

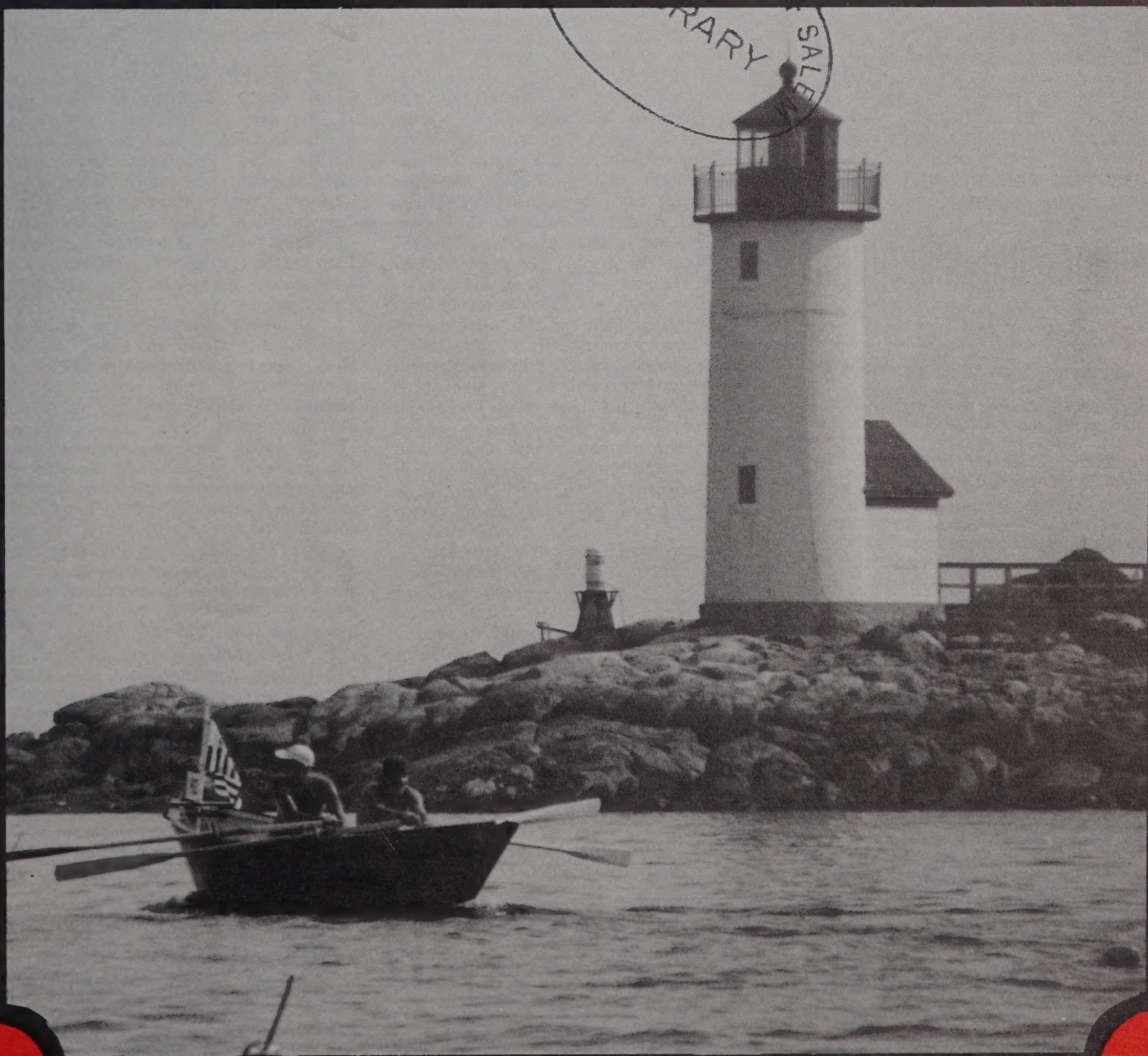
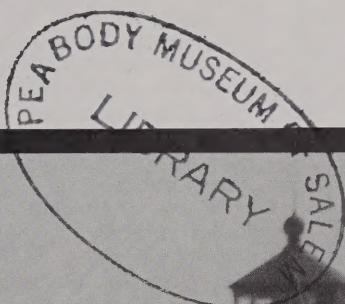


messing about in BOATS

Twice a Month!

Volume 6 ~ Number 8

September 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.

Our Next Issue...

Will feature the Maine Sea
Kayak Symposium, and a close look
at the Boston Harbor Islands as a
recreational resource accessible to
our small boats. We've got three or
four more pages of interesting de-
signs collected up; Owen Cecil's
build-it-yourself rowing rig still
to do, details on the Indian Point
Guideboat. We may (I no longer ev-
en think of firm commitment in
this hot, hot summer) get to try
the Venture Cat pedal boat. And at-
tend two quite different launch-
ings. Whenever this heat wave gets
over...

On the Cover...

A photo most appropriate to
the Blackburn Challenge Rowing
Race, held in Gloucester, Massa-
chusetts the end of July, is this
one of two men in a traditional
Banks dory. Just like the one that
Blackburn used in his most famous
exploit, rowing to Nova Scotia in
winter after losing contact with the
fishing schooner. Full coverage in
this issue.

Commentary

BOB
HICKS

As rowing races gain in popu-
larity (everyman racing, not the
collegiate and olympic type racing
shell events), one newcomer stands
out already in its success and
scale. The Blackburn Challenge at
Gloucester, Massachusetts, first
ran last year, attracted 20 boats on
a windy, rainy northeaster day and
had to back off from its announced
course, a 21 mile circumnavigation
of Cape Ann. The seas were too big
outside the Cape on the final 8
miles or so. This past July the ev-
ent attracted over 45 boats and 100
participants, and went all the way
in oppressively hot, sunny, but
relatively windless conditions.

The standout qualities are
headed by the scale of the event.
This is 21 miles, about 16 off open
ocean shores, 3 in a tidal river
with much current, and 2 to the
finish across a busy commercial
harbor. I used to think the 7.5
mile Gerrish Island Race at Kitte-
ry, Maine, was a grinder with its
marsh channels and 3 miles of ex-
posed open ocean shore, but the
Blackburn is a quantum leap ahead
of that. And the bulk of the other
events that come to my attention
are three to five mile sprints, or
longer one-way events on rivers.

The next standout quality was
the organization by the sponsoring
Cape Ann Rowing Club. No detail
was neglected. With the open ocean
course, participant safety was safe-
guarded by no less than a dozen
privately owned picket boats posted
around the course. Coast Guard and
Gloucester Police cooperated ful-
ly. Community support was out-
standing, see the list of 30 firms
and individuals who contributed in
some way to the event's success in
the report in this issue.

The variety of boats entered
was outstanding with both fixed
seat and sliding seat craft in solo,
double and multiply oared configu-
rations, plus a fleet of sea kayaks.
The large number of traditional
wooden rowing craft was particu-
larly attractive.

The spirit of the occasion was
way upbeat, tackling such a chal-
lenge called for appropriate fol-
low-up celebration, and the food
and drink supplied to the celebrat-

ing throng of some over 100 parti-
cipants, friends and boosters, and
volunteer race workers, was up to
the occasion. So were the awards.
No little ribbons or tiny trophies,
but rather nice quality items,
paintings, prints, books, that sort
of thing.

And then there were the indi-
vidual color photos of each partici-
pant in action. Local photo gallery
entrepreneur (and club member)
Fred Bodin, travelled the entire
course in a powerboat volunteered
by Geoff Richon, and photographed
every single participant, racers
and cruisers. At 3 p.m. he took
his film to the one-hour photo lab
where it was processed and 4x6
color prints made. All were back at
the awards party by 5 p.m. for
each participant to take home with
them.

You'll notice I've given the
event major coverage in this issue.
It was easy to do, for I got to ride
along in Geoff's boat taking my own
photos and watching the various
participants in action around the
course. Yes, there was really a
"press boat" with a knowledgeable
operator. After the event, all the
information I might need was made
available, this was one easy race
to cover.

Several participants came up
from Connecticut to race, because
they wanted to be in an "open
ocean race". They commented that
the races back home are on rivers
and protected bays. The challenge
of the ocean was what drew them to
Gloucester. And some ended up
staying overnight at homes of club
members. One of the organizers
told me it was her hope to see more
of this hospitality as the Blackburn
grows in size, welcoming those who
must travel from afar and spend an
overnight in the area into the
homes of local rowing people.

The thoroughness of the or-
ganization, attention to detail,
high level of safety, quality of
awards and refreshments, all added
to the heroic scale of the event,
made this a great day of messing
about in boats in a historic old
fishing town. Good fellowship in
fine small boats. Don't miss it next
year!





CANOEING THE HEAD OF THE BAY

Our map shows only the head of Pleasant Bay. We have no desire to introduce novice canoeists to the open waters of Little Bay and Big Bay where a flat calm can quickly become sloppy when the wind comes up.

The head of the Bay consists of quiet ponds and mini connecting rivers. Orleans owns a generous number of town landings in this area. Without a map, most would not be found. Parking is extremely modest at each, but all are available without charge. While running rivers offer easier paddling, these flat waters offer unusual opportunities for marine exploration and education.

The Bay opens to the ocean in Chatham and the tide comes and goes twice a day. To avoid low water and inconvenience at some of the launching sites; consult local papers to determine the time of high tide. Add about three and a half hours to the time given for Nauset Beach and Cape Cod Bay to calculate when high tide occurs at this northern end of the Bay. Two or three hours before and after high will give you the best water. To minimize any competition with power boats it is better to canoe on weekdays.

Fall is an extremely pleasant season on Pleasant Bay. There is less human activity and far more wildlife movement. Late summer and through September is a good time to fish for snapper bluefish. And then the season of wintering duck arrivals will close the year.

To make your outings on Pleasant Bay a rewarding environmental learning experience, there are numerous field guides to shore and sea birds and estuaries that ought to be included with your camera and binoculars. If you are not well acquainted with marine habitats and their many creatures, a better lab will not be found.

AN INVITATION TO CANOEISTS from the FRIENDS OF PLEASANT BAY



A nice little brochure turned up here this summer from a group called "Friends of Pleasant Bay". It was an invitation to small boat people who paddle, row or sail, to enjoy the pleasures of Pleasant Bay on outer Cape Cod. Included was a detailed map of launching sites.

If you want to contact the "Friends of Pleasant Bay", you can reach them at P.O. Box 845, South Orleans, MA 02662.

A PLACE RICH IN RESOURCES AND HISTORY

The native Americans who inhabited this place when the Pilgrims arrived knew the Bay as Monomoyick, meaning Great Bay, and that is what the white men called it until some time in the last century. No doubt the Bay was alive with canoes in those days. Sears Nickerson, a 10th generation descendant of Pilgrim settlers, was thoughtful enough to write what has become a much treasured short history, appropriately called, The Bay - as I see it. At the end he writes:

"I picture the afterglow of the fading day striking full on the little Swan swinging at anchor in the Head of the Bay, while Governor Bradford kneels by the death bed of his friend Squanto in the wigwam of the Monomoyick Sagamore. And again I see him leading the flotilla of canoes down the Bay to the relief of the distressed crew and passengers of the shipwrecked Sparrow Hawk."

Bill Sargent's Shallow Waters: A Year on Cape Cod's Pleasant Bay, with an abundance of photographs, records the activities of bird and marine life through the seasons and is another highly recommended book to help you know and understand the lively kingdom under and around you.

Canoes, kayaks and other craft that may be rowed or sailed present themselves as non violent visitors on this beautiful seascape. Those who use these craft seem to place high value on the very qualities this Bay offers in abundance. We welcome you here, knowing full well that we all appreciate good things more when we have found a way to share them.



A rainy week in July dried off just in time for the July 23rd Antique & Classic Boat Rendezvous at Mystic Seaport. Good thing too, a lot of varnished mahogany and period costumes might not have looked so good in damp conditions. Over 40 boats gathered for this 13th running, sail and power. In past years, all had to have accommodation onboard to qualify, but several runabouts were accepted this year, not participating in the judging however.

Boats dock on the Seaport waterfront, are judged for awards and then on Saturday afternoon, take part in a parade downriver to Norank and return. Led by the Seaport's steamboat, "Sabino", complete with a Dixieland Band on the upper deck, this is the moment for those who have devoted so much care, expense and labor to restoring and maintaining classic old boats. Costumed crews line the rails, flags fly, it's a great nostalgia trip. And boats underway are so much more interesting than when tied to the dock.

The boats ranged in years from 1903 to 1950, in size from the 80' houseboat "Contessa" to the 23' sloop "Idle Hour" (runabouts excepted). Some are professionally

MYSTIC SEAPORT MUSEUM®



13th ANNUAL ANTIQUE & CLASSIC BOAT RENDEZVOUS

maintained but most are kept up by their owners.

"Best Sailboat" was judged to be the 61' "Neith", a one-of-a-kind Herreshoff cutter owned by Jack Brown of West Mystic, CT. Built in 1907, "Neith" was raced for many years. Brown has now completed a total restoration of the boat.

"Best Powerboat" was "Rusty Su" a 59' Trumpy houseboat built in 1947 and owned by Barton Diemestock of New Rochelle, NY. "Rusty Su" is new to the event this year.

"Best Motorsailer" was "Tsunami", a 1938 Alden design once owned by the Tiffany family and cruised by them from Panama to Nova Scotia. Present owners, John and Joyce Behringer of Wickford, RI, purchased "Tsunami" two years ago and undertook restoration of the aft cabin, pilothouse and engines.

"Oldest Boat" and "Best Workboat" awards were taken by "Rosalind" a gaff-rigged schooner built in 1903 in England. "Rosalind" fished for 35 years, first under sail, then later under power. Richard Griffiths of Elizabeth City, NC, bought the derelict "Rosalind" in 1959, restored her himself and has cruised her in Europe, the Mediterranean and along the U.S. east coast.

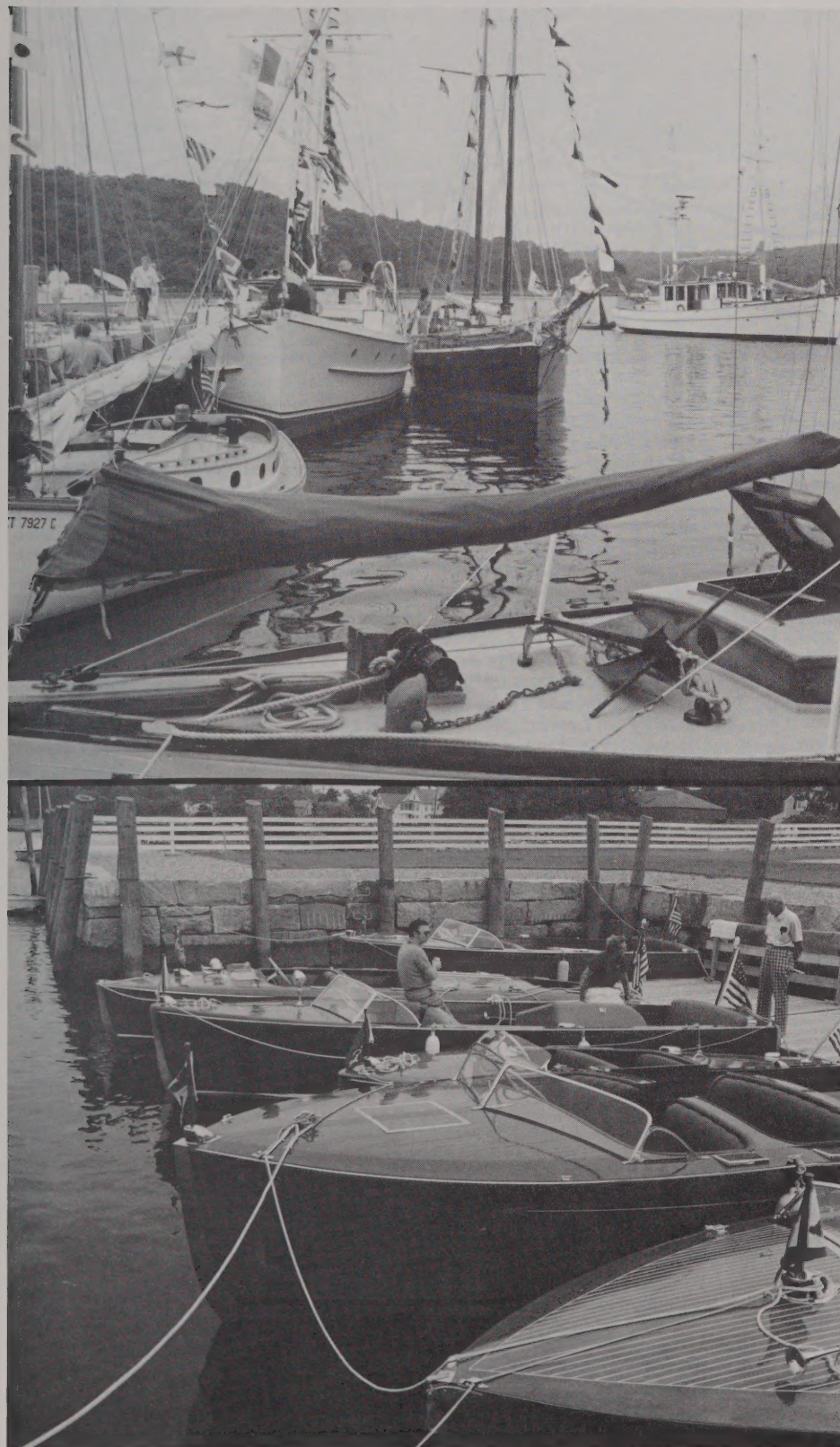
Supplementary awards recognized other unique aspects of antique and classic boating. "Idle Hour" was chosen as "Best Sailboat Restored and Maintained Entirely by the Owner"; "Nereus", a motor sailer, came the "Furthest

Distance" (from Somers Point, NJ). "Aphrodite, the 1936 commuter once owned by John Hay Whitney, was winner of the "Best Costumed Crew" award. Other persons were recognized for their long standing support of the Rendezvous and progress in restoration work.

The Seaport puts on a first class event for the participants, with a complete printed directory of

all boats, with full backgrounds and technical details; a burgee and poster and similar souvenirs. The list of judges includes major names in boat design and building from past and present. The purpose of a maritime museum staging this sort of show is to encourage and recognize excellence in the restoration and maintenance of classic vessels.

Photos by Mary Anne Stets



NIMBLE SAILBOATS

20 24 30

ROWING SHELLS

LARGEST SELECTION
IN NEW ENGLAND
ON DISPLAY

AT ROWING SPORT • CLASSIC SAIL

Box 17, Ipswich, MA 01938 • (608) 356-3623

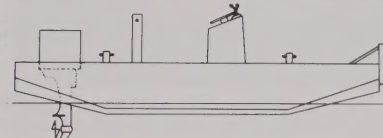
BOOKS about BOATS

Out of Print & Used Nautical Books
Old Boating Magazines

Original Boat & Marine Literature
COLUMBIA TRADING CO

2 ROCKLYN DR., SUFFERN, NY 10901

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

PISCATAQUA WHERRY

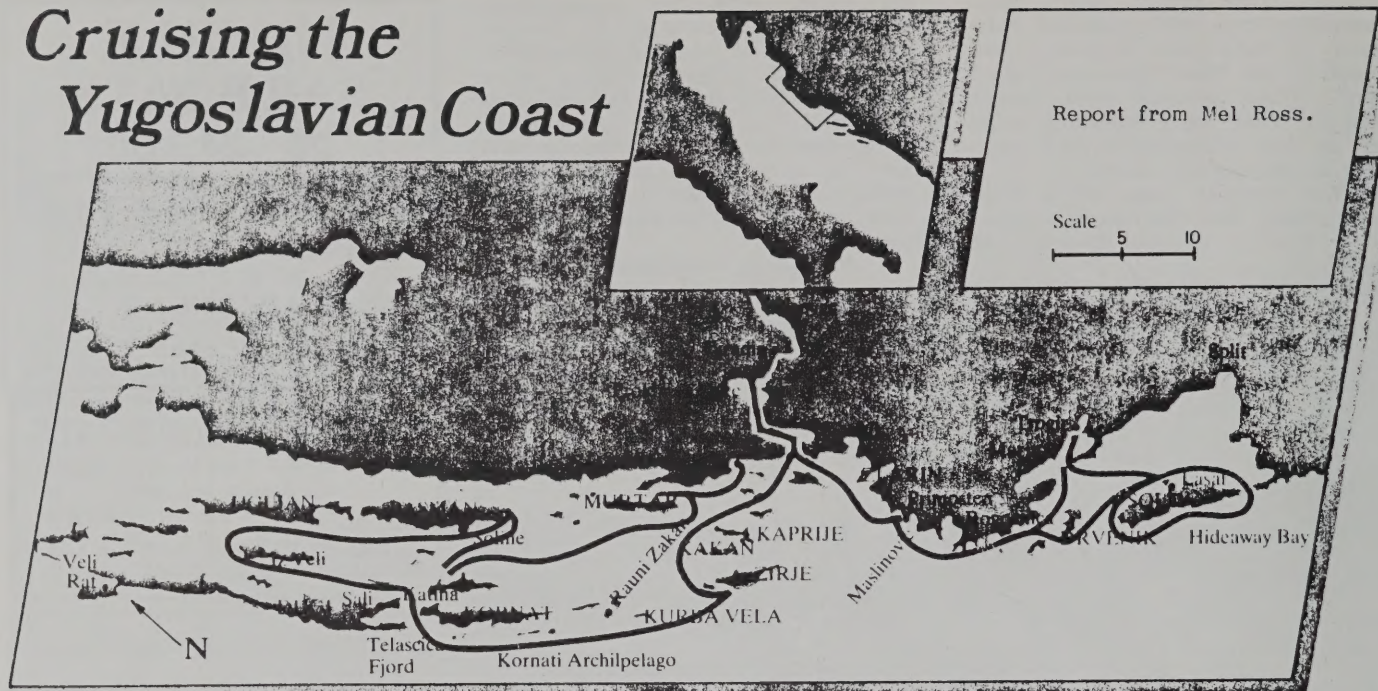


14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease, 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

Cruising the Yugoslavian Coast



I enjoyed my first flotilla cruise among the islands of the Ionian Sea so much that I planned a second trip to Yugoslavia to cruise the northern Dalmatian and southern Kornati Islands in the Adriatic. I had met Eddie Jacobs on the Greek cruise and formed a pen-pal relationship with him in England. We planned to go together to Yugoslavia. So many of his English friends wanted to go that we decided to take two boats, Eddie skippering one and me the second, with the idea that we would cruise together in the two boats.

I stayed with Eddie for a few days after my arrival in England. Actually, we were supposed to take a short cruise in his boat in English waters before we headed for Yugoslavia. But it rained and rained. I got to see a lot of pubs but I couldn't get used to the warm beer.

There were six of us altogether, a real mixed bag. Eddie is a bank manager. His crew consisted of "Big John (6'6")", a management consultant; and Bob, a retired magazine editor and photographer. Eddie provided a crew for me: Ray, an inspector from Scotland Yard; and "Little John (6'1")", a real estate wheeler-dealer. I have a marketing research firm based in New York.

We arrived at Gatwick Airport where we met the Yacht Cruising Association rep who whisked us through to our chartered flight. At Split, Yugoslavia, another YCA rep met us, got us through customs and onto a chartered bus for a 15 minute ride to Trogir and the boats. We were assigned "Temptress" and Eddie and his crew were fittingly given "Taboo". Both were 29' sloops.

Next morning we changed dollars and pounds into dinars, had breakfast and shopped for supplies at the local food store. Just after the first Skippers' Meeting, it started to pour, so we adjourned to a local taverna to have a beer. I never figured out how "Little John" and Ray got it to rain.

A little after 1400 we cast off our lines in light SW winds. The wind picked up to 11 knots as the flotilla skimmed across the water. As we pulled into Marina harbor, we dropped sails and headed toward the dock under motor. Ray, an experienced sailor, was on the tiller; I went forward to handle the bow lines, and "Little John", a 100% novice, had been entrusted with the kedge anchor. Someone from the dock yelled, "Why do you have your anchor down?" I laughed, then turned, and saw to my amazement our kedge was down astern. Ray had told John, "Let it dangle", which John had interpreted as anchors aweigh. So we backed down, pulled the kedge up, and headed in again to hand our lines to a smiling Eddie.

Marina is a small village, old stone buildings with an occasional brick among the stone, and great weathered textures. That evening the entire fleet had dinner at a dockside taverna, accompanied by much laughter.

Next morning we had a full blown scirocco, 30 knot winds with gusts. We left with a double reef for two hours of glorious sailing. We arrived at Drevnick at a little after noon, bought fresh scampi which Ray then boiled to perfection for a great lunch.

Our next destination was Rogac, a light run for about seven miles, and then it was the iron

sail as the wind died. A group of locals were waiting for the ferry and enthusiastically singing Yugoslavian songs. By now, our two crews had firmly established a series of running gags that were to last the cruise and turn six grown men into six braying kids.

Before leaving Rogac next morning, we took a two kilometer hike up to Grohote, straight uphill. Grohote is an old village with narrow winding streets, many lined with stone walls. Stone is everywhere, both inside and outside the buildings. We stopped for something cold to drink and watched numerous donkeys hauling huge loads, goaded on usually by an elderly man or woman. On the way back we found a lovely swimming area leading out from sharp volcanic rocks. We had to wear sneakers as we swam. Cactus plants and a couple of palm trees stood sentinel as we splashed around.

Early afternoon we left Rogac on a perfect broad reach straight to the beautiful port of Milna. The Yugoslavian government has built a number of marinas to encourage tourism, and our fleet members were allowed to stay at any of them without paying a fee. We pulled into a dock of the Adriatic Yacht Club at Milna and luxuriated in the hot showers. Every village in Yugoslavia seems to have a church with a bell tower, and the bells toll on and on. That evening we adjourned to "Taboo" for kava and Schubert. Bob was wildly looking for his Artie Shaw tapes as, much to his disgust, Eddie played Mozart and Schubert.

Next morning we shoved off for Stipanska, a small bay with a couple of deserted houses. After anchoring, we went swimming and

rowing around in the dinghy. Voracious black flies aborted our attempt at going ashore, so we sailed off. That morning we had been on a slogging beat in 17 knot winds, good sailing. The weather report called for strong SE winds, so we switched destinations to avoid an exposed anchorage, and changed course for Drevnick. One gust laid us over, almost causing Ray to lose his pot of Spaghetti El Temptress, but he juggled it back into position.

The next couple of days we sailed to Primosten, over to Zlarin in delightful winds, to the mouth of the St. Ante River, guarded by an old fortress. There we rendezvoused with the rest of the fleet and headed up the beautiful winding river. We sailed under a gracefully arched bridge where the river opened up into a large "lake" about 5 miles across. We stopped and let the boats drift to a spot where the water turned from salt to fresh, and then dove in to swim and shampoo in the fresh water. We passed Sibenik and arrived at the ACY at Skradin. After topping off our water tanks, we had a delicious dinner.

Next morning, a taxi" boat, much like a lifeboat, took about 40 of us from the flotilla upriver to Krka Falls. It's a pretty park area with a series of cascading low waterfalls. Some went swimming in the pools formed under the falls, others hiked around, and some ate a picnic lunch and sacked out on the grass.

On one of the fleet boats were two professional musicians, so when we sailed into or out of port together, they gave us a rousing serenade of dixieland music on clarinet and banjo, British style.

Next day we gunkholed into Zlarin and Tijat, arriving at Kaprije late afternoon. About 3 a.m. a bora hit, 60 mph winds, torrential rain, thunder, lightning and a Gene Krupa accompaniment of hailstones. We were tucked in snugly, with an actually pleasant rocking motion.

Around 0830 we headed into the southern Kornatis. Very dramatic, a stark grandeur of rocks without a speck of green. Every little island had a huge series of stone walls which had attempted to stem the soil erosion, but all had failed. We beat all the way to Tjesno on Murter Island, a charming old world village with donkeys pulling carts up twisting narrow streets. That night we had another bora blowing about 40 mph (we've had a scirocco, a Yugo and two boras, but each after we've been safely tucked away in anchorage).

We spent a couple of days in splendid isolation, just our two boats, around Otok, an island with a huge cut in the south leading off to numerous bays. We spent both days sampling all of these bays. We met the fleet the following day and got ready for the big flotilla race, a fun race designed for kibitzing. We had a good start and went downhill from there.

We arrived in Vodice early afternoon, thoroughly cleaned our boats, and then strolled through town, sightseeing and shopping. That evening the entire fleet ate in a charming old restaurant, we all sat in an attic or loft with the ever present stone, old wooden beams and brick. Lots of joking and table hopping, while Ken and Fred wailed away on clarinet and banjo, accompanied by bursts of song.

Next morning we said our good byes to the YCA crew and boarded our bus to Split. We spent a couple of hours in Split with many tourists amongst lots of Roman ruins, reboarded the bus for the half-hour trip to the airport, and two hours later were back in London.

For more information about flotilla sailing, write to: Yacht Cruising Association, Old Stone House, Judges Terrace, East Grinstead, Sussex RH19 1AQ, England. They now have several cruising areas in four different countries; Greece, Turkey, Spain and Yugoslavia.

ON DISPLAY
INDOORS

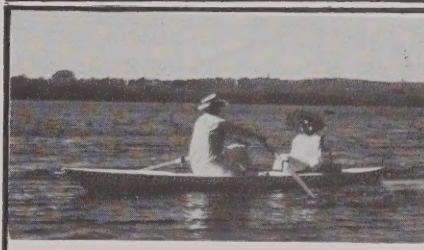
LOTS OF
PRE-OWNED
SAILBOATS



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
(508) 465-0312



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 11774, PH 516-922-2656



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
(508) 465-0312

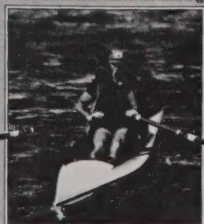
PADDLES & OARS



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

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473

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

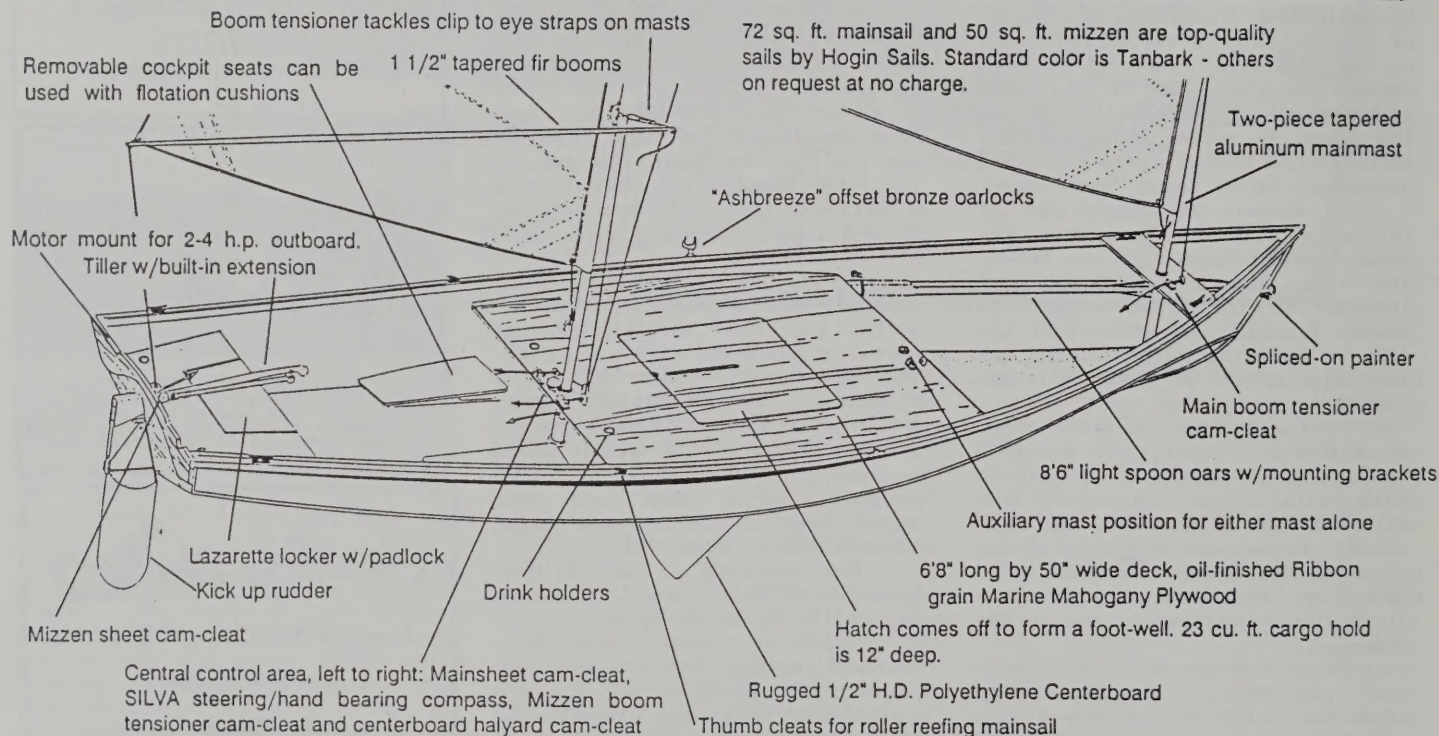
- NAVIGATOR -

20' Cruising Dinghy

The most unique boat I saw at the Small Boat Show in May at Newport (see July 1, 1988 issue of "Boats") was Steve Wilce's "Navigator" 20' cruising dinghy. It appeared to be akin to a sharpie in type with hard chines and narrow beam. But it was the material from which it was constructed that set it apart. The "Kydex" thermoplastic

planking is an airliner interior material and it sandwiches between two layers expanded polystyrene foam. Wilce bends these thick panels onto his building molds like ordinary planking, but ends up with a very light hull that also has exceptional flotation and insulation characteristics. Rather than try to elaborate on the details of

how this results in a 20' sailboat with a structural hull weight of only 180 pounds, I'm reprinting Steve's detailed discussion of his design concept as food for thought. If you'd like all of the information on the line of boats Steve Wilce builds in this method, contact him at P.O. Box 962, Winters, CA 95694.



Design work on Navigator began in the fall of 1982, and the prototype was completed early the following year. It was influenced by cruises my wife and I had taken in our 16-foot sharpie *Seal*, which was the first successful vessel in what was to become the *SEALIGHT* method of construction. We cruised for two weeks in Washington's San Juan Islands in 1980. The *Seal* was delightful for a couple cruising with relatively light and simple gear, and the small scale of the boat was essential to the way she worked. In Navigator I wanted to double the carrying capacity while restricting the scale to retain the essentials of *Seal*'s handiness.

I decided against a larger sharpie because I wanted a very streamlined entrance for good wave penetration. *SEALIGHT* planks can be tortured into compound shapes pretty readily, so I drew the V-bottom hull I wanted without regard for developable surfaces, and was able to plank the boat as drawn.

The prototype 1983 Navigator is still my family boat, cruised from Mexico to Canada with Lee and me and our two young boys. Virtually every detail of her construction has been modified in her successors, and the hull shape has had two revisions. She is an evolutionary as well as revolutionary design.

Safety and Performance

Performance is often seen to be the foe of safety. When performance demands brittle and complicated machinery, or hulls which optimize speed in flat water, it does make boats unfit for cruising, but in Navigator's design certain aspects of performance were considered essential for safety.

A fundamental element in small boat safety is to be able to keep moving in difficult conditions so that a safe haven can be reached. Navigator has taken her proportions from traditional light boats in which this ability is proven, such as Viking boats and 19th century whaleboats. She is slender and double-ended on the waterline, with a fine entrance and generous sheer and flare for reserve buoyancy. Her freeboard is low enough that man-overboard recovery isn't difficult, as it can be in many small boats and yachts. She sacrifices initial stability for good directional control, gentle riding properties and the ability to negotiate wave crests without getting stopped. She has a rig that is easy to reef and highly efficient when reefed. Finally, she accepts two to four horsepower outboards without apology; her transom was purposefully made wide enough to allow offset mounting without removing the rudder. It's quite easy to take Navigator's rig down at sea - the mainmast

and sail weigh only 16 pounds - and with the rig stowed she can power upwind in conditions that will stop nearly any sailboat. Navigator's easily driven hull gives her speed even with her small rig.

As a demonstration of easy driving, consider that a two horsepower outboard will push a *Wayfarer* dinghy (with about the same displacement as Navigator) to four knots. The same engine will get six knots out of Navigator. Her "hull speed" of five and one half knots, based on 1.34 times the square root of her 18-foot waterline, has little relevance. It takes a speed of eight knots or so to give her a powerful-looking wake.

Navigator's rig uses bermuda spritsails, that is three-sided (bermuda) sails with sprit-booms. Sprit (like in bowsprit) booms are like wishbone booms except that they're straight and are a single stick unlike the two halves of a wishbone. In Navigator they are tapered fir poles with a slot in each end, weighing about 2 1/2 pounds each. They do ride against the sail when on the lee side, but at the scale of Navigator this causes neither chafe nor any noticeable change in performance. The boom is controlled by a three-part tackle that clips to an eye strap on the mast. The line from the tackle drops down to a turning eye and a cam-cleat, and then runs back to the helm. By adjusting the tension in these tackles the helmsman can instantaneously vary the sail shape from a big soft blooper to flat-as-a-board, and do so independently of the sheet tension or position.

Besides its performance benefits, the bermuda spritsail has two important safety features. The first is obvious - one isn't likely to get hit by the boom. More subtle is the effect of the rig on the boat's capsize resistance. Because the sail shape is controlled independently of the sheet, bermuda spritsails have the lowest sheet tensions of any rig, and their sheeting geometry is the simplest.

The sheet runs from the sail through a central deadeye to a cam-cleat. A top-quality Harken 200 cleat assures that the sheet can be instantly released. There are no blocks or travelers in the system, and the sheeting action is extremely fast and positive. Even broad hulls that seem rock-solid at dockside can flip if their sheets can't be released quickly, and the multi-part mainsheets common on sloops are relatively slow-acting and prone to jam. Also, if the sloop's mainsail is eased, the sheeted-down jib creates a lee helm condition that keeps the boat beam-on to the wind, but when Navigator's main is eased the mizzen helps her point into the gust and ride it out.

Practical capsize resistance is complex and influenced by many variables, but all boats must deal somehow with the possibility and consequences of capsize. Small powerboats must meet a standard of flotation set by the Coast Guard that requires them to float level, albeit awash, and to support the weight of their crews. The rate of boating fatalities has been halved since this standard was adopted. No flotation is required for sailboats, but if the powerboat standard were applied to Navigator she would have nearly three times the needed amount of reserve buoyancy. This raises her above "level flotation" (swamped, not drowning, waiting for rescue) to a "self-rescuing" standard where the boat floats high enough to be bailed.

Flotation systems must do more than simply supply x-amount of buoyant material. The boat must be kept in trim, and must have a measure of stability while avoiding a sta-

ble inverted position that would make it hard to right. Racing dinghies usually have well designed flotation. Racers expect to flip occasionally and will pay for flotation that works. A cruising dinghy might never capsize in her lifetime, so that good flotation is hard to sell. As a result cruising boat flotation is often added at minimum cost, and its actual performance is difficult to determine short of testing. Navigator and all other *SEALIGHT* boats have an unequivocal standard of self-rescuing flotation built into their hull structure. Air tanks and inflatable air bags will "most likely" work if properly designed and maintained. *SEALIGHT* flotation will always work, period. Modern techniques in wood and fiberglass boatbuilding can produce hulls as light as Navigator's, but only *SEALIGHT* can deliver lightweight boats with her uncompromising standard of reliability.

A reliable flotation system can do more than save one's life in an emergency. It can inspire a level of confidence that can help a boat's crew avoid panic in a tight spot. For those with reservations about sailing it can be the psychological underpinning that allows one to enjoy being in a boat.

Trailing, Setting Up and Handling

Designers of cruising boats should avoid a highly ideological approach, remembering that their creations will likely get more use as daysailers than as cruisers. A successful daysailer, one that gets used a lot, makes itself attractive to use both by positive features of good performance and versatility and by elimination of negative aspects of trailering and setting up.

If one's tow vehicle is a V-8 sedan or truck any small boat can easily be trailered, but if it's a four-cylinder compact the towing capacity may be marginal. Boats that weigh about 600 pounds are often advertised as being trailerable by small cars, and it's true that the boat, trailer and a little gear can manage to get under the 1000 pound towing limit that compacts usually have. But towing this weight severely compromises every aspect of the car's performance and greatly accelerates wear on the drive train. It can be done, but it seldom feels comfortable. Navigator weighs 335 pounds rigged, and her custom *Trailax* aluminum trailer weighs 110. The towing weight of 445 pounds leaves plenty of gear carrying capacity without pushing the car's limits. The tongue weight is 35 pounds, so the boat and trailer are easy to move by hand when needed. Whether one is considering a 2000-mile tow for a summer cruise or a short hop for an afternoon sail, Navigator's easy towing properties encourage her use.

When trailering, Navigator's masts ride in cradles along her centerline where they can be used to support the optional boat cover. The unstayed aluminum masts taper from a 2" diameter by .25" wall thickness at the partner to 1.75" by .058" at the top, and the heaviest weighs 16 pounds with sail. The principal purpose of the taper is to control the mast bend so the sail sets properly, but it also gives a low center of gravity that makes the mast easy to step. Both masts step in plastic tubes and so are self-aligning.

The next step in setting up is to run the two sheets and boom tackles through their deadeyes. The sails are roller furling, so they are already on the rotating masts. Tie a sheet to a sail, and give a pull to unroll a few feet. Put the slot at the end of the boom into the loop at the sail clew, and finish unrolling the sail with a quick push on the boom.

Snap the boom tackle to the eye strap on the mast, and slip the tackle into the slot in the front end of the boom. Tension the tackle at the cam-cleat, and that sail is ready to use.

Navigator's 122 square foot cat-ketch rig can be reefed to 92, 72 or 50 square feet. All the reefs are easy to do; they are simply variations of the sail setting and furling operations that one routinely practices when setting up the boat. Small boat crews sometimes fail to reef when they should because the reefing procedure gets little practice and is intimidating. Navigator's system is designed to address this problem.

To reef single-handed, heave-to by slacking the mainsheet, setting the mizzen as for a reach and fixing the tiller amidships. Slack the main boom tension and unclip the boom tackle from the mast. A pull on the boom will release it from the sail which need not be brought inboard. The beauty of roller furling is that the sail need not be handled at all; just rotate the mast and the most wildly flogging sail is easily brought under control. To make the first reef, rotate five turns and cleat the line provided on the downhaul cleat to prevent further rotation. Pass the mainsheet around the leeward of the two thumb cleats provided to give the proper sheet lead, and sail the now schooner-rigged boat without the main boom. The other two reefs are done by taking down both masts and stepping either one in the center position. To yachtsmen the idea of taking down a rig at sea is shocking, but at Navigator's scale it is neither difficult nor dangerous. The unused mast stows neatly alongside the centerboard with the top passing through the footwell cutout and the bottom end forward. The stowed mainmast sticks out about two feet like a little bowsprit. The cat-rig with its aero-dynamically clean luff-sleeve sail is very efficient; there is no section of exposed mast producing drag without lift.

There are six sailing controls on Navigator. The two sheets position the sails relative to the hull and the two boom tackles control their camber or fullness. The centerboard halyard determines the size and position of the lateral plane, and the tiller steers the boat. All controls are accessible anywhere in the cockpit, so the helmsman has a wide choice of seating positions. To tack when close-hauled put the helm gently to lee, that's all. To tack from a reach, release the tiller and smartly sheet in the mizzen. Navigator's small sails are easy to jibe and the sheets are arranged to be out of the way of the crew.

Accommodation

Navigator can be sailed alone, or daysail six adults in comfort. She can cruise with four adults or any combination of adults, kids and gear up to 900 pounds, which is a safe load to carry in any condition. Her weight breakdown in pounds is as follows:

Complete Structural Hull	180
Furniture (seats, centerboard, etc.)	<u>100</u>
For a minimum weight of:	280
Rig, Oars, Rudder, etc.	<u>55</u>
For a boat weight of:	335
Allowable Load	<u>150 to 900</u>
For a displacement range of:	485 to 1235
Displacement/Length Range	37 to 95
Sail Area/Displacement Range	7 to 32

Wilderness cruising is the particular use for which Navigator is designed. She emphasizes contact with the shore and shore camping, but also has a large central sleeping

flat on which a small dome tent can be set up. A built-in folding tent, incorporating a spray dodger that can be used while sailing, is available as an option.

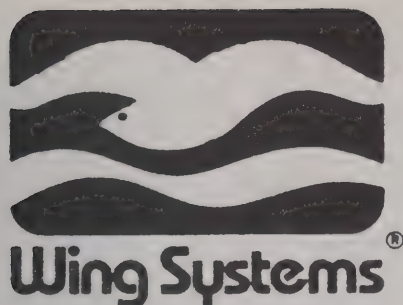
The type of shore camp that Navigator can carry, with large tents and folding furniture, offers space and privacy. There are two special requirements for shore camping boats. The first is that the camping gear be easily accessible, so Navigator has a large central hold that both contains the gear at sea and makes it easy to get at on the beach. Compare Navigator's carefully designed storage system with that of any other boat. The second requirement is good beach handling; the boat must be light enough to be gotten clear of the water. A shore camper with his boat anchored out is in an equivocal position. He may have anchored in three feet of calm water, but a change in weather can put his boat in breaking surf. In a proper yacht there's a clear answer when an anchorage turns bad: get out to sea. The answer is just as clear with a camp-cruising yacht: get out of the sea. There is no middle ground in this question, and good beach handling demands that the boat be light for both safety and convenience.

I routinely leave Navigator high and dry at night. When unloaded at the campsite, she usually has about 100 pounds of "stuff" left aboard, so weighs about 430 pounds. At this weight, using two inflatable rollers, I can single-handedly push her up a moderate beach in a few minutes. Many times I've woken in the night to sounds of crashing surf, with an undertone of people on yachts cussing and scrambling about, but no scrambling or cussing was required of me.

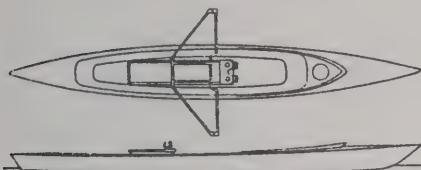
Another aspect of accommodation is seating comfort. Even large yachts sometimes have no provision for this basic amenity: a well designed place to sit comfortably with good back support, such as Navigator's cockpit seats. The superinsulated *SEALIGHT* hull also contribute to comfort. An uninsulated hull loses a great deal of heat through its bottom. One need not be actually in the water to feel its effect. The practical success of the "Boston Whaler" type of double-hulled fiberglass boat, which has insulation and flotation properties similar to *SEALIGHT*, is due in part to the beneficial effect of insulation on crew fatigue.

Navigator's versatility adds to the pleasure of cruising. She may be a humble yacht, but I've seldom seen a yacht's dinghy that was a patch on her. A fast and spacious daysailer, she'll also take a 12-year old on a solitary rowing tour of the harbor, or explore a shoreline with the silent maneuverability of oar power. On a still afternoon you can motor to the mainland for shopping and ice cream bars.

Navigator's practical and aesthetic advantages as a wilderness cruiser come at the cost of a permanent interior space. We realize that the bide-a-wee-home charm of a yacht's interior is central to the dreams of many. But if the alternative to a proper yacht that doesn't fit your budget is not to own any boat, then you should consider a vessel like Navigator, as she will give you first-hand experience of the sea that will be of great value when you eventually find your dream ship. If you own or have owned a yacht, and have gotten it out of your system somewhat, you are a prime candidate for Navigator ownership: one who has decided to take the labor and expense out of cruising and concentrate on the fun.



TOURING SHELL



Wing Systems of Oyster Bay, NY, have an interesting recreational shell that converts into a kayak if desired, and can accept solo or double rowers or paddlers. At 17'9" with a 29" beam, it is claimed to be the shortest double shell available. Decked, with enclosed foam flotation, the boat has room and capability for carrying along touring, camping or picnicking gear.

The cockpit track arrangement allows fitting of either the Piantadosi Row Wing or the Onboard II sliding rigger. Either can be moved fore and aft to adjust boat

trim, and two can be fitted for double use. For paddling, a removable seat and footbrace are provided. The hull weighs 55 pounds without the rowing system installed.

Wing Systems will send you a

detailed folder on request with all accessories and prices. The single shell complete is \$1370, the double \$1865. Wing Systems, P.O. Box 568, Oyster Bay, NY 11771, (516) 922-2656. A demonstration can be arranged.

SALTMARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

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

ANORAK The Association of North Atlantic Kayakers

Find out why everybody reads it. ANORAK is the newsletter/journal of the Association of North Atlantic Kayakers. Debate and commentary on sea kayaking issues, plus east coast news, views and reviews, written by our member/subscribers. Read what your fellow paddlers are writing, and tell them what's on your mind too. Membership/Subscription by the calendar year, you get all issues. Send \$12 to: ANORAK, 46 Princeton Rd., Hopewell, NJ 08525.

WaterRower gives you a water flywheel that delivers the familiar feel of true water resistance and realistically balances inertial

and viscous forces on the drive. All you hear is the smooth rush of water as the precision sprag clutch instantly engages at the catch.

And it's beautifully hand crafted of solid North American cherry hardwood

**WATER
ROWER**

Please contact us.
WaterRower Inc.
116 Chestnut Street
Providence, RI 02903
800-852-2210
401-861-9191

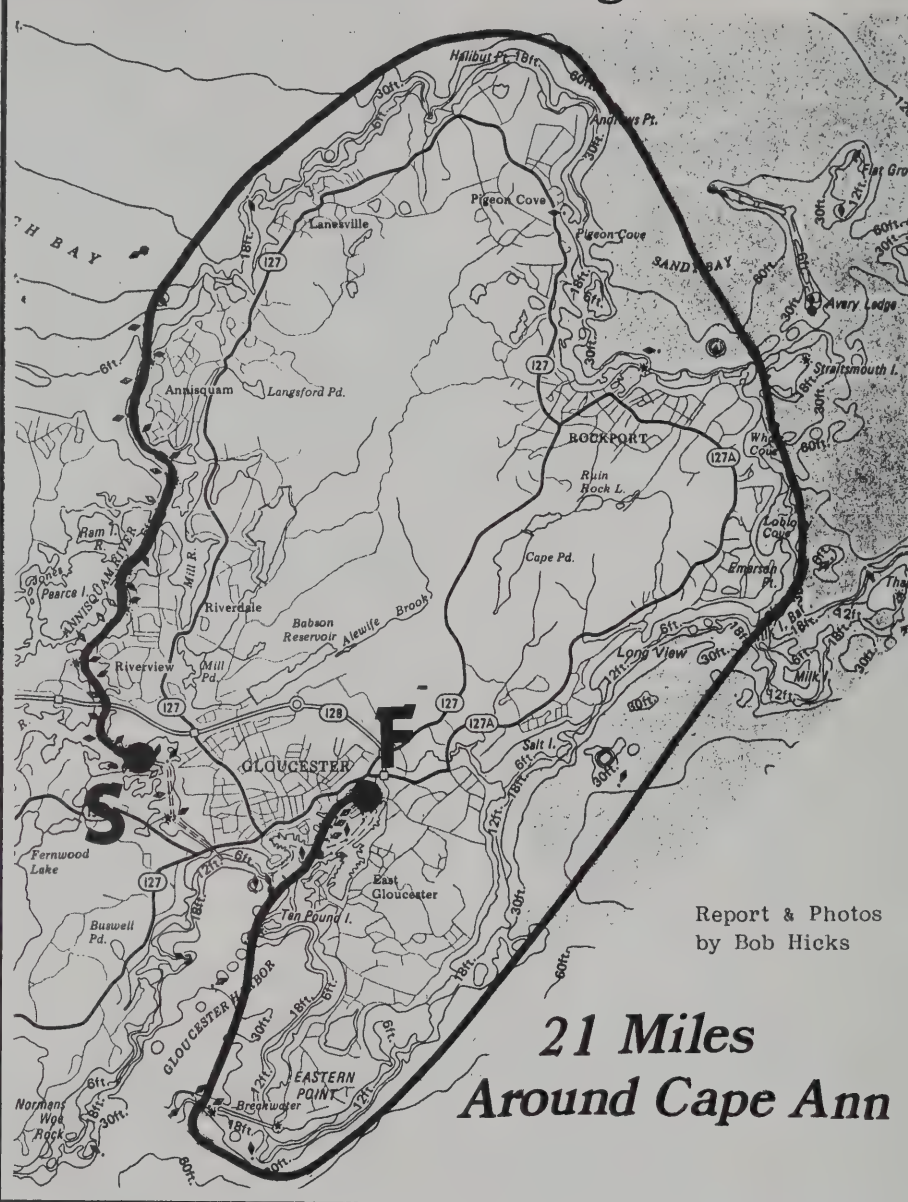
The helmsman began blowing the long brass horn every minute or so as they neared the end, passing Ten Pound Island and coming into Gloucester's inner harbor. The "Pinta" surged steadily along impelled by ten long sweeps in the hands of its muscular crew. The horn, sounding much like that of a diesel locomotive, was assuring that anyone interested would know they were finishing the 21 miles of the Blackburn Challenge. The big seine boat of the St. Peter's Club wasn't going to be the first to finish, but would certainly be the most dramatic presence. Their time for the circumnavigation of Cape Ann would be 4:01:06, 9th overall in the 25 boat racing field.

A drama of less conspicuous nature was enacted almost an hour earlier when youthful Chris Schulten of Guilford, Connecticut, arrived at the finish dock by Three Lanterns at the head of the harbor in his Alden. Chris was first to arrive, but second overall (by less than two minutes behind the double ocean shell of Phil Teitbohl and Tobin Tracy). Chris had done the long distance race in 3:09:13 and had used himself up entirely in his effort at maintaining a winning pace and his physical stamina. And, seventeen minutes later, Chris' father, Richard, crossed the line in another Alden, second in class, fourth overall.

Traditionalist hearts were gladdened by the amazing effort displayed by Gus Hedden and Jon Aborn, who teamed up in Gus' 17' lapstrake wooden double-ended Herreshoff designed skiff, built for Gus by Kevin Martin of Epping, New Hampshire. Gus and Jon have often been competitors rowing solo in traditional boats, for this long pull they chose to team up. Their effort resulted in sixth overall, ahead not only of all the traditional oar-on-gunwale boats by far, but also of all the kayaks and three sliding seat shells!

It was a cooker of a summer day on July 30th, in the 90's, for this endurance rowing contest, yet 45 boats turned out with about 90 participants. Of these, 25 entered to race, the rest chose the non-timed "cruise". A majority of the cruisers also went the full distance, taking up to 6 hours, while a minority chose to terminate their trip in Rockport at the half-way point. The Cape Ann Rowing Club organization was superb, not only in paperwork and starting arrangements, but in picket boats (over a dozen stationed along the course), post race celebration (food, drink, live sea music and fellowship) and awards, a variety of items donated by area firms, including original paintings, prints, books, special T-shirts, etc. All you could eat and drink, spare ribs, salads, roast lamb, and a keg of beer that earlier had circumnav-

The Blackburn Challenge...



Report & Photos
by Bob Hicks

21 Miles Around Cape Ann

igated the Cape in the "Pinta".

The crew of the "Pinta" broke several oars enroute (these guys REALLY put their backs into their rowing) and one was secured by the organizers to be made into a perpetual Blackburn Challenge Trophy which will circulate annually to the top finisher.

A nice mix of rowing craft participated, modern shells and traditional singles and doubles, a "triple" and two other "multis" (in addition to the seine boat). "Siren Song" crewed by the Sirens Women Rowing Team did not race as many of them were to leave for France and the Atlantic Challenge the following Wednesday and did not wish to risk any physical oversteering. And Ellen Higgins and friends took their Irish currach all the way around too at the cruising pace.

The heat was oppressive, the wind very light southwest and only noticed over the last five miles when it was dead ahead. The sea

was flat except near Eastern Point and the harbor entrance nearing the finish where boat wakes had been building all morning into a lumpy sea. So it was a good open ocean race for shells and smaller pulling boats.

Even Anthony Pizzimenti, a Rockport postman, had a good day. Tony read about the upcoming race in the paper, decided this might be fun, borrowed a 10' tender from an acquaintance, and soldiered on around the Cape in six hours and three minutes. He was all smiles as winner of the fixed singles class at that, Bob Xavier's big Swampscott was a lot of boat for one man on a hot day. But last of all to finish was the big banks dory of Susan Filgate and Richard Goldfarb, one of the local Coast Guard entrants, they came in some three hours behind the Hedden/Aborn class winner in fixed doubles in 6:49:52. Howard Blackburn would have appreciated that tenacity of purpose.

The class winners, from top, in order of their times.

Sliding Singles, Phil Tielbohl and Tobin Tracy, 3:07:36.

Sliding Singles, Chris Schulten, 3:09:13.

Fixed Doubles: Jon Aborn and Gus Hedden, 3:45:23.

Kayaks, Jim Ellis, 3:47:49.

Fixed Multis, St. Peter's Club, 4:01:06.

Fixed Singles, Tony Pizzimenti, 6:034:17.

COMMUNITY SUPPORT

This list of local firms and people who supported the Blackburn Challenge will be most meaningful to those from the area who know these businesses. To those who are from elsewhere, what's significant here is how much help a determined group of enthusiasts who believe in their event can round up. On behalf of the Cape Ann Rowing Club, we publish this listing here as a collective "thank you" from all who enjoyed the 1988 Blackburn Challenge.

BJ's in the Park

Brown's Yacht Yard

Cape Ann Food Co-op

Cape Ann Marina

Cape Ann Reprographics

Carlson Real Estate (Jesse Rose)

Cormorant Shop

Elephants on East Main Street

Fred Bodin Gallery

Giles of Gloucester

Glass Sailboat

Gloucester Stage Company

Gourmet Gallery

Grange Gourmet

Hampton Hill snack foods

Harborlight Futon

Harborspoint Ice Cream

Howard Kline Gallery

Manchester Athletic Club

Ravenwood Spring Water

Redbones of Somerville

Rockport Reproductions

Rower's Bookshelf

Segrets Sun Prints

Three Lanterns Ship Supply

Timberline Enterprises

Toad Hall Bookstore

Twin Lights Beverage

Virgilio's Italian Bakery

W. J. Goodwin Paper Products





Across the top: "Siren Song" underway did not race but cruised the distance. The Irish currach did the same. Across the middle: Important race prep underway, sun tan lotion. Jim and Janice Thayer cruised the whole way. Across the bottom: Tom Mayer and Sandy Roman also cruised the whole way, and Sandy did row most of it too. Scot Perkins solos his homebuilt double kayak past a shoreline manse.



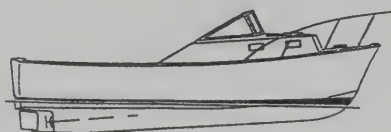
Left from the top: Susan Filgate and Richard Goldfarb were last to finish in this big banks dory. Mel Ross' big Whitehall, three at the oars, was unable to keep pace with the seine boat in the multi-oar class. George Estey almost at the finish. Right from the top: Dealing with the sun and heat: Jack Krenn adopted desert style headgear; James O'Neil is shading his feet, maybe? Annie Sibley decided to add to her tan.

Centerspread overleaf: The helmsman of the seine boat "Pinta" of the St. Peters' Club, announcing its imminent arrival at the finish line.





COASTAL 24'



Now on Display at

FERNALD'S
Rt. 1A, Newbury, MA 01951
(508) 465-0312

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



Small Boat Exchange

JOHN L. FREEMAN

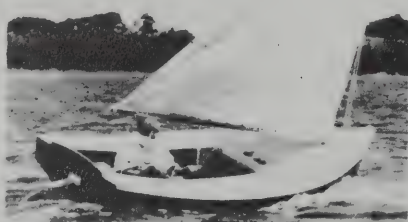


DAYSAILERS • CRUISING SAILBOATS
CLASSIC SEAWORTHY POWERCRAFT
ROWING SHELLS • FINE ROWING CRAFT
CANOES • KAYAKS • DINGHIES
CUSTOM BOATBUILDING

ON THE WATERFRONT

16 KILBURN ST. BURLINGTON, VT
(802) 864-5437

BROKERAGE FOR SAIL AND POWER



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.

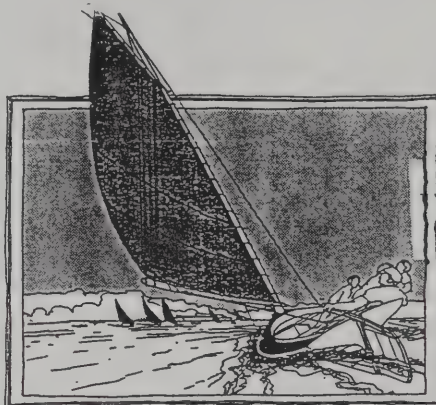
NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

HAPPENINGS



PHILADELPHIA SMALL CRAFT MEET

The Eighth Annual Small Craft Meet organized by the Traditional Small Craft Association of the Philadelphia Maritime Museum will take place on Saturday, September 10th at the Red Dragon Canoe Club in Edgewater Park, NJ. Activities begin at 9 a.m. Bring your own small craft (launching facilities are available) or come see and try others. A "Tuckup and Ducker Regatta" will take place at 11:30 a.m. There'll be music and a buffet also. Information or buffet reservations, Tony Tereszuk at (215) 722-3245. Regatta participation, Roger Allen at (215) 925-7589. Or try Philadelphia Maritime Museum at (215) 925-5439.

OTHER PHILADELPHIA AREA EVENTS

On September 24-25, an old time Barnegat decoy and sneakbox regatta will be held at Tuckerton, NJ. Call Roger Allen at (215) 925-7589 or (215) 9256-5439. And, the catboat exhibit continues at the barge at the Museum until October 1st.

WELLFLEET DORY RACE

The Second Annual Wellfleet Dory Race is on for September 18th at Wellfleet on outer Cape Cod. Walter Baron reports that there'll be classes for sliding and fixed seat boats, singles and doubles, and sea kayaks. Start is at 4 p.m. due to tides, course is about three miles in Wellfleet harbor. The \$10 entry covers commemorative T-shirt, refreshments and prizes. Information at (508) 349-2383.

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

A "BULLY" GOOD CRUISE



A BULLY GOOD CRUISE

The New England Steamship Company has chosen this name for its September 15-18 cruise from Warren, RI down to Kings Point, NY, and return over four days on the cruise ship "Caribbean Prince", because of the stopover at the Teddy Roosevelt home in Oyster Bay, NY. Leaving Warren at 4 p.m. on Thursday, the "Caribbean Prince" will head down Narragansett Bay and westward on Long Island Sound. Friday will feature visits at the U.S. Merchant Marine Academy at Kings Point, NY, Sagamore Hill, the Teddy Roosevelt estate at Oyster Bay, and overnight at Port Jefferson. Saturday's trip will be across the Sound and up the Connecticut River with a stop for the evening performance of "Ankles Aweigh" at the Goodspeed Opera House in East Haddam, CT. Sunday morning will bring the cruise to a close at Warren about 9 a.m. The price ranges from \$420 to \$550 double occupancy. Time is short so phone for further details or reservations at (401) 421-4959 or (617) 838-2502.

SO YOU WANT TO BUY A BOAT?

The Wooden Boat School has scheduled an extra weekend workshop for prospective boat buyers "who don't wish to learn the hard, expensive way", on the September 17th weekend. Paul Lipke has developed this weekend seminar to educate prospective boat buyers in what they should look for in a boat, as well as in their own preconceptions of what they want a boat to be for them. Discussions and lectures will be supplemented with looking at several vessels at the school and in nearby boatyards as field exercises. Opportunity to use the school's small craft on Saturday evening, meals Saturday through Sunday lunches, and overnight accommodation in the school dorm are all included in the \$220 weekend fee. A \$75 deposit will hold one of the 18 openings. Wooden Boat School, Box 78, Brooklin, ME 04616, (207) 359-4651.

THE COLONIAL MARITIME ASSOCIATION

If you thought that "traditional" boats were old timey, then consider this organization's focus on "colonial" boats. This is a non-profit special interest group for period ship owners, experts, technicians and enthusiasts interested in fostering greater understanding of early colonial vessels, their seamen, and influence on history. The instigator of this effort is Nick Benton of Middletown, RI, who runs a business known as The Rigging Gang, devoted to rigging early type vessels in correct historical manner. They have their Second National Conference scheduled for November 11-13 at Plimoth Plantation in Plymouth, MA. A copy of their newsletter will inform you in greater detail if this subject interests you. Request one, and membership information, from the Colonial Maritime Association, 1134 Wapping Rd., Middletown, RI 02840.

RARE MATERIALS

Looking for a lathe-turned Douglas fir spar, or three-ply spun yarn rope, or real Stockholm Tar? Nick Benton has the sources. Proprietor of The Rigging Gang in Middletown, RI, Benton has located sources for such exotica for his own, and other colonial era ship restorers. Some spars are being turned for November delivery by McFarland Cascade in Washington state. Randers Ropeworks has made up a lot of hemp spun yarn rope, at nearly \$10 a pound! And the Stockholm Tar can be had for \$385 per 55 gallon drum, plus import duties and clearance costs if a co-op order for fifteen drums can be put together. So, here's your chance. If you really are interested in obtaining any of this "traditional" gear, call Nick Benton at (401)846-0102.

RARE MARITIME BOOKS

The John Carter Brown Library at Brown University in Providence, RI, has a collection of rare maritime books dating back to 1474. The Browns of Providence were merchants from 1721 to 1838 and collected books germane to their shipping interests, eventually going far beyond those needed for profitable business decision making guidance. A bibliography of nearly 1300 titles is available for \$15. Research visits may be arranged, but no books may be reproduced or taken from the library. Topics range from navigation and seamanship through marine architecture, shipping and commerce laws, piracy, navies and warfare, dictionaries, bibliographies and publishers' catalogs, sailing directions, etc. Often titles do not make clear the content within the books. For the Hand List & Supplement of Marine Books, send \$15 to John Carter Brown Library, Box 1894, Providence, RI 02912.

LOOKING FOR THE BOAT

A recent inquiry to the Catboat Association "looking for the boat" resulted in this interesting exchange which came to us:

"My wife and I want to explore Baja California with a small camper and trailerable boat. We would like to be able to load up the boat and sail along the coast for three to four days and then come back, move on and repeat the process.

My biggest hassle in past renting of boats in the Bahamas has been anchoring and fear of drifting. So, I would like to find a boat (catboat maybe?) that I could put a winch on the front of and be able to haul out at night on some rollers, then rig a tarp over the boom, have a place to sleep, etc. The boat needs to be stable and large enough to haul a small stove, ice chest, etc.

It seems that a catboat would be the right boat, but I am having a hard time finding one light enough to haul out. Somebody must make a lightweight boat (I was going to do this in a canoe, but it's too much work paddling and not very stable) that is made out of durable stuff like Royalex (Old Town Canoes). There is the Saroca, but there's not much room in it. Any help you can give would be appreciated."

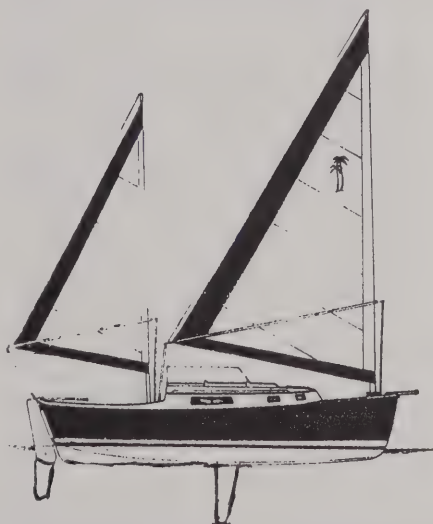
The corresponding secretary of

the Catboat Association responded as follows, sending copies of the exchange on to us here at "Boats", since the subject was appropriate to our interests:

"Catboats are generally very burdensome boats and not really what one might tab as being "small", even though they are quite short as well as being wide. The Marshall 18 has the cruising facilities you ask for but it weighs a ton empty and the mast requires more than the usually available man or crane power to step it unless you are a seven-foot weight lifter, and then some! My 18' wooden cat weighs over two tons empty and has a mast that's just about all that two strong men would want to carry, let alone try to step manually.

There's a magazine dedicated to the sort of boats and cruising you describe. It's called "Messing About in Boats" and comes out twice a month..."

And so here we are with this inquiry now in our hands. While it's unclear to me as to whether the desire is to rent, buy or build the boat, I think this calls for a Phil Bolger design, and will suggest this to the inquiring would-be Baja cruiser. Anyone out there care to offer up a suggestion, you can direct it to Jon Haven, 5297 Meadow Lark Lane, Florence, MT 59833.



BEACHCOMBER OWNERS ARISE

Elliott Royce of St. Paul, MN, has a Beachcomber 25 shoal draft cruising sailboat and is trying to contact and build up a list of persons who own Beachcomber boats. The manufacturer went out of business after a 1985 fire after building about 70. Elliott has located about 25. He wants to establish communication amongst Beachcomber owners for mutual support and information exchange. Contact Elliott Royce at 633 Lincoln Ave., St. Paul, MN 55105, (612) 644-4771.

THAT TWO CONTINENT CANOE EXPEDITION

In the August 1, 1988, issue, I reported some on the "Two Continent Canoe Expedition" of Verlen and Valerie Kruger, mentioning that they partly fund the challenging trip (from the Arctic Ocean to Cape Horn by water in canoes) with subscriptions to their newsletter. I did not have the price in hand. Now I do. It is \$30 for the series and back issues are available. "Two Continent Canoe Expedition", c/o John Fons, P.O. Box 128, Winterset, IA 50273.

ON DISPLAY



ALDEN OCEAN SHELLS.

All types and colors, parts and accessories.

FREE LESSONS

Schoenbrod Racing Shells.

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

THE SMALL BOAT SHOP

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

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" \$340

LONG COCKPIT DOUBLE 17'1" \$940

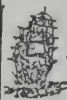
HEAVY DUTY WATERPROOF BAG

W/FLOTATION, 30"x18" \$35

HUDSON CANOE

14 HILLSIDE AVE. CROTON, NY 10520

(914) 271-5387



SCALE SHIP MODELS CLEARING HOUSE

We sell scale ship models

P.O. Box 154, Jewett City, CT 06351

Telephone (203) 376-4282



PISCATAQUA SAILING WHERRY

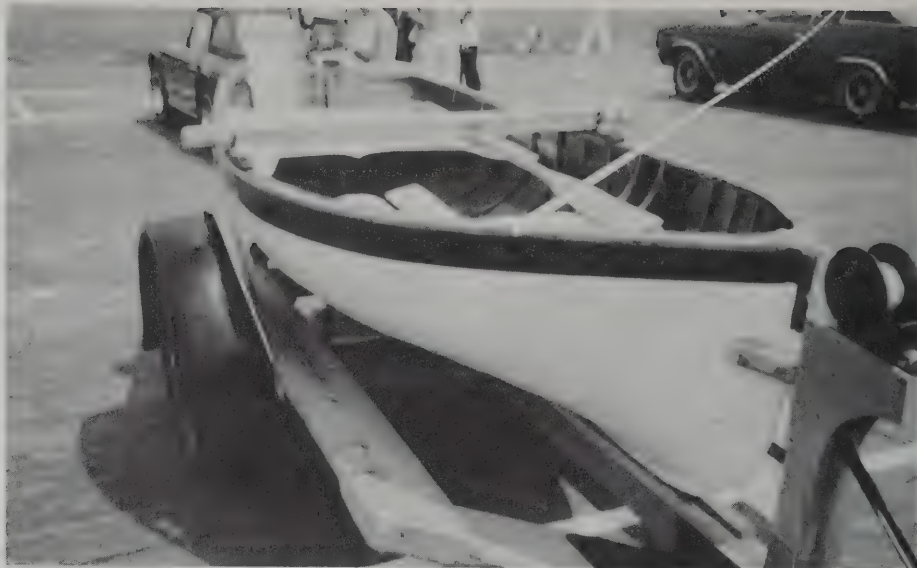
14'x47" Hand Laid Fiberglass Hull

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



NO BARGAINS AT FLEA MARKET

Owls Head Transportation Museum in Owls Head, ME, hosted a "transportation flea market" in July which I attended, having interests in old cars and motorcycles as well as boats. Several boats were displayed, and claims of authenticity and degree of restoration ("completely restored") announced on placards gave me a new perspective on the meaning of these terms. My friend Pert Lowell first told me the one about, "Putty and paint make a

boat what it ain't" and I saw evidence of this at Owls Head. The little lapstrake skiff pictured wasn't too bad, painted and varnished over less than well prepared wood, on a homemade wooden trailer of substantial construction. Price asked was \$2,500. Even with the little antique outboard, hardly worth anything even close to that figure. But Maine is the "land of the antique" come summer, and perhaps a "collector" might fall in love with the little boat.

EVEN OUR HUMOR ISN'T SAFE ANYMORE

Bill Richards of Hingham, MA, noted how our boating humor is becoming endangered by real world developments:

"In a week of environmental disasters making our area front pages (9" of rain in greater Boston area caused sewage treatment plant overload and millions of gallons of raw sewage to go directly into Boston harbor) I thought of two items I'd just read in your July 15th issue.

In his article on glassed butt joints in plywood, Dynamite Payson quoted Pete Culler's remarks about those concerned with the durability of powdered resin glue, "If you're going to boil your boat, don't use it!" Then in the article on the "Salmon River Revival Run", mention is made of paddlers in kayaks who got "hot seats" from elevated water temperatures in the Connecticut River near a nuclear power plant. Even our humor isn't safe anymore!"

EVER CLOSER TO KAYAKING

John Hopkins of Cambridge, MA, has taken the plunge (figuratively) into sea kayaking:

"I have been interested in sea kayaking for a couple of years, kind of walking around it, ever closer. Last year I went to the Symposium in Castine, where I discovered your magazine. My wife then began to get the kayak bug and by this spring we were on the verge. As a part of convincing ourselves, we went to the REI/Mad River "You Can Canoe" day in Middleton, MA, and enjoyed ourselves much, due largely to a very helpful and friendly REI person who introduced us to a Feathercraft double kayak. We have since taken the plunge (figuratively, but fortunately not literally) and purchased a Nautiraid double (apologies to REI) with which we are delighted."

BUDGET KAYAK BUILDER

Griff Venator of Riverside, RI, has taken up budget kayak building according to this note:

"A year ago you wrote an article about budget kayaks, and as a result of reading it, I built my first boat, a DK-13 kayak. I enjoyed that so much that before winter was over I started another Dennis Davis design, his DD-10 canoe. Early this past spring I completed this second boat. My wife is now wondering just how large this fleet will become by next year!"

KAYAKS & KITS



Touring Slalom & Ocean Cruising Models

BALDWIN BOAT CO.

Dept. M, RFD 2, Box 268

Orrington, Maine 04474

Tel. (207) 825-4439



DAVID BUILT IT, NOT JERRY

In my report on the Mystic Seaport Small Craft Weekend ("Boats", July 15, 1988) I identified a Maine Guide Canoe, "River Mink" as being one of Jerry Stelmok's boats. Wrong. David Mussey sets the record straight as follows:

"On page 17, the "River Mink" (a 16' White) was, believe it or not, built by me last winter. A total novice, I built it under Jerry Stelmok's supervision. He is an excellent teacher and deserves credit, but I am also proud of the fact that I did the actual building!"

Well, David should be proud, my assumption was based on the immaculate detail quality of "River

Mink", typical of Stelmok's work. Congratulations are due indeed to builder Mussey.

David also corrected another of my errors in identifying a group of wood/canvas canoes pictured at Mystic. One was a 15' E.M. White built by Jerry Stelmok, another was an 1897 E.H. Gerrish restored by Rollin Thurlow, and the third was a 17'6" "Atkinson (not Arkansas) Traveler" designed and built by Rollin Thurlow.

If anyone is contemplating the E.M. White canoe, you might like to be in touch with David Mussey. He's at Box 45 in Wood River Jct., RI 02894.

APPRENTICESHIP GOES OVERSEAS

The Rockport Apprenticeship was invited to exhibit at the International Traditional Sail Festival at Douarnenez, France, in mid-August, and so they shipped along one of the Maine peapods routinely built by apprentices in their two year program, along with the gig "Amite" in a container. "Amite" is the third of the gigs built at Rockport (see the June 15, 1988, issue of "Boats") and was built for the French rowing federations's use in

France. The exhibit is intended to show how the Rockport Apprenticeship program of building historically significant workboats using traditional skills and materials succeeds.

The present major project at the Rockport Apprenticeship is a 35' Friendship Sloop. It can be viewed by visitors, 10 to 5 daily, from the visitors' loft overlooking the main floor of the boat shop. They are located on Sea Street in Rockport, Maine.

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

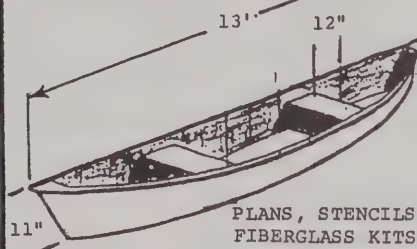
Traditional Canoe Enthusiasts...

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

Write to us at:

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

CAJUN PIROGUE



PLANS, STENCILS
FIBERGLASS KITS

Lightweight, sturdy,
maneuverable. Excellent
hunting, fishing boat.

Send SASE for info.

385 PLYMOUTH ST.

HALIFAX, MA 02338 (617) 335-3643

BUILD YOUR OWN BOAT

GLEN-L'S "BO JEST"
16' MINI TUB 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: fastenings - 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

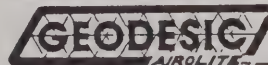
NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____



Boats by Platt Monfort

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

Plans & Kits

Classic 12



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

RFD 2 Box 416 • Wiscasset, Maine 04578



16' SWAMPSCOTT DORIES. Our message is simple: We build what we believe is one of the finest, versatile, and most attractive small boats available. Each one is carefully handcrafted in a small two-man shop, and represents our feelings about honest workmanship and quality construction. Their performance is remarkable as they sail, row, motor and trailer easily. A simple, elegant craft that lets you become intimate with the real pleasures of boating. Quality and style are obvious in her rugged fiberglass hull, abundant teak woodwork, polished brass hardware and gleaming brightwork. Hulls and kits available. Comprehensive info, \$2. **CRAWFORD BOATBUILDING**, Box 430, Humarock, MA 02047, PH: 617-837-3666.



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



SAILING A SOUTH SEAS PROA

Reader Fred Browning of Jamestown, NC, was particularly interested in the short article on sailing the south seas canoe that appeared in our July 1st issue, for he has had personal experience do-

ing just that in bygone years when his work took him for a time to Kwajalein Atoll in the South Pacific. Fred sent us the photo above of the action back in the summer of 1961.

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

(508) 768-7411

Portable, Affordable Boats
Trailers and Accessories

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

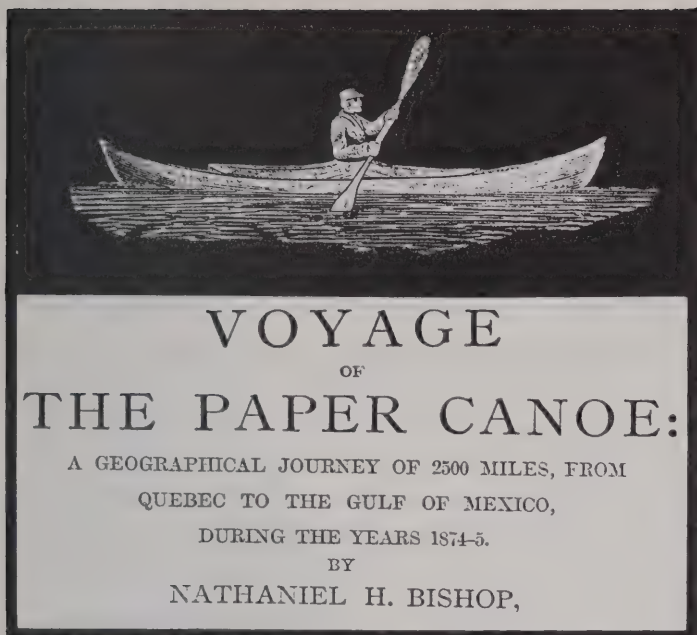
WALLY'S

SMALL ENGINE REPAIR

(508) 768-7049

• Outboards • Snowblowers
• Chainsaws • Lawnmowers

66 MAIN ST. RT. 133 ESSEX, MA



CHAPTER II. FROM QUEBEC TO SOREL.

THE WATER-WAY INTO THE CONTINENT. — THE WESTERN AND THE SOUTHERN ROUTE TO THE GULF OF MEXICO. — THE MAYETA. — COMMENCEMENT OF THE VOYAGE. — ASCENT OF THE RIVER ST. LAWRENCE. — LAKE OF ST. PETER. — ACADIAN TOWN OF SOREL.

THE canoe traveller can ascend the St. Lawrence River to Lake Ontario, avoiding the rapids and shoals by making use of seven canals of a total length of forty-seven miles. He may then skirt the shores of Lake Ontario, and enter Lake Erie by the canal which passes around the celebrated Falls of Niagara. From the last great inland sea he can visit lakes Huron, Michigan, and, with the assistance of a short canal, the grandest of all, Superior. When he has reached the town of Duluth, at the southwestern end of Superior, which is the terminus of the Northern Pacific Railroad, our traveller will have paddled (following the contours of the land) over two thousand miles from salt water into the American continent without having been compelled to make a portage with his little craft. Let him now make his first portage westward, over the railroad one hundred and fifteen miles from Duluth, to the crossing of the Mississippi River at Brainerd, and launch his boat on the Father of Waters, which he may descend with but few interruptions to below the Falls of St. Anthony, at Minneapolis; or, if he will take his boat by rail from Duluth, one hundred and fifty-five miles, to St. Paul, he can launch his canoe, and follow the steamboat to the Gulf of Mexico. This is

the longest, and may be called the canoeist's western route to the great Southern Sea. In St. Louis County, Minnesota, the water from "Seven Beaver Lakes" flows south-southwest, and joins the Flood-Wood River; there taking an easterly course towards Duluth, it empties into Lake Superior. This is the St. Louis River, the first tributary of the mighty St. Lawrence system. From the head waters of the St. Louis to the mouth of the St. Lawrence at Bic Islands, where it enters the great estuary, the length of this great water system, including the great Lakes, is about two thousand miles. The area thus drained by the St. Lawrence River is nearly six millions of square miles. The largest craft can ascend it to Quebec, and smaller ones to Montreal; above which city, navigation being impeded by rapids, the seven canals before mentioned have been constructed that vessels may avoid this danger while voyaging to Lake Ontario.

The southern and shorter coast route to the gulf leaves the great river at the Acadian town of Sorel, where the quiet Richelieu flows into the St. Lawrence River. Of the two long routes offered me I selected the southern, leaving the other to be traversed at some future time. To follow the contours of rivers, bays, and sounds, a voyage of at least twenty-five hundred miles was before me. It was my intention to explore the connecting watercourses southward, without making a single portage, as far as Cape Henlopen, a sandy headland at the entrance of Delaware Bay; there, by making short portages from one watercourse to another, to navigate along the interior of the Atlantic coast to the St. Mary's River, which is a dividing line between Georgia and Florida. From the Atlantic coast of southern Georgia, I proposed to cross the peninsula of Florida by way of the St. Mary's River, to Okefenokee Swamp; thence, by portage, to the Suwanee River, and by descending that stream (the boundary line of a geographical division — eastern and middle Florida), to reach the coast of the Gulf of Mexico, which was to be the terminal point of my canoe journey. Charts, maps, and sea-faring men had informed me that about twenty-three hundred miles of the trip could be made upon land-locked waters, but about two hundred miles of voyaging must be done upon the open Atlantic Ocean.

As I now write, I smilingly remember how erroneous were my advisers; for, while prosecuting my voyage, I was but once upon the open sea, and then through mistake and for only a few minutes. Had I then known that I could have followed the whole route in a small boat upon strictly interior waters, I should have paddled from the Basin of Quebec in the light paper canoe which I afterwards adopted at Troy, and which carried me alone in safety two thousand miles to the warm regions of the Gulf of Mexico. The counsels of old seamen had influenced me to adopt a large wooden clinker-built, decked canoe, eighteen feet long, forty-five inches beam, and twenty-four inches depth of hold, which weighed, with oars, rudder, mast and sail, above three hundred pounds. The *Mayeta* was built by an excellent workman, Mr. J. S. Lamson, at Bordentown, New Jersey. The boat was sharp at each end, and the lines from amidships to stem, and from amidships to sternpost, were alike. She possessed that essential characteristic of seaworthiness, abundant sheer. The deck was pierced for a cockpit in the centre, which was six feet long and surrounded by a high combing to keep out water. The builder had done his best to make the *Mayeta* serve for rowing and sailing — a most difficult combination, and one not usually successful.

On the morning of July 4, 1874, I entered the Basin of Quebec with my wooden canoe and my waterman, one David Bodfish, a "shoreman" of New Jersey. After weeks of preparation and weary travel by rail and by water, we had steamed up the Gulf and the River of St. Lawrence to this our most northern point of departure. We viewed the frowning heights upon which was perched the city of Quebec with unalloyed pleasure, and eagerly scrambled up the high banks to see the interesting old city. The tide, which rises at the city piers eighteen feet in the spring, during the neaps reaches only thirteen feet. Late in the afternoon the incoming tide promised to assist us in ascending the river, the downward current of which runs with torrent-like velocity, and with a depth abreast the city of from sixteen to twenty fathoms. Against this current powerful steamers run one hundred and eighty miles up the river to Montreal in eighteen hours, and descend in fourteen hours, including two hours' stoppages at Sorel

and Three Rivers. At six o'clock P. M. we pushed off into the river, which is about two-thirds of a mile wide at this point, and commenced our voyage; but fierce gusts of wind arose and drove us to the shelter of Mr. Hamilton's lumber-yard on the opposite shore, where we passed the night, sleeping comfortably upon cushions which we spread on the narrow floor of the boat. Sunday was to be spent in camp; but when dawn appeared we were not allowed to build a fire on the lumber pier, and were forced to ascend the St. Lawrence in quest of a retired spot above the landing of St. Croix, on the right bank of the river. The tide had been a high one when we beached our boat at the foot of a bluff. Two hours later the receding tide left us a quarter of a mile from the current. The river was fully two miles wide at this point, and so powerful was its current that steamers anchored in it were obliged to keep their wheels slowly revolving to ease the strain on their anchors. Early on Monday morning we beheld with consternation that the tide did not reach our boat, and by dint of hard labor we constructed a railroad from a neighboring fence, and moved the *Mayeta* on rollers upon it over the mud and the projecting reef of rocks some five hundred feet to the water, then embarking, rowed close along the shore to avoid the current. A deep fog settled down upon us, and we were driven to camp again on the left bank, where a cataract tumbled over the rocks fifty or more feet. Tuesday was a sunny day, but the usual head wind greeted us. The water would rise along-shore on the flood three hours before the downward current was checked in the channel of the river. We could not place any dependence in the regularity of the tides, as strong winds and freshets in the tributaries influence them. Earlier in the season, as a writer remarks, "until the upland waters have all run down, and the great rivers have discharged the freshets caused by thawing of the snows in the spring of the year, this current, in spite of tides, will always run down." To the uninitiated the spectacle is a curious one, of the flood tide rising and swelling the waters of a great river some eight to ten feet, while the current at the surface is rapidly descending the course of the stream.

Finding that the wind usually rose and fell with the sun, we now made it a rule to anchor

our boat during most of the day and pull against the current at night. The moon and the bright auroral lights made this task an agreeable one. Then, too, we had Coggia's comet speeding through the northern heavens, awakening many an odd conjecture in the mind of my old salt.

In this high latitude day dawned before three o'clock, and the twilight lingered so long that we could read the fine print of a newspaper without effort at a quarter to nine o'clock P. M. The lofty shores that surrounded us at Quebec gradually decreased in elevation, and the tides affected the river less and less as we approached Three Rivers, where they seemed to cease altogether. We reached the great lumber station of Three Rivers, which is located on the left bank of the St. Lawrence, on Friday evening, and moved our canoe into quiet waters near the entrance of Lake of St. Peter. Rain squalls kept us close under our hatch-cloth till eleven o'clock A. M. on Saturday, when, the wind being fair, we determined to make an attempt to reach Sorel, which would afford us a pleasant camping-ground for Sunday.

Lake of St. Peter is a shoal sheet of water twenty-two miles long and nearly eight miles wide, a bad place to cross in a small boat in windy weather. We set our sail and sped merrily on, but the tempest pressed us sorely, compelling us to take in our sail and scud under bare poles until one o'clock, when we double-reefed and set the sail. We now flew over the short and swashy seas as blast after blast struck our little craft. At three o'clock the wind slackened, permitting us to shake out our reefs and crowd on all sail. A labyrinth of islands closed the lake at its western end, and we looked with anxiety to find among them an opening through which we might pass into the river St. Lawrence again. At five o'clock the wind veered to the north, with squalls increasing in intensity. We steered for a low, grassy island, which seemed to separate us from the river. The wind was not free enough to permit us to weather it, so we decided to beach the boat and escape the furious tempest. But when we struck the marshy island we kept moving on through the rushes that covered it, and fairly sailed over its submerged soil into the broad water on the other side. Bodfish earnestly advised the propriety of anchoring here for the night, saying, "It is too

rough to go on;" but the temptation held out by the proximity to Sorel determined me to take the risk and drive on. Again we bounded out upon rough water, with the screeching tempest upon us. David took the tiller, while I sat upon the weather-rail to steady the boat. The Mayeta was now to be put to a severe test; she was to cross seas that could easily trip a boat of her size; but the wooden canoe was worthy of her builder, and flew like an affrighted bird over the foaming waves across the broad water, to the shelter of a wooded, half submerged island, out of which rose, on piles, a little light-house. Under this lee we crept along in safety. The sail was furled, never to be used in storm again. The wind went down with the sinking sun, and a delightful calm favored us for our row up the narrowing river, eight miles to the place of destination.

Soon after nine o'clock we came upon the Acadian town, Sorel, with its bright lights cheerily flashing out upon us as we rowed past its river front. The prow of our canoe was now pointed southward toward the goal of our ambition, the great Mexican Gulf; and we were about to ascend that historic stream, the lovely Richelieu, upon whose gentle current, two hundred and sixty-six years before, Champlain had ascended to the noble lake which bears his name.

We ascended the Richelieu, threading our way among steam-tugs, canal-boats, and rafts, to a fringe of rushes growing out of a shallow flat on the left bank of the river, just above the town. There, firmly staking the Mayeta upon her soft bed of mud, secure from danger, we enjoyed a peaceful rest through the calm night which followed; and thus ended the rough passage of one week's duration—from Quebec to Sorel.

(To Be Continued)

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

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

SHAW & 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



TRADITION: THE ADIRONDACK GUIDEBOAT
 continues its heritage and design excellence with modern materials and low maintenance. A proprietary layup, laminated ribs, caned seats, and original style decks, produce a replication that is *stronger and lighter* than the original, while retaining the original lines and traditional looks. Unique construction at *competitive prices*. We offer three boats, a 12', a 14' and a 14' "solo" that has minimal equipment and is excellent for tripping or racing. For information contact:

INDIAN POINT GUIDEBOAT COMPANY

732 Midland Ave.
 Midland, PA 15059

or call

(412) 643-5457 or (315) 354-4592

Builders & Restorers

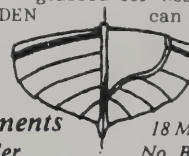


NORDVINDEN

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 & Oar". Construction is glued lap plywood lapstrake, 6.5mm Sapelle 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 (508) 663-3103

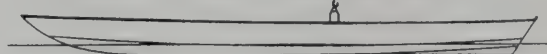


TRADITIONALLY BUILT SMALL CRAFT

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

HONEST BOATS AT HONEST PRICES

ALSO, "TORPEDO" PLYWOOD RECREATIONAL SHELL

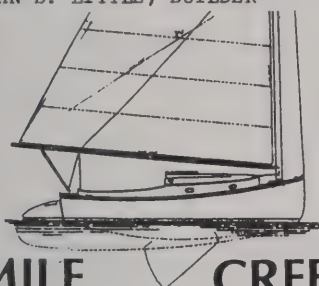


STUDY PRINT \$3

PLANS \$25

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

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

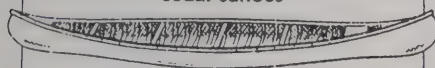


MILE CREEK BOAT SHOP

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

HARDKNOCKS CANOE SHOP

cedar canoes



construction • repairs • recanvassing

BRENDAN CURRAN, HOPE, MAINE 04847 • 207-763-307



THE PEAPOD OF THE "1800's"!

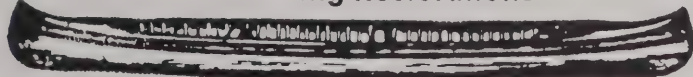
CLASSIC CHARM

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 (508) 992-1807

AUTHORIZED *Old Town* CANOE REPAIR SHOP

Award Winning Restorations



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

ALDER CREEK BOAT WORKS

Building All Wood and Wood and Canvas Boats and Canoes

Rt. #3 Inkawich Rd., Remsen, N.Y. 13438

315-831-5321

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

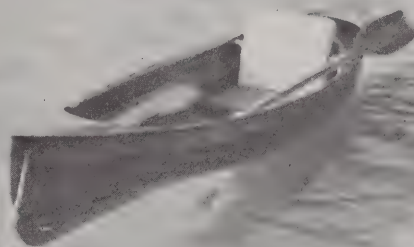
2106 Atlee Rd, Mechanicsville, VA 23111

My Favorite Canoe

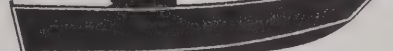
The WEE LASSIE, a modified Rushton design. 10'6" long, 27" beam, 20 lbs. Fast, safe, comfortable. Can be decked. This is an asymmetrical, shallow V design. I am now offering plans, instructions, complete kits or finished boats. Send for free info and picture.

Feather Canoes

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



Old Wharf Dory Co.



Power skiffs from 18' to 24'. Flat, V-bow, full-V bottom. Illustrated is the V-20, a 20' V-bow skiff shown with optional pilothouse. All boats are epoxy-coated marine ply designs by Tracy O'Brien of Headwater Boats, built to order here on the east coast. For more information, write or call: WALTER BARON, OLD WHARF DORY CO. R.R.#1 OLD CHEQUESSETT NECK RD. WELFLEET, MA 02667 (508) 349-2383

Repair & Restoration

Of Wooden Boats

Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

45 AUCOOT RD. MATTAPOISETT, MA
(508) 758-6234

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



BOAT SHOP INC.

401-625-1543

Christopher Fabisak

- * 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

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 1911

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 01863
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

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

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

Materials & Supplies

Need Resin & Fiberglass? Call Merton's

POLYESTER RESIN W/HARDNER, WAX OR NO WAX

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

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

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

VERY TRANSPARENT, BEAUTIFUL STRIPPER CLOTH

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

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

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

Almost
Everything for
Glass Work

Merton's Fiberglass Supply

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

Call For
Free Price Lists
& Literature
MASTERCARD
VISA COD

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

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843



"OVAL PETERBOROUGH DECALS"

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

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

BALOGH SAIL DESIGNS

STAR ROUTE BOX 79 M, CEDAR ISLAND NC 28520
(919) 225-6631

Lightweight, compact, unstayed rigs add versatility to rowboats, canoes, kayaks. Guaranteed quality. BATWING: Excellent windward ability with full battens. NEW!! TRI-STAR: Economical battensless sails. TWINS: The ultimate in downwind control. Please send \$1.00 for brochure.

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
(508) 462-7409
Custom wooden boats; mast hoops
authentic nautical furnishings

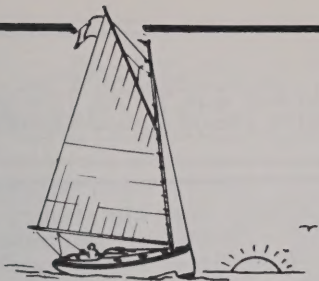
WEST SYSTEM®

Distributors of WEST SYSTEM® Epoxy
Products by Gougeon Brothers, Inc.,
Fynsray 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



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

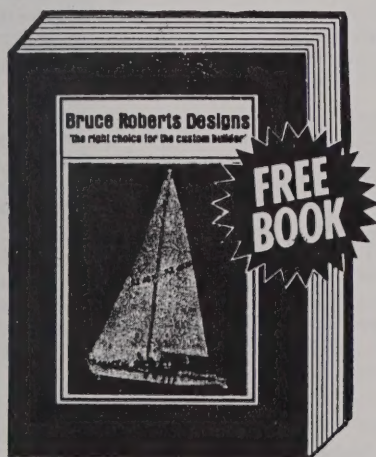
CANOE PLANS

"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.

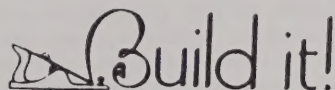
Plans & Information

LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOATBUILDING

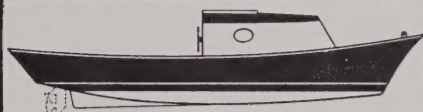
Two full-time residential programs combine theory with practice in creative and challenging environment. Design students study marine engineering and drafting along with CAD training and daily exposure to an active boatshop. Boatbuilding students learn to construct a classic wooden dory and a graceful 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 inboard 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.

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



PLYWOOD LAPSTRAKE, 17'1" x 5'7" x 5", 325 lbs.; exceptionally seaworthy and fast with 25 HP. Featured *SBJ* #51. Info \$1. Plans and directions (no lofting) \$30, to: **NEW HANOVER COUNTY MUSEUM FOUNDATION**, 322B Pages Creek Dr., Wilmington NC 28405.

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.

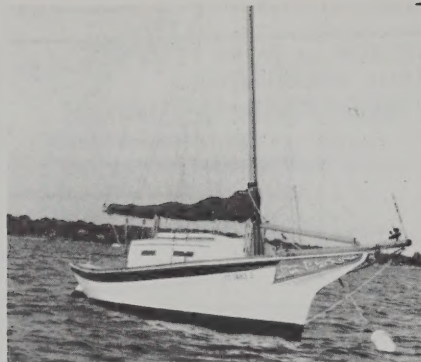
READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings,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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

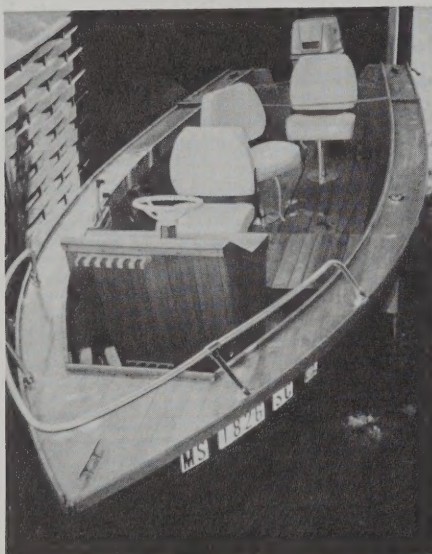
612-473-2360

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. (9)



15'5" OUTBOARD LAUNCH, cedar on oak lapstrake with oak trim, rebuilt in 1987. This boat has side console, 6" wide side decks, small bow deck, built-in 18 gallon fuel tank, two pop-out pedestal seats for fishing (leaves large open deck space when seats are removed). 1962 28hp Johnson O.B. and new Caulkins trailer. Must sell, asking \$3,500.

JIM DENNISS, Wilbraham, MA, (413) 596-6354. (9)

BEETLE CAT PARTS WANTED. Need traveler, tiller, rudder, mast, gaff, boom, sail.

DENNIS KETCHUM, Henry Sanford Rd., Bridgewater, CT 06752, (203) 354-8325. (9)

21' CLASSIC INDIAN SLOOP, John Alden designed, built in the 1930's, sailed and raced in Winthrop & Quincy for many years. In excellent condition, needs paint inside and out, and brightwork re-varnishing. With complete correct spars and rigging, dacron sails are whole but tired looking. On little used galvanized tilt trailer. \$1,500 firm.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 p.m. best. (9)

SAN FRANCISCO GREAT PELICAN at any reasonable offer. I am through using this boat, it is a shame to have it sit around. Now being offered to anyone who may find it suited to their needs. This boat, custom trailer, 6hp L.S. Evinrude, was last offered at \$4,250. It is heavily glassed, needs to be rigged, new sails.

STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (8)

23' MARBLEHEADER bass boat, Palmer 6, Coast Guard gear, cradle. Overboard in Gloucester, MA. Asking \$5,500.

ALYSON HALL, Gloucester, MA, (508) 283-6804. (8)

24' MONTGOMERY LOBSTER BOAT, raised deck, V-berths. Hull sound, needs engine. \$500 or B.O.

MONTGOMERY BOAT YARD, Gloucester MA, (508) 281-6324. (8)

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, (508) 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. (9)

18' NEWPORT PACKET LAUNCH, fiberglass hull, teak & bronze trim. Surrey top with fringe. One cylinder inboard. Seats eight comfortably. Four years old, used two seasons. With new Highlander galvanized trailer. Asking \$18,000.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (9)

AQUATERRA GEMINI DOUBLE KAYAK. Low maintenance rotomolded yellow plastic, excellent condition with two-piece red spray deck. \$550.

KRIS HANSEN, Roslindale, MA, (617) 323-3519. (9)

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 Buccaneer 35hp electric-start outboard with all-remote controls, original complete canvas top and side curtains, original Holsclaw trailer. White topsides, varnished fordeck 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, (508) 774-0906.

14' OLD TOWN OUTBOARD RUNABOUT CLASSIC. In beautiful condition with like new 25hp Gale Buccaneer (Johnson) O/B. \$1,450. Robert Lloyd, Belknap Ln., Rumson, NJ 07760, (201) 842-1987. (9)

33' ALDRICH SCHOONER. Complete refit in 1986 including new glass on entire hull, new 1" mahogany planked decks over 1" glassed plywood, new deckhouse and hardware. Sitka spars with decent sail inventory. Sleeps four, standing headroom. Great cruising boat, been to Florida twice. Needs engine, minor rigging repairs and some cosmetic work. Sacrifice for \$7,500 or B.O. BLAKE MERRILL, Marblehead, MA, (617) 631-6715. (8)

FLEET REDUCTION SALE. 14' Herreshoff fiberglass kayak, \$400. 14' Sunfish type sailboat, \$500. 14' aluminum fishing boat, \$300. 17' fiberglass sailboat, sleeps two, with 3hp Seagull motor, \$750. "Wooden Boat" magazines, 6 for \$15. "Small Boat Journal" magazines, 6 for \$15. BOB BROWN, Beverly, MA, (508) 922-7289. (8)

BOAT GEAR. Two boat seats, folding backs, new condition, \$5 each. Three boat trailer rubber rollers, new, never used, 4" long by 3" diameter, 1/2" clearance holes. \$3 for the three. 15' galvanized 1/4" chain, never used, \$10. Brass boat pumps, \$5 each. Two double sheave pulley blocks, sheaves are 2.5" diameter by 3/4" wide in smaller block, 3" diameter by 1" wide in larger. \$5 each. One small Navy anchor, good condition, \$5. 18'6" of 11/16" wide bronze sail track in three sections, \$5 or B.O. WALTER HAWES, Concord, MA, (508) 369-6915. (8)

Marketplace

46' CLASSIC GAFF RIGGED KETCH, English built in 1926, extensively rebuilt in 1985, seaworthy, equipped to sail away, roomy liveaboard with saloon, three cabins, head, galley, forecabin. Powerful GM 471 with low hours. Best offer.
J. LYNCH, Rumson, NJ., (201) 747-7279, (201) 229-1336. (9)

21' SEA PEARL cat ketch. Water ballast tanks, teak rails, trailer, etc. SBJ, October 1985. Excellent condition. \$5,900 or best offer or trade for small truck, tandem bicycle, racing dinghy, etc.
GUS HEDDEN, Glastonbury, CT, (203) 633-1981. (8)

16' SNIPE, mahogany, stainless hardware, with sails, motor mount, '85 Shoreline trailer, ready for sailing. \$1,400.
J.B. NORRIS, 1847 Asylum Ave., W. Hartford, CT 06117, (203) 232-0595. (P12)

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)

14' COMET SAILBOAT, fiberglass over wood. Extra mast and extra set of sails. Trailer included. \$450.
WILSON WRIGHT, 217 S. Adams St., Tallahassee, FL 32301, (904) 224-5169 days, (904) 562-3767 eves. (8)

19' CHRIS CRAFT DELUXE RUNABOUT, 1937, with Model M engine. Needs complete restoration. \$3,500. Also 5hp and 10hp Chris Craft outboard motors.
ROY ROYAL, Richmond, MI, (313) 727-7320. (8)

8' PRAM, new. Oak keel, skeg, knees and oarlock blocks. Spruce gunwales, chines and risers. Pine thwarts. Marine plywood, SS fastenings, galv. oarlocks. no oars. \$250.
DICK WALDRON, 150 Charger St., Revere, MA 02151, (617) 284-4403. (8)

BEETLE CAT. 1980, bronze fastened. Professionally maintained and stored indoors. Includes many extras: Oars and oarlocks, anchor and rode, side stays installed, custom cockpit cover, spare tiller. Original sail in good shape. The ideal family daysailer. Owner needs money to buy larger catboat. \$3,500.

PAUL BURKE, 117 Newton Ave. N., Worcester, MA 01609, (508) 752-6523 or try (508) 896-5654. (8)

12' WHITEHALL. Shew & Burnham (1981). Refastened and refinished. Complete with three Nat Wilson sail rigs, lug, jib headed and square. All sailing gear, rudder, daggerboard, lines, and all rowing gear. \$3,000 or best offer. Evinrude 2hp (1983) like new, with tank, \$300. Hiliner trailer (1983) little used, \$300.

F.B. GUMMERE, Marblehead, MA, (508) 631-1592, (508) 922-5678. (9)

21.5' JULIEN ROWING SHELL, "Canoe Francais" rec-racer with custom carbon fiber lightweight sculls. This is the fastest recreational shell available today. Easily handled, excellent performance. Lists at \$1,755 for shell, \$300 for sculls. Asking \$1,600.
DR. ROBERT ROSS, Mansfield, MA, (508) 339-5639. (8)

15' BANKS DORY, and I need a partner with more time than me to install one-lung engine. For our mutual use.
JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (8)

BIG BLOWOUT SALE! Canoes, paddles, oars, canoe seats, hardware, rudder, odds and ends. Everything must go! Early bird gets the worm.
RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087 eves. (8)

COMPAC 16/2, 1987, absolutely complete. Trailer, motor, three sails, potti, lights, compass, life jackets, etc. etc. Little used one season. \$6,000.
ROB BARKER, P.O. Box 10, Montague, MA 01351, (413) 367-2424. (8)

100 LB MOORING with chain, buoy and rode, \$125.
HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385, (203) 442-7376. 89)

WOODEN HULL INSPECTION & REPAIR MANUAL. U.S.C.G. procedures for vessel owners, marine surveyors, shipyards. 44 pages, 8-1/2"x7" soft cover. \$6.95 total price includes postage and handling.
GORBIL PUBLISHING COMPANY, Box 159, Staten Island, NY 10301. (13p)

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)

NUTSHELL PRAM by "Wooden Boat". Sailing rig. \$950.
DENNIS RIEGER, New Tripoli, PA, (215) 298-2139. (9)

17' SAWYER CANOE, dark green, with Grumman carrying yoke. Used three times. \$595 or consider trade on F.G. kayak or pulling boat.
GENE GIFFORDS, E. Islip, NY, (516) 234-1350 (work), (516) 277-1643 (home). (9)

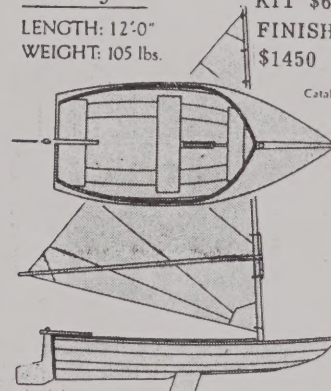
16' ALDEN APPLIEDORE POD, cold molded wood construction. Full sailing and rowing rigs. Also ALDEN OCEAN SHELL. Both for \$2,100.
DENNIS RIEGER, New Tripoli, PA, (215) 298-2139. (9)

Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs.

KIT \$675
FINISHED \$1450

Catalog \$2.



Modern wooden boats for rowing and sailing

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



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



messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984

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

ADDRESS CORRECTION
REQUESTED

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.

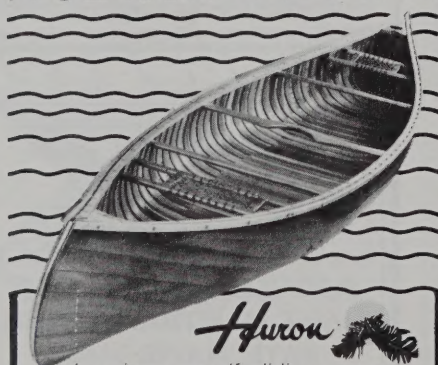
Soft cover, 208 pages, \$12.95, At your nautical
bookseller, or by mail, postpaid from its publisher,
Duff & Duff, 28 Harbor Road, Mattapoisett, MA 02739

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

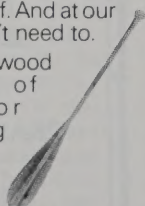
VI-8

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 • 508-755-5237 (In MA)

Dealer inquiries welcome.

A "BULLY" GOOD CRUISE



Aboard the CARIBBEAN PRINCE

Departs Warren, RI the evening of Thursday, September 15th and
returns Sunday morning, the 18th. This trip on the waters of
Narragansett Bay, Long Island Sound and the Connecticut River
includes visits to the U.S. Merchant Marine Academy at Kings
Point, Theodore Roosevelt's beautiful estate, Sagamore Hill and
attendance at a delightful musical comedy at the famous
Goodspeed Opera House. For more information write:
N.E. Steamship Co., P.O. Box 87, Berlin, MA 01503-0087
or call 401-421-4959.



**THE NEW ENGLAND
STEAMSHIP COMPANY**
OF MASSACHUSETTS