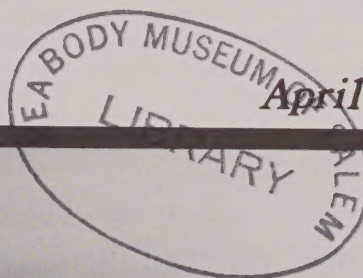




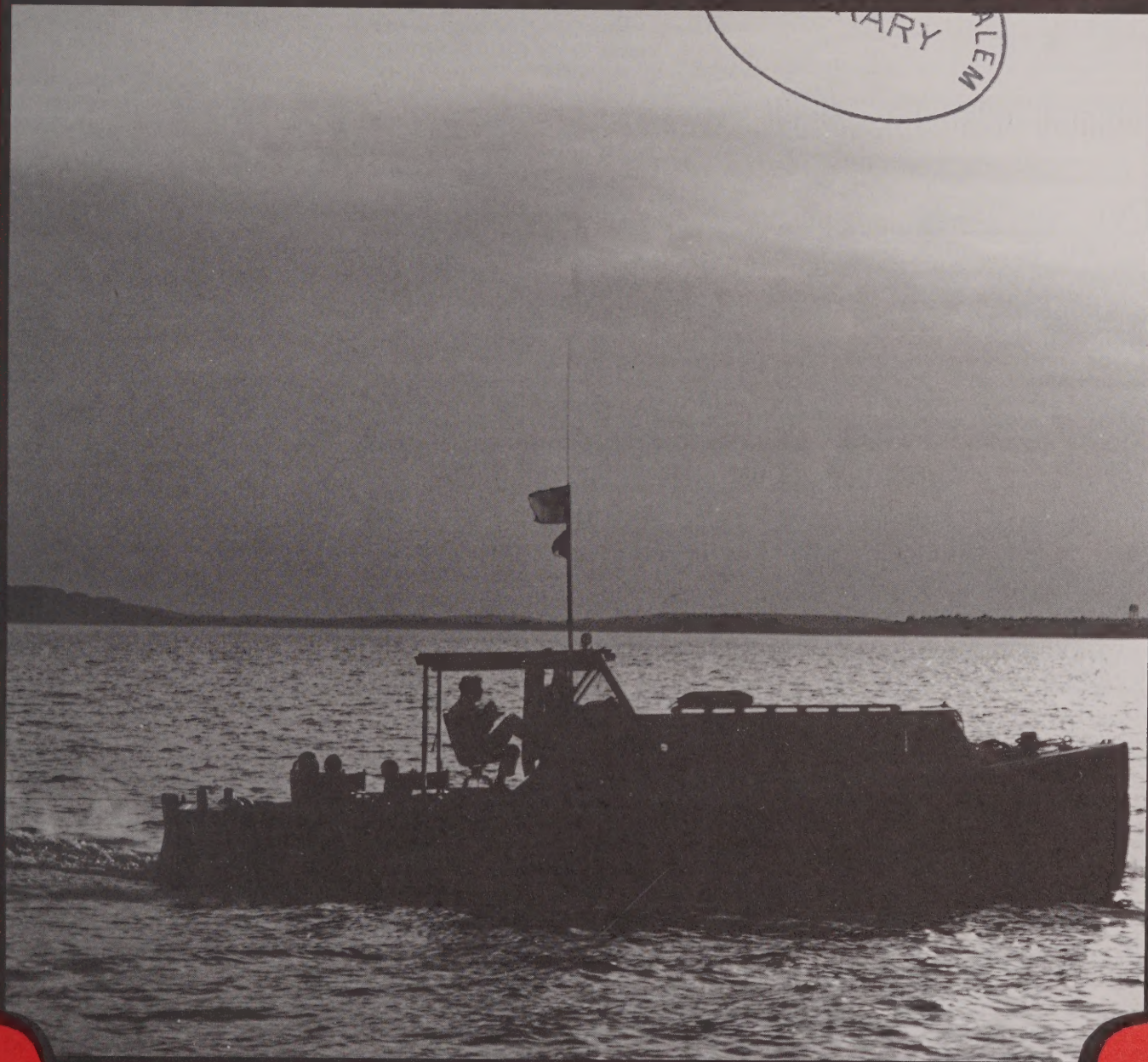
messing about in BOATS

Twice a Month!

Volume 7 ~ Number 23



April 15, 1990





messing about in BOATS

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

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

Our Next Issue...

Will feature the Maine Boatbuilders' Show that took place in Portland in late March. Depending on how much space we use up for that, we'll include some of the following on-the-water stories: Guy de Puyjalen's tale of a squall on the St. Lawrence; Barry Donahue's photos of rowing on Cape Cod; Ed Selinger's comments on sailing south along the South Carolina and Georgia coasts. If the Boatbuilders' Show isn't enough on the subject, we have some of the following designs to look at: Eric Sponberg's "Delft 25" home builder cruising sailboat; Jim Heter's "Pak Yak", a truly backpacked kayak; Jim Wermescher's kit for the Redmond "Whisp"; Norman Horne's story on building Ron Ely's "Happy Wanderer" kayak; and Jon Hedman's story about his vintage Beetle "BB Cat", an early fiberglass effort. And we've got two reviews for you if they fit in anywhere; Jim Lacey reviews Gary Hoyt's controversial book on sailing technology today, "Ready About"; and I review the New Film Co. video of "The Navigators", about south seas proa sailors and their traditional skills.

On the Cover...

Ted Bailey's "Bangor Packet" heads home on a long ago summer evening after another family weekend of "good times". Full story on pages 11-13.

Commentary

BOB
HICKS

Ted Bailey's story in this issue on his family's love affair with a converted Navy launch back in the 1960's is a nostalgia piece that captures the aura of that less sophisticated time, and I thought it also illustrated that messing about in a big old powerboat has charms of its own. Most of our focus is on small non-powered boats, not because of some philosophical aversion to powered boats, but because, to me, the powerboating scene around us today is just driving on the water as you would in a car on land, or using your bigger power cruiser as waterfront property parked in a marina with all the landbound utilities. It just doesn't seem very interesting to me.

I liked Ted's story because he and his family were after low cost on-the-water pleasure. He points out they felt when the children came along that their years of sailing had been great fun but needed to be put behind them so they could better enjoy their children growing up with summers on the water. In 1960, Ted didn't go to the big boat show checkbook in hand, but to the local salvage yard to buy his powerboat. And he built on the inexpensive 30' solid old Navy launch hull a comfortable home afloat for those "good times" with the family. Despite the boat's structural problems during the nine years they enjoyed it, they cruised from Camden to Nantucket, without all the electronic gear people today seem to feel they must have.

Ted's approach 30 years ago was much like that I perceive today amongst those of you who are building, or dreaming about building, your own low cost boats, of whatever type, paddle, oar, sail or power. You too don't feel the consumer products sold as boats today are what you want, or can afford. The growing interest in the "instant" boat concept pioneered by designer Phil Bolger, which is really just a simplified design for home building that will work well enough on the water, seems to indicate a longing for the simpler ways of yesteryear, and yesteryear is not necessarily way back in the "golden age of sail" or any of those fantasy worlds. Yesteryear is often just back when you were young and life was not so complex or costly.

I liked Ted's view that his

converted launch had great practicality, he wasn't afraid of damaging it should he accidentally hit a dock piling, nor was he averse to the wear and tear of parties for friends and family. And they would haul up "salvage" from the sea bottom and heap it right on the deck. His fuel consumption with a converted big automobile engine was modest. It was a big powerboat yet it had characteristics we find appealing in the much smaller craft we contemplate building or fixing up today.

Those of us who are more "traditional" minded tend to get involved with the nicer "fine furniture" boat designs of yesteryear, so in this case some of the practicality is absent as concern for protecting the beauty of one's craft takes precedence. But, again, in the "instant" boat mystique, this is usually not so. Plywood and paint and basic simple strong structures offer more of the practicality, while also usually being less costly to create. I have come to the conclusion that those of us pursuing the sort of boats we tend to focus on in this magazine are carrying on the activities that were still being encouraged in the '60's, of getting on the water for low cost with one's own efforts making this possible. "How to Build Boats" articles were still commonplace 30 years ago in mass media magazines like the "Popular" sorts, be it science or mechanics, or whatever.

I'm not a fan of the fragmentation of interest in boats into the multitude of narrowly defined approaches catered to today by the consumer boating industry and the periodicals that promote them. That's why this magazine has had a broader guage look at enjoying boats. So in this issue you get a big old powerboat on the cover; the last one had a beautiful recreation of a traditional rowing dory; and before that a 7' long camper-cruiser. The one thread that seems to run through this variety, and the "narrow" focus, if any, of this magazine, would be that of "low cost". Regardless of size or type, for the most part it seems to be "low cost" that characterizes the boats we get to talk about on these pages. And so, we're not a very commercial periodical, there's no money to be made in "low cost". But lots of pleasure can be had!

Rower missing in storm

Belongings found along Nantasket

By Karen Donovan
The Patriot Ledger

COHASSET — Searchers have found debris and personal items believed to be those of a missing Cohasset man who went out in his 10-foot rowing dory Saturday afternoon in seas up to 10 feet high.

Robin Eric Lagemann, 59, of 34 Atlantic Ave., is an avid rower who left Cohasset Harbor for a two-hour trip that is part of his daily fitness regimen.

Early today, searchers turned up pieces of debris believed to be from the boat and a turquoise boat bag containing some identification and personal items with Lagemann's name on them along Nantasket Beach early this morning, a Coast Guard official said.

As a result, the search for Lagemann which had been widened to Cape Cod Bay all the way to Provincetown, was narrowed to the Nantasket area. Searchers were to walk to beaches today.

Lagemann was dressed for the elements and is highly experienced, increasing his chances for survival, Coast Guard Petty Officer David Inglis said yesterday.

"It's amazing what people have endured in the past, so we just keep going," he said.

The Scituate Coast Guard station began the search after it received a report of an overdue vessel from an unidentified friend at 9:30 p.m. Saturday, Chief Petty Officer Gary Wright said.

Local harbormasters, police and fire departments and friends — about 150 people altogether — have joined the search for Lagemann, combing the shoreline from Hull to Duxbury on foot. The current and wind would have carried him in that direction, the Coast Guard said.

Lagemann put his boat into Cohasset Harbor at about 2:30 p.m. Saturday, Wright said. At the time, the National Weather Service in Boston had reported winds of 20 to 30 knots, 6- to 10-foot waves and visibility of less than one mile off Cohasset.

But those who know Lagemann did not find his rowing excursion unusual. They say he is more at ease at sea than on land.

"It probably explains why he would want to be out on the water in this weather. For him, it would be a more natural environment than being stuck in a traffic jam," said boat builder William Peterson of South Bristol, Maine.

Peterson has been working with Lagemann for four years on his design for a 45-foot sailboat that Lagemann planned to take on a trans-Atlantic journey with several friends this summer. Lagemann is a licensed marine surveyor with an intricate knowledge of boats, Peterson said.

Lagemann is married and has a 10-year-old son, said his neighbor, John Dean of 42 Atlantic Ave.

Chief Quartermaster James Powers, a Coast Guard spokesman, said Lagemann was reportedly headed for either Sutton Rocks in the harbor or Minot's Ledge about a mile and a half from the harbor entrance and was expected back by early evening.

The Coast Guard began a helicopter and sea search Saturday night from Nantasket Beach in Hull to Cedar Point in Scituate, about four miles from the shore. But yesterday, heavy winds and poor visibility from the snowstorm hampered efforts and grounded a helicopter most of the day.

The Coast Guard had five vessels searching a 130 square-mile area yesterday. But three of its 44-foot patrol boats were recalled when wave heights reached 8 to 12 feet and winds gusted at 20 to 25 mph yesterday afternoon, causing ice to build up on their steel decks.

"What we're hoping for is a break in the weather," Petty Officer Richard Moquin of the Scituate station said of the search yesterday.

Moquin said two larger vessels — the 205-foot *Tamoroa* and the 110-foot *Wrangle* — would continue to search through the night.

The Coast Guard expanded its search yesterday from Manomet Point to the Cape Cod Canal. It resumed a helicopter search about 9:30 p.m., when winds died down, Moquin said.

Officials have cited several factors that make the search for Lagemann difficult. The blue color of his life-jacket and weather gear will make him harder to spot, said Cohasset Firefighter Linwood Davis. The color of his boat is also a problem.

"The boat is white and the snow is white and the surf is white," said Scituate Harbormaster Elmer Pooler.

Clifford Dickson, a steward at the Cohasset Yacht Club, said he saw Lagemann put his boat into the

water two hours later than the Coast Guard reported, at about 4:30 p.m..

"I figured he was a little nuts to be going out at that time of day," Dickson said.

Lagemann has been rowing in Cohasset Harbor for three years in all kinds of weather and "very seldom missed a day," Dickson said.

Michael McNabb, a fellow rower who organized a group of volunteer foot searchers yesterday, said Lagemann usually rowed one to five miles and was careful about rowing in dangerous conditions.

(Reporter Delores Souza contributed to this report.)

This news clipping from the Quincy, Massachusetts "Patriot Ledger" tells a story that should be a caution to all small boat people. It's sad news, it's bad news, but it emphasizes that one just doesn't mess with Mother Nature when she's in her bad moods.



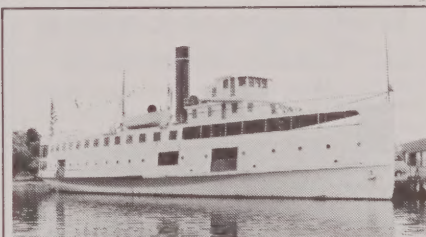
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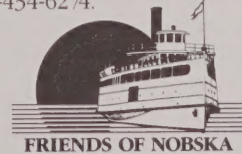
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Your Commentary



A DELIGHTFUL ISLAND

The photo shows a small gathering of boats on a delightful island at the entrance to Portsmouth, NH, harbor, although the island is in Maine, I think. The Klepper in

the foreground is our own pride, the boats beyond the dinghy are various Alden shells belonging to the Arthur Martin family of Kittery Point, ME.

Alicia Moore, New York, NY.

LOOKING FOR A TENDER

I'm looking for a sturdy 10' yacht tender that can be sailed, rowed or motored, like a used Cape Dory 10 or Bauer 10. Several folks I mentioned this to suggested that I write to you. Any reader with such a tender for sale, or who knows of one, is invited to contact me.

Grant Ingle, Box 181, Conway, MA 01341, (413) 369-4976 (home), (413) 545-0851 (work).

A DIFFERENT PERSPECTIVE

Some time ago I ordered your plans for "Cockleshell". Much to my surprise I actually got it built. I used mahogany lauau for the skin. I've had a great time using my boat. It puts a different perspective on boating when you are on the water in a boat which you have built yourself.

Walter Young, Wichita, KS.

ALSO LOOKING FOR A TENDER

I am particularly interested in rowing and sailing dinghies from 10' to 14' in length. Do you have any back issues which may be of interest to me along these lines? Perhaps some readers may have information of use to me.

James Mason, 259 N. Stanwood Rd., Columbus, OH 43209.

BUILDING A "SWIFTY"

I'm currently building a Fred Shell 12' "Swift", and messing about in it is what I plan to do when it's completed (once the weather warms up!). I'd like some info on "Messing About in Boats" since this is what I'll be doing.

Steve Parsons, Washington, IL.

WHAT KIND OF BOATS TO BUILD?

I recently finished a six-week internship at the Rockport Apprenticeship, where I built a "Susan Skiff". By May I'll have a 20'x25' shop which I will then begin to equip with the necessary tools to undertake boatbuilding. As to what sort of boats I should build, damned if I know yet! I do want to build "traditional wooden boats" as much as possible. I need some practical advice right now on how to select the boats I'd undertake to build, boats that I can not only build, but sell!

I've also toyed with the idea of a sort of small boat livery or brokerage as a one-stop store for people interested in buying a small wooden boat who don't want to run all over New England to ferret out the one-man shops building them, or who don't get to the once-a-year shows like Strawberry Banke. Any advice on this idea would be welcome also.

David Blanchard, HCR 60, Box 510, Lincolnville, ME 04849, (207) 236-8129.

I'M 55 AND I OWE IT TO MYSELF TOO!

Do you recall the article you published from the fellow who bought an old runabout and justified his act to his wife by saying, "I'm 40, and I owe it to myself!" Well, a fortnight ago, I ordered a 15' Great Canadian canoe, a make that was imported into Germany by a German GRP boat builder. I did so solely on the strength of the advertisement and it will be about five weeks before I receive my boat and see one for the first time. Was I mad to spend some of my savings in this way? No, "I'm 55 and I owe it to myself!"

Here in Belgium, about the only wooden items one sees floating on our waters are pieces of driftwood, lost amongst the rest of the litter. Although we're a small country, if there were such a thing as the "Pollution Olympics", we wouldn't have to worry about beating you out for the gold medal.

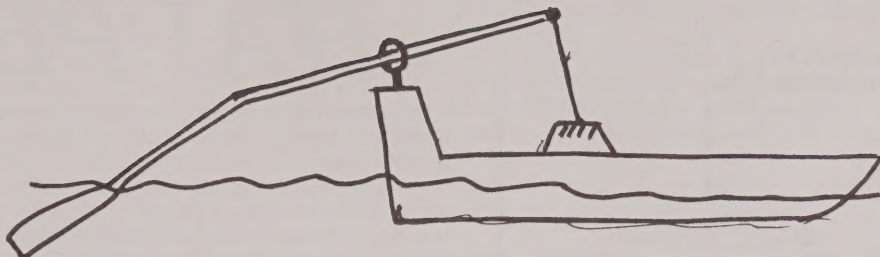
It has been a couple of years since I received your 1987 issues, and in comparison with "Classic Boat" and "Canoeist" (both British periodicals) your magazine with the "Wind in the Willows" matches them all for me. I'm more of a Huckleberry Finn than a Francis Chichester!

Louis Glorieux, Kortrijk, Belgium.

LIKES THE OLD REPRINTS

A pleasure to renew my subscription. I particularly like the excerpts from older articles and books. Keep up the fine work.

Martin Gardner, Venice, CA.



IT'S CALLED A "YULOH"

I noted the sculling oar on page 23 of the February 15th issue and it reminded me of a sculling oar used in the orient called a "yuloh". I never saw one working

but apparently the "handle" is moved back and forth across the boat and the line tied to its end causes it to pivot in an efficient sculling motion.

Ed O'Donnell, Pensacola, FL

NEVER TOO LATE TO BEGIN

Jo Ann and I (at age 59 now) are entering our first canoe race on June 23rd, a 12 mile race on the Pocomoke River in Snow Hill, Maryland. I'd appreciate some other "old-timers" entering this race to keep us company. Details are available from (301) 957-1334.

Right now I'm nursing a cold, perhaps I've been doing too much running on the boardwalk. For the past several years I have paddled my sea kayak all winter long and almost never had a cold. I'd better go back to paddling my kayak! In the winter you feel as if you own the water. No one else is out there except for a few commercial fishermen. It's amazing how comfortable it is paddling even if the temperature is in the 20's and 30's as long as the wind isn't blowing.

Good news is that I sold the Folbot I advertised in "Boats" in the January issues. Bad news is that I missed the Phoenix Brown Pelican advertised in the February issues, someone beat me to it. I'm looking for something light and fast, that tracks well, at a reasonable price. I know this sounds like I'm dreaming, but most of my dreams eventually seem to come true.

I was glad to read in a winter issue that you and Jane enjoyed an outing on the Sudbury River in your Folbot. I've noticed that whenever a person's hobby becomes his business, he no longer seems to have time to enjoy his hobby!

Dick Bridge, Avon-by-the-Sea, NJ.

ABOUT THOSE NAUTICAL FLEA MARKETS

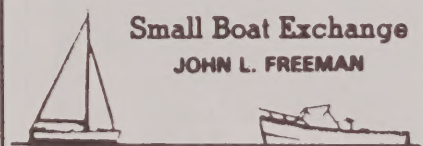
Have you considered adding a nautical flea market as an adjunct to one of the smaller boat builder shows? It might make for an interesting blend of events and attract more people to the shows. A small fee charged to the flea market exhibitors might also help defray show expenses.

Pete Cartier, Queensbury, NY.



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HAPPENINGS

CAPE ANN NAUTICAL FLEA MARKET

The guys at River Boatworks on the Annisquam River in Gloucester, Massachusetts will host their annual spring nautical flea market at the boatyard, 29 Ferry St. in Gloucester on April 28th, starting at 9 a.m. It's open to any interested person wishing to sell nautical gear, boats, etc. Set-up fee is \$5, first come first served, on available spaces. Easy to reach location just off Rt. 128, see map. A great chance to clean out that old nautical gear and buy some more! Details at (508) 281-1303.

SMALL BOAT MESSABOUT

California small boat people should not miss Joe Tribulato's "Small Boat Messabout" on April 29th at Marina del Ray, California. Joe now has over 20 boats, mostly Bolger-design homebuilts entered in his home builders' gathering. Other interesting types are also welcomed. The only costs are for parking and ramp use (city fees). The event is entirely a grassroots effort. Details from (818) 762-8945.

RUN OF THE CHARLES

The 8th Annual Run of the Charles for canoes and kayaks will take place on April 29th over several courses on the Charles River in the greater Boston area. A 24 mile course begins at the Needham/Dedham town line near Rt. 128. A 9 mile course begins at the Massachusetts Turnpike/Rt. 128 Interchange in Newton. A 6 mile course for war canoe sprint teams starts below Watertown. All finish at the Herter Center on the Charles River Basin. Racers or recreational paddlers welcomed. About 2,000 (yes, two-thousand!) boats usually take part. Sponsor is the Charles River Watershed Association. Details at (617) 527-2799.

ESSEX RIVER RACE

Opening event for rowers and paddlers of any human-powered small craft on the Massachusetts north shore is the Second Annual Essex River Race, an eight-mile contest on the river of that name in Essex, Massachusetts. It is scheduled for May 12th at 10:30 a.m. (registration), promoted by the Cape Ann Rowing Club. Details at (508) 768-7933.

CEDAR KEY SMALL BOAT MEET

The 6th Annual Cedar Key Small Boat and Beach Cruising Meet will take place at Cedar Key, Florida, on May 5-6. See August 15, 1989, issue of "Boats" for report on 1989 event. Details at (904) 543-5674 or (904) 543-5307.

EARLY SEASON WHITEWATER RAFTING

Saco Bound/Downeast Whitewater will be running whitewater rafting trips during April on New Hampshire's Swift River for early season enthusiasts. Heavy snow cover this year is resulting in the highest water levels on the Swift in years, providing maximum excitement on this technically demanding river. Details at (603) 447-3002.

ANTIQUE & CLASSIC REPLICA SHOW

The 8th Annual Antique & Classic Replica Boat Show is back in Rhode Island this year, scheduled for May 26-27 in South Kingston. Show sponsor is Beckmann, Ltd. of Wakefield, RI, builder of replica launches. Replicas of antique steam, electric, diesel and gas launches, and tugboats, are featured. Details at (401) 783-1859.

NEW YORK WOODEN BOAT FESTIVAL

South Street Seaport is hosting New York City's first outdoor traditional wooden boat show on Memorial Day Weekend, May 26-28. Small handbuilt wooden craft will be featured, along with demonstrations of the skills involved in their building. "Wooden Boat" magazine is co-sponsoring the event. Emphasis will be on the cultural aspect, rather than commercial. Interested builders can obtain details at (212) 669-9430.

DORY WEEKEND AT MYSTIC SEAPORT

The 1990 Mystic Seaport Small Craft Weekend on June 2-3 will focus on the dory, back to basics. Of particular interest is the effort to attract as many dories built from John Gardner's books and plans as possible as tribute to the man who has spearheaded the traditional small craft revival since the '60's. Pre-registration is required, contact the Curatorial Department, Small Craft Weekend, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990 for information and registration form.

MYSTIC SEA KAYAK SYMPOSIUM

The Mystic, CT, Community Center will host a Sea Kayak Symposium the weekend of June 2-3, with all the usual instruction programs and boat tryout opportunities at its complete waterfront facilities. Details at (203) 536-3575.

MOSHULU CUP RACE

The 7th Annual Moshulu Cup Race for sailboats on the Delaware River in Philadelphia is scheduled for June 2. Details at (609) 966-1352.

DRAGON BOAT RACES

The 12th Annual Dragon Boat Festival takes place on Boston's Charles River on June 2, and includes races on the river for eight-oared "dragon boats", as well as onshore cultural activities of the Asian-American Festival at the Hatch Shell. Details at (617) 229-9068 eves.

WAR CANOE CRUISES TOO

The Sebago Canoe Club has been around since 1933 in metropolitan New York City, and at its present location in Brooklyn on the shores of Jamaica Bay since 1960. They offer a full range of instruction in canoeing and kayaking, including sea kayaking, as well as club outings. A special activity this season will be cruises on Jamaica Bay in their two 25' war canoes. Groups of six to eight adults can be accommodated, at \$5 per person, for three to four hour cruises into the Jamaica Bay Wildlife Refuge. Details on this and on all instructional programs from Glen Scott Schneider, 1751 67th St., Brooklyn, NY 11204, (718) 331-8577 (after 6 p.m.). Send him a self-addressed stamped envelope for the information packet and applications. All Sebago events welcome non-members. Events through May are as follows:

April 29. Open Clubhouse, Paerdegat Basin, foot of Avenue N, Brooklyn, NY.

April 18, 21, 22, 28. Basic Canoeing Course, Clubhouse & on Jamaica Bay, Brooklyn, NY. (718) 331-8577.

April 21-22. White Water Trip. (718) 446-7581.

April 22. Bannerman's Island, Hudson River. (718) 816-7227.

April 28-29. Pokomoke River, MD. (201) 641-3072.

April 29. Sea Kayaker Open House. (718) 816-7227.

May 3, 6, 19, 20. Basic Canoeing Course, Clubhouse and on Jamaica Bay, Brooklyn, NY.

May 19-20. Horseshoe Crab Festival, Cape May & South Jersey. (718) 816-7227.

May 23, June 2, 3. Canoe Sailing Course, Clubhouse and on Jamaica Bay, Brooklyn, NY.

May 26-28. Flat Water Regatta, Lake Sebago, NY.

COLLEGIATE & HIGH SCHOOL ROWING

The United States Rowing Association has a comprehensive calendar of all the sanctioned rowing competition scheduled this year for college and high school rowing crews. There are a lot of events. If you are interested in viewing any of these, request a copy of the U.S.R.A. Regatta Calendar from U.S. Rowing, 201 S. Capitol Ave. Suite 400, Indianapolis, IN 46225, (317) 237-5656.

CAPE COD VIKINGS ROWING

The Cape Cod Vikings Ocean Dory Rowing Club has scheduled bi-weekly Saturday outings for anyone interested in open water rowing on Cape Cod. Rain, fog or very high winds are causes for postponement to the succeeding Saturday. Details at (508) 420-5487 or (508) 759-9786.

April 21. Provincetown, west end of town, past Coast Guard off Commercial St.

May 6. Cotuit/Dead Neck, call for details on put-in.

May 19. Pleasant Bay, Orleans off Portanimitic Rd.

June 2. Barnstable Harbor, near Millway Marine.

BAER'S RIVER WORKSHOP

Joe and Donna Baer run a comprehensive canoe and kayak shop in Exeter, RI, and include amongst their services regularly scheduled tryouts every Friday from 6 p.m. to dark during June, July and August. They also have several all-day tryouts scheduled, the first is on June 16th at the Wyoming Fishing Access on the Wood River in Wyoming, RI. For a complete catalog of their products, services and schedule of free public tryouts, Baer's River Workshop, P.O. Box 443, Exeter, RI 02822-0443.

CCRA EVENTS

The Connecticut Canoe Racing Association offers a variety of canoe and kayak races and cruises again this year. Scheduled through May are the following:

April 21. Shepaug 89 Poling Cruise on the Shepaug River, Washington Depot, CT. Details at (203) 879-4515.

May 2. Rainbow Canoe Race, six mile flatwater on the Farmington River, Windsor, CT. Details at (203) 653-4312.

May 5. Spring Fling, 7.5 mile flatwater on Glasgo Pond, Griswold, CT. Details at (203) 445-6205.

May 12. Farmington Flatwater Frolic, 9 mile flatwater on the Farmington River, Farmington, CT. Details at (203) 693-0073.

May 19. Housatonic Whitewater Championship, 10 mile Class II white and flatwater on the Housatonic River, Falls Village, CT. Details at (203) 364-5321.

May 19. Quinnipiac River Cruise, 5 mile flatwater on the Quinnipiac River, Meriden, CT. Details at (203) 237-2474.

May 20. Quinnipiac Downriver Classic, 5 mile downriver on the Quinnipiac River, Meriden, CT. Details at (203) 628-9473.

May 20. Wood River Poling Clinic at Burdickville Dam on the Wood River in RI. Details at (401) 539-7248.

RADIO CONTROLLED MODEL BOATING

The Minuteman Model Yacht Club of Needham, Massachusetts, has supplied their 1990 calendar of events for northeastern U.S. radio controlled model boating events. We'll carry the month-by-month listings again this season.

April 15. Easter Sunday Club Handicap Race (EC-12), Roger Williams Park, Providence, RI. (401) 847-6310.

April 16. Patriot's Day Regatta (Any Sailboat), Needham Reservoir, Needham, MA. (617) 444-3330.

April 22. Spring Dustoff (Operating Scale), Rocky Woods Reservoir, Medfield, MA. (508) 376-8614.

April 22. Spring Regatta (Star 45), Loon Pond, Springfield, MA. (413) 543-6990.

April 29. Club Handicap Race (EC-12), Roger Williams Park, Providence, RI. (401) 847-6310.

May 6. Star Regatta (Star 45), Needham Reservoir, Needham, MA. (617) 444-3330.

May 6. Dexter Goodwin Cup (50/800), Redd's Pond, Marblehead, MA. (617) 631-0797.

May 19 & 20. Northern Div. Championship Regatta (50/800), Redd's Pond, Marblehead, MA. (617) 631-0797.

May 20. Major Contest (Operating Scale), Rocky Woods Reservoir, Medfield, MA. (508) 376-8614.

May 20. Rhinebeck Weekend (O/Y 50"), Rhinebeck, NY. (914) 454-5797.

May 27. Club Handicap Race (EC-12), Roger Williams Park, Providence, RI. (401) 847-6310.

May 28. Memorial Day Regatta (Any Sailboat), Needham, MA. (617) 444-3330.

L.L. BEAN PADDLING SCHOOLS

1990 paddling schools will be hosted in coming months by L.L. Bean's Public Clinic Department. Details at (800) 341-4341, ext. 7800. Scheduled through May are the following:

April 28-29, May 5-6, May 12-13. Whitewater Canoe Workshops, Nezinscot River, Turner, ME.

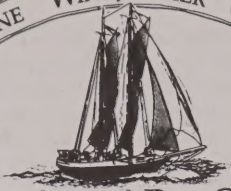
April 22, May 6 & 20. Sea Kayak Rescue Clinics, Durham Leisure Center Pool, Durham, ME.

April 29, May 13. Eskimo Rolling Clinics, Durham Leisure Center Pool, Durham, ME.

MAYFLOWER II VOLUNTEERS

Plimoth Plantation is looking for persons interested in square riggers to help maintain "Mayflower II" in Plymouth, Massachusetts. The volunteer group will be known as "Friends of the Mayflower". A special perk will be the opportunity to go sailing on the 33' shallop, "Mayflower II's" workboat. Details from Michael Freeman at (508) 746-1622, ext. 250.

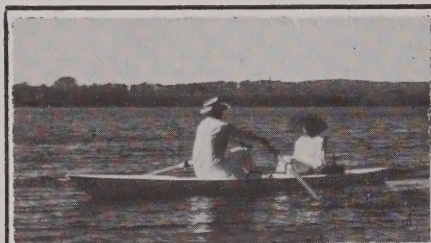
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ALBANY WOODEN BOAT FESTIVAL

As of mid-March, 19 boat builders, amateur and professional, and traditional boat gear makers, had signed up for the Albany Wooden Boat Festival scheduled for June 23-24 on the Hudson River waterfront in Albany, NY. We list them here in order of registration:

North River Boatworks, Albany, NY

South Cove Boatshop, Montague, MA.

Messing About in Boats, Wenham, MA.

Landing School, Kennebunkport, ME.

O'Connell's Wooden Boat Shop, Lancaster, PA.

John Curry, Mahopac, NY.

Monfort Associates, Wiscasset, ME.

Indian Point Guideboat, Midland, PA.

Springfield Fan Centerboard Co., Springfield, MA.

Pisces Paddles, Athens, NY.

Woodstrip Watercraft, Lansdale, PA.

Mobile Marine, Huntingdon Valley, PA.

Bob Monetti, Toms River, NJ.

Bristol Bronze, Tiverton, RI.

Oat Canoe Co., Mt. Vernon, ME.

Paddle Craft, Greenwich, NY.

McGreivay's Canoe Shop, Cato, NY.

Paul G. Stewart Works, Rhinecliff, NY.

Fuat Latif, Moretown, VT.

Pert Lowell Co., Newbury, MA.

CHAMPLAIN VALLEY SMALL CRAFT SHOW

The Lake Champlain Maritime Museum will host its 2nd Annual Champlain Valley Small Craft Show July 7-8 at the Museum in Basin Harbor, VT. By then work will be well along on the building of the recreation of the Revolutionary War gunboat "Philadelphia", actual construction on which will begin May 1st. Details at (802) 475-2317.

BOSTON ANTIQUE & CLASSIC BOAT FESTIVAL

Early warning so those interested may plan for it, the Boston Harbor Association will host the 8th Annual Boston Antique & Classic Boat Festival on July 14-15 at Shipyard Quarters Marina in the Charleston Navy Yard. Details at (617) 330-1134.

STRAWBERRY BANKE SMALL BOATBUILDERS' DAY

Strawbery Banke Museum in Portsmouth, NH, will host another gathering of small boatbuilders on July 22. Full details will be available in our May 15 issue "Happenings", but if you enjoyed the 1989 event, be sure to set aside this date for this year.

SEAVEY ISLAND SMALL CRAFT DAY

The Seavey Island Rowing club will host its Small Craft Day of rowing races for traditional pulling boats on July 22 at Prescott Park on the Piscataqua River in Portsmouth, NH, adjacent to the Strawberry Banke Museum, where the Small Boat Builders' Day will be taking place. A new event, the John Hallett Memorial Gig Race, for multi-oared coxed pulling boats (traditional fixed seat only) has been added to the races for Navy Yard personnel, women, and all-comers. Events begin at noon. Details at (207) 439-4635.

WCHA ASSEMBLY

The 11th Annual Assembly of the Wooden Canoe Heritage Association will take place August 2-6 at St. Joseph's College on Lake Sebago in N. Windham, Maine. Details from Tom McKenzie, 525 Orchard Dr., Madison, WI 53711, (608) 231-2192.

MCKC ACTIVITIES

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has a full calendar of activities scheduled this year. All are open to non-members. For a detailed listing write to MCKC, P.O. Box 021868, Brooklyn, NY 11202-0040. Scheduled through May are the following:

April 21-22. Mystery Destination, Jersey Pine Barrens. (201) 377-9124.

April 28. Spring Bud Trip, Hudson River. (212) 787-1317.

May 4-6. Canton Canoe Days, Grasse River.*

May 5-6. Whitewater Open Canoe Instruction. (718) 783-2306.

May 5-6. Fire Island Wilderness Camping.*

May 12. Moriches Inlet, Long Island.*

May 19. City Kayak/Canoe Launch Site.*

May 19. Housatonic River Class II, CT.*

May 19-20. Whitewater Kayak Instruction. (718) 783-2306.

May 25-28. Cape Cod Weekend, reservations required. (212) 575-9300, ext. 289 aft. 2 p.m.

May 26. Great Saunter Around Manhattan.*

* Phone numbers not listed on extended calendar provided.

GREAT PECONIC WOODEN BOAT FESTIVAL

The 2nd Annual Great Peconic Wooden Boat Festival will take place in Greenport, NY, on outer Long Island, on June 22-24. Owners of traditional wooden boats are invited to take part. Deadline for entering the event is May 10th. Some plans are being made for a show of smaller wooden boats if interest exists. Details from Full Sea, Box 2121, Greenport, NY 11944, (516) 734-7409.

MAINE MARITIME MUSEUM EVENTS
Maine Maritime Museum at 243 Washington St. in Bath, ME, has the following events scheduled through May. Details on any at (207) 443-1316.

May 4-6. Annual Maritime History Symposium.*

May 12. Wooden Boatbuilding Apprenticeship Workshop.*

May 25. O'Brien Family Shipbuilders Exhibit Opens.

May 26. Sea Stories for Children.

* Advance Registration Required.

SOUTH STREET SEAPORT HARBOR CRUISES

South Street Seaport in New York city has commenced its 1990 schedule of 90 minute New York harbor cruises offered on the sidewheeler "Andrew Fletcher" and the steamboat "DeWitt Clinton". Both boats are historic recreations. Trips depart several times daily from Pier 16 at the Seaport. Chart-ers are available for 50 to 500 persons, and summer music and dancing cruises are offered. Details on chartering from (212) 406-3434. Group rates for 20 or more are available from (800) 552-2626. Music cruise details from (212) 385-0791.

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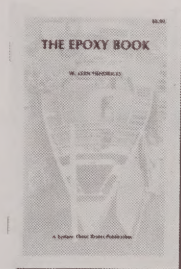
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SYSTEM THREE

Historic Canoe & Kayak Rally

Last September a group of British paddlers enamored of historic canoes and kayaks held their first meet and attracted some very

interesting old boats. Dennis Davis (of DK kayak design fame) was there and sent on these photos, which show some really nice old

kayaks still in use.

The Historic Canoe & Kayak Association can be reached care of Janet Turner, 12 Low Town, Kirkburton, Huddersfield, W. Yorkshire HD8 0SD, England. They have begun publishing a newsletter.



Top photo: A "Solway Dory" dominates this raft-up of old time craft. Behind it from the left are; the stern of a plywood "stitch and tape" Ken Littlebyke canoe; right behind the dory is a PBK canvas clad kayak; just to right of the dory mast is a "Moonraker" composite canoe; behind the dory bow is a PBK with two "scouts" aboard, circa 1950's; next an unknown make canvas/lath kayak with a chopped-off stern and chequered history; facing the wrong way is an Avoncraft K1 of the 1960's; finally John Carroll's Pouch German folding kayak which had, in the hands of a previous owner, been paddled down the River Kwai...of bridge fame.

Second photo from the top: At left PBK 14' paddlers Paul Vincent (front) and Charles Gregory, were winners of the best-dressed period crew award in "scouts" outfits. At right Rod Levene is about to enter his chopped-stern double with his two girls already aboard. At one time Rod's kayak had been fitted with an engine, dating from the '50's. Another PBK is in the background.

Third photo from the top: From the left; a Solway Dory fitted with a lateen sail; a PBK two-seat canvas and lath kayak, model not known, but probably a "22"; an Avoncraft K1, circa 1960's, made of thin aircraft ply over a mold with the interior clad with GRP (fiberglass in the U.S.A.).

Bottom photo: On the beach from foreground back; a composite "Moonraker" canoe with a GRP bottom and ply topsides; a modified plastic canoe with batwing sail by Solway Dory man John Bull. A Solway Dory can be seen at right. Standing in foreground (unfortunately facing away) are John Carroll and Janet Turner (in track suit), organizers of the Historic Canoe & Kayak Society and its Rally.



Good Times on the "Bangor Packet"

This is the story about the "Bangor Packet", not the "Bangor Packet" featured in Marshall Dodge's phonograph record, "Bert and I", but about a boat we converted from a Navy 30' motor launch 31 years ago.

Aside from the good times we had on this boat, it was also a learning experience for the repair and upkeep of wooden hulls; for mechanics, wiring, plumbing, painting and naval architecture (if we may use that last term loosely). Most of all, it was an example of "make do with minimum expense", and those readers who have chartered and sailed this same course may be interested in our story.

As is so often the case, we had to give up a sailboat in favor of power when the children came along. We had owned a 24' Friendship Sloop and thoroughly enjoyed the laid back way of life of sailing yachtsmen, but there were other practical considerations: The location of our mooring six miles up the Merrimac River and our being up-river of two drawbridges.

So we bought a bare hull from a local Navy surplus dealer. A placard on the hull read, "30' Motor Launch, Boat #19782, Max. Cap. 40 Men, N.Y.M.I., Aug., 1944, C&R Plan #242126." It was evident where the athwartship seats used to be bolted down, and we could picture all the trips this vessel had made,

ferrying the eager swabs ashore and returning with the not-so-eager swabs that night. The vessel was planked with inch-and-a-quarter wood, perhaps redwood, as the vessel's papers indicated it was built at Mare Island Naval Shipyard in California. It was built to take a great deal of abuse, with massive rubrails along the sides and transom, and heavy bronze fittings wherever one could expect extra wear and tear. There was a massive thwart amidships, supposedly to enable the vessel to withstand being squeezed between two ships. The only equipment that came with this hull was the propellor shaft and a very high-pitched propellor. The latter was to match a diesel engine, which the vessel must have had, judging from the diesel oil residue all through the bilges.

We had the hull delivered to our backyard in the fall of 1958. We built a shed over it alongside our barn, and worked on the job through the winter. In the spring, we just rolled it out of the yard, across the street and into the river.

A few details of construction are worthy of note. We used exterior plywood for bulkheads; pine for seats, cabin sides and furniture; and green oak for cockpit flooring, canopy stanchions, rudder and roof bows. In a year, the cockpit floor had shrunk so that there were

quarter-inch gaps at each joint. As it turned out, this meant that the deck was self-cleaning, water and dirt just fell through the cracks, and there was never any need to mop up. We rigged up a shower bath in the cockpit (to be used in the dark of night), and let the shower water run through the cracks. We just had to remember to pump out the bilges a little more often.

The hull had half-bearings or fittings on the outside of the transom for the rudder, but no rudder or bearing caps. We had a local foundry cast the bearing caps and the gudgeons, and we made the rudder out of our green oak. Shrinkage was no problem as we could take up on the bronze rods that tied the unit together. We used an old propellor shaft for the hinge pin, or pintle.

Because it was an external rudder, we had to come up with a two-part name, one part for each side of the transom. Marshall Dodge's phonograph record, "Bert and I" had just come out, and we liked the story wherein "...the 'Bangor Packet' smuck the 'Bluebird' dead amidships...". Here was a perfect two-part name with lots of character! More than once we would glide into a mooring area or anchorage, and we would hear some perfect stranger say words to the effect, "well, I'll be damned, it's



the "Bangor Packet"...watch out Bert!"

Not everyone, however, had heard of "Bert and I". At the Camden, Maine, town landing, a local character casually asked us, "You just down from Banga?"

It is good practice to provide a jury tiller for a boat, if at all possible; then, if steering linkages fail, one simply puts the jury tiller over the top of the rudder and steerage can be maintained. We had such an emergency when our quarter-inch galvanized rudder cables broke. As one would expect, the jury tiller saved the day. We replaced the cables with three-eighths nylon. The nylon never broke, but the inherent stretch was a bit of a problem; we'd put the helm hard over, a few seconds would go by, and then the vessel would slowly respond.

The fresh water supply was a standard stainless steel beer keg. The galley sink was a large aluminum cake tin, with a tub drain fitting. We splurged on a brand new head, but the four bunks had old Navy canvasses laced with clothesline.

For a boat horn we used an old bugle, if you were out in the fog and thought you heard "Morning Call", "Mess Call" or "Reveille", it was probably the "Bangor Packet".

We don't remember why, but we ran the exhaust out the port side of the vessel, rather than out the stern, where the original exhaust went. We do remember, though, that we were able to look over the side and see instantly whether or not the engine was pumping cooling water.

We powered her with a second-hand Chrysler Crown Marine engine. The engine's water jacket rusted out in a couple of years, so we substituted a 1952 Chrysler or DeSoto block. All the fittings matched up okay except for the engine's water pump and the tachometer. The water pump we took care of by installing a V-belt driven power shaft, which also served to run a bilge pump, but we solved the tachometer problem in a rather unique way.

We knew the boat had a comfortable cruising speed of about eight knots. We also knew it had a hull speed of about nine-and-a-half (it's important to know your speed for navigational purposes). We found that the engine made a hum that was exactly "C" on a chromatic

Left from the top: Temporary boatshed on the side of the house shelters the old launch as work begins. Out into the spring sunshine and that final touch, painting on the name. Into the river she goes, with nine years of good times ahead.

harmonica (one that has sharps and flats) and that to go full speed, we'd bring her up to "C" sharp or even "D". We recall hearing passengers say, when we were getting underway, "Hey, are you gonna play that thing or just fool around?"

On hindsight, we realize we should have refastened the hull; instead, we recaulked it every spring, shoved composition in the seams over the caulking, and even used oakum in some of the bigger gaps. Sometimes people would get aboard and immediately look down through the gaps in the cockpit floor and ask, "What's all that water down there?" On more than one occasion, we had rolled out of the bunks in the morning right into three inches of bilge water. The steep pitched propellor probably had a lot to do with the fact that it leaked more underway than at anchor; we were forever manning the pumps.

We don't really like to admit it, but she was an ugly "character

boat", the sort of boat you'd expect to show "Boston" on the stern, and we were a little self-conscious about this. We had been received with a warm welcome by the folks at Conomo Point in Essex, Massachusetts, when we anchored there in our Friendship Sloop the day before our wedding. When we dropped in a couple of years later in the "Bangor Packet" those same nice folks came out and said, "We don't allow boats to anchor here!"

With all its heavy armor plate, it was a bit intimidating; we can recall seeing fine yachts "grow" bumpers when we would approach to join a raft party. What did we need bumpers for?

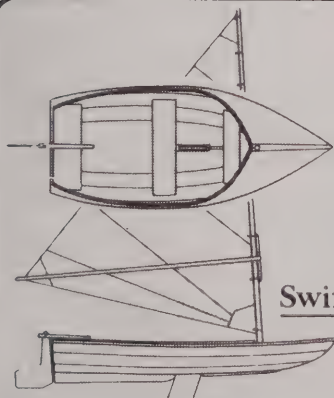
Faults aside, she was an extremely practical boat. We would have parties aboard and not worry about harming teak decks; we could tie alongside piers or pilings and not worry about our paint job; we could have skin-diving salvage parties and just heap our treasures on the decks. She was unusually economical on fuel consumption. We

visited every harbor between Camden and Nantucket with our family aboard and never had a concern for our safety.

We enjoyed the "Bangor Packet" for nine seasons before we sold her to a friend, Don Smith, also from Amesbury. He used her a few more seasons and sold her to Dewey Bowley of East Kingston, New Hampshire. Mr. Bowley also used her a few seasons, and then let her sit at the intersection of New Hampshire Rtes. 107A and 108 for about five more years. The present owner, Linwood Murray, of Georgetown, Massachusetts (who is part Indian) renamed her "Running Bear", used her one season and then stored her in his backyard. As of this writing, she is still there, falling apart and beyond all repair. We asked Mr. Murray to tell us about the boat, if he could recall any good times or whatever.

He replied, "It used to leak an awful lot!"

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Common Sense Designs

Bernie Wolfard acquired the Bolger plans business originally started by Elrow LaRowe after Elrow suffered a major stroke, and has subsequently developed the choice of Bolger designs offered through his Common Sense Designs business to 16, now all detailed in a very comprehensive catalog. Bernie has the following to say in explanation for his move into the plans business:

"In 1977 I broke my back in a hang gliding accident and since then have used a wheelchair to get around. After recovering from the accident I went to work for a non-profit organization helping other persons with disabilities, and I built an ultra-light airplane in my spare time. One cold September afternoon in 1982 I was tooling around in my little airplane thinking about what I was going to do for a winter project, when I seriously blew a landing by hitting a barbed wire fence. My first thought after I had figured out that I was still alive was, "I wonder if drowning hurts as bad as crashing?" I had crashed too many times and had decided to build a boat.

With this initial impetus for getting into boat building, I spent several months responding to ads for boat plans and getting more and more discouraged with what I learned. Most of the plans were some combination of being either too complicated, too expensive to build, too much time to build, or

would result in poor copies of mass-produced boats. Then I responded to an ad for plans for a very different little boat called "Micro".

After studying these plans I figured, "What the heck, even if "Micro" didn't work out, it would be so easy and inexpensive to build that I wouldn't be out much." This first boat building project took me several months of enjoyable, easy, part-time work.

During the building process, I investigated the designer of the boat, Phil Bolger. While he's world famous and renowned, Bolger seems to have avoided the temptation to design only yachts for gentlemen of means and has turned part of his considerable talents to the task of designing boats specifically for the home builder who has limited time, experience and resources. Because Phil is not locked into thinking a boat should look like what is commercially available, he has been free to come up with some very innovative and effective designs.

When my "Micro" first went into the water I thought that because it had been so easy and inexpensive to build I would be happy if it floated right side up. In reality, she sailed so well and was so comfortable, she became an embarrassment to many much bigger megabucks yachts. I was so delighted with "Micro" I wrote an article about it for "Small Boat Journal". Since then I have built a

"Pirogue", two "Bricks", prototyped the "Fishcat" and am still building. I love it!

In 1988, Elrow LaRowe, the man who commissioned the first "Micro" and had started this plans business suffered a stroke and offered the business to me. I accepted the offer and have pledged to maintain Elrow's level of commitment and service. I have added plans to the selection, all Bolger designs, that meet my criteria for "Common Sense Boats". These are the following:

1. "Common Sense Boats" can be built in a reasonable amount of time with an amateur's skill level.

2. "Common Sense Boats" will be affordable to build and use.

3. "Common Sense Boats" will be comfortable to use, by large senior citizens as well as young, athletic types.

4. "Common Sense Boats" will perform with the BEST in their class, better than the rest.

5. "Common Sense Boats" will have individual design criteria for specific purposes that they will meet. They won't exist as fashionable or character boats."

For a copy of Bernie's 32 page design portfolio of 16 Common Sense Designs, send \$5 to Common Sense Designs, P.O. Box 91429, Portland, OR 97219-0429, or to talk with Bernie about his offerings, (503) 643-8859.

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Ocean Kayak Scrambler



Ocean Kayak's newest open top kayak is the "Scrambler", an 11'x28" kayak that combines the maneuverability of a wave ski with the storage capacity and tracking ability of a longer kayak. It has the same self-bailing open cockpit design used in their "Scupper". It's designed for surfing, day-tripping, river running, fishing and one-tank scuba diving. It weighs only 36 pounds.

Features include self-bailing scuppers, two 8" hatches, three tie down straps, bowline, carry handles, knee straps, scuba tank/ice chest well. It has fancy graphics and comes in yellow, raspberry, blue and lime green. Price ranges from \$449 to \$579 depending on choice of options.

Ocean Kayak, 1920 Main St. Ferndale, WA 98248, (206) 384-5774.



Messing About in an O-Boat

Story & Photos from Tom Sleeper

"Ten dollars? I'll give you five!", and with that little exchange, the air was blue, so I decided to depart the premises. No, this was not an auction, but a little bargaining for the remains of the rigging for an Alden "O" boat. What I was being asked to pay for was the remains of the spars and rigging from an "O" boat that had been wrecked on Fisherman's Beach in Swampscott, Massachusetts, in 1948.

In a yard near my home in Marblehead, I had observed a beautiful hull, under an oak tree, and hidden by bushes. Upon closer inspection I found a finely shaped round bottom hull with a centerboard box full of worm holes, the decks completely gone except for the beams, and about a third of the planking gone. The bent ribs, still in place, could easily be removed since they were split down the middle; and there was not much holding the centerboard box in place; and it was still full of Swampscott sand, oak leaves, acorns and beer cans. The owner claimed to have paid \$100 for this, so I convinced him that it was only good for firewood or for a messing about in boats nut like myself.

After our little bargaining exchange, I decided to try to forget it, but every time I walked by that pretty hull with the good side exposed to view from the road, things started ticking again, and so I in-

quired as to the whereabouts of the owner, who had since been transferred to Ohio. And, his friends on the scene now would be only too glad to help me lug it home! So far, so good, no money spent, and I could always use it for firewood.

After cleaning it out, I decided that I needed a set of plans to get it back into its proper shape, and so a call to the designer, the late John Alden, was next. With a pad and pencil handy, I made the call, explaining that I wanted to add a keel as I rebuilt the "O" boat, and here are my notes from that call:

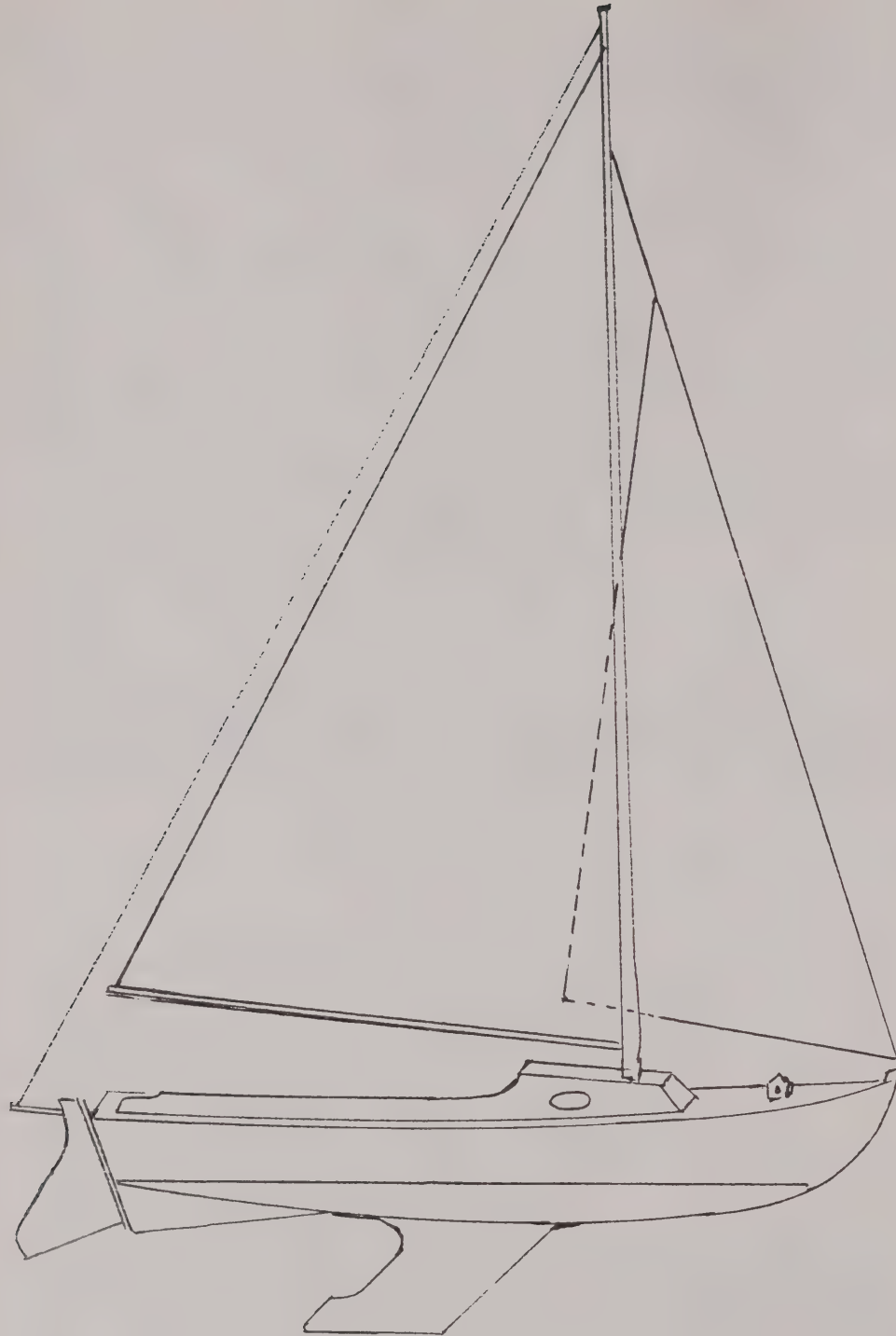
"Built two models of the "O" boat, about 1923, first with a 6'2" beam, second with a 6'6" or 6'8" beam. The "O" Boats tend to carry a weather helm. Suggestions to remedy this: Shorten the main on the leach. Shorten the boom about two feet. Raise the boom on the forward end. Raise the jib two feet on the mast. We are too busy with government work now (Korean War times) to do any redesign work, but we can sell you a set of plans for \$15. They carried 450 pounds of ballast."

I thanked John Alden and said that I would let him know about my buying the plans later.

I decided that since I had not spent any money yet, I would try to measure up the remains well enough to draw a profile, including the mast position, and the center-

board size and pivot point. This, along with the dimensions of the sail, which I could get from a local sail loft, would give me the center of effort and the center of lateral plane, and then I could comprehend what Mr. Alden was talking about. Knowing nothing about yacht design led me to ask lots of questions of anyone who would listen. Then I found that James Graves had used several "O" boats in his rental fleet, and that they had replaced the centerboards with small fin keels. I was told they were suicide boats, and prone to capsizing, by some of the gang at the wharf, and that many had capsized in the squall in 1938.

With the help from books by Chapelle and Skene, and the sketches, I was able to see just what John Alden was describing. Since I could not find any second hand sails for the boat, and certainly could not afford to have new ones made, perhaps I could substitute a sail that would be readily available on the second-hand market. This led to many options. The Lightning Class was popular at that time and used Lightning sails were cheap, since most racing sailors changed sails frequently. Superimposing this sail shape over the "O" boat sail on the drawing moved the center of effort forward just about the right amount, and would allow room, with a short boomkin aft, for a permanent backstay. It would also



allow me to raise the boom up so that I could build a small cuddy cabin forward. A suitable iron keel was found at a local yard, it had a huge eyebolt in the middle for use as a mooring.

The next step was to find a mast, and unfortunately, any Lightning masts available were in bad shape, so this led to a trip to the Pidgeon Hollow Spar Company in East Boston. This was an unforgettable experience, the owner was supervising the turning of a sixty-foot spar on the lathe, a sight I never expected to see. My explanation of my needs for a second-hand spar seemed to interest him and he showed me several that were not in very good condition.

But, he also did have a spar made for an Indian Class that was new, but had a slight crook that made it unacceptable to the person who had ordered it.

For me, it was okay, it was beautifully made, thirty-feet long, solid, with six coats of varnish, and was mine for \$30. He also included some pieces of sail track. Getting home from East Boston to Marblehead with a thirty-foot spar on the roof of my car was quite an experience!

Meanwhile, back in the yard, work was progressing on the rebuilding of the hull, which was really in bad shape. The starboard side had a few broken planks, including the garboard, but was not

distorted, so that I could make patterns of the shape. I made five sets of sawn frames which were easy to install since there was no deck. Oak floor timbers were also made for the center section of the hull to support the new iron keel. With the frames and floors duplicated on the port side, which had about a third of the planking and frames broken, the boat began to take on its original shape again.

The sawn frames were set up just like building a new boat, in the upside down position, and the remaining good planking was fastened to these frames, since they would be left in the boat. The old bent ribs could be easily picked out since they were mostly split down the middle. However, I did have to cut off the old copper rivets, and this left holes in the planking I intended to save. This problem was solved by refastening with #12 flat head screws and drilling and countersinking the old rivet holes for these seemed to remove the soft wood that surrounded the old rivets.

Steam bending a complete new set of oak ribs from stem to stern was fun, and since there were planks missing, there were places to do the clamping. This job was done with the boat upright, and prior to this I had replaced enough of the planking using the sawn frame as molds, to reproduce the original shape. With the center-board box removed and the hole plugged, a heavy oak floor plank, 10" wide x 12' long, was secured to the floor timbers to take the bolts for the keel. This went far enough forward to pick up the mast step.

The garboard was replaced on the starboard side along with a few other shorter plank repairs, and on the port side about a third of the planking on the aft quarter was replaced, as well as a few other holed planks. This planking was 1/2" thick pine, except the garboard which was 5/8" thick. The planking stock had to be a bit thicker to start since the inside had to be backed out to fit the curve of the bilge, and enough had to be left for planing the outside fair with the rest of the hull.

The original "O" boat had a small cockpit what with a forward deck well aft of the mast, and the rear deck and rather wide side decks. My desire was for a long, wide, open cockpit with comfortable seats, and to include a little storage space forward with room for a couple of low bunks. These ideas worked out well with a raised cuddy cabin providing some shelter from the seas. The floor in the cockpit center was made as low as possible for good leg room, and the coaming was raised high enough to provide good backrest. Later, after several years of sailing the boat, I

added a small outboard box with its top flush with the seats so as to not affect the comfort of the seating arrangement.

After making the rudder, tiller, and providing the mast partners and mast step, it was necessary for me to think about hardware. This could become a major expense, I soon realized, unless I could make some of it myself. Since I had partial access to a lathe during my lunch hour at work, I thought this would be easy, and in general it was.

Except for the turnbuckles. I had found some beautiful 5/8" hex bronze stock, which I proceeded to turn the ends of to 5/8" diameter with no problem. Then came the boring of each end for the turnbuckle threads, right hand and left hand. A little tougher. Now came the tapping of the 5/16" threads. While this was not too bad, and I had even been able to locate the left-hand tap, it was taking several lunch hours to tap one hole, and that's when I discovered that the bronze was full hard stock! This I suffered through while I looked for a left-hand die for the end pieces on the turnbuckles. But why did I ever select 5/16" threads?

A friend at a large manufacturing plant located the die and I could borrow it. Even though it was made for a special collet, I managed to muddle through the threading of six turnbuckle ends. Then the chainplates, mast tangs and most of the pulleys were made and installed.

The launching took place just two years after my neighbors and I had dragged the derelict down the street. The sailing was terrific and the seating was the most comfortable I had ever experienced, even in bigger boats. In average breezes, the helm was okay, but when a gust hit we had to hike out and hang onto the tiller, so in a good breeze it still had a weather helm. I borrowed a 110 jenny and this worked better, but it came quite far aft of the shrouds so that coming about was not so easy. I think it was more fun hiking out!

Well my messing about in the "C" boat cost me \$213.52 to get into the water, plus a couple of years of a learning work experience. I sailed that "O" boat for 23 more years, until it needed some refastening, and remembering that galvanized fastenings were supposed to be good for only 20 years, I decided to find another boat not wanting to do some work. A young man came to look and asked if I would take less than the four-hundred that I was asking.

"I'll run it onto the beach and burn it first," was my reply, and the next day he appeared with the money and a trailer and off it went for another resurrection.



SCHORPIOEN

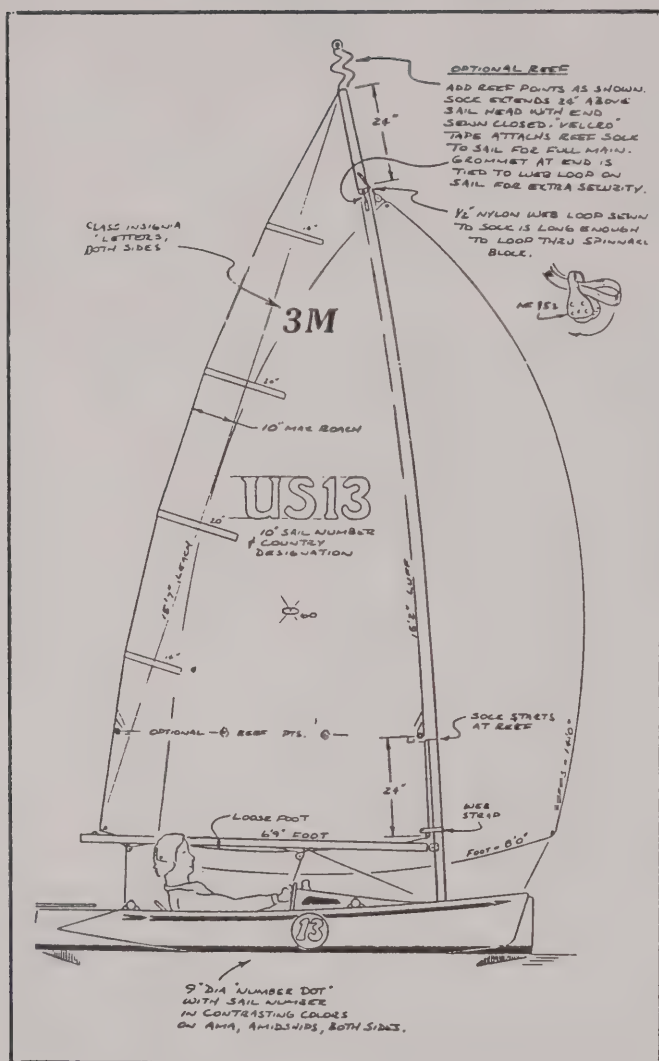
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Some Thoughts on 3-Meter Multihulls



Sailing 10ft trimarans is a lot of fun, especially when there is a fleet of them. In fact, there are indications that the amount of fun is inversely proportional to the level of technology of a boat and the money spent on it. Using that axiom, we should all have a good time with boats like *Micro Moxie*. Jim Brown's description of her was, "it's the only boat that made me laugh all the time." It seems that sailing people have forgotten what dinghies are all about... and she is the multihull equivalent.

The 10-Meter Rule has been written to provide practical entertainment. They won't cost much - well under \$1,000, including a cheap trailer. The size is easily handled by one or two persons, even for car-top transportation; but, the real advantage of boats this size is their sailing qualities. They will not plane, or be easily capsized, but they are easy to sail. Competition could be intense, and no one is excluded. Perhaps each family should have a pair of them to avoid arguments, and everyone could skipper his own boat without back seat drivers. Since the crew position is fixed, there is no balancing act to be performed, such as tipsy little dinghies require. With limited sail area, performance should be good (about 4 1/2 knots maximum) and the boats will be manageable by an inexperienced person - no lessons are needed to sail one.

Micro Moxie, the prototype for this class, has shown that there is considerable interest in boats of this size. Although *Micro Moxie* qualifies within the rule, she is not favored, except in light wind. She is shorter and narrower than the maximum allowed. Since the crew is sometimes twice as heavy as the boat, ballast may be required to bring the total racing weight (displacement) to the designed waterline for lightweight crews. Having a fixed minimum weight for all boats allows parents to race their children without a weight disadvantage. Construction (and reconstruction) of these boats will be very simple. Plywood and/or strip-planked hulls are quick and easy to build, and low in cost. The akas (crossarms), mast and boom, can be aluminum pipe from the scrap yard. The sails, main and optional spinnaker, are small enough to make yourself, or buy from a sailmaker without breaking the bank. Rudders and daggerboards are shaped out of solid wood. No compass, anchor, lifelines or interior outfitting is required, only a life-preserver cushion which is nice to sit on.

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SPECIFICATIONS: multihulls.

Max. length - 10 feet or 3 meters, excluding rudders; max. beam - 8 feet or 2.62 meters, excluding rub rails; max. sail area - 60ft² or 5.57m²; min. weight - 300 lbs or 136 kilos, boat and crew (*note*: weight will be added aboard to bring all underweight vessels up to the minimum weight); vessel approval - subject to agreement with 3-Meter Class Rules and other race participants.

PROHIBITIONS: No exotic structural materials - such as: Kevlar, carbon fiber, S-Glass, or titanium; no hiking - crew seat must be fixed athwartships (side to side) and may only be moveable fore and aft (crew must remain seated at all times during competition); no moveable ballast; no instruments allowed - electronic or otherwise; no alternate means of propulsion allowed - sails only (an emergency paddle is required safety gear, but not to be used in competition).

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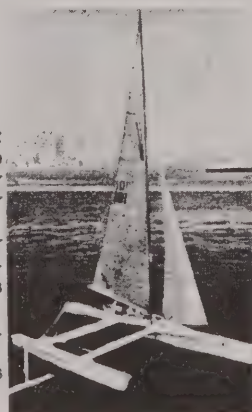
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Nothing of note occurred on the third day ; the recent prevailing winds had kept vessels out at sea. The third night it blew half a gale, and we hove to under close reefs about forty miles south-east of Barnegat light. About ten o'clock, the lights of a steamer heading northward were faintly descried in the mysterious gloom that overhung the sea.

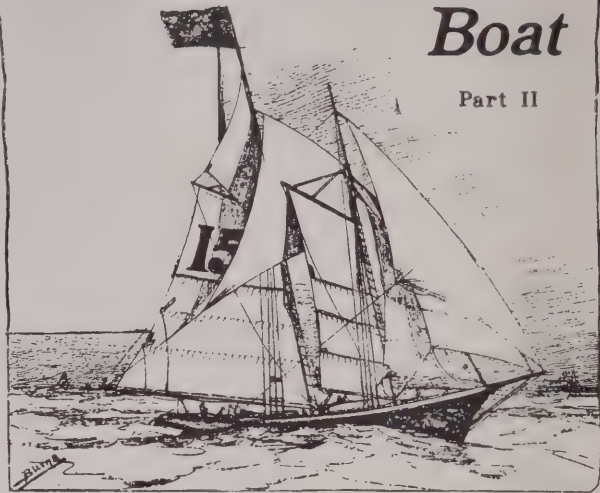
"Give her a torch!" was the order that instantaneously followed the discovery. A tub containing turpentine was brought on deck ; a ball of cotton was dipped into this and set on fire. It resembled the contrivance used to light cigars, except on a larger and ruder scale. The torch was so held as to illuminate the large numbers on the mainsail. Nothing more picturesque can be imagined than this contrast of light and shade—the dark figure in uncouth oil suit standing on the low, reeling deck, fiercely whirling the ball of fire over his head, and the ruddy sail and rigging clear-cut against the impenetrable blackness of night, while the wind whistled through the cordage and the foam seemed to turn into blood as it washed on board.

The steamer, which proved to be a coastwise craft, gradually drew nearer and passed by, heedless of the signal. The excitement was over, and all hands but the watch turned in. At four we signaled a second steamer, and discovered the torch of another schooner in our vicinity.

On the following morning, a wild scene presented itself to view when I went on deck. The gale which had been blowing around us, and of which we had had a taste during the night, had suddenly shifted into the north-west, and was shrieking out of that quarter, with every prospect of increasing. The quick, short, emerald waves, smitten with the gold of the sun bursting over the low shores of New Jersey, were streaked with foam and were rising fast. As it was useless to look for in-bound vessels with this wind, and as its force might increase to a dangerous degree, we decided to beat in under the land, where we should find smooth water. It was a long and arduous pounding with the seas, but finally we found ourselves close under the sand dunes of Little Egg Harbor. Then we wore ship, and trimmed the sheets to run up the coast to Sandy Hook. Several other pilot-boats were in company, and an impromptu race immediately ensued. Not to speak too technically, it suffices to say we were under very short sail. The sky was a clear, crisp azure, flecked with swiftly scudding wind-clouds. The blasts swept off the land with exceeding violence and suddenness, laying the little vessel over on her side and burying her lee rail under a mass of boiling foam, the spray smoking under her bow the while, and

A Cruise in a Pilot Boat

Part II



blowing off to leeward in sheets. Thus hour after hour went by in this stimulating race. Hour after hour, also, we threaded our way through a fleet of coasting schooners, that were taking advantage of the northerly gale to run down the coast in ballast. Their swelling sails gleamed like flakes of flame over the intense amethystine blue of the sea, that was ridged with long crests of foam. We flew past the lofty light-house of Barnegat and its whitening reefs, past the cedar-tufted banks of Manasquan, the sloping cottages of Elberon, the spacious hotels of Long Branch, the pointed gables of Seabright, and the twin watch-towers of the Highlands, until the sentinel shaft of Sandy Hook loomed grandly in the north, and the splendor of the setting sun suffused land and sea and sky with indescribable beauty. Then we headed up into a cove behind the Hook, dropped anchor close by the beach, and went below to a smoking supper. Though the quartering moon shone gloriously that evening, we all snatched a much-needed slumber before venturing out once more to encounter the wild March winds on the gray wastes of the Atlantic.

At dawn we made sail, and stood due east along the shore of Long Island before half a gale of wind. At ten o'clock we discovered a pilot-boat ahead, and crowded on sail to over-haul her. While she was in sight our movements would be necessarily influenced by her own. Finding that we were overhauling her, she finally put her helm down and headed south.

We kept on to the east, deciding to go as far as Saint George's Bank after steamers. These vessels are the great prizes in the pilot lottery, because their draft averages more than that of sailing ships. To secure an in-bound steamer also insures piloting her out again. Ocean steamers are therefore very desirable game, and great risks are encountered in order to intercept them. The opposite ex-

treme are Norwegian barks, for they are small and generally come to this country in ballast. "To get a Norwegian bark" is therefore considered a good joke on the poor fellow whose luck it is to board one. Steamers which are exclusively freight boats, and are irregular in their sailing days and slow in their movements, are called "tramps," and are also not held in high esteem by the pilots. The cruises to the eastward are sometimes, although rarely, protracted to twenty or thirty days. But the average luck is good.



ON THE LOOKOUT.

The following evening, when we were well eastward of Nantucket light-ship, a steamer was reported heading directly for us. Immediately the cards were flung aside, and in a moment every soul was on deck. The pilot whose turn it was to board the next vessel, after a hurried survey of the steamer, exclaimed:

"Boys, good-bye. Finish the game for yourselves!"

He then dashed below, and in all haste put on a "boiled" shirt and a Sunday-go-to-meeting suit, and packed his valise. It should be remembered that these steamers are rather more "swell" than sailing ships,

and seem to demand a corresponding difference in apparel. In the meantime, the torch was blazing on deck in the liveliest manner. The needle-like points of light representing the steamer gradually approached, and at last the huge, vague form of the vessel herself could be defined. But she already had a pilot, and paid no attention to us. The game in the cabin was resumed at once, and the "boiled" shirt was once more folded up and laid away carefully in the locker. The precariousness of steamer-catching is well illustrated by this matter of dressing to board them. One of our pilots told us that he had actually shaved and dressed six times in one trip, for a steamer, before he had succeeded in boarding one. There is a tradition of a pilot who dressed seventeen times before success crowned his perseverance.

Morning broke on a savage scene; enormous mounds of water, crested with foam, swelled up against the sky and tossed the little *Caprice* like an egg-shell. The gale increasing with great fury, we hove to under try-sails—sails scarcely larger than a tablecloth, showing a spread of canvas so moderate that, as they say at sea, we were under "a three-reefed mitten with the thumb brailed up." The squalls were tremendous, and were accompanied by blinding sheets of snow, which seemed to sweep from the horizon in a moment and envelop the sea in impenetrable gloom; the decks and rigging were robed in ermine. The gale increased to a hurricane. The little schooner for the most part rode easily, but sometimes a sea, that seemed to go bodily over her, would strike her, and might have sunk her but for the low bulwarks, only a foot high, that allowed the water to run off; sometimes, too, she was carried over so far that there was danger of her rolling completely over. Three times during the day we wore ship in order that we might not be driven out of the track of the steamers; whatever the weather, business was never forgotten. This maneuver was, under the circumstances, one of extreme peril, and required the greatest skill and circumspection.

The sun went down over one of the wildest scenes I have ever witnessed at sea. With some difficulty we managed to get supper, while the deafening roar of the howling winds and the thunder of the surges pounding on deck almost deadened the conversation that went on uninterruptedly below; yarns were told, and intricate problems with cards were discussed by men in oil jackets and sou'westers, while the cook served out rations of hot coffee. Any moment a terrific catastrophe was likely to overwhelm us, but it is not in the nature of the sailor, after he has taken every precaution, to borrow trouble about possibilities. A vivid flash of lightning at long



STEADY!

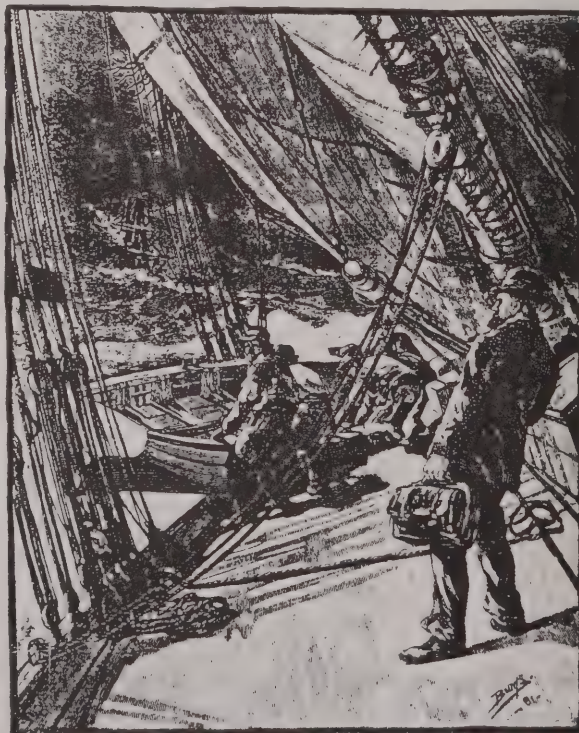
intervals indicated that the gale was approaching its height, and it was decided to put up stanchions, or posts, in the cabin. These were firmly fixed between the timbers of the deck and the cabin floor, to keep the ballast from shifting in case a sudden lurch should throw the schooner on her beam-ends. If the ballast had shifted, it would have been all over with us in a moment. So violent was the lurching and creaking of the little vessel, all that long, dreary night, that no one slept until toward dawn, when the weather moderated slightly.

But while the wind was less violent, it blew hard at intervals, and the temperature was so low that the deck was covered with a layer of ice. At noon we succeeded in getting an observation, the pale sun flashing for a moment through the scud and causing the heaving deep to look like molten silver. We were in longitude $66^{\circ} 30'$ and in 48 fathoms of water, and were heading south-west, under very short sail, when a fearful squall darkened the horizon and rushed toward us with appalling rapidity. At the same instant the look-out discovered two steamers and a pilot-boat to the eastward. The wildest excitement ensued. Reefs were shaken out, notwithstanding the squall, and the little schooner flew before the blast as if bewitched. The "boiled" shirt was put on again, winds and waves were defied, and everything was forgotten except the great fact that we must snatch the steamers from the clutches of the rival pilot-boat under our lee. When the dense pall of gloom finally passed off to leeward, the southernmost steamer was discovered to have been boarded by our rival. Every effort that skill could devise was then put forth to catch the



A GLIMPSE OF THE SUN.

other steamer. As we lessened the distance, the *Caprice* was hove to and awaited her approach. Slowing up, the great Cunarder gradually drew toward us, majestically mounting and plunging on the vast surges, while cataracts poured from her hawse-holes as the bow soared skyward. At this exciting moment an enormous whale, little, if any, shorter than our schooner, arose close alongside the *Caprice*, and, spouting as if to salute her, dived again into the depths.



LAUNCHING THE BOAT.

The yawl, only sixteen feet long, was now launched over our lee side into the frothing waters, and with two seamen and the pilot started for the steamer, then a quarter of a mile distant. I confess it was a thrilling spectacle to see this mere cockleshell, with her precious freight of three lives, now lifted far above us on a mountainous billow, and now descending out of sight into the depths of a hollow vale, and hiding there until it seemed as if she would never appear again.

By slow degrees the yawl succeeded in reaching the lee side of the steamer. There again the greatest prudence was required to prevent her from being swamped by the action of the mighty hull, rolling deep in the turbulent sea. At last we saw the pilot, the merest speck, spring on the ladder and creep up the side of the steamer. Then came the yet more difficult task of picking up the yawl. The way it was done was by keeping her head to the wind, and allowing her to drift down toward the schooner. By wearing, we kept directly in the track of the yawl; she slipped across our stern, and pulling up under the lee side, was hauled on board.



BOARDING A STEAMER.

As can be easily imagined, one of the pilot's most arduous duties is to board a vessel in heavy weather. Each pilot-schooner is provided with two yawls. They are lashed to the deck, bottom upward, and are lifted and launched over the low side of the schooner by means of a light tackle reaching down

from the mast-heads, and hooked into the stem and stern. The pilot-yawls differ from other boats in that they are short, broad, and deep, and are thus very buoyant. It is not an uncommon circumstance for men to be lost when boarding vessels. Both yawls of one of our New York pilot-boats were successively capsized last winter, when trying to board the *Arizona* in a gale of wind. Happily the men were picked up by the life-boats of the steamer, after great exertion.

It is with regret that I must add that the pilots are sometimes unfairly treated by the captains of the regular transatlantic lines. There is too often a disreputable reason why these steamers give the go-by to pilot-boats that are almost within hail, and pick up another that is beyond. Almost every passenger who has crossed on the regular lines has had experience of the various black-mailing schemes that are sprung on the passengers toward the close of the voyage. Now it is to make up a purse for the captain, who has simply done his duty for a good salary, and no more requires a testimonial than other men who fulfill their duty in their chosen pursuits; or, again, money is solicited for some absurd or imaginary scheme, generally in the name of charity. Only those who have crossed a number of times discover that this is black-mail pure and simple under disguise, and that it is generally engineered by blatant and officious passengers, who have axes of their own to grind. It is black-mail because it is generally brought forward in such a manner that even those who see through the business are forced to contribute, in order to avoid the charge of stinginess. But the worst form of this vile business which assails the luckless passenger on board these steamships is the system of gambling called betting on the number of the pilot-boat that shall board the steamer.

The captain and some of his officers often join in the betting—of course through other persons—or they have friends among the betters whom they are willing to favor. The passengers, on the other hand, are generally so ignorant of nautical matters that the captain can do as he pleases with little risk of detection. For this reason, he can steer out of the way of a pilot-boat that is not the one on which he has staked his money, and go out of his course to take a pilot from the boat on which he has staked his money. It is true that, sometimes, he may not come across that one; but, in most cases, the game is in his hands, while the passenger, on the other hand, little knows that he is so heavily handicapped.

(To Be Continued)

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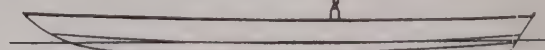


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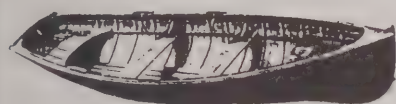
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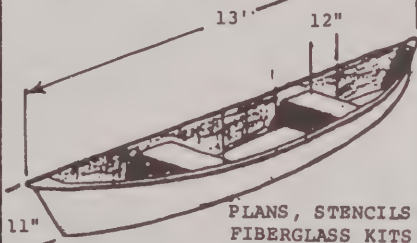
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A lot of attention is given to making the painted surfaces on boats smooth, which is a good thing. Mirror-like hulls and glass-smooth varnish delight the eye, and an underwater surface as slick as a cod's belly must add a bit of speed. The problem to me with almost every bit of advice concerning smooth finishes and how to achieve them is that you keep hearing that "preparation is 90% of the finished product". This, and similar remarks, are repulsive to me because they suggest the constant use of sandpaper.

I think a boat's best off when it's sailing, not stranded on the beach being ground to powder by some perfectionist with a sander. After all, when you are on board a boat, you can't see her hull, and when she has her lee rail in the water, you're too busy having fun to notice the varnish.

At those blessed times you do have to deal with one painted surface whose finish is actually critical to the boat's intended purpose; the deck. If the deck of your boat is mirror-smooth, you're in trouble, because a smooth-finished deck gives you the kind of footing you'd normally find on a skating rink.

The paint companies know this and will sell you a pint can of "Noskid Compound" for three dollars or so. Now, if I say negative things about "Noskid", understand that I am almost entirely motivated by jealousy. I dearly wish that I could be in the business of selling sand for six bucks a pound. Imagining the profit margin involved sends me into frenzies of greedy longing.

There is an element of calculation involved in selling exorbitantly priced sand to put into paint, because using sand insures a constant demand for the materials necessary to replace a cracked and leaky deck, materials which the paint companies are happy to sell to you. The reason for this is that sand is hard stuff. When you go to work with sandpaper, preparing your sand-coated deck for repainting, you are opposing two similar materials, with predictable results. Please do not write to tell me that "sandpaper" is only a term, and define aluminum oxide, etc. The salient fact is that sand is a lot harder than paint or wood and sandpaper doesn't work at all.

The result of this is that each year's paint and sand is laid on top of last year's, and the total thickness builds up until the canvas cracks. Canvas isn't as strong as a lot of other things and when it's covered with a thick hard coating of sand and paint, it cracks. Then it leaks.

To paraphrase L. Francis Herreshoff: "I'd rather have a leaky hull than a leaky deck. When

Salty Decks



the hull leaks, you pump the water overboard, but when the deck leaks, you first wring the water out of your clothes and bedding, and then pump it overboard."

Another common cause of leaky decks is the use of glossy paint. Glossy paint may look nice, and is easier to keep clean, but it is treacherously slippery when wet and is more likely to crack. Flat paint does not tend to crack canvas, does not reflect glare into your eyes, and is much less slippery than gloss or semi-gloss paint. If it is applied thin, the weave of the canvas will supply still more traction and the result is not only practical but handsome.

One problem with flat paint is that it normally comes only in white. At first I got some tubes of pigment and mixed my own colors. This is a hit-or-miss approach and it's hard to reproduce the same color from year to year. Now I take my can of marine flat white to a regular paint store and get them to tint the paint for me using their innumerable little charts and their expensive machinery. This works like a charm. Note that the color won't come out exactly as it was on the chip; their base paint is different from marine white.

Is marine flat white different from normal paint store flat paint?

It is more expensive, I know that much. Beyond that I have only fond hopes tempered by lurking suspicions.

Last year I learned a trick from David Fernadine, who used to own the fabulous schooner "Antares" and was skipper on Herreshoff's clipper ketch "Tioga". He uses epsom salts to make a non-skid compound. While the paint is still wet, he sprinkles it liberally with epsom salts. The paint is attracted to the salt and wicks up around the individual crystals, where it dries. After the paint is hard in a day or two, the deck is hosed down, the salt washes away leaving little craters of hardened paint where each crystal of salt had been. This provides an excellent non-skid surface. It is important that the paint be quite wet so it has a chance to creep around the crystals of salt. Perhaps a cool day and a slow thinner would be good things, and the salt should be applied to successive small areas as soon as they are painted. Since the surface is essentially horizontal, the paint isn't likely to sag, and if a few bugs drown in the paint they will just add to its non-skid qualities.

This trick works equally well on canvas decks or on those that have been subjected to the "F" word. I have also tried it on wood, plywood, and on the steel plating of a tug's towing deck, and found it worked well.

The real advantage of this technique will become apparent when it's time to prepare the deck for repainting. Sandpaper will cut well and stay sharp because it's not being asked to work on anything harder than paint. If you prefer to use a scraper, there's no sand in the paint to grind the edge off. This makes it possible to work the paint down to the right thickness so that the new paint doesn't build up and lead to eventual cracking.

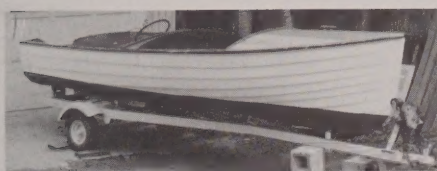
Why epsom salts (magnesium sulfate) is particularly good for this, I don't know. Perhaps rock salt or table salt would be as good. Epsom salt is available at any drugstore, and for about \$.98 a pound.

I first tried this technique on the canvas deck and painted cockpit seats of my H-28 ketch, and then subjected the result to a full season in the day-charter trade. It survived the season better than I did, but at least there was sort of a balance. As the season wore on and I got raspier, the paint wore down and got smoother.

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ED. NOTE: Stephen Olson is a professional marine surveyor and skipper/owner of the 40' charter vessel "Jessie Rose" out of Belfast, Maine

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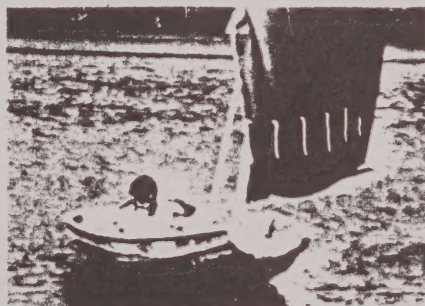
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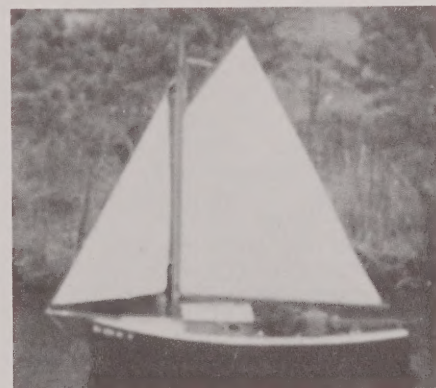
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RIGID KAYAK FRAME, mahogany and ash. Two seater, two break-down paddles and seat backs. Excellent condition, great project. \$100.

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10' YACHT TENDER, sailing dinghy attributed to Abeking & Rasmussen, 1940. Mahogany lapstrake on oak, bronze centerboard and trunk, spruce spars, Bermuda S/S rig, bright topsides, thwarts and spars, cream inside. Total restoration. \$2,000.

NEIL SPILLANE, 147 High St., Mystic, CT 06355, (203) 536-0049. (24)

NAUTICAL GEAR. SS beer keg, welded ring on each end, \$25 or offer. Sailing rig for pram, 12' mast, 6' boom, pair of 3' leeboards, 28 sq. ft. nylon sail, blue, rudder and tiller, no lines, however all for \$50. Pair of trailer lights with two hold downs, \$10. Sailmaker's bench, doubles as coffee table or as play table for children, 16"x23"x48", with one drawer, made of pine, maple stained, never used, \$50. JOE ROGERS, Framingham, MA, (508) 872-4206. (24)

WESTERBEKE ENGINE, two-cycle gasoline, Model Vire 7. Single cylinder, water-cooled, reduction gear, electric start motor-generator, and clutch. 1980 but used only one season. Economical 2-3 quarts of gasoline per hour. 7 horsepower at 3,000 rpm. Lists at \$3,200 plus incoming freight, selling for \$800. SIDNEY GREENE, Rockaway Park, NY, (718) 768-8700 days, (718) 474-2119 eves. (24)

BOATS & GEAR. Alden single with Oarmaster and oars, \$1,100. 12' Zodiac, aluminum floor, 15hp Johnson, \$1,000. Marine grade alternator, new rebuilt, never used, \$50. Sea Scout marine gas engine, good for parts only, free for the taking. NANCY LUBAS, Gloucester, MA, (508) 281-5353. (23)

SAIL WANTED, 100-125 sq., ft, any rig. CHRIS LAWLER, Amherst, MA, (413) 549-4432. (23)

1983 SLIPPER 17 POCKET CRUISER; M,J,S, sail cover, cushions, 5hp O.B., bug screen, solar charger, extra USCG package, mushroom and mooring buoy. Price reduced to \$6,900.

MAX CARTER, P.O. Box 6682, Portland, ME 04101, (207) 772-6740 anytime. (24)

DROP-IN SLIDING SEAT ROWING RIG: Prototype unit used in development work, excellent shape. Includes aluminum riggers and adjustable foot stretcher, but lacks wheel/undercarriage assembly, track and oarlocks, all of which are available from Latanzo Enterprises. \$180, UPS shipping to New England included.

OWEN CECIL, P.O. Box 584, Manistee, MI 49660, (616) 723-3188. (24)

BOATING & BOATBUILDING LIBRARY: 15 volumes, \$150. Thirty-three assorted back issues of "Wooden Boat" magazine, 1974-1986, includes a few of the early reprints, \$60. SASE for details. Prices include shipping to New England.

OWEN CECIL, P.O. Box 584, Manistee, MI 49660. (24)

WINDSURFER CARRIER (TBH 8) for Thule 1050 bar carrier, new, would also work for light, small boats, \$20. Foam block carrier set, used once, \$12. Canoe dry bag, \$20. Prices include UPS to New England.

OWEN CECIL, Box 584, Manistee, MI 49660. (24)

WANTED. Service manual or spec sheets on early Chrysler Ace "PC" model, and early Universal 4 cyl. motors. Copies of originals are okay. Also need "Antique & Classic Boat" magazine issues #3, #4, #5 and #8.

ERWIN LAITENBERGER, 30 Cambria Rd., Rochester, NY 14617, (716) 594-8533 eves. (24)

15-1/2' LYMAN, 1957, with 35hp Gale outboard, center steering with split center deck. All original including upholstery. Stored 15 years under canvas cover. No trailer. \$1,200 or B.O.

ERWIN LAITENBERGER, 30 Cambria Rd., Rochester, NY 14617, (716) 594-8533 eves. (24)

WANTED. Used 9'-11' yacht tender which can be sailed, rowed or powered. Ideally it could be sailed comfortably by two adults. An older Cape Dory 10 or Bauer 10 would be perfect, but others will be considered.

GRANT INGLE, Box 181, Conway, MA 01341, (413) 369-4976 eves., (413) 545-0851 days. (24)

HERRESHOFF 12-1/2, the real thing! New sails, summer and winter covers, trailer, many other extras. Excellent condition, \$7,500. STEVEN STANG, Simsbury, CT, (203) 658-0344. (24)

NEW WOODEN MAST, spreaders, etc. With boom, standing rigging and sails for 24' boat. \$1,400 or best offer.

RICHARD RUDIS, Mansfield Center, CT, (203) 423-5053. (24)

28' 1931 TRIPLE COCKPIT RUN-ABOUT. Hacker design built by Hutchinson Boat Works. Restoration started and wood work finished, needs some refinishing, upholstery, wiring and detailing. Rebuilt original Chrysler 8 included; chrome redone but needs installation. \$18,500. Boat stored in Clayton, NY.

TOM FRAUENHEIM, Buffalo, NY, (716) 873-8288. (24)

WANTED. "Adventures in a Townie", Tom McGrath's first Townie book.

RALPH JOHNSON, Newbury, MA, (508) 462-7409. (23)

ADIRONDACK GUIDEBOATS. The largest selection of Guide Boats and historically correct accessories available from one source. We offer traditionally built boats, modern materials reproductions, paddles, oars, yokes and hardware. Some trades are accepted.

THE INDIAN POINT GUIDEBOAT COMPANY, 732 Midland Ave., Midland, PA 15052, (412) 643-5457.

ONE LUNGER. Palmer PW-27, 8hp gasoline engine, runs like a top. Replaced by a diesel. Shop manual, fuel tank, all electrical parts, 10x6 LH propeller included. \$350.

TOM HALSTEAD, 5 Ocean St., Manchester, MA 01944, (508) 526-4548. (24)

WANTED. Grumman or other sail kit with leeboards, rudder, etc. to use on a Grumman Sport Boat.

MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444 eves. or wknds. (24)

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

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

18' AMERICAT CATBOAT, Herreshoff design, built 1974. Complete with 1987 Johnson 8.5hp outboard and trailer. \$8,000 or best offer.

RALPH JOHNSON, Newbury, MA, (508) 462-7409. (23)

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JIM TENNERMAN, 42 Parker St., Cambridge, MA 02138, (617) 491-1172. (1p)

EXCEPTIONAL OCEAN FRONTAGE. 4.54 acre lot with 315' of gorgeous pink granite shoreline in down east Maine. This deep water frontage offers spectacular views of the open ocean, islands, and the setting sun. Superb sea kayaking area. Located on Great Wass Island, accessible by bridge. Within walking distance of the 1500 acre Nature Conservancy Preserve. This lot is ready to build on, with power, driveway and septic included. Offered at \$198,000.

LEE HOUGHTON, Wallingford, VT, (802) 446-2833 eves. (TF)

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

RUNABOUT PARTS. Still a few leftover parts from a runabout engine deal of several years ago. One monel prop shaft with log and strut; one underseat gas tank. Got to be someone out there working on a runabout!

JERRY FARMER, 5733 Bluebird Ln., Minnetonka, MN 55345, (612) 474-6127. (24)

18' CHAMBERLAIN GUNNING DORY, double-ended cedar lapstrake with two pair Culler oars. \$1,200.

WOODY BOYNTON, Old Saybrook, CT, (203) 388-1289 (9-5), (203) 388-1118 (eves.) (23)

15' CANVAS CANOE, 2hp Johnson motor. Reasonable.

JOHN AGNOLI, E. Longmeadow, MA, (413) 525-4071. (23)

15' GALLILEE SAILBOAT. Outboard bracket, main, jib, and flasher (similar to spinnaker). On galvanized trailer. Excellent condition. \$2,500.

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

13' ROE ROY, reproduction by Kevin Martin. With mast and sails, newly revarnished. \$2,500.

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 KLINKSTEIN, Ipswich, MA, (508) 356-0171 eves. (23)

18' WOOD/CANVAS CANOE, two years old. \$1,000.

CHRIS LAWLER, Amherst, MA, (413) 549-4432. (23)

WANTED. 16' Great Pelican, must be in excellent shape.

FRED ZAPF, Toms River, NJ, (201) 270-4749. (23)

NEW GALVANIZED ROWLOCKS & SOCKETS. \$8/pair (4 pieces) including UPS shipping. Specify pattern: Open, closed; Boston, North River or Davis; side mount, center mount, angle plate or Moline.

AEOLUS BOATS, 528 Stagg Ln., Santa Cruz, CA 95062. (3p)

TIKI 21 CATAMARAN PLANS, James Wharram design, cost \$200, sell for \$100.

JEFF BROWN, Rt. 1 Box 169A, St. Regis Falls, NY 12980, (315) 328-4778. (23)

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

RICHARD RANDALL, Box 788, Cherokee Village, AR 72525. (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)

ROWCAT I, brand new, never in water. Been in storage, some scratches, \$1,300.

CHUCK FLETT, 9157 Colchester Ridge Rd., Knoxville, TN 37922, (615) 690-6416.

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)

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)

1965 SEASPRITE SLOOP (weekender model) Hull #138, fiberglass, in overall good condition. Original gelcoat in good condition; topsides never painted. New rigging and cushions. All wiring, lights and deck hardware replaced in 1987. Propane seaswing. Main, working jib, 150 and 180 genoas. Winter cover with frame. Ready to go into water. Spec sheet available on request. \$7,500. Also available a new 4hp Johnson Twin outboard and Jamestown dinghy.

PAT LANG & KEVIN CONNER, 96 Davis St., Rehobeth, MA 02769, (508) 252-3895, or Kevin at work, (401) 253-4858. (24)

TLC NEEDED FOR 22' CATBOAT, 1939 era. In state of restoration, needs to be finished. 18hp Volvo Penta diesel inboard. Rudder, mast, jib, boom, propeller and trailer. Asking \$2,000.

LARRY BLAKE, Peaks Isl. ME, (207) 766-2360 (home), (207) 439-0230 (work).

15' DOUBLE-ENDED HULL, fiberglass with wood deck and seats, oval cockpit, 5'6" beam, 2' deep amidships. Would make a nice launch for one-lunger. \$600 or best offer.

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

18' SLIDING SEAT SINGLE. Small Craft Typhoon with Piantedosi 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)

LASER CLASS SAILBOAT, good shape with all gear and two sails.

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STILL DESPERATE TO SELL. 1984 Dovekie, shallow draft, trailerable, delightful. Completely equipped. Alas, little used. Start at \$7,500.

ED WALKER, Ipswich, MA, (508) 356-0305. (24)

1989 DOVEKIE, on trailer, fully optioned, midnight blue with tan-bark sail. Used only three weeks in fresh water. \$11,500.

DAVID DAVIGNON, Edey & Duff, Mattapoisett, MA, (508) 758-2743. (24)

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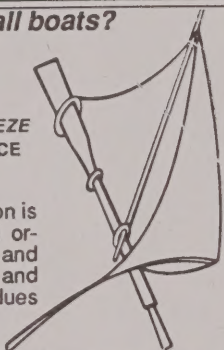
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