

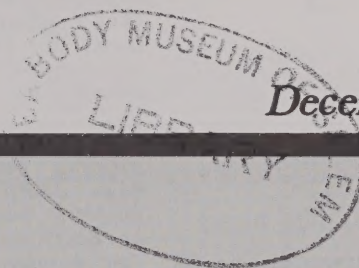


# **messing about in BOATS**

*Twice a Month!*

*Volume 7 ~ Number 14*

*December 1, 1989*





## messing about in BOATS

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### *Our Next Issue...*

Will feature several adventure stories. John Chiles tells us about a youthful encounter with a line squall in the family sailboat; Jim Casey reports on his recent Irish interlude; Joe Zammarelli tells the story of "moving" down the ICW in a liveaboard 28 foot sailboat; and Allyn Bradford reports on being rescued off the Maine coast when his Lightning capsizes. For designs and projects we'll have Karl Stambaugh's nice little "Windward 15" daysailer; Bernie Wolfard's CS-24, "Common Sense Gone Crazy" speedster; and George Baldwin's reports on Carolinian canoes of the western Pacific. We'll review more interesting reading, including Peter Spectre's collection of his "Wooden Boat" articles, "Different Waterfronts"; Leonard Eyges' very practical "Practical Pilot"; and a look at some small craft club newsletters. Gail Ferris will continue her Arctic Adventure serial and we report on what third generation boatbuilder David Montgomery is doing in his new Gloucester shop.

### *On the Cover...*

We had a nice week of Indian Summer the end of October and spent one pleasant Sunday paddling the salt marshes of the Parker and Mill Rivers on the Massachusetts north shore. We loaned the "good" Folbot to my son and his wife (pictured) and took the "old" one for ourselves. Funny thing, the "old" one turned out to be more comfortable.

# Commentary

**BOB  
HICKS**

I've been going through my "Wooden Boat" collection a few at a time in recent weeks looking at the various smaller "pocket cruisers" for ideas to incorporate into my current Townie project. I'm not just rebuilding the Townie to stock form, but planning on adding various details I consider as assets. It remains to be seen how this will go.

But, the "Wooden Boat" reviewing carried me back to the days when I first got the boat-building bug, back in 1977. "Wooden Boat" was simpler then, already Jon Wilson had his dream on its way, but the later sophistication and professionalism was yet to be. I was caught up in the stories from his readers that he then published.

The early "Small Boat Journal" came along not long after I was hooked on messing about in boats and that magazine had more of the same sort of real world boat stuff in it under Dave Getchell's editorship, and later that of Jim Brown. I wrote a number of my typical articles for SBJ then. Then it was sold and became more consumer oriented and that was it for my sort of writing.

So now I publish all these "down home" sort of articles because I still find them inspirational. After about a dozen years of infatuation with messing about in boats, I still find my enthusiasm rekindled every time I read about someone else carrying out their particular boatbuilding dream. My current dreams are somewhat moderated by the experiences of the past dozen years, I now know I'll never build a serious boat, I'm too busy "building" this magazine twice a month. But my natural tendency seems to be towards redoing an already existing boat, and my Townie is the current focus.

During the period I was increasingly drawn into this boat mystique I ran the gamut of the boating publications, read all the books, prowled the boatyards where older boats were tucked away, did my major restoration on a keelboat, built my first small boat (a lapstrake skiff), all that. Out of it all I have arrived at the present with my desire to get my hands on an interesting small boat undiminished. Somehow I'll find time this

winter (famous prediction often not fulfilled).

Looking back through old time boating magazines of 50 years ago I find this desire constantly re-expressed, year after year in the then major publications, "Rudder" is a good example. The emphasis on the reader DOING his own thing in boats was strong then. Even the "Popular" magazines, such as "Popular Mechanics" or "Popular Science", and hunting and fishing magazines, went in for regular hands-on boat building. Today this lingers on as a fringe element in "Small Boat Journal" and "Wooden Boat", my two earliest "finds", magazines that were actually talking to me.

Today "Wooden Boat" continues to stimulate interest in wooden boats but is heavily into larger scale serious level big stuff. Their section on "Launchings" has been a welcome tidbit for us smaller boat folks, but in the main the magazine is wrapped up in major league wooden boating. Nice indeed, but not really where I'm at. And "Small Boat Journal", which is now downplaying the "Small" on the cover, still has a lot of handy tips and ideas for small boat owners, but has been drifting into consumerism with more tests and promos of production boats and gear.

From these indicators I assume the readership is no longer out there in sufficient numbers to support the sort of thing I'm doing with "Boats" in bringing all these hands-on projects and adventures involving small boats to your attention. It still doesn't support me really, you don't publish a magazine even as economically as I do for about 2500 readers and enjoy any real financial security. But I do wonder if it's changed THAT much, maybe there are a lot more "closet" small boat folks out there who have given up on the maritime publications ever being interested in what they are doing. Every time I send out another lot of sample copies to a list of people I think might be interested, the old optimism arises, maybe this time there'll be some significant interest. There always is some, enough so we continue to grow slowly in readership. But I'd sure like to find more.

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# Your Commentary

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## HELP FOR DISABLED PADDLERS

It was just a year ago that you published my letter asking to hear from disabled paddlers as I began to look into ways to adapt my kayak and canoe so I could continue to enjoy paddling despite the effects of my recent disabling disease. Many other paddlers with disabilities contacted me as a result and we set up an informal information exchange network.

Then a big breakthrough for us came along. David Mason, Commodore of the American Canoe Association, had the foresight to re-activate the ACA Committee for Disabled Paddlers. I was pleased to assume chairmanship, the ACA Council has given its support, and we are now electing nationwide representatives.

So now there exists a national information clearinghouse through the ACA for disabled paddlers. Adaptations, opportunities, etc., "one-stop shopping" for urgently needed information. We are still trying to contact organizations and individuals throughout the country, but at least we have a working program in place. It will take time and lots of work, but the enthusiasm and commitment are there, so it will happen.

I am paddling again! In addition to some day trips on the New Hampshire coast last summer, I sea kayaked in California with several disabled groups and canoed for a week in northern Maine with Wilderness Inquiry II, another able/disabled group.

I want to continue to hear from readers, it's better to rehear the same idea ten times than to miss out on a new good idea which might help us. Anyone wanting to learn the present available information should contact the American Canoe Association, Committee for Disabled Paddlers, P.O. Box 1190, Newington, VA 22122-1190.

Janet Zeller, RFD 2, Box 246, Dunbarton, NH 03301.

## "MATURED" ENTHUSIASM FOR SMALL BOATS

Well you've finally convinced me to subscribe to "M.A.I.B." I've threatened to do so in the past when I've seen sample issues, but what finally persuaded me this time was your comment in the August 1st issue regarding your personal interest and "matured" enthusiasm for small boats.

You see, I too have a Folbot Super in the backyard which I keep assembled now for that spontaneous trip to the river, along with a rigid Folbot Sporty model that I completed this past summer. And upside down in the front yard is our 1958 Pirate class sloop still awaiting a couple of new bottom planks (I'll get back to this project soon).

I've tried various sail and power boats on the delta, in Monterey Bay and around the channel islands out of Santa Barbara, but nothing really gives me the satisfaction and carefree relaxation that I get from quiet paddling in the Folbots. While I still do admire larger, finely finished craft, I no longer crave or lust after them. I suspect your motives and interests are similar, so here's my subscription order.

Charles Krause, King City, CA.

## A CANOE, NOT A SKIFF

Thank you for publishing the photo of my 100 year old St. Lawrence canoe, "Scherzo", in the Clayton issue (October 1, 1989, page 11). "Scherzo" is actually a canoe and not a skiff. Often only the first part of the "St. Lawrence Skiff, Canoe & Steam Launch Co." is referred to when identifying their boats.

Next summer the Lake Champlain Chapter of the Antique & Classic Boat Society will hold its 5th annual meet at Marble Island Resort on Mallett's Bay in Colchester, VT. I hope to see you there.

Nancy Jerome, Waitsfield, VT.



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Herb Klinger, S.Salem, NY

## RACING CLASSES FOR WOMEN ROWERS

My sincere thanks to the Cape Ann Rowing Club for making the Blackburn Challenge such a success. You really have created the "Boston Marathon" of ocean rowing.

I want to open a topic for discussion that I feel could encourage additional participation in our sport of rowing as well as in the Blackburn. That topic is the creation of a class, or classes in such races, for women. There is no major sport that expects women to compete against men, yet in the Blackburn and in most other New England rowing races, there are no classes for women. A notable exception is the Hannah Mariner Race run by the Seavey Island Rowing Club on Small Craft Day in Portsmouth, NH.

My Pilot 21 that my son Frank and his friends Andy and Steve rowed to the multi-oar class win in the Blackburn is named "Equal Rights" by no coincidence. In most of the races we have rowed over the past six years in that boat or one of its sisters, one of my daughters, Kris or Joan or Denise, has rowed in the boat. In a number of races, both Joan and Kris have rowed with me. The record shows that women can be tough competitors.

I feel we do need to do more to encourage women to participate in this wonderful sport and suggest that race organizers consider classes for women in 1990 events.

Chuck Mainville, Sudbury, MA.

## AT THE WOODEN BOAT SHOWS

I exhibited in three boat shows this summer that catered to wooden boats.

The Strawberry Banke event in Portsmouth was my favorite and I look forward to attending next year.

The Newport Sailboat show was active, with beautiful weather and good management of the grounds, but the wooden boat section wasn't completely filled. We attracted some good customers thanks to our advertising that we would be there. The North Atlantic Sailboat Show in Stamford was plagued by bad weather, but had a strong exhibitor support, ranging from a 28' catboat renovation to the 14' skiffs of North River Boat Works. But show management wasn't able to get the customers to our location, which was too remote.

Keith Merrill, Water Power Products, LaHave, NS, Canada.

## EVER-FASCINATING WORLD OF BOATS

I want to encourage you to continue with "Boats" as the magazine inspires me (and, I feel certain, many others too) to keep on messing about with our own projects. I am drawing up plans and writing about the two boats I recently designed and built so I can share them with your readers. Many thanks for your contributions to the ever-fascinating and absorbing world of messing about in boats.

Joe Pallazola, Berkeley, CA.

There is nothing—absolutely nothing—  
half so much worth doing



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## THE Serious Predicament

The way you put my kayak capsizing comments in the October 15th issue ("Your Commentary", page 3) isn't really what I meant. What I meant was that there seems to be so much capsizing and subsequent difficulties. If just learning to get back in (or roll up) would solve the problem, that would help a lot, but it seems that sometimes, for various reasons, it can't be managed, which results in a serious predicament.

Jim Casey, Newport, RI.

## Never Heard of Folboat?

Being an avid subscriber for many years now, I am still amazed at how many people mention they'd love to get into kayaking but are leery of a craft which has a reputation for being rather "tippy". Apparently these folks have never heard of the Folbot or Klepper boats. I have had a 17-1/2' Super Folbot in the past and have just ordered one of their new folding Pisces, a 16-1/2' craft with some innovations such as an outside aluminum gunwale and removeable front and rear decks which make loading and unloading so much easier.

I hasten to assure readers that I am not in the employ of Folbot but am very enthusiastic about their stability and seaworthiness. I have been caught out in seas which I never would want to be out in in a canoe or other open boat. My newest purchase is actually a going back to my first love after many years in various sailboats. If you want more information on this great little boat, write to Folbot, Box 70877, Charleston, SC 29415 or call them at (803) 744-3483.

John Karrer, Taunton, MA.

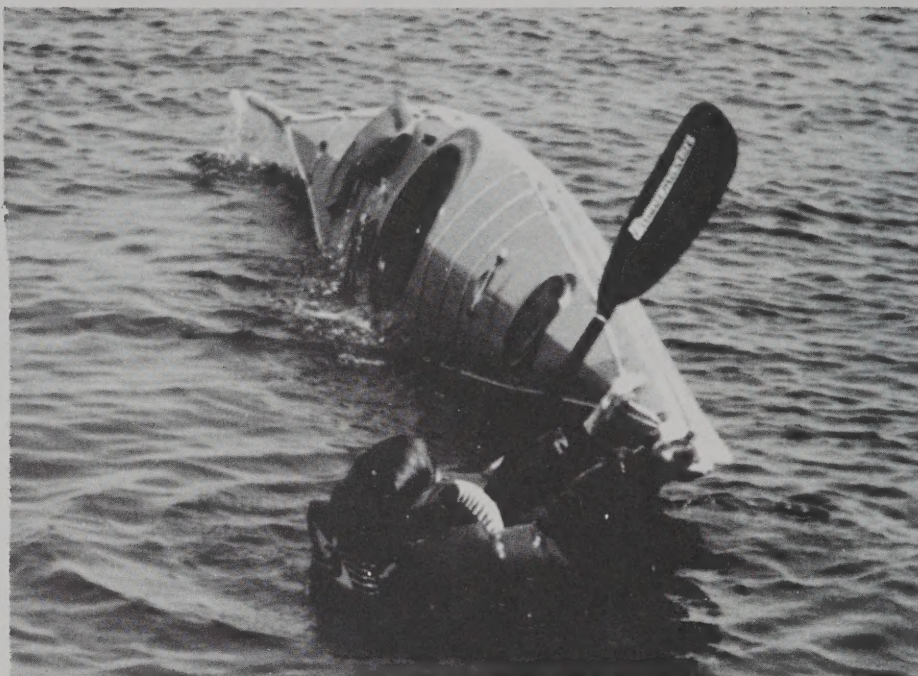
## You Had Best Stay Alert!

I write in response to letters questioning the overall sanity of the sport of sea kayaking that have recently appeared in this magazine.

My thoughts are from a 46 year-old who has been sea kayaking on the Maine coast for three years, doing about twenty day trips and a couple of overnight trips annually. I perhaps have an advantage on the water in that I have sailed all my life and have earned my living as a professional yacht captain for the past 14 years. This has given me a good sense of the weather and its relationship with the water.

The overall safety of sea kayaking has been questioned. I suggest that operating a sea kayak is about as dangerous as operating a table saw. With both, you must know what you are doing before be-

## About this Kayak Safety...



ginning, and when using the equipment, you had best stay alert and pay attention to what you are doing. Both activities can be safely done, but in both instances, trouble can await the ill-prepared.

The question of capsize has been raised, and properly so. The greatest danger a sea kayaker faces is finding himself or herself in cold water without either the ability to get out of the water or proper clothing to prevent hypothermia. So let us address three aspects of capsize: 1) Staying right side up. 2) Recovering from capsize. 3) Protecting oneself from hypothermia.

I have capsized accidentally once in three years. That was when trying a very narrow "Dawn Treader" kayak at the symposium three years ago after the vendor encouraged me to go further offshore to see how the boat performed in rough water. Paddling hard down sea, trying to get the boat to surf, I broached and rolled over very quickly. As an inexperienced paddler, I was in too narrow a boat and doing too much messing about trying to surf.

So, staying upright is somewhat related to choosing a design that has reasonable stability. I chose an Arluk III because, with 23-1/2" beam and a reasonably flared midship section, she has enough secondary stability to help me stay out of trouble. Yet the Arluk III has a narrow enough waterline to be reasonably fast and not be a dog to paddle.

A narrower boat like the Nordkapp or Arluk II is more dependent upon operator supplied stability such as bracing in waves. But a

narrower boat has the advantage of being faster and is distinctly easier to eskimo roll. The whole subject of eskimo roll is another subject in itself. In general, I feel that boats similar to the Arluk III are good compromise boats; relatively fast and easily driven, with enough volume for gear on trips, and enough form stability to see one through most of the adverse paddling conditions that a reasonably prudent coastal kayaker is likely to encounter.

If choosing the right boat is step one in staying out of the water, step two comes with using the boat. Start in calm water, build familiarity and confidence, but do progress. Push yourself to paddle in progressively rougher water when rescue or shore can be close at hand. You will at first feel insecure but the only way to gain capability is through experience. Time in the saddle. Soon you will be surprised, if you have chosen a good design, at how well a sea kayak handles rough water. But have the discipline to paddle rough water and develop the self-confidence that will quell fear and see you to safety when you first unexpectedly encounter adverse conditions.

You will not become a proficient rough weather paddler by reading this in your easy chair in your living room. Lean your boat over. Brace hard, port and starboard. Both your limits and your boat's are way beyond what you at first anticipate.

In terms of self-protection, I like the confidence that comes from being prepared for the worst. In really cold water conditions, wear

a drysuit or stay ashore. Even a wetsuit of the thin variety sold for water sports offers little protection in 35-45 degree water. You will quickly lose your ability to think and act. Even in moderately warm (55-65 degree) water I wear at least my Farmer John wetsuit for insulation and flotation. Paddle with a partner or group rather than alone. Paddling a kayak offshore without a wetsuit or drysuit is akin to driving in Massachusetts without a seat belt. I hope it is unnecessary to say that a lifevest should ALWAYS be worn and that safety gear, pump, compass, etc. should be onboard.

If we have been smart enough to limit the chance of capsize by buying a seaworthy boat and have pushed ourselves to use it in progressively more testing conditions, and have clothed ourselves to survive in cold water, let us talk about extracting ourselves from the water if we do capsize.

I will not go into the eskimo roll technique here, but it is not hard to learn. Like most things in life, it takes practice to gain proficiency. The eskimo roll is one's

first line of defense when capsized in a kayak.

Carry an inflatable paddle float bag, secured to your boat or secured on deck. Install proper deck rigging to effect a paddle float self-rescue if your eskimo roll fails. The paddle float is an excellent secondary line of self defense.

When paddling in rough water, stay close together as a group. Recently in moderate conditions, a friend, who is a veteran of three Labrador kayak trips, capsized his Nordkapp. Two attempted eskimo rolls failed, but on each attempt he got a breath of air and this gave me thirty seconds to get my bow to his cockpit. He reached up, grabbed my bow, and easily righted himself without coming out of his boat. He and I had practiced this maneuver on a pond and it worked just fine later in this "combat" situation.

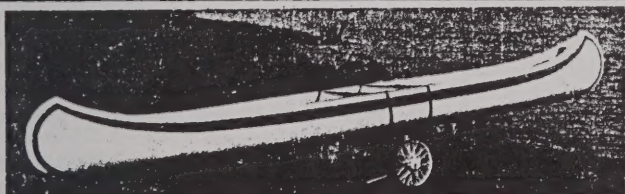
I might add editorially that he might not have capsized at all if at the time he had been tending to his own knitting rather than giving his wife some unneeded pointers on her paddling technique. Also, his

often practiced eskimo roll might have worked if he had not wasted valuable breath by exclaiming, "Oh, shit!" as he went over.

Another good secondary line of defense when one has to wet exit after a capsize is for another kayak to come alongside parallel to the swamped kayak. The second person firmly grasps the cockpit rim of the swamped (but righted) boat, enabling the swimmer to re-enter and pump out. Technique details on this are subject for a later article, but I have used this rescue method successfully both in practice and in the real world. It was the way I was rescued when I capsized three years ago.

In summary, sea kayaks can capsize, but with self preparation, one should find a capsize to be a rare event and it need not be traumatic if it does happen. I remain convinced that a light, fast, sea kayak gives the best return for one's recreational dollar invested here in coastal New England.

Frank Lawson, W. Rockport, ME.



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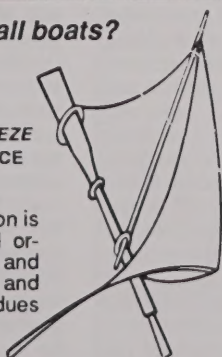
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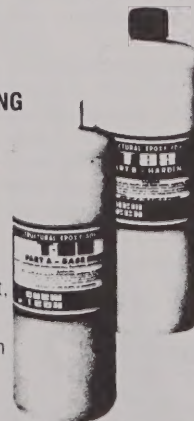
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# Into that Old Spring Trap Again

Adventure is where you find it, like gold it pops up in different places and in unlikely guises. What starts out to be one sort of adventure ends in another sort entirely. Of course, adventure is akin to trouble too, as it will find you if you're looking for it.

In California, the seasons are not sharply defined as they are in climates less mild. It's not easy to distinguish Spring from Summer or Winter from late Fall. Winter is usually a bit more wet and sometimes between January 30th and Christmas, uh, make that Christmas and January 30th, it can get downright frosty around the San Francisco Bay area.

Then something happens and it is so real that it always fools some people, mostly gardeners, fishermen and, above all, it fools kayakers. Kayakers are folks who think the world would be better if it had about 20% more water! All kinds of water, salt, fresh, running, standing, falling, swift and slow, peaceful type water. The me you can do with it the better they like it. Of course, kayakers are better suited to all kinds of water than just about any other sort of craft. So, logically, kayakers are me apt to believe Mother Nature when she gets frisky and tricky. What happens is, SPRING! This "Spring" is not the real Spring, but a false spring that happens in February! It comes with all the proper credentials. Warm, sunny days, clear, balmy nights, sprouting and budding foliage and all the above mentioned mentally deficient are convinced that SPRING HAS SPRUNG!!

I've never been able to convince myself that it really isn't Spring at all, but a sort of yawning and stretching of the earth as it starts to awaken from it's winter snooze. The warm sun and blue skies are irresistible to us who are so restless through the winter.

As soon as it happens we rip the lifejackets from the bottom of the closet where they are piled under all camping gear and sleeping bags hastily thrown there last fall. We pull the paddles from the rafters and load kayaks, food, extra sox and sweaters, and sleeping bags into the old station wagon and tear off for the winter swollen rivers to begin our "Summer" of exploring the cruising and camping in the new season.

To do this is to set your own trap and then fall into it! I have NEVER, I mean NEVER, ever finished a trip started during this false Spring, in the same weather, warm and dry! It always turned cold and wet! Such disillusionment is like having your wife reject you for a career in garbage removal. "Aw, maw nature, how could you?" We al-

ways swore that next year we would wait for the real Spring and not be suckered by that false one ever again, but we always succumbed. That's the danger of too much optimism, for cynicism would have been the proper attitude and would have kept our sox dry too.

In 1966, Milton, my kayaking partner, and I fell into the old Spring trap again and decided on a new, two-in-one adventure. We would load our collapsible kayaks into a big Stinson 108 5-pl. airplane and fly to Red Bluff, California, take a bus to Redding, California, where we would launch for two days of relaxed camp cruising and river running. Then back aboard the Stinson and be home all rested and ready for work. We would have me time on the water and less time on the road. Flying was going to be the second part of the great adventure. The plane was a club plane and not my own, who could afford a big luxury plane like the wonderful Stinson??

Milton had never flown in a small plane before and looked forward to the double thrill. Our German built kayaks, made by the Hammer Co., fitted our purposes as they went into the back seat area of the Stinson with no more trouble than removing the back seats from the plane and stuffing them in. I should add, the Stinson had a new pant job and was very shiny and lovely in its new dark blue color. In fact, it was so new that I had to paint the numbers on it before we could fly legally. That took about an hour and then we lifted off into bright, warm afternoon sunlight. Ah, Spring, sweet Spring!

Over the Sacramento Valley we dropped down to 1000 feet and saw the tremendous waterfowl nesting areas that cover much of the valley west of the Sacramento River. This valley, before it became settled, must have been absolutely a Garden of Eden for wildlife, as some of the accounts tell of the skies being black for the length of the valley with ducks and geese and other birdlife. It is still a bird paradise and the rice fields attract thousands of them after the harvest is over. Hunters and birders owe these farmers a debt of gratitude because they are the prime reason that the Pacific Flyway is still so populated.

Red Bluff Airport arrived in its proper place, directly over the nose, and right on time, too. Actually, a little too soon as we were enjoying the flight very much. We tied the plane down and were soon walking to town to catch the bus to Redding, 45 minutes north.

No one seemed to notice two overloaded characters walking the streets of Redding with our kayaks in their bags and hand carried luggage. All our food, dry clothes and other "possibles" were in those bags, and were they ever heavy! After all, you don't know if you're ready unless you're carrying all you can lift, right? You never know whether you are ready to shove off or not until you can't stuff anything else into the kayak. Right? At least, that has always been my gauge of readiness.

We camped in a grove of trees near the river and the next morning we launched into a day full of promise, a day of beauty of the buds on the alders and willows that were swollen with the pregnancy of the new season.

Our kayaks seemed to be eager to meet the fresh, cold waters of the river and the paddles reflected the flash of the warm sunlight and the sparkle of the riffles. We seemed to literally fly over the water.

At one point, the river split to go around a temporary island caused by the high water. This island was really a high end of what, in mid-summer, was a boulder-covered, mile long flat beach with a willow grove on the point. The choices were, take the short stretch of exciting rapids on the right, or take the shallow, swift sheet of the boulder field, which was nearly a mile of really shallow water that didn't have any rough or white water at all. It covered the boulders to about 6" to 10" and was very clear.

This was the channel I elected to take and there is no way to describe the exhilarating experience of truly flying over this field of colorful stones. I was filled with apprehension as well as excitement as the rocky terrain flew past under my boat at what seemed to be breakneck speed. I expected to feel the crunch as the keel struck the bottom, but it never touched. Such was the clarity of the water! There was no effort, no paddling, except to keep the direction straight. The boulders were of every hue and color, a lovely kaleidoscope at express speed, yet not a blur, but every stone stood out in sharp relief as it flashed past! I can still see the beauty of those varied colors when I close my eyes. Once in a lifetime an experience comes along and if we aren't there to see it, it's gone. I still thank God for that outstanding memory!

During our traditional stop at Balls Ferry, the river began to drop as the engineers at Lake Shasta shut down the flow of the dam's penstocks some hours earlier. The river level came down by about 6 feet. This brought to the surface some rapids that were hiding and also the boulder field ride was no longer there. Some things are so temporary, usually the most beautiful and fulfilling. Strange, isn't it.

By 2:00 PM we were stroking on what seemed to be even faster current and the miles swiftly rolled by. Ducks were on the river at every bend, deer, beaver, otters, Great Blue herons and birds and squirrels were our critical observers, too, often giving scolding advice. The next several hours would see this idyllic, restful scene change back to another few weeks of winter!

Giant cottonwoods and willows covered the boulder strewn island which was our campsite. We overturned our kayaks and stretched a plastic sheet across them to provide a shelter over our sleeping area. It also gave us a dry spot from the river dampness.

The darkness was still on the land when I was awakened by some strange sound, like a slow intermittent tapping. TAPPING? Oh, no! RAIN?? Impossible! I crawled from my cozy bag and saw the heavy overcast that covered the sky. A southerly wind was already pushing up the river and the raindrops fell more frequently as I yelled at Milton to rise and shine, knowing that he was the only thing that might shine this day. The sun certainly wasn't about to show. Cold wind began to penetrate every bare patch of flesh as we quickly dressed in our warmest gear. A capsize would be serious today. AND, flying might be a warm thought, but not a reality.



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The rush to break camp and get down-river and cover the last 25-28 miles was slowed by the steady wind that pushed into our faces and slowed our progress. The cold was increasing! My chest began to ache from fatigue and depression at our slow progress. Icicles were forming on the drip rings in little droplets that couldn't drip off.

Chinese Rapids came and went, Iron Canyon was not fun, but a drudgery of pain and struggle. Exhaustion can cause even the small events to be dangerous and we were ever more on guard.

The last few miles are always the slowest and these three were everlastingly long. The Red Bluff waterfront was unbelievably welcome and we just crawled out of the kayaks and staggered up town to a warm restaurant and as much coffee as we could hold. A hot beef sandwich didn't hurt either.

We dried and warmed and then I called the airport to enquire as to when the weather would become reasonable and was told the V.F.R. minimums were legal for flying at the moment. I said, "refuel the Stinson, we'll be right there!!" We tore the kayaks apart and jammed and crammed our gear into a vintage Ford at a local gas station where we found its owner buying two gallons of gas. After we offered him \$5 to drive us to the airport, he told the gas station attendant, "put about \$4 more in there," and off we went.

The rain didn't let up, but flying in rain is fairly routine and we lifted off around 12:30 PM into a 10 mph headwind, consequently I filed a three hour flight plan for the two hour flight.

We flew down the Sacramento Valley in a downpour and discovered that rain can be bad for the health of a new paint job! The new paint was giving way to the old color FAST! However, the big, healthy Franklin engine was purring like a kitten full of cream and we were slowly drying out as we went along.

Travis Air Force Base wasn't answering their radio that day and we were forced to fly around their control zone, but bright sunlight painted Mt. Diablo's west side with that familiar "California Gold." We were home free! Oh yeah??? Ma Nature had one more little show she wanted us to see. Just as we drew opposite the east side of the mountain, a sudden blinding downpour dropped like a curtain and the quick One Eight gave Milton a start momentarily, although the detour was only a few miles out of our way. The clouds began to lower and a thought of landing at Livermore crossed my mind. Then sunlight again lured us on and we crossed into our valley and away from the hills. Banking away to the left and passing Mission Peak the finale happened. HAIL! Pounding hail! The remnants of the beautiful blue paint melted away like ice on a hot stove! Noise is a small word to describe the sound as the hail pelted the plane. It could have severely damaged the propeller and the windshield, but on landing we found no damage of any sort, except the paint, of course. We were five minutes ahead of our flight plan.

Milton was stuffing the last bag into his car as I yelled, "great trip, let's plan another one as soon as we can." "Yeah," was his only reply. He never flew again and I can't say I blame him. I'd rather paddle through water than fly through it!

by E.G. Ragsdale

## PADDLES & OARS

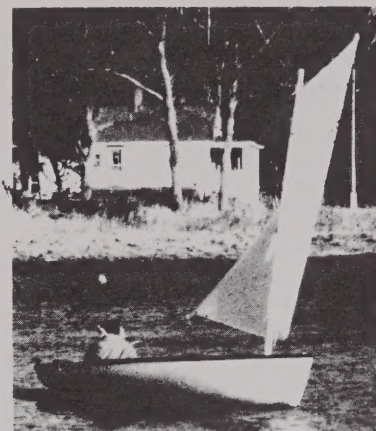


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As soon as I saw the top of the flywheel sticking up from the ordinary junk, I knew I had found treasure. A friend and I were poking around in a junk pile behind the general store in a small town on a lake in Ontario because we'd heard that there were a couple of old engines there and because it looked interesting, being a junk pile and not a trash pile. Big difference, that. We happened to be in the neighborhood as my family owns a cottage on the lake.

What we found was a 1915 vintage St. Lawrence inboard boat engine. It wasn't exactly ready to run, but it was complete. It even had a small distributor with a brass handle to adjust the timing, a brass carburetor and some brass fittings and grease cups. The best was still to be discovered when we cleaned off some of the dirt and detritus and found a brass name plate reading, "St. Lawrence Engine Co., Brockville, Ont., Canada, Ser. No. 1072". A brass name plate, no less. Real class!

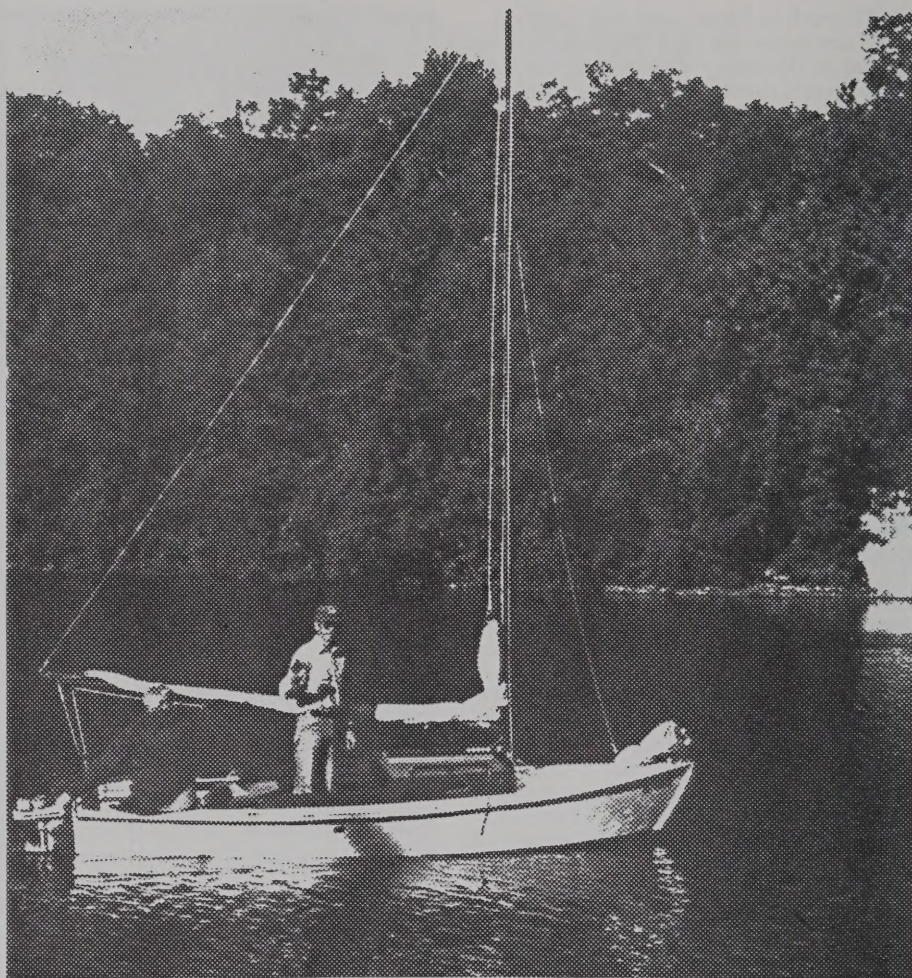
We took this large chunk of rust home and cleaned it up enough to see what it really was. What it really was was rusty. It was a two cylinder, two cycle engine, water cooled, with a low voltage distributor, a 14" flywheel and domed cylinder heads. It was also seized up.

The engine subsequently sat around in baskets and boxes and got moved to three different houses before I finally decided to get it going. The driving force was that I now had something to put the engine in, namely the 1950 vintage sailboat that I've been playing with (see "Boats", February 1, 1989, "Gotta Have a Boat with a Jib").

Enthusiasm was really building now, because I've always wanted a wooden sailboat with a jib and a small inboard. The winter was spent tearing the whole engine completely apart, rust was cleaned off the crankshaft, pistons were freed from the cylinders, broken bolts were drilled out, and on and on. The connecting rods had to be bored and bushed and new wrist pins made. I did this work on my lathe using a home-made milling machine set up. It's a good thing close tolerances weren't required, because close they weren't.

Finally, after being worked on, on and off through the winter, the little two-stroke beauty was ready to run. A test stand was made. Two Model T spark coils were hooked up and a gas tank connected. After uncounted, seemingly endless turns of the flywheel and about a million squirts of starting ether, it started. The garage instantly filled with smoke, noise and oily water. I'd like to go on record here that I don't like two-stroke engines.

Old two-strokes are especially bad because they use a lot of oil in the



## *An Old St. Lawrence Engine Goes Sailing*

fuel mix. But that's what I had so I was stuck with it.

After much tinkering and some fairly major changes (like putting in a different set of piston rings to replace the ones that got eaten by the exhaust ports in the cylinder walls) I felt it was ready to go in to the boat. The first order of business seemed to be bed rails for it to sit on. Oak 2x4's from a pallet made good ones. Then I made a propeller shaft log from a piece of electrical conduit, with brass bushings in each end. The lower bushing has a piece of copper tubing run alongside the conduit up into the boat to a grease fitting and the upper bushing has an O-ring for a stuffing box and also its own grease fitting.

A hole was cut in the bottom of the boat for the shaft log alongside the deadwood keel, and the log was fastened to the keel and the inside bottom of the boat. The hole

was sealed with fiberglass resin mixed with sawdust, which worked real well. A muffler was made from a large diameter piece of conduit, fitted with internal baffles, and another hole was cut in the side of the boat for the exhaust pipe. Since the engine is water-cooled and that water discharges with the exhaust, the noise gets all tangled up with the water and emerges sufficiently confused so it's not very loud.

A new rudder was built to clear the prop, except that I didn't have a prop. Since I had no luck finding a prop suitable (that is, cheap), I decided to make one. The approach would have to be very scientific, with careful engineering, endless formulas and calculations. Actually, I guessed at it. I cut four blades out of 1/8" steel plate to a shape that looked pretty good to me. After grinding them smooth and uniform I welded them

onto a hub. The incredible part is that it works. Probably not very efficient, but it works.

At last came the big day to try this rig out. I trailered to the nearby lake and rigged the boat for sailing, figuring that if the old engine wouldn't run, I'd still have a good day. Did I mention this thing is hard to start? It is. Just couldn't get it going. The problem of just plain cantankerousness was compounded by the fact that there was no way to uncouple the prop from the engine during starting. That is, no neutral. So when I turned the flywheel, it wanted to move the boat as well as the engine shaft.

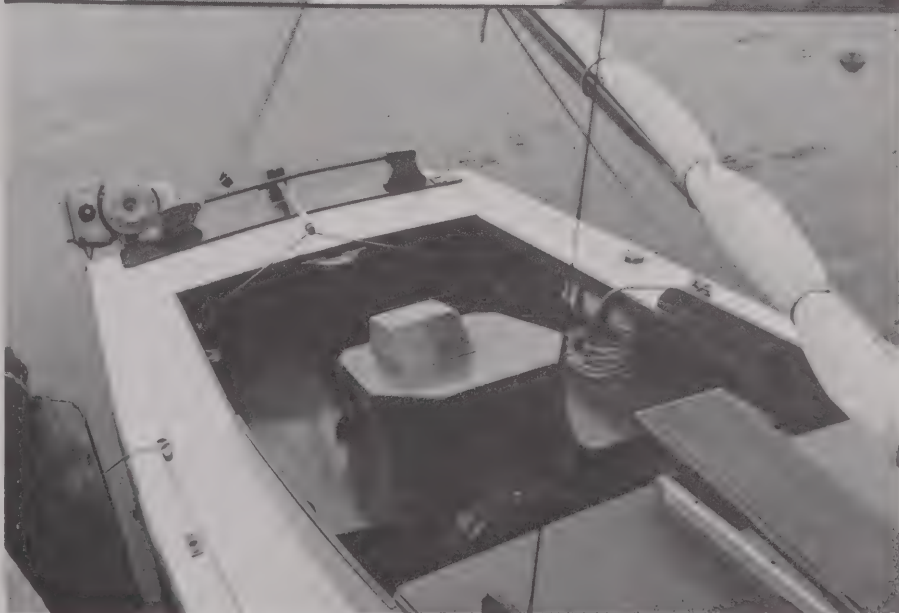
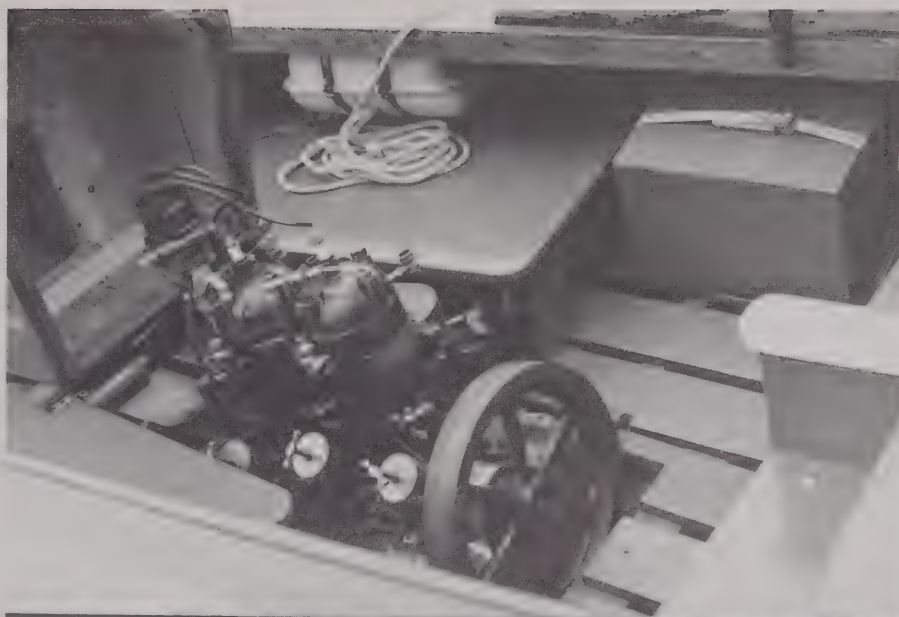
Eventually it did start, though, and ran pretty well. It was a good sailing day so I tied the tiller so the boat would sail itself and started the engine while underway so the prop helped, rather than hindered, the procedure. After it started, and seemed like it would run for a while, it was necessary for me to scramble around taking sails down and furling them after a fashion, while motoring along. This drew a lot of strange looks from various passing power boats, because I was motoring upwind and the inboard engine wasn't noticeable from a distance. A lot of people think sailing is magic anyway.

This whole setup had a couple of special features not planned for. For example, since the boat leaks, there were a couple of inches of water in the bilge at the low point. As the flywheel is also almost at that low point, sometimes water would spray off the flywheel all over the person who had just started the engine. A neat feature. An added plus was the behaviour of the Model T spark coils ("buzz boxes"). When they got even a hint of moisture they wouldn't work.

These two problems were solved by making a removeable fender over the flywheel and by installing a modern high voltage distributor. The original distributor needed a lot of fussy attention, and I wanted to use the boat, so a '74 Toyota distributor is temporarily fitted. Honest, it is temporary.

I've enjoyed the boat on White Fish and Sand Lakes near Jones Falls, Ontario. I've been messing about in boats on these lakes for many years as I have relatives in the area and that family camp is on one of the lakes. It's a paradise for small boats with room for paddling, sailing, rowing and motoring on open lakes and secluded backwaters. My sailboat, now fully powered, is ideal for this, and when conditions aren't suitable for sailing, and I'm too lazy to paddle, my antique St. Lawrence gets me around. A nice combination.

Report & Photos by Jack Hurt,  
Illustration by Bob Pinson-  
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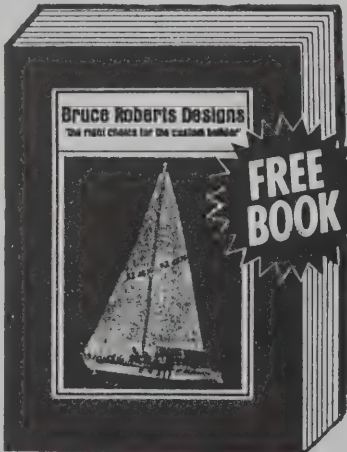
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## Nautical Noise

While refinishing a mahogany boarding ladder that had been tortured with a disc sander by a previous owner, my mind was idling pleasantly in neutral (read blank) and was susceptible to whatever came through. I was taken by the strange sounds emanating from my work. It turned out to be the GUDZ-GUDZ-GUDZ of the scraper I was suing to remove multiple layers of varnish.

It occurred to me that there are a number of sounds and noises associated with boats that are peculiar to being on or working on them. Before I stand accused of plagiarism (or worse, originality) I should point out that Dave Kananoff, a columnist for WOODEN BOAT MAGAZINE, did a piece several issues back on the sounds associated with **Content**, his ever-in-process sailboat. Dave, by the way, is a largely unsung marine philosopher, sort of a Studs Terkel of the marine world. But I digress.

I thought it might be interesting to put a little quiz together to see how well you can match the sound with the source. So that you understand the rules of the game beforehand, I've listed the scoring procedures below:

| Score | What It Means                                                                                                         |
|-------|-----------------------------------------------------------------------------------------------------------------------|
| 0-2   | Why are you reading this magazine? Perhaps, you're a cattle farmer who mistook the title as "Messing About in BOOTS." |
| 3-6   | Not bad, but you need to spend more time on your boat and turn                                                        |

### Column A:

1. \_\_\_ NUHNEE-MUHNEE
2. \_\_\_ BOOM-VANG
3. \_\_\_ SZZZZ-Oh S\_\_t!
4. \_\_\_ LUFF-LUFF-LUFF
5. \_\_\_ BLLRRP!
6. \_\_\_ LUH-LUH-LUH-LUH
7. \_\_\_ Framitz-framitz-framitz--spricht!
8. \_\_\_ Clung!
9. \_\_\_ Djacatyet?
10. \_\_\_ ASCIRIRIRIR

Answer Key:  
 1-D, 2-E, 3-A, 4-B, 5-F, 6-C, 7-G, 8-J, 9-I, 10-T.

- 7-9 off the stereo.  
 You're obviously in touch with the "here and now" when you're around or in your boat. Keep it up.
- 10 You cheated and looked at the answers. Shame!

In taking the quiz you may want to try sounding out the items in Column A. Varying the speed and pitch of the sound may help. I strongly advise, however, that you NOT do this while commuting to work or in a non-boating crowd. Your efforts might be mistaken for a mantra or worse. It's OK to do it if you're with some overage hippies or someplace where you can have a little privacy. I hesitate to suggest your bathroom because if your home is anything like mine, it's the LEAST private room in the house. When one of my kids got lost in the backwoods, everybody organized a search party and went out looking for him. I, however, headed for the bathroom and ensconced myself in one of nature's less dignified positions and waited. Sure enough, in less than three minutes the missing lad knocked on the door asking how much longer I'd be in there. We spent the next three hours looking for the searchers who apparently had gone to the bathroom just before they took off. But again, I digress. Here's the Quiz - good luck!

by Pete Cartier

### Column B:

- A. A power saw kerf going awry.
- B. Improperly trimmed, flapping sail.
- C. Over powered inboard boat at idle.
- D. Marine surveyor's pen writing up a report on the vessel you just purchased.
- E. Your head when you fail to duck while coming about followed by a metallic ringing in your ears if the mast and boom were aluminum.
- F. Explosive air embolism in a cartridge of bedding compound resulting in an unwanted 1/2-pint of compound being extruded.
- G. Last cuts of a handsaw followed by the wood splitting off unevenly.
- H. Said by late arriving fisherman coming into camp.
- I. Frozen keel roller scoring the bottom of a newly restored wooden boat.
- J. Metal tackle box dropped into an aluminum canoe.

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# The San Francisco Pelican

## A HEAVY WEATHER DINGHY

Local yachtsmen have generally believed that a small centerboard sailboat does not belong out on windy San Francisco Bay. It's true that most small centerboarders in this area should stay along the shore or in the numerous estuaries of the Bay. There is plenty of good sailing room in these protected waters, and no necessity exists to adventure across the main part of this inland sea.

Of course, ordinary small dinghies have been sailed across open waters such as the English Channel and North Sea. Experts have sailed them, so have reckless daredevils. These are extreme cases. Even the boisterous Golden Gate is crossed each spring by a fleet of tiny 8' El Toro dinghies. These are well escorted by a watchful "cow ship" convoy, and although they pick a day for gentle breezes and sail in the forenoon when Bay winds are lightest, they still have a considerable number of capsize and swampings from which they are rescued by their escort vessels.

These are all exceptions. We are thinking more of a general rule as applied to ordinary weekend dinghy sailors, not experts or daredevils. Should the average weekend sailor, perhaps with his family and a picnic lunch, always have to remain in coves along shore?

Now, if there were a small centerboard dinghy, say around twelve feet, in which the average sailor could feel reasonably safe in crossing the rough and windy main ship channel in San Francisco Bay, and waters with similar conditions, it would certainly have to be a unique boat. It would need to be a substantial departure from stock dinghy design for such a sailor to make such a passage on his own, single-handed, and unescorted, with confidence. It would in fact be possible to call such a boat a "heavy weather dinghy".

Well, such a boat exists that meets these demanding requirements. The "San Francisco Pelican", as she is known from coast to



coast, is a buoyant, lug-rigged dory-sampan, 12' 2-1/2" long. A small centerboarder, but a lot of boat, for her cubic volume is close to 120 cubic feet!. Her block coefficient is that close to 100%. Yet, with all this squareness she is still shapely enough to be called "yare" by old hands. Unlike the Thames barge, this packet has flare, freeboard and sheer.

It's her bold flare in particular that does the most for her, but her saucy sheer helps. Both operate most effectively in the "Pelican" because she also has great reserve freeboard. She might be said to be the architectural epitome of the expression, "nothing succeeds like excess," for she seems to have gone just about as far in these directions as small craft design al-

lows. With her sampan bow and dory-bottom, the "Pelican" arrives at chine buoyancy early, and presents a quickly expanding set of waterlines when loaded, which gives her a remarkable high tons-per-inch factor. She can be loaded with nearly a half-ton of people and gear, yet her draft seems to change only slightly, so resistant is she to immersion.

If this boat were elongated to a conventional dory hull, she would be nineteen feet long. The plywood construction is designed to take advantage of modern monocoque, light, rigid methods. A foredeck, stern deck and side decks, and cockpit coamings, keep her unusually dry, comfortable and rigid as a rum bottle. But the remarkable characteristic and her un-

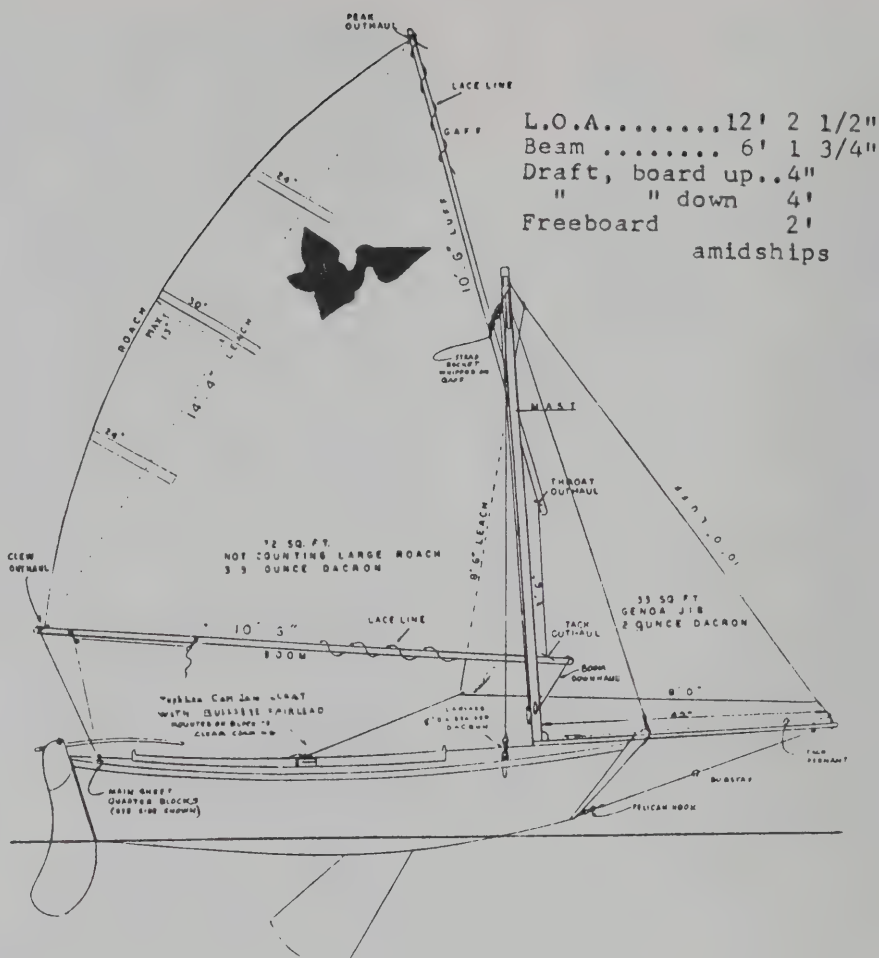
ique specialty is her stability. Her low aspect rig and flaring topsides put astonishing righting leverage advantage on the side of the sailor, and even in sudden unexpected puffs of a strong squall, the peak of the gaff will ride off to leeward with resiliency, and save a situation that might otherwise be a knockdown blow. Yet, with all this, she is certainly not a slow boat and she'll beat to windward surprisingly well.

There are many other safety factors in this rig. In a hard or accidental jibe, the lug rig will absorb the shock with elasticity. The halyard suspending the gaff and boom absorbs much of the shock and also lets these two spars swing and dip a little instead of slamming across on a hard pivot, as in the case with gaff jaws and boom jaws of a gaff rig when jibing.

Amidships the freeboard is two feet. Her beam at the chine is a modest 47" but her beam at deck amidships is 6'1-3/4". Thus her flare is so strong that the head and shoulders weight of her crew shifted to windward within her roomy cockpit provides a righting arm force like that of a catamaran. This righting leverage is effective even when sailing single-handed. Her sampan bow helps towards her all around seaworthiness, prevents her broaching and burying when running fast in a following sea, and provides much more space within her limited length. Incidentally, her chine logs have a constant angle from stem to stern so they can be pre-cut at the mill, the answer to the amateur's prayer for simplicity in building.

The "San Francisco Pelican" can be sailed either as a cat or sloop. An overlapping jib on a running bowsprit adds 33 extra square feet of sail to the mainsail's 72 square feet. The jib is set flying on a running bowsprit and may be quickly doused by means of a running tack pennant and the jib halyard, both handy on a cleat in the cockpit. Also the jib may be reset from the same position of safety when the wind lets up and more sail is needed. The lug mainsail is set well hove back by its boom downhaul, so it's lower luff's curvature is not in contact with the mast, no matter what tack the boat is on. Thus the mainsail remains always on the same side as hoisted.

The beamy "Pelican" can be made to appear clumsy and slow under one set of circumstances, if put on a course as close to the wind as possible alongside a tall marconi rigged racing dinghy. The latter will sail faster and closer to the wind. But now let these two very different types direct their course upon a reach and watch the "Pelican" shine! The stiffer the breeze and rougher the water, the faster will the "Pelican" reach



ahead of the racing dinghy. Then our lugger will demonstrate what she was designed for, making a safe passage on a windy, choppy Bay, not sailing around the windward oriented patterns of a sheltered race course. To each his own.

In spite of the "Pelican's" noted Bayworthy ability, she shouldn't go hunting for bad weather, no boat should. It's not a seamanlike course to pursue and would probably bring bad luck. As a sort of nautical rabbit's foot, and a prudent one too, all "Pelicans" carry extra buoyancy such as styrofoam blocks built into the hull.

In a boat, size and safety do not necessarily mean the same thing. Before 1911 most sensible yachtsmen believed that no boat under 37' should attempt to cross the Atlantic Ocean. The 25' "Sea Bird" yawl proved otherwise, and even smaller yachts are now sailing around the world with fairly reasonable people at their helms. In today's times, the "San Francisco Pelican" has proved herself as a capable "heavy weather dinghy".

Captain William Short, Designer.

#### THE LUG RIG

The standing lug rig is a most convenient sail. The tack is made fast to the mast if boomless; and if boomed, the boom is secured so the tack is approximately even

in the mast, (as our "Pelican" is). This means the sail never requires dipping. This sail, in order to stand well and obtain greatest efficiency, should have a high peak.

On the Clyde River from 1900 on through the twenties and thirties, some very fast and famous racing yachts had standing lug rigs. On these boats the halyard was provided with a luff-tackle purchase, so that the sail could be swigged up taut. And a lug sail with full length "Chinese" type battens can be made flatter. Yet, with the assistance of full length battens, a sail can attain the maximum of flatness for windward work. The battens do not materially increase the weight of the sail for they are made of lightweight wood (or today, plastic). They can be passed through the reef bands of a sail. This rig is particularly adapted for single-handed sailing, for a large sail can be carried safely if it is provided with full length battens, as reefing it becomes a simple, almost instantaneous, process.

To take in a reef, the halyard is slacked off a sufficient amount, then a pull on a line (one which is rove through thimbles fastened at both ends of the batten and the boom) draws boom and lower batten together, and the reef is down and even, and the reef points need not

be tied. In squally weather, reefs can be taken in and shaken out a half-dozen times in a very short time as conditions warrant. Of course, if the sailor has time, he can tie the reef points later as the reef would then be snuggler.

Naval architect Tom Colvin completed a survey of rig efficiency experiments with identical hulls, one with marconi rig, the other with fully battened lug rig. His carefully controlled experiment proved that the fully battened lug rig was superior in speed efficiency.

Colonel Hasler, with a 26' Folkboat fitted with a Chinese lug rig participated in the 1960 trans-Atlantic race (a single-handed race). This race was a hard beat to windward all the way from Portsmouth, England, to Newport, Rhode Island, along the great circle north Atlantic course. Hasler's yacht, with her lug rig (and no jib) finished second to Francis Chichester in a 40' racing yawl, by a close margin. Hasler once tried an amalgam of east and west rigs, finally settling on an almost pure copy of the Chinese lug sail. He explained, "Every time I tried to improve on the Chinese lug I ran into difficulties and had to revert."

The lug rig offers by far the most possibilities for adjustments and adaptations to weather changes and also adjustability for points of sailing. For example, greater or lesser draft can be quickly trimmed into the sail by downhauling the heel of the gaff. Strictly speaking, on a lug rig, this upper spar should be referred to as a "yard".

The lug sail is inherently far stronger than any other sail and will outlast others. The main reason is the simple one of distribution of strain in the modern conventional sail, the entire weight of the sail, plus the enormous downhaul strain, is concentrated with great focus upon the upper corner, known as the head. The head corner of a marconi sail must handle great strains, strains so severe that they can be endured for only limited time. The triangle of forces at work on a sail determine this strain focus.

The lug sail's head is held up on a long line, in fact the whole upper luff is also the head. The entire length of the yard (we "Pelican" sailors still refer to it as "gaff") holds and supports the sail with more even distribution of strain. This even suspension along the length of the yard gives the sail maximum protection from uneven or concentrated vertical strains.

Because of this, along with the important difference in handling of the "Pelican" in heavy weather, our luggers seldom need to be luffed up into the wind, allowing the mainsail to shake violently every time a healthy puff

hits. Allowing a sail to flog (as in luffing up in a puff) is the worst strain that can be put upon sail cloth fibers. Nothing in sailing practice rips and destroys or weakens the sail cloth as rapidly as allowing the sail to flog. Sailmakers will tell you that this is the supreme test of a sailcloth's strength.

The difference in efficiency between one tack and its opposite, with yard and boom remaining on just one side of the mast, is slight, as proven in several races and in partly controlled tests with two "Pelicans". It is slight, almost non-existent, if the boom down haul is still taut enough on the tack with the sail on the weather side, and the tack far enough aft so the curve of the luff is not in contact with the mast. I still believe that the boat may perhaps be able to sail closer to the wind when the sail is on the leeward side. Old luggers were rigged to swing the yard from one side of the mast to the other when tacking by dipping it down, back and by, while the boom rode the mast on a set of jaws. This modification has been made by some "Pelican" owners.

Captain William Short, Designer.

#### BUILDING PLANS

A complete set of building plans and a 48 page instruction book are available for \$25 from Muriel S. Short, San Francisco Pelican Boats, 203 Hawthorne Ave., Larkspur, CA 94939, (415) 924-0685. A larger version, the 16' "Great Pelican" shares construction and joinery details, conversion drawings to go with the "Pelican" instruction book are \$10. Complete "Great Pelican" set is \$35.

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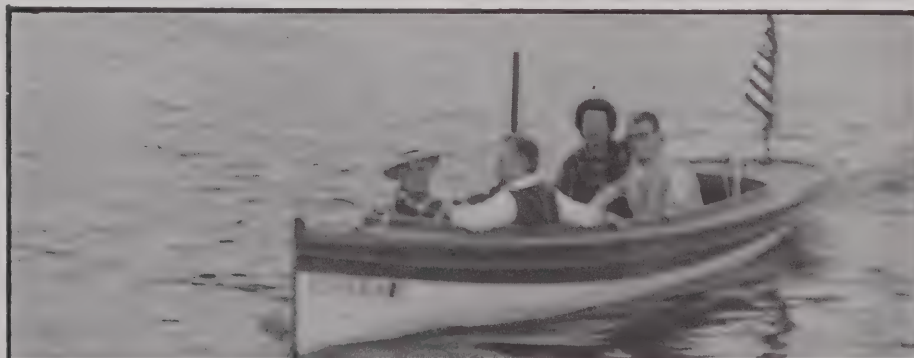
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# DESIGNS & PROJECTS

## The Model's Done

The ambitious program for building the 170' square rigged downeaster, "Discovery" has achieved the completion of its "Phase I", the scale model of the dream ship being promoted by a group calling itself S.A.I.L., Inc. The big picture is a \$10.5 million sail training ship built in Maine of steel along lines of the famed Maine downeasters, that will be the only U.S. built such ship afloat for the big time tall ship affairs and the 1992 celebration of Columbus' discovery of America. In addition to the scale model of the Roger Long design, the S.A.I.L. group has obtained official U.S. Coast Guard approval for the ship's planned use in sail training programs, the first such approval for such a large "Class A" vessel.

Now it's Phase II time for the next year, paperwork stuff like completion of the design, development of the sail training programs and fund raising. Phase III will be the construction phase planned for a July 4, 1991, launching of the hull in Boothbay. Rigging out and commissioning will be at the Maine Maritime Museum on Memorial Day, 1992, and "Discovery" will be berthed at that Museum when not on tour elsewhere.

Very big scale messing about in boats. If you'd like to get involved, contact David Brink or Arden Rembert at S.A.I.L. Inc., 229 Washington St., Bath, ME 04530, (207) 443-6222.

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## Simmons Sea Skiff



Designer and builder T.N. Simmons with 20' skiff.

The New Hanover County Museum in Wilmington, North Carolina, is very big on the Simmons Sea Skiff, a locally famed sea boat that's attracted attention far and wide now. The Museum reports that over 500 sets of the 18' Simmons plans have been sold, and that builders who have completed their boats have been heard from in Alabama, Connecticut, Florida, Massachusetts, Minnesota, North Carolina and Virginia.

The boat's designer and original builder was T.N. Simmons of Myrtle Grove Sound. Plans for a new 20' version are now available. Simmons built one in this size for the U.S. Corps of Engineers in 1971, now in the Museum collec-

tion, it has served as the prototype. Although it's only two feet longer than the standard Simmons, it's a far larger boat overall, with two foot greater beam and an additional plank on the topsides. The foredeck is larger and it has a side deck all around also.

The hull weighs only 600 pounds. It seems happiest with about a 70hp outboard. One builder fitted a 90hp four and found it was too much. Another backed down from 135hp to 70hp and got better performance with much improved fuel economy.

Plans are available for \$45 from the New Hanover County Museum, 814 Market St., Wilmington, NC 28403

## Cut Nails



The boatshop at the Strawberry Banke Museum in Portsmouth, New Hampshire, houses a group of cut nail making machines that are at work cranking out cut nails of hard drawn copper in a variety of

sizes. The machines came from the old Atlas Nail Works. If you're interested, \$1 will get you a small sample packet. Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03801.

## CROPC Gig



The Connecticut River Oar & Paddle Club's gig (22-1/2'x4'x250#) is well underway. The photo shows it during building over Labor Day. Exterior hull and glassing and interior resin and taping are done. We are now (late September) fitting the gunwales/oarlock sockets and seat risers. Thwarts and painting then await. Then a training program of sorts to figure out how best to row it.

There is a lot of development to come in this latter area and it's my humble observation that many of the "classic" formulas for

fixed-seat rowing's oar length/seat height/distance/angle to lock are not necessarily applicable today. Why not? Perhaps because they're based on 19th century human anatomy averages?

Perhaps others who have built and raced such boats might care to comment on this subject on your pages.

Our boat will be nowhere near the elegance of "Kittery" but we hope it will provide us with some fun.

John Stratton, Old Lyme, CT.

## \$36 Million Clipper Ship

I recently had the opportunity to meet Captain Charles Quinlan, the founder of the Shining Sea Foundation, whose goal is to build a true American clipper ship of wood. The proposed ship will be 236' on deck and will carry the sail plan of "Flying Cloud". Captain Quinlan estimates that it will take about a year to build once construction starts. This takes into account that preliminary engineering has already been started at several engineering schools.

When asked about the problem of locating wood of ship timber proportion, Captain Quinlan indicated that there would be no problem since all timbers would be of laminated construction. This would allow the construction of wooden ships of greater strength than their original counterparts. Considering that sub-assemblies of frames could be made at a "factory" and these laminated futtocks and floors could be assembled on site, the whole prospect of building a clip-

per ship becomes more feasible. With fir planking and ceiling and modern protective coatings, possibly fiberglassed below the waterline, it becomes not only possible, but an attractive prospect.

Quinlan would like to build the clipper in East Boston near the site of McKay's shipyard, and has met with Steven Coyle, Boston Redevelopment Authority director, who supports the project. At the top of the Captain's list at this point is the gathering of sponsors to finance the project. Once the major sponsors are found it would then be opened up to a general membership organization. Initial costs are estimated to be in the vicinity of \$36 million. For further information, you can write to the Shining Sea Foundation, Box 2023, Wilmington, DE 19899.

From the Newsletter of the U.S.S. Constitution Model Shipwright Guild, George Kaiser, Editor.

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about the news I'd heard that he hoped someone would start a "Birdwatcher Cult". It's true, he would indeed like to see this happen.

Phil remarked that he's generally credited with being an innovative designer for many of his craft, but says much of that is simply due to his being much better read on bygone designs and concepts than most people. He views himself as an adaptor in many of his designs. But the "Birdwatcher" is one he really feels is innovative.

The photos from our August 1st issue are of Jim Michalak's "Birdwatcher" to refresh your memory about the boat. The major innovations are the high sides and full length side cabin tops which make it impossible to swamp the boat even in a knockdown. The upper portions of these sides are clear plastic providing full visibility for crew seated on the floor for maximum effect as moveable ballast. The mast and centerboard offset to one side provide a full length walk through central standing room corridor with easy access inside to everything. The boat builds fast, three 4'8" plywood sheets are ripped down the middle and butted end to end. These 2'x24" pieces are then wrapped around several appropriate bulkhead/molds to create the correct hull shape, flare, sheerline and stem and stern joints.

Phil discusses the design rather completely in the January, 1986, issue of "Small Boat Journal" (#46) which you can obtain from SBJ as a back issue, they're at 2100 Powers Ferry Rd., Atlanta, GA 30339.

The "cult" aspect arises in Phil's mind because that's what has happened to his original design for the "Dovekie" done for Peter Duff, then owner of Edey & Duff. Today over 150 "Dovekies" are out there owned by true "cultists". People kept asking Phil for plans to home build "Dovekie", but he says that design does not lend itself to plywood construction. Hence "Birdwatcher".

Report by Bob Hicks

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## "Birdwatcher" Cult-I

On my recent visit with Phil Bolger in Gloucester, Massachusetts, before moving on to my new home in Oregon, I had occasion to also meet Bob Archibald, who has sailed on Jim Michalak's new "Birdwatcher". Bob said he thought it was a wonderful boat and mentioned how cool the partially enclosed cockpit had been from the down-draft off the sail. As sales of "Birdwatcher" plans haven't met the apparent promise of this unique craft, I'm dropping the price from \$60 to \$50, same as the "Micro" plans.

Bernie Wolfard, Common Sense Boat Designs, P.O. Box 91429, Portland, OR 97291-0429.

## "Birdwatcher" Cult-II

On my recent visit with Phil Bolger in Gloucester, Massachusetts while participating in the Cape Ann Rowing Club Annisquam River Row that was based in David Montgomery's boatyard where Phil lives aboard "Resolution", I asked Phil

## "Effie M. Morrissey, Jr."

### *Under Sail*

The "Morrissey, Jr." ("Messing About, in Boats", June 15, 1989) sails much better than I would have dreamed. With 700 pounds of inside ballast, displacement with me on board is about 1,700 pounds. I've had her out nine times during the summer, including twice out in Vineyard Sound. Great success!

I have four of my skiffs to build this winter, then on to another replica, either the "Alice S. Wentworth", a schooner of Vineyard Haven fame, or "Rattlesnake" a privateer in the Revolutionary War (see Chapelle).

Fred Littleton, Chilmark, MA.



## *Stretched Light Dory*

Phil Bolger was all smiles on October 1st when he showed us his new "stretch" light dory, the first one to be built having been built locally in Gloucester by a non-boatbuilding woodworker. The light dory, in any of several permutations, has been offered for years as a simple instant boat type of home builder project. Phil was never happy with the fact it did not lend itself to rowing double, the length precluded proper rowing stations being arranged. The new longer craft solves this problem and adds speed with its longer waterline. For details on obtaining building plans, write to Phil Bolger, 29 Ferry St., Gloucester, MA 01930. Phil has no phone aboard "Resolution", moored at David Montgomery's yard.



## "Nobska" Plans Acquired

At its annual members' day on September 24th, held aboard the former Nantucket steamship at its berth in Fall River, Massachusetts, a special presentation was made to the ship's owners, the Friends of "Nobska". The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority turned over its complete files concerned with "Nobska". These included all blueprints and plans for the ship and plans for all her operating equipment (equipment that had been removed from the vessel), and all operating manuals and related documents used in her operation.

FON vice president Warren Hartwell commented, "These files contain untold treasures for us. With them we could, if necessary, replicate any and all pieces of equipment lost when "Nobska" was stripped out in preparation for re-building as a restaurant in Baltimore. Steam pump plans, windlass plans, capstan plans and the like are all complete. We thought these plans had been lost and have been trying to find duplicates for three years."

Additionally, all plans for changes made to the ship dating from her 1925 launching until her 1973 retirement were included. Senior chief engineer Joseph Dawicki of the Steamship Authority made the presentation along with port engineer John Flaherty and engineer Howard Foster. All three had served aboard "Nobska" during her years of service with the Steamship Authority.

Inspirational remarks at the gathering by noted marine artist William Muller called not only for "Nobska's" preservation but for her restoration as well, "Nobska will then serve as the only tall stacked steamer from the great age of steam capable of bringing that tradition to future generations, she will become an ambassador throughout the coastal United States of the Great Age of Steam!"

Over 300 interested persons visited the ship following the ceremonies. A special guest was Roland Evans who steamed in aboard his 30' home built aluminum steamer "Tryall". Rojland regularly visits the preservation crews at work on "Nobska".

Report and photos from Friends of "Nobska".

From the top: "Nobska" at her berth receives early arrivals. Joseph Dawicki (left), "Nobska's" last chief engineer, presented blueprints and specifications of "Nobska" to FON President Robert Cleasby on behalf of the Martha's Vineyard & Nantucket Steamship Auth.



## Feathercraft Kayaks

Doug Simpson, one of the two owners of Feathercraft Folding Kayaks of Vancouver, British Columbia, was in the Boston area late in the summer, visiting area sporting good dealers to demonstrate his boats to the staffs involved in selling them for the dealers. His visit to nearby REI in Reading was made known to me so I spent a couple of hours at nearby Wakefield's Lake Quannapowett observing Doug's presentation and looking over the boats closely.

The focus of this folding kay-

ak effort is on modern technology applied to the nearly century-old concept of a boat you can fold up and carry off. Rather than pursue the established Klepper, Folbot and Nautiraid design approaches, Feathercraft did the whole thing up from scratch. The results are solo and double kayaks that weigh (everything included) 69 pounds and 47 pounds, and that fit entirely into one custom designed backpack that you really can hoist onto your shoulders and pack off into the boonies. The double can be split

between two backpackers, logically.

Watching Doug assemble the new double was at first confusing as he tucked various bits inside the hull envelope, but when he was nearly done he found he'd put the front framing into the back of the hull. This came to light when the seat hangers didn't line up. This was reassuring to those who might feel a bit foolish about making assembly errors in front of potential customers. If the designer can have beginner troubles, then it's okay if I do too. It does look complex, but does have a logical systematic assembly procedure, not hard to follow once the color coding is on all the bits that fit together.

The solo and double got short outings on the placid lake at the park by the various REI employees on hand. Several have had experience in coastal kayaking and were all smiles in the boats. Not only are the hulls light, but they are stable, with the relatively narrow 31" beam for the double, and 26" beam for the solo. The lightweight laminate hull stretches taut when the final framing is snapped into place and the full length gunwale inner air chambers are inflated.

The boats are expensive. No prices were discussed at our little tryout gathering, but these are top line products, not for the bargain buyer. You can get specifics from Feathercraft by calling Doug or Larry at (604) 681-8437.



# MORE TALES OF A TOWNIE AND THE DAMN FOOLE



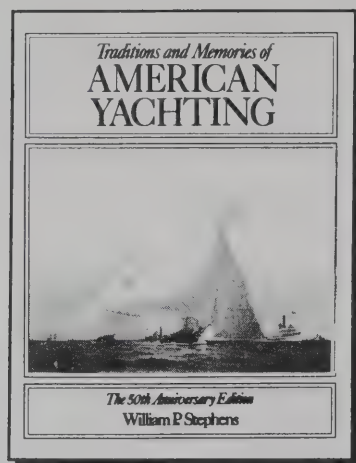
## "MORE TALES OF A TOWNIE AND THE DAMN FOOLE"

Tom's put together his latest series of tales about his Townie adventures and his side trip trying to own a real "yacht" into another of his unassuming little books. These are all stories published in "Messing About in Boats" since the previous two collections were published in book form. No frills, just Tom's hilarious commentary and illustrations. You can get copies for yourself and friends who will appreciate them from Tom McGrath, 11 Severance St., Lynn, MA 01904, at \$10 each. It's all for Tom too, he publishes his own stuff. He can probably use the money, judging from his sailing budget's obvious limitations.

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Did that get your attention? Bob Glick's Columbia Trading Co. offers such a catalog periodically updated, 24 pages of fine print listings of a fascinating array of nautical books, magazines, catalogs and such "ephemera". Now that you're back indoors for winter, you can enjoy looking through these listings and perhaps even find something you'd like to buy for winter reading. The range is amazing, from real antique costly tomes to recent vintage out-of-print titles. I saw a copy of Phil Bolger's "30 Odd Boats" listed for \$25. There's history, design, building, photobooks, you name it. How about "Down Channel", a 1986 reprint of an 1869 book about small boat sailing cruises off the coast of England, 328 pages, for just \$12? Catalog #26 has 513 book titles described with 25 more listings of catalogs, magazines and "ephemera". Request your free catalog from Columbia Trading Co., 2 Rocklyn Dr., Suffern, NY 10901. You can call (914) 368-3078 but might get the machine.

# WINTER READING



## "TRADITIONS & MEMORIES OF AMERICAN YACHTING"

A \$50 book has crossed my desk! Amazing, I'm just not in that league, but here was this review copy of "Traditions & Memories of American Yachting" and it's really something. Wooden Boat Publications has republished what they term the "landmark yachting history book", written originally in 83 installments in "Motor Boating" magazine until the author, William P. Stephens, died in 1946.

The book is one of those big "coffee table" sort of works, 9"x11-1/2", hardbound, with 456 pages and 450 illustrations. All possible effort to go first class with this subject has been made. Stephens was uniquely fitted to write this tome, being not only a perceptive journalist but also a designer and boat builder. No "expert writing in all genre" hokum here, this was the labor of a knowledgeable man trying to bring into perspective a very complex subject. Stephen's credentials go on and on in the technical boat building trade and in yachting circles. He avoids the curse of too much technical detail and fits the social and economic aspects of the subject neatly into place in the evolution of yachting.

Wooden Boat people reorganized the original book, expanded the illustrations and redesigned the layout on more modern lines. It's easy to read, but it's not a book to be plodded on through start to finish necessarily. The various chapters stand well alone and it can be picked up after an interval and resumed comfortably. If your book budget is up to \$49.95 you can order up a copy (or copies for your friends) from Wooden Boat Publications, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651. Impressive Christmas gift!



# BLIGH

A True Account of Mutiny  
Aboard His Majesty's Ship Bounty

## "BLIGH"

The subtitle of this International Marine offering is, "A True Account of Mutiny Aboard His Majesty's Ship Bounty". This is more of today's historic revisionism at work, as author Sam McKinney researched the actual logs deposited in the Royal Navy's archives, logs kept by Bligh and several crewmen. He came up with a fascinating chronicle of how it really was 200 years ago in the south Pacific when Fletcher Christian told off Captain Bligh and put him overboard with loyal crew in a ship's boat.

Bligh was a much younger man than I'd imagined from the movie, and not all bad, while Christian was not particularly a good guy himself. The real people were typical humans, complex characters. Bligh's main fault was his temper and his instant raging at anyone who chose to question his authority. Christian was unfortunate enough to be often the object of Bligh's outbursts and got a major inferiority complex over it all. The discipline aboard Royal Navy vessels was pretty tough and punishments were rough, so when Christian finally told off Bligh and was supported by some of the crew, he was committed, he'd gone off the deep end. So he chose to put Bligh overboard with remaining crew loyal to the captain. After that, Bligh's superb navigational skills and innate toughness of character carried him and his tiny craft 3,600 miles over open ocean to a safe harbor. Christian and the mutineers headed for parts unknown to hide from what they knew would be an implacable Royal Navy pursuit when word got back to England. From there it was all downhill for the mutineers, the lack of discipline inevitably leading to fights and murders as they settled on lonely Pitcairn Island and tried to live out their lives.

The book is \$22.95 from International Marine, Blue Ridge Summit, PA 17294-0850, (717) 794-2191.



#### "BUILDING A JAWBONE KAYAK"

The subtitle to Zu Freeman's book reads, "A Wonderfully Simple and Affordable Boatbuilding Project". I guess it is, for a building time of 25 hours and a cost of around \$20 (twenty dollars) is announced for the 12 foot kayak. Well, who is Zu Freeman and how can he say these things?

Zu is a true boat nut with a lifetime involvement on the water. In recent years he's been teaching a boatbuilding class at the Middlesex County Vocational School in Burlington, Massachusetts. From a wheelchair, for Zu's handicapped,

and has taken to helping others overcome handicaps. His boatbuilding students need not be handicapped, but if they are, so what? Zu shows them the way.

The Jawbone Kayak is a basic box of sticks covered with fabric. Zu's approach is simplicity itself, no building jig, no tricky joinery, simple rib assemblies, lumberyard wood and hardware store canvas. All this brings in a light 35 pound or so handy little boat with a stable 30" waterline shallow vee bottom beam. He's perfected his method and design over a number of his boatbuilding classes, which are

regular winter programs for the adult education service provided by the vocational school. The course fee is about \$45 and you take home your boat.

The book is like the boat and the method, simple. Big print, clear illustrations, logical step-by-step progress, and eleven pages of full-size patterns for piece parts. In all, the 8-1/2"x11" paperback has 54 pages plus the patterns, with a nice color photo cover of a happy Jawboner on the water. It is a nice looking boat for so basic a type. The price, like the boat's cost, is modest, \$8.95 plus \$1.50 for shipping, from the publisher, Tamal Vista Publications, 222 Madrone Ave., Larkspur, CA 94939.

What grabbed me was the last chapter, "Small Fleets and War Canoes". Zu explains how building three at a crack can reduce the already tiny costs even more. And he displays his war canoe designs, extended "stretch" Jawbones on up to 23' overall. The stretch is accomplished by adding in more midship ribs and using slightly heavier stock, some cross thwarts, etc. The whole concept is so simple and inexpensive, no wonder Zu has no trouble filling his classes each season. He's hit on a way for ANYONE to build their first boat with little at risk.

We're planning to visit one of Zu's classes this winter for a more complete story on this man's way of messing about in boats.

## Casco Bay Islands Now and Then 1990



A joint project by the Parent Teacher Committees of the Long, Chebeague and Cliff Island Schools

#### A CALENDAR FROM MAINE

An ad in the "Island News" for a 1990 calendar, "Casco Bay Islands, Now & Then" caught my eye. It is offered as a joint project of the Parent Teacher Committees of Long, Chebeague and Cliff Island

Schools, featuring photos of past and present on these islands. Something nice for the Maine island enthusiast. Copies are \$7.80 each from the Chebeague Parents Association, Box 13, Chebeague Island, ME 04017.

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#### ROWING BOOKS

Pat Smith of the Rower's Bookshelf in Essex, Massachusetts, has her latest catalog out, listing many books on the subject of rowing sliding seat craft, as well as training videos and several nice posters, including several Thomas Eakins prints. One title that caught this non-oarsman's eye as sounding interesting to anyone aware of rowing competition is "True Blue, the Oxford Boat Race Mutiny", detailing a conflict that arose in the hallowed Oxford rowing circles over training methods. Pat will send you a copy of her catalog on request, The Rower's Bookshelf, Box 440, Essex, MA 01929, (508) 468-4096.



# My Arctic Adventure

Report by Gail Ferris

The suspense of undertaking what seemed to me like an epic voyage began the moment I decided to travel to the arctic last summer to do some kayaking. My trip in the summer of 1988 to paddle on the north coast of Newfoundland had given me a taste of the boreal environment and now I was ready to visit a greater unknown, the real arctic.

I decided that I would be wise to choose an area accessible by commercial aircraft that would also provide a nearby location from which to launch my boat. I also wanted moderate tides in the 5'-6' range and moderate summer weather. I had no clear expectations as to weather other than that it would be colder than New England with much longer days and that there would be no trees. So, I left my swimsuit at home.

A review of the NOAA Tidal Current Tables for North America revealed to me that Pond Inlet on Baffin Island had the moderate tidal range I desired. My concern about the tides involved potential strong currents from a large range. I did not wish to combine paddling in freezing cold water with threatening conditions such as tide rips and overfalls. By way of comparison, Igloolik has 20 foot tides that leave miles of exposed mudflats at low tide.

A major question raised was when does the ice go out at Pond Inlet, if it does at all? Two sources confirmed that the usual date for ice out was during the last week of July. I was not interested in possible entrapment in the ice either.

Weather conditions at Pond Inlet were reported to be generally more moderate than at other Baffin Island locations, with light winds averaging less than 15 knots, and quite warm temperatures for the 72 degree north latitude. My goal was to go paddling in the arctic, but not get my hair wet, because my hairpins would rust. The most precise source for information relevant to boating in the arctic was the Pilot Guides, which I viewed at the library at Mystic Seaport Museum.

With Pond Inlet pretty much my choice, I wrote to the Bureau of Economic Resources there about local accommodation and services and to the Canadian government for sources for navigation charts and topographic maps of the chosen area. I had learned from reading that the topo maps provided better information as to possible camping sites ashore than the 1:250,000 nautical charts. My own on-the-water experience had taught me that the most frequently available campsites are found at the mouths of rivers and streams, easily located on either chart or topo map. Ultimately I noted locations of traditional campsites on my overall chart from a chart at the Office of Renewable Resources in Pond Inlet to eliminate some of the guesswork.

As I began the hours of planning, deciding what to do about local creatures that might drop by to snack on me seemed of major significance. They don't always knock before entering while you are snoring away in your tent. This could be a situation where I'd indeed be an "incredible edible"! I had some experience with shotguns and found that a 12 guage doesn't weigh as much as a 30-06 rifle and that a pump action shotgun is the fastest firing and least likely to jam type when trying to get off multiple rounds. While it was nice to know that I might be deemed desirable, with polar bears you're not likely to be around afterwards to say, "I gave him everything!"

Friends found that a stainless steel 12 guage shotgun designed for salt water hunting was actually manufactured by Mossburg only 15 miles from my home. Thoughts of future application during duck hunting season here entered my mind. What a perfect combination, my Klepper and a 12 guage, when those little dinners fly by in the fall. Try that in one of those Nordkapps! You'd have to fit auxiliary flotation! We had some amusing moments as I tried out the new gun at skeet shooting, but I became familiar with its operation and at home with shooting it, so I felt I

would know how to use it in an emergency confrontation.

How to carry the gun on the kayak now became the question, so it would stay dry and be accessible. The answer was to carry it loaded in a dry bag that could easily be opened with one hand, attached to the deck. The gun itself needed a lanyard because it wouldn't float if accidentally dropped. I arranged a "Bone Dry" gun bag to be attached to "D" rings sewn on the deck. A nice thing about such mods on a Klepper is that the work can be done indoors, the skin can easily be removed from the frame and lugged inside. While some fiberglass kayaks do come apart, they don't fold into really compact sections.

All of this, was speculation if the people for whom I work would not agree to my taking four weeks off in one block of time. Oh, boy, what a thing to ask! Four weeks is a long time to be away. My excitement over my planning was so constant that I was always consulting with anybody and everybody about any question that arose, so my friends at work were hearing little else from me but elaborate questions and ideas. So when I finally got around to asking for the four weeks off, it was no surprise to them and they were agreeable. Now I HAD to go through with my trip of a lifetime, otherwise there would be a lot of people I would be letting down. So I bought my airplane tickets.

That seemed simple enough. Then I discovered that over 40 kilos of baggage might not necessarily make it all the way with me to Pond Inlet, and that during early summer it is not unusual to have excess baggage delayed by as much as two weeks! In horror I imagined my precious vacation time wasting away in Pond Inlet, as I stared at the water awaiting my Klepper. My solution of trying to arrange for an airfreight company to ship my gear in advance was squelched by customs which requires that "personal effects" to be used on a vacation in Canada must be accompanied by

their owners through customs.

A sense of helplessness first overcame me until I figured out that once my gear was cleared through customs into Canada anywhere, I could then advance ship it to Pond Inlet. So I arranged to air-freight my gear to Montreal and purchased a ticket to fly myself a few days later to that city, where I could clear the gear through customs and then ship it on to Pond Inlet. While this was an unanticipated extra expense, it did resolve a major problem with going to the far north.

I had discovered on my previous trip to Newfoundland that a video of the trip, including recorded commentary at the time, provides a much better communication of the adventure to future audiences than do still pictures, so I had to decide on how to achieve this. I knew that video cameras had become small and light enough to consider carrying on my Klepper. Now I discovered that Sony had introduced a camera in a water-resistant case that was easy to operate and made very good quality video recordings. I'd always found Sony products to be ahead of the field. After hours

of anguishing over the financial commitment, I purchased the Sony 8mm Camcorder CCD-SP7 and eight batteries. To my dismay, I learned that video cameras operating in cold conditions use twice as much current as in warm conditions!

My desperate inquiries then into finding some means of recharging the batteries by solar panels, or even hand-cranked generator, earned me the sort of responses from clerks as if I'd just landed from Mars during the Civil War era. Great disappointment loomed, until just two weeks before my scheduled departure, when I spotted an advertisement for a store in New Haven that specialized in motion picture equipment. The proprietor was most kind and understanding of my predicament, and although he was unable to assist me, he could recommend someone he thought might be able to help.

My new found friend, Gary of Take-5-Audio in New Haven, suggested I purchase a flexible solar panel, and immediately a solar powered battery charger became possible. I knew that waterproof flexible solar panels were available for sailboats, and found a salesman at

Rawson Marine in Milford who had direct experience in purchasing solar panels from Ferris-Hamilton Co. in Massachusetts. I called Ferris-Hamilton and gave them my electrical capacity and recharging time requirements and was able to choose a panel small enough and rugged enough to withstand life on the deck of a sea kayak, as well as the "white glove" treatment it was sure to receive in baggage handling enroute.

In a truly last minute flurry, the solar panel was rushed to my door by UPS and from an assortment of parts, Gary created my solar battery charger as a special project, as he was excited himself about the capability it would give me in shooting as much video tape as I felt I wanted to without constraints on battery useage. With only one day remaining before I was to leave, I was able to test the battery charger and found that, yes indeed, this solution to video taping my trip that I had searched for over much of a year did work. And it returned with me, having survived all the barbarisms of travel on a kayak trip.

To Be Continued.



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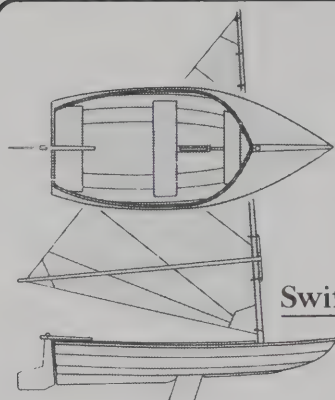
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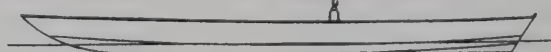


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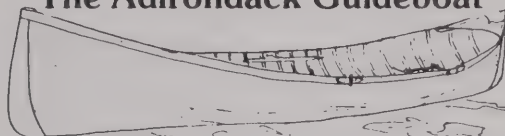
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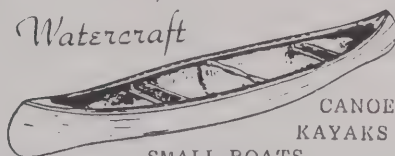


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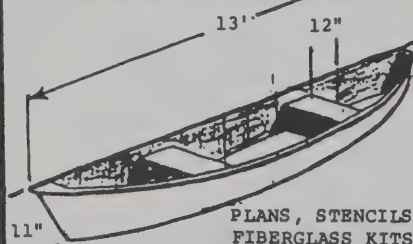
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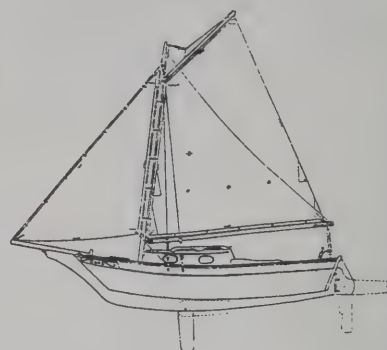
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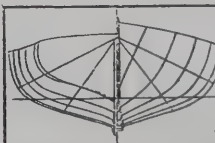
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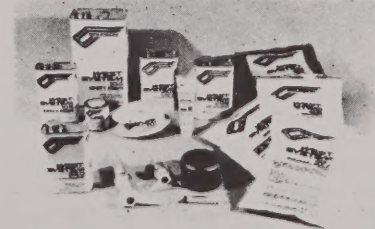


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**OLD TOWN CANOE FLEET.** 18 Old Town wood/canvas canoes, circa 1910 to 1930, from century-old canoe livery. All have been stored for 20 to 25 years. There are twelve 17' and six 16' Otca models. Some need only cleaning and painting to be useable, some need minor work, some need new canvas. All are ideal for restoration. Prices vary according to size and condition.

MIKE HUSTON, Philadelphia, PA, (215) 342-8705 eves. only. (18)

**17' SLIPPER SLOOP,** fiberglass, similar to ComPac. 1984, excellent condition, with three sails, sink, potti and plenty of room for two. Galvanized trailer and outboard included. \$3,800.

FLETCHER RYAN, Hampton, NH, (603) 778-1572. (14)

**13'6" BLUE JAY sloop,** wooden, in good condition. Two suits of sails including a spinnaker, \$450 or best offer or trade.

DAVID BOLDUC, 2001D Boulevard St., Greensboro, NC 27407, (919) 275-8898 eves. (14)

**TWO DUCKBOATS:** 12-1/2' wooden boat built from Mystic Seaport plans, with rudder, centerboard and sails, \$750. 12' canvas boat, \$175. Utility trailer, 4'x8', with cap, can double as small boat trailer, \$500.

DICK GREENE, Providence, RI, (401) 421-4248. (14)

**END OF SEASON BARGAIN SALE!** 13' Culler Butternut double-ended canoe, cedar on oak with mast and small sail. Reduced from \$600 to \$350! 14' Adirondack Guideboat, fiberglass, customized by Indian Point Guideboat Co. Perfect condition. Reduced from \$995 to \$500! STAN STOKOWSKI, 414 Queen St., Philadelphia, PA 19147, (215) 465-4778. (16)

**MOONDANCE PLANS,** complete set to build John Thomson's minimum cruiser, \$30.

WILLIAM MAUGANS, 505 S. Main St., Springboro, OH 45066. (14)

**11-1/2' ALCORT SAILING DINGHY,** dagger board, kick-up rudder, aluminum spars. Free winter storage. \$500. 2.7hp Cruise 'N Carry O.B., like new, 10 hours, \$350. FRED ZAPF, 12 Pumpshire Rd., Toms River, NJ 08753. (14)

**25' AMPHIBI-CON SAILBOAT,** 1957. Made in Denmark, cedar planked. \$2,995.

CHARLES MAHALA, Youngstown, NY, (76) 745-3290. (20p)

**16' PAK YAK,** Scandinavian collapsible ultralight (40 pounds) solo kayak, shock corded aluminum space frame, tough vinyl hull, footbraces, seat, backrest, flotation bags, collapsible double paddle. The lightest collapsible "folding" kayak you can find. Stable double-chine, flat bottom hull has 26" beam, roomy interior with large 36"x18" cockpit. Used only a few times, has minor blems. Complete assembly instructions included. \$495 firm.

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

**18' AMF SLOOP,** fiberglass day-sailer. Centerboard, kick-up rudder, water ballast, furling jib, \$1,200. 4hp Suzuki O.B., like new, 10 hours, \$450. Winter storage free and private dock for 1990 season very reasonably priced, on Silver Bay, Toms River, NJ.

FRED ZAPF, 12 Pumpshire Rd., Toms River, NJ 08753. (14)

**SLIDING SEAT RIG,** partial drop-in unit for canoes and traditional pulling boats. Includes finished sled base, foot stretcher, seat and wheels, track. You build the riggers and rigger base. Sold with complete plans and construction manual for entire rig. \$75 includes UPS to lower 48.

OWEN CECIL, Box 584, Manistee, MI 49660. (14)

**KEY LARGO COTTAGE,** studio type, sunny, warm, enjoy waterfront, tropical foliage. Rent includes 16' daysailer and windsurfer. \$365 per week.

SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (1F)

**HAUTHAWAY GREENLANDER SEA KAYAK,** in nearly new condition, ultralight 35 pounds, with flotation bags, cockpit skirt, cockpit cover, adjustable backrest, adjustable footbrace, paddle float rescue setup, 8' Werner Furrer double paddle. A very responsive yet quite stable kayak. I need the money more than the kayak going into winter. \$750 firm.

BOB HICKS, Wenham, MA, (508) 774-0906 aft. 6 pm best. (15)

**DRYSUIT,** Marker Dry Fashion Avilastic rear-entry with heavy duty metal zip. Lt. gray and lt. blue, size M. New condition, never used. NWRS retail \$364, sell for \$220. MYLON II Zip Booties, Northwest River Supplies. Navy/royal, size 8-10. New, \$22. Go-Sport wetsock, 8-9, also new in package, NII, \$12. F. JONES, North Haven, CT, (203) 239-5066. (15)



**17' TOWNIE SLOOP,** circa 1948, in sailable condition but can use some paint/varnish refinishing. Bottom seams fiberglassed. Recent vintage dacron sails. \$1,250.

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

**MYSTIC SEAPORT SURPLUS BOAT SALE.** Some good winter projects which could be sailing by spring. Catboat: "Baclaju", Shiverick built 1922. 17'x6'9". Needs restoration. Reasonable offers considered. Unreasonable ones as well. Sharpies: Two 16' W.B. models and two round stern 18' models from John Gardner's "Shag" lines in "Building Small Craft", Volume 1. The boats are in various stages of completion. One 16' sharpie needs mast steps, centerboard, rudder and spars. The other needs above plus coaming. Both have sails made in sailmaking class. \$3,000 for #1, \$2,800 for #2. The 18' "Shags" are hulls only, \$2,000 each or make offers. 15' Rushton Arkansas Traveler canoe; a number of checks in fastenings will make this a challenging restoration project, but one for a boat which will be worth some \$4,000 on the Rushton market, and be a paddling machine. \$1,500 or offer. 14' Rangeley Lake boat. The first one of the series we built in 1978. Well used, then refinished by our shipyard. Ready to row. \$1,200. If you wish to look at these craft or discuss other projects like a Monomoy surfboat, call Ben Fuller, Mystic Seaport Museum, Mystic, CT, (203) 572-0711, ext. 314. (15)

**25' BOLGER BLACK SKIMMER,** the ultimate gunkholer, professionally maintained and in superb condition. Inside storage paid. Over \$20k invested. Marine mahogany/west system. FG bottom and cockpit. Painted 1988. Many custom touches. \$9,500 o.b.o. (less w/o 1987 8hp Johnson). Includes custom trailer. STAN GRAYSON, Marblehead, MA, (617) 639-0597. (15)

**COLLECTOR'S ITEM.** "Woodenboat" Vol. 1, #1 in excellent condition. For sale at \$25 or trade for a boating book or two, or something interesting.

JOHN CHANDLER, Hamilton, MA, (508) 468-2872. (15)

23' CROCKER STONEHORSE classic coastal cruising full keel design, cutter rigged, cedar on oak. Flush deck design has small cabin house added over hatch. Needs repair of deadwood around propeller shaft, seams recaulked, inboard engine overhauled, overall refinishing of hull, cockpit and deck. Full interior in good shape with all gear, cushions, etc. Excellent spars and rigging. On storage trailer that can be towed on highway local distances. If you have place to work on it, it can be ready for summer of '90 sailing. Last sailed in summer of '87. \$1,500 firm going into winter price to someone who really wants a genuine Stonehorse. BOB HICKS, Wenham, MA. (508) 774-0906 aft. 6 pm best. (15)

SEA KAYAKS & GEAR. McNulty Sea Hunter, Greenland style 18' long, fiberglass, watertight bulkheads fore and aft, access through VCP hatches. Well rigged with deck lines. \$700. Hydra Sea Runner, 17', plastic, outfitted with rear deck hatch, includes new CKS spray-skirt. \$550. Wildwater PFD, brand new, large size, five pockets for carrying compass, flares, camera, etc. Perfect for sea kayaks or small craft. Made in England. \$50. DOUG STEPHENS, Arlington, MA, (617) 439-4394 days, (617) 648-1108 eves. (15p)

CANOE CLEARANCE SALE. 16' Old Town sponson canoe with sails and sailing gear in good restored condition, \$1,400. 17' decked canoe, builder unknown, probably from Charles River area. Has been fiberglassed (clear). Varnish is good. Needs a few ribs, one rail and recovering, \$375. 16' Canadian built canoe needing about ten ribs and recovering, etc., \$150. 16' Old Town sponson canoe, tips of rails and decks rotted, needs recovering and finish work, \$200. 12' Pen Yan cartop boat needs recovering and minor woodwork, \$275. 17' Old Town Charles River model, ca. 1916, needs recovering, refinishing, seven or eight ribs, thwart and seat, a nice canoe, \$375. 15' Skohegan Pathfinder fishing motorboat I can't find time to restore, needs quite a few ribs, recovering, refinishing, etc., \$150. 17' Kennebec canoe needs several ribs, recovering and refinishing, \$150. 15' Sebago Lake boat, looks rough but needs only rails, deck, minor woodwork, sanding and painting. Needs saving soon, \$50. KEVIN MARTIN, Epping, NH, (603) 679-5153. (15)

CANOE PARTS & MATERIALS. New lug sail rig for canoe, 35 sq ft. cotton with battens, \$400. Various canoe parts, and canvas left over from jobs. Also some 3" thick basswood carving blocks, 6"x12", 6"x9", etc. Make an offer. KEVIN MARTIN, Epping, NH, (603) 679-5153. (15)

17' SIREN SAILBOAT, 1978. Lady Bea tilt trailer, 4hp Seagull outboard. Fiberglass hull, mahogany trim. This boat is a great daysailer/weekender that can sleep two adults and two children in a secure cabin. This past season she sailed on Rhode Island Sound off Point Judith and Narragansett Pier, on Narragansett Bay off Conanicut Island, in the ocean off Salem, as well as two weeks in and around Northeast Harbor, ME. 185 pound swing, steel keel. Roller furling 160 genoa jib with whisker pole. Running lights, cabin light and deep cycle marine battery. All exterior wood replaced or refinished, plus hull, decks and cabin cleaned and waxed for this past season. Trailer has new springs, hubs, wheels, tires, lights, heavy duty winch, tongue jack, as well as several new rollers. Red hull with white decks and complete set of blue cushions for all four berths and the cockpit. Anchor, dock lines, fenders and more. We now have another boat and wife says I WILL negotiate. \$3,200. FRED DARROW, 11 Flintlock Rd., Lexington, MA 02173, (617) 862-1410 eves, (508) 493-3935 days (Maynard). (15)

ESCAPE NEW ENGLAND WINTER! Sail beautiful, warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped, bareboat charters. Fabulous waters, secluded cruising. Cottage also available. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

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)

WANTED: 4hp outboard motor. ALLYN BRADFORD, Cambridge, MA, (617) 354-7913. (15)

18' AMF SLOOP, fiberglass daysailer. Centerboard, kick-up rudder, water ballast, furling jib. \$1,200. Winter storage included and private dock for 1990 season at very reasonable cost on Silver Bay in Toms River, NJ. Like new 4hp Suzuki O.B. with only 10 hours, \$450. FRED ZAPF, Toms River, NJ, (201) 270-4749. (15)

18' ALDEN O BOAT, ready to be converted into schooner as described by Peter Duff's series in recent issues. Refastening needs to be completed, also recaulking or fiberglassing per your preference. Includes complete original sloop rig in good shape with all rigging, sails. \$750 with rig, \$500 without. BOB HICKS, Wenham, MA, (508) 774-0906 eves. best.

DESPERATION SALE. Dovekie shallow draft trailerable sailboat. Asking \$6,500, no reasonable offer refused.

ED WALKER, Ipswich, MA, (508) 356-3220 eves. (15)

BOATSHED DOOR HARDWARE. Four sections of 8' track, rollers, mounting brackets, etc. for two 8' doors. \$75.

ED WALKER, Ipswich, MA, (508) 356-3220 eves. (15)

WANTED TO CHARTER. March 12-16, 1990. Tandem centerboard sharpie about 26-30 feet, two or three berths. Must have tandem centerboards. Florida or Bahamas. J.S. MARKS, RR#1, Woodslee, Ont. Canada NOR 1V0, (519) 727-6234. (14)

WANTED. Information on steam launches in the northeast. Also looking for a hull (less than 24') for restoration or use as a mold. TOM DOANE, 9 Farley Ave., Ipswich, MA 01938. (16)



10' PUFFIN DINGHY, cold molded, constant camber hull designed by John Marples. The panels were produced by Camber Craft of Portland, ME. Hull is western red cedar; transom, seats, rudder, leeboard and trim are mahogany. The rig is a 25 sq. ft. standing lug. \$1,200. BILL CLEMENTS, 18 Mt. Pleasant St., N. Billerica, MA 01862, (508) 663-3103. (15)

17' "NOOTKA" FIBERGLASS SEA KAYAK by Necky Kayaks. 25" beam. Has rudder, bulkheads, storage hatches and deck rigging. Very trustworthy boat with large cargo capacity. Handles well in rough seas. Very good condition. Current retail approx. \$1,500. Sacrifice for \$795. GREGG PERRY, Dover, NH, (603) 749-1547. (15)

JERSEY SEA SKIFF WANTED, in good restorable condition. Would like to hear from anyone with information on this boat. DR. ROBERT ROSS, 29 Hodges St., Mansfield, MA 02048, (508) 339-5639. (15)

12' OLD TOWN PACK CANOE, 35 pounds. As new, used twice, \$300. ROGER WILSON, Palo Alto, CA, (415) 493-8351. (15)



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