



messing about in BOATS

Twice a Month!

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messing about in BOATS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will go heavily into designs
and projects with some of the fol-
lowing: John Marples' 3-meter mul-
tihull design ideas; Tom Sleeper's
"O-Boat" restoration back in the
'50's; Stephen Allen's "Simmons Sea
Skiff" project; Paul Kimball's "Sun-
day Morning Sharpie" project; Eric
Sponberg's "Delft 25" sailing cruis-
er design; John Wermescher's
"Whisp" kits; Jonathan Hedman's
early fiberglass "BB Cat"; Ted
Bailey's ex-Navy launch conver-
sion; Norman Horne's "Happy Wand-
erer" kayak project. There'll be
photos from the Historic Canoe &
Kayak Meet in Great Britain from
Dennis Davis; and a couple of
cruising tales: Winter living
aboard along the South Carolina and
Georgia coasts with Ed Selig; and
a summer squall on the St. Law-
rence with Guy dePuyjalon.
Enough?

On the Cover...

It was a blowy day at the Hull
Snow Row on February 17th but the
participants were game and tackled
the 25-30 knot winds with dedica-
tion, pictured is the crew from the
Rockport Apprenticeship in their
21' dory.

Commentary

**BOB
HICKS**

The Snow Row on February
17th took place on a clear, crisp
winter day with temperatures in the
mid-30's and a northwest wind av-
eraging 20 knots and gusting over
30, according to the Boston area
weather bureau figures. Yet about
two dozen small oar powered boats
ventured forth on the waters of
Hingham Bay behind the Hull pen-
insula to compete over a three mile
triangular course that took them
out beyond the lee of nearby Ped-
docks Island into the teeth of the
wind blowing down across about
three miles of open bay from the
northwest. Out around Sheep Is-
land, the chop was a steep two to
three feet with breaking tops and
very short crest-to-crest distance.
It was rough.

Here was an ideal occasion to
see how a small human-powered
boat could be handled in tough
conditions, for two picket boats
were on patrol ready to rescue any-
one who needed help. Nobody
swamped, nor capsized, and the on-
ly rescues involved picking up ex-
hausted oarsmen in tiny din-
ghy-size boats, unable to make any
headway against that wind when
they tried to turn onto the second
leg of the course.

One of the picket boats was a
large patrol cruiser from the
state's "Environmental Police".
That's what it says on the boat.
Two state officers on board consci-
entiously patrolled the race cours-
es, not only the three mile main
event, but also the shorter courses
along the shore at Hull used by the
high school match races. Just prior
to the start of the Snow Row itself,
the state guys hollered over to the
skipper of the other patrol boat, a
private salvage outboard of about
25 feet, fitted with an open-backed
pilothouse only, that he should tell
any rowers he saw not wearing
their PFD's that they'd get a \$50
fine if they didn't put them on.

I was on this second boat and
witnessed this exchange and the
apparent attitude of the two state
guys. They were genuinely con-
cerned as they looked at the fleet
of small craft and the wind whipped
bay. So, I understood their resort
to threats finally, after earlier ef-
forts at persuasion were not entire-
ly successful. Whatever would
work...

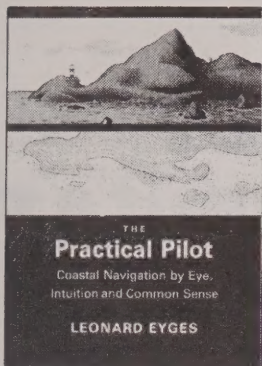
The law on this is that any
boat on the water must have on
board an approved PFD for each
person on board. It does not re-
quire that they be worn, EXCEPT
in the case of canoes and kayaks,
occupants of which must wear their
PFD's from October through May.

On this blustery February day at Hull,
many of the oarspersons were not
wearing their PFD's, they never
do, as they get in the way of ef-
fective rowing. While the threat of
the \$50 fine, had it been possible
to pass it on to the participants
from our boat, might have been
persuasive, it might not have held
up if challenged later in court by
anyone so fined.

This subject of small boat safe-
ty suffers from what I perceive as
a basic flaw. The people who origi-
nally propose the various regula-
tions and those who later must en-
force them, do so with justifiable
concern for public safety. But they
don't appear to be informed about
how safe many small boats are.
There is some lack of faith in the
safety of any boat that does not
have a motor, I have noted. The
rule making and enforcement comes
from the powerboat direction.

The way the fleet handled the
conditions was impressive. The
bigger multi-oared boats carried
along rather well, maintaining good
headway despite the oars at times
catching air or burying to the oar-
locks. The smaller double and solo
craft, for the most part, had a
hard time maintaining forward pro-
gress, and in several cases of very
short 10-12' rowing skiffs, pro-
gress ceased once they headed into
the wind around Sheep Island. I
was there watching and saw nobody
having any problem staying upright
or afloat. There were no kayaks or
canoes, nor were there any slid-
ing-seat shells, recreational or
racing. The sliding seat entry had
opted out after a proposal to run a
shortened sheltered course inshore
was vetoed.

What happens in these instan-
ces such as at Hull, is that the en-
forcement guys, safely in their big
powerboat, and aware of having in
the past had to rescue the un-
skilled who capsize overloaded
yacht tenders enroute to their
moorings, see all those about to
tackle the race as potential vic-
tims, in need of maximum safety
supervision. The skilled oarsper-
sons are not impressed by this lack
of understanding and don't wish to
be herded into line in such a way.
I would have worn a PFD had I
been out there, but I'm not a
skilled small boat person, just an
everyday paddler. The results of
the race clearly demonstrated the
basic safety of these small boats
and the relatively low level of ex-
posure to danger for the oarsper-
sons, given the conditions. I hope
this was not lost on the "Environ-
mental Police".



THE PRACTICAL PILOT Coastal Navigation by Eyes, Intuition, and Common Sense

Leonard Eyges

"The best book on the subject I have ever seen." (Offshore magazine)

Here is a revolutionary, simple, and practical method of coastal piloting sure to be received with a sigh of relief by a large audience of boat owners, both sail and power. Standard piloting and navigation techniques as developed for ships are often impractical — and indeed inappropriate — for small boats piloting close to shore. Leonard Eyges has

designed a program specifically tailored for small cruising boats. At the heart of the system is visual navigation with emphasis on using land formations and simple angles between landmarks and nav aids to determine a boat's position. In clear, lively prose, Eyges unfolds the system step by step. There are also valuable new insights on reading charts, adjusting a compass, and avoiding collisions — all specifically applicable to small boats. In sum, this is the first really new contribution to small boat navigation in at least 20 years. 192 pp., 120 ills., 7" x 10". Paperbound. (1989) #60786P. \$19.95.

Leonard Eyges has written a book that should be read by every small craft operator who ventures from familiar waters. Every one! To say that I am enthusiastic about this book would be an understatement.

We all start out learning to navigate our craft in about the same way. Most of us read "Chapmans" at some point and many take a U. S. Power Squadron course in navigation. We then go out on the water and dutifully try to apply all the D.R. plotting, doubling of angles on the bow and running fix advancement we've be taught. Many I suspect take up golf right about there, others, feeling somewhat guilty, put down their three arm protractors and take to just watching their depth sounders. Sooner or later though, if you want to venture very far afield, you must develop some workable techniques to enable you to guide your craft amidst the shoals and dangers in our coastal waters. *The Practical Pilot, Coastal Navigation by Eye, Intuition, and Common Sense* by Leonard Eyges is just the book.

Mr. Eyges points out that many of the textbook navigational techniques we are taught are simply inappropriate for small craft that have limited space, often times a lot of motion and sometimes (lets be honest) are rather wet. So he shows us how to navigate using our eyes, the chart, a compass, and one or possibly two simple instruments. His techniques can be used on any vessel but are especially important for small craft, which I would define simply as boats without enclosed pilot houses.

The book starts out with a complete review of all the information you've seen covered in traditional texts. He explains bouyage, compass adjusting, and chart reading, but he does it with the eye of a small boat operator, making sure that you understand the fundamentals so you can build upon them. Many of Eyges's explanations of basic topics, such as compass adjusting and tidal forces, are among the most lucid I've read. His approach to navigation is through understanding not learning by rote.

He goes beyond the traditional in later chapters with such titles as "The Transit Line of Position" and "Can We See It From Here?". The latter explores the problems of locating the marks and features described on a chart from different locations and in various conditions of visibility and lighting.

The former describes the use of transits (or ranges) both natural and man-made. To my mind the most useful techniques are to be found in this chapter. Transits make it possible to instantly describe one's position on the chart with no instruments other than a straight edge and your eyes. They are vitally important to maintaining one's sense of location, (a kind of a mental *dead reckoning* that I am convinced good navigators unconsciously maintain) an ability well worth developing. His example of how to guide your yacht into the anchorage at Mosquito I., off Virgin Gorda for sundowners (Oh, would that we could) shows how one can navigate "like a local" using natural transits. He even shows you how to use transits to guide your dingy from the dock to the mooring without always looking over your shoulder. (Or you can hand out mirrored sunglasses to the person on the aft thwart!)

Like all good things this book is not without a few faults. The author admits in the acknowledgements his tendency towards verbosity and ensures the reader this is the "condensed version" but you may still find yourself wondering if some points couldn't be made a little quicker. His writing is engaging and often amusing and this helped me get by the sticky parts, considering the real information to be found in this book it's a very minor criticism.

Published by International Marine in Camden, Maine the book should be readily available through most nautical shops. Dolphin Book Club also has it, you can get it as an introductory membership offer. See you in the Caribbean.

Review by Ed Seling



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Your Commentary

SAFETY IN DOUBLE PADDLE BOATS

This is my view of some of the issues involved in safety in double paddle boats. My view does have a vested interest in promoting the sailing aspect. Touring in a small boat can be a deadly activity for which the only antidotes appear to be prudent seamanship or dumb luck. Safety should be the paramount consideration.

To me, the distinction needs to be debated and clarified between narrow boats meant to be able to be rolled (capsized!) easily on the one hand, and wider more stable craft on the other. As examples of designs in the latter group I include most of the folding boats, double paddle canoes, Herreshoff's "Dugout Canoe", Sawyer's Loon, my Pine Needle, double kayaks and bigger singles such as Dirigo, Wind Dancer, Sea Runner, Cadence, Eskimo, etc.

From my point of view, these more stable craft are safer for two reasons. One, they are less likely to capsize; and two, they can be sailed effectively.

Their greater stability makes them much less susceptible to capsize from little mistakes of balance, such as reaching behind the seat to pull something out which comes suddenly; or missing the water with a paddle blade; or while following a bird with binoculars; or just reaching quickly for a dropped hat. Also, if one is injured or tired, one can rest more easily without nearly the vigilance required in a narrow boat. Energy isn't used up as much just to keep upright.

Sailing a narrow boat can make problems, of course, but sails are a reserve or auxiliary power source, saving energy and your body from wear and tear, as well as providing fun.

Valery Fons-Kruger told me, "Your sails saved my ass!" referring to her and Verlen's Two-Continent Canoe Expedition, and the

relief from fatigue the sails gave which permitted them "to keep on schedule and keep moving even on days when I didn't feel like paddling."

Mary Lou Greene, on her 2,000+ miles paddle around the coastlines of Michigan's Great Lakes, might have avoided the tendonitis she developed in her fingers, and travelled further faster, if she had used a sail.

There appear to be at least two branches of the double paddle touring sport. The larger boats can become more like sailing dinghy cruisers, but the auxiliary power is a double paddle, not oars or an outboard. One difference from a dinghy cruiser, however, is that sleeping aboard one of them is a common practice at anchor. The ratio between sailing and paddling capability can vary greatly, but the ratio within the genre overall should probably be about half and half, as in Cape Horn veteran Howard Rice's "50:50 equation boat". As he says, "I'd no sooner leave my sailing gear behind than I would my paddle."

Although I have the utmost respect for those who've journeyed in narrow kayaks like Nordkapps, Selkies, some Arluks, etc., my personal choice remains with the wider ones. Along with safety, I prefer their stability and volume both for gear capacity and for the somewhat larger cockpits which allow squirming space.

However, I can envision the young and athletic sailing skinny kayaks like demons. I'd guess it would take the right combination of paddler/sailing enthusiast and an appropriately rigged boat.

Remember the scene in Fremantle, Australia, at the America's Cup races with high seas, where Dennis Connor regained the Cup? The windsurfers out there that were obviously so much faster than the 12 meters, the same windsurfers that had to be chased from the

course by planing power boats, those could have been darting, almost flying, sailpaddlers.

My contemporary, Frank Lawson of Rockport, aptly suggested in your December 1st issue that operating a sea kayak is about as dangerous as operating a table saw. In my opinion, using a 50:50 boat is more like running a bandsaw, still dangerous, but much more forgiving of mistakes.

Hugh Horton, Detroit, MI.

CULLER PLANS FOR MODELLERS

Recently I had a call from the hills of North Carolina from a man inquiring about the price for one of my Capt. Pete Culler schooner plans. I told him the price and asked him if he was going to build it up in the hills. He is, but only in miniature. On the spur of the moment, we struck a deal and he got his plans for half the usual price.

From this I decided to adopt a new policy for my Culler plans, offering any of them intended for use for building a model (or any other non-boatbuilding purpose) for half price, subject to a \$200 maximum. I really don't think the sort of people who want to build one of Pete's boats would be likely to try to cheat on this. I have a complete list of the available plans for \$1.

George Kelley, 20 Lookout Ln., Hyannis, MA 02601.

POETIC TYPO

I was very pleased with the article on my boat "Bodid II" in the February 15th issue. But there was one typo that robbed my short poem of its impact. The poem should have read:

"Uniquity,
not Ubiquity!"

I coined the word especially to describe "Bodid II". It's meaning is roughly the direct opposite of ubiquity. I am able to get away with this because I have been granted a poetic license, which has its own uniqueness, being the only license that I know of that is free!

Byron McCulloh, Pittsburgh, PA.

IT WAS A JOKE

For those readers who might have been uncertain how much of a joke the "Captain Paul Boynton's Hairbreadth Escapes" item was in the "Happenings" section of the February 15th issue, perhaps you can print the enclosed item from "The New International Encyclopaedia", Volume 2, Dodd & Mead, 1906.

BOYTON, PAUL (1848—). An Irish nautical adventurer, born in Dublin. In 1874 he began his aquatic performances, in which, clad in a rubber suit, he traversed long distances. His most extensive trip was that of 3580 miles from the mouth of Cedar Creek, Mont., to Saint Louis, Mo., September 17 to November 20, 1881. For an account of his various feats, consult his book, *Roughing It in Rubber* (1886).

Your magazine continues to be the single most rewarding thing that turns up in my mailbox. Gail Ferris' arctic series is absolutely fascinating, even to this devout non-paddler. But, what is this coated paper I find the February 15th issue printed on? Is this the first small cloud on the horizon? Next step, color photographs?

R.W. Odlin, Sedro-Woolley, WA.

ED., NOTE: In the March 1st issue we explained how the printer substituted the expensive coated paper in the February 15th issue when he ran out of our usual cheap stock.

YOU CONVINCED ME

Thanks for your perseverance in sending me the three free copies of "Boats" over the past several months. I finally realized that those copies never moved from my bedside table, I read 'em over and over. It's just what inexpensive folks like me need, just my speed.

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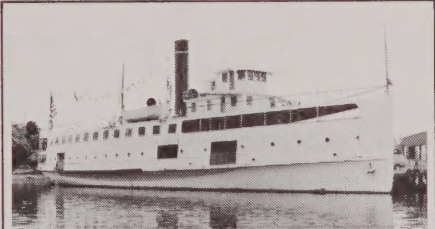
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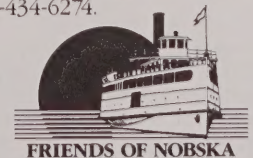
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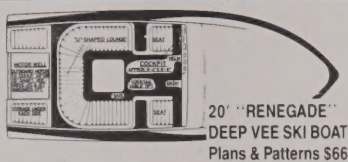
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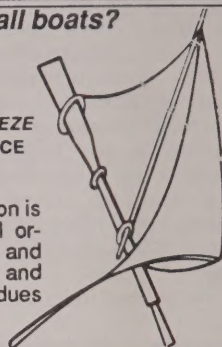
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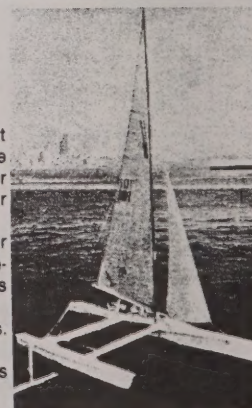
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Buying a boat is a little like getting married. One has rational expectations and specifications for Mr. or Miss Right, or the optimum boat. Then along comes something quite otherwise, and blooie!

Your friends and relatives plead with you, remind you of how sensibly you first set about your quest, point out the gap between your aspiration and your infatuation. Their clear-eyed insight notes the faults your love-blinded eyes can't see, or gloss over. The outwardly unsuitable object of your desire totally has your heart and mind. Down the road may lie disaster or bliss, only time will tell, but right now you couldn't care less. You've got to have her, nothing else matters.

So it was when we went to buy a boat. Indeed, we hadn't really meant to buy a boat, we were just browsing. But we'd done some homework. We'd cruised the boat shows, poked about a couple of yards and marinas, read some magazines, got on some mailing lists. We had an excellent idea of what we would buy if we ever actually did. It had to be a cruising sailboat (I'd spent my formative years in Marblehead, Massachusetts, long ago, and there learned to sail). Thirty feet because anything smaller would lack an enclosed head, multiple cabins, suitable galley for

the 5'7" Owner, and not least, ample headroom for the 6'1" Crew. It should have a diesel and wheel. There should no doubt have been lots of other items in the specification, but no amount of homework prepares one for the real world.

Circumstances conspired to make concrete what had been a pleasant, "Wouldn't it be nice..." conversation piece. In April, 1987, a dear but contemporary friend died after a five-year bout with cancer. A man of humor who never lost it to the last breath, he'd had no fun for many, many years. On the way home from the memorial service in Easthampton, Long Island, we stopped in Huntington just to look at the boatyard that had been sending us flyers ever since we stopped by their booth at the New York Boat Show that January. We didn't mean to buy, just look. But, intimations of mortality had us more than primed.

A charming, attractive, white-haired woman took us in tow. The broker was a boat owner herself whose clipping-papered office walls attested to her determination to keep sailing after her husband's untimely death.

We told Mary the specifications we had so carefully worked out and the price we would consider, between \$20,000 and \$30,000, depending. What the heck! If you're only browsing it does no harm to look

and you can throw numbers around as if they were real.

At that moment on a sunny Sunday afternoon in late April, these cliff dwellers had no idea what it actually cost to buy and own a boat. Down payments, financing, interest rates, insurance, docking and storage charges, etc., etc., etc., were unknowns. But we did know from the literature that boats to our specifications in our price range abounded.

Mary looked in her book and found a dozen or so suitable boats. We'd sort of hoped she wouldn't and we felt guilty about wasting her time. But we trudged behind her into a yard filled almost entirely with sailboats. All around were owners at spring fitting out. The smell of paint, the buzz of sanders, were heavy in the April air. Beer cans littered the ground around every work site.

The ambience was intoxicating; our resistance weakening. But even if Mary and the atmosphere crumbled our successive barriers to boat ownership, we had in reserve an insuperable one, no money. We had with us neither check nor cash.

We clambered on ladders and looked inside boats with teak and holly soles, with carpeting, with plastic headliners, with the kind of plush one associates with second-rate restaurants aspiring to be first-rate, but not knowing how,



"Yeraz" as we first saw her at the yard. Note blade rudder in bracket; swing-up hatches, heavy and sturdy; instrument bezels port and starboard. She's on a low wooden cradle with keel retracted. This is what we fell in love with.

with light wood paneling, dark wood paneling, oil lamps, gas heaters, stoves, heads and showers. All, of course, had diesels and wheel steering.

From the cockpit of the umpteenth not-quite-right boat, something long and sleek hiding in the weeds on a low cradle caught my eye. "What's that?" I cried, smitten. Mary mumbled something vaguely discouraging. We wanted a closer look. On first glance she was lovely. And first glance, unfortunately, is what unreasoning love is all about.

A broad green stripe accentuated the white vessel's graceful sheer. The matching boot stripe made the overall effect longer and sleeker. From her flat stern hung a large blade rudder in a bracket. She had a nice rake to the bow, a fine entry and exit, like a good pulling boat. One could easily imagine her gliding easily under a single pair of sweeps. The swing keel was not visible, hence her closeness to the ground in the low cradle.

The distinguishing feature, however, was the center cockpit, not unusual in larger vessels but rare in one of this size. The two cabin coach tops were well done and in keeping with the gracefulness of the rest of the boat. The potential for more privacy in this design, compared with the many "railroad flat" interiors we had seen, won us as much as did the unique, interesting appearance. The old adage that an "interesting" house or apartment is a troublesome one, escaped us.

"What is it?" we asked Mary. She consulted her book.

"A Dawson 26."

"How much?" we asked.

"\$14,000," she said.

"Only \$14,000," we thought, less than half we were prepared to go to if push came to shove. We concealed our glee.

"Swing keel, shoal draft, built by the Dawson Yacht Company in Las Vegas, Nevada, in 1976," read Mary from her book. "New Sobstad sails and Hood furler last year. Yanmar 8hp diesel. Trailer-able."

We later learned that some 300 of these boats were built under four manufacturers, starting in 1974. First at Dawson, then a few by a Florida builder, still later as Parker/Dawson by Henry F. Parker in New England, and finally by Nauset Marine in Orleans, Massachusetts, as the Nauset 26. Nauset has the molds but no plans to resume production.

We were looking at Hull # 239 which, though late in Dawson's life and production run, was essentially unchanged from the earliest models. The boats, 25'8" LOA and 8' beam, were originally shipped with matching trailers and were designed to be easily rigged and unrigged by two people.

We climbed aboard for a closer look.

The engine room ventilators were smashed. "Cheap to replace," we said. "Cosmetic".

The bottoms of both teak winch handle boxes in the cockpit coamings were worn or rotted through. "Easy to fix," we said. "Cosmetic".

The vinyl lining inside all the stowage cuddies in both cabins had come off and was lying in unsightly heaps. "Cheap to replace," we said. "Cosmetic".

Fittings fastened through the overhead had little metal plugs over the access holes. The plugs had rusted and rust streaks lined the

overhead and bulkheads. "Cheap to replace and easy to clean," we said. "Cosmetic".

There was no headlining, just nice shiny interior gelcoat. There wasn't much wood either, and what there was wouldn't pass for joinerwork, being secured with exposed screws and finish washers. The upholstery and curtains were original, and looked it. "Cheap to replace," we said. "Cosmetic".

Carpeting on the non-skid gelcoat cabin soles in both cabins looked like it had been salvaged from an ancient wreck. "Cheap to replace," we said. "Cosmetic".

We opened the engine hatch under the cockpit to find an amorphous mass of rust. "Easy to clean," we said. "Cosmetic". But, it better run or we won't buy the boat.

The commodious lazarette under the port cockpit seat revealed some neat wiring, two filthy batteries, a Gusher manual bilge pump, an electric bilge pump and a bilge blower, as well as a couple of inches of oily bilgewater. "Rain that came in through the broken ventilators and winch boxes," we reasoned.

The forward cabin bulkhead had instrument dials for depth, knotmeter/log, wind speed and wind direction and an inclinometer. Their sensors were in place. The engine control panel had a full complement of instruments. There was no stove or radio, though there was an emergency type CB radio, a full complement of oil-soaked life preservers and a flare kit.

The after cabin had a real head between the two berths, not exactly an enclosed head, but one where privacy could be had. And it wasn't a porta-potty. "What would one expect in so small a boat," we said. Oh yes, headroom. Only under the forward hatch could the Crew stand fully upright.

Two full length berths in the after cabin, a V-berth forward, and a quarter berth extending under the starboard cockpit seat made up the accommodation. The table could be moved to fill the gap between the V-berth and the quarter berth to form a large and comfortable settee or berth.

The galley is opposite the table, which seats four tightly but comfortably. Anyone under 6' can stand and work in the galley comfortably and well braced against the keel trunk or the compression post.

We looked at more boats but kept going back to the Dawson. We were in love. "We'd like to buy that boat," we said. "The price seems right," we were prepared, sort of, to pay the \$14,000 without a quibble.

A bystander enlightened us.

"Nobody pays the asking price," said the busybody. "It's customary to make an offer to the seller."

"Oh, like buying a house." We'd never bought a house, only heard about it.

"Well, yes, sort of."

"Hmmm. How about \$12,000?" we offered, tentatively.

"All right, I'll make that your formal offer and we'll pass it along to the owners. But, you know, we have to have a good faith deposit to let the owner know you're serious," Mary said. "\$1,000 ought to do it."

"But, we don't have any money or checks with us so we guess we'll have to come back again if it's still available." We hoped to escape long enough to cool down and think it over, and maybe come to our senses.

But, Mary wasn't going to let us get away that easily. "Will you take a credit card?" we asked, hoping she would and hoping she wouldn't.

"Sure."

The seller, protesting, came down to \$13,000 and we came up. Everything, of course, was subject to survey, financing and an operating engine.

We hired a surveyor, one of several whose names the broker gave us. He charged us \$260, \$10 a foot, to give the boat a generally excellent report, suggesting only that the fuel tank and forestay might be replaced and picking up on some of the obvious cosmetic things we had already noted. He also observed and certified that the engine ran. The yard charged us \$98 to start it.

The yard offered financing through a local bank with which they had an arrangement. But, the Owner, a bank officer herself, figured she could get financing through her employer. Wrong. Many banks and S&L's that advertise boat loans really are offering only consumer loans at exorbitant consumer loan rates.

We went with the broker and obtained a ten year loan at 10.99%. Since the Crew is a writer whose financial statements would cause the most go-go bank lending official to blanch, we decided that the party who was gainfully employed full time, the Crew's wife, should be the Owner.

The monthly payment would be less than we were paying the cleaning lady. We fired the cleaning lady. That made the boat the center of our social life since the apartment is no longer fit for company.

We extracted another \$200 concession from the seller on the strength of the survey report, bringing the price to \$12,800. Came the day for closing. we paid \$3,000 in cash and signed a lot of papers

to finance the balance.

"We need another three seventy-five," said the broker's cashier.

"O.K.," I said, hearing \$3.75, "is cash alright?"

"Not three seventy-five," she said, "three hundred and seventy-five dollars."

"Oh, what for?"

"Documentation. Make the check payable to Harbor Documentation Service."

Though we had never heard of documentation and had no idea what other charges might come up, we had a premonition that since the loan was called a mortgage, the closing might resemble a house closing, of which process we had heard dreadful reports. So, though we left the lawyers at home, we brought the checkbook.

It seems the bank requires documentation on vessels it finances. Never mind that documentation is limited to vessels of five gross tons or more and there's no way to make a 26'x8' boat measure five tons. Never mind also that the Coast Guard fee is \$100 and one can handle the job easily oneself, if one knows it has to be done. Everybody has to make a living. Why should the parasites stick to house closings?

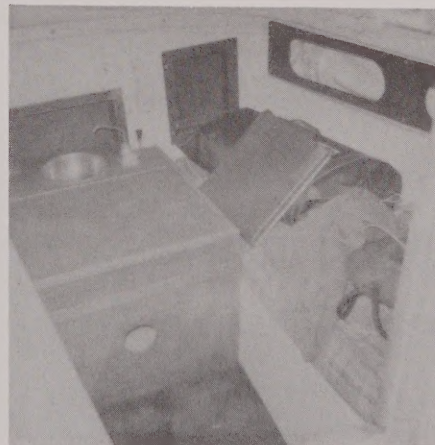
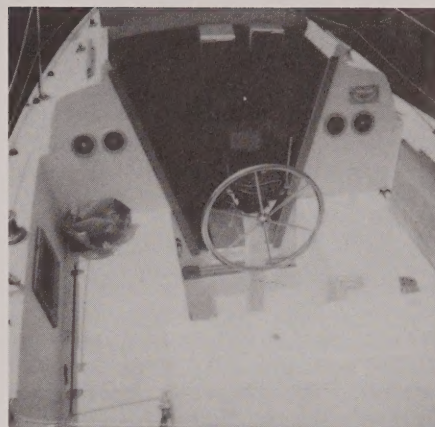
So now we were the owners of a \$12,800 boat, plus tax (\$1,024), survey (\$260), engine start (\$98), documentation (\$375) and state registration (\$30). The latter nearly cost us another \$1,100 because the New York City registration people refused to believe that we had already paid the sales tax in Huntington.

We were pleasantly surprised to find that the annual insurance premium would be only \$286, even though the company seemed nervous that the Owner had never been on a sailboat. Fear that insurance would be too costly was one factor that had long inhibited our plunge into boat ownership.

Before we could turn a screw in the cosmetic (we thought) refurbishing, the \$12,800 had become \$14,913, of which \$5,113 was cash out of pocket, or, increasingly, short-term, high-interest credit card debt.

We didn't look at it that way at the time, but now we could get on with turning our \$12,800 boat into a \$24,000 boat.

Right: The way it was at first sight: Cockpit and companionway; interior of forward cabin; galley setup in forward cabin; interior of aft cabin, head is under the wooden box, a quite good arrangement.



We were at the mercy of things, people and forces we knew nothing about. But we were soon grateful that we had not bought a larger boat, since everything having to do with sailboats, from survey to slip to bottom paint, hauling and launching, is based on LOA. As we ignorantly plunged into the refurbishing, the added four feet of a thirty-footer would have cost us thousands in additional charges.

Our first major surprise was the difference between the survey report and actuality. We assumed that what the surveyor found and reported was in fact all there was to find and report. Wrong!

The surveyor noted only two items that needed immediate attention, a damaged forestay (it was) and a possibly corroded fuel tank (it wasn't). The basic structure was sound and, in fact, there wasn't, and isn't, a trace of gelcoat pox, though many years of flaking and repainting left the bottom looking like a moonscape. The wiring was pronounced sound. It wasn't. The survey report noted the presence or absence of systems such as blower, pumps, lights, batteries, etc., but though we specifically asked the surveyor to check these items for functionality, he did not.

What the surveyor failed to find and note, but should have, were: The forestay was damaged because the furler was broken and inoperable; the electric bilge pump and bilge blower were dead junk; the water lines had been deliberately cut to mask the broken water tank; a stanchion was not merely bent but barely hanging on by a cracked weld; wiring was O.K. in the runs but corroded at virtually every connection; not one instrument, engine or navigation, was operable; shroud and stay turnbuckles were deformed.

Our first indication of the costs we were about to incur came when we asked the yard to remove the old name and paint on the new one and hailport, "Yeraz, New York, N.Y.". The name means dream in Armenian. The charge, \$229.56.

We asked to have the bottom painted, assuming the yard would sand it smooth and put on a neat new coat. Nope! for \$373.85 (including \$3 for rags and \$2.25 for masking tape) they slapped another coat of green crud (at \$92 for three quarts) on top of the moonscape already there.

To replace the forestay and repair the furler, the yard charged \$660.30. By now, we were beginning to get the picture. The long list of items we wanted the yard to do, which included replacing the fuel tank, dwindled dramatically. We replaced the tank ourselves at a

cost of \$100 for a new tank and a near heart attack for the Crew. But, we weren't to get off that easily. At launch, the yard charged us \$118.12 to fill, bleed and purge the fuel system for engine start and another \$82.77 to "start and tune engine." How do you tune a one-cylinder diesel?

"Recommissioning", meaning stepping the mast and putting the boat into the water, came to \$336.96.

By the time we cranked up the one-lunger and putt-putted gingerly out of Huntington Harbor in mid-June, the yard was into us for a total of \$1,425 over the cost of the boat. If we hadn't lifted a finger or spent another dime, the sail-away cost of the boat was now \$16,338, of which nearly \$7,000 was cash. But, of course, we were busily making up what we saw as deficiencies.

We don't know how the former owners used the boat, beyond neglecting it. She had no amenities. No stove, no glass or dish racks, no mirrors, no binocular holder, none of those little teak things that make a boat look like a home. We bought them.

We bought carpet for the cabin soles and to make new liners for the cuddies. We bought a VHF radio. We had the cushions recovered for \$806.25. We bought sheets, blankets, pillows, cool box, barbecue grill, oil lamps, table for the cockpit, new compass, charts, navigational books, buckets, fog horn, bell, anchor holder, fenders, life preservers, bilge pump, bilge blower, ventilators, lights, flag and flag staff, clock and barometer, engine instruments, heater, new batteries, battery charger, new galley pumps, dock lines, and more.

And, of course, everything to be installed needed a special tool, so we soon acquired enough to dismantle or reassemble the entire boat and all its systems.

We needed a place to keep the boat. We could have had a mooring in Huntington for \$800. But, as we did not own a car, that made no sense. We settled on World's Fair Marina in Flushing Bay, a \$1 subway ride from home. The cost of a slip with water and shore power for the season; \$1,125. We could also haul there and the marina had a service department.

The exhaust pipe broke twice and was repaired by the marina at \$50 a throw. The third time, a friend did it for a case of wine. Another case of wine also repaired the stanchion, which had broken completely off.

In August, two weeks after the escrow on the engine expired, so did the engine. The marina shop removed and rebuilt it; \$2,000.

In the six weeks we were en-

gineless, we became expert at short tacks in a narrow channel and at entering and leaving a slip under sail, regardless of wind direction or strength. Never mind the smashed water pipe on the dock, the occasional landing in the wrong slip, the dented bow. The exciting spectacle we provided for our marina mates was almost worth it. The swing keel proved its value as we regularly ran aground in the channel when we carried a tack too far. The 30-1 winch on the 1,100 pounds of steel was a bit much for the 98 pound Owner, whose designated task was to crank it up and down. Great for upper body development, though.

The engine's demise led to further purchases. A 2.7hp outboard and bracket to mount it on. An awkward arrangement, but dependable take-home power that drives the boat at two knots. Not much use in Hell Gate, but it came in handy several times, like when a spinnaker sheet wrapped the shaft, or when we belatedly learned, after we winterized the main engine, that the marina does not tow to the haul out spot. A small engine needs a dinghy, so we bought an inflatable. That's another boat, with its own set of expenses.

By haul out time in October, we had spent in cash or credit cards; \$2,905.18 on new equipment; \$1,583.38 on furnishings; \$983.30 on supplies, a category that included tools, screws, nuts, bolts, sealants, antifreeze, engine oil, etc.; \$416.75 on documentation and registration fees; \$301 on insurance; \$2,817.79 on repairs; \$260 on the survey; \$155.44 on publications, which includes charts, "Eldridge" and boating magazines. Summer and winter dockage and storage were \$1,125 and \$822.50 respectively. The winter fee included hauling, washing and spring launching. A cheap item was fuel, \$83.79. A major item for these car-less owners was transportation via taxi, rental car and subway, which totalled \$1,995.16.

In sum, one season's ownership, including \$1,002.41 interest and principal payments on the mortgage, totalled, in cash or short term credit, \$19,149.44.

We made a budget for the next season.

We wanted to add a few things. A spinnaker, for instance. Spreader lights. Boom vang. Signal halyards. New cushions for the cockpit. New fittings on all the shrouds and stays. The curtains needed replacing as did lots of wiring, especially in the mast, which could not be done until I removed all the birds' nests. New wind instruments, depth sounder and knotmeter. Improvements like an opening port in the forward cab-

in. Every through-deck fitting and deadlight leaked and had to be removed and rebudded.

The budget totalled \$8,800. That included car rentals, loan amortization, fuel, supplies, everything. Overruns began immediately.

Our outboard was stolen while the boat was in winter storage (leave nothing on board). The price increase alone in six months for replacement was more than the insurance paid after the deductible. Cockpit cushions cost closer to \$500 than the \$100 we budgeted. Accidents during the season, like an anchor rode around the prop, cost us a new rode for the other guy, a misaligned engine, a leaking packing gland and very nearly the sinking of the boat when the bilge pump failed.

During a short haul out to fix the gland, the yard ran the boat into the travel lift and broke the furler and forestay. They fixed it, but their bumbling cost us three weeks in mid-summer.

A knockdown drowned a camera sitting in a winch-handle box. About \$150 went up in bubbles. A carelessly stowed TV camcorder sipped a little water to the tune of \$300 in repairs. No outing was complete without a flailing jibsheet snatching overboard a pair of eyeglasses, a hat or two, drinking utensils, glass and bottle holders. A guest dropped the \$100 boarding ladder into the deep. Its replacement, same make, ostensibly same design, but with subtle changes, proved a lethal weapon that did \$167 worth of damage to the inflatable. It could have done much worse to an unwary swimmer, and a refund of its price was hardly compensation (brand name on request).

Budget: \$8,800. Actual: \$14,650, not including camera and camcorder repairs. Total cash outlay on \$12,800 boat for two seasons: \$33,800. Balance remaining on mortgage: \$9,400.

To be fair...why be fair? We wouldn't have spent a dime of that money if we hadn't bought the boat in the first place. What's the cost of a mistress? Would you have taken those taxi rides, bought those jewels, had those extra dinners in expensive restaurants in any case?

But still, to carry the analogy too far, let's say we sent the lady to a plastic surgeon. If we talk only equipment, furnishing, supplies and repairs, most of which a newer boat in sailaway condition would not have incurred, the additional costs total \$12,900, more than the price of the boat. Our \$12,800 boat is now a \$25,700 boat. And we don't count the endless hours needed to run wiring and antenna cable in the mast; to fair the scabrous, leprous keel; to reduce the moon-scape bottom to a smooth plain; even to install a new winch-handle

box. Everything was a five-minute job that somehow seemed to take at least eight hours.

If we allow a couple of thousand dollars for the odds and ends we would have bought for any boat, we can say that our \$12,800 boat cost us \$24,000. However, had we bought a \$24,000 boat in the first place, we not only would have saved ourselves untold labor, but also money. We financed the \$11,200 difference with credit cards at an average interest rate of 18%. It's fair to say that we will never, never, finish paying for this boat. We financed most of the other costs, including car rentals, with credit cards too, but we're not counting those since we would have incurred them on any boat.

Had we bought a \$24,000 boat, we would have paid \$6,00 cash and financed \$18,000 for ten or fifteen years at less than 11%, and got either a bigger or a newer boat, or both. Our yearly cash outlay for the mortgage would have been about \$3,100. And the interest would have been deductible, which credit card interest increasingly is not. By contrast, our present yearly cash outlay for mortgage and short term credit combined is more like

\$7,800. At that rate, we could have afforded a \$40,000 boat. By sheer coincidence, that was the price of a new Parker/Dawson 26 at the end of the vessel's production run.

We love "Yeraz". With smooth bottom, faired keel, good sails, she has proved in her second season to be a fast and able sailer that goes to windward like a bandit. She's all the Owner and Crew need for cruising, an excellent single-handed day sailer and a great weekend-er with unprecedented privacy in a boat her size for two couples. And she's our boat, outfitted our way, personalized. But, while anyone can buy a boat, we've learned that owning one is something else.

But certainly, if we should ever replace her, the new one will certainly need no "cosmetic" work, will have all systems in working order, will clearly show that she has been tenderly cared for. And...we will hire the surveyor only to satisfy the lender.

It takes three years to work the kinks out of a boat or a spouse. No analogy stands on four legs. But if this one comes close, this next season should be a great one.

Peter Brennan, New York, NY.



THE SCHOONER MATTIE

BUILT 1882



The schooner *Mattie* was built as the *Grace Bailey* in 1882 by Oliver Perry Smith in Patchogue, New York. The vessel was engaged in the coasting and foreign trades. Her work included carrying lumber from South Carolina and Georgia. During the summers of 1887 through 1890 and 1895 the *Grace Bailey* was registered for foreign trade and made voyages to the West Indies.

The *Mattie* sailed as a bay coaster in Maine waters, carrying general cargo. She also carried granite to New York City for the Post Office Building and for Grand Central Station.

In 1940 she was purchased by Capt. Frank Swift and

chosen as the flag ship for the Maine Windjammer Cruise fleet. Her career as a cruise schooner has only once been interrupted when she served as a training vessel for the Maine Maritime Academy during World War II.

THE MATTIE

Built 1882

Patchogue, Long Island

Length on deck: 80'

Length overall: 118'

Breadth: 23'5"

Gross tonnage: 58

Crew: 5

Passenger accommodations: 29

The coasting schooner "Grace Bailey", built in 1882 on Long Island, is currently receiving a total restoration near her present home port of Camden, Maine. After 58 years of coastal and foreign trade, the "Grace Bailey" was "retired" in 1940 into the coastal passenger trade in Capt. Frank Swift's Maine Windjammer Cruises. Another 50 years passed in this trade.

The restoration now underway for present owners of Maine Windjammer Cruises, Captain Ray and

Ann Williamson, is being done in as thorough and accurate a way as possible. Most of her framework has been renewed, including new stem, sternpost and other major timbers. The original character of the ship is being retained through use of types of materials and construction details duplicating those of her original construction.

The removal of her hand carved raised walnut panelling from her main cabin and captain's quarters revealed newspapers dating

back to the 1880's telling of launchings and sailings of similar vessels of that era.

The "Grace Bailey" will be back in service in June for a summer of Maine coast cruising for up to 29 guests, departing each Monday from Camden on week-long trips. Information is available from Maine Windjammer Cruises, P.O. Box 617R, Camden, ME 04843, (207) 236-2938.



"Mattie" awaiting restoration. Work in progress, a major overhaul right to the foundations. Under sail before the restoration, she'll be out like this again this summer.

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Snow Row... Blow Row

On a blustery, bright blue-skied February 17th, I got to watch the "agony of defeat" rather than the "thrill of victory" at the annual Hull Snow Row. My vantage point was on one of the two safety patrol boats on the three mile course out in Hingham Bay. This boat was shepherding the back markers on their slow and agonizing struggle to row into 25 to 30 knot winds and two to three foot breaking chop. So, the fast guys up front never were in my view, once they left the beach at Windmill Point. Back on shore, Jane noted the Pilot 21 crewed by Frank Mainville, Andy Parks and Steve Reid come tramping on in across Hull Gut, to finish first, and watched the victorious crew carry the 300 pound craft up to the van, load it on the roof, and then go inside the boathouse for coffee, before the next finisher came into view, one of the Boston Irish currachs. A while later the Cornish gig, "Kittery" rounded out the top three.

I was out there by Sheep Island where the first turn on the three-legged course was made, on the patrol boat with several other photographers, watching the epic struggles of valiant rowers in too-small craft, pulling mightily into the northwest blasts and the steep chop rolling across a three mile fetch, and going nowhere. Despite efforts to get into the lee of even the tiniest little promotories on the low gravel island, several short 10'-12' skiffs, simply could go no further, and turned back for

the long arduous row home across what became a beam sea for them.

While most of the larger multi-oared boats were able to make headway at this point, despite sweeps often far in the air or buried to the thole pins, a few of these with less skilled oarspersons, spent a long time on this short leg. And those solo and double boats that were able to carry on did so agonizingly slowly, often losing hard won distance when an oar would pop out of a lock and the boat would immediately swerve broadside to the wind.

At last there had to be a last boat, near which we would idle along, while its occupant methodically, if slowly, rowed on, making imperceptible progress at times. But progress. The boat was a plywood sharpie hull of about 16', and the occupant was David Stookey of Duxbury, one of the Cape Cod Viking crew that had showed up this year. David's boat was riding the seas like a gull, and its longer waterline apparently saved him from the fate of the shorter boats at Sheep Island. By the time David rounded the day beacon near the western end of Peddocks Island and rowed into the comparatively sheltered water in the lee of that island, I could barely see ahead the other back markers, including the gorgeous 21' dory built and crewed by the Rockport Apprenticeship people.

David was now all alone, but soldiered on. No, he didn't need any help, he was functioning fine, pacing himself to his craft's capab-

ilities. So, our patrol boat skipper, wearied of the waiting, headed back to the beach. Later on when David arrived, and stepped ashore, I congratulated him on his perseverance. He was not exhausted, tired yes, but quite able to stand about and talk to his well wishers. It seems he has had this boat for twenty years, a sort of nondescript plywood double ender. The center-board trunk implied sailing, but no, he never sailed it. He just rowed it. From southwestern Connecticut to northeastern Maine, along the coast, mile after mile, over those twenty years. So a little three mile slog in Hingham Bay was not too awesome. Just a lot of work.

The "Kittery" certainly has come into its own after a few races have established a regular crew with some experience. "Kittery" was a long way ahead of "Liberte", the 38' Hull gig, and only the three-man Pilot and the four-man currach bested the big Cornish gig. The Mainville/Parks/Reid three-man crew rowing the 21' Pilot fixed oar style are dominating the multi-oared class since last summer at the Blackburn Challenge. They go, three young experienced former college crew, now doing more training again after a slacking off. The boat ate the waves for break-fast and the young men's power beat back the effect of the wind. And Pilot designer/builder Chuck Mainville with daughter Joan in the other Pilot, came home handsomely, the only boat fitted with sliding seats able to contend with the con-

ditions.

Sometime I'll catch up with these Boston Irishmen who show up with a couple of currachs. The boats are so crude, lumpy, tarred black canvas, and the oars are just sticks, honest, they are wider at the thole pins than at the blades. How they do it I'd like to know, but the boat sits alone on the beach until the start, then they appear out of the crowd, jump in, push off and go fast. When they come in, they load up and disappear. At least by the time I get back.

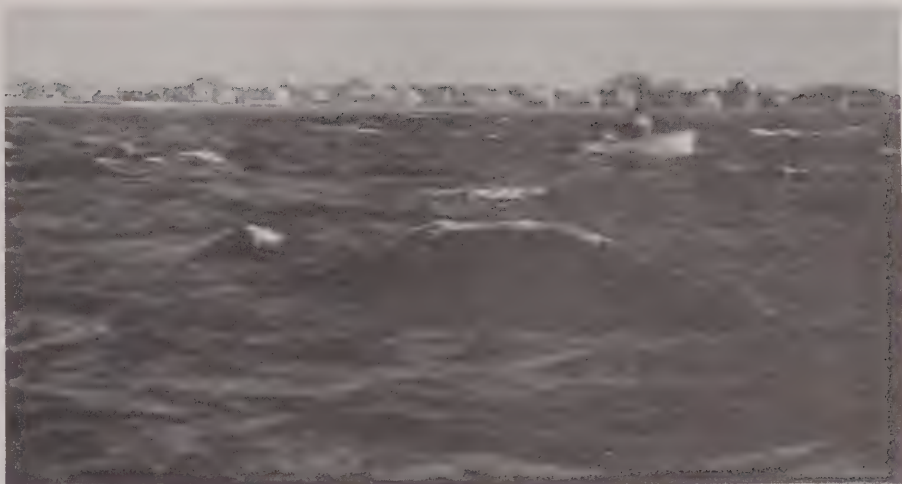
The morning heat races for the high school crews pitted four crews in the battered leaky old bateaus over a course that ran along the beach to the Coast Guard station and back, and the local Hull "Striders" did it up, winning it all. A short crew from Chelsea, sponsored by the Molly Baldwin Prevent Teen Pregnancy Program (honest) was outmanned and outskilled, but went for it anyway, inner city kids from Chinese, El Salvadoran, Hungarian and Vietnamese backgrounds. Between them and the "Striders", the Hull Youth Team and the North Cambridge Catholic High crew did their best.

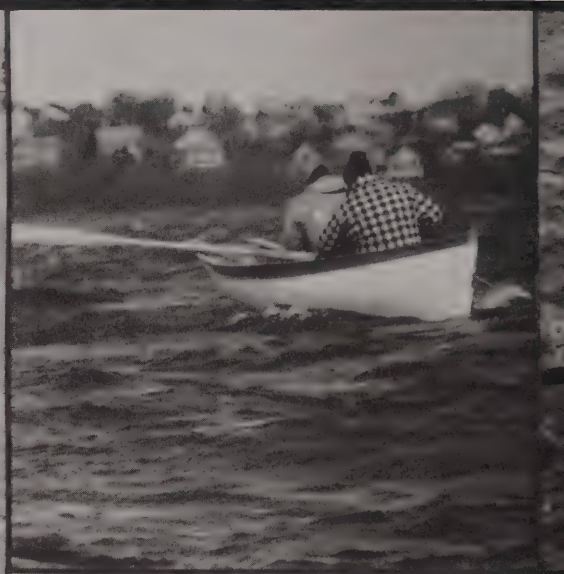
These Hull "Striders" don't just dabble at this rowing. They go rowing all winter, even in zero temperatures, fog and rain. They rowed Christmas gifts out to Boston Light, built a chimney on Bumpkin Island, and are currently building their own Cornish Gig. They are providing the leading edge of Ed McCabe's youth rowing program for inner city schools around greater Boston.

Each year when I plan on attending the Snow Row I toy with the idea of bringing along my own boat. It's impossible, of course, to cover and photograph such an event from your own kayak, even our big Folbot double can't keep up with those you'd like to photograph. But, still, to experience the event as a participant has its allure. Again this year I left it home. Glad I did, too, but my hat's off to all who went out there, though, you all have the "right stuff"!

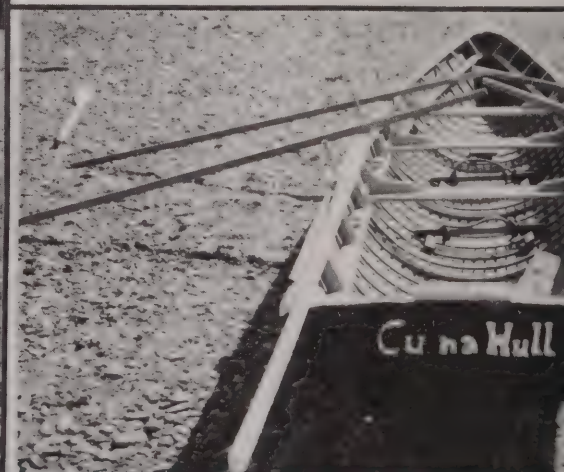
Report & Photos by Bob Hicks

Opposite page: "Kittery" (left) and "Liberte" get away. Right from the top: Tiny fiberglass tender went nowhere at Sheep Island, was later picked up by patrol boat. Two-man Banks dory from Gloucester did a workmanlike job. Four against two, two dories in action. Last man home, David Stookey soldiers on.



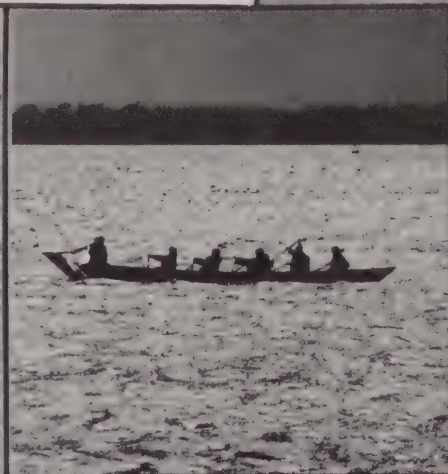


Left from the top: The beautiful 21' dory from the Rockport Apprentice-shop. The somewhat less beautiful plywood bateau used by the Hull High School crews. Two Cap Cod Vikings dig up some ballast to trim their dory. Above center column: Barry Donahue and friend in Barry's Whitehall. Traditional solo skiff soldiers on, the foul weather gear was needed for spray. Below left: One of the Irish currachs, those white sticks are the oars!





Above center column: The under-crewed Chelsea High School crew was game but outgunned. A full high school complement aboard one of the bateaus. Right from the top: The only sliding seat contest shaping up off the beach, and concluding early as the recreational shell crew in the foreground throw in the towel, leaving the field to Chuck and Joan Mainville in their Pilot 21. On the beach. Below right: Heading out on sunlit and windblown waters of Hingham Bay.





Appearances can be deceiving – From this view, you'd never guess that Steve Reid, Andy Parks and Frank Manville actually won the Snow Row last weekend. (Richard W. Green photo)

Open Water Rowing

In his note in "your commentary" in the November 1, 1989 issue of "...Boats" John Stratton suggested that some comments on the relative merits of fixed seat vs. sliding seat open water rowing would be interesting.

A bit of background information

We have rowed one or another of our Pilot 21s in many open water rowing races for the past six years. The Pilot 21 is a touring/racing boat, 21 feet long with a beam of four feet. It has been highly successful in each use. As a touring boat she has taken us to remote campsites along Moosehead Lake and on the Maine Island Trail. As a racing boat, she has taken over three dozen firsts in New England open water rowing races. In a number of those races a Pilot 21 holds the course record. I mention this to establish the fact that the Pilot 21 hull form is fully compatible with the capabilities of sliding seat rowing equipment. In fact, in the 1988 Bay State Games on Boston Harbor, a Pilot 21 sliding seat double rowed by my son Frank and his friend Andy Parks finished ahead of every recreational single shell in the race. Another owner has reported a similar experience. Yet this is a traditional looking hull that will carry half a ton across Penobscot Bay

on a choppy summer afternoon.

Sometimes we have entered both fixed seat and sliding seat Pilot 21s in the same race. We have also alternated crews, so that each of us has experience with both fixed seat and sliding seat rowing.

All of the Pilot 21s have been built in the same mold, although there have been differences in the way each was built and fitted out. Our fixed seat Pilot 21 has three rowing stations, uses 8' 6" traditional spoon blade oars in gunnel mounted oarlocks, was heavily built using 1970's fiberglass technology and weighs 300 pounds. Our sliding seat Pilot 21 has two rowing stations, uses Piantadosi "Row Wings" with 9' 9" sculls, was built using 1980's fiberglass technology and weighs 160 pounds. The weight difference is probably not significant in terms of performance, the heavier boat sits only one third of an inch deeper in the water. Thus, we have gained experience with fixed and sliding seat rowing using the same platform. This forms a more useful basis for comparison than say racing a Vancouver 21 against a Piscataqua River Wherry.

As we have gained experience with both fixed seat and sliding seat rowing, the

advantages and disadvantages of each have come more clearly into focus. My experience in two races in the past year has reinforced my earlier conclusions. Those races were the "Great 'Round Gerrish Island Race" at Kittery, Maine in September of 1989 and the "Snow Row" at Hull, Massachusetts in February of 1990. In each race we had both fixed and sliding seat boats entered.

In both races the boats were rowed by the same crews. The fixed seat boat was crewed by my son Frank and his two friends, Andy Parks and Steve Reich. All are in their early 20's, and are fit and experienced oarsmen. My daughter Joan and I rowed the sliding seat boat in both races. Joan is 19, has rowed with me for years. I am 49 and try to stay fit, as time permits.

I would like to describe each experience briefly, the conditions we encountered, the relative performance of the fixed and sliding seat Pilot 21s, and to draw several conclusions about fixed and sliding seat rowing.

A Tale of Two Races

"Here comes a big one Dad," warned Joan. The crest of the wave curled gray-green over the

gunnel and rushed aft under my feet, a small, dirty wave that bounced off the aft flotation compartment.

We were a hundred yards off of Sheep Island in Hingham Bay, an appendage of Boston Harbor, competing in the "Snow Row." Around us a flock of traditional boats pitched and plunged in the steep harbor chop, struggling to clear the island and reach the calmer waters ahead in the lee of Peddocks Island.

We were on the second leg of the course, having rounded Sheep Island and turned toward the north. The second leg is usually a short sprint from Sheep Island to a steel tripod near Peddocks. In 30 knots of wind and a sloppy harbor chop the sprint was becoming a drag. It was cold, in the low 30's, and we were soaked from the spray that had been thrown over us.

I could see several boats ahead of us, working toward the tripod. Somewhere ahead Frank, Andy and Steve were rowing our fixed seat Pilot 21, but I couldn't see them. I had hoped to catch the leading fixed seat boats, but that was beginning to look less likely.

The "Snow Row" is open to all kind of boats and usually there is participation by sliding seat rowing boats, fixed seat boats and kayaks. I hadn't seen any kayaks at the start and we had become the only sliding seat boat in the race.

Joan brought my mind back to the race with a tactful reminder that, despite the wonder of a windy day on Boston Harbor, we were still in a race. My mind wandered back to the moments before the start of the race.

Ed McCabe had called a meeting of the crews of the sliding seat boats. Half dozen of us had gathered in a quiet spot and Ed had asked us to decide whether we wanted to row a more protected course in the lee of Peddocks Island or the traditional "Snow Row" course. Ed emphasized that waves out on the harbor could be a problem for the generally low sliding seat boats. Which did we want?

I had suggested that we row the usual "Snow Row" course, out around Sheep Island. It wasn't that I looked forward to being cold and wet and tired. I feel

strongly that these races tell us important things about boats and equipment. Someday, someone will be rowing on Boston Harbor and conditions similar to today's will kick up suddenly. His boat and equipment had better bring him home safely. Here we had an opportunity to learn more about sliding seat boats and equipment under controlled conditions. Thus I opposed changing the course to meet the capabilities of the less capable boats.

Back on the Harbor, we had reached the lee of Peddocks. The wind had diminished and the waters were calmer. I tagged the tripod with the starboard oar as we round the mark and head for the finish line, babying an oarlock that had started to unscrew itself from the port rigger. ("Stop Nuts" are less likely to come loose on their own, look for them when you buy sliding seat equipment or replace any that aren't on your existing equipment. All of our other equipment uses "stop nuts" but this was a spare pin of an earlier model.) As we approached the finish line I could see that several boats were pulled up on the beach and several milled about just off the beach. I look for, but didn't see, our other Pilot 21. "Do you see them, Joan?" "There it is, on top of Andy's van." I chuckled at the subtle message of the boat already loaded onto the van. Read "We got in a l-o-n-g time ahead of you, Dad."

After the race, we gathered in the old Coast Guard Station that now serves as the Hull Lifesaving Museum Marine Skills Workshop. These folks have almost as many unfinished projects as I. After some time to chat with other participants and warm up, Ed McCabe called for attention and announced the winners and their times. In the most remarkable performance of the day, the Morrises in their Banks Dory were awarded a first in the "Workboat Class." They had finished well up in the fleet! The Banks Dory is a heavy, high sided boat that was clearly at home on the rough harbor course. (A later call to the Weather Service Station at Logan Airport, a few miles north of the race course on Boston Harbor, confirmed that during the race winds were 29 knots, gusting to 34 knots.) Frank, Andy and Steve in the fixed seat Pilot 21 had taken a

first overall, rowing the course in 42 minutes, while Joan and I, in the sliding seat boat, have taken about ten minutes longer. As the only sliding seat boat to complete the course, Joan and I won the Steve Casey Trophy.

I thought back to a gray September day last fall when these same two Pilot 21s, with the same crews, finished the six mile Gerrish Island Race within 30 seconds of each other. Joan and I, rowing the sliding seat boat finished the course in 57 minutes 20 seconds. Frank, Andy and Steve finished in 57 minutes and 50 seconds. Each was a new course record for its class.

The Gerrish Island race is rowed through a marsh, out onto the ocean through Brave Boat Harbor, and then for several miles along the open coast, and into the Piscataqua River. Conditions on the open ocean leg, the longest and most important leg of the race, had been calm. Winds were light, there was little chop, and, although big swells were breaking on the ledges along the course, they did not significantly affect our performance.

I had expected that Frank, Andy and Steve would have completed the Gerrish Island course faster than Joan and I. When I discussed it with Frank later, he told me that, responding to my advice to "stay out of white water," he had rowed well offshore. Thus while both boats had rowed the same race course, the fixed seat boat had probably rowed a greater distance. (Joan and I were also in a sort of match race with the redoubtable Henry Szostek and, knowing that Henry particularly admires swells breaking on ledges, I had rowed close inshore to give him a good view of several, but that is another story.) The important point is that the times would have been close had Frank, Andy and Steve rowed closer to the island and come in a minute earlier.

Our experience in and the results of these two races have firmed conclusions that I had tentatively reached over the years. Those are:

1) Sliding seat rowing can provide significant advantages for both racing and touring on open waters.

2) Many available sliding seat

rowing boats and much of the equipment marketed for ocean rowing are unsuitable for serious open water rowing.

Advantages of Sliding Seat Rowing

The outcome of the Gerrish Island Race in September illustrates one of the major advantages of sliding seat rowing. The Pilot 21 with sliding seats was able to complete the six mile course in essentially the same time as the Pilot 21 with fixed seats, despite the real disparity in crew strength. Other things being equal, I would not expect that Joan and I would seriously expect to equal the performance of my son Frank and his two athletic friends, Steve and Andy. With the sliding seats to enhance our rowing power, Joan and I were able to row at essentially the same speed.

Sliding seat rowing on open water is not inherently difficult and we have had no problems staying on the small sliding seats, although I have read that others have found this difficult. However, the seats are not particularly comfortable, especially on a long tour.

Sliding seat rowing makes use of the leg muscles and allows the rower to develop much more power. This is especially important on long, open water passages in touring. More power translates to higher speed so that longer passages can be completed safely, less time is spent in exposed locations where hazardous wind and sea conditions can develop unexpectedly, and, rowers experience less fatigue. The exercise benefits of sliding seat rowing are significant as well but that is not an important point for the purposes of this discussion.

Unsuitable Features of Available Sliding Seat Equipment for Serious Open Water Rowing

Sliding seat boats and equipment are designed and built by people who have tremendous experience rowing on relatively calm water. The boats and equipment that they produce for that purpose are sophisticated, powerful and fun.

Unfortunately, sliding seat rowing on open water has not benefited from a similar level

of development, at least in this country. Generally, equipment designed for "flat water" rowing is used "as is" or modified slightly. The direct transfer is not a complete success.

As everyone knows, open waters are not always calm. In fact, the conditions that we experienced during the Snow Row were not that unusual. I have seen similar conditions develop in a matter of minutes; Penobscot Bay can go from beguiling calm to raging anger as a front passes, Chesapeake Bay or the Gulf of Mexico can exhibit similar mood swings with frontal passage or summer squall.

There are, no doubt, some builders and perhaps owners of available sliding seat boats and equipment intended for use on open waters who will disagree with my conclusion that much available equipment is unsuitable. The story line goes something like, "Our shells are designed of open water, have been rowed around Cape Horn and one was rowed through Hurricane Charlie."

The simple facts are: 1) that no small boats, including our Pilot 21s, can be taken onto open water without some risk, 2) most contemporary sliding seat equipment cannot be used effectively in rough water because the oars cannot be raised high enough to clear the waves on the return, 3) many available sliding seat boats are difficult to manage in rough water because of their narrow beam and, may be overwhelmed even by waves on protected waters because of their low freeboard, (the maximum fetch for the waves experienced during the Snow Row was three miles) and, 4) a half dozen intelligent, enthusiastic, experienced oarsmen who had come to the Snow Row with state-of-the-art sliding seat boats decided to find something else to do the windy Saturday afternoon of the Snow Row. Q.E.D.

I do not intend to belabor what I view as the deficiencies of contemporary sliding seat equipment. My comments apply pretty much across the board and include our own Pilot 21s as they have been configured in the past with the "Row Wings."

I would rather describe the new directions that our experience has suggested to us as we

develop boats and equipment more suited to use on open water. Notice that I said "more suited." I want to emphasize again that there can be conditions in open waters that may overwhelm any small, person powered boat. But there are features that can improve the probability that we may return to tell about it.

Capability for rough water rowing

During the Snow Row, we had difficulty raising our oars high enough to clear the chop on the return. Even a feathered oar has substantial drag. The flat section of the "Row Wing" prevents the inboard end of the oar from being lowered sufficiently to raise the blade end high enough to clear the waves. We are not alone with this problem. For good reasons "flat water" rowing equipment minimizes the vertical distance between the oarlock and the cockpit. Generally this distance is sufficient to allow the oars to clear a modest chop. However, if the boat rolls twenty degrees and there is a chop, there is a problem. We have experienced this many times in races or touring in rough water, it was especially pronounced in the short, steep chop at the "Snow Row."

One way around this, at least on our boats, is to mount the oarlock on the gunnel, doing away with the "wing" that is common to most available equipment. This should allow the oars to be raised sufficiently to clear the chop, even if the boat rolls. My son, Frank, who spent some months rowing with a Danish rowing club in Copenhagen reports that the Danish boats use this approach and are successfully rowed on open water. This reduces the horizontal distance between the oarlocks but this does not appear to affect performance. The Danish boats turn in some pretty impressive time in open water races. And they do race in open water, one of their races is around half of Denmark, non-stop.

I have not thought seriously about solving this problem for the narrow, low, shell type boats. This may be a case of not being able to have your cake (slender low windage hulls) and eat it too (the capability for use under the conditions that low windage

hulls are optimized for). I am not seriously interested in this type of boat because of its limited cargo carrying capacity.

While it is not essentially a fixed seat/sliding seat issue, our experience suggests that open water rowing boats must be designed to provide more capability for "self rescue."

Capability for "self rescue"

By "self rescue" I mean that the boat should be capable of being rowed out of a swamped condition by its crew. Henry Szostek has come as close as any to this capability with his Misery Island Pod, "The Unforgiving Minute." As he reported in November 15, 1986 "...Boats," in "Bitten by the Bulldog" he has successfully rowed out of a swamp that could have been fatal had it occurred to a Pilot 21 or almost any other boat. His formula, "more deck, less cockpit" is part of the reason. As important, his pod, because of its more traditional sheer, has buoyancy high in the ends. Thus, it's natural tendency is to float upright even when the cockpit is filled with water. Most available sliding seat boats have reverse sheer to reduce windage. Unfortunately this lowers the center of reserve buoyancy and these boats are less likely to float upright.

Hereafter, any Pilot 21s that we build and the new Pilot 26 (we are starting the prototype) will be configured to enhance the capability for self rescue. Actually, we have built several Pilot 21s with liners and have come close to self rescue capability with those.

Sliding seat rowing offers significant advantages. Anyone considering a serious open water rowing boat should insist on sliding seat equipment. To my mind this should extend even to rowed yacht tenders. Overcoming the drawbacks of available equipment is a technical problem that can be solved. The resulting boat, if it incorporates the capability for self rescue, should be capable of serious open water rowing.

I hope that these brief comments provide some of what inquiring minds like John Stratton want to know about our experience with open water rowing.

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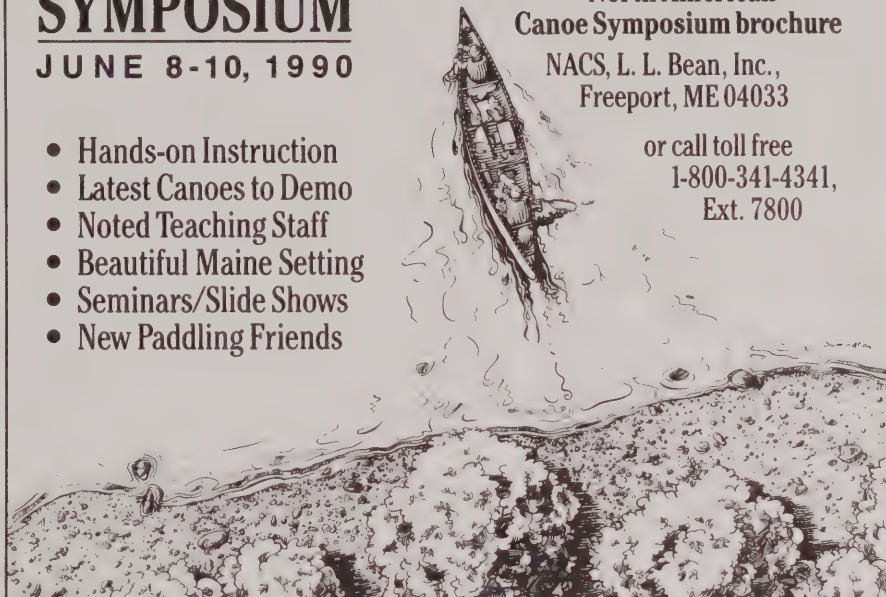
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Still crazy about Guide-Boats after all these years. I went to the Mid-Atlantic Small Craft Festival last fall in St. Michaels, Maryland. A wonderful maritime museum with all manner of watercraft indigenous to the Chesapeake. I won an award there for best traditional design professionally constructed. It was nice to find the Guide-Boat knows no geographical prejudice.

I've been working on two orders for wooden Guide-Boats this winter. I keep on trying to simplify methods of construction for the eventual introduction of a Guide-Boat kit for the guy or gal who wants to sacrifice all available spare time to boat building. I tried out this idea last August at the Brookfield Craft Center, where eight students completed one of my boats in five days (long days!) and launched it on the sixth. Local cable television taped a video of this course and I can furnish copies for anyone interested.

The fiberglass version of the

Guide-Boat is doing well, I've built over one-hundred of them in the past four years.

This spring I plan to introduce an original Guide-Boat inspired pack boat design for rowing or double paddling. This is a radical little hull with major focus on stability and carrying capacity. These very small boats are endearing to small children for entry level experience. However, due to limited length at the waterline, they are often very tender for the novice. As I have a novice paddler on my "staff" (she is eight years old) I feel compelled to meet her design requirements: A cute little boat; real stable; good for sneaking up on turtles. Corinna's boat will be 10'2" LOA, 33" beam, 12-1/2" deep with a bit of sheer to keep her dry. "A radical design with a child in mind". Catchy tag line, eh?

Steve Kaulback, The Adirondack Guide-Boat, Box 144, Charlotte, VT 05445, (802) 425-3926.

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Other projects in the shop have been the laying of a teak deck on a 41' powerboat; building an 11'6" Herreshoff dinghy which is about complete; and conducting another of our lofting classes, which lofted a 9'6" Lawley yacht tender, right on through mold making and set up.

The Seaport's Boston Boat Shop is open to the public Monday through Friday from 10 a.m. to 3:30 p.m. We are pleased to be able to show off the progress on the first Buzzards Bay 14 in our Herreshoff Project.

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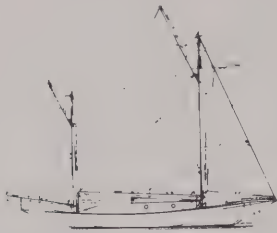
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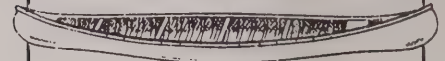
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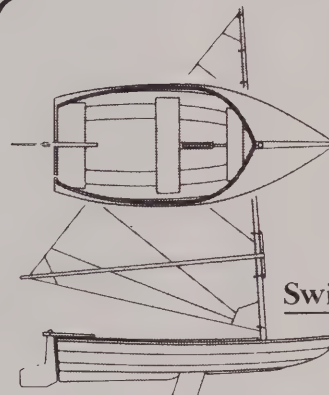
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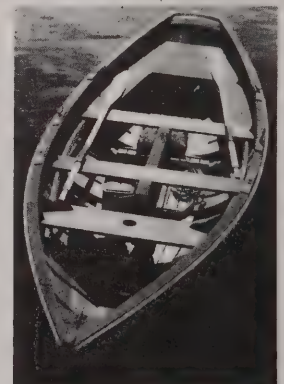
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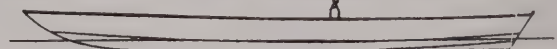


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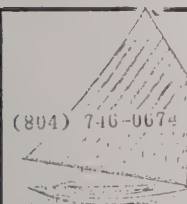
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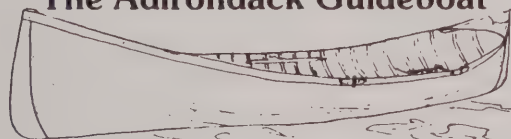


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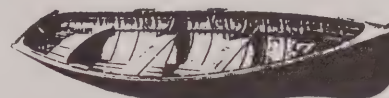
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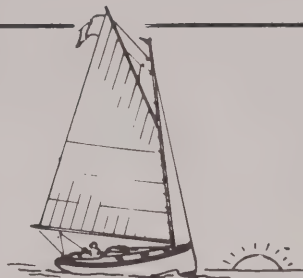
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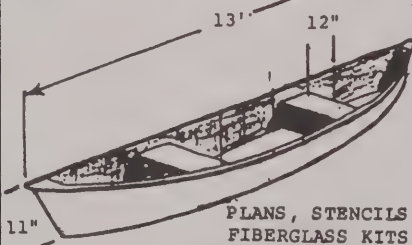
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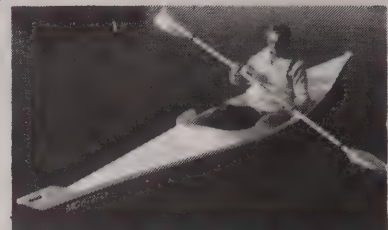
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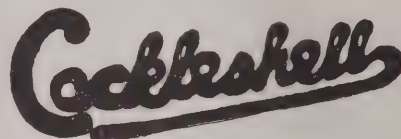
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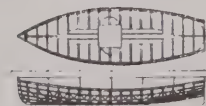
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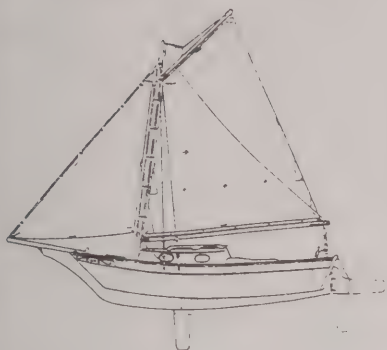
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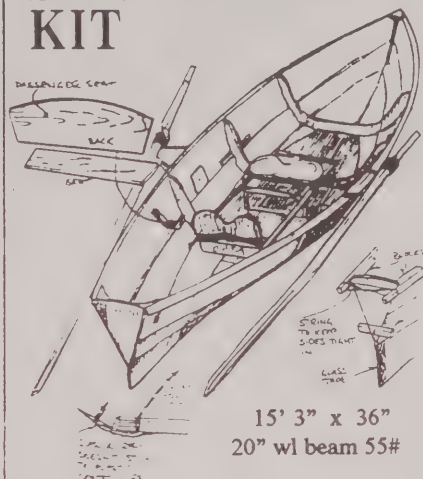
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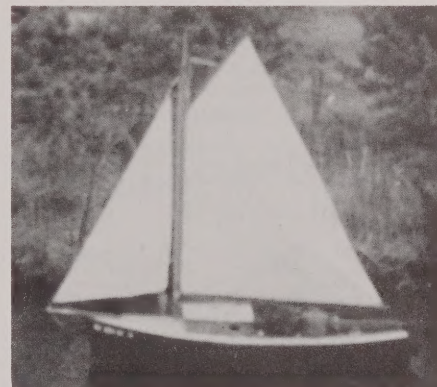
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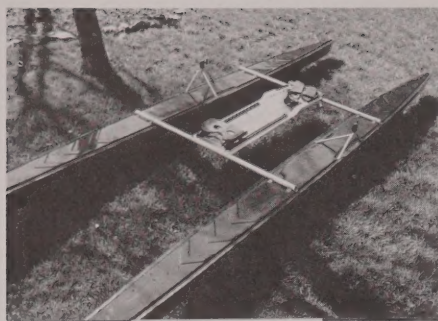
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BILL NEDDERMAN, 31 Perry Ave., Middletown, RI 02840, (401) 849-2050 aft. 5 pm. (3)



18' WOOD/CANVAS CANOE, two years old. \$1,000.
CHRIS LAWLER, Amherst, MA, (413) 549-4432. (23)

19' LIGHTNING, hull # 3109. Built 1947. Boat cover, trailer, main, jib, spinnaker (& pole), nice brightwork, canvas deck. Good condition. Needs a little work on hull to stop some small leaks. Danforth anchor. Located in Gloucester, MA. A great sail, much loved. Asking \$1,500.
CINDY HALL, 280 Harvard St. 2D, Cambridge, MA 02139, (617) 547-6268. (23)

OMNI CAT HULLS, suitable for rowing, solar power, electric, trimaran amas, whatever. Brand new, \$300
CHUCK FLETT, 9157 Colchester Ridge Rd., Knoxville, TN 37922, (615) 690-6416. (23)

Downsizing my fleet. Four 12' new rowboats, pine on oak, could be converted to sail by adding centerboards and rigs, \$600 each. 21' dory style with twin keels, not new, I've been using it for last four years, \$1,400. 24' scow ketch, was in "Wooden Boat in '84, I'm getting too old for it. Just repainted, nice cabin and storage space, \$7,500. One Culler canoe and an enlarged version that would be good for sailing, could carry two people. Open to bids.
CHET FARRELL, School St., West Dennis, MA 02670. (23)

13' ROB ROY, reproduction by Kevin Martin. With mast and sails, newly revarnished. \$2500.
MICHAEL ANDERSON, Upper Jay, NY, (518) 946-7117. (2p)

TRAILER. 1984 Tee-Nee, 500 lb. max. Set up for Appledore Pod, with concrete weights for highway stability. Perfect for light, long boats you won't want to cartop. Excellent condition, never in salt water. Stored for two years. \$350 or best offer.
ANDY KLICKSTEIN, Ipswich, MA, (508) 356-0171 eves. (23)

18' SLIDING SEAT SINGLE. Small Craft Typhoon with Piantadosi Row-Wing and varnished basswood oars. Fiberglass, fully decked with low volume cockpit, full flotation, stable enough for beginners and fast enough to satisfy. Simple yet strong, 60 pounds, easily car-top-pable. Used little, virtually mint condition. \$995 complete (less than 2/3rds replacement cost).
JOHN SPENCER, P.O. Box 243, Rockport, MA 01966, (508) 546-9022. (23)

19' LIGHTNING SLOOP, cypress planked, very good condition. Two sets of sails, trailer. Refinished mahogany cockpit. A joy to sail. \$1,500.
LEON POINDEXTER, Rockport, MA, (508) 546-2150. (23)

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BOB HICKS, Wenham, MA, (508) 774-0906. (23)

WANTED. 16' Great Pelican, must be in excellent shape.
FRED ZAPF, Toms River, NJ, (201) 270-4749. (23)

MAST WANTED. Aluminum similar to Dwyer DM-4 at 23.5'x2.4'x3".
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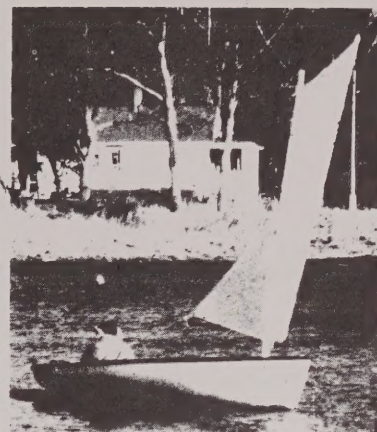
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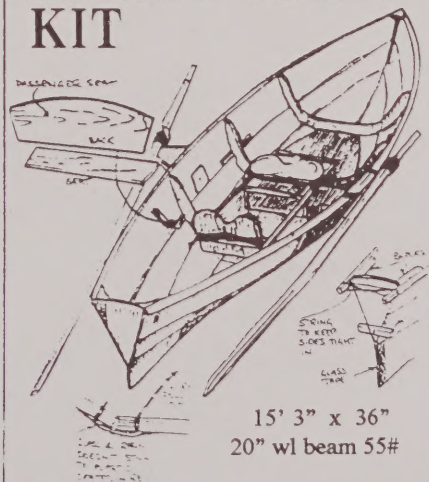
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