



messing about in **BOATS**

Twice a Month!

Volume 7 ~ Number 8

September 1, 1989





messing about in BOATS

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

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

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

Our Next Issue...

Will feature reports on the
Blackburn Challenge rowing race
around Cape Ann, Massachusetts
and the 25th Annual Antique &
Classic Boat Meet at Clayton, New
York. There'll be a report on our
visits to the Adirondack Museum in
Blue Mountain Lake, New York, and
with Fred Shell in St. Albans,
Vermont, to see his newest 9' glued
lap yawl rigged skiff kit. We have
an interview with Peter Duff in
hand still, also Rollie Evans' story
on "Tryall" his new aluminum
steamboat. Other interesting boats
we might find space for are Bill
Bailey's UTX light fisherman, Don
Betts' proa experiment and Dennis
Davis' latest sea kayak and rowing
shell designs. If not the next is-
sue, then the one after that. And
Tom returns to tell us about the
guilt trip involved in selling his
"Damn Foole".

On the Cover...

Checking out the dacron hull
of Platt Monfort's "Blivet" sailing
skiff at the Strawberry Banke Boat
Builders' Day in July are Dennis
Pierce and Jon Schindler. Lots of
photos from this affair in this is-
sue.

Commentary

BOB
HICKS

This issue devotes a lot of
space to the "Boatbuilders' Day" at
Strawbery Banke on July 23rd. It
turned out far more successful than
we had dared hope, in participation
of builders, in spectator attend-
ance; in beautiful weather, and
most importantly, I feel, in the ex-
pression of an attitude. The event
really affirmed that small boat
building is a craft and not an in-
dustry, and it is best presented to
its potential market in that way.

The report covers it in detail,
including some responses we re-
ceived subsequent to the event from
both builders and spectators. I took
lots of photos and have attempted to
present each and every exhibitor in
this issue, in recognition of their
troubling to attend and in support
of what they are trying to do. It
was a very positive experience.

An obvious question that aris-
es is, "did anyone sell any boats?"
I'd guess the answer is probably
no, not right then and there. Whether
or not subsequent sales are
made remains to be seen. From the
feedback from exhibitors, I'd say
this was not disappointing to them.
The opportunity to display their
work at so little cost to so inter-
ested an audience seemed to be its
own reward.

Trade shows attempt to assist
firms to market their products by
trying to attract ever larger num-
bers of show goers, and the price
of this growth philosophy is ever
escalating costs. While it's common-
place, I still marvel at the fact
that someone organizes a show by
charging those who would display
their wares a hefty sum to be
there, then turns around and
charges those who come to see
these wares a gate admission to do
so. Getting it from both ends of
the event. I think this is what
caused the Wooden Boat Show to
shrivel away. The costs of exhibit-
ing were too steep for most build-
ers, the resulting business too
little, so the number of builders
and their boats was never large,
and grew fewer and fewer each
year. Then the people who came to
see wooden boats and their builders
were disappointed in the small
turnout.

The approach at Strawberry
Banke was to regard the exhibitors
as the "performers", those provid-
ing the attraction for the public.
So the builders and their entourage
were invited to bring their work
to display at no cost. The public
paid the regular museum gate ad-
mission, and got an extra treat. It
was a treat, too, even for non-boat
folks. One woman commented that,
"this wasn't a boat show, it was an

ART show!" The result was a dis-
play of about 60 small boats by over
40 builders, and a crowd four
times the normal midsummer Sunday
attendance. Strawberry Banke was
delighted. The exhibitors were de-
lighted. Those who came to see
were delighted.

I feel the restricting of ex-
hibiting to builders only was a vi-
tal aspect. Having the people who
built the boats there with their
work, no middlemen, no accessory
suppliers, and no trinket people.
This made it truly a craft show, a
special craft, small handbuilt wa-
tercraft. I think this is the way to
present the small boat building
craft to the public, not as an ag-
gressively commercial trade group,
because it isn't, but as a group of
individuals each fashioning his own
concept of what a small boat can
be.

This concept does not generate
the potential of big bucks to be
made so it doesn't attract commec-
ial show promoters. That's good, I
really feel the production of an an-
nual boatbuilders' day should rest
in the collective hands of those
builders, cooperating with an ap-
propriate locale for the event.
While Strawberry Banke came for-
ward with the invitation for this
event and deserves praise for how
well staged it was, the same sort
of thing can happen at similar fa-
cilities in other places. It does
already, we've had reports of sev-
eral such events this year.

One difference with the Straw-
bery Banke affair was the partici-
pation of this magazine in its pro-
motion. As a result we attracted a
far larger number of builders. Just
letting a few local builders know
you're having a day for them can-
not attract what I view as a "criti-
cal mass", a large enough number to
present the true scale and divers-
ity of the craft accurately. We can
reach just about all those who
build small boats in the east and it
was not a lot of work or expense to
do so.

We'll be doing this again in
1990 with Strawberry Banke, and I'd
like to extend the invitation to
those thinking of organizing a sim-
ilar event in other areas to make
use of our ability to get out the
word to both builders and the in-
terested public. I'll work with any
responsible person or group not in
it for the quick buck who has the
long term interests of small boat
builders at heart. That's my pur-
pose and I want to share in making
small boat building a viable small
craft for those who desire to be in-
volved.



Your Commentary

NO IT AINT

This is my reply to reader Dave Dawson's question in the August 1st issue about having trouble selling a boat, "Am I unique?"

No you aint! I have two Bolger designs, the "Gypsy" and the "Windsprint", both finished with care, which I would like to sell for any reasonable offer, sails and spars included, just to make room for the next project. It seems I get more enjoyment out of building these boats than sailing them, and would not mind parting with them for the cost of the materials.

I also have a 7.5hp Honda available. No answer to my ad. I suppose people are leery when it comes to a used outboard, but having it sit here unused just piles up more time and nobody gets any use out of it.

I also have an almost new EEZ-IN 14-1/4" travel outboard bracket which is catalog priced at \$127. I would like to move this for \$55. An Edson steerer/wheel assembly is also still available.

I guess I should have an "end of season sale" of all these items. Maybe this note might generate some interest.

Hans Waecker, Cliff Island, ME 0409, (207) 766-2684.

LIKED THE DETAILS

I especially liked the article on Steven Wilce's sharpie "Heron" in the July 5th issue, with good photos and discussion of design and operation. The more like a boat test the better. And the more voluminous and detailed the better. There are so many fine boats that we never have a chance to see, much less sail, so how can we ever plunk down the money a good builder wants?

This is one reason mass produced boats are so popular, one can see them, even try them, because of wide distribution. The next best thing to this is widespread dissemination of information about available boats from small builders.

J.A. Spencer, Gaithersburg, MD.

CRAWFORD REGATTA

I will be hosting my annual regatta for owners of Crawford Swampscott Dorries again this year, on September 16th on Duxbury (MA) Bay, gathering at the town pier mid-morning (rain date the 17th).

Roger Crawford, Humarock, MA, (617) 837-3666.

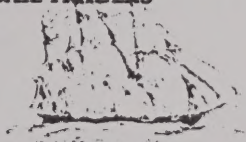
PADDLES & OARS



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

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473

ATLANTIC SAIL TRADERS



NEW & USED SAILS, buy, sell, trade
luffs 10'-60' surplus mains 10'x
6'2" \$40, 14'x7'2" \$50, 17'8"x8'5"
\$75 jibs 12'x5'6" \$35 Spinnakers
14'x10' \$100 all new

(813) 351-6023

4130 N. Washington Blvd. • P.O. Box 12313
Sarasota, Florida 34278

The MELONSEED SKIFF



It is with pleasure and pride that we introduce the MELONSEED SKIFF. The original drawings of this boat appeared in Chapelle's "American Small Sailing Craft", dated 1888.

Over the past several months we have been test sailing in a wide variety of conditions. Her speed is exhilarating on all points of sail and she will go very well to windward! The hull is seakindly, stable and impeccably well mannered. Put quite simply, she is fast and safe.

Like our SWAMPSCOTT DORIES, the MELONSEED SKIFF will reflect the high level of quality construction and finish for which we are known. We've been thoughtful in our reproduction of the design, faithful to the boat's tradition, and have produced a wonderful blend of performance and appearance.

We all can't afford to own a big boat, but we can own a good boat! That's the point of all this.

*Crawford
Boat Building*

617-837-3666

P.O. Box 430 Humarock, MA 02047

DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks

Balogh Sail Designs

HUGH HORTON SMALL BOATS

15175 Hamilton, DM., Detroit, MI 48203

PH: 313-868-7900

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

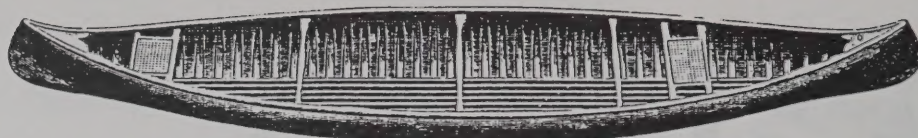
18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360

PADDLES ACCESSORIES
HOWARD FOUNDRY & MARINE
Sea & White Water Kayaks
203-669-7629
JONATHAN & KAREN HOWARD
53 OLD CLINTON ROAD
WESTBROOK, CT 06498

Over 325 antique and classic canoe people gathered mid-July in Paul Smiths, New York, in the heart of the Adirondacks, for the largest yet annual Assembly of the Wooden Canoe Heritage Association. Friday, Saturday and Sunday were devoted to a wide range of workshops and lectures, with much time out on the lake in canoes as well.

What sort of workshops? Birch bark canoe building with David Gidmark. Tool sharpening and paddle making with Geoffrey Burke. History and distribution of Thompson Canoes with Dave Baker and Dave Yost. Molded veneer canoe construction with Jerry Meek. A trip through the Saranac Lakes presentation by Clarence Petty. An audio-visual presentation of the



Wooden Canoe Heritage Association 1989 Assembly

story on the Hubbard Expedition to Labrador with John Rugge. Guy Cyr's campfire and singalong. On the water, ongoing hands-on workshops in paddling, poling and sailing took place, and a number of paddling trips in the area were offered.

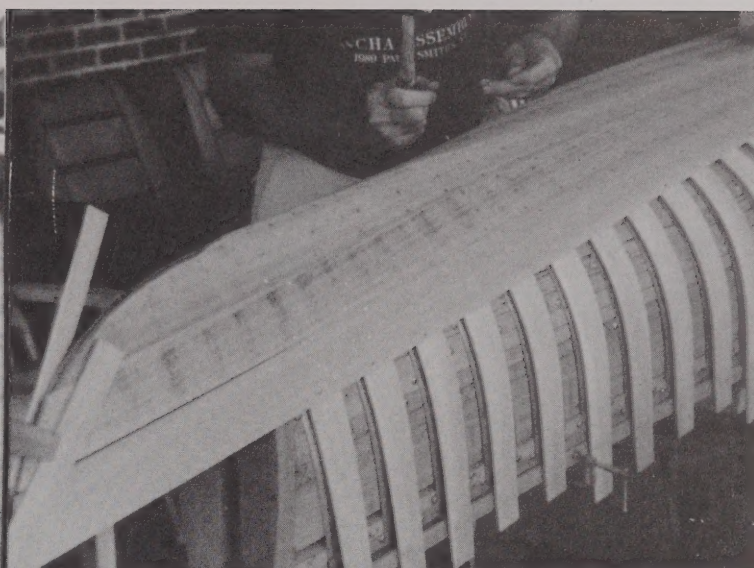
Walter Fullam sent on a few photos for us, reporting that this

is a great gathering of good fellowship for anyone interested in traditional canoes. The 1990 event will take place on Sebago Lake in Maine, according to Walter.

Membership information about the Wooden Canoe Heritage Association is available on request from Edward Cumming, 38 Indian Meadow Dr., Northborough, MA 01532.



Left from the top: Some of the fleet on the beach. The parade lines up, this was a new event this year. Admiring an early Peterborough "Chum", c 1930. Right from top: Phil Willsea, president of the Wooden Canoe Heritage Association. Jack McGreivay and his reproduction 17' Racine.



Across the top: Two Old Town "Charles River" models, Dave Baker's 1916 on left, Doug Phillips' 1914 on right. Mike Shumaker at work on a canoe on Dave Youst's form. Across the middle: One of three paper canoes built from the 1903 "Boy Mechanic's" article reprinted in "Boats". Amongst the wood and canvas, some stripper canoes. Bottom: Rollin Thurlow's war canoe underway.



ANTIQUE & CLASSIC BOAT RENDEZVOUS

July 29th saw a fleet of 50 wooden yachts, power and sail, gathered at Mystic Seaport Museum for the 14th Annual Antique & Classic Boat Rendezvous. While judging of boats in various classes for awards was a prime activity, during which the public could view the boats at dockside, the mile-long parade downriver led by the Seaport's steamboat, "Sabino",

complete with Dixieland Band playing on the top deck is the main delight for thousands who line the river on both bankings along the route to the Noank Yacht Club.

The major awards in various categories were these:

Best Sailboat. "Axia", a 39' Alden ketch built in 1941 and being restored by owners William Winterer and L.L. Youngblood of Essex, Connecticut.

Best Powerboat. "Tenango" a classic Elco built in 1930 which owner Rick Powers has brought to all 14 Rendezvous.

Best Commuter. "Jessica", a 75' John Wells design owned by Ted Valpey of Portsmouth, New Hampshire.

Best Motorsailer. "William Hand", a 60' William Hand design owned by Walter Filkins of Block Island.

Best Ongoing Restoration. "Marmion", a 57' ketch owned by North Harbor Charters of Stonington, Connecticut.

Best Reconstruction by Owner. "Gadfly", a 27' William Hand powerboat owned by Thomas Cavanaugh

and Robert Rice of Amesbury, Massachusetts.

Best Costumes. The crew of the 40' Elco, "Main Street U.S.A." owned by J.P. Shields and J. Belas of Port Washington, New York.

Oldest Boat. "Southwind", a 35' Crosby cat built in 1900 and still raced in local catboat races by owner Robert Stowe of Pawcatuck, Connecticut.

Furthest Distance Traveled. "Rosalind of St. Ives", a 40' yacht built in 1903 on the beach at St. Ives, England, acquired in 1959 as a derelict by owner Richard Griffith of Elizabeth City, North Carolina, and single handedly restored by him while cruising through Europe and the United States. Griffiths sailed to Mystic from Savannah, Georgia.

Continued High Standards of Ownership. Two awards were made. "Nipantuck", a 45' yawl owned by Edward and Dorothy Caswell of Wakefield, Rhode Island, and "Vee Gee", a 43' motor cruiser built in 1934 and owned by the Bernard Schindler family of Point Lookout, New York, for 43 years.

Photos. Above: Robert Stowe's "Southwind", a 1900 Crosby catboat, was oldest craft to attend. Opposite page top: Classic yachts rafted up on the Seaport waterfront. Opposite page bottom: Stuart Ingersoll's "Flora" is always popular, complete with her own band.

Photos by Claire White-Peterson



To Nova Scotia in a Townie?

Thunder clouds were overhead. I was on the roof of a house in Nahant trying to finish painting the damn thing to have the money to go on my voyage. The house was a problem. After each day I painted, the woman owner would say she didn't like the color and wanted it changed. She had changed it five times and was now down to a colorless gray. Every house in the neighborhood was gray. Given time, every house on the island would be gray. A few raindrops tapped me on the head telling me I was through for the day.



RAIN

A gusty wind whipped up the water, chasing the boats to shelter. A sprit sailed Swampscott dory overturned just off shore. The man was pulled from the water by a passing motor launch. Many boats were capsized that day by the sudden squall. "Good to get this weather behind me," I told myself, "I just need three good days."

The woman gave me an advance on the house painting. I told her I'd be back in a week to finish it.

"Where are you going?" she asked.

"To Nova Scotia."

"In a Townie?" I didn't answer.

Next morning I awoke at 6. "In a Townie" screamed in my mind and scared the hell out of me. "Why should I do this damn fool thing? Forget about it and go back to sleep. No," I said angrily, "I'm

on vacation and this is the only thing I've got to do. It's either this or nothing and the vacation's wasted."

I arrived at the Dory Club before 8. No one was there. "Good. I don't have to explain where I'm going and get, 'In a Townie?' again." I threw the pram into the water and rowed out to the Townie and towed it to the dock. Then I began portaging the gear to the boat. A white dog stood and stared at me. I knew



DOG

what it was thinking. Then the wharfingers arrived like seagulls, perching on benches and handrails.



SEAGULLS

"Goin' on a trip?" one asked.

"Yep."

"Where to?" another asked.

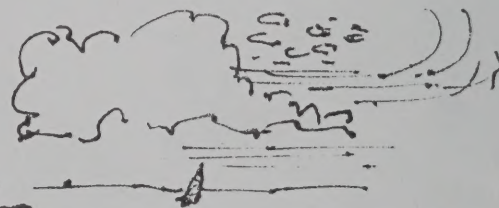
"Nova Scotia." And, before anyone could utter the feared question, "I was supposed to meet another fellow here who has a bigger boat. We're to sail together."

"Where is he?"



AWAY

"He's not here yet. When he gets here, tell him I left and I'll meet him behind Ten Pound Island in Gloucester Harbor." I tossed everything aboard hurriedly, raised the sails, untied the lines and cast off. I was away. All my problems could be forgotten to make room for the ones that were coming. It was a great day with a gentle southerly wind. There was every type of cloud overhead, still the sun would stare down at me intermittently through the cluttered sky.



CLOUDS

We cleared Eastern Point and made for open water, passing close astern of a small fishing boat. I waved just as one of the fishermen got a strong pull on his line. They both tried to pull in whatever was hooked. When the line parted, they stared into the water in amazement.



FISHIN

We sailed on towards Marblehead. I happened to look astern at our wake and saw a line streaming from under the boat. I pulled it aboard with a gaff and started winding it on a spare piece of wood. I could



WINDING LINE

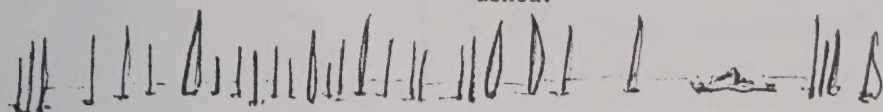


GO BACK TO SLEEP

have cut it loose but it was a good pastime while the boat sailed itself. Soon I had a great ball of line when the end appeared. It was an appetizing lure with brightly colored feathers and beads and savage hooks. Now I realized the boat had taken the bait and broken free. Those fishermen had caught themselves a Nahant Townie.

of technical inbreeding. If we had the day's start like I had planned, we would have embarrassed the hell out of them when they tried to catch us in the Bay of Fundy.

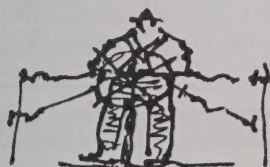
The wind shifted to the east, dead ahead. There was five inches of water in the boat now. "You don't look too good," I told the boat. "Want to chase that fleet?" I asked.



THE LINE

On our course line ahead there was a huge congress of sailboats that had me puzzled until I remembered that it must be the starting line of the Marblehead to Halifax Race. We sailed up to it but were chased away by a patrol boat. "Don't interfere with the racers," they kept announcing.

The boat was leaking badly by this time and kept me bailing. A huge racing boat drew up alongside us as I was trying to get around the line. "Get out of our way," the helmsman shouted down at me. He stood before the wheel with a life jacket on and a harness. He was secured to the wheel with as safety line and



SECURED

chained to stanchions on either side of him. Everything aboard looked brand new. The crew wore uniforms with the name of the boat printed on the back. The boat looked like it had been specially built for the race and would be thrown away after the race along with the sails and the people.



STARTING GUN

When we were one minute beyond the line the starting gun was fired. Then the pedigreed of sailing technology cajoled, intimidated and almost collided in a miasma of enthusiasm and confusion, finally clearing the line, pointing just a little higher and going just a little faster than we were. I wasn't too impressed with this display



BIDGE WATER

"I don't feel too good. Better pull into Gloucester and find out what's wrong with me." Mozart's funeral requiem wailed out as the sinking boat hobbled by the Eastern Point breakwater. The wind lightened and we ghosted down the channel. A lobster boat with no muffler drowned out the silence.



THE ONLY SOUND

"How can he stand that noise?" I thought to myself.

"It upsets the fish too," the boat said. "It interferes with their sonar and they can't feed. A fisherman should know better."

A red speedboat raced around in circles nearby causing a lot of waves as we anchored behind Ten Pound Island. All the gear re-arranged itself as we rolled down to the gunwales, and soon the mufflerless lobsterboat returned to add its obnoxious sound to the anchorage.



ROLLIN IN THE WAKE

I pulled the anchor then and rowed the boat up on the clamshell beach on the island. I tied the bowline to a tree as angry gulls



TO A TREE

screamed at me. Then I made my way to the little lighthouse and climbed the abandoned tower. At the top I could see the horizon outside the harbor. There wasn't a boat out there. Ken wasn't coming. Everything seemed to have gone wrong.



ANGRY GULLS

I returned to the beach and pushed the boat off. I grabbed a mooring. I bailed and sponged the boat out to find the leak. I found clamshells. That hole must be pretty big to let in clamshells, but I couldn't find where they came in. I was discouraged. Everything seemed to be going wrong.

"Perhaps if we wait it out, things may change," I told the boat. It didn't reply. I laid the floorboards across the seats as I usually do and threw the life jackets down, then the sleeping bag. I draped the mainsail over the boom for a tent just before the mosquitos attacked. I turned on the radio for a little distraction from the screaming insects. It gave me the choice of rock music or a bible class.

"Things are going from bad to worse," I told the boat. I awoke at



FROM BAD TO WORSE

PISCATAQUA WHERRY



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

BAY of MAINE BOATS

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

Flying Colors Ltd.

468 THAMES ST NEWPORT, RI 02840

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



THE BEST FOLDING BOAT! SEA SCAMP is totally unique: an elegant wooden dinghy that folds flat in under a minute! Row a "hard" dinghy but stow it anywhere, under the bed, in an RV, along the lifelines, etc! Sail rig and outboard bracket available. BRITANNIA BOATS LTD., PO Box 5033, Annapolis, MD 21403, PH: 301-269-6617.



Largest Selection of Canoes
in New England
nearly 500 on display

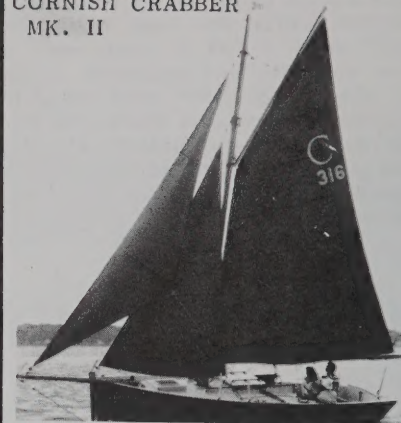
Old Town, Alumacraft, Michi-Craft
White, Merrimack, Sportsman

Prices like the good old days.

FERNALD'S

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

CORNISH CRABBER MK. II



24' centerboard gaff cutter, 5,200 lbs., draws 2'7"/4'10", four berths, Yanmar 9hp diesel. Tanbark sails, dark green topsides. Beautifully built in England, fiberglass hull and deck with much teak trim and spruce spars. List \$36,827 discount for quick sale. Custom trailer and boom tent also available. See review in "Small Boat Journal" #55.

BRITANNIA BOATS, P.O. BOX 5033,
ANNAPOLIS, MD 21403, (301) 269-6617

WILL BUILD ON COMMISSION:

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

Marine Canvas Specialists

Fabric Works

Wide Natural Canvas For Decks & Canoes

Custom Services
Biminis
Dodgers
Full Enclosures
Convertible Tops
Cushions
Protective Covers
For All Seasons

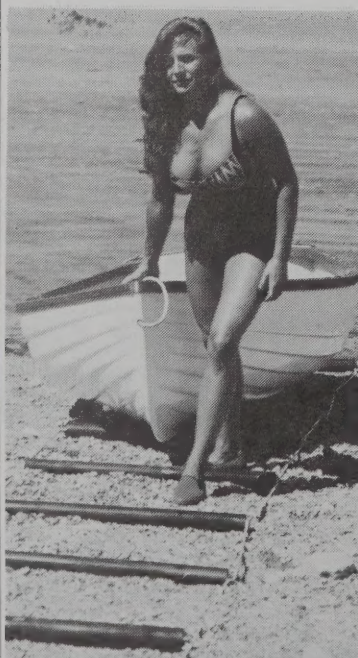
Supplies
Wide Natural Canvas
For Decks & Canoes
Snaps and Grommets
Sunbrella®
Clear Vinyl Glass
Sail Making Accessories
Stainless Steel Tubing

Please call for
information, pricing
& catalog

32 Mt. Auburn St.
Watertown, MA 02172
617-926-4353

WESTPORT, MA AREA CALL 1-508-994-1610

New! The Incredible Beach Hauler™



- A revolutionary new system for hauling any small boat over rock, sand or pebble beaches on seashores, lakes or rivers.
- Ideal for sailing, angling or rowing clubs, boat rentals or beach front homes.
- Works on any small boat whether wood, aluminum or fiberglass.
- Reduces the chance of back strain.
- Ecologically sound alternative.
- Minutes to install or remove and may be left in place indefinitely.

Designed by Harold J. Aune
All rights reserved PATENT PENDING
Copyright © 1989

Whitehall Reproductions
Box 1141, Station E,
Victoria, B.C. Canada V8W 2T6
U.S. call 1-800-663-7481
Canada call (604) 384-6574

VISA

MASTERCARD

SCHORPIOEN

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

PHILIP C. BOLGER

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

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

sunrise, bailed, and looked again for the leak with no success. "You're a sick boat," I said.

"I have to admit I don't feel too good," it admitted.

We cast off and beat out of the harbor into a light southwesterly.



The marine forecast came over the radio. Expect thunder and lightning storms with high winds of 40 mph. That settled it! We turned and ran back with the tide. I drove the boat up on the sandy beach by the fisherman's monument.



"I've got to get this boat out of the water." The only ramp I knew of was up the Annisquam River. To get to it, we would have to go under a small bridge. I walked to the bridge and asked the attendant if he could open it for my sailboat.

"Does it have a motor?"

"Nope."

"Can't do it. Couldn't do it anyway, the bridge is being repaired. Won't open."

I returned to the boat and reported that things have gone from worse to worser. A fisherman strolled by. "Better get that boat out," he warned, "heavy winds coming this way."

"Stop thinking and do something," the boat shouted at me.

I climbed aboard and unpinned the shrouds and forestay, lifted the mast out of its step and threw the whole thing over the side. It landed flat in the water and miraculously didn't break. I pulled it



aboard, lashed it, broke out the oars and started rowing to the bridge, not knowing what I'd do when I got there. The tide was

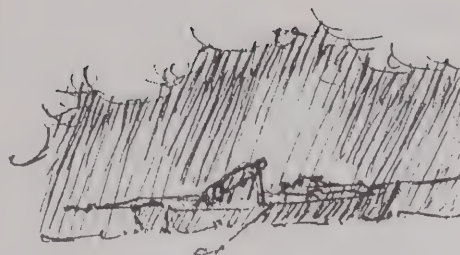
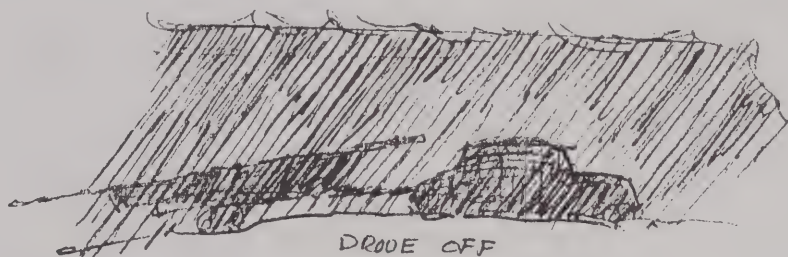
slack at the bridge. Thunder rumbled overhead. I could see that there were no boats coming through from the other side.



"Let's go," the boat said. The attendant tapped on his window, then came out onto the pier and screamed at us.

"A frightened man in a frightened boat is NOT TO BE TRIFLED WITH!" I yelled back.

He jumped up and down in



FRIGHTENED MAN

frustration. I continued rowing. Workmen were hanging off the underside of the bridge. They scrambled out of the way shouting curses and encouragement both.

"How fast can a frightened man row?" I asked the boat as thunder and lightning played about us. The trailer I'd phoned home for was in the water at the ramp waiting for us. I rowed the boat right up onto it. The truck pulled it out. I secured it and we drove off just as nature let loose with the full fury of a devastating storm.

Nova Scotia will have to wait for better weather.

After 20 Years... Still a Leader!

Whitehalls at their Best!

HEADS WILL TURN
FOR THE BEAUTY
OF THE CLASSIC
LINES, THE
TRADITIONAL
SAILING RIGS
AND THE HIGH
QUALITY
WORKMANSHIP!

THE PRACTICAL, LOW
MAINTENANCE OF A
FIBERGLASS HULL
COMBINED WITH THE
BEAUTY OF HIGHLY
FINISHED MAHOGANY
TRIM AND SEATS!

10' - 12' - 16' - 22'
SAIL & ROW

B&S Whitehalls

HARRY SYLVESTER
BESSEY RIDGE RD.
ALBION, ME 04910
(207) 437-9245





BOAT BUILDERS DAY

Everything came together on July 23rd at Strawberry Banke Museum in Portsmouth, New Hampshire, better than we'd imagined possible. A beautiful clear summer day, attractive grounds organized for attractive display of the boats anticipated, about 40 boatbuilders and the 60 or so boats they brought, and four times the normal summer Sunday public attendance. The whole concept of a low cost small boat builders' exhibition got off to a very fast start indeed.

Dave Dupee and his volunteer helpers had organized the show in the form of a ring around the big open green, many exhibitors enjoyed good shade, all had plenty of space for their boats. And the visitors coming through the admissions gate quite naturally started off around the big circuit, moving from builder to builder, taking a couple of hours or more to make the entire circuit. Most found ample opportunity to talk with the builders, the "crowd" seemed to distribute itself quite uniformly all the way around. From 10 in the morning until about 4 in the afternoon, the procession was pretty steady.

I occupied myself most of the day visiting each exhibitor, taking their photos, and noting their particular boats for the rather ambitious pictorial I've assembled in this issue. I thought perhaps it would be nice to let some who attended and some who exhibited tell you how it all seemed to them.

It was a major trip for Bob Richardson, his family, and friends from Simsbury, Connecticut:

"We were eight in all, counting children, gathering early in the morning for the long anticipated trip to "Boatbuilders' Day" at Strawberry Banke. A quick stop at a bagel shop provided us with a tasty "traveling breakfast" and a hot cup of coffee. The trip, three hours in all, flew by with enthusiastic conversation about our day to come in Portsmouth.

Perhaps the most attractive thing about the outing was the location itself. My friend Dick and I were the only ones with the most intense interest in the boats themselves, but the location offered something of interest to wives and children of all ages as well.

The trip had been in planning since the first announcement appeared in "Boats". The entire day could not have been more enjoyable. Because of the great weather and the interesting location, I had the freedom to wander through the uncrowded field of beautiful boats and congenial people at my own rate. In the process I had the pleasure of talking with many fine folk, builders and observers alike. I spent time with several builders of strip canoes, which is my very latest passion, and acquired much valuable information from very willing and knowledgeable people. I talked with some builders with whom I'd had only written communication, and some whose work I had admired for some time in their handsome advertisements. I even gave a knowing wave to another visitor, who like I, could not attend without sporting her "Wooden Boat" tee-shirt.

I had hoped to meet you during the day but you were out gathering material for the article I look forward to seeing in an upcoming issue. Your wife did assure me that you were enjoying what you were doing. I'm taking advantage of this letter to say "thank you" for our day in Portsmouth and to assure you that we will be back as long as you keep this going. In our eyes it was all you said it would be in scale, in scope, in lack of commercialism."

Bill Bailey came across the river from his shop in Kittery Point, Maine, to exhibit:

"It was a pleasure to be at Strawberry Banke and an honor to share space with so many builders who I admire. I've shown at Newport, Portland, and in local mall shows and "Boat Builders' Day" was the best. First and foremost, we the small boat builders were the show. The place was not cluttered up with the mass produced irrelevancies, varnish salesmen, hardware vendors, and the kind of boats referred to in the trade as "units". I'll never forget my horror the time I got mixed up with a "marketing" organization and was told I made a nice "unit".

The people I talked with were not dazed by all they'd seen, the number of exhibitors seemed about

right. Their mood was conversational and relaxed and they seemed to be enjoying the show as much as I was. It was right not to rule out fiberglass, aircraft dacron and other exotics that might give us better boats.

My only regret was in seeing Tom MacKenzie and his superb Loon Works canoes off on a side alley where they might have been missed by some unlucky attendees. It would have been nice, especially after he'd come all the way from Wisconsin, had he had a spot on the green with the rest of us.

Thanks for your efforts, those of Strawberry Banke and their wonderful volunteers, it was, as Andy would say, a stunner."

Dave Gagne came a long way to attend and he has some suggestions for future such events:

"I drove 100 miles each way from out near Springfield, Massachusetts. I hope I witnessed the beginnings of an annual tradition at Strawberry Banke. I talked dories, sailing canoes, kayaks, strip planked boats, Strawberry Banke history, bateaus (my French Canadian ancestors used them on the Mississippi on log drives), natural finishes, paper canoes, and sailing talk about mast position/center of effort/mast rake/impact of mizzens, etc. And all the time I was doing this there was the sweet sound of sails luffing in the breeze from various sailboats sitting on the old Puddle Dock area.

I do have some questions and suggestions. Where were the boat building schools? I missed them and I know others did also. In future years I would appreciate more workshops and skills demonstrations. I would like to see more photos in the builders' picture albums of work in progress so I could learn more about specific stages in building. I think many of those who came are amateur builders or aspiring builders. A note to families: I came alone but there was lots for kids to see and do. I was sorry I hadn't brought my children. Strawberry Banke has some good kid distractions.

The show was a pleasure, low key, offering much opportunity to talk with the builders and the Strawberry Banke folk, and provided

lots of curving stems and sterns to stroke. And if you can order up that weather every year, you'll have a winner!"

Tim Mayer is just beginning a boat building business, he finishes off Whitehall bare hulls he obtains from Jim Thayer at his shop in W. Buxton, Maine:

"I want to tell you again how much we enjoyed "Boat Builders' Day". The exhibitors were a nice group of real people unafraid to share "how-to's" with this neophyte. I was glad to learn there will be another in 1990."

Hugh Horton came all the way from Detroit, Michigan, including exhibiting his boat at Strawberry Banke in planned area visits:

"My father and I had a great time in Portsmouth, thank you. Part of the pleasure, no doubt, was due to the "oohs and ahs" my "Sugar Pine Needle" got, but mostly it was the thoroughgoing pleasant atmosphere, a splendid day."

Earl Goodale had just a short trip over to Portsmouth from Milton, New Hampshire:

"Congratulations on a good job at Strawberry Banke. The paying public and exhibitors all seemed most pleased with the arrangements. The latter were, I'm sure, particularly happy with the no-cost feature. I hope it was a success for some of them commercially, al-

though they didn't HAVE to sell because they didn't have much invested.

I got as much out of the day as I did at past Wooden Boat Shows, at less cost and in less time. What I found most enjoyable was to study and feel things I've read and wondered about: The Tyvek sail and plywood bottom sailing dinghy by Platt Monfort; the 12' minimum sailing cruiser of John Thomson (goodness it looked slow); that Chewonki sea kayak, Mr. Lake a most agreeable man. And on...like Roger Crawford's beautiful Melon Seed."

Roger Crawford is one of the most successful small boat builders in New England in marketing his boats, does all the big winter commercial boat shows despite being just a two man shop:

"Three rousing cheers for "Messing About in Boats" and the good people at Strawberry Banke for putting together the nicest little boat show I've participated in during my 16 year career in this trade. The "Boat Builders' Day" was small and simple, yet had an elegant atmosphere. The boats displayed represented a fascinating cross section of attractive and versatile small craft. It served to remind me once again that it is the interesting and decent people as well as the love of good little boats

that keeps me in this business.

While at the show next year, be sure to take in the Strawberry Banke Museum itself, and then visit the beautiful waterfront park across the street with its gardens, and the nearby historic buildings of this old seaport."

The "Boat Builders' Day" was a new experiment for Strawberry Banke, undertaken because museum volunteer Dave Dupee urged them to give it a try. Museum director Jane Nylander was impressed:

"I want to thank you for your help in organizing and publicizing the "Boat Builders' Day" exhibition, it was an overwhelming success. While our attendance was almost four times that of the comparable Sunday a year ago, it was the wonderful sense of enthusiasm and genuine interest in the boats and in the work of the Museum that were universally expressed that was most important.

I'm delighted to hear that everyone is looking for a repeat next year. We hope to again provide the same kind of beautiful weather."

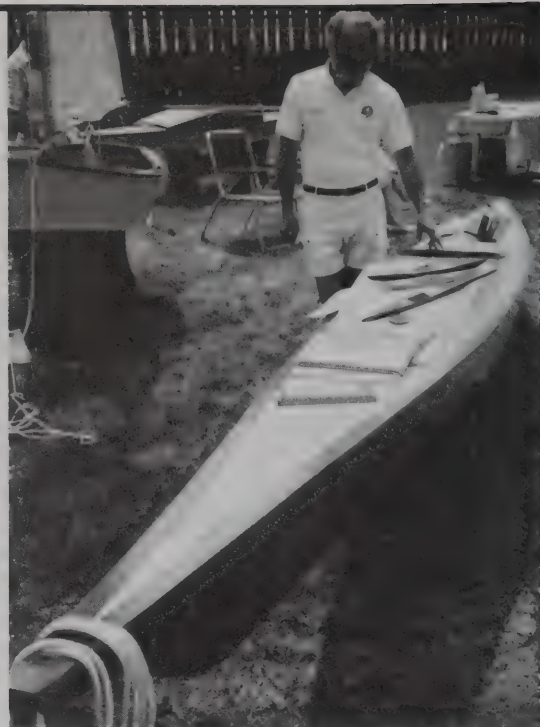
For my part, I'm devoting the following pages to the photos of all the exhibitors and their boats, in appreciation for their support and understanding that this sort of thing is what small boat builders need to better present their craft to the interested public.



The Scilly Isles Gig "Kittery" was built just across the Piscataqua River from Strawberry Banke over the past couple of years by this group of rowing enthusiasts, and was on display until the noon start of the rowing races on the river nearby. The crew includes from front, Becky Kelso, Dan O'Reilly, Mike Kelso, Mike Martin and Dennis Glidden. The boat was as professionally built as they come by this group of amateur boatbuilders and oarsmen.



Cloud Kennedy and Frank Houde, North River Boatworks, 6 Elm St., Albany, NY 12202: Rushton pulling boat.



David Lake, Ravens Wing Watercraft, RR3 Box 836, Wiscasset, ME 04578: 17' "Chewonki" kayak.



John Little, Mile Creek Boat Shop, RFD 257, Washington, ME 04574: 11' "Black Hall River Skiff".



George Odell, Lowell's Boat Shop, 459 Main St., Amesbury, MA 0913: "Lowell 15" sailing dory.



Robert Stephens (center), 32 Pine St. #3, Lisbon Falls, ME 04252: Rushton "Wee Lassie" double paddle canoe.



Jeff Hanna, Oat Canoe Co., RR#2, Box 1900, Mt. Vernon, ME 04352: Greenland type kayak.



Roger Crawford, Crawford Boat-building, Box 430, Humarock, MA 02047: 12' "Melonseed" sailing skiff.



Kevin Martin, RFD#1 Box 441, Epping, NH 03042: 14' Pete Culler sailboat.



Janet & Harry Sylvester, B&S Whitehalls, Bessey Ridge Rd., Albion, ME 04910: 12' Whitehall pulling boat.



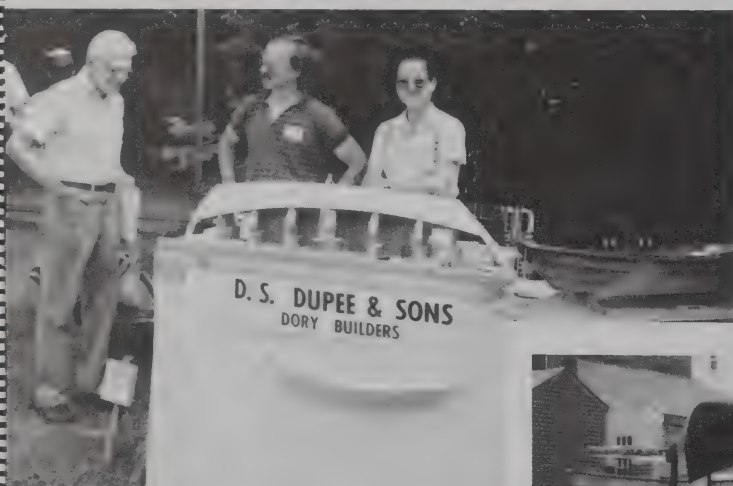
William Bailey, 105 Harbor Rd., Kittery Point, ME 03905: 12' "UTX" light fisherman.



Jon Thomson, Thomson Smallboats, Box 670, Vestal NY 13851: "Moondance" minimum cruising sailboat.



Hugh Horton, Hugh Horton Small Boats, 15175 Hamilton, Detroit, MI 48203: "Sugar Pine Needle" sailing kayak.



Tom MacKenzie, The Loon Works, 525 Orchard Dr., Madison, WI 53711: Wood/canvas canoes.



Dan Lindrooth (2nd left), Mobile Marine, 2924 Orchard Ln., Huntingdon Valley, PA 19006: 17' cedar strip canoe.



Dusty Rhoades, RR1 Box 530B, Kittery Point, ME 03904: 21' "Laughing Gull" sailing dory.



Paul Kimball, 21 Kimball Rd., Kensington, NH 03833: Scandinavian rowboat.



Keith Merrill, Water Power Products, RR #1, LaHave, NS, Canada B0R 1C0: Oars and paddles.



Walter Fullam and granddaughter Julie Ann Fullam at work on paper canoe.



Arthur Brunt, P.O. Box 1295, Wolfeboro, NH 03894: 13' strip planked kayak.



Ralph Johnson (right rear), Pert Lowell Co., Lanes End, Newbury, MA 01951: 16'6" "Townie" sloop & modified Nahant dory.



Tim Mayer (center), RFD 1 Box 307, W. Buxton, ME 04093: 12' Whitehall pulling boat.



Tim Delaney, Vermont Canoe Products, RR 1, Box 353A, Newport, VT 05855: Hand laid up fiberglass canoes.



Rob Stevens (left), Haddan & Stevens Boatbuilders, 65 Main St. Topsham, ME 04086: 20' power dory.



Ron Ginger (center rear) 17 Potter Rd., Framingham, MA 01701: 17' power dory.



David Virtue, 67 South St. Portsmouth, NH 03801: 20' pocket cruiser.



Dorothy Merritts & Russ O'Connell, O'Connell's Wooden Boats, 533 W. Lemon St., Lancaster, PA 17603: 11-1/2' Whitehall pulling boat.



Steve Kaulback, Box 144, Charlotte, VT 05445: Adirondack Guideboat.



Geoffrey Burke, Box 212, Chocorua, NH 03817: Lapstrake sailing canoe.

William Clements, Boatbuilder, P.O. Box 87, N. Billerica, MA 01862: 20' lapstrake sailing canoe.



Dick Pulsifer (left rear), R.S. Pulsifer Co., RFD #3 Mere Point Rd., Brunswick, ME 04011: 22' "Casco Bay Hampton" power boat.

Jane Hicks, Messing About in Boats, 29 Burley St., Wenham, MA 01984: 10' "Cockleshell" kayak.

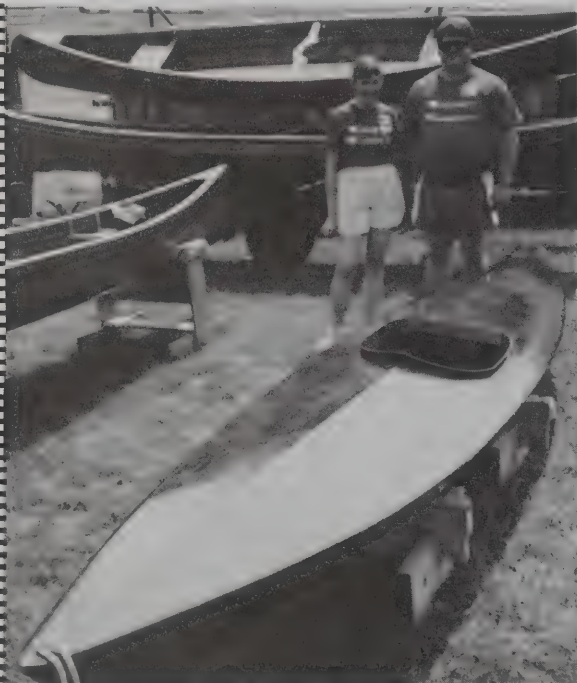




Richard Barter (left), P.O. Box 102, Prospect Harbor, ME 04669: 14' "Geodesic" type peapod.



Fuat Latif, RFD 1 Box 20E, Orwell, VT 05760: 16' St. Lawrence skiff.



The Al Brattons, Woodstrip Watercraft, Box 1140, Lansdale, PA 19446: 17' plywood kayak.



Don Betts, 87 Luquer St. Brooklyn, NY 11231: Ultralight kayaks.

Phillipe Drapeau, Banner Boats, 17 Summit Ct., Tiverton, RI 02878: 10-1/2' sailing Whitehall.

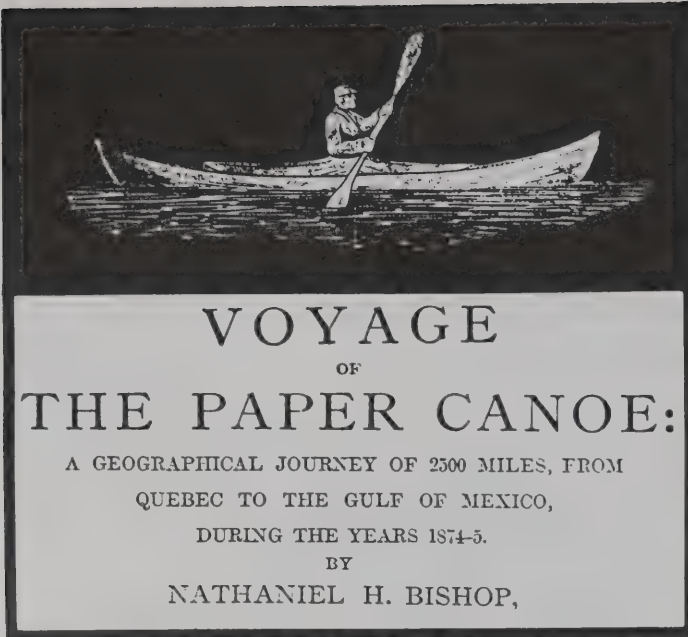


William Michelfelder, Cascade Rd., Keene, NY 12942: Adirondack Guideboat.





"That's it!" Rob Lincoln packs out his strip canoe at day's end. RKL Boatworks, P.O. Box 78, Mt. Desert, ME 04660.



CHAPTER XII.

FROM CHARLESTON TO SAVANNAH, GEORGIA.

ARRIVAL IN GEORGIA. RECEPTIONS AT GREENWICH SHOOTING-PARK.

The fierce wind subsided before dawn, but a heavy fog covered the marshes and the creek. Cuffy's "settlement" turned out before sunrise to see me off; and the canoe soon reached the broad Cooper River, which I ascended in the misty darkness by following close to the left bank. Four miles up the Cooper River from Calibogue Sound there is a passage through the marshes from the Cooper to New River, which is called Ram's Horn Creek. On the right of its entrance a well-wooded hammock rises from the marsh, and is called Page Island. About midway between the two rivers and along this crooked thoroughfare is another piece of upland called Pine Island, inhabited by the families of two boat-builders.

While navigating Cooper River, as the heavy mists rolled in clouds over the quiet waters, a sail-boat, rowed by negroes, emerged from the gloom and as suddenly disappeared. I shouted after them: "Please tell me the name of the next creek." A hoarse voice came back to me from the cloud: "Pull and be d—d." Then all was still as night again. To solve this seemingly uncourteous reply, so unusual in the south, I consulted the manuscript charts which the Charleston pilots had kindly drawn for my use, and found that the negroes had spoken geographically as well as truthfully, for Pine Island Creek is known to the watermen as "Pull and

be d—d Creek," on account of its tortuous character, and chiefly because, as the tides head in it, if a boat enters it from one river with a favorable tide, it has a strong head current on the other side of the middle ground to oppose it. Thus pulling at the oars at some parts of the creek becomes hard work for the boatmen; hence this name, which, though profane, may be considered geographical.

After leaving the Cooper River, the water-courses to Savannah were discolored by red or yellow mud. From Pine Island I descended New River two miles and a half to Wall's Cut, which is only a quarter of a mile in length, and through which I entered Wright's River, following it a couple of miles to the broad, yellow, turbulent current of the Savannah.

My thoughts now naturally turned to the early days of steamboat enterprise, when this river, as well as the Hudson, was conspicuous; for though the steamer Savannah was not the first steam-propelled vessel which cut the waves of the Atlantic, she was the first steamer that ever crossed it. Let us examine historical data. Colonel John Stevens, of New York, built the steamboat Phoenix about the year 1808, and was prevented from using it upon the Hudson River by the Fulton and Livingston monopoly charter.

The Phoenix made an ocean voyage to the Delaware River. The first English venture was that of the steamer Caledonia, which made a passage to Holland in 1817. The London Times of May 11, 1819, printed in its issue of that date the following item:

"GREAT EXPERIMENT. — A new vessel of three hundred tons has been built at New York for the express purpose of carrying passengers across the Atlantic. She is to come to Liverpool direct."

This ship-rigged steamer was the "Savannah," and the bold projector of this experiment of sending a steamboat across the Atlantic was Daniel Dodd. The Savannah was built in New York, by Francis Fickett, for Mr. Dodd. Stephen Vail, of Morristown, New Jersey, built her engines, and on the 22d of August, 1818, she was launched, gliding gracefully into the element which was to bear her to foreign lands, there to be crowned with the laurels of success. On May 25th this purely American-built vessel left Savannah, and glided out from this waste of marshes, under the command of Captain Moses Rogers, with

Stephen Rogers as navigator. The port of New London, Conn., had furnished these able seamen.

The steamer reached Liverpool June 20th, the passage having occupied twenty-six days, upon eighteen of which she had used her paddles. A son of Mr. Dodd once told me of the sensation produced by the arrival of a smoking vessel on the coast of Ireland, and how Lieutenant John Bowie, of the king's cutter Kite, sent a boat-load of sailors to board the Savannah to assist her crew to extinguish the fires of what his Majesty's officers supposed to be a burning ship.

The Savannah, after visiting Liverpool, continued her voyage on July 23d, and reached St. Petersburg in safety. Leaving the latter port on October 10th, this adventurous craft completed the round voyage upon her arrival at Savannah, November 30th.

I pulled up the Savannah until within five miles of the city, and then left the river on its south side, where old rice-plantations are first met, and entered St. Augustine Creek, which is the steam-boat thoroughfare of the inland route to Florida. Just outside the city of Savannah, near its beautiful cemetery, where tall trees with their graceful drapery of Spanish moss screen from wind and sun the quiet resting-places of the dead, my canoe was landed, and stored in a building of the German Greenwich Shooting Park, where Mr. John Hellwig, in a most hospitable manner, cared for it and its owner.

While awaiting the arrival of letters at the Savannah post-office, many of the ladies of that beautiful city came out to see the paper canoe. They seemed to have the mistaken idea that my little craft had come from the distant Dominion of Canada over the Atlantic Ocean. They also looked upon the voyage of the paper canoe as a very sentimental thing, while the canoeist had found it an intensely practical affair, though occasionally relieved by incidents of romantic or amusing character. As the ladies clustered round the boat while it rested upon the centre-table of Mr. Hellwig's parlor, they questioned me freely.

"Tell us," they said, "what were your thoughts while you rowed upon the broad ocean in the lonely hours of night?"

Though unwilling to break their pleasing illusions, I was obliged to inform them that a sensible canoeist is usually enjoying his needed rest

in some camp, or sleeping in some sheltered place, — under a roof if possible, — after it is too dark to travel in safety; and as to ocean travelling, the canoe had only once entered upon the Atlantic Ocean, and then through a mistake.

"But what subjects occupy your thoughts as you row, and row, and row all day by yourself, in this little ship?" a motherly lady inquired.

"To tell you honestly, ladies, I must say that when I am in shallow watercourses, with the tides usually ebbing at the wrong time for my convenience, I am so full of anxiety about getting wrecked on the reefs of sharp coon-oysters, that I am wishing myself in deep water; and when my route forces me into the deep water of sounds, and the surface becomes tossed into wild disorder by strong currents and stronger winds, and the porpoises pay me their little attentions, chasing the canoe, flapping their tails, and showing their sportive dispositions, I think longingly of those same shoal creeks, and wish I was once more in their shallow waters."

"We ladies have prayed for your safety," said a kind-looking German lady, "and we will pray that your voyage may have a happy and successful end."

When the ladies left, two Irish laborers, dressed in sombre black, with high hats worn with the air of dignity, examined the boat. There was an absence of the sparkle of fun usually seen in the Irish face, for this was a serious occasion. They did not see any romance or sentiment in the voyage, but took a broad, geographical view of the matter. They stood silently gazing at the canoe with the same air of solemnity they would have given a corpse. Then one addressed the other, as though the owner of the craft was entirely out of the hearing of their conversation.

Said No. 1, "And what did I tell ye, Pater?" "And so ye did," replied No. 2. "And didn't I say so?" continued No. 1. "Of course ye did; and wasn't me of the same mind, to be sure?" responded No. 2. "Yes, I told ye as how it is the men of *these* times is greater than the men of ould times. There was the great Coolumbus, who came over in three ships to see Americky. What did he know about *paper* boats? Nothing at all, at all. He cum over in big ships, while this young feller has cum all the way from Canada. I tell ye the men of ould times was not up to the men of these times. Thin there's Captain Boyton, who

don't use any boat or ship at all, at all, but goes *a-swimming* in rubber clothes to keep him dry all over the Atlantic Oshin. Jis' look, man, how he landed on the shores of ould Ireland not long since. Now what's Coolumbus, or any other man of the past ages, to him? Coolumbus could not hold a candle to Boyton! No, I tell ye agen that the men of this age is greater than the men of the past ages." "And," broke in No. 2, "there's a Britisher who's gone to the River Niles in a canoe." "The *River Niles!*" hotly exclaimed No. 1; "don't waste your breath on that thing.

It's no *new* thing at all, at all. It was diskivered a long time ago, and nobody cares a fig for it now." "Yet," responded No. 2, "some of those old-times people were very enterprising. There was that great traveller Robinson Crusoe: ye must confess he was a great man for *his* time." "The same who wint to the South Sea Islands and settled there?" asked the first biographer. "The *very same man*," replied No. 2, with animation.

This instructive conversation was here interrupted by a party of ladies and gentlemen, who in turn gave their views of canoe and canoeist.



- * ALDEN OCEAN SHELL
- * APPLIEDORE POD
- * MAAS AERO, 24, DRAGONFLY
- * RKL LITTLE RANGELEY
- * TRINKA 8 & 10 DINGHIES
- * THULE RACKS
- * ROWING INSTRUCTION

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



PISCATAQUA SAILING WHERRY

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

BAY of MAINE BOATS

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

ON DISPLAY
INDOORS

LOTS OF
PRE-OWNED
SAILBOATS



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

FERNALD'S

RT. 1A NEWBURY, MASS. 01961
(508) 465-0312

DRAGONWORKS, INC.

Importers of the Islander

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

Accessories • Tours • Instruction

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

SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

SALES • RENTAL • TOURS • INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (508) 636-3007



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

BOOKS about BOATS

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



GREENLAND TYPE SEA KAYAKS

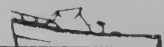
Dunn's Custom-Built Kayaks
8991 S State Rd, Eden, NY 14057
PH: 716-992-3941

SEND \$1 FOR INFORMATION



Small Boat Exchange

JOHN L. FREEMAN



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

ON THE WATERFRONT

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

BROKERAGE FOR SAIL AND POWER

ON DISPLAY



ALDEN OCEAN SHELLS.

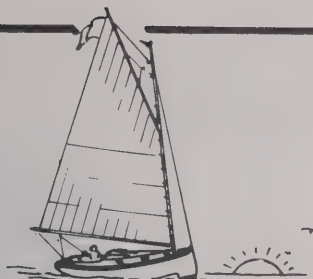
All types and colors, parts
and accessories.

FREE LESSONS

KAYAKS - CANOES
DINGHIES - SKIFFS

THE SMALL BOAT SHOP

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



BUILD YOUR OWN CAPE COD CATBOAT

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

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

RAVEN'S WING WATERCRAFT

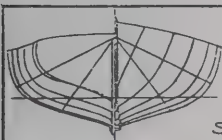
BUILD YOUR OWN PLYWOOD GREENLAND STYLE SEA KAYAK. PLANS, PATTERN, MANUAL, \$40. KITS & BOATS AVAILABLE
RR 3 BOX 836, WISCASSET, ME 04578
(207) 443-6677

MULTIHULL DESIGNS

Flying Cat Fleet. Double Up. Cruiser Cat. Phantom Fox. Custom. Sales Listings. Send \$3 for study package.

OCEANSPACE DESIGN

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



INNOVATIVE DESIGNS
FOR THE
AMATEUR BUILDER
STOCK PLANS
CUSTOM DESIGNS
SAIL, ROW, POWER/PADDLE

ROBERT H. STEPHENS WOODEN BOATS
32 PINE ST. #3 LISBON FALLS ME 04252
(207) 353-7616 SEND \$2 FOR CATALOG



Bobcat 12'3" x 6'0"

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

PLEASE SEND ME:

- ☐ Complete construction plans and instructions for \$35.00
- ☐ Study plan packet for Bobcat and 23 other easy-to-build instant boats for \$5.00

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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road
South Thomaston, Maine 04858 207-594-7587

Plans

If you want to build an elegant round bilge kayak or recreational rowing shell from just two 8'x4' sheets of plywood without first making a mold, you have no choice. There is only one answer:

DK DESIGNS from DENNIS DAVIS

The Flat, Himbleton Manor, Droitwich,
WR9 7LE, ENGLAND

\$2 will bring you an illustrated leaflet by return.



Boat

Plans & Kits

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

MONFORT ASSOCIATES
RFD 2 Box 416 • Wiscasset, Maine 04578

LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOATBUILDING

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

THE LANDING SCHOOL

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

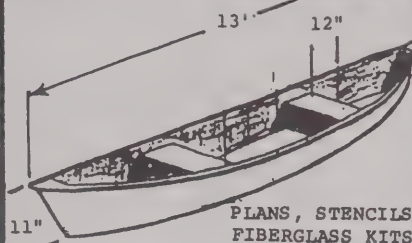
BUILD A BETTER BOAT THAN YOU CAN BUY. BUILD MICRO.



*Designed to be inexpensive to build & own. *Easy 'instant type' construction. *Spirited sailor. *Self righting, self bailing. *Comfortably sleeps 2, daysails 6. Plans \$50 or send \$5 for study packet for MICRO & 10 other Bolger designs to:

COMMON SENSE BOAT DESIGNS
2801 Whitney Ave., Baltimore, MD 21215

CAJUN PIROGUE



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

385 PLYMOUTH ST.
HALIFAX, MA 02338 (617) 335-3643



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



WINDWARD 15 features classic lines and quality construction designed to ensure years of lasting enjoyment. She's able, weatherly and will excel as a daysailer and beach cruiser. You will appreciate the ease of trailering and rigging for an evening or extended sail. Study plans, \$2.50; complete set of plans with building illustrations, \$45; quotes on completed boat available upon request. She'll be admired wherever she sails. WINDWARD DESIGNS, 794 Creek View Rd., Severna Park, MD 21146. Attn: Karl Stambaugh, NA.

Builders & Restorers



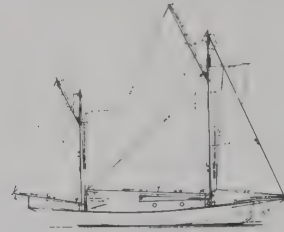
Replica Rushton and St. Lawrence Skiffs

NORTH RIVER BOATWORKS

6-M Elm St., Albany, New York 12202 518-434-4414

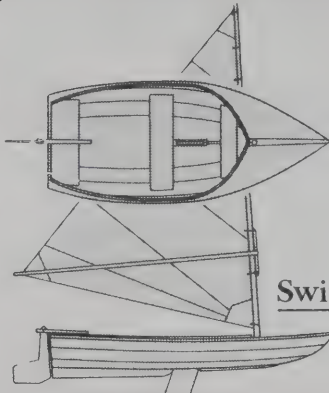
Information \$2.00

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

65 Main St., Topsham, Maine 04086 (207) 729-7402/443-3533



Modern wooden boats
for rowing and sailing

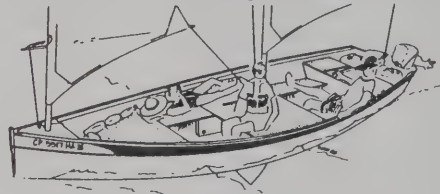
Ask for details
on our new 19'

Swiftly

LENGTH: 12'0"
WEIGHT: 105 Lbs.
KIT: \$750
FINISHED: \$1,600
CATALOG: \$2.00

R.R. 2 Box 289-C St. Albans, VT 05478 (802) 524-9645

HERON 19' Sharpie Schooner



ALSO:

NAVIGATOR Cruising Dinghy, Oyster 20 & 26
Sloops; ARROWHEAD & BUTTERCUP Yacht
Tenders, BOXER 14 & 16; SEAL & SEA VENTURE
Sharpies 16 to 30', Six Powerboats.

SEALIGHT[™]
thermoplastic sheet construction

Catalog \$3

Stephen Wilce Boats
P.O. Box 962, Winters, CA 95694
(916) 795-4816

CLASSIC CRUISING BOATS

13' to 20'



Modern Lightweight Wood Construction

- Double Paddle Canoes
- Decked Sailing Canoes
- Canoe Yawls

Specs \$2.00

William Clements

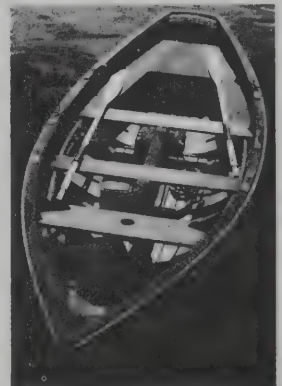
Boat Builder

P.O. Box 87W

18 Mt. Pleasant St.,

No. Billerica, MA 01862

(508) 663-3103

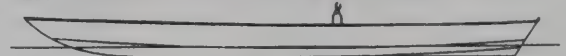


TRADITIONALLY BUILT SMALL CRAFT

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

HONEST BOATS AT HONEST PRICES

ALSO "TORPEDO" PLYWOOD RECREATIONAL SHELL

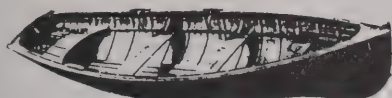


STUDY PRINT \$3

PLANS \$25

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT

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



Seaport's Boston Boat Shop

Pier 3

Charlestown Navy Yard
Boston, MA
617-242-1475

SPECIALIZING IN:

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

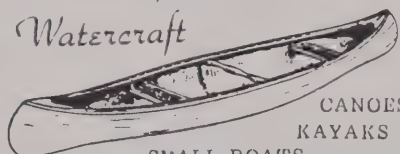
Dock space available for some jobs

Boatbuilding and lofting classes

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

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

Woodstrip Watercraft



CANOEES,
KAYAKS &

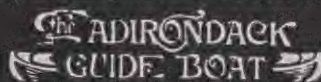
SMALL BOATS

Built in modern wood construction.
Also Accessories, Supplies, Resto-
ration & Repair, Custom Designs.

P.O. Box 1140
Lansdale, PA 19446

AL BRATTON
Builder
215-234-0680

continuing the evolution of



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

STEVE KAULBACK,

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



BLACK HALL RIVER SKIFF

LOA - 11', Beam 4'2" White Cedar
on White Oak, Copper & Bronze
Fastenings. Honduras Mahogany
Seats & Trim. Sprit Sail Rig, Pivot-
ed Centerboard.

MILE CREEK BOAT SHOP

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

Wood/Canvas Canoes

Restored/Recanvased

Bought/Sold



Mike Huston
Phila. PA

1-215-342-8705

Repair & Restoration

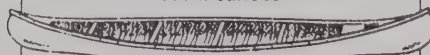
Of Wooden Boats
Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

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

HARDKNOCKS CANOE SHOP

cedar canoes



construction • repairs • recanvassing
BRIDJAN CURKIN, HOPE, MAINE 04847 • 207-763-3074

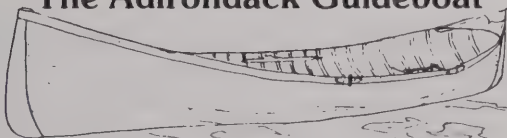
NOW! Ask
about our
new classic
"Victoria"!

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

THAYER & COMPANY

2106 Atlee Rd, Mechanicsville, VA 23111

The Adirondack Guideboat

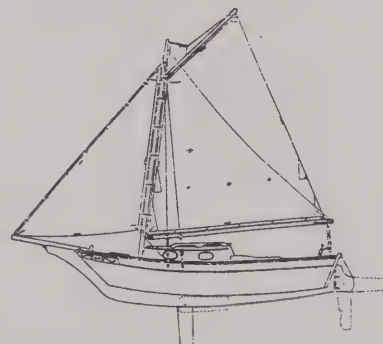


We have the largest selection of new Guide-boats and historically
correct accessories available from one source. With nine models in lengths
of 12', 14' and 16', construction materials range from traditionally built wood, to
the state of the art, bi-axial Kevlar layups. The beauty, speed and open water
capabilities of these boats have been exactly reproduced from originals. The
camp owner, explorer, fisherman and fitness buff will appreciate the many
capabilities that these traditional designs offer. Many of our boats have unique
construction, and all are competitively priced. For free information contact:

Indian Point Guideboat Company

732 Midland Avenue
Midland, PA 15059
412 643/5457

Build Your Own



19' Friendship Sloop

A classic design that sleeps
two, it's the most complete sailboat
kit ever offered. Wood components
are computer cut and easily assem-
bled by anyone, using our West Sys-
tem (tm) brand epoxy products and
simple hand tools. This beautiful
weekender can be towed by a small
car and built in a single car ga-
rage. Send \$2 for a ten page colored
information packet.

COMPLETED BOATS AVAILABLE
DEALER INQUIRIES INVITED

Southeastern Boat Kits

P. O. Box 451 M
New London, NC 28127
Phone 704-463-5820



HARBOR
FINE WOOD PRODUCTS SINCE 1911

America's

Marine Plywood Center

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

1-800-345-1712

The Harbor Sales Company, Inc.

1400 Russell Street
Baltimore, MD 21230



BALOGH SAIL DESIGNS

STAR ROUTE BOX 79 M, CEDAR ISLAND NC 28520

(919) 225-6631

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

VOLVO PENTA

9, 18, 28 and 43 HP Diesel Engines

Smaller Size, Less Weight

Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt

Orr's Island Boat Works, Inc. RFD 1, BOX 731 RT. 24
(207) 833-5852 ORR'S ISLAND, ME. 04066

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

THE ROSS BANDMILL • PORTABLE SAWMILL

US PATENTS 4275632 4334089
CANADIAN PATENT 1159342
OTHER PATENTS PENDING

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

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

5 YR. WARRANTY

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

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

Materials & Supplies

MARINE FASTENERS, 18-8. Stainless, factory direct, 60% savings. Free catalog. R&R PRECISION, PO Box 1038, Dept. MB, Cheshire, CT 06410-4038, PH: 203-272-8419.

CLEAR NORTHERN WHITE CEDAR

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



William Clements Boat Builder
18 Mt. Pleasant St.
P.O. Box 87
No. Billerica, MA 01963
Telephone (908) 663-3103

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4"-1 1/4". Prices: \$7.50-\$10/lb. Send \$1 for sample packet. **STRAWBERRY BANKE, INC.**
P.O. BOX 300 MB PORTSMOUTH, NH 03801

YANMAR
9-140 hp DIESEL ENGINES
SMALLER SIZE - LESS WEIGHT
COMPLETE PACKAGE
INCLUDING REVERSE GEAR
ORR'S ISLAND BOAT WORKS, INC.
RFD 1, Box 731, Rt. 24
Orr's Island, ME 04066 (207) 833-5852

Mast Hoops

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

Pert Lowell Co., Inc.

Lane's End
Newbury, MA 01950
(508) 462-7409

Custom wooden boats: mast hoops,
authentic nautical furnishings

CANOE HARDWARE

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

NORTHWOODS CANOE SHOP

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

POLYESTER RESIN (With Catalyst)

Finest Quality-Always Fresh
5 Gal. Pail 1 Gal. 4 or more 20 or more 4 pails or more
\$67.50 ea. \$15.00 ea. \$14.00 ea. \$13.00 ea. \$65.70 ea.

FIBERGLASS

WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE:
Mat 1-1/2 oz. 38" \$2/yd • Roving 24 oz 38" \$3/yd • Cloth 10 oz 38" \$3.85/yd

SILICON BRONZE WOOD SCREWS — MANY SIZES FROM 3/4x8 AT \$4.80 TO
3x18 AT \$48.75, ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS — THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399 - East Longmeadow, MA 01028

Tel. (413) 736-0348 To Order Call Toll Free 1-800-333-0314
CALL OR WRITE FOR FREE PRICE LIST - WE SHIP U.P.S. ANYWHERE IN USA.



COD

WEST SYSTEM

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



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840

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

IN RI: (401) 846-8170

Telex: 952-183 JT SHIP NORT

IN FL: (305) 463-2022

1-800-343-9350

Classified Marketplace



20' POCKET CRUISER, built in York, Maine, by Paul Rollins, 1975. 7'6" beam, 3,000 pounds displacement, 700 pounds ballast with 90 pound centerboard. Mahogany ply/epoxy construction. 4hp Sea Gull outboard in well, Shorelander galvanized trailer with brakes. Excellent condition, many extras. \$18,000.

DAVID VIRTUE, Portsmouth, NH, (603) 433-2258. (9)

CANOE SAILING RIG, Grumman gunter in near mint condition. \$350.

STUART CATTELL, 403 Glen Haven Rd., Homer, NY 13077, (607) 749-3810. (9)

14' CAPE DORY, 1972, excellent condition. Row, sail, motor. Sliding gunter rig, balanced trailer, finger-tip weight 8' spoons with keepers. Trade for wooden sailing canoe or lightweight sailing dory with trailer.

DICK POPHAM, W. Hartford, CT, (203) 232-9943. (9)

16' WOLVERINE RUNABOUT, 1958 mahogany, on trailer with 1986 Mariner 40hp. Good condition, great for water skiing and fishing. SKIP OR JEFF, Wickford, RI, (401) 294-3057. (8p)

WANTED. Onboard (preferred) or Oarmaster rowing unit, complete or component parts. Two inflatable hulls from a Catapult sailing catamaran.

ROY CALLOW, 52 DeFerriet Ct., Fairhope, AL 36532. (11)

17' SWAMPSCOTT SAILING DORY, Pete Culler's own "Dancing Feather". Three original sprit rigs, one pair pine oars. Painted and ready for the water. \$1,850.

ALDEN TRULL, Appleton, ME, (207) 785-4790. (9)

27' DISPLACEMENT BOAT, excellent condition wood with rebuilt diesel (3 hours running time since rebuild). Built in 1951 in Beverly, MA. Cheap money.

BOB OSGOOD, Danvers, MA, (508) 774-3884. (8)

FREE TO A GOOD HOME. After three years of good intentions, I offer my 19-1/2' daysailer, carvel cedar planked, beautiful lines, 28' mast, two sets of sails free to a deserving wooden boat lover. Needs complete restoration or whatever suits your needs.

BRAD ROSE, New Haven, CT, (203) 389-6807. (8)

17' DIRIGO KAYAK with rudder, travel skirt and spray skirt. One year old, used once. Last boat out of Maine builders. \$1,400.

E. HOLTZMAN, Cranbury, NJ, (609) 655-3690 (home); (212) 489-9000, ext. 391 (bus.). (8)

WATER ACCESS APARTMENT FOR RENT. Unique furnished studio apartment with space for storage of small boats and boat building. Easy access to tidal Merrimac River. Great for someone who likes outdoor activities, boating, biking, cross country skiing, and peaceful countryside. \$500/month including utilities.

LYDIA GREW, W. Newbury, MA, (508) 363-2906. (8)

10' HERRESHOFF PRAM, new, built exactly to John Gardner's "Building Classic Small Craft", chapter 2, by Simon Watts class in my shop in May. Sassafras planking on white oak, ready for bottom paint and years of service. \$995 pram, \$100 oars and oarlocks.

JOHN WILSON, 500 E. Broadway, Charlotte, MI 48813, (517) 543-5325. (8)

BEETLE CAT WANTED, for restoration project next winter.

DICK BLUMBERG, 18 Greenhaven rd., Rye, NY 10580. (8)

21' PEINERT FASTART sliding seat rowing wherry, fiberglass, 24" beam, good condition. Custom canvas deck. Rowing lessons included. \$750.

LYDIA GREW, W. Newbury, MA, (508) 363-2906. (8)

10' ROWING WHITEHALL by B&S Whitehalls, 1985. A classic boat in fiberglass with mahogany trim and seats, canvas rubrail. Two rowing stations. \$795.

ROB JOHNSON, Cumberland, ME, (207) 829-4465. (9p)

1983 BEETLE CAT complete with sail, cockpit cover and 2hp outboard. \$4,000 or best offer.

RALPH JOHNSON, Newbury, MA, (508) 462-2409 wkdays. (9)

16-1/2' TOWNIE SLOOP, 1963, copper fastened wood. Complete with sails, cockpit cover and outboard. \$1,500 or best offer.

RALPH JOHNSON, Newbury, MA, (508) 462-2409 wkdays. 89)

FREE 15' BOLGER SURF, hull only with leeboard and rudder. Marine ply and mahogany with stainless fastenings. Some incidental dry rot easily fixed. Would make a nice utility rowboat or even a pulling boat. Could be rigged again for sailing. Come get it before it's chainsawed up for stove wood.

JAY MOORE, Marblehead, MA, (617) 631-9454. (9)

18' OLD TOWN CANOE, wood and canvas, good shape. New paint and varnish to be showpiece. Fifty plus years old. \$450.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-4380. (8)

17' OLD TOWN wood/canvas canoe, \$950 or best offer.

RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087. (8)

15'6" AMESBURY SKIFF, fiberglass. Great family or fishing boat in good condition. Doesn't require high horsepower. Asking \$995 or best offer.

EVERETT LELAND, 4 Traip Ave., Kittery, ME 03904, (207) 439-9519. (8)

21-1/2' DRASCOMBE DRIFTER, gunter rigged shoal draft F.G. yawl, 1979. In very good condition. 9.9 Johnson O.B. Sleeps two in cabin, two in cockpit. Asking \$7,500.

DAVE HINSMAN, 67 Algonquin Park Dr., Plattsburgh, NY 12901, (518) 561-7386. (TF)

SAN FRANCISCO GREAT PELICAN, no reasonable or near reasonable offer refused.

STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (9)

14' CHAMBERLAIN, \$250.

STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (9)

BOSTON BOAT SHOP CLEARANCE. Three 9'6" Arno Day skiffs, built of epoxy-sealed marine plywood, oak transoms and knees. Quality workmanship. 17' Lyman runabout needing work. 12' Penn Yan runabout needing lots of work. Call for details and prices. BOSTON BOAT SHOP, Charlestown, MA, (617) 242-1475. (9)

BOSTON SINGLE SHELL with Signature oars. \$900.

MARTIN DODD, Stony Creek, CT, (203) 481-8676 wknds, (518) 386-1161 wkdays. (9)

20' ELDRIDGE LOBSTER SKIFF, 1973, with 1979 Evinrude 70hp motor. \$2,000.

MARTIN DODD, Stony Creek, CT, (203) 481-8676 wknds, (518) 386-1161 wkdays. (9)

FERNALD'S BOAT BUYS. Used 1988 Saroca with spoon oars, sail, Gator trailer, \$1,795. Used Butterfly, sail and mooring cover, \$995. New Magnum windsurfer with extra sails, board, etc, \$450. New sailing dinghies complete, \$1,049. New Radison complete with sail, o/b bracket and paddles, \$624. Used 16', 19', 23' Compac sailboats. Used O'Day Javelin with trailer, \$2,495. FERNALDS, Rt. 1A, Newbury, MA. (9)

FLEA MARKET SURPLUS LIST, marine oriented items from dinghies to hardware. Send SASE for "Surplus List".

PLATT MONFORT, RFD #2, Box 416, Wiscasset, ME 04578, (207) 882-5504. (9)

LITTLE RIVER SEA SHELL SINGLE recreational shell with Piantadosi wooden oars. Like new, \$1,295.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-4380. (9)

16-1/2' SELKIE SEA KAYAK, Greenland style touring kayak with removeable skeg. Excellent condition, \$1,200.

JOAN FINK, Walpole, ME, (207) 644-8329. (9)

16-1/2' SELKIE SEA KAYAK, Greenland style touring kayak. Excellent condition, \$900.

JOAN FINK, Walpole, ME, (207) 644-8329. (9)

MOORING in Salem (MA) harbor, near Winter Island. \$500. Call for details.

JAY OKER, Salem, MA, (508) 927-745 days, (508) 745-0847 eves. (9)

12' JARVIS NEWMAN TENDER, fiberglass with bright mahogany seats and trim, custom cover, oars, towing eye, etc. Excellent condition, must sell, 1/3rd replacement at \$1,250.

PETER BERMAN, Noank, CT, (203) 847-5793. (9)

17' OLD TOWN CANOE built in 1937, S/N 119153. Beautiful, recanvassed, wood in excellent condition. Paddles and back rests. \$1,000 or best offer.

CHARLES MURKETT, 55 Ross Hill Rd. RFD 3, Lisbon, CT 06351, (203) 376-0449. (9p)

9' SAFARI 310 INFLATABLE made by Sevlar for Abercrombie & Fitch. Four person, 900 pound capacity, two paddles, foot pump. Will take up to 3-1/2 hp outboard. Boston valves. Used very little, asking \$100.

JOHN KARRER, Taunton, MA, (508) 822-1314. (8)

25' H. MANLEY CROSBY CATBOAT, 1935. Mahogany on oak, teak decks. One single and one double bunk. New garboard, centerboard trunk, boom. Wood/charcoal heater, alcohol stove. 254hp Gray marine. 5'5" headroom forward of c.b. trunk. Beautiful cat!

DAVID CROSBY, 51 Bridge St., Osterville, MA 02655, (508) 428-6690. (9)

10' TRINKA SAILING DINGHY, soundly built fiberglass with teak trim. Beautiful, new and sailed only three times. Wife fell out. Either boat goes or she goes. \$3,165 new, loaded with all the extras. Asking \$2,950.

BILL WEIR, Midlothian, VA, (804) 379-4399 days, (804) 229-9415 eves. (9)

22'6" KINGFISHER ROWING SHELL, built '87 from "Wooden Boat" kit. Fast, beautiful, like new. \$1,800. DAVID VIRTUE, Portsmouth, NH, (603) 433-2258. (9)

17'1" HYDRA SOLO SEA KAYAK, little used, excellent condition, red. VCP hatches and bulkheads, full decklines. \$700.

TIM BUTLER, Somerville, MA, (617) 776-3465. (9p)

19' LIGHTNING SLOOP built 1948, cedar on oak. Fairly complete but needs restoration. \$300.

TOM ARDITO, Mulberry Farm, Guilford, CT 06437, (203) 453-0442. (9)

WANTED: 16' CRAWFORD-BUILT SWAMPSCOTT DORY, sailing rig preferred.

PETER FOLEY, Waterford, CT, (203) 443-3580. (8)

17' OLD TOWN CANOE, 1922 HW model, CS grade. Good condition, recent paint and varnish. \$675.

JACK BAIER, Huguenot, NY, (914) 754-8246. (8)

17' ATKINS POWER LAUNCH, 1945 design, built in 1982. Cover story in "Small Boat Journal" #27. Inboard Atomic Four, carefully maintained and upgraded. Asking \$4,500 or best offer.

ED RUCKLE, Boston, MA, (617) 723-9272. (9)

17' LAPSTRAKE CANOE by W.J. Simmons. Used only four times and is in a flawless, absolutely new condition. It is equipped with removeable seats, and two hand carved wooden double paddles. The interior is naturally finished and the exterior is painted white except for the sheer strake, which is natural mahogany. This is a stable, fast boat that is great for tripping and light enough for car topping. The boat new sells for \$3,700, ours is only \$2,495. Shipping is available.

INDIAN POINT GUIDEBOAT COMPANY, 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (9)

24' LOBSTERBOAT, built by Montgomery in 1980. 500 hours on new engine, used as pleasure boat. \$10,000 in the water.

DAVID MONTGOMERY, Gloucester, MA, (508) 281-6524. (9)

15' FISH CLASS CATBOAT, two years old, bronze fastened, new sail. \$2,500.

DAVID MONTGOMERY, Gloucester, MA, (508) 281-6524. (9)

MUST SELL IMMEDIATELY. 17' Vandestadt & McGruer Siren sloop, fiberglass cruiser. Sleeps four, table, potty. Weighs just 750 pounds. Launch in 8". Galvanized trailer. New outboard available. Super sailing boat. Stable, very popular. It's worth the trip to the Nashua area. All excellent, needs nothing. Asking \$2,600 or B.R.O. RONALD PATTERSON, Rt. 1 Box 295, Wilton, NH 03086, (603) 654-9687. (9)

16' OUTBOARD BOAT. Professionally built of quality materials by designer-writer for "Mechanix Illustrated" how-to-build article. Garvey style planing hull with large cockpit, short foredeck. Two bass boat style pedestal seats are relocateable. Side console. 62" beam. Takes long shaft motor, suggest 20hp to 50hp. All wood treated with three coats of Clark Craft epoxy. Good paint job in nice colors. Varnished mahogany trim. Many general and utility uses. Used only for test runs and garaged since built. Like new. Selling for half its value because season is late and storage space is needed. \$950. BOB WHITTIER, Box T, Duxbury, MA 02331, (617) 934-5136. (9)

OLD BOAT PLANS. Copies from "Mechanix Illustrated", "Science & Mechanics", "Motorboating & Sailing", "Sports Afield Annuals". Hundreds. Catalog \$4. E.G. RAGSDALE, P.O. Box 48, Westlake, OR 97493, (503) 997-7818. (TF)

16' FIBERGLASS BOAT, beamy, good condition. With trailer. \$650. FRANK MC DONOUGH, Hull, MA, (617) 925-4747. (9)

FEATHERCRAFT FOLDING DOUBLE KAYAK. Red cordura nylon deck over black hypalon hull. Hardly used. Current retail price for this boat is \$3,500 (U.S.). My price is much better, more than one-thousand dollars better! Werner Furrer San Juan take-down paddles available.

TONY OPPERSDORF, Lincolnville, ME, (207) 763-3664. (8)

12' JARVIS NEWMAN YACHT TENDER, fiberglass, bright mahogany seats and trim, wineglass transom, truly elegant. Towing eyes, custom cover. At 1/3rd replacement cost, \$1,250.

P. BERMAN, Norwalk, CT, (203) 847-5793 eves. (10)

110 SLOOP, complete with everything, including spinnaker and useable highway trailer. Needs restoration. \$500.

ROBERT WARNER, Manchester, MA, (508) 526-1760 eves.; (508) 922-0517 days. (8)

33' BOLGER LEEBOARD SHARPIE. "Pointer" is for sale. Built 1959 by Story Yard in Essex, MA. Fir ply on oak frames with glass epoxy skin, have original yard bills, drawings, etc. Originally owned by Phil Bolger and his boat for 7 years. Since re-rigged as cat-ketch with larger leeboards and rudder. Draws 14" with the boards up and is spectacularly fast off the wind. Main and mizzen by Hood excellent, and new yellow mizzen stays'l by Thurston. Two single and one double berths with new cushions for singles. Large comfortable cockpit. Hull and deck sound, new bottom glass done professionally 1980, new rudder 1985. This is a great boat, go where no one else your size can under sail. Asking \$12,500. Come see and make offer.

HENRY ELLIOTT, Bristol, RI, (401) 253-8802 days, (617) 677-1893 eves. and wknds. (8)

BOAT PARTS WANTED. Aluminum spars and centerboard for Comet. **SCOTT WOLFF**, Virginia Beach, VA, (8904) 463-6895. (9)

MARINER ESCAPE SEA KAYAK outfitted by Matt Broze. Sea sock, skirt, paddles, owner's manual. \$1,350.

STEVE HANSON, Rockland, ME, (207) 594-2097. (9)

14'10" ROYALEX COURIER, Mad River Royalex Courier whitewater/touring canoe. Green, wood rails, pedestal, float bags, storage bin. Complete \$600 or best offer. **KEN VEILLETTE**, Waterford, CT, (203) 440-3559 or Durham, NH, (603) 868-2891. (9)

ZIP STOVE, burns small sticks of wood. Adjustable battery powered draft fan gives steady intense heat. Weighs one pound. Cost \$30. **ALLEN BRADFORD**, Cambridge, MA, (617) 354-7913. (9)

KEY LARGO SHOAL WATER CRUISES. Closed June 1st until September 15th. Make your reservations in late September for our November 1st-June 1st cruising season.

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

13'6" SAILING/PADDLING CANOE, designed by Iain Oughtred. Strip planked white cedar with mahogany trim. West System epoxy. Standing lug sail by Gambell & Hunter. New boat and rig. Will deliver in New England. \$1,500.

JON ETHEREDGE, Rockport, ME, (207) 236-6071. (8)

WANTED FOR RHODES 19: Sails, especially spinnaker and pole, rudder, tiller, sail cover, boom tent, etc. All in serviceable condition and preferably in the metro NY, CT or RI areas.

TED PARKER, New York, NY, (212) 689-6543, leave message. (8)

FREE CRADLE SKID for 5,000 pound boat, if you haul it away.

BOB GRAVES, Marblehead, MA, (617) 631-5364. (8)

WANTED. Hull logos for 23' 1964 Cruiser Inc., any condition.

PETE CARTIER, RD 1, Ridge Rd., Box 58, Queensbury, NY 12804. (8)

22' CLASSIC CATBOAT, 11' beam, 2.5' draft. Built by Dexter, Mattapoisett, MA, in 1921. Cedar over oak, 10hp diesel. Beautiful classic, a show stopper in every harbor. Incredible cockpit. 75% restored since 1980. Sailing strongly now in Maine. Still needs interior finished. Excellent value for right person/family. \$4,000 or best offer. **KEN DONOVAN**, P.O. Box 266, Tenants Harbor, ME 04860. Send me a postcard, I'll call you. (8)

SMALL BOAT JOURNALS, 40 issues plus extras, \$75 delivered. **WARREN GRUNST**, Oak Ridge, TN, (615) 482-2010. (8p)

PRIVATE COTTAGE FOR RENT. Two rooms, 100 yards to public launching ramp. In Bass River, High Bank Rd. S. Dennis, MA. \$375/week, \$150/weekend. **L. WESTERHOFF**, Wilmington, MA, (508) 658-3212. (9p)

21' CENTURY CORONADO for restoration, \$500.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (8)

SEDA VIKING SEA KAYAK, kevlar, spray skirt, etc. \$500.

NEIL SACCAMANO, Bayshore, NY, (516) 587-8732. (8)

26' DANISH FOLKBOAT. Restored by Woodboats of Norwalk, CT. New deck, transom, rudder, etc. Yanmar diesel, QM self steering. Our family boat for 22 years. Asking \$8,000.

CHARLES REID, P.O. Box 113, Greens Farms, CT 06436, (203) 259-3496. (8)

NAUTIRAID DOUBLE KAYAK (Pack-er). Foldable, like new, with Eco-marine sea anchor. \$2,000. **NEIL SACCAMANO**, Bayshore, NY, (516) 587-8732. (8)

12' PLYWOOD PEAPOD, \$200.

JOHN HINCKLEY, Gloucester, MA, (508) 546-2122 days, (508) 283-2786 eves. (8)

DANFORTH ANCHORS, U.S. Navy collapsible, 32 pounds, the real McCoy at \$75 each.

P. BERMAN, Norwalk, CT, (203) 847-5793 eves. (10)

20' ALUMINUM MAST, round 5" diameter tapering to 3", hollow, 1/8" wall thickness. \$125 or make offer. **DICK BUTTERWORTH**, Marblehead, MA, (617) 631-2924. (8)

17' SIREN SLOOP, perfect fiberglass trailerable cruiser, 8" draft, 750 pounds. Furling genoa, new 4hp Mercury, table, potti. Sleeps four. Galvanized trailer. Everything excellent condition. Great sailing boat. Modestly priced at \$3,775 negotiable.

RON PATTERSON, Wilton, NH, (603) 654-9687. (8)



NEW BOATBUILDING BOOK

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

OUTBOARDS - SNOW BLOWERS - CHAINSAWS - LAWN MOWERS

WALLY'S
SMALL ENGINE REPAIR

Located at Cape Ann Small Craft
66 Main Street, Essex, MA
(508) 768-7049

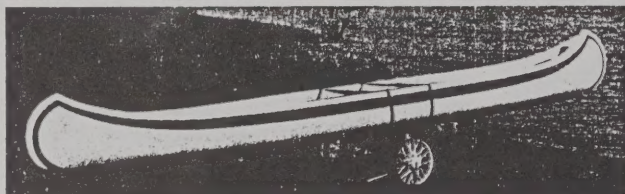


messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984

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

ADDRESS CORRECTION
REQUESTED



Don't lug that heavy thing!

GET A PORTABLE ALUMINUM CANOE &
SMALL BOAT DOLLY FROM US! \$99.50
DELIVERED TO YOUR DOOR!

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

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQ.
SALEM, MA 01970

VII-8

BUILDERS & RESTORERS!

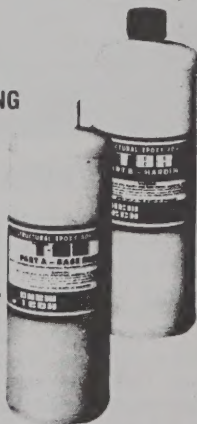
Use the epoxy
professionals
use.

- ★ Acclaimed by leading authorities
- ★ Scientifically developed
- ★ Over 12 years of proven service

PERMANENT BONDING
POWER

T-88 STRUCTURAL
ADHESIVE

- Non-critical 1:1 mix
- Cures as low as 35°F
- Clear, impact resistant,
gap filling
- Cures tack-free in high
humidity



SEAL, STOP LEAKS

L-26 EPOXY
SHEATHING
SYSTEM

- Tough and resilient
- Penetrates wood as
well as fabric

RESTORE SURFACES

F-9 EPOXY
FAIRING
COMPOUND

- Fills cracks & holes
- 1:1 Non-sag paste

Special Introductory Offer!—send \$10.00 for ½ pt. of T-88,
receive 32-pg. **Technical Manual FREE** (Initial purchase only)

MAIL NOW FOR SPECIAL OFFER — DEPT. M

Name _____

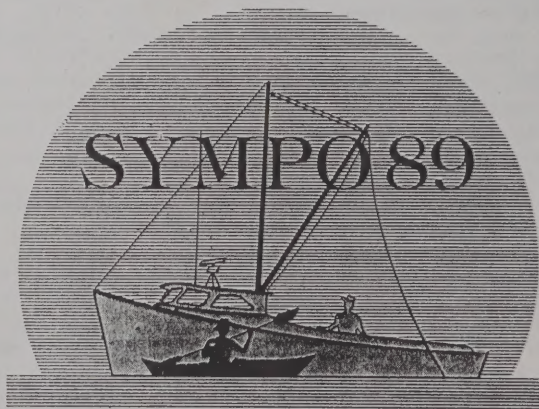
Address _____

City, State, Zip _____

- ☐ Send ½ pt. T-88 & Free Manual. \$10.00 enclosed.
☐ Send information only, no charge.

**chem-
TECH** INC.

4669 LANDER ROAD
CHAGRIN FALLS, OH 44022
216/248-0770



THE CHESAPEAKE BAY SEA KAYAKING SYMPOSIUM HAMPTON ROADS, VIRGINIA

October 20-22, 1989

A Weekend Symposium on Historic Hampton Roads

- Development of Paddling Skills •
- Safe Kayaking Procedures •
- Paddling Trips on Virginia's Historic Waters •
- High Student/Instructor Ratios •
- Beachfront Boat Trials •

Sponsored by: The Chesapeake Association of Sea Kayakers,
Wild River Outfitters, and Seven League Sea Kayaks

For Complete Information write:

SYMPO 89, 34 East Queens Way, Hampton, VA 23669 or Phone (804) 722-5711