



# **messing about in BOATS**

*Twice a Month!*

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## messaging about in BOATS

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## Our Next Issue...

Has a couple of new adventure tales. Jim Thayer tells us about a family outing sailing on the Sea of Cortez along the Baja California coast; and C.S. Wetherell tells us of his family outing canoeing the old Lewis & Clark Expedition route on the upper Missouri River. Good stories, both. If all goes as planned, we'll have first-hand coverage of a major white water canoe race right in greater downtown (almost) Lowell, Massachusetts at "Thoreau's Portage" on the Concord River. The Designs & Projects lined up include Ron Ely's "Happy Wanderer" kayaks; Eric Sponberg's "Delft 25" cruising sailboat; John Thomson's "political statement" electric powered mini-launch; John Wermescher's kit for the Steve Redmond "Whisp"; Jon Hedman's research into the old "BB Cat", the earliest fiberglass sailboat. There'll be a look at preservation projects on the Long Island oyster sloop "Christeen" at Essex, Connecticut and on the "Mayflower II" at Plymouth, Massachusetts. A brief hiatus in our usual serialization will be filled with a 1902 tale of a cruise around Cape May, New Jersey, in a Barnegat Bay Sneakbox.

## On the Cover...

Barry Donahue's photo of a couple of the Cape Cod Viking Ocean Dory Club guys headed for a beach on Cape Cod in early spring catches the essence of the opening up of another season on the water.

# Commentary

BOB  
HICKS

The promoters of the Maine Boatbuilders' Show in Portland in late March, which we cover in detail in this issue, scheduled a "sales talk" for the interested exhibitors after the show closed on Friday and before the exhibitor party got underway. The speaker was Cliff Hurst, a marketing consultant who has been, in the past, sales manager for Martin Marine, and before that was with the Landing School of Boatbuilding. Cliff gave a pretty good talk on the subject of selling the boats the builders build, with some good insights, but from my viewpoint, also encouraged the manipulation of prospects, seemingly an integral part of salesmanship.

The plight of the small boat-builder who offers a quality craft he builds himself is that he has trouble selling his work. The root of the problem appears to be that people who are good at building small boats are not good at selling them. Not surprising, there's some basic integrity involved in building a quality small boat that attracts a certain sort of person, and salesmanship is not a natural character trait of this type of person. The consumer public has been so inundated with hard sell for so long, it's hard to even get their attention anymore without flamboyant, loud, repetitive and often offensive price-oriented advertising, and closing the subsequent sale seems to involve a cynical manipulation of the prospect.

Cliff's comments on this were the ones I was unhappy about. His suggestion that a builder who builds a quality small boat and, due to the time and materials involved, must ask what seems to be a rather high price for his work, should announce that price with pride, and follow up with detailed reasons for it, was, I felt, correct. Why apologize for it if the value is there? But when he got into how to keep on diverting the prospect's attention around the subject of price and leading him to commit himself with the price being as near the last thing to be considered, I disagreed. I'm no salesman, I have never liked the salesman persona, and have seldom bought anything as a result of a salesman's persuasions.

The small builders I know just don't fit this mold either, so I cannot see how they can be persuaded to adopt these manipulative tactics when trying to sell a boat. The fact that most of them are struggling is probably due in part to

this unwillingness to hustle a buyer. The guys I know would prefer to bring forth their product and let it sell itself on its obvious qualities and merits, with, perhaps, a bit of low key pointing out of details that might not be readily apparent.

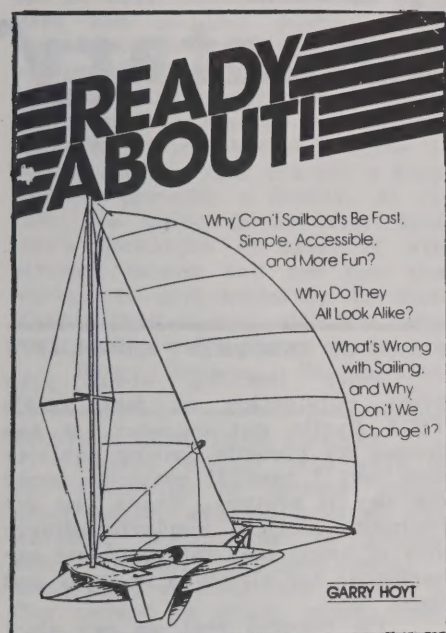
Cliff's message was that the builders were not selling their boats because they were not selling. Perhaps, in part, true, but I wonder if the people who are interested in these boats are susceptible to salesmanship? I believe the more basic problem with selling such boats is simply that they cost too much for what they are. I do not mean that they are overpriced for what they are, the boats are usually lovely works of craftsmanship and do represent many hours of skilled labor and use of costly materials. Adding this all up, the builder comes up with a 16' wooden daysailer he wants close to \$10,000 for! If he gets it, he'll earn a decent hourly rate for his time.

Most of us middle class types today faced with buying a \$10,000 item, or even a \$5,000 item, have to "finance" it, buy it on what the British call the "never-never", a moderate down payment followed by many monthly payments. That's how consumer goods, including production boats, are sold. You can see the popular outboard runabouts at \$14,000 offered for only \$395 down and \$195 a month for the next ten years. So why should the builder of this \$10,000 wooden daysailer expect to have prospects coming in with the whole \$10,000 up front, right out of the checkbook? What his price is doing is limiting his market to people who can write out checks for \$10,000 for a seasonal toy like a small wooden boat.

Builders of fine yachts have always dealt with the folks with the deep pockets, and this is what the builder of small wooden boats faces, a limited number of potential prospects who can afford his price. And the choices offered to that prospect are many, given the relatively small number of such people interested in small wooden boats.

I feel that if the small builder wants to sell his \$5,000 pulling boat or \$10,000 daysailer to the average middle class lover of such boats, he should try to line up some sort of financing arrangement through a bank or even a finance company. There'll never be enough people ready to write you that \$10,000 check for the product of all your dreams and work and struggling.

# Review



separate chapter, the author argues that sailing turns off many women because of the belief, fostered by most publications in the field, that it is macho, dangerous, uncomfortable and expensive.

Garry believes that a technological breakthrough radically increasing the speed of sailboats is what the industry needs to work its way out of the doldrums. "When one man on a nine-foot board that weighs but eight pounds...can go more than three times faster than many men on large million dollar ultimate racing machines, something is screwy," Hoyt insists. In his view the fore-and-aft sloop rig has reached the point of infinitesimal returns in increased speed for technical innovation and the future belongs to wind-driven craft that will do better than fifty knots with a fuselage resembling a jet fighter and rotating, circular-linked foils, which may be computer adjusted and hydraulically controlled. More modestly, he points to the advantages of masts that can be tilted to windward in order to give the kind of lift windsurfers are capable of, or masts stepped at the stern to give the mainsail a clean leading edge much like the jib on a sloop. Though these ideas seem to create as many problems as they alleviate, scoffers should note that a number of Hoyt's ideas which seemed wrong-headed at first glance have turned out to be sound; such as the use of unstayed cat ketch rigs on substantial cruising vessels. Of course, if the idea is to go fast, you might just as well buy an airplane and have done with it.

The most interesting of Hoyt's ideas for this reader have to do with the economics of the boating business. If sailboat racing is to become a popular and profitable spectator sport and if local amateur racing is to survive, the current rules and the Olympic course will have to be completely revised, he argues compellingly. Published long before O'Day went belly-up, Garry's shrewd analysis suggests that the major producers of production boats live on the brink of bankruptcy and he explores the many reasons why this is the case. He also has interesting things to say about the economics of boat shows and other enterprises related to the advertising and selling of boats. Would you believe, for example, that a reasonably successful boating magazine is worth as much as a major boat manufacturing company? According to Garry, "Cruising World", which employed a staff of 35 and was housed in a modest wooden building on the Thames, and Pearson Yachts, a premier manufacturer which employed 280 people at facilities on 60 acres on Narragansett Bay, a first-rate plant, designs, and tooling, in recent years both sold for the same reported price, \$9 million? If that's the case, something would indeed seem to be screwy about the boating business.

Garry Hoyt's "Ready About" is published by the International Marine Publishing Co., now a division of Tab Books, Inc. Blue Ridge Summit, PA 17294-0840.

Review by Jim Lacey, Williamantic, CT.

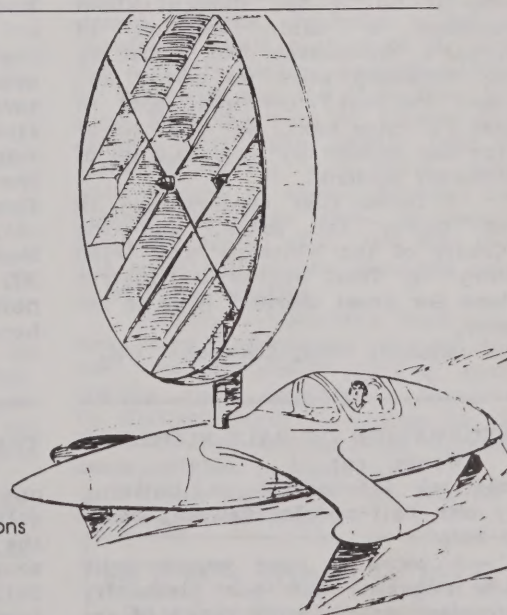
## IS SOMETHING SCREWY IN THE SAILBOAT BUSINESS?

Garry Hoyt's "Ready About" calls for the sailboat industry to change its tack. This slender volume, not much more than 100 pages, is laden with ideas which are tossed at the reader in a style that is, in turn, brash, provocative, refreshingly sensible, self-congratulatory, knowledgeable and ingenious. The book assumes that readers will be a lot happier if more and more sailboats are sold to youthful consumers. Since none of the sailors I know are suffering to attract droves of what used to be called yuppies to any of the local bays or marinas, Hoyt must be addressing entrepreneurs, in particular those who might be willing to bankroll one of his schemes.

Among the more plausible of these is the promotion of sailing resorts much like the ski resorts which have in recent years created and nourished a fashionable clientele among the affluent. This enterprise would require the development of remote and inexpensive wilderness areas for tourists who would travel there for weekends or vacations. The entrepreneur would be primarily in the business of providing guest accommodations, which would include equipment rental and basic instruction similar to what is available at ski resorts for nominal fees. Hoyt contemplates the design of a simple sailboat that a beginner could sail solo after an hour's instruction and a public relations campaign that would make sailing attractive to women. In a

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## SLANT IS ON DEAD CENTER

Thank you so much for your work to produce this wonderful magazine. I don't know how I got a copy mailed to me of the December issue but gosh, what a wonderful early Christmas present. I ordered a gift subscription for my old Navy buddy as well as one for myself and we have loved every issue.

I think your slant on boating is dead center for more people than you (or they) realize. The old saying goes that youth gathers the materials to build a bridge to the moon, but adults build a shed with them. How many of us get into boating, upgrade two or three times in as many seasons, and find out that the boat owns us instead of the other way around? More than will admit it, I'd bet.

Years ago, "Small Boat Journal" had a good editorial about how some folks will spend forever looking for the "perfect" boat, instead of realistically assessing their needs and getting on the water in something that is right for them. We all dream of sailing to the South Seas in a schooner, but unfortunately many people cannot get beyond the dreaming stage. The lucky ones are those who are honest with themselves and spend wonderful hours on the water in boats that are right for them. People like Phil Bolger have helped people get their thinking straight, as has your magazine.

I currently own a Lightning which I am now selling (see the Classified Marketplace). I've had a great deal of enjoyment working on it and sailing it, but my family is not into sailing and I can't justify the time and money required to keep it up. I had thought about building a cabin version of Bolger's "Tennessee" but I lost my big workshop when we moved last year. I'm not sure what sort of boat I'll have next, but your magazine has opened my eyes to a lot of different options.

I loved that centerspread in the March 1st issue, and the "Cruise of the Whitecap" and "Fish Story" by Tom. Wonderful illustrations for great stories! Hope to see more.

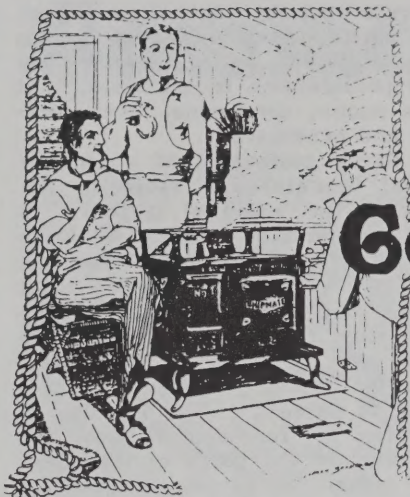
Michael Kent, Columbus, OH.

## INFORMATION ON HALF MODELS

Where can I obtain some practical information on building my own half-models? Can any reader help?

I recently came across your fine magazine and was pleasantly surprised by its wide range of articles. I enjoy messing about in boats and have my own small flotilla.

Alex Kampf, 1706 S. Lowell St., Arlington, VA 22204.



# Your Commentary

## COME ON OUT WEST

I have been auditing my annual subscriptions to boating magazines (my wife asks, "Do you really read ALL of those?") but I could not cut out your welcome rag. It's not big or fancy but somehow it does convey the spirit of small boating the way it should be.

Why don't you make a trip out here to the great Pacific northwest? We really are civilized out here and the Indians are now friendly enough. On the July 4th weekend, the Center for Wooden Boats has its big bash in Seattle; Victoria, B.C. has its Classic Boat Show the first weekend in September, and the extensive Port Townsend Wooden Boat Show is on the following weekend. So we in Portland, Oregon, have switched our Wooden Boat Show date and plan to have an in-the-water show the third week of September on the river in downtown Portland. Lots of boat lovers out here, you know.

Our building of 200 year old reproductions of historic small craft continues at the Oregon Historical society here in Portland. We finished the 16-1/2' Jolly Boat last August and are now about to launch the 15-1/2' Spanish Launch taken from the Spanish exploratory vessel, the "Sosnora" (circa 1790). Next will be a 19' British Launch. All are designs by Greg Foster, now a legendary boating figure here in the PNW and B.C.

Bob Young, Lake Oswego, OR.

## FOCUS ON ENJOYMENT & SIMPLICITY

Since learning about your great publication at last year's TSCA Mystic get together, it has become my favorite boating publication and I read it cover to cover the day it arrives. Thank you for including such a wonderful diversity of small boat interests and experiences for all of us to enjoy and learn from.

I'm hopeful that we can start here in San Diego a publicly accessible small boat workshop modelled on Seattle's fantastic Center for Wooden Boats. We enjoy great year-round sailing, rowing and kayaking here but do envy a bit the variety of pond, river, lake and ocean choices open to those living in the east. I am presently completing two Platt Monfort geodesic canoes and am really savoring the delightful construction process.

Enclosed is a list of twelve friends of mine for whom I wish to purchase gift subscriptions. Amongst us is always someone getting into some new enjoyment or little adventure in craft ranging from 8' paddle to 60' power. We can report on some fun experiences on Lake Powell, the Channel Islands, Baja, or the Med. if you would like occasional reports from our west coast.

Your focus on enjoyment and simplicity has relieved the monotony of commercialism overspreading so many other once fun boating publications.

Glenn Goltz, San Diego, CA

## THE PERSONAL CONTACTS

I recently had a visit from one of your readers from Waterville, Maine, who stopped by to see the boats at our New Hanover Museum, including the Simmons Sea Skiff. He called me a week ahead from Maine to arrange this. These personal contacts are some of the nicer things about this messing about in boats.

David Carnell, Wilmington, NC.

## CIRCUMNAVIGATION OF PETTY'S ISLAND

The 9th Annual Race Around Petty's Island in the Delaware River between Camden, NJ, and Philadelphia, PA, is on for May 19th, starting at noon from Pyne Poynt Marine, N. 7th St. & Delaware River in Camden. Any human or wind powered craft can take part in this unique event. Information at (609) 966-1352.

## NOT LOSING INTEREST

I still haven't sold my Canadian sailing guideboat but I did just buy a 25' Searunner Tri that needs a lot of work. So I'm a motivated seller now (see the Classified Marketplace). No, I've not lost interest in small boats, I've still got a very old two-man folding kayak waiting for a new cover. It's been waiting for the 14 years I've had it. I always thought it was a Klepper, but I've learned after corresponding with Baidarka Boats in Sitka, Alaska, that it's not a Klepper but probably a Granta. At any rate, I'm going to use Platt Monfort's technique to cover it with aircraft dacron and see how that works. It will certainly be much lighter than it was with the original heavy, well-patched cover.

Dave Dawson, Northampton, PA.

## BOATS & GEAR FLEA MARKET

Letters earlier this year on the difficulty of selling unique small boats, and on nautical flea markets, prompt me to suggest these threads be interwoven; a bring your stuff to sell tag sale or flea market to which people could bring their used skiffs and dories as well as their old bilge pumps, etc. Maybe even dealers could bring trade-ins. This could all take place in some fallow cow pasture in western Massachusetts...or in Woodstock?

I am especially interested in sailboats and designs, but I appreciate a well-written article on any boating topic. It's too bad everyone cannot write like Tom McGrath.

Have you published the date for the Strawberry Banke Boatbuilders' Day? I hope to attend.

Peter Vanderwaart, Stamford, CT.

ED. NOTE. Strawberry Banke's Small Boatbuilders' Day will be on Sunday, July 22nd.

## DK KAYAKS FOR NEW GUINEA?

My plans for my various DK designs for stitch-and-glue kayaks and canoes continue to sell quite well in the U.S. and elsewhere around the world. I just had an inquiry from Papua, New Guinea, someone who is thinking of showing the natives how to build boats from plywood for fishing. I'd like to think my plans might do something useful for the third world.

Dennis Davis, Droitwich, England.

## SOME STORY SUGGESTIONS

Some day I would like to see stories on Rangeley boats, St. Lawrence skiffs, Adirondack guideboats and the Rushton 109, and possibly a comparison of them.

Pete Androsico, Yorktown Heights, NY

## A VERY UNIQUE CATBOAT

I am selling my Beetle Cat (see the Classified Marketplace) because I bought a "new" catboat last fall that will be ready for this coming season. It is a very unique boat, 17'x8'x3-1/2' with a full keel. I have never seen a cat of this vintage with a full keel (4" oak). This type is generally fitted with a centerboard. The seller called it a "Vineyard Cat" and it appears to have been built in the '20's. It has accommodations for two in a small cabin with V-berths, sink and stove; and a big deep cockpit. Definitely love at first sight.

Restoration work on the hull is being done by Chris Stickney in St. George, Maine. Hull repairs to be completed by spring include replacing the bottom section of the transom and installing an apron to its inside for refastening; replacing several ribs aft; replacing most of the deadwood in the aft section of the keel; replacing the forefoot and a section of the stem. These repairs should restore the hull and make it seaworthy again.

I am very pleased with the job Chris is doing. He knows what he is doing, keeps me informed, is practical, charges reasonable rates and is a very nice human being! I would recommend him highly to anyone needing work done on their boat. It is comforting to find someone so competent to entrust such a project to.

Peter Spollett, Andover, MA

## PLUGGED DISCS

Working with fiberglass, I find it very difficult to end up with a perfect surface, even when pouring polyester resin over roving or heavy cloth in a flat mold. Bumps occur at times, but the prime problem is the ridge formed by an overlapping seam of cloth. To remove these I understood one used a coarse disc in a grinder. My problem is that the removed material builds up within a couple of minutes, plugging the disc. Is there some process by which this material can be removed from a plugged disc relatively quickly? Or am I doomed to using many expensive discs?

A reader once commented on this in another boating publication, stating that ammonia would remove the buildup. For me, it had no effect whatsoever. Someone must have a solution to this problem?

Dick Randall, P.O. Box 788, Cherokee Village, AR 72525.

## A DEAL A TWICE THE PRICE

A deal at twice the price. You've got my vote for more kayak articles, small boat fit up, and cruising experiences. As always, I look forward to my next issue.

Kirk Wilkinson, Concord, NH

## SOME FUTURE READING

"Messing About in Boats" continues to be a grand little journal.

Some suggestions for what might be of interest for future reading:

"Mississippi Solo, a River Quest" by Eddy I. Harris, Harper & Row hardcover by Nick Lyons Books, ISBN 0-06-097247-5, 1989. By canoe the length of the Mississippi with the minimum of gear and preparation, by a black man paddling from "where there ain't no black folks to where they still don't like us much!". Good reading.

"Canoeing With the Cree", published in 1935 and 1937 by Arnold Severeid, later to be well known as Eric Severeid. Apparently it has been reprinted. Two young men canoe NORTH from Minneapolis to York Factory on Hudson Bay, amazing, amazing journey. A chapter from this book also appears in Severeid's "Not so Wild a Dream", published in 1947. Maybe your local library could track these down for you.

"Ram Ram India", a story of a bicycle journey through India by Thomson and Rossiter in 1987 includes bits about the local boating, such as a vessel known as the "pursil, fifteen or twenty feet across, buffalo hide stretched over a bamboo frame, like an oversized coracle. These are watertight only in a loose sense of that term, waterloose perhaps? The "pursil" man somehow manages to keep this completely round craft headed dead ahead by paddling with only a short piece of slightly flattened bamboo.

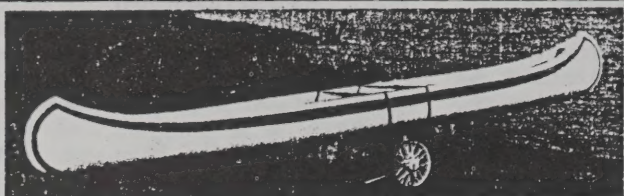
"The Uttermost Part of the Earth, written in 1947 by a man named Bridges, includes a lot of incidental small boat stuff. It covers a family history and adventures in Patagonia and the Cape Horn region from the time of Fitzroy and Darwin until after WWII. Lots of tales of sailing open boats, some with cargoes of sheep, amongst the islands near Cape Horn. He doesn't make a big deal of it, it's just that the boats and canoes were the only local transportation.

Finally a question: Does anyone have information on sliding feet, as opposed to sliding seat, rowing rigs, apparently designed by William Hand? A version is offered by the OnBoard Co. Anyone ever use one, or build one?

Frank Cameron, P.O. Box 747, Buckley, WA 98321.

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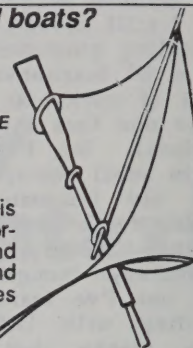
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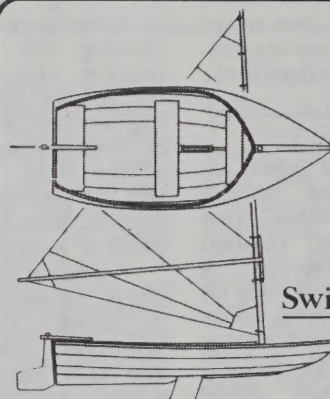
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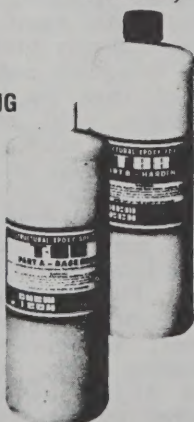
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# 3rd Annual Maine Boatbuilders' Show

The Maine Boatbuilders' Show in late March in the old brick mill complex on Fore St. in Portland that houses Portland Yacht Services was a triumph of content over packaging. The uninitiated arriving at the old mill complex, and driving down through the millyard until the ordinary looking factory door with the little boat show sign over it is spotted, might have some reservations about what would be found inside in the way of a boat show. What would be found was a diverse collection of real boats displayed by real boat people, a far, far cry from the glitz of the consumer show going on the same weekend in a downtown exhibition center.

Phin Sprague and his people at Portland Yacht Services continue to build support for their novel idea of an affordable show for both exhibitor and the public, that features boats built by Maine builders, for the most part. A couple of outlanders now make the scene for the word has gotten around, the show works. The people who trouble to find their way to this event



Show promoter Phin Sprague thanked all his friends for their support making the Show a success. It was a mutually rewarding event.

are interested in the sort of boats built by Maine builders. An attendance around 5,000 over three days would hardly be noticed at a consumer show, but it was an interested and informed attendance.

We spent Friday afternoon looking over the show and sat in on the early evening sales talk Phin had arranged for the exhibitors; sales consultant Cliff Hurst spent an hour telling the typically

reticent builders how to get out there and sell, sell, sell. I comment on that in more detail in my "Commentary" column on page 2 in this issue.

So here again is a look in on some of the boats and their builders, it's not a catalog of everyone who was there, but more of a subjective trip visiting those who caught my attention, just the way it would be for anyone attending such a show. There were other builders of larger power and sail craft there, like Dick Pulsifer and his Hampton, and Bridges Point Boatyard with their Bridges Point 24; boat yard operators; boat brokers; sailmaker Nat Wilson; oar and paddle man Keith Merrill of Water Power Products; boatbuilding schools at Maine Maritime Museum and the Landing; boat magazines like "Maine Boats & Harbors" and "Wooden Boat"; and a few nautical trinket people. There was also an ongoing "Dutch Auction" of donated gear to benefit the Maine Maritime Academy scholarship fund. Just can't do 'em all in an afternoon!

Report & Photos by Bob Hicks

## RKL BOATWORKS

Something really different from Bob Lincoln of RKL this year, an 18' strip-planked steamboat built to order for a Northeast Harbor steam enthusiast. Bob built the boat from plans drawn up by its owner, plans based on a turn-of-the-century design. The usual Lincoln quality was very evident, the bright finish appearing to be about an inch deep, and showing no signs of any imperfections in the wood or the fairing of the hull. It's an expensive boat. Bob will build you one too if it catches your fancy. RKL Boatworks, P.O. Box 119, Mt. Desert, ME 04660



## GEOFFREY BURKE

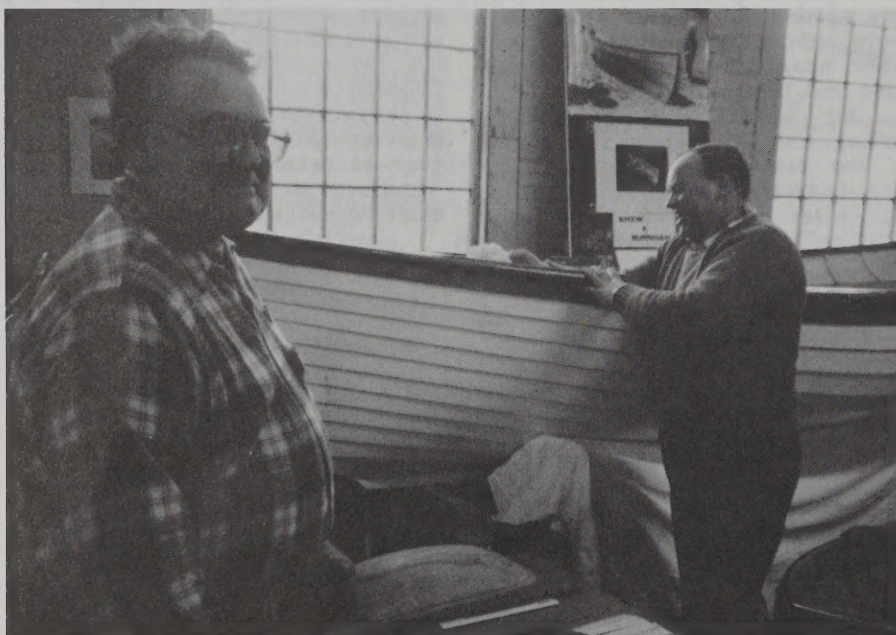
Well, Geoff isn't from Maine, he's from Chocorua, New Hampshire, in the heart of the White Mountains. A mountain boatbuilder? Yep. Geoff builds an array of beautiful lapstrake canoes for sail or paddle to order, and had "Annie's Boat" on display. That's proud owner Annie Green with Geoff. "Annie's Boat" is a 14' Walter Simmons design for solo cruising. Geoff's line goes from 10.5' to 19', and he makes some fancy paddles also. Geoffrey Burke, Box 212, Chocorua, NH 03817, (603) 323-8702.





#### DRAGONWORKS

Not yet a Maine boatbuilder, Ed Friedman had his display of British built Islander sea kayaks back this year, after passing up the show in 1989. Ed has been spending some of his winter time building an outboard powered Carolina dory skiff from plans obtained from Texas Dory, with help from Rob Stevens of Haddan & Stevens in nearby Topsham. The skiff will be used to ferry sea kayaks downriver from Ed's shop in Bowdoinham to the sea, rather than cartopping them, or taking the time to paddle down the river yet another time. By 1991 Ed may have become a Maine boatbuilder, as he is negotiating for the purchase of the molds to build the Islanders himself. Dragonworks, Inc., RR 1, Box 1186, Bowdoinham, ME 04008, (207) 666-8481.



#### SHEW & BURNHAM

Dick Shew and Cecil Burnham had their trademark Whitehalls on display again, but the big one Cecil is dusting off is a one-off 14 footer designed by Roger Long to be a tender for a big yacht being built in Thomaston. Dick and Cecil are about to undertake another major project for a regular client, and guess what, it's another steamboat! Steamboats seem to be in vogue on the Maine coast these days. Shew & Burnham, S. Bristol, ME 04568, (207) 644-8120.



#### THE OAR SHOP

Walter Webber was back with one of his cold molded RL-10 double ender tenders. This year it wasn't finished. As late March drew near, Walter realized that his "show" boat this year would not be ready. So he made the best of it by leaving the interior unpainted so one could see clearly the laminated construction. Last year the gleaming white hull had looked like fiberglass with superb gel coat. Walter does a nice job on his little boat, a William Peterson design. The Oar Shop, P.O. Box 36, Walpole, ME 04573.

## NORTHERN BAY BOATS

There was a little sign on the foredeck of the 14' "Skimmer" displayed by Richard Washburn of Northern Bay Boats of Blue Hill, that read "cherry". That's what the trim on the nicely molded fiberglass hull was, cherry. Richard is another hopeful, with experience in all aspects of boatyard work. He also offers custom building and repair. The "Skimmer" is his first effort at a stock boat. Pictured with Richard is his wife, Jane Crozen, who is the creator of some fabulous map illustrations, both geographically correct ones of specific locales, and also of the famed parody "Sea of Iniquity". Jane's still working part time at "Wooden Boat" but her own business is growing, her maps come on postcards, notecards and T-shirts. Really unique novelty items that real boat people can enjoy. Northern Bay Boats, P.O. Box 227, Blue Hill, ME 04614, (207) 326-4850. Jane Crozen, Mapmaker, General Delivery, Brooklin, ME 04616, (207) 326-4850 Friday & Saturday.



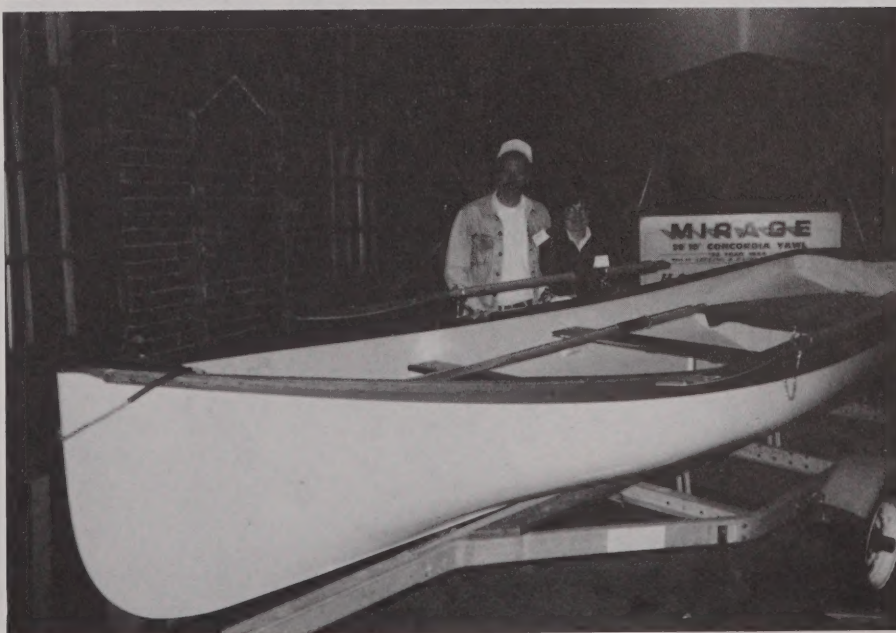
## PERT LOWELL CO. INC.

That's not a "Townie"! No, Ralph Johnson (middle) of Pert Lowell Co. of Newbury, Massachusetts, had something else on display this year beside the famous "Townie" sloop he builds. This boat is his new "Parker River Skiff", a 13'2" traditionally built lapstrake craft for oar, outboard or sail, to suit. The design is after a Charles Lawton type for outboard and oar, but with a modified rocker. Ralph's boat is better suited for rowing and sailing. Getting the Lowell family established in Maine, Mark Lowell (right), Ralph's brother-in-law, son of Pert Lowell and grandson of Marcus Lowell, boatbuilders all, has opened his own boatyard, Bittersweet Landing, in South Bristol. So it was all right for Ralph to come to a Maine boatbuilders' show. Pert Lowell Co., Lane's End, Newbury, MA 01951, (508) 462-7409.



## NOT REALLY AN OUTSIDER

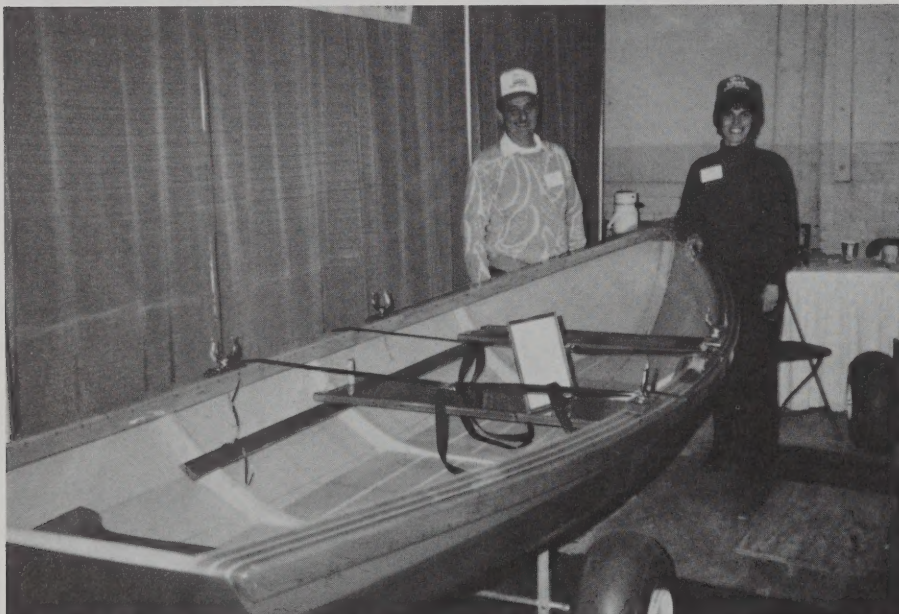
Tim Mayer took a chance on the Maine weather and displayed his beautifully outfitted fiberglass hull Whitehall just outside the door to the show, rather than not be there at all. He and Sandy Roman shivered through Friday okay but predictions for a big storm on Sunday were threatening (it didn't happen). Tim gets bare hulls from Jim Thayer down in Virginia and finishes them out in an elegant manner. Tim Mayer, RFD 1, Box 307, W. Buxton, ME 04093.





#### ROBERT W. STEPHENS

Robert Stephens (third from right) is a young man with a lot of creative ideas and the ambition to pursue them. His approach to small boats has been to design some 20 different types to fit specific needs, as well as to build some of them to order. His 20' camper-cruiser, now under construction, was featured in our March 1st issue. Pictured with Paige and Robert and interested show goers is his 12' Rob Roy glued lapstrake ultralight canoe. Rob's brochure starts out stating, "Innovative Solutions for Individual Needs" but then, in an apparent second thought over this sort of adman phrasing, goes on, "Or, How to Get the Boat You Want!". That's better. Robert W. Stephens, 23 Vining St., Lisbon Falls, ME 04252, (207) 353-9616.



#### ORR'S ISLAND BOAT WORKS

So what's a diesel engine dealer and service shop owner to do over a long slow winter while the diesel owners and prospects stay home? Build a boat. Bill and Laurie Sweetman own A Volvo and Yanmar diesel engine sales and service shop on Orr's Island. Bill built this 13' Amesbury skiff as a winter project, and it sure came out nicely. It's for sale if it catches your fancy. Orr's Island Boat Works, Orr's Island, ME 04066, (207) 833-5852.



#### REAL SMALL BOAT

The Rockport Apprenticeshop had a typical display of its work, heavy on the traditional crafts angle, but the part that reached right out was the little half scale Swampscott dory tender built by apprentice Eric Thierry. About 6' long, it weighed no more than 25 pounds, and looked as if it would be just about right for a youngster to enjoy on a pond somewhere. This was an off-hours fun project for Eric, and it is for sale if you're interested. Rockport Apprenticeshop, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

## CHRIS STICKNEY

Chris Stickney (right) brings his little stock skiffs to the show, a 7'10" plywood tender and a 10'6" lapstrake sailing yacht tender, nice little boats offered in workboat finish, stock. But these do not reveal that Chris also does repair and restoration work at the unbelievably reasonable rate of \$15 per hour for his labor. His low overhead inland location in St. George, and his personal dedication to craftsmanship at an affordable price, have brought him a variety of such work, both at his own shop and on site for larger boats elsewhere. Chris says his primary objective is to bring new life into older wooden vessels and introduce people to the virtues of new wooden boats. (See "A Very Unique Catboat" in this issue's "Your Commentary"). Chris Stickney, Box 146, St. George, ME 04857, (207) 372-8543.



## MICHAEL PORTER

That half model behind Barbara and Michael Porter represents Michael's ongoing project, a 38' steamboat he's designed and is building for Dodge Morgan, now in its third year of one-man construction. Between the Porters can be seen a small steam engine and a scale model of the hull. Michael once built dories but has moved on to bigger things at his Chebeague Island shop out on Casco Bay. So why be in a show when you have several years more work ahead of you? Well, the Porters like to be there, and they had on hand also some plans for a dragger/yacht that is a possible future project. Maybe someone might find that of interest. Michael Porter, Chebeague Island, ME 04017, (207)846-3145.



There is nothing—absolutely nothing—

half so much worth doing



as simply messing about in boats.

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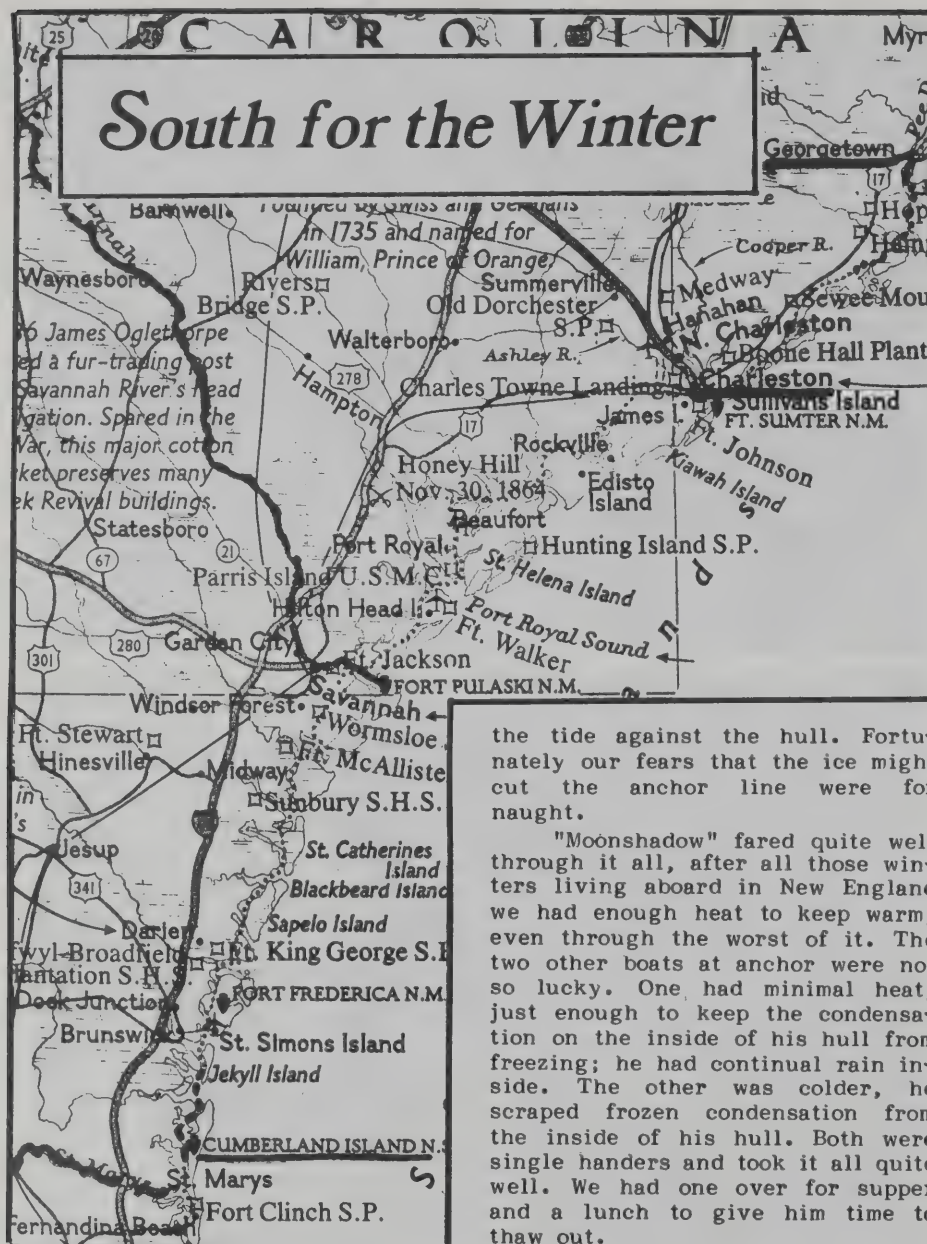
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Just before Christmas in Georgetown, South Carolina, the weather took an unusual turn. Temperatures dropped below freezing as a storm formed in the northeastern Gulf of Mexico. As it moved northeast, snow spread from Jacksonville, Florida, northward. We awoke the morning of December 23rd to a temperature of twenty degrees and a cockpit full of snow. This was a first for "Moonshadow", snow while on anchor. In past winters in New England we were snuggled to some dock for the season under winter cover. All day long the wind blew and snow fell, it was really a New England style storm. By the next morning, a total of ten inches of snow had fallen on the town. Although the snow now stopped, the bad weather wasn't quite over yet, that night temperatures hit a record low of ten degrees here and the harbor began to freeze over. All night we listened to ice crunch back and forth with

the tide against the hull. Fortunately our fears that the ice might cut the anchor line were for naught.

"Moonshadow" fared quite well through it all, after all those winters living aboard in New England we had enough heat to keep warm, even through the worst of it. The two other boats at anchor were not so lucky. One had minimal heat, just enough to keep the condensation on the inside of his hull from freezing; he had continual rain inside. The other was colder, he scraped frozen condensation from the inside of his hull. Both were single handers and took it all quite well. We had one over for supper and a lunch to give him time to thaw out.

The town was a mess. They have no snowplows so the streets remained just as they were, covered with three inches of hard packed ice and snow. The "good ole boys" and their fourwheelers were in their element, but most people stayed home. Indeed, two days before Christmas, at the biggest shopping time of the year, there was nothing to go out for, all the stores were closed! The cold caused as much havoc as the snow. Most local heating is done with heat pumps (air conditioners you can "turn around" to make heat with) but these work poorly below freezing. So there was a big run on kerosene for space heaters. There are no cellars here, the water table is too high; they just collect water and crawl things, so all the water pipes pass from below ground through three feet of open air into the houses. Needless to say, there were many without water. The pressure in the entire city of Charleston dropped to nearly zero.

So everyone down here had what they'd often sung about but never really expected to get, a "white Christmas", their first in recorded history. For us it was like going home for the holidays. We had Christmas dinner aboard "Talisman", along with one of the single handers, and remarked on how lucky we were to have gone south for the winter!

No matter how much snow had fallen, it was not around for long in South Carolina, and in a few days the temperatures, while still way below normal, were in the 40's and the snow was doing a disappearing act, and we were off again down the ICW in "Moonshadow" headed for Charleston. Travelling at our modest speed we get advance information on the places we will be arriving at via radio and television, as we receive local stations two or three days before we arrive. So, we knew that Charleston had largely cleaned up from Hurricane Hugo but was still in the process of rebuilding. So far we had seen no real damage along the ICW other than some dock damage and some marina damage outside of Georgetown.

As we neared Charleston, things got slowly worse. In the stretch of the coast from McClellanville to Isle of Palms, the damage was severe. Houses here are typically built on stilts amidst pine and live oak forests with long docks extending out over marsh to the waterway. The docks, surprisingly, often fared the best; there were bits left standing in the waterway. Most houses had simply disappeared, just a lot of stilts were left poking up from the ground, sometimes with debris surrounding them, sometimes amidst a completely bare area. Usually somewhere on the property an American flag, nailed to some remains, flew in defiance of the destruction. The forests took a heavy beating, in some areas 70-80% of the trees had been blown down. Oddly, the tops of many pines were broken off 15 to 20 feet up. The beautiful spreading live oaks are rather brittle and limbs broke off leaving horribly pruned stumps.

From what we could see of the Isle of Palms, the damage was not quite so severe. The islands are much higher than the area around McClellanville. The worst damage to homes seemed not to be from wind but from water. In the library I found a portfolio of charts of this region, a government study of the high water levels expected during hurricanes of varying strengths. For such as Hugo, the area surrounding McClellanville was under several feet of water. With the marsh to the east of them submerged, the houses became beach-front property open to the full

force of the hurricane coming in from the Atlantic. It's not surprising that there was nothing left, it all just floated away inland.

Damage in Charleston was pretty much under control, with one glaring exception. Most of the city is pretty sturdy and damage was relatively minor, but the poorer sections of town (read "black"), where structures are poorly built and maintained, the damage was more severe and the rebuilding slow to non-existent. It's not surprising that economically, Hugo was felt most by those least equipped to deal with it. The people we saw on the evening news having trouble with FEMA or insurance agencies were poor people living in trailers, not the owners of expensive homes on the ICW or the Isle of Palms. We had some difficulty feeling a great deal of sympathy for the homeowners on the waterway who certainly built there with the knowledge that their property would be underwater in a hurricane. McClellanville, though, is a fishing community whose citizens are there by necessity, not choice. To them, Hugo was a life-changing disaster.

This problem of housing development on unsuitable beachfront land has not been entirely overlooked, and some years back, setback regulations were enacted to restrict such growth. We think this was a very good idea. Houses already extant were grandfathered, but if now damaged beyond repair, may not be rebuilt. Judging by the present outcry, you would think (much like the storm high water mark) that this had been kept secret. Affected property owners claim their property is being taken away from them without compensation, and local politicians are being besieged with complaints. And while many of the poor will struggle years to recover from Hugo, I expect that the politically adept property owners will find their compensation soon enough. There was an upside though. Twenty miles south of Charleston on the other side of Hugo's eye, the damage was almost non-existent. And back in Charleston, the construction industry is doing just fine, thank you!

Our old friend Pam flew in from Cambridge, Massachusetts, to meet us outside of Savannah, Georgia, to spend a week with us relaxing as we sailed and powered south to Cumberland Island on the Georgia-Florida border. Cumberland Island had become a favorite of ours on our first trip south to St. Augustine. A barrier island 16 miles by 3 miles, accessible only by boat, it's a national park wilderness area teeming with wildlife and possessed of a beauty second to none on the east coast. The Atlan-

tic side is unspoiled white sand beach and dunes stretching as far as the eye can see. The western side is fringed with miles of salt-marsh and creeks, and the interior is a primeval feeling forest of live oak, towering slash pines and scrub palmetto. Until the "Crash of '29" it was owned by the Carnegie family, and the ruins of their mansion "Dungneoness" dominate the south end of the island, and the park service has restored one smaller mansion in the middle of the island. There are still a few private residences and park service areas, mainly on the southern end.

We anchored off the northern end and armed with a trail map started three days of hiking. While there we saw an impressive array of critters; armadillos by the dozen (Pam was able to pat one, albeit briefly), feral pigs, deer, wild horses (careful where you step there), raccoons, and roosters in cages (more on these later). Oh yes, and one small alligator. Bird-life abounded and ashore we saw wild turkeys, pileated woodpeckers, downy woodpeckers, ravens, buzzards, cardinals, and all manner of small "cheepy" birds (you have to ask Pam). Pam was thrilled with the other-world quality of the forest. There was surprisingly little undergrowth in many areas, which gave it an open parklike ambience, but it was dark and quiet with eerie spreading oaks all hung with Spanish moss. Islands of saw palmettos scattered about provided emergency hiding places for the armadillos that openly snuffle about the ground looking for grubs and insects. The trails are pleasant sandy paths, the island is at most fifty feet high so there is no hard hiking to be done.

We followed one path through a palmetto swamp dotted with bare dead pine stumps towering like phone poles, through the back dune region of the island where fifteen foot sand hills are marching slowly inland, then on to the majestic Atlantic beach. Here Pam discovered shell collecting and within an amazingly short time had filled bags, her pockets, knapsack, hands, and the front of her jacket with all manner of sand dollars, cockles, conches and sea whip. As we discovered later, many of these things were not completely dead and we have great sympathy for the person in the seat next to her on her trip back to Cambridge.

As the sun began to sink distressingly low in the sky, we made our way back on the path through the swamp. We were on a narrow muddy section lined on either side with absolutely impenetrable scrub when we spied a three-foot long alligator ahead. This was an exciting find and I advanced cautiously to get a few photos in the fading

light. This done, we considered how to continue on or way. Now maybe you know all about alligators and how aggressive they are, but I am just a Yankee, ask me about sledding. Carolyn discovered their previously unsuspected resemblance to snakes, creatures she abhors. Pam lives in the city and is used to skirting around lowlife on sidewalks so she volunteered to scoot by this reptilian terror. Armed with a stick, she did a hop, skip and a bit of a pirouette and landed on his other side. He gave a hiss, showed us his teeth and did the other half of the pirouette. Ed and Carolyn, thus encouraged, followed Pam and succeeded without loss of limb. So ended our brief adventure with the hazardous denizen of this tropical clime. You may now ask me about alligators.

"What about the caged chicken?" I hear you shouting. "We want to know about that caged rooster...you promised!" Well, on one of our walks we came upon a rooster in a small wire cage. Butted up against one side of his cage was a large "live trap" about three feet by one foot, one of those with a trapdoor that swings down when an animal enters. We figured out what was going on here, but we'd gotten a clue earlier when we met a wildlife biologist from the university of Georgia. He was setting scent pellets out to attract bobcats for a population survey. Bobcats have been recently re-introduced to the island and this poor rooster was bait for bobcat statistics. He was perfectly safe, the cat couldn't get at him through the cage but I'm sure he got pretty nerved up when one of the felines moved in next door. We never saw any bobcats, but judging by the speed with which she came rushing back from the island one night, our cat Topsider may have. She never went exploring after dark again.

Bobcats were part of the original ecology of the island and were re-introduced in the interests of biological diversity. Panthers and brown bears were also part of the original ecology, these will undoubtedly NOT be re-introduced. I guess there is such a thing as too much diversity.

This about exhausted our adventures (chickens...adventures?). We said goodbye to Pam in Brunswick, Georgia, and returned to Cumberland for another visit, but now we are resigned to hauling the boat in north Florida for bottom paint, our least favorite job in the whole world. And, the windlass broke and sometimes the engine misfires. But it all still seems worthwhile.

Ed Seling, Yacht "Moonshadow", Somewhere in Florida.

## The Last Lap

I awoke several times during the night to the staccato sound of rain popping loudly on the deck above my bunk and to occasional flashes of lightning casting pale shadows on the pineclad bulkhead at my feet. Each time I lay perfectly still, listening for the sounds of loosened halyards which would require securing, or of the schooner's hull scraping against the steel pilings. Each time I returned to the light sleep of the long distance sailor whose senses are constantly alert for indications of trouble aboard, day or night, asleep or awake, under sail or in port.

As usual along this stretch of the St. Lawrence, by dawn the summer storm had fled across the river into New York state, giving way to a bright sunlit morning. When shortly after seven o'clock I swung my feet to the cool varnished floorboards, the entire cabin was awash in a honey golden glow. I dressed quickly, warmed enough water for a comfortable hot shave and while coffee brewed, indulged in the luxury of my shipboard morning ablutions.

After coffee, the last of the whole wheat kaisers, and my daily aspirin to keep away further heart problems (one bypass operation is enough for me) I went above and swabbed the decks with "Edwin II", a yacht mop named after an old and particularly offensive acquaintance from times past, and unforgettable. My efforts were subjected to the anticipatory gaze of a gaggle of harbor ducks anxious for a breakfast handout from my galley.

When "Tradition's" topsides gleamed free of the night's collection of defunct and dying summer bugs, I obliged the famished with a few crusts, the while glancing up at the awakening skies for the first weather readings of the day. The winds were light but they whispered from the desired northwest quarter, so that by ten o'clock, when they would normally set in for the day, we would be able to enjoy a pleasant run downriver towards our home port of Iroquois, with the booms out over the starboard side of the boat.

I cast off shortly before ten; as the diesel snorted us out of Brockville's yacht basin, I went forward to raise the foresail and main, and while nosing out into the seaway channel, set the jib, coiled the halyards, and finally slung the fenders up on deck on my way astern to the cockpit.

With the engine put to rest, and to gain the maximum benefit from the breeze, I sailed across the



channel into New York waters, and then headed downriver toward the narrows at Prescott/Ogdenburg and the center span of the international bridge just east of those sister communities.

The sky was a cloudless depth of coolest purest blue and furnished a classic backdrop for the gently curved white of the sails. The sea-green water teased us with tiny wavelets traveling in the same direction we were, gently lapping at the dinghy thirty feet astern on its tether.

The wooded shorelines with their stately homes and modest cottages drifted past, scarcely mindful of their office-bound occupants; from their vantage points on the bluffs and at the bottoms of shallow bays they gazed back at me with the blank stares of empty picture windows.

Save for another sail belonging to a nondescript plastic sloop also sailing eastward, but well aft of our port beam, we were alone on the river on this peaceful August morning. I calculated that at our present speed of three-plus knots and with the current aiding, we would laze our way into Iroquois in mid-afternoon, with prospects of a quiet cup of coffee in a half-hour or so and a quick fix of soup and crackers to follow just short of noon.

I felt, rather than noticed, a subtle change in my peaceful world, and turned again to survey the situation astern. When I sense a presence while sailing on the Seaway, it usually turns out to be a laker approaching quietly in a shroud of morning mist, or perhaps another sailing vessel sliding silently along on a similar course. Perhaps the sloop had closed the distance between us.

There were no steamers astern and the sloop was still at least a good half-mile behind us. The sky looked as icy blue as it had, but something had changed. Then I saw the tell-tale dark line across the ruffled waters barely astern of the sloop.

In the next second, I reached the foredeck and hauled down the jib, tying it down in ungainly lumps around its boom. Then I hurried the foresail to the base of its mast and secured it in great haste without attention to aesthetics. I leaped from the deckhouse into the cockpit just as the first blast of the clear weather gale bounced over the dinghy and struck the mainsail. "Tradition's" bow smacked the water as we accelerated suddenly, instantly from three knots on the water to seven, then eight, and nine. The tip of the main boom shot into the air a couple of feet as the full force of the savage blast filled and stretched

its huge sail, bending the cloth around the starboard spreaders, straining the port running backstay to its limits.

I clutched at the wheel as we began to gallop downriver among waves which grew from playful ripples into three foot troughs and peaks of wind-tossed spume. In the rigging the wind shrieked as I fought to keep the rushing schooner from broaching. At times we surged forward just ahead of a breaking crest, then the stern would rise as the hissing wave would surge on under our keel, then the boat would fall back with a momentary sigh and we'd wallow for an instant in the deceptive calm of the trough, only to again be slammed ahead by the mad winds into another cycle of crest and trough, broach and correct. The shoreline now raced by in a smear of trees and cottages, the chemical plants at Maitland sped by like a futuristic flashback and I tried to manhandle the plunging craft towards the more sheltered Canadian waters.

But the mad run continued even there until we raced under the bridge, and careened at greater than hull speed down the narrowing, furious tumbling waters close west of the smelly old Casco plant at Cardinal. Exhausted from the strain of trying to control "Tradition's" six tons of gyrating mass as she slashed her way through the gale, soaked to the skin by flying spray, I spun the wheel as we sped past the last of the larger islands upstream of the plant and fetched up gratefully in calm waters under the lee of that beautiful windbreak, where I could drop the mainsail and then motor into a restful berth in the old Galops Canal. Tied up and secure in this relatively calm oasis, I changed into dry clothes and resolved to stay the night while the gale spent itself.

I wondered about that sloop out there being driven by the gale into the maelstrom that surely awaited it at the entrance to the Iroquois Lock another mile or so downriver. Perhaps they sprouted wings and flew over the lock, or maybe they had, as did we, found a sheltered anchorage where they too could marvel at the unpredictable weather that had overtaken us on the last lap homeward.

Guy de Puyjalon, Iroquois, Ontario.

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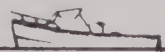
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# PROJECTS



## Building the Simmons Sea Skiff

Back in 1987 I ordered the plans for the Simmons Sea Skiff from the New Hanover Museum, and got the original directions before any boats had been built from them. I do quite a bit of offshore fishing and I also have the duties associated with a family of four, so it took me quite a while to complete this boat.

Well, this past fall I fished for speckled trout from the completed boat and it was most satisfying to be able to get to the "holes" in the shallows in it while still enjoying its other all around performance features.

Several elder citizens in my neighborhood discovered I was building a boat and they all immediately identified the design as soon as I started laying on the plank-ing. Many evenings of construction work were interrupted by these gentlemen coming over to see how I was doing and ultimately telling fishing stories they had experienced in their original Simmons boats.

I cannot take it anywhere without people coming up to me and asking, "Isn't that a Simmons Sea Skiff?" Or, they ask where I got it. It gives me great pleasure to answer, "It's a Simmons design and I built it myself."

While I had limited experience in woodworking, and consulted a few times on basic boatbuilding with some people in Beaufort and on Harker's Island, and discussed construction details with David Carnell of the New Hanover Museum, I found the plans adequate for the job. When David sent me the rewritten directions based on later builders' experiences and on Nelson Silva's building, I realized that having them would have helped a lot.

I am usually offshore fishing in October when they have the Simmons Sea Skiff Day at the New Hanover Museum, but I may forsake a fishing weekend this year to attend. I would like to talk with others who have built this wonderful boat.

Stephen Allen, Greenville, NC.

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ED. NOTE: The plans for building the 20' Simmons Sea Skiff in lapstrake plywood, with no lofting required, are \$45 from the New Hanover County Museum Foundation, 814M Market St., Wilmington, NC 28401. Information about the boat is also available for \$1 for postage and handling. Nelson Silva, Sea Skiffs, Inc., 7980 Mark-et St., Wilmington, NC 28405, (919) 686-4356, builds Simmons Sea Skiffs to order (see February 15th "Boats").

# Sunday Morning Sharpie

Bob Brown and I are this far along (see photos) on our Doug Alvord designed Maine Sharpie project after a year of Sunday morning work. It should be turned over by the time this note gets into print.

My 4-F Club group is underway on a 12' sharpie project, we started with building a model, and now are setting up the forms and scarfing up side planks in preparation for building the full size boat.

Paul Kimball, Kensington, NH.



**Word Search:** circle the following words as you locate them in the puzzle - they may be in any direction!

|             |            |              |              |
|-------------|------------|--------------|--------------|
| Ama         | bevel      | bow line     | center board |
| cheek block | clinch     | Dispro       | drift        |
| ebb         | eye splice | fid          | float        |
| gaff        | gunter rig | proa         | rub rail     |
| scull       | shackle    | snap hook    | spoon oar    |
| tide        | water      | whisker pole |              |

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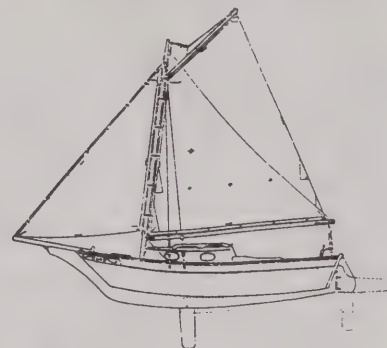
V L L I A R B U R I L A W C
D D A I R A E R T F I R D M
K B A P E J W A K F J C K H
G E S E K C O L B K E E H C
A V N R X L I E W N L E C L
F E A E F V N L T E O D G I
F L P T Q I C E P D P I T N
T C H A L K R K I S R T E C
P P O W N B R S C R E L B H
R A O N O O P S E Z K Y B Y
O B K A S R C T G C S D E Y
A R R M O U N T A D I F R P
C D Q A L U R H X T H F O J
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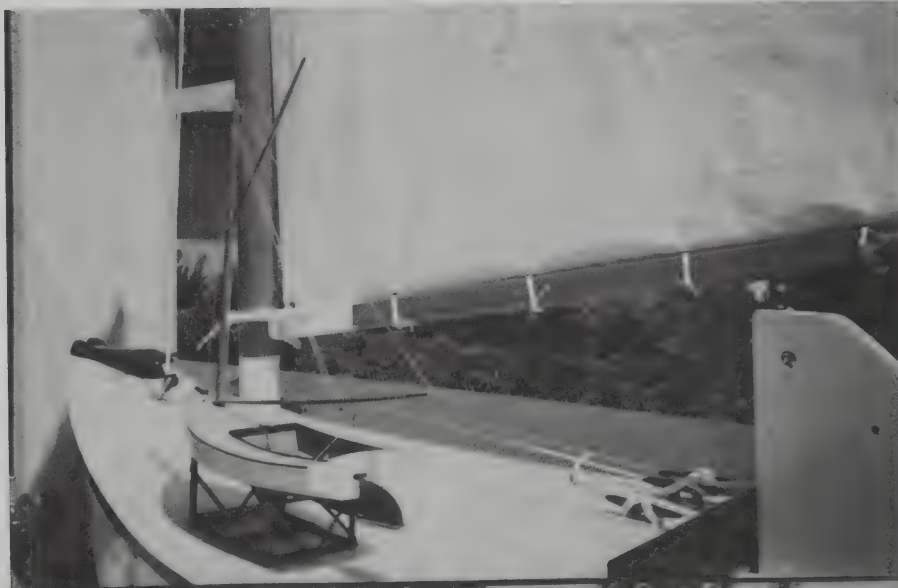
## A Nice Boat for Thin Water



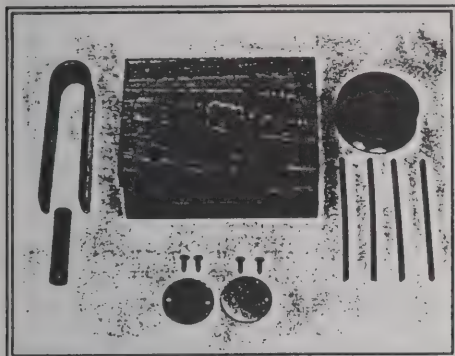
My very first boatbuilding project was the model of Dynamite Payson's "Bobcat" which you can see sitting on the deck of my second project, the full-sized "Bobcat". The "Bobcat" makes a very nice boat for sailing here on the

Gulf coast of Florida as there is a lot of thin water here. The beached photo of my boat is at Analote Island, about three miles off the mouth of the Analote River in Tarpon Springs.

Ken Arnold, Spring Hill, FL.



## Traditional Shell Block Kits



Any reader who has looked in- to using traditional wood shell blocks in the rigging of a tradi- tional sailboat is aware of how hard these are to find, and how costly they are when located. One man who has been building such blocks for a number of years is Bob Chapel of Bainbridge Island, Wash- ington. His long standing involve- ment with truly traditional wooden boats (he edited and published "Lines & Offsets" for a number of years, journal of the Traditional Wooden Boat Society) has led him to offer only the best quality blocks, with their concomitant high prices.

Recognizing the obstacle the high prices offer to some, Bob has decided to offer his blocks in kit form at a saving of about 1/3. Ex- ample; a single block for 1/4"-5/16" line is \$38 finished or \$24 in kit form. Bob has the fol- lowing to say about his block kits:

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**WHAT YOU GET:** The ash shell glued to- gether, with the pattern marked, grooved for the strap, drilled for the axle, drilled for the threaded rods, counterbored for the brass discs; four threaded brass rods; the bent strap of silicon bronze, drilled for the axle; the sheave of bearing bronze; the axle of stainless steel; two heavy brass discs drilled for screws; and four stainless steel screws.

You also get a set of very detailed instructions that take you through the process in 11 steps.

**WHAT YOU NEED TO DO:** Insert the threaded rods; saw to rough shape (doubles come to you rough sawn); complete profile shaping; round the corners; rasp rope grooves; relieve cheek inner corners; drill four screw holes; finish sand; oil or varnish; bevel top of strap; assemble.

**TOOLS YOU NEED TO DO IT:** There are many ways of doing the various steps, but we assume you have only the most basic tools. These are: an electric drill or eggbeater type manual drill, a workbench with vise or a table top with two C clamps; wire cutter or dykes; a flat file; sandpaper; coping saw or saber saw; chisel; square; flat rasp; round rasp or bastard file; #53 drill bit; sanding block or orbital sander; small hammer; small screw driver; lubricant; oil or varnish.

A detailed brochure is avail- able from Bob at Bainbridge Blocks, 1101 Wing Point Way, Bainbridge Island, WA 98110, (206) 842-5802.

## Traditional Canoe Enthusiasts...

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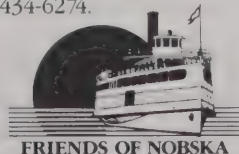
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# CHAMPION CANOES OF TODAY

(From an 1897 article reprinted in  
*Yachting: A Turn of the Century Treasury*)



There are two schools of canoeists, and the pendulum of their respective popularities swings now in one direction, now in the other. Neither of

them is likely to entirely supplant the other, for each of them in its own sphere meets the distinct want. There be those of the old school to whom the canoe is the faithful companion and friend on all the silent high-ways; who turn to it, year by year, as the trusty and well loved transport to the heart of nature.

On the other hand, there be those whose inventive skill is constantly exercised in the development of the highest form of naval design, and whose adventurous seamanship is satisfied with nothing but the excitement of personal prowess, the do and dare of fierce competition and the glory that crowns the successful contestant.

It was these circumstances which, at the American Canoe Association meet at Grindstone Island last season, brought out the MAB, owned by Charles E. Archbold of the Royal Canadian Yacht Club. This boat having been built of the lightest possible construction, light displacement and shoal draught, and being sailed by one of the best canoe sailors, easily defeated the older and heavier canoes. There are many novel and interesting points about this canoe. It was designed and built by N. Gilbert of the Gilbert Boat Company of Brookville, Ontario. The



length of the boat is sixteen feet over all, the beam thirty inches, and the depth eleven inches inside, amidships. The flat floor, common in racing canoes for many years, is abandoned, and the new boat's 'midship section shoes a marked dead-rise, as was the

case in Mr. Barney's famous PECOWSIC. The keel is nearly straight, the bottom plank almost straight. The stem and stern posts are plumb, and they both meet the keel at nearly a right angle. The stem is out of the water when the canoe is at rest.

The widest part of the canoe is at the fore end of the well, or about eight feet from the bow. There is no sheer to the deck-line, the gunwale being nearly the same height above the water amidships as it is at the bow and stern. The sliding-seat is five feet three inches long, and is raised eight inches above the deck.

The foremast is stepped about eight inches from the stem-head, and therefore, being shallow, it is supported above the deck by a circular wood block or collar, about eight inches in diameter and three inches in thickness. The sails which are of union silk, are of the standing bat's wing pattern, and are fitted with two battens from luff to leech, the total sail area being 126 square feet. The storm sails contain ninety square feet. As in nearly all the modern racing canoes, the sails neither reef nor lower. The spars are hollow, the pine sticks being cut in two, vertically, the two halves gouged out and then fastened together.

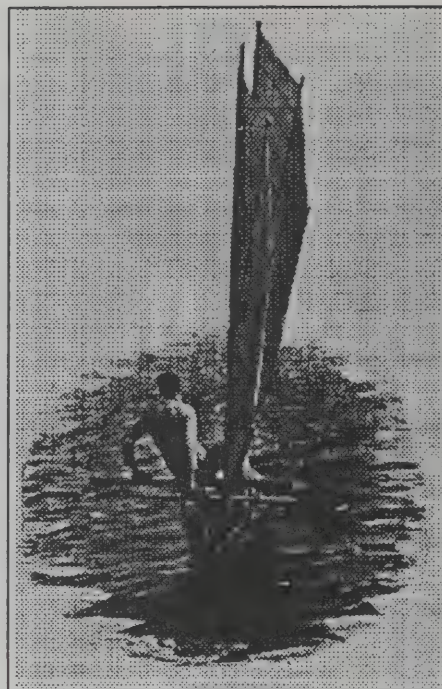
The hull is of ribband-carvel construction with white-cedar planking and deck, there being three planks to a side, running from end-to-end, one-eighth of an inch in thickness (three sixteenths before finishing).

The centerboard is a thin plate of steel of the Linton Hope pattern.

Everything about the boat is studied with a view to lightness, the weight or ballast consisting of the crew, who is perched outside of the boat to windward, on the end of his five-foot sliding-seat, and maneuvers the craft by means of a five-foot athwartship tiller.

The ability to carry sail in such a light contrivance, depends entirely upon the skill of the canoeman; and so long as the boat carries sail and is held right side up, it will skim over the water, borne by a breath that would scarcely move a heavier boat.

The MAB is built with the modern small shallow cockpit, whose floor is above the centerboard trunk, so that any water which enters runs out through the centerboard trunk. The cockpit is three feet long, eighteen inches wide, and five and a half inches deep. The centerboard slot bisects the whole cockpit, and runs twenty-five and a half inches forward of it and five inches aft. The centerboard itself is a Linton Hope dagger, straight on the fore edge and curved on the after edge. It, as well as the rudder is made of fourteen gauge steel, tempered and trued. The board



is three feet six inches long and eighteen inches wide. The centerboard trunk is made long so that the board may be dropped at any desired point, forward or aft.

A noteworthy feature of the construction of the MAB is her high sliding seat, which is raised upon strong supports to a height of eight inches above the deck. The stationary



part of the seat is supported not only in the usual method on the deck itself, but also upon blocks inside the coaming of the well, which rest upon a truss-work, that is in turn supported upon bases which rest upon the ribs of the boat in either bilge.

The Butler tiller slides in a horizontal collar which is, in turn, fastened to a vertical collar which encircles the mizzen mast after the usual fashion. The construction of the brass collar is original, however. The photograph of the canoe, stern on, shows the arrangement of the sliding-seat, the deck tiller, and the "Norwegian" tiller. The latter is a device adapted from the Norwegian fishing boats, a number of which were on view at the Chicago Exhibition. By this

contrivance, instead of rudder lines or chains, a long stick is toggled to one end of the rudder yoke; the other end reaches away forward in the boat, so that the occupant thereof may grasp the stick and steer the craft from any part to which the steering stick may reach.

In the MAB and other canoes employing this device, the stick is toggled at one end to the rudder yoke, and at the other to the collar of the deck tiller. The advantage is that it is always taut, and never hanging loose; and it may be pulled or pushed, so that a single stick upon one side will serve the purpose of two rudder lines.

The fittings of the MAB are original, varnished rawhide frequently taking the place of brass. The fair leaders on deck are simply brass thimbles bound with rawhide. Stiff pieces of rawhide are also found to serve as cleats.

The rig of the MAB is so simple as to need no explanation, the photographs being self-explanatory. The sails being fast to the mast, there is only one line to each. This is the sheet, which is double-ended, reeving through fair leaders so as to be readily reached from the sliding-seat upon either side of the canoe. The sheet is held by a cam cleat, the cam being provided with a long lever which may be operated by the toe of the skipper when he is so far out on the seat that the canoe can only be reached by that member. Thus, when a squall strikes, he leans far out on the end of the seat which has been extended far over the seething water. If he sees that, even with the leverage of the whole seat, he cannot hold up the canoe, he may slip a cam cleat with his toes, let the sheet go, and ease the vessel while the flaw passes.

Just as among the larger craft all are yachts whether propelled by sail or steam, so the standing-sail, sliding-seat contrivance is called a canoe as well as the paddling racer. All who go to the meets are canoeists. Perhaps it is just as well that all are not racing men. To him who will persevere until he may compete creditably in the races of the American Canoe Association there is opened a world of ecstasy such as few sportsman realize.

Reprinted from "Small Craft Advisory", the newsletter of the Philadelphia TSCA.



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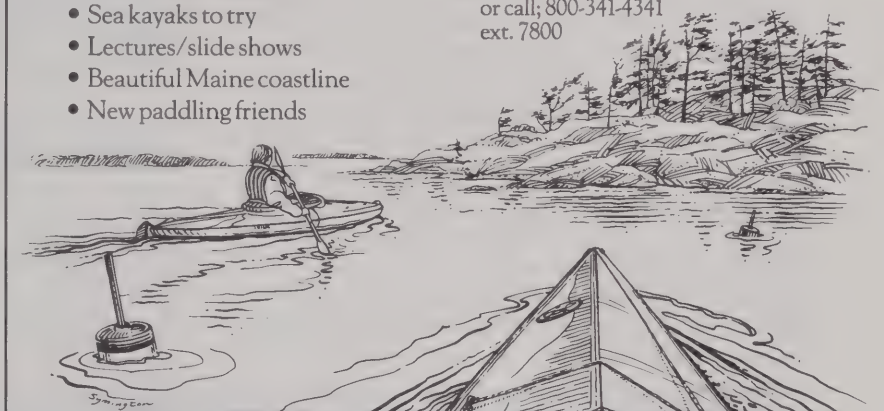
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On the eighth day out, we were four hundred and fifty miles east of New York, on the southern edge of Saint George's Bank. At one time, we passed off soundings into blue water for a few hours, a fact proclaimed in sonorous tones by one of the pilots, when he sang out :

"No sound,  
No ground,  
No bottom to be found  
With a long pitch-pine pole, daddy."

The day was gloriously beautiful, the sky cloudless, and the swell remaining after the gale was scarcely dimpled by the zephyr-like cat's-paws.

One of the crack boats of the New York pilot-fleet loomed above the western horizon, carrying every stitch of canvas. Her shapely sails gleaming in the morning sun, she gradually crept up in our wake, while another pilot-boat was also visible in the eastern board. Circumstances being thus against us, we hauled to the wind on the starboard tack, and headed south until we had run them both out of sight.

"Our policy is to scatter," dryly remarked one of our pilots, a tall, slender Scotchman, of large intelligence and an inexhaustible stock of dry humor.

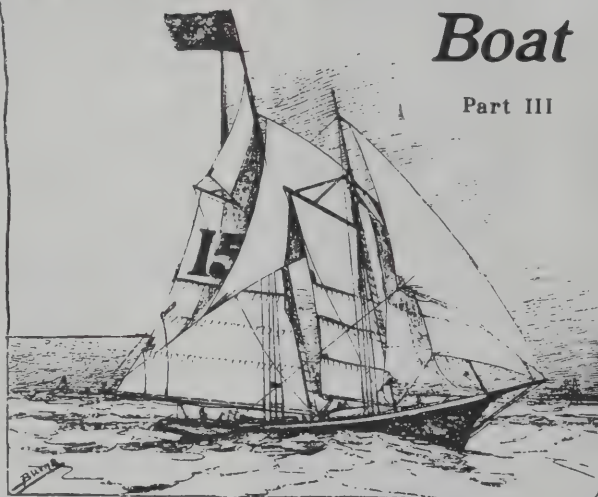
A standing reward of two dollars for the discovery of a steamer was now offered to the crew, whose vigilance was thus greatly stimulated, although it would have been impossible to sharpen their sense of sight.

"Sail ho!" rang from the mast-head at noon. It proved to be a sailing-ship far to the southward. The wind was so light we could not hope to reach her except by sending out a yawl. But the uncertain nature of the season made this inexpedient. This hazardous method is, however, quite frequently followed by our pilots in calm weather. Its nature is well indicated by the following adventure, which befell one of the pilots of the *Caprice* some years ago :

It was on a summer day. A dead calm prevailed. They were forty miles south of Long Island. A bark lay eight miles away, motionless. The pilot-schooner was also unable to move. But it would not do to allow the prize to escape, as she might do if a breeze should strike her sails first. It was decided to row in the yawl to the bark. Eight miles, as every one knows, is quite a distance with oars, or, as it is called, with a "white-ash breeze." But the weather promised to continue fine, and the pilot and his two men started off without water, provisions, compass, or sail. Gradually they gained on the chase. But night was creeping on; the cat's-paws stealing along the horizon suggested, too, that they had better hasten their strokes or the bark would get away from them. By

## A Cruise in a Pilot Boat

Part III



great good fortune, as it seemed to them, they finally came almost within hailing distance of her. Five minutes more and they would have boarded her!—when the coming wind filled her flapping sails, and they had the mortification to see her slowly glide away. Their frantic shouts, if heard, were unheeded. They found themselves alone on the wide ocean, parched with thirst, and weary and hungry. Night was coming on apace. A low, wailing wind was moaning from the south, and as soon as the sun sank out of sight, the sea began to rise, and storm-clouds obscured the hazy light of the stars. At that juncture their schooner, which had been following, came not far from them; but, supposing they had been picked up by the bark, did not perceive them, and again their shouts were unheard. Then, indeed, they gave themselves up for lost. The nearest land was forty miles away. As the wind was blowing it would sweep them toward it, while the increasing violence of the gusts foreboded a sea so wild that they must almost inevitably be swamped and drowned in making a landing. Yet their only course was to drive before the wind, and trust to luck to extricate them from their perilous situation. As night wore on, the storm increased; often the little boat shipped water and seemed on the verge of destruction. Every moment was bringing them nearer to the crisis of their fate. Toward dawn, when the night is darkest, they heard the thunder of surf on the reefs, and faintly discerned, in the gloom, the ghostly pallor of the upward-driven foam. Exhausted as they were, they yet kept their wits about them to seize any possibility of escape that might offer. In one spot there seemed to be a break in the ridge of foam. Skillfully guiding the boat toward it, in another instant they felt the yawl-lifted up on the crest of an enormous breaker rushing with lightning speed toward

the land. A deafening roar succeeded, a crash, a whirl, and a torrent of foam. In a twinkling the boat was capsized, and the men were borne far up on the beach. One struck a rock and was drowned. The others, as the wave receded, ran up the sand. When the next wave followed, they dug their hands into the beach and held on, lest they should be swept away by the under-tow. But for the fortunate break in the reef through which they had guided the boat, they would all have been lost.

TWO DAYS of perfect weather, each closed with a sunset of magical splendor, were followed by a change. The glass began to fall; cloud-streamers arched over the zenith from horizon to horizon. A sad wind moaned over the heaving deep, and a mist gradually closed us in. Then came fitful showers, and, between the flaws, the little schooner flapped her slatting sails with foreboding dreariness.

Another storm was stealing upon us. During the day—it was Sunday—we saw a number of steamers, bound eastward, which had left New York on the previous day. I should add that for two days we had been heading westward, and were now not far from the Nan-

tucket light-ship. An inbound steamer was also seen from the mast-head, and we flung out all the kites and let our little schooner fly at her wildest rate. Here seemed a fair chance at last, for we were apparently south of the pilot-boats we had previously seen, while the whole horizon round revealed not a boat in sight. But, after another mad chase, our hopes were blasted in a moment when the steamer hung out her signal to inform us she was provided with a pilot.

That night there was a snow-ring around the moon, and the glass was still slowly falling. On the following day we had a very exciting chase after a White Star boat. But she, again, had been already boarded. At four P. M. the wind, which had been whiffing about in a dubious manner to all points of the compass, settled into a strong, steady breeze from the east, and by night-fall it blew half a gale.

"Call all hands to reef!" rang through the ship, and soon the crew were ranged along the booms, shortening sail. A wild night was before us. For a while we hove to, in order to be in the track of steamers, reasoning that as the wind was likely to hold awhile it would prevent other boats from getting far east of



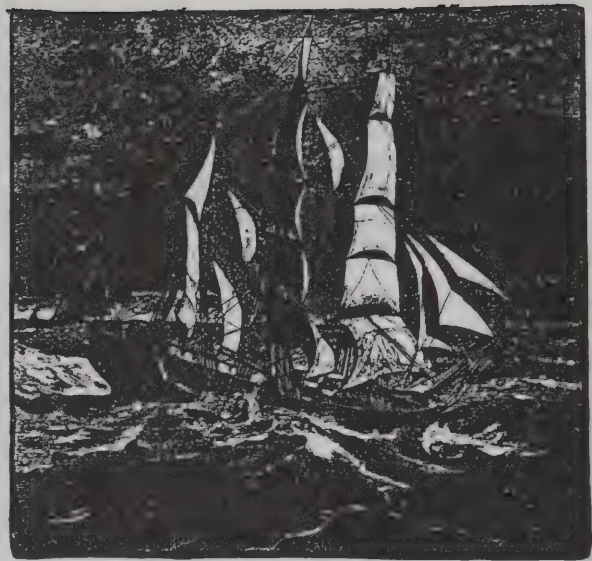
REEFING THE MAINSAIL.

New York, and thus we should have a fair chance of not being interrupted in our chances by interlopers. But, as the gale freshened, it seemed unlikely that we should board any vessel in the weather now threatening, and the helm was put up and we stood west again. We had now been out twelve days.

At sunset the sky was completely obscured by a dense canopy of cloud. Just as the sun rested on the ocean's verge, the clouds lifted enough to allow the sun to burst forth and illumine the horizon with a line of vivid fire, below which the ocean rolled intensely sullen and livid. But who can describe the awful magnificence which irradiated the entire heavens with a volcanic glow! The sky was like the dome of a vast oven heated to the last degree. At the same moment a shower fell on the sea, and immediately two perfect rain-bows spanned the firmament. Then, as if a curtain had been drawn across the scene, night closed in, and the wild winds howled over a little ship tossing alone on a dreary waste of waves.

It blew very hard that night. A dangerous cross-sea set in, and twice the *Caprice* was nearly thrown on her beam-ends with terrific lurches. We kept a bright light at the mast-head and a double lookout, for it was an uncanny time for a collision, and we were directly in the track of ships.

On the following day it moderated, but the wind, which had only "backed in," shifted from north to east after dark. This brought a corresponding change of weather. Rain and fog set in, and a very puffy breeze that settled into a gale before morning. We ran westward all night under short sail, taking casts of the lead at intervals. Soon after ten, the atmosphere being thick, but not so much so as to prevent us from discerning objects the distance of a mile, we discovered a sailing-ship ahead, evidently running for New York, and probably in need of a pilot. Edging away toward her, we lit our torch, and had the satisfaction of seeing her send up a couple of rockets in response. At the same time she backed her reefed main-topsail and hove to. Running down on her lee side, we also hove to very near to her, and proceeded to launch the yawl. It was a wild scene as the little boat vanished into the darkness, perhaps never to be seen again. But her crew carried a lantern with them, and after they had left the pilot on board the ship, we were able to shape our movements by this little glimmer bobbing up and down like an *ignis fatuus* in the misty dark. As the night wore on, the fog grew so dense that we brought up our six-pound brass piece from the fore peak, and fired it at short intervals; this was done, not, as one might suppose, to keep vessels from coming into collision with the schooner,



HOVE TO FOR A PILOT.

but to inform them there was a pilot-boat in the vicinity. But this very fact required redoubled vigilance on our part, in order that we might not be run down. In the middle watch we were startled, just after firing the cannon, by the answering whistle of a steamer hoarsely coming down the wind, and close at hand. The excitement of the moment was intense. Again we fired the cannon. The whistle drew nearer, and all at once the colored lights of a steamer loomed out of the dripping mist, and her huge bow emerged from the gloom, so near that it actually seemed to overhang our deck. Passing close alongside, she slowed up the palpitation of her mighty engine a moment to make sure of our position, and then vaguely glided out of sight.

On the following morning, the sun was invisible. The war of the elements was raging with increasing fury. The wind had shifted to south-east. The fog was less dense, and we could see some distance. We were running under a bit of foresail, and hardly needed that. It seemed, at times, as if the following seas would founder the schooner as they towered over the low taffrail. Not a sail was in sight, not even a solitary gull; it is a curious fact that, excepting the petrels, seabirds keep near to the land in bad weather. By means of the patent log towing astern and from casts of the lead, we knew we could not be far from Sandy Hook light-ship.

About ten, the light-ship hove in sight. We rushed by it at the rate of thirteen knots. An enormous sea was rolling over the bar, but the depth of water was enough for vessels like the *Caprice*, and by skillful steering she passed over handsomely. The fierceness of the wind was now terrific, and, dowsing the foresail, we ran up the Lower Bay and flew through the Narrows under bare poles. Thus ended a most delightful and entertaining cruise.

(Conclusion)



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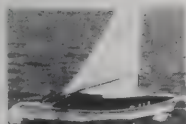
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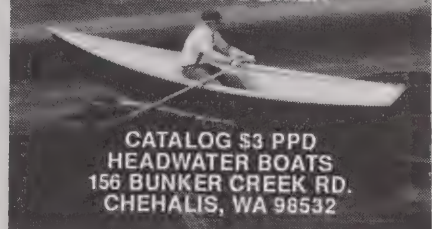


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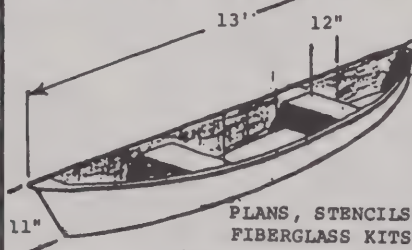
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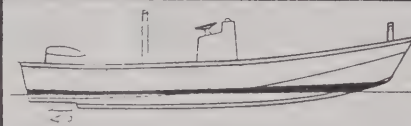
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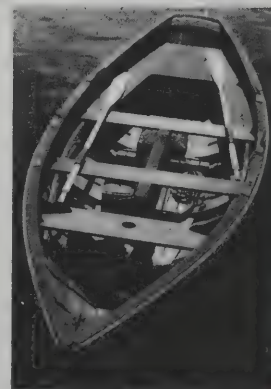
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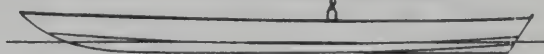


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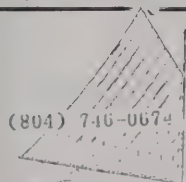
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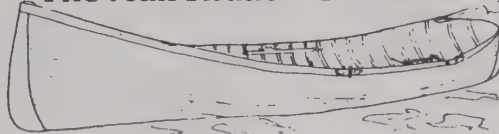
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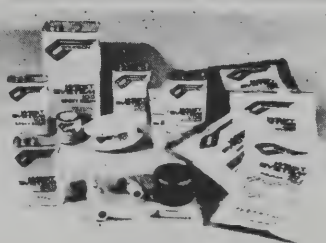
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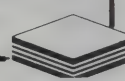
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21-1/2' DRASCOMBE DRIFTER, gunter rigged, shoal draft F.G. yawl, 1979. In very good condition. 9.9. Johnson O.B. Sleeps two in cabin, two in cockpit. Asking \$7,200. DAVE HINSMAN, 67 Algonquin Park Dr., Plattsburgh, NY 12901, (518) 561-7386. (TF)

OLD BOAT PLANS. Copies from "Mechanics Illustrated", "Science & Mechanics", "Sports Afield Annual" and others. Hundreds available. Catalog \$4.

E., G. RAGSDALE, P.O. Box 48M, Westlake, OR 97493, (503) 997-7818.

JAMES STEELE PEAPOD, built '85. With sail rig and rudder. Used less than ten times and kept up. With fresh paint for this season. \$1,950. WESS KEYES, York, ME, (207) 363-5338 anytime. (24)

CROCKER 21, completely restored for maintenance-free sailing. Hull finished off in Awlgrip, teak oiled and brightwork right up to snuff. Sails and rigging in very good shape. \$2,400.

MICHAEL MARTIN, Kittery Point, ME, (207) 439-2643. (24)

BARNEGAT BAY SNEAKBOX, the real thing, complete boat with gaff rig, recent dacron sail as well as original cotton. Hull has been fiberglassed poorly and needs work, including some refastening. No trailer. \$500 firm.

BOB HICKS, Wenham, MA, (508) 774-0906 after 6 p.m. best. (24)

21' BAHAMA CABIN SLOOP, complete hull only, no rig. Heavy mahogany planking on sawn mahogany frames. Needs a lot of work but has such pleasing lines it's worth saving as a budget cruising sailboat. On cradle that will fit onto car hauler trailer. \$500 firm.

BOB HICKS, Wenham, MA, (508) 774-0906 after 6 p.m. best. (24)

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

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (1)

WAYFARER #4100 for sale, fiberglass hull. Includes main, jib, spinnaker. On trailer which is okay. Great "travel" boat. Everything in good shape. \$2,000.

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

1946 LIGHTNING CLASS SAILBOAT. A classic in cedar, oak and mahogany in good condition. Double planked bottom needs some caulking. New keel, sistered frames, new deck. Two sets of sails (orlon and dacron) plus spinnaker. 5hp Scott Atwater negotiable. \$1,500. Special considerations for readers of "Messing About in Boats".

MICHAEL KENT, Columbus, OH, (614) 861-0891 after 6 p.m.

18.5' WAHOO, 1987, sport fish split console, 1988 140hp Evinrude with extended, transferable warranty for two more years. Bimini top, lines, anchor, fenders and cushions. Trailer included. Owner wants to spend time in the quiet pursuit of kayaking. \$15,000.

P.L. KENNEDY, Edgewood, RI, (401) 274-7200 or (401) 781-6669. (1)

13'1" AMESBURY SKIFF. Pine over oak, bronze ring nailed; laminated pine and mahogany gunwales. Mahogany seats with center seat adjustable. Brand new and beautiful and rows like a dream. Comes with two sets of oars and brass oarlocks. \$2,400.

BILL SWEETMAN, Orrs Island, ME, (207) 833-5852.



21'HIGHLANDER SLOOP, center-boarder, with new trailer. A complete classic. Recently refinished mahogany interior. Easyloader Sprint trailer, sail cover, lots of extra hardware. Good all around boat for family or racing. Large cockpit seats six. Asking \$2,000. Must sell, no reasonable offer refused.

ROBERT WILSON, 43 Louis St., Chelsea, MA 02150, (617) 242-3420

NICE OLD MAGAZINE COLLECTION. "Rudder", "Yachting" and "Motor Boating" from the 1920's and 1930's, as well as show issues up to 1960. Call for list and prices.

TOM AKSTENS, Bakers Mills, NY, (518) 251-2217. (2)

17' SEA KAYAK, two seater, 70 pounds, folds into two duffle bags. Alloy frame, paddles, foot-control rudder. Comparable to Klepper. New, \$800, less for two or more. DAVID KREGER, Framingham, MA, (508) 820-0648. (3p)

WANTED. Small outboard suitable for 20' full keel sloop.

RICHARD RUDIS, Mansfield Center, CT, (203) 423-5053. (1)

16' CANADIAN GUIDE BOAT, cedar lapstrake on oak. Row or sail with sprit/sloop rig. Hardware brass or bronze. With oars, anchor, cover, galvanized trailer. \$1,000 O.B.O. DAVE DAWSON, Northampton, PA, (215) 767-7851. (1)

BAND SAW BLADES. Three 100' rolls, 3/8"x 3 teeth per inch, \$40 per roll.

CHARLIE BALLOU, Wilmington, MA, (508) 657-7180 eves. (1)

21' GLEN L. C.B. SAILBOAT FRAME KIT, with plans and instructions. Brand new, never started. Asking \$395.

CHARLIE BALLOU, Wilmington, MA, (508) 657-7180 eves. (1)

REC-RACER ROWING SHELL, mint condition Julien "Canoe Francais" (list \$1,900). Custom carbon-fiber lightweight sculls (oars, list \$300). This 21.5' rowing shell is the fastest recreational shell available today. Easily handled, excellent performance. Asking \$1,800.

DR. ROBERT ROSS, Mansfield, MA, (508) 339-5639. (24)

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)

10' WOODEN RUNABOUT, drop keel, complete with sails. Needs some work. \$400 or B.O.

TOM IACOBUCCI, Amesbury, MA, (508) 388-2095 or (508) 388-6756. (1)

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)

14'6" CATBOAT, Bolger "Cynthia J." design, in good condition. W.E.S.T. fir plywood construction. Trailer and excellent sail. \$1,100. PETER VANDERWAART, Stamford, CT, (203) 322-4721. (1)

KAYAKS & GEAR. Selkie sea kayak, \$800. Delta downriver/sea kayak, \$550. Assorted kayak gear and paddles.

DONAT PARENT, Rumford Point, ME, (207) 369-9376. (24)

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 RUNABOUT. 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)

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.

KENNER PRIVATEER 26 SLOOP. Fiberglass, 1970, refinished and upgraded in great condition. Sleeps four. Enclosed head, electronics, M,J,G. 1986 engine, fully equipped with many new items. This is a very pretty full-keel cruising boat. Asking \$13,000, will take trailerable fiberglass sailboat in partial trade.

DON CURRY, Topsham, ME, (207) 725-6914. (1)

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)

16' CENTER CONSOLE WOODEN BOAT, in good shape, with steel trailer. Possibly 40hp Johnson outboard available. Boat and trailer \$500 or B.O.

TOM IACOBUCCI, Amesbury, MA, (508) 388-2095 or (508) 388-6756. (1)

TSUNAMI KAYAKS. The X-1 Rocket Boat has a wash deck, extensive cargo capacity and foot controlled rudder. This heavy-duty boat is designed for extreme ocean kayaking and surfing. Materials are FRP, E-glass, S-glass, Kevlar and stainless steel. Write or call for further information.

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)

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

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ROWING SHELL REPAIR & RESTORATION. Full service facility for racing and recreational boats, singles through eights, wood or fiberglass. Estimates on request, pick up and delivery.

HUNT DOWSE, Old Antrim Rd., Hancock, NH 03449, (603) 525-4069. (4)

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)

25' LOBSTER BOAT, Melanson-built. Hydroslave, Osco trans., two-year old Chevy engine, some electronics and gear. Fished last season. Asking \$10,000 or best offer.

MIKE RICHARDS, Georgetown, MA, (508) 352-2460 after 6 p.m. weekdays. (1)

BEETLE CAT. In great shape, painted traditional and ready to go for the season. On new (400 miles) Shorelander trailer. Includes many extras, outboard bracket, shrouds, etc. Rigged for sailing, outboard and rowing. This is a beautiful boat. \$2500.

PETER SPOLLETT, Andover, MA, (617) 969-1150 days, (508) 475-6356 eves. (1)

19'4" BOSTON WHALER REVENGE. 85hp Johnson outboard. Galvanized tilt trailer. Electric winch. Everything in great shape. \$10,000.

TOM IACOBUCCHI, Amesbury, MA, (508) 388-2095 or (508) 388-6756. (1)

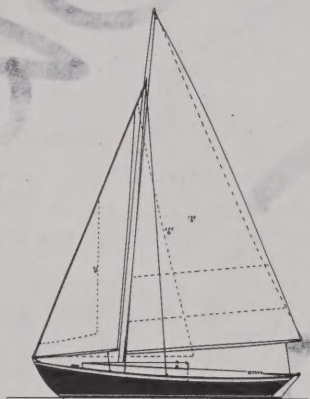
13' ROB ROY, reproduction by Kevin Martin. With mast and sails, newly revarnished. \$2,500. MICHAEL ANDERSON, Upper Jay, NY, (518) 946-7117. (2p)

12' MIRROR SAILING DINGHY, gunter rig, mainsail and jib, tan-bark sails, all mahogany, varnish inside, red hull, manual, oars, looks like new, seaworthy, too many boats. \$880 or trades. JIM LESTER, 83 Wood Dr., Essex, MA 01929, (508) 768-3278. (1)

17' WOOD/CANVAS CANOE, new. White cedar ribs and planks, spruce gunwales. Weighs 70 pounds. Excellent whitewater or flatwater boat. \$1,800. SASE for photo.

DUANE HANSON, RFD 2 Box 830, S. Paris, ME 04281, (207) 743-9444 eves. (1)

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)



21'x7'x3' HERRESHOFF MARLIN CLASS SLOOP, "Dervish". Excellent condition. \$7,800 or best offer. GEOFF WARNER, Exeter, RI, (401) 295-1243. (1)

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) 281-2164. (1)

15' ANNISQUAM FISH CLASS CAT-BOAT, built 1988, bronze fastened. Excellent condition. \$2,850.

ERNEST TARR, Gloucester, MA, (508) 283-1287. (1)

21-1/2' DRASCOMBE LONGBOAT, 1979, good condition, sail, row, 6hp motor, trailer. \$6,500.

SID QUARRIER, 22 Harbor View, Essex, CT 06426, (203) 767-2772. (1)

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, propellor 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)

MOHAWK "BLAZER" CANOE, new. Red with caned seats and wood trim. Complete with paddles and life jackets. \$395.

BOB LITTLEFIELD, Hooksett, NH, (603) 485-9251 afternoons and evenings. (1)

13' PLYWOOD BATEAU, 35 pounds, good one-man fishing boat, \$225. SASE for photo.

DUANE HANSON, RFD 2 Box 830, S. Paris, ME 04281, (207) 743-9444 eves. (1)

LASER CLASS SAILBOAT, good shape with all gear and two sails. WESS KEYES, York, ME, (207) 363-5338 anytime. (24)

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)

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

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



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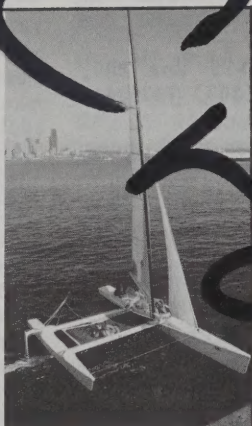
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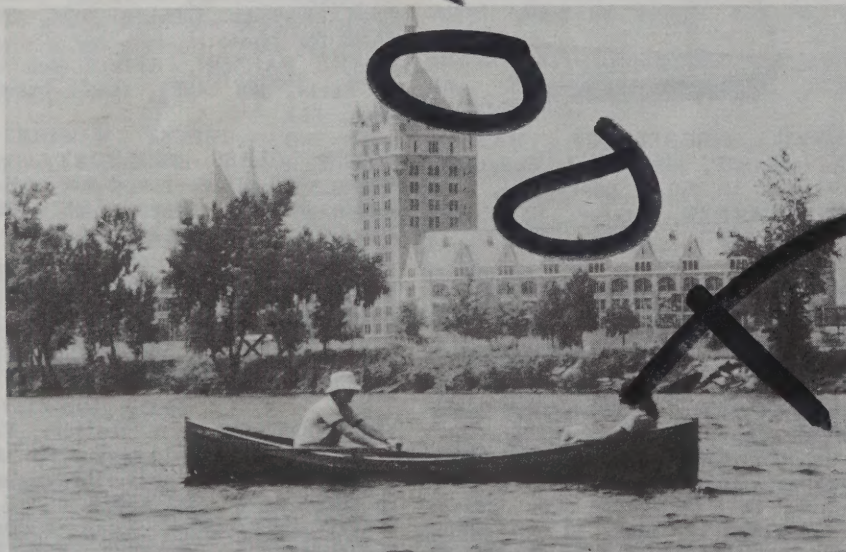
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VII-2

## Albany's 1<sup>st</sup> Annual Wooden Boat Festival

June 23<sup>rd</sup> &  
24<sup>th</sup> 1990



We welcome you to visit Albany on the banks of the mighty Hudson River, where the finest in small wooden boats from the Northeast will be gathered. We invite the public to join with the builders in Albany's beautiful Corning Preserve to celebrate the art and pleasures of wooden boats.

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