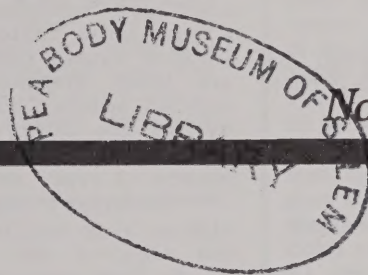




messing about in **BOATS**

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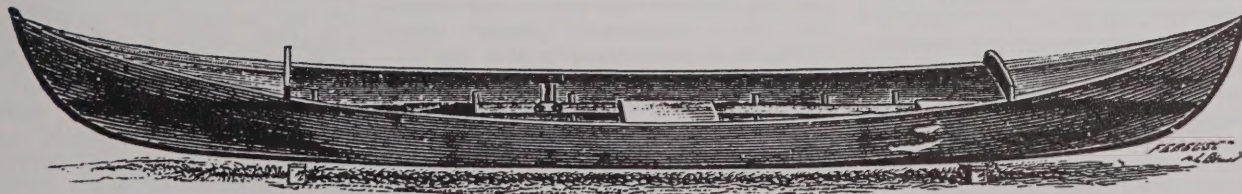
Volume 6-Number 13



November 15, 1988



THE ABORIGINAL TYPE (KAYAK.)



THE IMPROVED TYPE (MARIA THERESA CANOE)



messing about in BOATS

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Our Next Issue...

Will continue Tom's latest Townie adventure, "The Voyage", and also report on a much lesser voyage we took on the Upper Parker River. There'll be several interesting designs to look over: A two-part guideboat from the '60's; Wes Farmer's "Sun Dance" offshore outboard cruiser from the '50's; Ed Barlow's "Pacific Pelican daysailer of recent vintage; Cliff Buehrens' version of the Atkin skiff, "Cabin Boy". Information for building any of these is available. I'll have a short report on revisiting Walter Sargent and his "Andro Zee" on Gulf Island Pond in Maine. I'll also look into a Massachusetts state program known as "Adopt a Stream" and report on what it holds of interest for small boat folks.

On the Cover...

An engraving from the Nathaniel Bishop tale we are serializing illustrates how sure boat people were 100 years ago about how they were "improving" small craft. Lots of attention in this issue to Bishop's choice of a "paper" boat for much of his voyage down the east coast in 1874.

Commentary

**BOB
HICKS**

Readers have noticed how many boats I advertise for sale on my own classified ad pages. How can you miss them? This arouses some curiosity as to just what I'm up to. Did I start the magazine so I'd have a market for used boats? With a currently large "fleet" offered to anyone interested, I thought it time to clarify what I am up to.

No, I didn't start the magazine in order to sell used boats. That came later on, and even now, with my growing fleet, I'm not in the used boat "business". What I am is a compulsive "collector of dreams", in most cases, nice old boats that are being disposed of by disenchanting owners; boats not yet ready for the dump, often not even close; boats that have certain charms of type, design, condition.

Initially I began "collecting" with a view to fixing up what I had acquired and enjoying using it. At first this worked, I've had several such projects that I've seen through to a finish, enjoyed using, and then sold so I could go buy something else. But eventually the acquisitions began to accumulate far faster than my restoration or refinishing efforts could keep up with.

The finances of this little magazine, always on the ragged edge due to the small scale of the publication, could not support the buying of what I view often as "\$500 wonders", boats that represented to me good value at the price asked in terms of raw material for future projects. So, I began to offer for sale those I came to realize I would never get to. My interests would have shifted, or other more appealing projects turned up. So I began advertising these "dreams" looking for someone like me who would want the particular boat I was offering.

Well, it's been working. It's not big dollars for sure, and I often have whatever "profit" I've made on a sale already tied up in another acquisition. All the trading I've done has been very rewarding. I've met some really interesting people, both those I've bought from and those who have bought from me. If I were not in the publication business, I think I could devote my time to being a trader in old boats. The monetary value of these is so low they get scant attention from boatyards, dealers, or restorers. Too many nice old boats go to the dump because of this lack of interest.

A tale of just one such boat with a unique twist. Several years ago the owner of a nearby boatyard told me he had an old inboard

launch hull that was to go to the dump. Would I want it? I looked, and said sure, it was free for the taking. It was 20'x4' and set up for a one-lunger under a hatch on a rear deck. It was rough, lots of work needed. But it was pretty despite this. I trailered it home, advertised it for \$100 and sold it to a couple of youths who had a one-lunger engine and were looking for a cheap hull in which to put it. Saved from the dump!

Well, not yet. This past spring I was called by a friend who informed me he had acquired this old inboard launch hull project, abandoned by its youthful owners as they went off to college. He had no room for it in his yard, would I take it and see if I could find someone who might want it. So I trailered it back, now in far worse shape than before, as it had been pretty well stripped out and only partly reframed. I composed a "free boat" ad to run, as no money was now involved anywhere in these last two transactions.

Before I could get the ad into the magazine, the phone rang. The caller asked me if I knew what might have happened to an old inboard launch hull I'd hauled away from this local boatyard several years ago. He had called the yard owner about it as he had once owned the boat in the early '70's and now yearned to have it back. He was referred to me.

"Well, yes, it's right here in my field," I replied. He was obviously greatly elated.

"Will you sell it to me as is?" he inquired.

"No," I replied, "I'll give it to you if you come haul it away." And so, after 16 years, a man's dreamboat, once abandoned in younger years, came back to him because I had been interested in such old boats. He arrived with a professional restorer and hauled it off for storage and subsequent restoration. Only a very strong emotional attachment could see any promise in the near-derelict.

I'd had some fun, made \$100 for my time and trouble, and assisted in two separate "dreams" of messing about in boats. Obviously not all the stuff you see me offering for sale carries such personal involvement. Some of the modern kayaks are just real good deals I think someone can take advantage of. I can't paddle them all. I'm lucky to get to paddle even one. Same with sailboats. Not to mention the Chris Craft mahogany runabout and its companion '48 Ford woodie beach wagon. Like I say, "collector of dreams".

your Commentary

A GUNKHOLER

By definition I am "from away". I've only been here in Maine for ten years so by local standards I suspect I am a semipermanent visitor. The bank and I are partners in a piece of property and a home I call "Frostbite Hill".

Although I can't claim to be a true "Mainer", I now do get impatient in summer when I see all of the out-of-state plates on our highways. The folks "from away" bring their RV's, Visas and Master Cards, jockey for campsites and parking places as close to what they perceive as the "real Maine". My frustration is that all the traffic impedes my progress and access to the boat ramps. Our summers are short and every minute counts.

I am not a blue water sailor, I'm a gunkholer in truest form. My view is that once you're out of sight of land, one wave looks just like the next. Gunkholing doesn't require "wilderness" either. My idea of visiting an area is launching my Whitehall "Favorite" and rowing or sailing about a harbor or along a few miles of shoreline.

The rewards include, of course, the peace that comes with being on the water. No stop signs or one way streets and no pedestrians darting out from between moored boats. My feeling of freedom means I can become a part of the very essence of what those people "from away" come to see, yet be independent and removed from their immediate vicinity.

Many people have tall fences and "keep out" and "private" signs along their landward borders to deal with intrusion. But in my rowing boat I can cruise right along just off a million dollar residence and often strike up a conversation with the owner. I'm not perceived as a threat by him.

Rowing is good exercise and you don't impede traffic with a leisurely pace, or travel so fast as to be a hazard, nor do you create a dangerous wake. If your boat is small and well kept you often are pleased to hear "pretty boat" called out to you from alongshore at the dock or float.

A cautionary note. I've rowed in Portland Harbor several times and have had to be very aware of what was going on around me. I row with a friend in my Whitehall and both of us keep our eyes out at all times. The very business that makes cruising such a harbor interesting can make it dangerous if not taken seriously. By nature, harbors are busy places. Even though rules of the road might favor your small boat, being belligerent and insistent on having your way can be foolish as well as offensive and dangerous. It's far

easier to maneuver out of a dragger's way than it is for him to turn away from you. And besides, he's bigger, and discretion...

Another caution in busy crowded harbors is to stay out from under docks. It may be tempting to row beneath a dock for a little shade momentarily but an unexpected wake could break your neck when your boat suddenly rises and the dock doesn't. My common sense rule is that if a situation looks dangerous to me, it probably is.

When you're home after such an outing under oars, you'll be pleasantly tired and can enjoy sitting back and reflecting upon the sights and sounds of your outing. Trace the day's route on your chart, and start planning for the next one.

SOMETHING A LITTLE MORE COMFORTABLE

I was pleased to receive information on Doug Alvord's new line of Maine Sharpies. I am interested again in building a boat now that I have sold my "baby", a cruising dory Joe Dobler designed for me as the "Nootka Sound Cruiser", featured several years ago in your "Camper-Cruiser" series. I sold her to a relatively young naval architect in Seattle who will use her as was intended.

Now I need to build something just a little more comfortable for me and my grandchildren, five so far. I sold grandma by pointing out that the grandchildren need to know sailing to help them cope in this modern stressful world.

I really enjoy "Messing About in Boats". Maybe it's the fact that it comes every two weeks. I find myself going back and reading previous issues and finding new items that escaped me the first time around. Keep it coming.

Bob Young, Lake Oswego, OR.

MORE POWER, MORE SAIL

As a new subscriber and having received a few issues, I wanted to write you a few of my thoughts. I enjoy the magazine and generally read most of it. However, if I may dip my oar in, I do have a request. Even though I enjoy rowing and have a custom made rowing boat, I'd like to see more articles on small power cruisers, under 30', and small sailboats. I don't mean the run-of-the-mill stuff but possibly small custom wooden power and sail, diesel or gas, and stories of their voyages.

Mark Eakin, Orange Park, FL.
ED. NOTE: Over a year's time you'll get to see almost anything as subject matter is constantly evolving, hang in there.

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HAPPENINGS

NEW YORK CITY LAUNCH SITES

Two years ago Chuck Sutherland raised the issue of the near total lack of launching sites in the metropolitan New York City area for car topped boats. One result of this was the establishment of such sites at Gateway National Park. Now the New York City Parks Department has followed the federal lead and established launching sites for cartop boats in each of its boroughs.

The Sebago Canoe Club of Brooklyn, NY, points out that these are "use it or lose it" sites, the canoe and kayak community must prove by using these sites that there is indeed a need. Later changes or additions can come about once a constituency has been established.

The New York City Parks sites require a \$2 permit. Applications can be picked up at park headquarters in each borough. Rules that apply must be read in person at the office where application is made. The sites are as follows:

Canarsie Park, down the Basin from Midget Squadron; Alice Austen House, Staten Island; Dyckman St., Inwood Hill Park and Riverside Park, Manhattan; Bayside, Queens; and Orchard Beach, Bronx.

Gateway National Park permits are available at Floyd Bennet Field, Brooklyn, (718) 338-3829, and Miller Field, Staten Island, (718) 351-8700.

THE NORWALK MARITIME CENTER

A really nice color brochure turned up here from the Maritime Center at Norwalk (CT) along with a Brookfield Craft Center promo on the small boat exhibition they are currently staging there through the end of the year. This Maritime Center is quite a place, aquarium, traditional boat exhibit, maxi-theater, etc. Send for their brochure for all the details, sounds like a good winter outing. The Maritime Center, N. Water St., S. Norwalk, CT 06854, (800) 243-2280.

The Brookfield exhibition includes 18 traditional small craft, and the list deserves your scrutiny:

Lawley Tender by the Rockport Apprenticeshop; Rangeley Guideboat by Bruce Malone; Whitehall Pulling Boat by Hiliner Marine; Longfield Dinghy by Longfield Dory Co.; Chestnut Canoe by Muskoka Fine Watercraft; Classic 12 Geodesic by Platt Monfort; Nordic Dinghy by Mike Nilson; Salisbury Point Skiff by Lowell's Boatshop; Rushton Pulling Boat by North River Boatworks; Needle Fish Canoe by Tom Hill; Little Rangeley Guideboat by Rob Lincoln; Two-seater Runabout by Onion River Boatworks; Cedar & Canvas Canoe by Strong's Canoe Yard; Halcyon Punt by Fred Mischler; Lotus Sport Canoe by Mike Galt; Adirondack Guideboat by Steve Kaulback; Nutshell Pram by Eric Dow; Trapper Canoe by Old Town Canoes. What an opportunity to see such a variety of boats built by New England builders all in one place.

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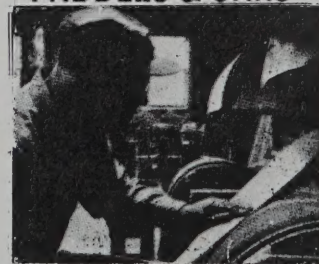
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CONNECTICUT RIVER OAR & PADDLE ACTIVITY

The Traditional Small Craft Weekend of the Club held this year in conjunction with the Governor's Cup Regatta of the Connecticut River Museum was a success and the Club has been invited to return next year. All who participated enjoyed the occasion and the convivial evening's awards party. The race course from Steamboat Dock up to Brockway's Island marker and back faced a stiff outgoing current and incoming wind, making navigation tricky.

There was some disappointment that the Sunday morning parade of small craft was called off at the last minute by a Museum organizer who apparently did not view the smaller sail, oar and paddle powered boats, as sufficiently "spectacular". Our club event, an informal trip to Hamburg Cove, went well for the five boats enjoying it and its often exciting waves, and rendezvous on Nott's Island.

For next year it was suggested we try to feature a gig race and potential participants such as the Hull Lifesaving Museum and Mystic Seaport Museum will be contacted. The appearance of those impressive 38' pulling boats would add much to the Essex event. Further ideas offered included onshore seminars on small craft, spectator rides, a TSCA booth and a Club information center with information on small boating opportunities.

Our September Selden Island weekend had reasonably good weather and we had the island pretty much to ourselves. The Perssons and Mary Cucinotta took a "perfect weather" midweek cruise to Watch Rock and confirmed that it is indeed a pleasant stopping off point for estuary navigators, a naturalist's paradise. The fall leaf cruise on October 15th departed from Deep River and circumnavigated Selden Island, rendezvousing later at Quarry Knob.

We now have our official TSCA affiliation as a chapter, with six club members also members of the national group. Area readers interested in learning more about the Connecticut River Oar & Paddle Club should inquire of John Stratton, P.O. Box 281, Old Lyme, CT 06371.



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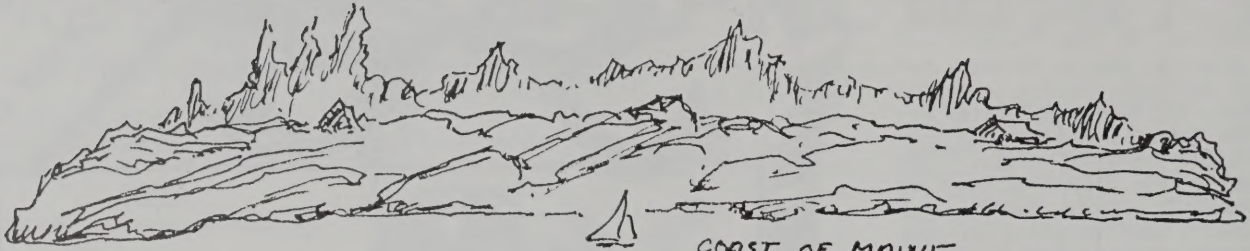
messing about in BOATS

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The Voyage

Story & Illustrations by Tom



COAST OF MAINE

The weekend had been rainy and windy. The bad weather was behind us. The forecast was for light southwesterly wind prevailing through the week to Friday. The day before we sailed I spliced the mast of the "Damn Foole". This was the fourth splice in the mast. There were fittings to be screwed on and the sail track to straighten. Instead, I left it on the patio with all its supporting wires splayed out like an ancient wake. "The Townie is falling apart too but it's always ready to sail," I thought to myself.

It was noon. I went into town and bought food and oil for the lantern. I went home and pulled out everything I thought I'd need.

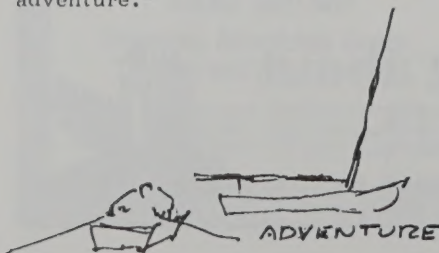


FOOD

Then I worried and waited for the next day. Fear and reason did battle with the primordial instinct to go to sea in an ancient unseaworthy boat. By morning I was an anthropoid devoid of fear or reason, hurriedly packing the essentials.

The day was clear and cool. I couldn't wake up anybody in the house. Even the faithful dog slept through my departure. I drove myself to the boat. It felt good to start out alone. I was always on time for what I wanted to do. Someone else would always cause a delay. There was nobody at the wharf. I borrowed a pram and rowed out to the boat.

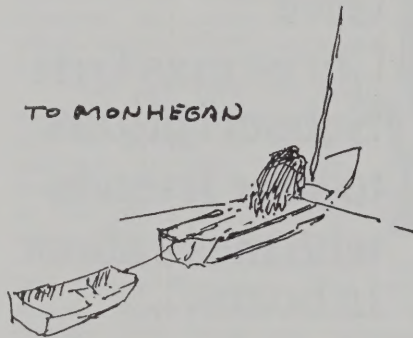
When I climbed aboard I said to the boat, "We're off on another adventure."



"Good, I felt it coming," the boat responded.

I tied the pram to the traveler and put the oarlocks in place. Then I ran out the oars and began rowing the Townie to the dock. "We'll sail to Cape Ann today, then tomorrow we'll sail for 24 hours to see how many miles we can cover."

TO MONHEGAN



"Where are we headed from Cape Ann?" the boat asked.

"Monhegan Light, off the coast of Maine."

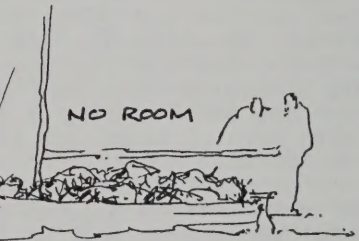
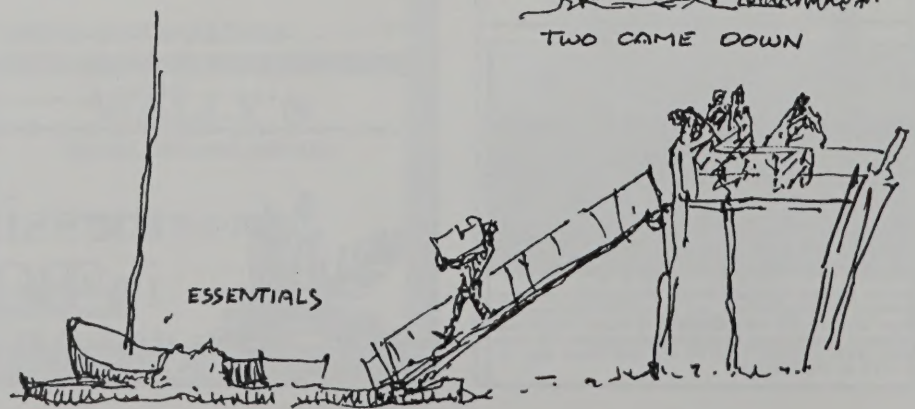
"Great."

By the time we reached the dock the wharfangers had arrived. They carefully watched as I carried my essentials to the boat. Four plastic milk cases of food. Clothes, sleeping bag, sails, lantern, saw, axe, tools, screws and bolts, charts...

"You're taking charts this time?" one of the wharfangers asked.

"Getting sophisticated."

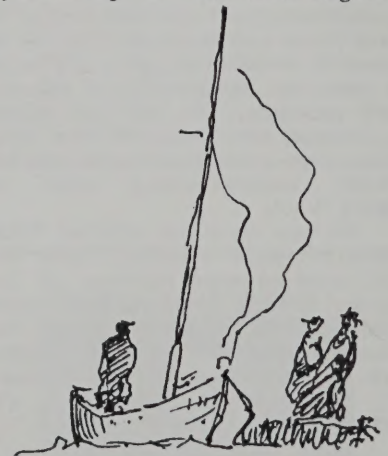
"Want a club burgee?" the Commodore asked.



"I don't have room," I said. "Come to think of it, there doesn't seem to be any room for you."

"I'll just sit on top of everything, it's all wearable or edible. It won't take long. I'll have plenty of room." Then I noticed the old man sitting in the shack staring at me. I hurried with my preparations. I should say something but I couldn't bring myself to it.

I hoisted the sails and they immediately filled, pinning us to the dock. The boat was so eager to sail it was out of control. "How the hell do I get away from the dock?" I yelled up at the wharfangers.



TWO CAME DOWN

Two came down. One held the stern and the other kicked the bow out. We sailed merrily away with the boat chuckling.



SAILING MERRILY

"Why do you always make me look bad?"

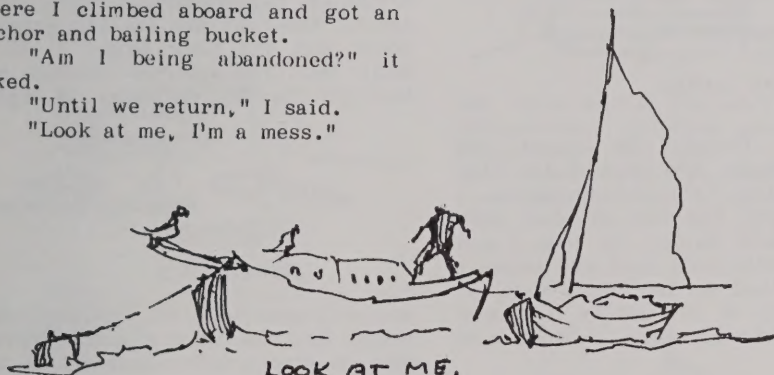
"It'll give them something to talk about."

We sailed to the "Damn Foole", where I climbed aboard and got an anchor and bailing bucket.

"Am I being abandoned?" it asked.

"Until we return," I said.

"Look at me, I'm a mess."



LOOK AT ME,

"You sure are, the seagulls have gotten more use out of you than I have."



ABANDONED

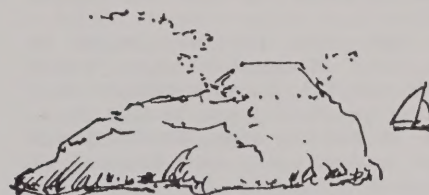
We shoved off at 9 a.m. into a gentle southeast wind. We sailed between Shag Rocks and Pea Island against an incoming current. The breeze freshened as we passed Eastern Point. A group of people were gathered on the hill. I was curious, then I remembered.

"They're dedicating a bronze plaque and that island ahead of us to a defunct politician. He was ambassador to a country that was involved in drugs, corruption and a disastrous war. Now he'll be remembered forever and we'll never stop rewarding him."

"Oh, don't start raving about the world or you'll fall into that deep hole again and have to crawl

out," the boat interrupted. "Head for the island."

"No, I've been warned to stay well clear of it. There are great swarms of flies that share it with the gulls and any boat coming within fly distance will be boarded and harassed."



FLY ISLE

At 11 a.m. I started to clean up the boat, putting everything into trashbags to keep dry. The plastic cartons of food didn't fit anywhere so I piled them one on top of another. The tools were put together and the lantern found a safe place. When I finished, it didn't

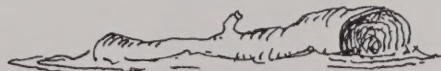
look much better than before and there still was no room for me. I felt like an invalid dragging all my life sustaining equipment around with me.

We were doing 2-1/2 to 3 knots over a smooth, wind rippled sea. I bailed a little. The boat was



BAILING

leaking, but not badly. A 12 foot log floated by. There were low cu-



LOG

mulus clouds over the three tall chimneys in Salem Harbor, but the sky was clear over the water. We sailed through fields of seaweed



SALEM

against the tide. Off Halfway Rock, a warbler landed on the leech of the mainsail, then hopped into the boat and danced along the tiller, over my hand and onto the bags and cartons, inspecting everything officiously.



WARBLER

"What's that nosy bird doing?" the boat asked.

"I don't know, but it's strange behavior for a bird."

"Where are you going?" the bird asked.

"Maine", I answered.

"It's not very logical to go north with winter coming. You should be travelling south, fast and light," the bird advised.

"The boat wanted to go to Maine," I explained.

"Hey, why are you blaming me?" the boat complained.

"I have to blame somebody because I don't have any explanation."

"See you next spring," the bird said, hopping up and down a few times and then flying off.



FLEW OFF

Lobster boats plied their trade around us, surrounded by seagulls. There were no sailboats in sight. We sailed by the entrance to Gloucester Harbor. Past the breakwater and the lighthouse with its red

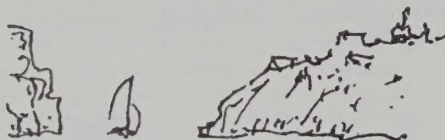


RED ROOFS AND ROCKS

roofed houses and jagged red rocks. We ran wing and wing over Milk Island Bar.

"We haven't done that before," the boat remarked.

"If we haven't done it, we'll give it a try. If there's a chance to take, we'll take it. Be adventurous!"



TAKING A CHANCE

"I'll go along with that," the boat replied.

Next we sailed between Straitsmouth Island and Rockport. The chart showed four feet of water. More than enough when I pulled the centerboard up. This is where a small boat is great for banging around the coast. Look for trouble, sail into it and try to escape. We rounded Halibut Point, passed Folly Cove and sailed on into Lanesville Harbor.



LANESVILLE

I dropped the anchor from the stern and rowed to the wall. Tied the bow line to a ring in a granite block. I took the sails down and began changing the boat into a bedroom. I re-arranged the floorboards for a cot, put lifejackets down and then the sleeping bag. The sailbag was a pillow. The sail was thrown over the boom and then the boat tarp. I crawled in and lit the lantern, opened a can of beans, listened for the weather on the radio, and fell asleep.



BEDROOM

The boat woke me at 3 a.m. "We're banging against another boat," it told me. I got up and reset the anchor and the bow line.

"Tie the shrouds," the boat demanded.

"All right, but that's it. Now, take care of yourself, I've got to get a night's sleep if we're going to sail tomorrow for 24 hours." I crawled under the tent and passed out.

Too soon the boat rolled in the wake of another boat. "Great paint job," I heard somebody say. It was sunrise. I got up and dressed. It was low tide. The wall was high and slippery with seaweed. I managed to climb it and walk along the breakwater. A father and son were stuck in the mud trying to pull a boat out.



THE WALL

"We fished all night off Crane's Beach and missed the tide this morning," the boy explained. I helped push the car out and then the boat and trailer. By then I was covered with mud, sand and seawater. I walked to the diner and sat contentedly in the smelly filth and enjoyed bacon, eggs, coffee and toast.

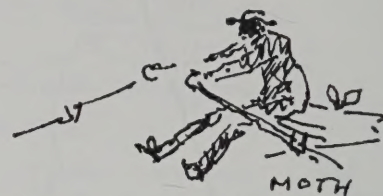


BREAKFAST

I returned to the boat, stowed everything, raised the sails, recovered the anchor and rowed out of the inlet into the ocean. It was flat as a marble floor and there was no wind at all. I rowed as the sails hung flat. The tide swept us along the shore.

"If the wind doesn't pick up, perhaps we could head to the Isles of Shoals," the boat suggested.

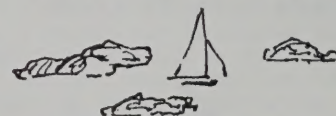
"That would be 15 degrees magnetic," I told the boat. I continued rowing. Ripples appeared on the water. We were sailing, assisted by the oars. Cape Ann was still close off the stern. At 10:15 a brown moth came aboard and hid under the coaming. At 10:30 he



MOTH

came out and sat beside me. Made good company while I rowed. Started getting pains in my neck and upper back. I rubbed on Ben Gay and wrapped my neck in a towel. Still no wind. Continued rowing. The current was setting us along the coast. We couldn't get away from Cape Ann. I was tired of rowing and getting nowhere.

The boat and I decided to turn back and perhaps spend a night on Thacher's Island. If the wind was favorable tomorrow, we'd try again. The boat was leaking generously and the flies began to torment me. The current drifted us through the Dry Salvages. A light



SALVAGES

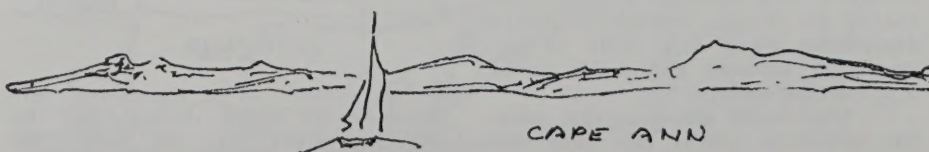
easterly assisted. At Thacher's we could find no place to land. There was no beach, jetty or dock. So we



THACHERS

sailed around it and headed for Gloucester. A pleasant sail now to the light at the tip of the breakwater. We rounded it and entered the harbor.

Now our problems began. We can never easily find a place to tie up or anchor. There are always too many choices and all of them prohibited. We sailed up and down the harbor several times until the sun



CAPE ANN

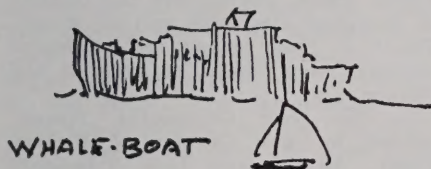
set. I spotted a black tire behind Ten Pound Island. "That's it, no one is likely to chase us off at this late hour." I tied up and metamorphosised the boat again for the night. The mosquitoes came from the island to visit on a gentle southerly breeze. "A good sign for tommorrow," I told the boat, before passing out.



TEN POUND ISLE

We rose with the sun and beat out into the harbor into a light southwest wind. The wind lightened as a whale watching boat passed. I thought I heard my name.

"What should we do?" I asked the boat. "Should we sail back?"



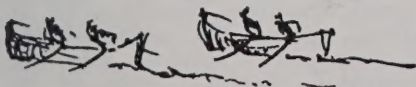
WHALE-BOAT

"Why not give it another try? The season is almost over. You'll not have another chance this year."

"All right, we'll sail around the Cape again and see how the wind is and if conditions are not right, we'll sail back. Agreed?"

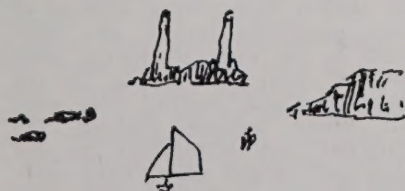
"Agreed."

We sailed around the schooners that were anchored in the harbor and avoided the dorymen who were training in their boats for the races over the weekend. Outside the



DORYMEN

harbor the current was with us. We reached towards the twin lights on Thatcher's Island, then ran wing and wing again across the sandy bar to the gong off Halibut Point.



ANOTHER TRY

At 11:00 a.m. we cleared the gong on the northern tip of Cape Ann. I sat back and listened to Beethoven's 5th Symphony on the radio. Opened a jar of aplesauce only to find my spoon didn't fit into the jar. So I ate it with the handle.

The boat laughed at me. "You're a perfect contradiction." A large field of kelp floated by with a bright yellow tennis ball sitting in the middle of it. "The Isles of Shoals are at 15 degrees. Monhegan is 60 degrees and well offshore."

I looked down at the compass. It read 60 degrees. The boat had decided. We were soon free of the land. There was no land, no boats and no birds. "And no beastly flies," I shouted as one flew up into my face and stared arrogantly at



FLY

me. "One beastly fly can't be THAT bothersome." Dolphins started frolicing about the boat. I leaped up and down with excitement until they swam off in a southerly direction. I settled down with another



DOLPHINS

can of food. Every can or jar I opened I had to finish, and I couldn't. Some of it was baby food and it was gross. How could a baby finish a jar when I couldn't? Mothers must just shovel it into them. I set the unfinished food out for the fly, hoping he'd make himself sick.



TOWEL

The sun was strong, sitting in a cloudless sky. I threw a towel over my head. It was better than a hat. We had a following wind about 12 knots. The good thing about running before the wind is that we didn't feel the wind, and the waves seemed to push us along. If the wind was in my face it would soon knock me out. I took a great glob of gum I was chewing and stuck it on top of the centerboard trunk and jammed the compass onto it. It stuck as though it belonged there. At 6:00 o'clock it was getting colder and I started putting clothes on.

(To Be Continued)

ON DISPLAY
INDOORS

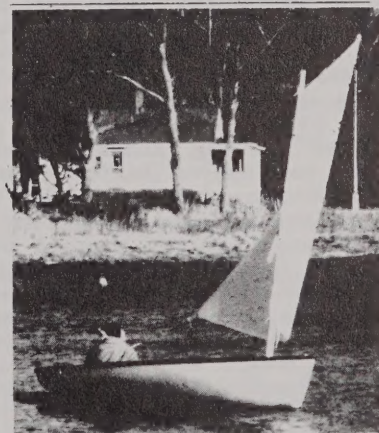
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DOUARNENEZ 88



Two years ago a group of French rowers came to New York to participate in something called the "Atlantic Challenge", a rowing and seamanship contest that was a minor part of the Statue of Liberty Centennial celebration. The U.S. fielded teams in the competition with the French, using the 38' French "Ranry Bay" gigs built by the Rockport Apprenticeshop. Despite some rough edges in the first try at such an international event, it was agreed that a return match would take place in the summer of 1988 at the big annual classic wooden boat festival in Douarnenez on the Brittany coast of France.

Ed McCabe of the Hull Lifesaving Museum, who has inspired the increased interest in rowing in big multi-oared boats in the greater Boston area, headed the U.S. effort this past summer, and two gigs and about 30 rowers went to France in August. Amongst these were a number of high school rowers from Ed's programs and some of the Gloucester Sirens women's rowing team. One of these, Terry Rubin, wrote the following report for the Cape Ann Rowing Club's newsletter. It is the only report on the event that has come to my attention.

"In August, 28 rowers under the direction of Hull Lifesaving Museum's Ed McCabe participated in

an international rowing competition in Douarnenez, France. The group included four members of the Gloucester Sirens Rowing Team; Kandy Roberts, Laurie King, Pat de La Chapelle and Terry Rubin. The competition, "Atlantic Challenge II", was a part of "La Fete de la Mer et des Bateaux" ("The Festival of the Sea and Boats"), a large maritime celebration featuring 800 traditional rowing and sailing vessels, exhibits, and maritime music. The original "Atlantic Challenge" took place in New York City at the Statue of Liberty Celebration in 1986. That competition between the U.S. and France resulted in a French victory.

This year our French hosts invited teams from Denmark, the U.S. and Ireland. The teams were comprised of male and female teenagers and adults. The competition required specific nautical skills in addition to all-out speed races; slalom course, a man-overboard drill, marlinspike seamanship and boat maneuvering under sail and oar power.

The boats used in the "Atlantic Challenge" competition were built by the Rockport Apprenticeshop in Maine. They are 38', ten-oared replicas of a "French Captain's Gig", originally used for ship-to-shore transport. The only remaining original example of these boats is in a museum in Ireland. Two of the boats, "Amitie" and "Fraternite" have remained in France, while "Liberte" and "Egalite" returned to the U.S. to be used in high school and adult recreational programs under the direction of the Hull Lifesaving Museum.

The final outcome of the "Atlantic Challenge II" was based on a

point system which took into account speed, style, and the quality of finished tied and spliced knots. The U.S. team placed second behind Denmark and ahead of Ireland and France.

The four Gloucester Sirens, joined by Bev Graham of Kittery Point, Maine, and Lisa Albamonte and Lisa Kupstas of Boston, participated in a separate event, the "International Women's Gig Racing Competition". Six nations participated in Scilly Isle Gigs similar to the Gloucester team boat, "Siren Song". The American team finished second in this all-out speed race but returned home with the trophy because the women's team from Cornwall in England used a male coxswain, which violated the rules of the race."

Comments that we heard directly from individuals who took part indicated that the occasion was a great adventure despite a lot of waiting around for one's events, and judgemental opinions affecting seamanship scoring, such as an American team being penalized, in the contest involving taking aboard a cargo from shore over a line, for being "too noisy". They had talked. Two youths from Swampscott High School spoke of the event as quite a broadening experience. Several adults more into racing than seamanship were not enamored of the knot tying competition and such sundry non-rowing aspects of it all. And the Sirens who commented to us were obviously most enthused about the racing in the Scilly Isle Gigs, feeling very good about their second placing (in reality if not officially) to the highly skilled and very, very serious English women's crew.

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The Race of Truth

Report by Jim Chute

The inland forecast on October 8, 1988, called for N to NE winds of 10-20 mph, rain likely, maybe snow. The marine version had the wind up to 15-25 knots and 3-5 foot seas. At 8 a.m. the Kennebec in Bath, Maine, was already showing the clear streaks associated with 20 knot winds. When I got to Ken and Joan Fink's, I suggested an alternate course because of the offshore wind. They didn't think it was that bad. After all, except for the 40 degree temperature and unfavorable wind direction, the weather wasn't much worse than the previous year's.

Four racing kayaks, three touring kayaks, a dory and an Alden shell showed up. They covered the first two miles of the course without difficulty. But once clear of Inner Heron Island, we were exposed to gusty beam winds and the predicted 3-5 foot swell that was coming out of the E and SE. The fleet strung out as it labored another mile to Thrumcap, where the larger sets of waves were breaking off the point. Out far enough to avoid the breakers, we lost the last bit of protection from the wind and progress slowed to a crawl. The kayakers found they could get in very few solid propulsive strokes in between coping with gusts that felt like 30 knots and steep seas resulting from the interaction of windchop and swell. The rowers could make better progress, but they were shipping prohibitive amounts of water.

The leading group of three kayakers in racing boats, and the Alden shell, eventually realized the futility of their efforts and quit. On the run back towards Christmas Cove, one of the paddlers realized his boat had taken on enough water to affect its stability, so he turned downwind for Inner Heron, rolling twice on the way. The dorymen landed on Thrumcap and watched the four remaining kayakers struggle to round the point before heading back to the start themselves. The trailing kayak with your reporter on board inched up to the turn and, after what seemed like 15 minutes, quit and gingerly turned back.

Three kayaks did make the turn, apparently blessed with more muscle or less windage than the others. They were tracked down by the chase boat or by road or otherwise found their ways to points on the east side of Rutherford Island near Christmas Cove. The guy on Inner Heron was collected by the chase boat, ending an hour of great uncertainty.



Back at the Fink's, with dry clothes and refreshments, an animated discussion of the "race" ensued. There is a sort of euphoria that comes from having pushed your limits and gotten away with it. This giddiness contrasted with the unwanted negative thoughts that crept in to distract us from the job at hand while on the water. "If I get on land again, I'm gonna sell this boat!" Objectivity only comes with time, during the drive home or early the next morning.

The main complaints about the boats were windage and shipping water. Nobody found their kayak to have either too little (at least while still dry inside) or too much stability. Having too much stability is the crux of the endless wideboat vs. narrowboat debate. Either the wind alone, or the waves alone would have been well within the abilities of this group of kayakers, but the combination wasn't.

Special thanks must go to Dick Vogels of the Wawenock Power Squadron for providing us much needed safety coverage in his "Snow Goose".

There will probably be some sort of "Race of Truth" in October of '89 since a full set of etched glass steins went unawarded this year. I think we have to run a more protected course if the winds are not onshore, require all participants to wear wetsuits or dry-suits (a few did this year, most didn't), and select our boats on the basis of seaworthiness rather than competitiveness. Ken and I would have been happier in our Nordkapps rather than in the racing and touring boats that were our respective choices. I'm left wondering if I want to organize or participate in any more offshore races. There is very little margin for error.

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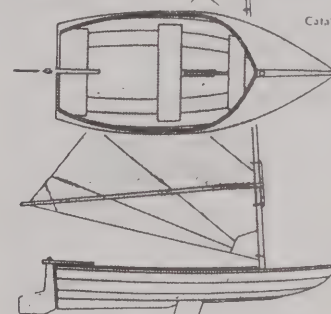
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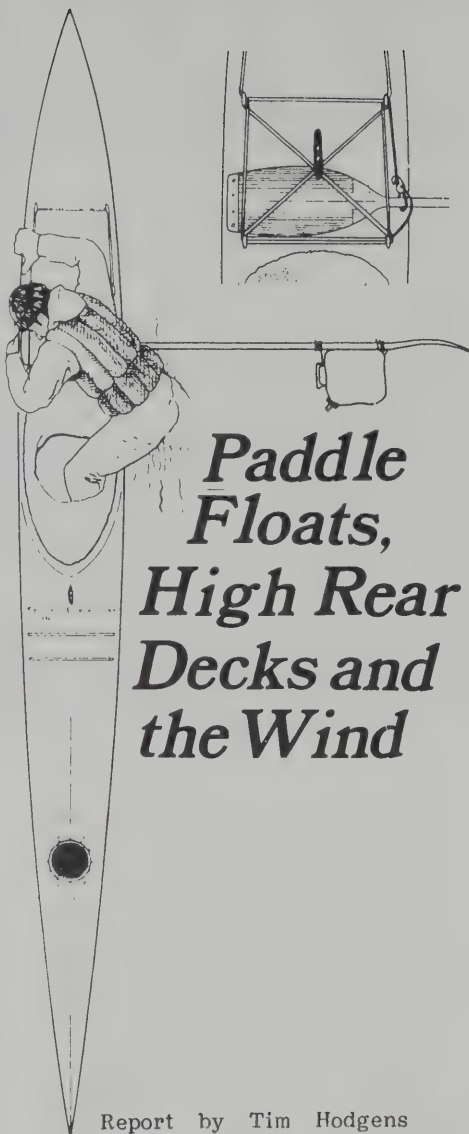
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One person's calamity is often another's unexpected opportunity. The NOAA winter warning advisory on October 4, 1987, was just such a situation; an apple picking trip was cancelled and nearly two and a half inches of rain in twelve hours cancelled my son's afternoon soccer practice. One would think everything was lined up for a late morning in bed and ample time to wander through the Sunday paper. Perhaps in an earlier time, but the kayak bug bit me two years ago, and now this became a rare opportunity to escape and "practice" my paddling and self-rescue techniques in uncomfortable and realistically troubling conditions. The fact that the air temperature was thirty-seven degrees and the wind was blowing from the northwest at 25-35 mph with gusts to 44 mph simply clinched the adventurous possibilities. A quick call to Bob, my paddling buddy, and all we needed was the water.

We chose the pond at Hopkinton State Park in central Massachusetts. It was close to home, the boat ramps eased the on-shore efforts, and we could park next to the water for quick refuge if necessary. It was also familiar to both of us, and we knew that if everything went to pieces, the kayak would be blown to shore, which had a road next to it, and the furthest swim would be within our capabilities. The pond was long enough for the wind to screech along its surface if it desired, and it did.

I had previously taken a self-rescue workshop in Boston Harbor, led by Dave Anderson of Aqua Ventures, and had practiced two-person rescues at the Kayak Symposium at Castine, Maine, in August. More recently I had an outstanding private introduction to rolling technique taught by Scott Fairty of Atlantic Kayak Tours of New Canaan, Connecticut. At the end of that lesson, Scott showed me the paddle float rescue which he favored. I practiced it on the Easy Rider Eskimo we were using for the rolling and was very pleased to see how easily I was able to re-enter. I was so pleased; it was all starting to come together. Now to demonstrate it to Bob, who had been paddling a Folbot double and had recently purchased a Phoenix Brown Pelican and wanted to learn the paddle float re-entry.

We were soon both at water's edge. I was wearing a Farmer John, T-shirt, 50/50 polypropylene/cotton sweatshirt, nylon windbreaker with hood, nylon rain pants tightly stuffed into my velcro strapped neoprene booties, neoprene gloves, Type III PFD, blaze orange rubber vest, and bright yellow bathing cap. I had used all this equipment before except for the nylon pants and the bathing cap, both of which seemed reasonable addi-



Report by Tim Hodgens

tions.

I pushed my Dirigo from shore and swam alongside. The paddle float was a Matt Broze design Paddle Float Plus. I purchased it because of the overall quality construction, the well thought out design, and the extra flotation compared to the Sea Trek paddle float. The PF+ is easily inflatable, has two separate chambers for backup safety, can be secured around the paddle shaft, and comes with a shock cord for tethering it to the kayak. The float was already attached to my Werner Furrer Arctic Wind paddle. I usually have a paddle leash, but did not use it this time, thinking that I didn't want the extra line as a possible source of entanglement during re-entry.

Swimming out I was waiting for the chill to seep through my clothing. Just the opposite, the water was warmer than the air. Pleasant. A nice beginning. Now, Bob, notice how well I do this. Position the paddle just behind the coaming, holding it in place with the left hand. Right hand on the starboard side of the rear deck. It was so much fun with the Easy Ri-

der last week. Now, one, two, three, scissor kick and hoist my torso across the rear hatch. Up I go, one third up the rear side, hold on for dear life and then let go before I capsize the kayak. What happened? Try again, and again. Same results.

Jettison ego. Analyze, develop a plan and try again, but first the wind has blown me to the far end of the boat ramp. Since Bob was watching the "demonstration" and needed something to do, I asked him to pull my kayak back to the beginning point, while I walked back on shore regrouping myself. Interesting how heavy my feet feel from a few scissor kicks. Look down, discovery: Funny looking pants, or should I say I had auto-inflated two sea anchors on my legs. The pants so tightly tucked into the boots held about a gallon of water per leg! What a relief to unburden myself of that water.

Lesson Number One: Never set out with any new equipment until the strengths and weaknesses of the item are tested in safe conditions. Had this been a real self rescue, even in calm conditions, I doubt if I would ever have re-entered or figured out what the real problem was. I probably would have attributed it to fear, approaching hypothermia, etc. And that attribution would have accelerated my panic and despair.

Back to the story. Having solved that problem, I did the healthiest thing I could think of; laugh hard, then snicker, and jump right back on the horse/kayak. Up I went this time, but still with remarkably more difficulty than with the Easy Rider.

Lesson Number Two: Do not underestimate the height of a high rear deck. Appreciate its height from the water level while in the water. The high volume, stable platform kayaks are remarkably stable and functional when right side up with one inside the cockpit. From the water angle, the height is a definite liability until one is back on the deck and into the cockpit. In terms of equipment, I may also mention here that my PFD is an old panel type fishing vest with lots of pockets and good ventilation. It does not have a waist loop nor a tie strap to secure under the crotch, with the consequence that it was always riding high on my chest while I was in the water. This, in combination with the flotation of the Farmer John and neoprene boots tended to float my feet out from under me and put me into a horizontal position. This made the scissor kick more difficult to set up and decreased the height of my jump.

So here I am finally back up on the rear deck. I placed both legs in the cockpit and then when it came time to turn around to face the bow, I had to go through some

gyrations to get the spray skirt around the high backrest of the Dirigo. I finally managed to do it. A lower backrest flush with the coaming would have posed no such problem. I've ordered one.

Yet another valuable discovery. I was wearing an Igas design spray skirt. It has two claims to fame: First, it snugs up against the chest and has two shoulder straps supporting it in place. Given the expanse of the Dirigo cockpit, this was a valuable feature. Second, it has a large zippered pocket in the lap of the skirt. Nice for flares, munchies, sun screen, etc. Unfortunately that nice pocket also becomes a bucket when submerged in water. Now I was coming to understand more why I was having so much difficulty re-entering. I was weighted down by water in both legs AND in the pocket of my spray skirt. When I was re-entering the Easy Rider I had no nylon pants on and their spray skirt had no pocket.

Approximately twenty-five minutes after my "demonstration" began, I told Bob, "Now, wasn't that easy? Your turn now." He wet exited, and re-entered his low back Brown Pelican lickety-split. Oh, well, time for hot chocolate.

Just to be on the safe side, I thought I might just as well do it all one more time; surely this would all be done in two minutes or less this time. On the Easy Rider, the flat rear deck made it easy to hold the paddle in one place. On the Dirigo (and probably also on all other peaked rear decks) the peak of the rear deck acts as a knife-edge pivot point and the paddle, if unsecured by shock cords, will wander all over the deck. I thought this situation could be improved if I rigged a line with a bow knot at each end. The plan was to insert the paddle through the bow knot, pull it under the hull just behind the cockpit, loop it around the paddle shaft several times and use the other bow knot loop as a stirrup. If conditions were calm, this may be satisfactory, but, then again, why would you be in the water if everything was calm? Right now, the wind was doing anything but cooperating and I was having a great deal of difficulty holding onto the kayak and reaching under the hull for the rope. It might have been easier with a narrower boat.

I was as much interested in experimenting with re-entry procedures as actually re-entering. So I decided to move to the stern (firmly holding both paddle and kayak) where everything is narrower. I did so, and started assembling the stirrup. In the process of doing this, I momentarily let go of the kayak to loop the rope around my side of the paddle, my feet were pulled horizontal to the water surface with my head pointing away

from the stern, and the wind just kept on blowing. I figured a second or two would not really make a difference, it never had before. What a mistake!

As soon as I realized what was happening, I dropped the paddle, lunged towards the kayak, and not reaching it, started swimming as fast as I could. It very soon got away from me. Knowing that Bob could retrieve it for me, I turned to look for my paddle and quickly retrieved it as it was catching up to me, blown by the wind.

Lesson Number Three: Don't let go of your kayak or paddle unless they are secured to you by a line. I cannot emphasize too much how valuable this lesson about the power of the wind was. There is no doubt in my mind that IF I had been paddling alone, away from shore and the wind was blowing as hard, that this article would never have been written.

The kayak retrieved, I unsuccessfully tried the stirrup arrangement one more time, and then went back to hoisting myself up on the rear deck with a leg on the paddle shaft attached to the PF+. A determined heave and I was up and then I re-entered. I think that if I had hoisted myself up with as much determination earlier, the whole process would have been shortened. Somewhere in this whole process, the kayak capsized and was pulled to shore to be emptied. On hindsight, I'm not sure that SOME water remaining in the cockpit area may have lowered the deck and made re-entry easier, albeit a bit less stable. I will experiment with this later.

By the time I re-entered the second time, re-attached my spray skirt, and chatted a bit with Bob, we had been blown some distance. We decided to paddle back beyond our beginning point. It was only then that I realized how strongly the wind was really blowing. Our stroke rate was very slow and it almost seemed as I was pushing my paddle forward that I was practicing isometric exercises. I have always paddled with my paddle unfeathered. With a straight ahead wind, the feathered paddle would have offered less surface to the wind and consequently less resistance. One pleasant discovery which dawned on me later was that by paddling directly into the wind I was able to track in a wonderfully straight line. Progress was slow but all of my effort went into propulsion and I didn't have to divert energy into course correction. For one brief moment I felt a rush of anxiety but I was able to dispel it because the situation was not life threatening. Once that skirmish was won, I dropped all anxiety and concentrated on enjoying the "moment."

Would I do it again? For sure. Was it valuable? Definitely. Of

course, much effort could have been saved if I had read the directions that came with the PF+ on inserting the paddle under shock cords on the rear deck (Hutchinson also advises this in his book on sea kayaking) but who can ever find instructions when he needs them? Seriously, though, I had reviewed the instructions for the paddle float re-entry, but since I had so successfully re-entered on a flat deck, I had thought my technique was improving and would easily carry over to my own kayak.

RE-ENTRY FOLLOW-UP

In subsequent re-entry tryouts I made three modifications based on the problems discovered and reported on in this article. I am happy to report that re-entry for me is now easily achieved.

Modification #1. My previous PFD floated high on my body and offered no assistance in "jumping" out of the water. I replaced it with a Harishok PFD which has a belt that can be tightly cinched around the waist and thus prevent ride-up. This particular design has most of the flotation low on the PFD which provided added "bounce-up" when I pushed myself down into the water before hurling myself up onto the rear deck. With the wet suit and booties providing additional flotation (as well as insulation) I was surprised at how easily I bounced out of the water. I might add that during these re-entry trials there was no water in the cockpit so the deck was at maximum elevation above the water.

Modification #2. It is very important to immobilize the paddle across the rear deck when using the paddle float. I achieved this by attaching a simple webbing belt on the far side of the deck under which I could run the paddle. Since I have a deck mounted pump to the right rear of the cockpit, the paddle is further astern than usually recommended. This turned out to be a plus, however, since the paddle "sat" on the flat edge of the rear hatch cover. This removed the pivoting which occurred before when the paddle rested on the "knife edge" rear deck peak on my Dirigo. With this arrangement, re-entry was made from the bow side of the paddle, making entry into the cockpit much easier and safer.

Modification #3. As mentioned earlier, the high backrest offered a hindrance to cockpit re-entry. I have replaced this with a backrest which is just a touch higher than the cockpit coaming. Re-entry was now much simpler as my spray skirt didn't get entangled with the backrest and I was able to keep my body's center of gravity closer to the water while corkscrewing into the cockpit.

The No Roll Club

The No Roll Club is a heightened state of mind in one's development as a sea kayaker. Some people achieve this level of enlightenment quite rapidly and embrace the theory and use of sit-on-top kayaks overnight.

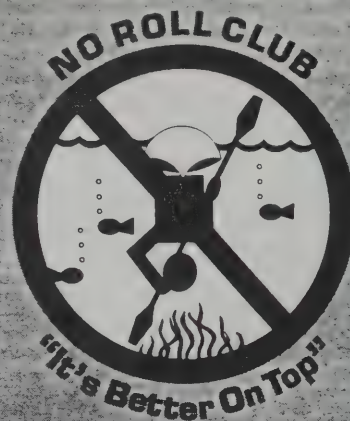
Others spend years at clinics and seminars, in covered pools, glacier fed lakes, protected bays and bayous trying to perfect their eskimo roll and triple-whammy rescue techniques necessary for survival in their sit-inside kayaks. To honor the Great Accessory God, they purchase many gadgets to assist their re-entry into the womb-like "safety" of their gaping cockpits after a capsize. They commune by hanging their heads underwater while still in their boats, waiting perhaps for a sign from the ancient orcas, alligators and fish to show them the way to Kayaking Nirvana.

Eventually, many of them hear the beckoning call from ScupperMan. Faintly at first, but then it becomes quite clear: "It's better on top!"

"Life may have begun in the ocean," ScupperMan says, "but man got out for many reasons. Breathing is one of them. Besides, real men don't wear skirts."

And so another kayaker is jettisoned into a new reality and sacrifices his underwater nose plugs to ScupperMan who forgives all.

Immediately this new convert purchases two Scuppers (one for a paddling partner) and is never again seen head down in the YMCA pool. Rather, the enlightened one, now a member of the No Roll Club, paddles a Scupper blissfully off into the glowing sunset saying, "You know, honey, I really do like it better on top."



Ocean Kayak of Ferndale, Washington, is off on its own trip in the current boom in "ocean kayaking" with their "Scupper" design, an open top kayak hull you sit in with no deck over you, and with two drain holes in the bottom of the seat/foot well to drain off any water that comes aboard. We tried one out back in 1987 and found it disconcerting to have no deck beneath which to brace one's knees. But it was an easy boat to paddle and maneuver in the mild conditions of our tryout. Ocean Kayak promotes their boat for open ocean use and surfing also. We thought you might enjoy this bit of promotional fun from their "Ocean Kayak News" on the "No Roll Club" they have conceived. If you'd like to receive their literature or their quarterly "Ocean Kayak News" free, write to Ocean Kayak, 1920 Main St., Ferndale, WA 98248, call (800) 8KA-YAKS or (206) 384-5774.

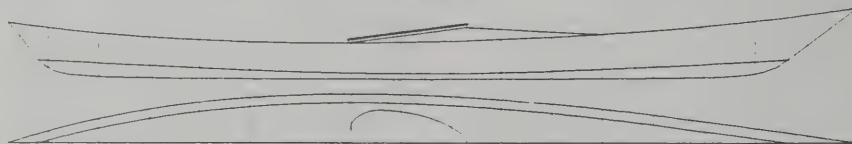
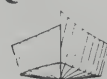
QUEEN CHARLOTTE SERIES

Queen Charlotte

Length 16' 10"
Waterline Beam 21"

Beam 24"
*Cockpit 16"x29"

Height 12" to cockpit
Weight 38 lbs



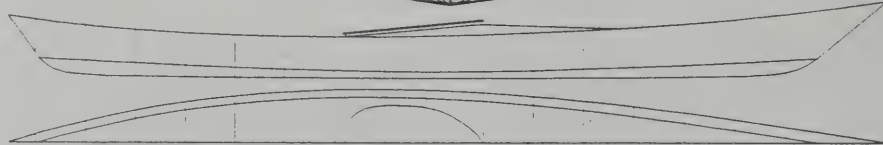
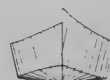
The Queen Charlotte is a great all around touring boat. It tacks well and turns easily.

Queen Charlotte XL

Length 17' 6"
Waterline Beam 23"

Beam 25.5"
Cockpit 18"x33"

Height 13" to cockpit
Weight 45 lbs



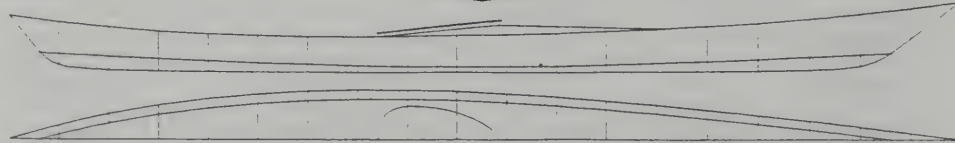
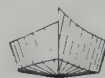
The XL has been widened, lengthened, and raised. It was designed to accommodate larger, heavier paddlers. Recommended for paddlers who weigh more than 225 lbs.

Queen Charlotte 19

Length 19'
Waterline Beam 21"

Beam 24"
*Cockpit 16"x29"

Height 12" to cockpit
Weight 43 lbs



This is a 19 foot version of the Queen Charlotte for those who want a longer boat. It tracks more strongly, will carry more gear, and has a faster terminal hull speed. At 43 lbs. this is one of the lightest 19' singles you can buy.

A firm that calls itself Pygmy Kayak Company has been advertising its own design plywood ocean kayaks for some time (not with us, though) and I picked up a piece of their literature at the Sea Kayak Symposium in August. The boats, called "Queen Charlotte" are

hard chine and are offered in kits or completely built, ranging from \$450 to \$1600 in price. I thought these specifications might be of some interest, so here they are.

Pygmy Kayak Co. is at P.O. Box 1529, Port Townsend, WA 98368, (206) 385-6143.

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When is a Canoe. . . ?

The curent odyssey of Verlen and Valerie Kruger paddling from the Arctic Ocean to Cape Horn in two "canoes" that Verlen built calls to question the term "canoe". This photo of their boats in South America tends to persuade me that Verlen's "canoes" more closely resemble "kayaks", the use of the single paddles being the only conventional "canoe" aspect that I spot. Anyone out there knowledgeable about canoes like to comment?

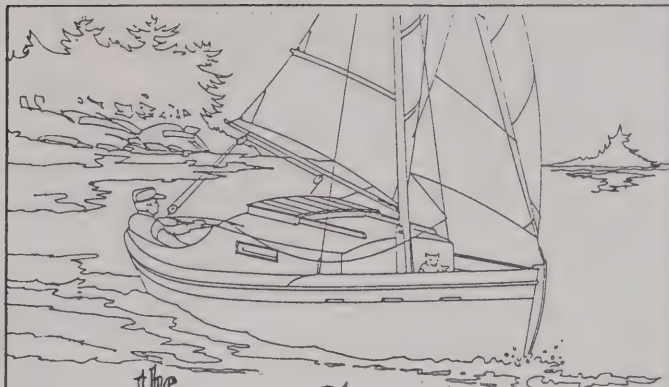


The design and durability of the Sea Wind canoe, built by Verlen Kruger, have been proven over thousands of miles and all conditions from the Arctic to this picture near Manaus, Brazil.

The canoes were rigged with sun and rain screens en route, as climate conditions near the equator would have otherwise forced the paddlers off the water.

CENTERSPREAD OVERLEAF

Hugh Ware loaned us this old family photo of yesteryear that caught my fancy as invoking feeling of season's end as November is now with us. Hugh would be interested to hear from anyone who might know what the sailboat is as the photo has no identification. Send your reply to us at "Boats", 29 Burley St. Wenham, MA 01984.



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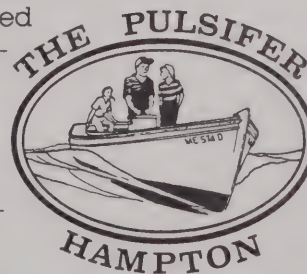
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DESIGNS & PROJECTS

Joe Reisner of Mackinac Boat Kits out in Michigan is back with a new design for simple, inexpensive home building, and here's the way he tells it:

"At long last here's the boat I've been working on this past year, the stretch version of "Molly Brown" I've named "Little Annie". Actually, I guess I shouldn't call her "stretched" but "expanded", since beam was increased along with length and freeboard.

The hull is 18'9" LOA, 5'

Here's "Annie"

Beam, 8" Draft with leeboards up. She carries 135 pounds of inside concrete ballast plus a 40 pound electric battery (for the auxiliary motor) plus 25 pounds of trim ballast forward. Even with all of this and two laminated spruce masts, she only weighs some 600 pounds dry. With a 350 pound trailer, this is under a 1,000 pound load for my small car to pull.

Construction is "instant" in that there is no lofting, nor are there any building molds, forms or supporting structures. The side planks are sawn in straight lines out of 3/8" plywood, then bent around prefabricated bulkheads and frame units. All critical seams, chines, stem and stern, cabin sides-to-hull, are fiberglass taped using WEST System epoxy. Sika-Flex is used as a continuous bead along the chine and bottom frame members and where the decks join the hull. All other mating surfaces are glued with water-mix Weldwood, so the whole hull is monocoque, very strong, rigid and light.

I built my prototype entirely myself (not by choice, but because every time I reached a point where I could use another hand, I couldn't roust out a nephew or son-in-law. So rather than wait, I swore a lot and went ahead on my own) upside down until the hull was finished, then right side up on the trailer to completion.

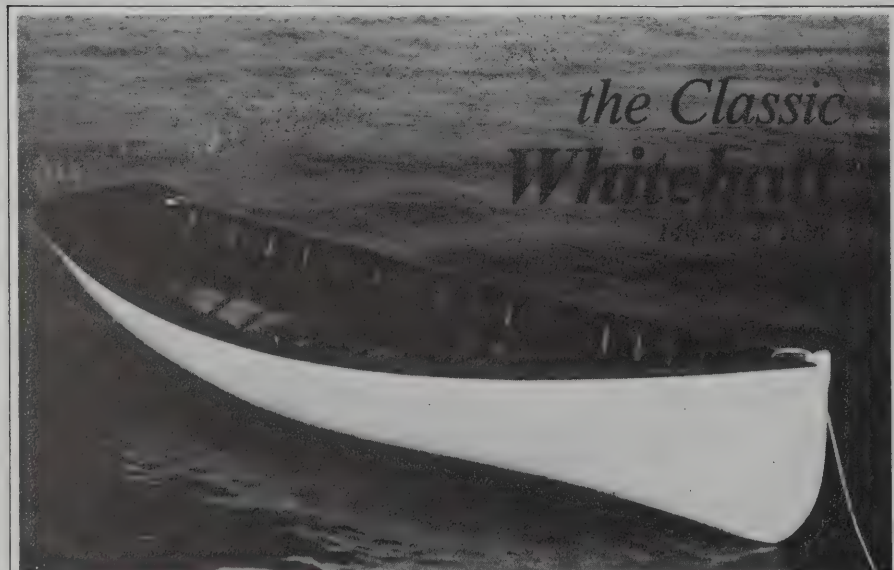
The masts are square section, epoxy-laminated from 3/4" spruce stock. I made the sails out of ripstop nylon with duct tape seams. I didn't want to spend a lot on professionally made sails until the in-the-water testing was completed, but now that she's proven a really fine sailer, the ripstop sails are working great and I see no reason to rush into more expense.

While "Little Annie" has a dry weight of about 600 pounds, she displaces 1,200 at her designated waterline. There's plenty of room inside for two or three passengers plus my own 225 pounds. The inside is simply a flat, uninterrupted floorboard that runs about 7-1/2' from the aft cockpit bulkhead to the forward bulkhead in the cuddy. Good for a couple of sleeping bags or all the camping gear anyone could want to carry.

I've enjoyed sailing "Little Annie" this summer since I launched late in May, but I'm ready to sell the prototype to apply the money to yet another design I'm now working on, a plywood catboat. I have \$650 invested in materials in the prototype (workboat finish, no special effort made cosmetically) and will be glad to sell her for this, not including the electric outboard, battery and trailer. That motor, incidentally, pushes 'Annie' along at about 3 to 4 knots with 23 pounds thrust, equivalent to a 2hp gas engine.

Full building plans are available at \$30 and include detailed step-by-step building instructions."

Contact Joe Reisner at Mackinac Boat Kits, 9600 Seventeen Mile Rd., Marshall, MI 49068, (616) 781-6974.



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An article last summer by reader W. Van de Stadt on Dutch "botters" brought a response about these boats from reader Bill Chewing, who had visited Holland himself and looked over the boats, a response we published in the September 15th issue. Now reader Van de Stadt is back with photos he had overlooked sending with his original article, and we bring you several to illustrate a bit better the appeal of the Dutch "botter".

More Botters



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19TH CENTURY PAPER BOATS

VOYAGE OF THE PAPER CANOE

The commencement of our serialization of Bishop's "Voyage of the Paper Canoe" has already elicited reader responses. Ken Cupery of Rochester, NY, is involved in the paper industry technology and comments as follows:

"I heard from Walter Fullam that you are serializing Bishop's book on his voyage in a paper canoe. When I returned from vacation and looked at the latest issue of "Boats" this was confirmed. I'm delighted to learn that this story will now receive much wider circulation, but with mixed emotions as I ended up spending close to \$75 for my original copy.

For several years I have been researching a work on 19th century paper technology for utilitarian applications (not for recording written or printed words but for boats, railroad car wheels, observatory domes and more!). I am happy to defend my title as western New York's expert in this field, if not the western world's, but then, who else cares about this obscure subject?

Of particular interest to me, due to my love for and long term interest in canoes, has been the firm of E. Waters & Sons of Troy, NY, and their wonderful canoes, boats and rowing shells. I enclose a draft of a short article I wrote on the subject for the newsletter of the Museum of the Institute for Paper Chemistry in Wisconsin. I thought readers commencing on Bishop's adventure on your pages might find some of this interesting background material on his craft. I also hope to perhaps elicit response from any readers knowledgeable on the subject. I am still lacking further "sightings" of 19th century paper boats."

Anyone wishing to correspond with Ken on this subject can contact him at 400 Westminster Rd., Rochester, NY 14607.

To appreciate why the manufacture of paper boats was a reasonable thing to be doing in the 19th Century we need to step back mentally into the 1860's when the Fourdrinier machine had just recently been reduced to common practice in the United States, and alternative pulp materials such as wood were first finding widespread acceptance. There was available, for the first time, an increasingly inexpensive sheet material in continuous rolls that could be formed, molded, compressed, and otherwise processed as a "construction" material. In a world that did not have plastics and composite materials, paper found a new popularity in a wide variety of uses. Applications included diverse items such as shirt collars, coffins, and railroad car wheels. It is important to recognize that these were not "oddities", but in the mainstream of technology of the 19th Century. This time was declared to be, in a British Music Hall song of the 1860's, "The Age of Paper". (Words and music available on request) (the lithographic cover of "The Age of Paper" is in the DHPM ed.)

One of the more unlikely products of this period was a line of paper boats and rowing shells, produced by Elisha Waters & Sons of Troy, NY from 1867 to 1901. Young George Waters, (one of the sons-of the "and Sons"), conceived of the idea while patching a rowing shell by pasting and varnishing several layers of manila paper obtained from his father's box factory over the defective area. The result was so successful that he proposed to form an entire boat by laminating sheets of paper over an existing hull as a mold. The first craft constructed by this technique was completed in 1867 and christened "The Experiment". A patent was obtained in 1868, (re-issued in 1869), and in 1869 the listing in the Troy, NY city directory for the Waters box factory is replaced by "Waters & Balch, Manufacturers of Paper Boats", (later to become E. Waters & Sons).

To manufacture rowing shells, a solid wooden mold was first constructed to resemble an upside-down hull. Tacking strips were attached below the mold to secure the paper and grooves were cut into the mold to accept gunwales and keel, (which would be removed from the mold with the completed paper hull). A single sheet of damp paper was stretched over the mold and tacked in place. Slits which were required at bow and stern to obtain a fit and would later be covered by metal stem and stern guards. For rowing

shells, a manila paper was used from the firm of Manning & Paine in Troy, or Hollingsworth & Vose of East Walpole, Massachusetts. (This paper should not be confused with commercial 'manila' papers available today, which usually have no hemp content.) Three layers of 0.015" thick manila were used for the hull with a suitable adhesive, such as a fish or hide glue, between layers. For more utilitarian craft, where weight was of less concern and durability of greater concern, only a single sheet of 1/8" to 1/10" thick linen paper was used. The linen paper was obtained, still wet in roll form, from a Crane Mill that existed at that time in Westfield, MA. After drying, the hulls were removed from the mold and treated with a proprietary "waterproofing process" (probably a treatment with shellac and/or varnish). Final steps involved fitting the hull skin with ribs, (or in the case of rowing shells a light framework to support the hull), seats, decks, and other final "fitting out".

By 1875 Waters listed 36 different rowing shells in their catalogue from single shells to eight oared models. They were used by professional rowers of the day and by major collegiate teams such as the U.S. Naval Academy, Princeton, and Columbia. According to published race results, the paper craft were quickly and widely accepted by the racing community throughout the U.S. and abroad. In 1875 the New York Daily Graphic credited Waters with having the "largest boat factory in the United States". The rowing shells were in common use until at least the end of the century. In addition to rowing shells, there was a less extensive offering of canoes and rowboats, from a 14' single-person Rob Roy canoe to a 45' six oared "Pleasure Barge" which seated 17 people in addition to the rowers! The most massive paper boat was probably an experimental steam launch built for Westinghouse and shipped to them in Pittsburgh in 1883. The hull was formed from double layers of linen paper and was made in two halves which were bolted together along the keel line. The eventual fate of this craft remains unknown.

A paper canoe acquired a degree of publicity in 1872 when a young newspaper reporter, Julius Chambers, took a Waters craft from the source of the Mississippi at Lake Itasca in Minnesota, to St. Louis. During his trip through what was still a wilderness area, he wrote reports to the NY Herald to as-

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sist in financing his expedition. Greater fame was achieved by Nathaniel Bishop in 1874 when he travelled down the East Coast from Troy, NY to Cedar Key, Florida in one of Waters' canoes. He subsequently exhibited his canoe at the Centennial Exposition in Philadelphia and wrote a book which was appropriately titled, "The Voyage of the Paper Canoe". This book details the trip and the boat construction and can be found in larger libraries in rare book collections or in microfilm. In its time it achieved a degree of popularity and was apparently often used as an academic or Sunday school prize. It still makes interesting reading today.

In later years the firm expanded its line of paper products, becoming by 1890 the "Waters Paper Construction Company" with an additional office address on Broadway in New York City. They proudly displayed as the central feature on their letterhead their most mas-

sive product, a 30' diameter observatory dome built for the U.S. Military Academy at West Point. It, and a number of similar domes, were built by forming the thick linen paper over molds of individual dome segments which were then bolted together. The West Point dome contained over 2,000 lbs of paper.

A fire, which destroyed the boat molds, caused the demise of the firm in 1901. The fire was accidentally set when George Waters, using a gasoline blowtorch, was applying finishing touches to a shell ordered by Syracuse University. Thus George was, alas, responsible for the birth and death of what had been for at least 20-30 years a prosperous industry. Of the many craft built by Waters, (the exact number is not known), only three surviving examples have been located. There is a 14' rowboat in storage at the Adirondack Museum in Blue Moun-

tain Lake, NY and two 30' rowing shells in the local history museums in Troy, NY and Hammondsport, NY. There are a number of amateur practitioners of the paper canoe art today and one actually retraced Bishop's route in the fall of 1983.

Unfortunately, compromises have had to be made to adapt modern papers to a task where the 19th Century paper is actually more appropriate. Their (and my) results often look suspiciously like canoes built from left-over grocery bags whereas one contemporary observer of a Waters' rowing shell described it as looking like "...polished steel ...and finished as beautifully as a piano body". This craftsmanship is evident on the two shells available for inspection today.



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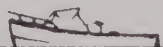
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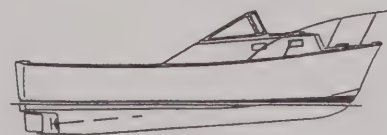
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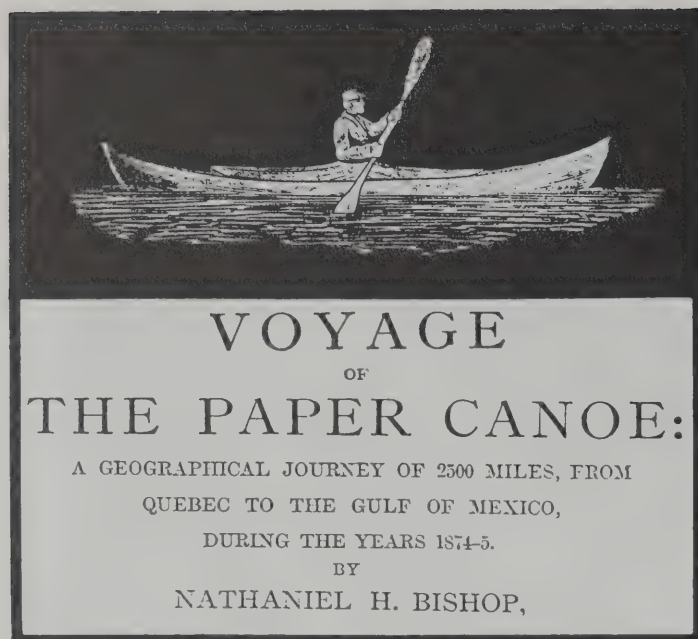


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CHAPTER V.

THE AMERICAN PAPER BOAT

THE PECULIAR CHARACTER OF THE PAPER BOAT. — THE HISTORY OF THE ADOPTION OF PAPER FOR BOATS. — A BOY'S INGENUITY. — THE PROCESS OF BUILDING PAPER BOATS DESCRIBED. — COLLEGE CLUBS ADOPTING THEM. — THE GREAT VICTORIES WON BY PAPER OVER WOODEN SHELLS IN 1876.

INQUIRIES regarding the history and durability of paper boats occasionally reach me through the medium of the post-office. After all the uses to which paper has been put during the last twenty years, the public is yet hardly convinced that the flimsy material, paper, can successfully take the place of wood in the construction of light pleasure-boats, canoes, and racing shells. Yet the idea has become an accomplished fact. The success of the victorious paper shells of the Cornell College navy, which were enlisted in the struggles of two seasons at Saratoga, against no mean antagonists, — the college crews of the United States, — surely proves that in strength, stiffness, speed, and fineness of model, the paper boat is without a rival.

When used in its own peculiar sphere, the improved paper boat will be found to possess the following merits: less weight, greater strength, stiffness, durability, and speed than a wooden boat of the same size and model; and the moulded paper shell will retain the delicate lines so essential to speed, while the brittle wooden shell yields more or less to the warping influences of sun and moisture. A comparison of the strength of wood and paper for boats has been made by a writer in

the Cornell Times, a journal published by the students of that celebrated New York college:

"Let us take a piece of wood and a piece of paper of the same thickness, and experiment with, use, and abuse them both to the same extent. Let the wood be of one-eighth of an inch in thickness — the usual thickness of shell-boats, and the paper heavy pasteboard, both one foot square. Holding them up by one side, strike them with a hammer, and observe the result. The wood will be cracked, to say the least; the pasteboard, whirled out of your hand, will only be dented, at most. Take hold and bend them: the wood bends to a certain degree, and then splits; the pasteboard, bent to the same degree, is not affected in the least. Take a knife and strike them: the wood is again split, the pasteboard only pierced. Place them on the water: the wood floats for an indefinite time; the pasteboard, after a time, soaks, and finally sinks, as was to be expected. But suppose we soak the

pasteboard in marine glue before the experiment, then we find the pasteboard equally as impervious to the water as wood, and as buoyant, if of the same weight; but, to be of the same weight, it must be thinner than the wood, yet even then it stands the before-mentioned tests as well as when thicker; and it will be found to stand all tests much better than wood, even when it weighs considerably less.

"Now, enlarging our pieces, and moulding them into boats of the same weight, we find the following differences: Wood, being stiff and liable to split, can only be moulded into comparative form. Paper, since it can be rendered perfectly pliable, can be pressed into any shape desirable; hence, any wished-for fineness of lines can be given to the model, and the paper will assume the identical shape, after which it can be water-proofed, hardened, and polished. Paper neither swells, nor shrinks, nor cracks, hence it does not leak, is always ready for use, always serviceable. As to cost, there is very little difference between the two; the cost being within twenty-five dollars, more or less, the same for both. Those who use paper boats think them very near perfection; and surely those who have the most to do with boats ought to know, prejudice aside, which is the best."

An injury to a paper boat is easily repaired by a patch of strong paper and a coating of shellac

put on with a hot iron. - As the paper boat is a novelty with many people, a sketch of its early history may prove interesting to the reader. Mr. George A. Waters, the son of the senior member of the firm of E. Waters & Sons, of Troy, New York, was invited some years since to a masquerade party. The boy repaired to a toy shop to purchase a counterfeit face; but, thinking the price (eight dollars) was more than he could afford for a single evening's sport, he borrowed the mask for a model, from which he produced a duplicate as perfect as was the original. While engaged upon his novel work, an idea impressed itself upon his ingenious brain. "Cannot," he queried, "a paper shell be made upon the wooden model of a boat? And will not a shell thus produced, after being treated to a coat of varnish, float as well, and be lighter than a wooden boat?"

This was in March, 1867, while the youth was engaged in the manufacture of paper boxes. Having repaired a wooden shell-boat by covering the cracks with sheets of stout paper cemented to the wood, the result satisfied him; and he immediately applied his attention to the further development of his bright idea. Assisted by his father, Mr. Elisha Waters, the enterprise was commenced "by taking a wooden shell, thirteen inches wide and thirty feet long, as a mould, and covering the entire surface of its bottom and sides with small sheets of strong Manila paper, glued together, and superposed on each other, so that the joints of one layer were covered by the middle of the sheet immediately above, until a sheet of paper had been formed one-sixteenth of an inch in thickness. The fabric thus constructed, after being carefully dried, was removed from the mould and fitted up with a suitable frame, consisting of a lower keelson, two inwales, the bulkhead; in short, all the usual parts of the frame of a wooden shell, except the timbers, or ribs, of which none were used—the extreme stiffness of the skin rendering them unnecessary. Its surface was then carefully water-proofed with suitable varnishes, and the work was completed. Trials proved that, rude as was this first attempt compared with the elegant craft now turned out from paper, it had marked merits, among which were, its remarkable stiffness, the symmetry of the hull with respect to its long axis, and the smoothness of the water-surface."

A gentleman, who possesses excellent judg-

ment and long experience in all that relates to paper boats, furnishes me with the following valuable information, which I feel sure will interest the reader.

"The process of building the paper shell-boat is as follows: The dimensions of the boat having been determined upon, the first step is to construct a wooden model, or form, an exact facsimile of the desired boat, on which to mould the paper skin. For this purpose the lines of the boat are carefully drawn out of the full size, and from the drawings thus made the model is prepared. It is built of layers of well-seasoned pine, securely fastened together to form one solid mass; which, after having been laid up of the general outline required, is carefully worked off, until its surface, which is made perfectly smooth, exactly conforms to the selected lines, and its beam, depth, and length are those of the given boat. During the process of its construction, suitable rabbets are cut to receive the lower keelson, the two inwales, and the bow and stern deadwoods, which, being put in position, are worked off so that their surfaces are flush with that of the model, and forming, as it were, an integral part of it. It being important that these parts should, in the completed boat, be firmly attached to the skin, their surface is, at this part of the process, covered with a suitable adhesive preparation.

"The model is now ready to be covered with paper. Two kinds are used: that made from the best Manila, and that prepared from pure unbleached linen stock; the sheets being the full length of the model, no matter what that may be. If Manila paper is used, the first sheet is dampened, laid smoothly on the model, and securely fastened in place by tacking it to certain rough strips attached to its upper face. Other sheets are now superposed on this and on each other, and suitably cemented together; the number depending upon the size of the boat and the stiffness required. If linen paper is used, but one sheet is employed, of such weight and dimensions that, when dry, it will give just the thickness of skin necessary. Should the surface of the model be concave in parts, as in the run of boats with square sterns for instance, the paper is made to conform to these surfaces by suitable convex moulds, which also hold the paper in place until, by drying, it has taken and will re-

tain the desired form. The model, with its enveloping coat of paper, is now removed to the dry-room. As the paper skin dries, all wrinkles disappear, and it gradually assumes the desired shape. Finally, when all moisture has been evaporated, it is taken from the mould an exact fac-simile of the model desired, exceedingly stiff, perfectly symmetrical, and seamless.

"The paper is now subjected to the water-proof process, and the skin, with its keelson, inwales, and dead-woods attached, is then placed in the carpenter's hands, where the frame is completed in the usual manner, as described for wooden boats. The paper decks being put on, it is then ready for the brass, iron, and varnish work. As the skins of these boats (racing-shells) vary from one-sixteenth of an inch in the singles, to one-twelfth of an inch in the six-oared outriggers, the wooden frame becomes necessary to support and keep them in shape. In applying this invention to gigs, dingys, canoes, and skiffs, a somewhat different method is adopted. Since these boats are subjected to much hard service, and must be so constructed as to permit the occupant to move about in them as is usual in such craft, a light and strong frame of wood is prepared, composed of a suitable number of pairs of ribs, with stem and stern pieces cut from the natural crooks of hackmatack roots. These are firmly framed to two gunwales and a keelson, extending the length of the boat; the whole forming the skeleton shape of the desired model. The forms for these boats having been prepared, as already described for the racing-shells, and the frame being let into this form, so that the outer surface of the ribs, stem and stern pieces will conform with its outer surface, the paper skin is next laid upon it. The skin, manufactured from new, unbleached linen stock, is carefully stretched in place, and when perfectly dry is from one-tenth to three-sixteenths of an inch thick. Removed from the model, it is water-proofed, the frame and fittings completed, and the boat varnished. In short, in this class of boats, the shape, style, and finish are precisely that of wooden ones, of corresponding dimensions and class, except that for the usual wooden sheathing is substituted the paper skin as described.

"The advantages possessed by these boats over those of wood are:

"By the use of this material for the skins of

racing-shells, where experience has demonstrated the smooth bottom to be the best, under-water lines of any degree of fineness can be developed, which cannot successfully be produced in those of wood, even where the streaks are so reduced in thickness that strength, stiffness, and durability are either wholly sacrificed or greatly impaired. In the finer varieties of 'dug-outs' equally fine lines can be obtained; but so delicate are such boats, if the sides are reduced to three-sixteenths of an inch or less in thickness, that it is found practically impossible to preserve their original forms for any length of time. Hence, so far as this point is concerned, it only remains for the builder to select those models which science, guided by experience, points out as the best.

"The paper skin, after being water-proofed, is finished with hard varnishes, and then presents a solid, perfectly smooth, and horny surface to the action of the water, unbroken by *joint, lap, or seam*. This surface admits of being polished as smooth as a coach-panel or a mirror. Unlike wood, *it has no grain to be cracked or split, it never shrinks*, and, paper being one of the best of non-conductors, no ordinary degree of heat or cold affects its shape or hardness, and hence these boats are admirably adapted for use in all climates. As the skin absorbs no moisture, *these boats gain no weight by use*, and, having no moisture to give off when out of the water, they do not, like wooden boats, show the effect of exposure to the air by leaking. They are, therefore, in this respect always prepared for service.

"The strength and stiffness of the paper shells are most remarkable. To demonstrate it, a single shell of twelve inch beam and twenty-eight feet long, fitted complete with its outriggers, the hull weighing twenty-two pounds, was placed on two trestles eight feet apart, in such a manner that the trestles were each the same distance from the centre of the cockpit, which was thus entirely unsupported. A man weighing one hundred and forty pounds then seated himself in it, and remained in this position three minutes. The deflection caused by this strain, being accurately measured, was found to be one-sixteenth of an inch at a point midway between the supports. If this load, applied under such abnormal conditions, produced so little effect, we

can safely assume that, when thus loaded and resting on the water, supported throughout her whole length, and the load far more equally distributed over the whole frame, there would be no deflection whatever.

"Lightness, when combined with a proper, stiffness and strength, being a very desirable quality, it is here that the paper boats far excel their wooden rivals. If two shells are selected, the one of wood and the other with a paper skin and deck, as has been described, *of the same dimensions and equally stiff*, careful experiment proves that the wooden one will be *thirty per cent. the heaviest*. If those of the *same dimensions and equal weight* are compared, the paper one will be found to exceed the wooden one in stiffness and in capacity to resist torsional strains in the same proportion. Frequent boasts are made that wooden shells can be and are built much lighter than paper ones; and if the quality of lightness *alone* is considered, this is true; yet when the practical test of *use* is applied, such extremely light wooden boats have always proved, and will continue to prove, failures, as here this quality is only *one* of a number which combine to make the boat serviceable. A wooden shell whose hull weighs twenty-two pounds, honest weight, is a very fragile, short-lived affair. A paper shell of the same dimensions, and of the same weight, will last as long, and do as much work, as a wooden one whose hull turns the beam at thirty pounds.

"An instance of their remarkable strength is shown in the following case. In the summer of 1870, a single shell, while being rowed at full speed, with the current, on one of our principal rivers, was run into the stone abutment of a bridge. The bow struck squarely on the obstacle, and such was the momentum of the mass that the oarsman was thrown directly through the flaring bow of the cockpit into the river. Witnesses of the accident who were familiar with wooden shells declared that the boat was ruined; but, after a careful examination, only the bow-tip was found to be twisted in a spiral form, and the washboard broken at the point by the oarsman as he passed between the sides. Two dollars covered the cost of repair. Had it been a wooden shell the shock would have crushed its stem and splintered the skin from the bow to the waist."

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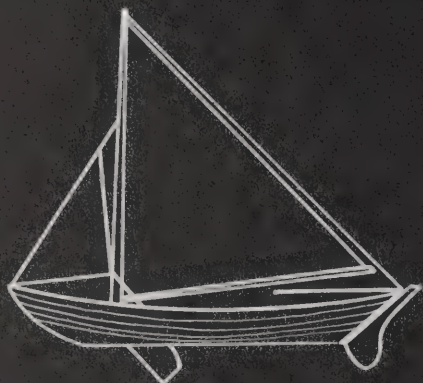
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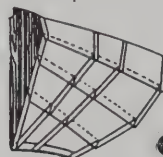
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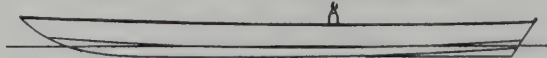


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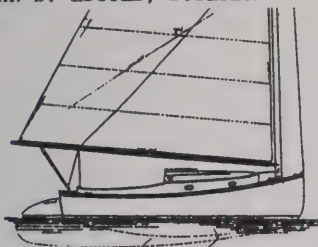
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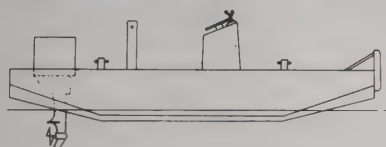
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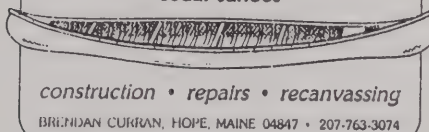
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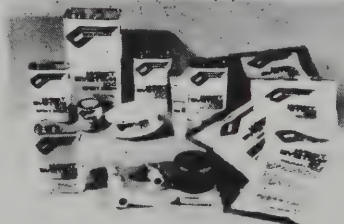
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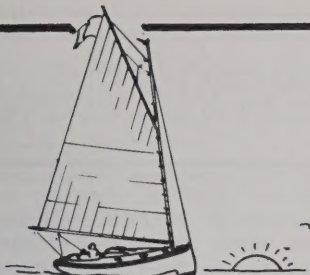
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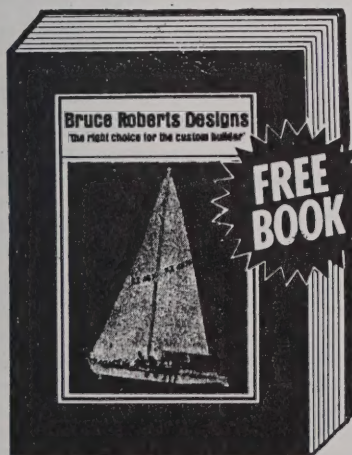
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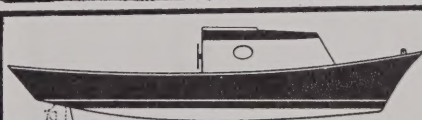
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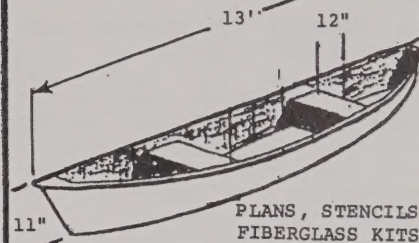


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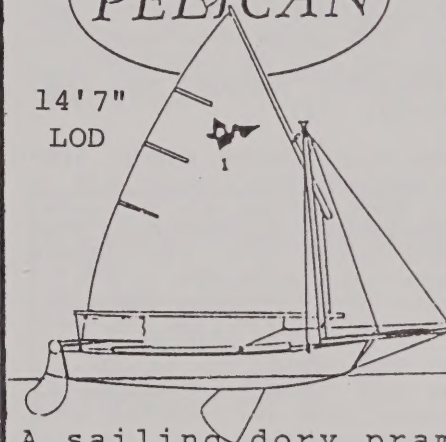


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JOHN GRZYWINSKI, Bristol, CT, (203) 582-1759. (13)

USED SMALL BOATS. 16' Whitehall like new, \$995. 8' sailing dinghy with leeboards, \$795. Sunfish, \$795. O'Day D/S II with trailer, \$1995. 18' Venture with trailer, motor and extras, very clean, \$2,995. Many more.

FERNALD'S, Newbury, MA, (508) 465-0312. (13)

CANOES. Just purchased entire lot of repossessed new canoes, 14', 15', 16'. Also square stern models. Fiberglass. Most are under \$300.

FERNALD'S, Newbury, MA, (508) 465-0312. (13)

1986 BLACK RIVER CANOE, 14'9" asymmetrical "Solo", hand laid 10 oz. glass. Weighs only 48 pounds. Used twice. New cost \$795. Must sell! Asking \$395. Also Carlisle double poly paddle, \$25.

WALT GIBSON, Dracut, MA, (508) 957-5865. (13)

16' SEDA VIKING SEA KAYAK, ultra-light kevlar construction, 32 pounds. Like new condition, with factory installed rudder, large flotation bags both ends, neoprene cockpit skirt. Roomy and stable, 25" beam. \$895 firm.

BOB HICKS, Wenham, MA, (508) 774-0906. (14)

12' MINI-RUNABOUT, unfinished new construction plywood/epoxy/fiberglass. 4'10" beam, double cockpit style. \$300.

ROBERT WADON, Randolph, MA, (617) 963-2036. (14)

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)

33' LOA ALDRECH SCHOONER, 26' LWL. Built 1962. Completely rebuilt in 1986, new glass, new decks and doghouse. Good sail inventory. Original Sitka spruce spars in great shape. Sleeps four. Standing headroom. Liveaboard. Been to Florida twice. Very seaworthy. Cradle. Needs engine and finish work. Great winter project. Must sell situation. \$5,000 or best offer.

BLAKE MERRILL, Marblehead, MA, (617) 631-6715. (13)

16' ULTRALIGHT ROWING SHELL, 27 lb. plywood/epoxy construction, sectional hull that comes apart in two 8' sections for easy storage and transport. 18" beam round bottom. Will need a rigger/seat adapted to it, and oars. An easy winter project for only \$150.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 p.m. best. (14)

KLEPPER AERIUS I folding solo kayak in mint condition, hardly used. Includes foot operated rudder installation, seat cushion and backrest, sponson inflator pump, hull repair kit, instruction book, double paddle, canvas storage bags. \$895 firm.

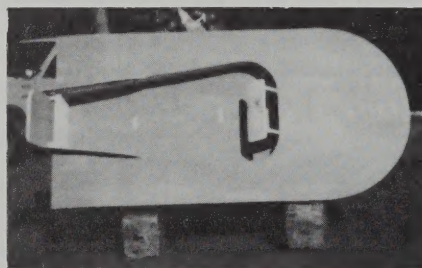
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KEY-LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)



GOOD WINTER PROJECT. 8' new unpainted fun hydroplane type boat, needs minor puttying and FG taping (supplied). Built from old "Popular Mechanics" plans. "Mini Max" for lake or protected waters. I made one about 30 years ago for my 12 year old son, he and a friend had a great time with it around the Essex River. Weighs about 75 pounds. 8'x4'x7.5", should plane a 165 pound man with 3hp. Takes up to 15 hp. \$100.

ARTHUR SPEAR, Thurston Rd., Gloucester, MA 01930. (14)

LITTLE RIVER SEA SHELL, like new. No oars. \$995.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-4380. (13)

HYDRA SEA RUNNER sea kayak, excellent condition, \$595.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-4380. (13)

17' FOLBOT KAYAK, folding model comes apart in 15 minutes, assembles in 30-45 minutes, stores in three heavy-gauge vinyl bags. Excellent condition. Includes installed foot operated rudder, full double cockpit spray skirt, hull repair kit, seat cushions (PFD type), seat backrest cushions, flotation bags fore and aft, pair of Folbot two-part double paddles, two-wheel carriage. Blue-gray hull, red deck and spray cover. \$500 firm.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 p.m. best. (14)

18'6" PRO ROAT, professional racing canoe. Kevlar/epoxy, 28 lbs., automatic bailer, very good condition. \$595.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-4380. (13)

16' CAPE COD BULLSEYE by Herreshoff. Remarkably safe and able. An excellent day sailer. Aluminum mast and boom. Main, jib, genoa and spinnaker. This 1957 FG boat has been epoxy refinished. Cradle. Beam 5'10", Draft 2'5". Displ. 1,350 lbs.

CLIFF BUEHRENS, 494 Annaquatucket Rd. N. Kingstown, RI 02852. (14)

21' OWENS OUTBOARD CRUISER, mahogany ply, 1955. Sleeps two, enclosed head, navy top. Sound condition. Without engine. \$1,100. Decent trailer for same, \$150. 85 hp Evinrude V-4, 1969, complete but not running, for repair or parts, \$300. Unused controls for same, \$90.

CHARLIE SCHMITT, Glen Cove, NY, (516) 676-2158. (14)

20' VIVACITY SLOOP, twin keel, '87 survey, structurally sound. \$2,500 B/O.

LEN JEKANOWSKI, Northampton, MA, (413) 584-0778. (15p)

25' HANKINS RAISED DECK SKIFF. Built by Charles Hankins & Son, Lavallette, NJ, 1953. 95hp Model "K" Chris Craft engine. Cuddy cabin, large cockpit. Needs minor repairs. \$2,500.

PAUL ERICKSON, Norwalk, CT, (914) 964-2844 days, (203) 846-2873 eves. (14)

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. (14)

Marketplace

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

BILL HURDER, 3 Lakeside Dr., Narragansett, RI 02882., (401) 783-7230. (14)

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)

TRAILER WANTED for a 16' Nordica sailboat. Fixed keel, 2-1/2', weight 1200-1400 pounds. Should be high bunker.

REGINA STINSON, Plantsville, CT, (203) 628-6849 day/eve. (14)

15' SEA KAYAK, plywood with fiberglass over. Green hull with white trim and buff deck. Newly constructed. \$400.

CARPENTER'S BOAT SHOP, Pemaquid, ME, (207) 677-3768, ask for Wally. (13)

WANTED. Evinrude/Johnson 2 hp ('74 to present) lower unit; air silencer for Evinrude/Johnson 3 hp (mid-'50's vintage); lastly, manual for 3.5 hp Sears (Eska '69-'70).

PHIL TRAVALINE, 1216 Deptford Rd., Glassboro, NJ 08028, (609) 881-8421. (14)

SWAP. Martin Oarmaster in good condition complete with beautiful 3 meter (9'9") hollow shafted spoon oars, for small boat trailer in good condition.

JOHN JACKSON, 38 Randolph Ave., Randolph, VT 05060, (802) 728-9398. (14)

ONE OF A KIND SALE. Yankee 15' fiberglass dory, originally \$2,100, now \$1,500. Yacht Club 1,200 pound trailer, originally \$749, now \$555. Both of above, originally \$2,849, now \$2,000. Yankee 10' fiberglass Frigate sail dinghy originally \$1,349, now \$1,000. Yankee 9' fiberglass Bark sail dinghy, originally \$950, now \$700. Calkins 2-Trailer (400 lb. capacity) was \$479, now \$350. Demo boats: Jullien Rec-Racer originally \$1,755, now \$1,355. Nimble 20' Yawl, save \$1,000. Roof racks 30-50% off. Compasses 50% off. Extra Sport life jackets, originally \$55, now \$40. Save dollars on other odds and ends.

BILL GRAHAM, Ipswich, MA, (508) 356-3623

1925 OLD TOWN OTCA, 17' wood/canvas canoe. Perfect condition. \$950.

RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087. (14)

1840 MAINE CARPENTER'S CHEST, includes planes, saws, augers, other assorted tools. \$350.

RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087. (14)

21' CLASSIC INDIAN SLOOP, John Alden designed, built in the 1930's, sailed and raced in Winthrop & Quincy for many years. In good condition, needs paint inside and out, and brightwork revarnishing. 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.

PRICED FOR QUICK SALE. 17' Super Folbot, \$150. 16' Old Town fiberglass canoe, \$200. 14' Snark sailboat, \$150. 14' fiberglass kayak, \$150. Sail, leeboards, rudder for canoe, \$150.

RICHARD BRIDGE, 507 Garfield Ave., Avon, NJ 07717, (201) 775-2170. (12)

33' ELCO CRUISER, 1929 in excellent condition with original fresh water cooled engine. \$10,000 or best offer.

CROCKERS, Manchester, MA, (508) 526-1971. (14)

15' KAULBACK ADIRONDACK GUIDEBOAT, beautiful dark green hull, mahogany brightwork, caned seats. Available with a Piantadosi sliding seat rig and 9'8" sculls. This is a nice outfit. \$2,600. Also two pair of Shaw & Tenney 7.5' ash oars with sewn leathers, \$115 a pair. Entire package for \$2,800. TIM MAYER, W. Buxton, ME, (207) 727-3660. (13)

20' THOMPSON CHRIS CRAFT lapstrake outboard cruiser. Built in 1956 when Chris Craft took over Thompson. Very large, deep design ideal for family with small children. Complete hull just refinished, with new canvas top. 1985 six-cylinder 90 hp Mercury O/B bought new in 1986 with low hours. On 1985 Shoreline galvanized trailer. This boat is in excellent shape, only \$3,900.

ROBERT WADON, Randolph, MA, (617) 963-2036. (14)

SOLANDER SEA KAYAK by West Side Boat Shop. Factory second, fiberglass. Brand new, \$600.

DOUGLAS BUSHNELL, Lockport, NY, (716) 434-5755. (14)

100# MOORING with chain and line. HOLT VIBBER, Waterford, CT, (203) 442-7376. (14)

1985 BEETLE CAT complete with sail, 2hp outboard, cockpit cover, sail cover. Like new condition. Professionally maintained. \$4,500. RALPH JOHNSON, Newbury, MA, (508) 462-7409. (13)

WANTED. Chrysler Ace inboard engine, 6 cylinder. Desire a serial number in #8,000 to #8,600 range. What do you have?

OWEN LAITENBERGER, 2806 Union St., Rochester, NY 14624, (716) 594-8533 eves. (15)

17' RKL RANGELEY ROWBOAT, 1984. Brunzeel plywood construction. Includes handcart and oars. \$2,000.

DAVID LINCOLN, Fairfield, CT, (203) 255-6022, 8-5 weekdays. (14)

19' LIGHTNING, fiberglass, full race equipped. Two sets of sails, trailer. All in good condition. \$3,300.

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