl Rob Roy



Sail-plan of the *Spray*.

cost Captain Slocum \$553.62 and thirteen months of daily labor, often interrupted to observe the change of season or to gam with sailors who hove into sight.

Skippers of recreational boats will most likely identify with MacGregor's relatively modest enterprise. After a "bon voyage" dinner at the Royal Canoe Club, he sailed leisurely down the Thames and along the coast to Dover, before making the thirty mile channel crossing to Boulogne. With a fair wind, he coasted to Le Havre, where he made arrangements to be towed up the Seine to Paris by steamboat. Of the Seine Regatta, to which he had personally been invited by Napoleon III, who believed an interest in MacGregor's canoes would benefit the youth of France, MacGregor has nothing at all to say except that nearly all of the boats, yachts and steamers in attendance at the exhibition, British or foreign, were flying their flags improperly! He made full use of the Emperor's invitation to place himself once again in the limelight and to cash in on his celebrity to support a growing number of charitable causes. The very first thing he did upon his safe return to England was to notify the London TIMES of his adventure, as he had previously done after having climbed Mont Blanc, Vesuvius and Etna.

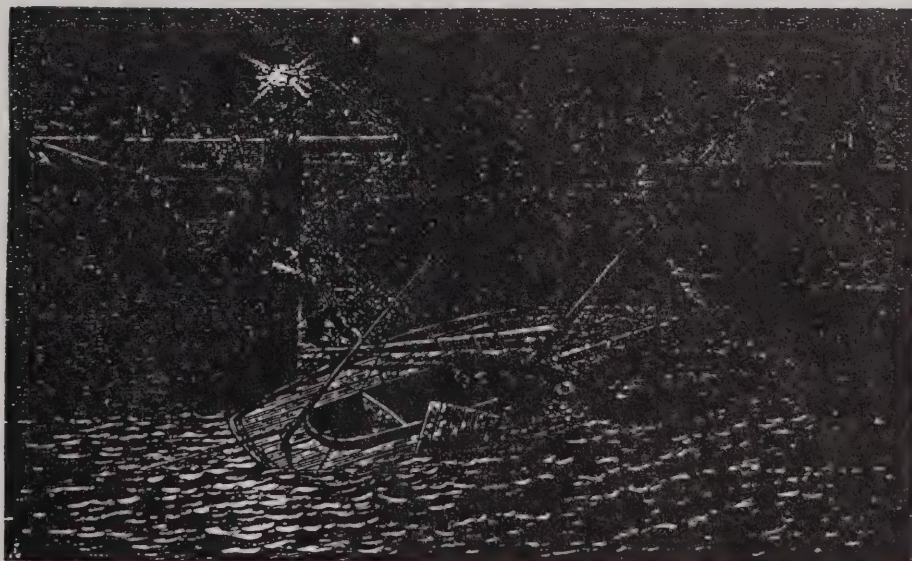
The many minor scrapes, impending perils, and potential disasters that MacGregor so cheerfully records will endear him to all of us often lackluster sailors who have been there ourselves. While being towed from the wharf at Le Havre, for example, with the French skipper demanding his fee, the wind shifting to a dangerous direction, and the seas beginning to rise, MacGregor becomes aware of vessels looming all about him and the pillings on his lee. At this moment, as he is setting his jib, the bowsprit

of the ROB ROY snaps and the sail explodes "like an umbrella blown inside out." Only then does MacGregor recall that the bowsprit had recently been "squeezed by a collision" when the steamer towing him had slipped her anchor and nearly crushed the ROB ROY. Undaunted, MacGregor reefs his jib, lashes it to the stem, and orders the Frenchman to carry on!

The ROB ROY's return to England was considerably more venturesome and harrowing than her leisurely voyage out. Before dawn, and on the spur of the moment, MacGregor decided to set sail from Le Havre to the Isle of Wight, a passage of some hundred miles which was to take him off soundings for the first time and to find him the next night exhausted, battered by storm, lost and fog-bound, and menaced by huge commercial vessels in the shipping lanes. Similarly, toward the end of his adventure, MacGregor misses a tide, anchors off Beachy Head in six fathoms, and goes below to catch a few winks, only to be awakened

with a start in a violent thunderstorm. On deck in the dark, with the wind veering wildly and lightning flashing, he perceives vessels and steamers whirling past him as in a vision, when suddenly there is a lofty full-sailed vessel right on top of him and a voice which bellows, "Port, you lubber!" Those of us who have been in similar scrapes will nod in recognition; it takes the sublime self-confidence of MacGregor, however, to BRAG about such misadventures. Despite his Victorian snobbery about working boats and his gaudy piety, it is difficult not to be warmed by the sunshiny disposition of a man whose reaction to having his boat dismasted when towed under a low bridge by an absent-minded captain, is to congratulate himself upon the wonderful workmanship and integrity of the ROB ROY's mast!

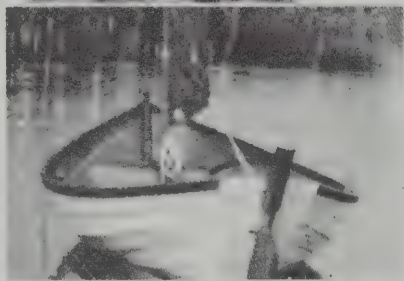
Captain Slocum's adventure was in every sense larger and more extravagant. His unprecedented solo circumnavigation included three Atlantic crossings and what must be the longest tack ever recorded in a log; from Cape Sable, Nova Scotia to Gibraltar to Cape Horn. MacGregor records his problem when he missed a tide at Beachy Head; Slocum describes how he learned patience sitting at the wheel between the bluff mainland and dismal Fuego of the Magellan Straits, where he was "content to make ten miles a day beating against the tide," and when a month of intricate sailing was all lost in a violent storm, he was able "to find some old tune to hum," as he worked the route all over again, beating as before. MacGregor's pleasure sailing along the shore is obvious, but it is not as lavish as Slocum's "delightful midsummer" run from Thursday Island to the Keeling Cocos Islands, twenty-seven hundred miles in twenty-three days, "with no one at the helm in that time, save for about one hour, from land to land." In addition to the perils of the sea,





SCALE SHIP MODELS CLEARING HOUSE

We sell scale ship models
P.O. Box 154, Jewett City, CT 06351
Telephone (203) 376-4282



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



Slocum encountered dangers not ordinarily found in the English Channel. Off the African coast he was chased and nearly caught by Moorish pirates in a swift felucca, which he managed to elude with seamanship and luck, and in the Straits of Magellan he was pursued by Fortescue Bay Indians whose murderous ringleader, a renegade Spaniard, Slocum was forced to face down at gunpoint. But melodrama is only one of the moods worked up in Slocum's classic, and a minor one at that.

To the reader daunted by the gaunt-cheeked and whiskered gentleman glowering from the book's dust jacket, Joshua Slocum's congeniality and humor will come as a pleasant surprise. He graciously plays host to, and is entertained by, an array of consuls, governors, high ranking naval and military officers, elegant ladies, ordinary tars, natives, beachcombers, and children. He may even have raised some eyebrows because of his sociability when he took a bevy of seven young women, along with their aunt, offshore for a day at Mauritius, and spent the night with them all aboard, riding at anchor in Tombo Bay. When three na-



tive girls paddled out to welcome the *SPRAY* to Samoa and were astonished to find Slocum alone, they asked him why he had come so far. "To hear you ladies sing," the gentle Captain replied. But the most pleasant day of all on his long journey, Slocum recalls, was the one spent with the children on the island of Juan Fernandez, one and all of them, gathering baskets of wild fruit, the little ones making the "hills ring with mirth at the sound of words in English." "Figgies, figgies," they cried, loading their baskets and rolling on the grass "in wild delight to think that a man had come to their island who would call a cabra a goat!"

Slocum's genial humor is susceptible to irony when pointed at yachtsmen, some of whom he regarded as pretentious dolts. He describes a "young gentleman in the full uniform of a very great yacht club" who came aboard the *SPRAY* at Sidney and nearly drowned when he fell head over heels into a barrel. This event might have proved

embarrassing, Slocum notes, since the yacht club had decided not to recognize the *SPRAY* officially because she had brought no letters from clubs in America. While sailing near the barrier reef and reading about woebegone Australian voyages, Slocum sighted "a modern dandy craft in distress, anchored off the coast," the yacht *AKBAR*, which had sailed from Watson's Bay three days ahead of the *SPRAY*. Though their mainsail was in ribbons, their jigger blown away, their rigging at loose ends, and their dinghy lost, the Captain, a "Murrumbidgee whaler" before he took command, refused Slocum's offer of a tow, maintaining there was nothing to fear. When he reached Cookstown, Slocum was surprised to learn that it had taken the hapless yachtsmen several days to sink their cutter.

Slocum was also quite capable of tall talk in the manner of Mark Twain. When turned to as an authority on nautical matters by a young lady of Cookstown to settle the controversy about precisely where Captain Cook hove down *ENDEAVOR* for repairs on her famous voyage around the world, he, no doubt solemnly, replied, "Well, I see no reason why Captain Cook, if he made up his mind to repair his ship inland, couldn't have dredged out a channel to the place where the monument now stands, if he had a dredging machine with him, and afterward filled it up again. For Captain Cook could do most anything, and nobody ever said he hadn't a dredger along." And while considering the concern for absolute accuracy on the part of navigators, Slocum mentions the *SPRAY*'s chronometer, "a brass clock which sold for \$1.50 but which he had picked up for a dollar since its face had been smashed. It proved good enough for his purposes, Slocum assures us, even after it lost its minute hand.

It would be impossible to overestimate the influence that John MacGregor's "The Voyage Alone in the Yawl *ROB ROY*" had on the evolution of recreational boating. He made it clear that a man of modest nautical experience could venture offshore without a professional crew in a vessel half the size and one tenth the cost of the smallest yachts of those lavish days in the England of Queen Victoria. His enthusiasm led others, such as Albert Strange, to design weekenders with fixed cabins and to form the Hummer Yawl Club, which to this day has celebrated the kind of boats and voyages first devised by the doughty MacGregor. Anyone who sails a small boat is indebted to this venturesome Scotsman.

Joshua Slocum's "Sailing Alone Around the World" was met with disbelief by experts who pronounced the *SPRAY*'s ability to self-steer an impossibility. That an

ordinary working boat of such modest size, and built by rule-of-thumb methods out of available materials, should combine excellent performance with seaworthiness and, adding insult to injury, have achieved the world's first solo circumnavigation, may have irked yachtsmen whose noses the good Captain had so often tweaked.

But, like Henry Thoreau, whose attitudes and style have much in common with his own, Slocum was writing for the young. "You young men contemplating a voyage," he concludes this salty "Walden", "I would say, go. The tales of rough usage are for the most part exaggerations, as also are the stories of sea danger...to face the elements is, to be sure, no light matter when the sea is in its grandest mood...I have given the plans of the *SPRAY* the dimensions of such a ship as I should call seaworthy in all conditions of weather and on all seas. It is only right to say, though, that to in-

sure a reasonable measure of success, experience should sail with the ship. But in order to be a successful navigator or sailor it is not necessary to hang a tar bucket about one's neck. On the other hand, much thought concerning the brass buttons one should wear adds nothing to the safety of the ship."

Whether we cross the nearest bay under mild summer skies or slug it out against the southern ocean, may we be able to say with Joshua Slocum, "The days passed happily with me wherever my ship sailed."

"The Voyage Alone in the Yawl *ROB ROY*" has been republished by Grafton Books in 1987 and has an introduction by Arthur Ransome.

"Sailing Alone Around the World" has been republished by Sheridan House in 1987 and has an introduction by Walter Magnes Teller.

Reviews by Jim Lacey, Willimantic, CT.



The "Spray."

From a photograph taken in Australian waters.



APPRENTICESHIP MAINE MARITIME MUSEUM

BATH, MAINE 04530

207-442-7401

207-442-2239

TUITION FREE

BOATBUILDING PROGRAM

BOAT PLANS

PUBLICATIONS

ADULT SEMINARS

&

WORKSHOPS

TRADITIONAL BOATS

FOR SALE

RESTORATIONS

DRAGONWORKS, INC.

Importers of the Islander

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

Accessories • Tours • Instruction

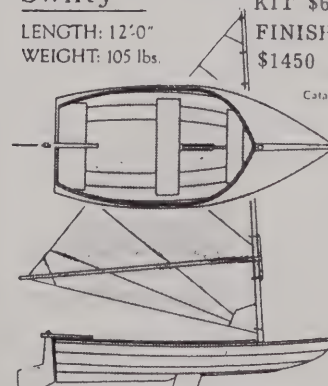
RFD 1, Box 31AA
Bowdoinham, ME 04008
(207) 666-8481

Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs.

KIT \$675
FINISHED
\$1450

Catalog \$7

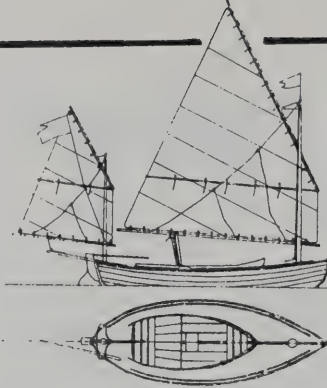


Modern wooden
boats for rowing
and sailing

R.R. 2 BOX 289C ST. ALBANS, VT 05478
(802) 524-9645

Builders & Restorers

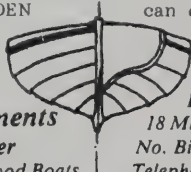
NORDVINDEN



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

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

Send \$2 for Photos



William Clements
Boat Builder
Traditional Wood Boats

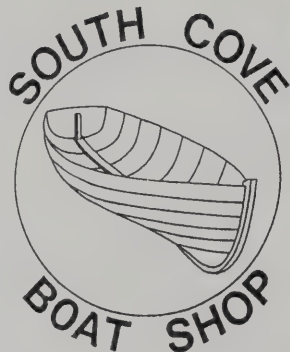
P.O. Box 87
18 Mt. Pleasant Street
No. Billerica, MA 01862
Telephone (617) 663-3103

SHEW & BURNHAM
since 1964

12' Whitehall Skiff

SOUTH BRISTOL, ME. 04568
(207) 644-8120

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

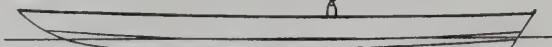


TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO: "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

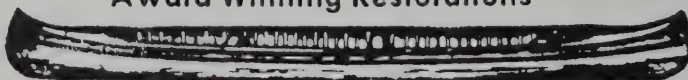
PLANS \$25

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT

ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424

AUTHORIZED Old Town CANOE REPAIR SHOP

Award Winning Restorations



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

ALDER CREEK BOAT WORKS

Building All Wood and Wood and Canvas Boats and Canoes

Rt. #3 Inkwich Rd., Rensselaer, N.Y. 13438

315-831-5321

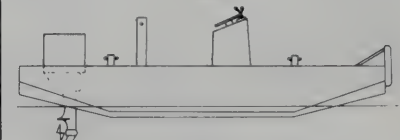
continuing the evolution of
THE ADIRONDACK
GUIDE BOAT

- * TRADITIONAL FORM *
- * HAND LAID FIBERGLASS *
- * BARE HULLS * COMPLETE BOATS *
- * OARS * STRIP-BUILT PLANS *

STEVE KAULBACK,

BOX #144, CHARLOTTE, VT 05445
(802) 425-3926

18' x 7' OB STEEL WORKBOAT



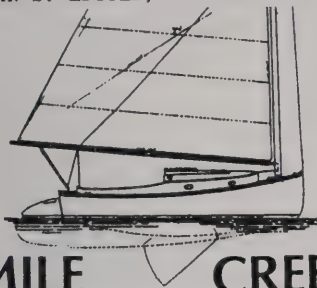
Ideal tender for Marinas,
Dredge Contractors, Moorings

\$6750⁰⁰ Plans \$200⁰⁰

WISNER BROS. BOATBUILDERS

3 Indian Spring Road • Norwalk, CT 06853
(203) 866-2252 Eves (203) 838-6252

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

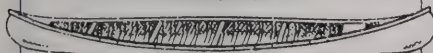


MILE CREEK BOAT SHOP

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

HARDKNOCKS CANOE SHOP

cedar canoes



construction • repairs • recanvassing

BRENDAN CURRAN, HOPE, MAINE 04847 • 207-763-3074

Repair & Restoration

Of Wooden Boats

Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

45 AUCCOOT RD. MATTAPOISETT, MA
(617) 758-6234

Old Wharf Dory Co.



Power skiffs from 18' to 24'. Flat, V-bow, full-V bottom. Illustrated is the V-20, a 20' V-bow skiff shown with optional pilothouse. All boats are epoxy-coated marine ply designs by Tracy O'Brien of Headwater Boats, built to order here on the east coast. For more information, write or call:

WALTER BARON, OLD WHARF DORY CO.
R.R.#1 OLD CHEQUESSETT NECK RD.
WELLFLEET, MA 02667 617-349-2383

NOW! Ask about our new classic "Victoria"!

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

THAYER & COMPANY

2106 Atlee Rd, Mechanicsville, VA 23111

My Favorite Canoe

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

Feather Canoes

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



Geoffrey Burke

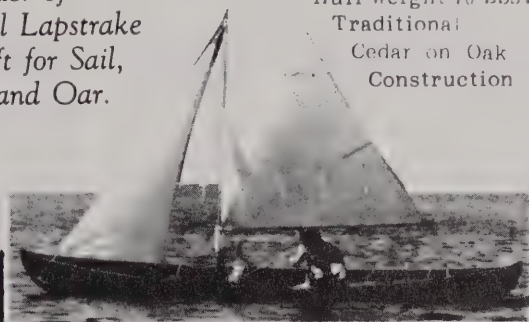
Builder of
Traditional Lapstrake
Smallcraft for Sail,
Paddle and Oar.



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

18' Lapstrake Canoe
For Sail & Double
Paddle

Hull Weight 70 Lbs.
Traditional
Cedar on Oak
Construction



401-625-1543

Christopher Fabiszak

- * SPECIALIZING IN WOODEN BOATS
- * RESTORATION
- * NEW CONSTRUCTION
- * TRADITIONAL COLD MOLDED
- * REPAIR - IN SHOP OR ON SITE
- * JOINERY AND VARNISH WORK
- * RIGGING
- * ELECTRONICS INSTALLED

23 WM. CANNING BLVD.
RTE. 81 SOUTH
TIVERTON, R.I. 02878

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



GREENLAND TYPE SEA KAYAKS

Dunn's Custom-Built Kayaks
8991 S State Rd, Eden, NY 14057
PH: 716-992-3941

SEND \$1 FOR INFORMATION

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



Seaport's Boston Boat Shop

Pier 3

Charlestown Navy Yard
Boston, MA
617-242-1475

SPECIALIZING IN:

Wooden boat construction and repair
Custom skiffs built to order
Restoration work
Custom interior joinery work
Spar varnishing
Exterior finishing

Dock space available for some jobs

Boatbuilding and lofting classes

Visitors are welcome to observe our current projects, we are two piers over from the U.S.S. Constitution

New England Historic Seaport
Building 10, Charlestown Navy Yard
Boston MA 02129 / 617-242-1414

HARBOR
FINE WOOD PRODUCTS SINCE 1971

America's

Marine Plywood Center

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

1-800-345-1712

The Harbor Sales Company, Inc.

1400 Russell Street
Baltimore, MD 21230



CUT COPPER CLENCH NAILS

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

STRAWBERRY BANKE, INC.

P.O. BOX 300 MB PORTSMOUTH, NH 03801

CLEAR NORTHERN WHITE CEDAR

- All stock is rough, 1" thick and square edge.
- Lengths from 5' to 8' and widths from 4" to 10".
- Will custom mill to your specifications.
- Full line of canoe restoration supplies.



William Clements Boat Builder
18 Mt. Pleasant St.
P.O. Box 87
No. Billerica, MA 01962
Telephone (617) 663-3103

NEWBURYPORT FIBERGLASS & FASTNER SUPPLIES

BOAT BUILDING SUPPLIES
STA FAST DEALER - WEST SYSTEM DEALER

BUD MANLEY 38 R MERRIMAC STREET
508-462-5519 NEWBURYPORT, MA 01950

CANOE HARDWARE

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

NORTHWOODS CANOE SHOP

RFD #3, Box 118-2A
Dover-Foxcroft, ME 04426

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



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

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

5 YR. WARRANTY

W.K. ROSS, INC.

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

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

Materials & Supplies

Need Resin & Fiberglass? Call Merton's

POLYESTER RESIN W/HARDNER, WAX OR NO WAX

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

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

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

VERY TRANSPARENT, BEAUTIFUL STRIPPER CLOTH

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

8" \$4.40/RUN. YD., 12" \$.60/RUN. YD.

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

Almost
Everything for
Glass Work

Merton's Fiberglass Supply

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

Call For
Free Price Lists
& Literature

MASTERCARD
VISA COD

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

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

Mast Hoops

- Mast Hoop Fasteners
- Sail Hanks
- Parrel Beads
- Wood Cleats
- Wood Shell Blocks
- Deadeyes
- Belaying Pins
- Bullseyes
- Custom Bronze Hardware

Pert Lowell Co., Inc.

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

Call for details on mast hoops
currently available in stock

WEST SYSTEM®

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



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840

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

IN RI: (401) 846-8170

IN FL: (305) 463-2022

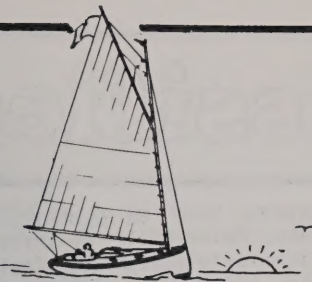
Telex: 952-183 JT SHIP NORT

1-800-343-9350



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

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



BUILD YOUR OWN CAPE COD CATBOAT

Send \$3 for new 3rd edition of the CATBOAT DESIGN BOOK-LET describing designs for 11'-29' catboats.

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

CANOE PLANS

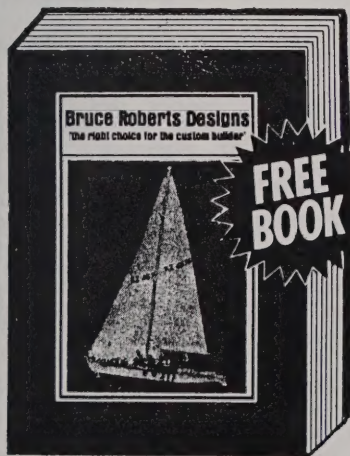
"How to Design Canoes" gives all details of designing canoes, has 7 plans which can be enlarged for building purposes. \$10 postpaid.

Willis Enterprises
P.O. BOX 357
FAIRFIELD, ME 04937
FREE CATALOG

JONBOAT PUNT BATEAUX PLANS

Simple Plywood Construction. \$3 Brings Study Packet.

S. CAULEY MARINE ENT.
1012 PLANTATION BLVD.
CONYERS, GA 30208



NEW BOATBUILDING BOOK

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

Plans & Information

LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOATBUILDING

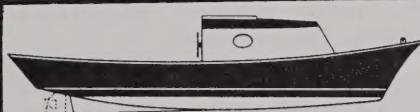
Two full-time residential programs combine theory with practice in creative and challenging environment. Design students study marine engineering and drafting along with CAD training and daily exposure to an active boatshop. Boatbuilding students learn to construct a classic wooden dory and a graceful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

THE LANDING SCHOOL

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

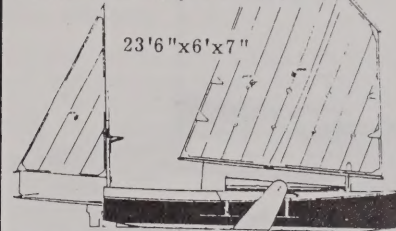


FIRST FIND THE BOAT THAT'S JUST RIGHT FOR YOU. Dinghies to Yachts - Plans & kits, the **BOATBUILDER'S DIRECTORY** shows you all the options you'll want to consider. Also Materials, Hardware, Engines, Tools, Books etc. Everything in 1 fascinating reference! Only \$6.50 U.S. plus \$1.50 shipping to: **BOATBUILDER**,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



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

ELROW LA ROWE
6911 AMARILLO ST.
PORT RICKEY, FL 34668

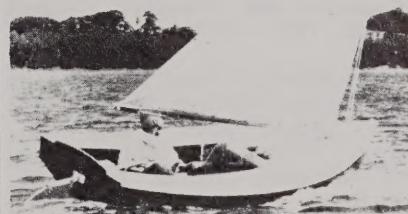


LOOKING OLD FASHIONED WASN'T THE POINT!

"Form follows function." (Louis Sullivan, teacher of Frank Lloyd Wright). Bolger's **NEW** (Feb. '87) sophisticated design has counterbalanced mast in tabernacle, the low "center-of-effort" power of a Balanced Lug, automatic water ballast, retractable in-board rudder that still functions partially retracted. Instant type construction. Info on 11 fascinating designs including mini-cruiser **MICRO**, \$5.

MULTIHULL DESIGNS 12ft & up. Flying Cat Fleet. Double Up. Cruiser Cat. Phantom Fox. Custom. Sales Listings. Send \$3 for study package.

OCEANSPACE
19327 Northampton Dr.
Saratoga, CA. 95070
PH: 408-252-7445



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic **BEETLE CAT** that puts the charm and the performance of this famous one-design within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME:

- ☐ Complete construction plans and instructions for \$35.00
- ☐ Study plan packet for Bobcat and 23 other easy-to-build Instant Boats for \$3.

* **NEW BOOK** * "Build the Instant Catboat" \$9.95 + \$1.00 S&H.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Harold H. Payson & Co.
Dept. MB, Pleasant Beach Road
South Thomaston, Maine 04858 207-594-7587

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

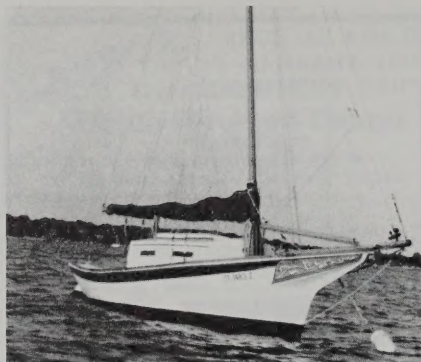
READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings,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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360

Classified



23' OYSTERMAN SKIPJACK REPLICA, fiberglass, in fine condition with dinghy and 4.5hp O/B. Must sell. \$7,150.
DAN MARCUS, Noank, CT., (203) 572-9188. (7)

28' SHEARWATER YAWL, Edey & Duff 1985 (Hull #3). Fiberglass shoal draft overnighter. Leeboards, tiltup rudder, wooden spars, tan-bark sails, water ballast. 9hp Honda OB, trailer. Asking \$21,500.
AL ADKINS, 3210 Pine Needle Ln., Johns Isl., SC 29455, (803) 768-1780. (7)

ULTRALIGHT SEA KAYAK, 28 pound Baldwin Anchovie. Custom kevlar construction with inside and outside taped deck seam, skeg, aft bulkhead with hatch, special Arluk type seat, spray skirt. \$900.
FRANK LAWSON, RR1 Box 1115, W. Rockport, ME 04865, (207) 594-7885. (7)

21' HERRSHOFF FISH CLASS gaff rigged sloop. Similar to H12 only bigger. Small cabin sleeps two. Dinghy, stove, oil cabin lamps, bunk cushions, anchor and rode, dock lines, compass, sails including spinnaker in great condition. Located in Marion, MA. I've been asking \$4,500 and had no offers. Make me any reasonable offer and she's yours.
RAY WELCH, Boston, MA, (617) 227-7411. (7)

19' YANKEE CATBOAT, built by Crosby in 1886 (that IS 1886). New sail, 9.8 Mercury electric start longshaft outboard, new naugahide seat and bunk cushions, porta-potti, automatic bailer and other spare gear. This is an almost totally original unique catboat
ROSALIE MC CLINTOCK, Newport, RI, (401) 247-0346. (7)

WOOD/CANVAS CANOES. 15' Old Town 50 pounder, needs canvas, four ribs, some planking. Varnish is good. \$300. 15' Kennebec, 40" beam, 15" deep, a good solid, stable fishing canoe. Needs canvas and minor woodwork. \$400. 13' Rob Roy sailing canoe, come look, make offer. I want bigger boat and dollars for taxes!

KEVIN MARTIN, 4 Windsor Ln., Epping, NH 03042, (603) 679-5153. (7)

18' CRUISING KAYAK by Seth Persson Boatbuilders. Last canvas/wood frame boat to ever be produced. Brightwork and canvas in excellent condition. Owner simply has lost interest. Asking \$850 or B.O.
MIKE SHERWOOD, Old Lyme, CT, (203) 434-0162 eves. (6)

22' WESTWIND inboard cruiser, 1971. Lapstrake wood, cuddy (like a Lyman). 155hp V-6 OMC I/O rebuilt 1988, 10 hours running time since. New epoxy paint, new seat covers, 25w radio, recording depth sounder, porta-potti. Asking \$2,800.

HAL JILLSON, Ipswich, MA, (508) 356-5343. (6)

16' ADIRONDACK GUIDEBOAT, needs refinishing and minor woodwork. \$1,500.

KEVIN MARTIN, 4 Windsor Ln., Epping, NH 03042, (603) 679-5153.

21 BAHAMA SLOOP project, heavily built mahogany planking on sawn mahogany crook frames, bronze ringnail fastened. Built in Bahamas or Florida Keys. Nice lines, solid construction, but needs a lot of detail rebuilding and complete refinishing inside and out. No spars, rigging or sails, would take low aspect gaff rig, I know of one available cheap. On rugged cradle. Can be trailered on rented flatbed auto hauler trailer. Reduced to \$750 to find someone who could love this boat.

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

BOATS, BOATS & MORE BOATS. I've got a yard full of boats, and building more!!! The following Bolger designed and Payson built boats are FOR SALE. For the most part they are demonstrators. One of each only, first come, first served basis. Skimmer (Garvey runabout), \$300. Zephyr (Payson's personal boat) with new sail, \$850. Kayak, \$250. Canoe, \$300. Cartopper, \$600. DYNAMITE PAYSON, S. Thomaston, ME, (207) 594-7587. (7)

1987 ROTHBILT 15 center console fiberglass runabout. Yamaha Pro 50 outboard with power tilt and trim, EZ-Loader galvanized roller trailer, custom fold-down spray dodger, 88 channel VHF, extra fuel tank (400+ mile range), 3" compass, tach, searchlight, custom teak and brass trim, more. See write up on this boat in SBJ #48. Everything new last year. 30 hours total use so far. The boat is spotless, the teak golden. Change of plans forces sale. Asking \$10,900.

JOHN SPENCER, Box 243, Rockport, MA 01966, (508) 546-9022 eves. (7)

18' WHITE O/B RUNABOUT, 1956 Oldtown, Maine-built lapstrake lake boat in nearly perfect original condition. Needs only very minor touch-up to varnish for 1988 boating season. Has original Gale Bucaneer 35hp electric-start outboard with all-remote controls, original complete canvas top and side curtains, original Holsclaw trailer. White topsides, varnished foredeck and trim. Spent 25 years on Lake Madawaska in northern Maine with original owner. We purchased from second owner for possible use as "press boat" to cover boating events for this magazine. 1987 season proved little need for it in this role, the magazine can use the money more than the boat. \$2495.

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

1930 DODGE WATERCAR, 16' double cockpit, Lycoming 4-cylinder, with mermaid and correct hardware. \$4,500.

FLETCHER RYAN, Hampton, NH, (603) 778-9757. (7)

17' FOLBOT SUPER double kayak in new condition, with two sets of double paddles, seat cushions, cockpit cover, transport dolly. \$350.

BOB HICKS, Wenham, MA, (508) 774-0906. (7)

WANTED, 14' WOOD/CANVAS CANOE, either Langford or Chestnut, any condition.

RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087. (6)

ENSENADA 20 SLOOP designed by Lyle Hess. Sleeps 4, head/sink. Drop-keel, self righting, cockpit self draining. Roller reefing genoa and mainsail only 1-1/2 years old. Custom trailer. She's a LARGE 20, stands up in a breeze and is easily single-handed. Good shape. \$6,800.
MEL ROSS, Croton, NY, (212) 697-6895 weekdays, (914) 271-8701 eves. (6)

14' SKIPPER DAYSAILER, fiberglass, with aluminum spars, 83.5 sq. ft. sail, trailer. Asking \$950.
DICK DUDEK, Portland, CT, (203) 342-3373. (6)

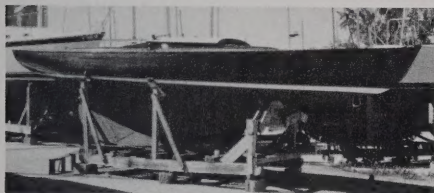
BOAT STUFF. 18' Larson Runabout & trailer, needs fixing, \$100. 9' fiberglass rowing hull, needs repair, \$10. Mercury 9.8 outboard for parts, \$20. Old Johnson 50 for parts, \$45. Volvo inboard/outboard for parts, \$125. 20hp Chrysler electric start, remote control outboard for parts, \$75. Four jackstands for sailboat, \$150. 28' aluminum mast, \$300.

JOHN ELLIOTT, Marblehead, MA, (617) 631-0472. (6)

Marketplace

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

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



YANKEE ONE DESIGN Y-18. 30'6"x6'6"x4'6". Bright hull, new deck, new larger ribs, O.B. Excellent shape. Best Yankee afloat. \$14,000. Delivery possible.

TOM CLARK, Burlington, VT, (802) 862-1947 days. (6)

HERRESHOFF 12-1/2, marconi rig, built ca. 1915. Excellent condition, great racing record (Marblehead). Anchor, three suits sails, life jackets, paddle, pump, cruising tent. In the water. A great buy at \$4,000 firm.

CAMPBELL SEAMANS, Salem, MA, (508) 745-5306. (TF)

MARTIN MARINE ALDEN SHELL, Oarmaster, oars. Very good condition. \$895.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (6)

14'9" WHITEHALL tender, "Elegant". One or two rowing positions. Carvel; 1/2" cedar planking silicon bronze fastened, white oak backbone, white oak and brass rudder and leeboards, varnished mahogany transom, sheer strakes, thwarts and stern sheets, spruce mast and lug. Lugsail of Egyptian cotton, and running rigging by Nat Wilson. Produced at WCVTI in 1982, designed by John Gardner. Galvanized trailer. All never used due to arthritis. Asking \$2,975.

HAL KELLAR, Drexel Hill, PA, (215) 259-6758. (6)

NORDKAPP HS British built Greenland style fiberglass sea kayak, white hull, yellow deck, new VCP hatches and Yakima foot braces (yet to be installed). Chimp pump, Twin Seal nylon spray skirt. \$700.

BOB PORTER, Ipswich, MA, (508) 356-7794. (6)

13' OLD TOWN CANOE, circa 1940. Needs canvas, otherwise excellent condition. \$400.

ROBERT LLOYD, Rumson, NJ, (201) 842-1987. (6)

DINGHY MOLDS for 7.6" Allied Yacht Dinghy (fiberglass). Perfect condition. Sacrifice for \$100. Trades for almost anything considered.

STAN STOKOWSKI, 414 Queen St., Philadelphia, PA 19147, (215) 627-3467. (6)

14' THOMPSON RUNABOUT, lapstrake mahogany on oak ribs. Complete with 25 h.p. electric start Evinrude O/B, controls, steering wheel, convertible canvas top. Boat needs a lot of detail repair/refinishing. Motor runs but rough at full throttle. Motor & controls have to be installed. Cheap though at \$250 for the lot.

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

THINNING OUT MY FLEET. Custom double kayak. Occume ply, 5mm. Epoxy coated inside and out. Steamed oak cockpit coamings, laced nylon rope skirt retainers, oak rub rails, detachable kick-up rudder, square sail. One year old with proven capabilities. Excellent condition, \$1,750. 15' Canvas double kayak, 7' open cockpit, mahogany trim. Five years old, needs work. \$250. Traditional wooden sharpie ketch, spruce on oak, modified V-bottom, 28' LOD, leeboards, gaff rigged, wheel steering, club footed jib on bowsprit, inboard 5hp gasoline engine, two V-berths and one small settee, ceiled, kerosene running lights. Sailor's boat, built 1969. In the water in New London, CT. \$8,500.

DON FARRAR, 177 Bozrah St., Bozrah, CT. 06334, (203) 886-1521. (6)

EASY RIDER ESKIMO SEA KAYAK, 17'x24". Fully expedition equipped with bulkheads, hatches, deck rigging modified for solo re-entry, comfortable padded seat and well-designed rudder system. White with green trim. A comfortable, seaworthy high-volume touring kayak. Excellent condition. \$975.

JIM ELLIS, Lyme, CT, (203) 434-9523. (6)

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.

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

JEROME KLIGERMAN, Philadelphia, PA, (609) 482-3193 (bus.), (215) 922-5303 eves. (6)

CHRIS CRAFT SPORTSMEN, three boats, some hardware, easy restorations. \$1,800.

FLETCHER RYAN, Hampton, NH, (603) 778-9757. (7)

TANDEM AXLE STORAGE TRAILER, held 24' inboard bass boat. \$700.

ALEX MC MULLEN, Manchester, MA, (508) 562-1082. (6)

23' TRUE ROCKET centerboard wood sloop, cedar on oak, 16hp Gray Marine inboard. Excellent coastal cruiser. Engine like new, new Surrette battery, 20 gal. tank. Extensive upgrading inside and out, modified interior with two berths, porta-potti, 10 gal. stainless fresh water tank, galley. Cockpit completely rebuilt of cedar. Dacron main, clubfooted jib, cotton genie. Much loved boat with many extras. Growing family forces change. Can be seen in the water on the Royal River, Yarmouth, ME. Will consider trade for 18'-24' runabout or cuddy cabin. Asking \$4,500.

PETER THERKELSEN, Goshen, MA, (413) 268-7942 (home); (413) 545-2591 (work). (6).

KEY LARGO SHOAL WATER CRUISES. Closed for summer, reopen in early September. Reduced rates but lovely cruising through December 15th. Make reservations early for '88/'89 chartering season.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

VOLVO DIESEL, 25hp MD2-B, 1971. Rebuilt in 1984. Always fresh water cooled, includes heat exchanger, muffler, transmission, shaft, etc. Repowered my cruising sailboat. \$500.

BUD MANLEY, Newburyport, MA, (508) 462-5519 days. (7)

19' STRAWBERRY BANKE SAILING DORY. Completely equipped traditional wooden boat in perfect condition with new trailer. Ready to sail! \$3,000 firm.

KEN CROCKER, Topsfield, MA, (617) 887-5658. (7P)

21' FULL KEEL WOODEN YAWL, circa 1939. Completely professionally rebuilt by Larry Dahlmer in 1982. Full set of four sails, automatic electric bilge pump. Cabin interior not quite finished. Ready to launch and sail away. \$3,500. Located in Manchester, MA.

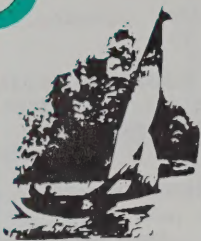
FRED WALES, Manchester, MA, (508) 526-7147. (7)

18' OPEN SAILING CANOE. Cold molded epoxy/white cedar. 1986 ACA Class New England champion. Fast solo paddling canoe. Two years old, rigged and ready. \$600.

JOHN WARD, Chelmsford, MA, (508) 256-4981. (7)

APPLE X-CIDER two-man whitewater slalom canoe. Kevlar. New, \$395.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (6)



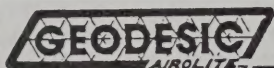
messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984

(617) 774-0906

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

ADDRESS CORRECTION
REQUESTED



Boats by Platt Monfort

ISN'T IT TIME
YOU TRIED ONE
OF THESE
HANDY CAR TOP
BOATS?

- Full size patterns
 - Instruction manual
 - Design portfolio
- send \$1.00

Plans & Kits



RFD 2 Box 416 • Wiscasset, Maine 04578

BUILD YOUR OWN BOAT

GLEN-L'S "BO JEST"
16' MINI TUG PLANS & PATTERNS \$58



HUGE 160-pg CATALOG

HUNDREDS of designs, 8' to 55'. Sailboats - Powerboats - Houseboats - Rowboats - Duckboats - Bassboats - Canoes - Kayaks - Hydroplanes - Dories - Texas Scooter - Boat Trailers. Save 50% OR MORE! Designs for WOOD, STEEL, ALUMINUM, FIBERGLASS. GLEN-L kits, plans & full-size patterns are especially for amateurs. Easy, proven methods assure professional results. Order \$3 CATALOG (\$4 Airmail) and also receive FREE "BOATBUILDING SUPPLIES" catalog featuring: fasteners - glues - fiberglass materials - books & more. Informative "POXY-GRIP/POXY-SHIELD" Manual \$2.

GLEN-L MARINE DESIGNS (Phone 213: 630-6258)
9152 Rosecrans, Box 1804MS, Bellflower, CA 90706

GLEN-L MARINE DESIGNS
9152 Rosecrans, Box 1804MS, Bellflower, CA 90706

- | | | |
|--------------------------|---|---------|
| ☐ | GLEN-L catalog @ \$3.00 (sent SLOWER 4th CLASS), OR | |
| ☐ | GLEN-L catalog @ \$4.00 (sent FASTER AIR MAIL) | |
| ☐ | "EPOXY TECHNICAL MANUAL" | \$ 2.00 |
| ☐ | "FIBERGLASS BOATBUILDING-AMATEURS" | \$27.50 |
| ☐ | "BOATBUILDING WITH PLYWOOD" | \$19.95 |
| ☐ | "INBOARD MOTOR INSTALLATIONS" | \$17.95 |
| ☐ | "HOW TO FIBERGLASS BOATS" - NEW 2nd Ed. ... | \$13.95 |
| ☐ | "RIGGING SMALL SAILBOATS" | \$ 7.95 |
| ☐ | "HOW TO BUILD BOAT TRAILERS" | \$ 8.95 |

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

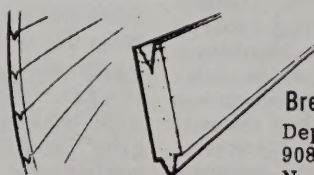
TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

VI-6

NEW for STRIPPER BUILDERS EXCLUSIVE INTERLOCKING CEDAR STRIPS

Also long lengths white ash gunwales and keels to 19 feet. Also brass anodized stem bands, seats, yokes and thwarts.



Send for samples, \$5 (refundable)
for cedar strips and gunwales,
keel, and brass anodized stem
band.

Brent Supply Co.

Dept. MAB

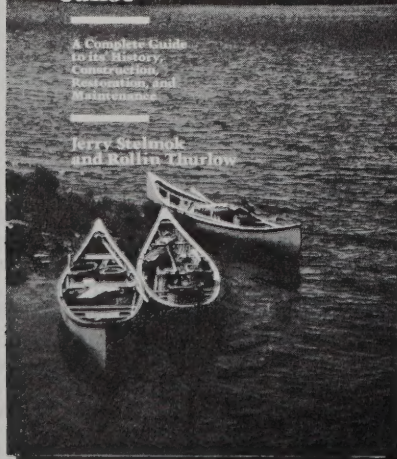
908 Niagara Falls Blvd.

N. Tonawanda, NY 14120-2060

The Wood & Canvas Canoe

A Complete Guide
to its History,
Construction,
Restoration, and
Maintenance

Jerry Seabrook
and Rollin Thurlow



THE WOOD & CANVAS CANOE

A Complete Guide to Its History,
Construction, Restoration,
and Maintenance.

\$15.95 PLUS \$2 HANDLING & POSTAGE

NORTHWOODS CANOE SHOP

RFD #3, BOX 118-2A, DOVER-FOXCROFT, ME 04426