



messing about in BOATS

Twice a Month!

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Our Next Issue...

Will focus on the Small Craft Weekend at Mystic Seaport in early June where a record number of people gathered to honor John Gardner. We'll also bring an update on the Maine Island Trail for the summer of 1990 along with an 1880 tale of two men paddling that very same area, from Andover, MA, to Bar Harbor, ME, in two 13' canoes. And Lionel Taylor will tell us of a narrow escape on Long Island Sound in a 12' daysailer. Amongst the designs and projects are Joe Pallazola's "P.U.P (Pick Up Pram)" and John Benton's "Punting on the Bay"; Fiddlehead Boatworks' "Nifty Stitch & Glue Solo" and Doug Goldhirsch's three-piece "Solo"; the "Mystery Launch" to be auctioned at Clayton in August and John Thomson's "Political Tool" electric boat. Then there's Jim Heter's "Pak-Yak" still waiting its turn. And, Tom is back with the first installment of "Delivery Trip".

On the Cover...

Robert Weatherall moving right along in his Whisp rowing boat in the Essex River Race in May, which brought together an amazing variety of oar and paddle powered craft for an 8 mile go on this historic and scenic Massachusetts tidal stream. Full story in this issue.

Commentary

**BOB
HICKS**

The number of small regional shows for the small boatbuilders is proliferating this summer, and in this issue I've tried to summarize what's being scheduled. This is a healthy development in my view and I'm glad to see the interest out there in low budget shows for low budget builders of delightful small boats.

The following letter on this subject came to me from the folks at North River Boatworks specifically for publication:

AN OPEN LETTER TO THE READERS OF "MESSING ABOUT IN BOATS"

We at North River Boatworks would personally like to thank Bob Hicks for all his support that he has given without hesitation in our first attempt at sponsoring a boat show. Bob has not only given us advice but has provided a large list of builders he had compiled, and we are proud to say that it has grown. The list has been passed on to Steve Kaulback in hopes that the Lake Champlain Maritime Museum may have the same success we are expecting. Thanks to Bob, and a lot of hard work by NRBW, the First Annual Albany Wooden Boat Festival currently has 40 exhibitors.

Thank you Bob for starting the enthusiasm for these small grass root shows where builders are able to display their craft. We encourage all builders to participate in these shows, they have a very good cause, being able to mess about in boats. We hope that Strawberry Banke has even greater success this year. Bob, it takes a special person to give as much as you do and for so many people. We thank you, keep up the good work!

Well, I appreciate the sentiments expressed but hasten to point out that my efforts, while not accompanied with a price tag, are nevertheless what I view as enlightened self-interest. With the magazine as a "soapbox" I am in a position to enhance the efforts of others who want to do things I too believe in. What the North River letter does not mention is that they undertook, as a small boatbuilding firm, to organize a show to which they invite other builders who could be viewed as potential, if not actual, competitors for the available business out there. This too is enlightened self-interest, in being so willing to bring all these other builders right into their own neighborhood to show off their wares.

Last year's very successful Boatbuilders' Day at Strawberry Banke was not my idea. Dave Dupee, a volunteer at Strawberry Banke, who builds 1/4-scale Piscataqua dories as a retirement hobby business, suggested to me that the Museum would be a good place for a little small boat show, what with the Wooden Boat Show of Newport no longer in existence. I agreed and took up the cause, as regular readers well know, and the result of our combined efforts was the appearance of 45 boatbuilders and a thousand boat lovers on that lovely Sunday last summer.

North River was there and they liked it so much they went ahead with the Albany event we've been happy to promote this year. And the folks at the Lake Champlain Maritime Museum in Basin Harbor, Vermont, who last year mounted a small boatbuilders' exhibition on their own, have now decided to follow through this year, with several builders getting involved to make it happen. Again, a guy like Steve Kaulback doesn't need any other builders showing up on his turf to display what they can build, but he is helping to make their show grow.

The small boat builder shows can be developed as the "places" where anyone interested in such craft can go to see the inspiring variety of boats that are being offered by these builders today. Instead of occupying a tiny spot in a jammed commercial consumer show where thousands of the uninterested public wander past unseeing, the small builder can be THE REASON that a smaller, but much more directly interested, public comes to see what's available. The time spent is the major expense, these shows offer free opportunity to exhibit, or charge a very modest fee to use to advertise for public attention.

For my part, my own enlightened self-interest will continue with the availability of the pages of this magazine at no cost to those who undertake to make this whole concept work. I figure the more builders there are making it work, the more people there are who might enjoy this little magazine.

Let's all of us interested in small boats give this developing scene a good run at becoming a useful and enjoyable means for promoting the future of small boating by supporting it as it develops into whatever its final working format may become.

Boat Builder Shows

ALBANY WOODEN BOAT FESTIVAL

North River Boatworks Albany Wooden Boat Festival is upon us this June 23-24, 10 a.m. to 5 p.m., on the Albany, NY, waterfront on the Hudson River, with over 40 boatbuilders scheduled to be on hand to show their work and talk to interested visitors. Public admission is free to the city owned waterfront park, with on-the-water opportunities for boat tryouts available. This should be an outstanding affair for small boat enthusiasts from New York, New Jersey and western New England.

BUILDERS EXHIBITING AT ALBANY JUNE 23-24:

North River Boatworks, Albany, NY
South Cove Boat Shop, Montague, MA.
Messing About in Boats, Wenham, MA.
Landing School of Boatbuilding, Kennebunkport, ME.
O'Connell's Wooden Boat Shop, Lancaster, PA.
John Curry, Mahopac, NY.
Monfort Associates, Wiscasset, ME.

Indian Point Guideboats, Midland, PA.
Springfield Fan Centerboard Co., Springfield, MA.
Pisces Paddles, Athens, NY.
Woodstrip Watercraft, Lansdale, PA.
Mobile Marine, Huntingdon Valley, PA.
Bob Monetti, Toms River, NJ.
Bristol Bronze, Tiverton, RI.
Oat Canoe Co., Mt. Vernon, ME.

Paddle Craft, Greenwich, NY.
McGreivay's Canoe Shop, Cato, NY.
Paul Stewart Works, Rhinecliff, NY.
Fuat Latif, Orwell, VT.
Dan Leonard, S. Britain, CT.
Pert Lowell Co., Newbury, MA.

Loon Kayaks, Sebasco Estates, ME.
Englehart Products, Middlefield, OH.
Richard Barter, Prospect Harbor, ME.
Fred Levinson, Pittsfield, MA.
Shaw & Tenney, Orono, ME.
Hill Family Boatbuilding, Huntington, VT.
Thomson Smallboats, Apalachian, NY.

Rick Fish, Gansevoort, NY.
Steve Kaulback Adirondack Guideboats, Charlotte, VT.
GarWood Co., Watervliet, NY.
South Street Seaport Museum, New York, NY.
Alder Creek Boatworks, Remsen, NY.

Old Wharf Dory Co., Wellfleet, MA.

Geoff Burke, Chocorua, NH.
Bill Clements Boatbuilder, N. Billerica, MA.
Quarrier Boats, Alstead, NH.
Allen Bennett, Belmont, NY.
Wooden Boats by Overbaugh, Marlboro, CT.

(Listed in order of registration for exhibiting as of May 25th).

CHAMPLAIN VALLEY SMALL CRAFT EXHIBITION

The Lake Champlain Maritime Museum is following up on last year's initial effort at hosting a small boat builders' show with their second annual event this summer on July 7-8 at the Museum in Basin Harbor, VT, on Lake Champlain. In a beautiful setting, the public can meet the builders and view their craft in this corner of New England. An added attraction is the ongoing construction of the 1776 replica gunboat "Philadelphia" on the Museum grounds. Information at (802) 475-2317.

WEST COAST WOODEN BOAT SHOW

A coalition of wooden boat builders in the Pacific northwest are hosting the "Wooden Boats on Exhibit at the River Forum" in Portland, OR, on July 21-22. The event is a continuation of an earlier annual gathering sponsored by the World Forestry Center of Portland. In the absence of support from that organization this year, the builders have gotten together to put on their own show. Information at (503) 640-5671.

STRAWBERRY BANKE BOATBUILDERS' DAY

Strawbery Banke Museum on the shores of the Piscataqua River in Portsmouth, NH, is following up on last summer's successful Boatbuilders' Day with another this year on July 22, 10 a.m. to 5 p.m. At press time, May 25th, 32 builders had already signed up with two months to go. And the Seavey Island Rowing Club will hold its rowing races for traditional oar-on-gunwale boats on the river that afternoon. Filling out the attractions for the day, the Piscataqua River Gundalow "Captain Edward Adams" will be at the waterfront all day for guided tours. Admission to the Museum is \$7 for adults, with family group rates available. Those family members not interested in the boats can enjoy the gardens, historic houses and crafts featured at the Museum while you boat enthusiasts talk to builders and view their work.

BUILDERS EXHIBITING AT STRAWBERRY BANKE JULY 22.

Monfort Associates, Wiscasset, ME.

North River Boatworks, Albany, NY.

Messing About in Boats, Wenham, MA.

Robert Stephens Wooden Boats, Lisbon Falls, ME.

Raven's Wing Watercraft, Wiscasset, ME.

Lowell's Boat Shop, Amesbury, MA.

Oat Canoe Co., Mt. Vernon, ME.

Kevin Martin Boatbuilder, Epping, NH.

Crawford Boat Building, Huma-rock, MA.

Bill Bailey, Kittery Point, ME.

Thomson Smallboats, Vestal, NY.

Mobile Marine, Huntingdon Valley, PA.

Hugh Horton Small Boats, Detroit, MI.

Dusty Rhodes, Kittery, ME.

Water Power Products, LaHave, NS.

Paul Kimball, Kensington, NH.

Walter Fullam, Princeton, NJ.

Pert Lowell Co., Newbury, MA.

Tim Mayer, W. Buxton, ME.

Hadden & Stevens Boatbuilders, Topsham, ME.

Ron Ginger, Framingham, MA.

William Clements Boat Builder, N. Billerica, MA.

Steve Kaulback Adirondack Guideboats, Charlotte, VT.

Woodstrip Watercraft, Lansdale, PA.

Fuat Latif, Orwell, VT.

Loon Kayaks, Sebasco Estates, ME.

Northern Bay Boats, Blue Hill, ME.

South Cove Boat Shop, Montague, MA.

Landing School of Boatbuilding, Kennebunkport, ME.

Paul West, Steuben, ME.

Burt Libby, Litchfield, ME.

(Listed in order of registration for exhibiting as of May 25th).

VISIT THE GUNDALOW AT BOATBUILDERS' DAY

The world's only gundalow, the 70' "Captain Edward Adams" will be berthed at Prescott Park on the Portsmouth, NH, waterfront adjacent to Strawberry Banke Museum on July 22nd, "Boatbuilders' Day" at the Museum. The gundalow is an exact replica of a typical Piscataqua River Gundalow of the 19th century.

PLEASANT THINGS CAN HAPPEN

My third issue of "Messing About in Boats" arrived at the end of a long, busy and somewhat frustrating day for me. With it's quiet messages and gentle philosophy, it was just the ticket to some quiet contemplation and relaxation. It's a delightful publication, and I came to know about it in a way that may interest you and your readers, for it is an example of what pleasant things can happen when we mess about in boats.

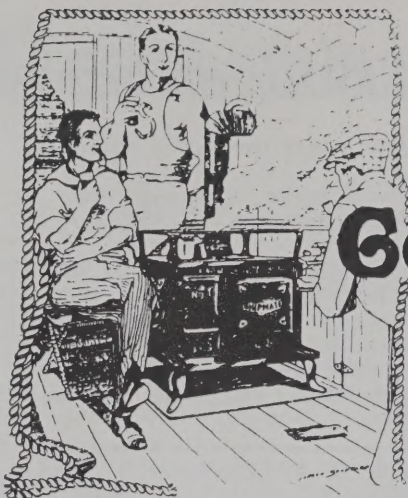
Back in January I had occasion to mess about in a most considerable 92' "boat", the schooner "Tabor Boy", which is owned by the Tabor Academy in Marion, Massachusetts. The vessel's captain, my son Jim, needed several unpaid deckhands to make the transit from Charleston to St. Thomas for the winter sailing schedule in the islands. He asked if I could go, and having recently retired, I jumped at the chance. The ten day passage is a story in itself, but making a few new friends in the context of sailing, in the context of mutual dependence, deserves mention here.

I was on the 4 to 8 watch. We rotated on each watch, standing turns at the helm, assisting the watch captain, and on bow watch. Usually two of us were on the bow watch and it provided time for long and quiet conversations as the nights blended into mornings and the days faded into nights.

Too soon it was over and the extra crew, no longer needed, scattered back to families, homes and jobs. Several weeks later I was surprised to receive the first copy of a complimentary subscription to "Messing About in Boats", courtesy of a watch companion who is one of your regular subscribers. It is yet another good example of the good things that can come from messing about in boats.

Thanks Jon Leiby, Woods Hole naval architect, for rekindling my interest in little boats, for your thoughtfulness, and for many pleasant hours yarning on "Tabor Boy".

John Geil, Palm Bay, FL.



Your Commentary

THE TIME IS FINALLY HERE

I promised myself a rowboat when I graduated from college, and after 12 years, the time is finally here. I do not row strictly for exercise but rather for the peace and tranquility it gives me.

My husband insists that my new boat be made of fiberglass. It could have wooden trim and seats but that is all. He claims that I don't sand or varnish well enough to keep up a traditional wooden boat, and he is right.

My new boat must be able to handle the Niagara River, so I am not interested in anything like a scull. The Falls are only four miles downstream so I do like to carry an anchor.

The boat must also be able to carry my husband along for a ride, but not be so long that it will be hard for me to beach or flip over. Twelve feet would probably do it.

And last, but not least, it must be reasonably priced. We are willing to travel to pick it up.

Margaret Barclay, 8196 W. Rivershore Dr., Niagara Falls, NY 14304.

SHRINKING INVENTORY, BUT..

My boat inventory is down to three; a 1962 Mobjack-Nomad 21' sailing cruiser) (that recently placed second in the Dixie Sailing Club Regatta in a 14 boat open class); a 1973 Glasstron 135 hp runabout; and a 24' pontoon (or patio as we call them) boat. BUT, I do have Mason Smith in Long Lake, NY, making me one of his Adirondack Goodboats, which will be ready in a few weeks.

I have greatly enjoyed your publication ever since I stumbled on a copy of it several years ago in a Boston bookstore.

Billy Rosenberg, Selma, AL.

HOW TO RIG A TRAILER?

I have just bought a 450 pound trailer and am trying to figure out how to arrange it so that it will be flexible enough to securely carry a variety of small boats. Some might have spars and sails and at other times a kayak or canoe might be transported. I would appreciate any suggestions from your readers.

Steven Feinstein, 40 Hillside Dr., Greenwich, CT 06830.

THE HUMBLER END OF BOATING

I have enjoyed what I have seen so far of "Messing About in Boats" and appreciate your philosophy which seems geared to the humbler end of the boating scene. The title is apt for me as I was raised in southern England in a sailing family and spent many happy days messing about in various boats on the Thames, Norfolk Broads, canals and lakes there.

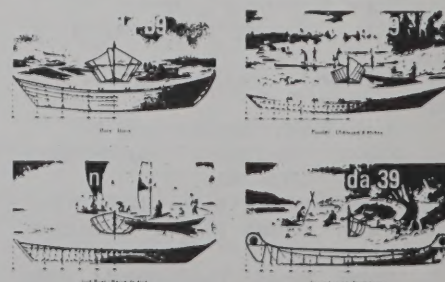
I presently have a Steve Redmond "Whisp" and a Bolger "Micro", both self-built. I'm selling the "Micro" (see classified pages) as my inland location and heavy work schedule preclude using her much.

Martin Steves, Black Mountain, NC

THANKS FOR THE SUSTENANCE

"Messing About in Boats" has helped sustain me through the winter and along into this chilly springtime. As a token of thanks I herewith send along some Canadian stamps for your small boat stamp collection.

Ed Porter, Lunenburg, NS.





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MORE ON GRINDING FIBERGLASS

There are a few comments I thought I might offer on the subject of plugged sanding discs brought up by reader Dick Randall (May 1, 1990 issue).

First, remove the need for grinding. When possible, make butt joints, not overlaps, then stagger the butts in the next layer. When you grind off the hump of a lap joint, what is left? Something like a butt joint. Any humps in the laminate should be rolled out with a compression roller. This will remove air bubbles and some excess resin and makes for a clean finish. You could fair the lap joints with a smooth putty like autobody filler. This works well on the edges of tapes and doublers.

Second, remove the gumminess of the resin. Most polyester resins with which I am familiar are made to incompletely cure when left exposed to air, to allow for a better bond for additional layers. The trick is to cover the still wet resin with waxed paper. Roll or pat it on and let cure. When you are ready to grind or sand, just pull the waxed paper off and begin. This surface will be less likely to gob up a grinding disc.

Third, remove the gummy stuff. You can have some success cleaning discs in acetone. Put them in a container with enough acetone to cover and soak. Keep the container covered to reduce evaporation. A couple of hours may loosen things up. Most good hard backed discs will stand up to this treatment. The acetone will remove the partly cured resin that is gumming things up.

The happiest laminator is he who grinds the least.

Richard Washburn, Northern Bay Boats, Blue Hill, ME.

FACE-TO-FACE CONTACT

I'm subscribing because of my contact with Byron McCulloh and his recent article about his "Adirondack Goodboat" (February 15, 1990 issue). I'm looking forward to more face-to-face contact with others like us who mess about in boats.

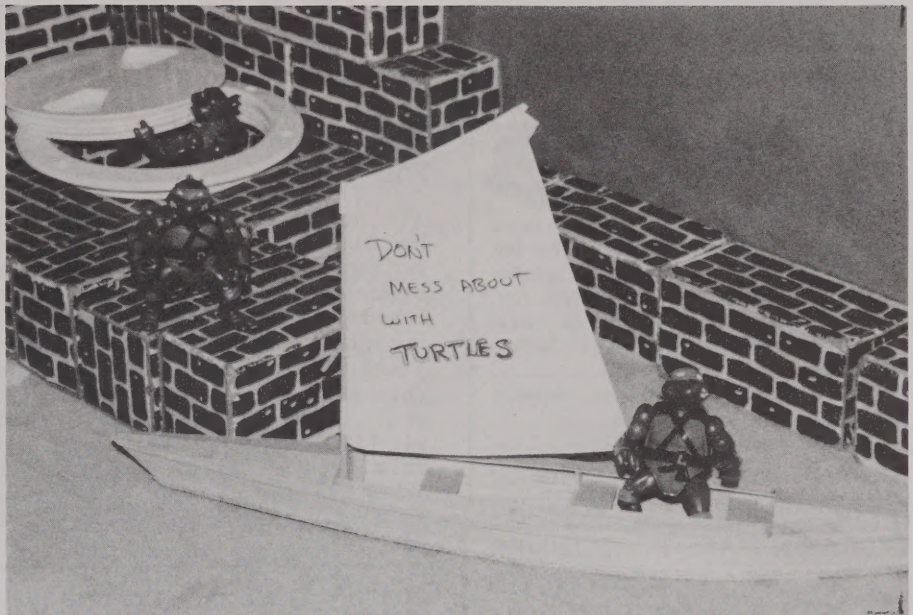
I'm nearing completion of an adaptation of a Rob Roy canoe, could be an article soon.

Joseph Ballay, Pittsburgh, PA.

CAN'T DO TOO MUCH BOLGER

The most recent "Birdwatcher" article (Feb. 1, 1990) was, to my mind, the single best boat evaluation I've ever read anywhere, all the more amazing because of its brevity. So far as I am concerned you just can't do too much on Bolger's designs. Whatever it is, it's always interesting.

Bob Peacock, New York, NY.



AND NOW "TURTLEMANIA"!

Most of our boating over the past few years has been in an Easy Rider Sea Eagle double kayak. It fit (or did fit) the family nicely with our son in the center hatch. I don't think that will go over well this year, he's now 9 and considers himself to be much more mature than he was last year.

So now I'm in the process of putting the finishing touches on one of Fred Shell's "Swiftly" kits, the 14' version. A very nice looking boat that went together without a hitch. The next project is a Bolger "Pirogue" (plans from Common Sense Designs), and next year perhaps a "Birdwatcher" (plans from

Payson, have to spread the wealth around).

Now I see that even boating cannot escape from "Turtlemania". Son Scott, a "Teenage Mutant Ninja Turtle" fan of the highest order, created the scene in the enclosed photo. The boat is my doing, a model of a slightly stretched Bolger "Pirogue".

I love your bi-weekly schedule, it fills the gap between issues of "Wooden Boat" nicely with good content and style.

Steve Hanson, Amherst, NH.

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SOUTH CAROLINA IN MARCH

We spent March in South Carolina, doing much rowing and canoeing. The local people we met knew nothing of wooden rowboats, they used fiberglass boats fitted with big outboards.

My "Short Ships" race in Rockport will be August 26th, I'll send details later.

Bill Gribbel, Rockport, ME.

LIKED "BANGOR PACKET" ARTICLE

I wanted to let you know that it's articles like "Good Times on the Bangor Packet" in your April 15th issue that keep me subscribing to your publication. I like to read about ALL kinds of boats and you keep me satisfied.

E.B. Leland, Kittery, ME.

COCKLESHELL FOR THE KIDS

I'd like to try your "Cockleshell" kayak. My boating is either in a 6-man river float raft or a 16' Jet Greear on the Yellowstone River here in Montana. My kids want the "Cockleshell".

Fred Balsam, Billings, MT

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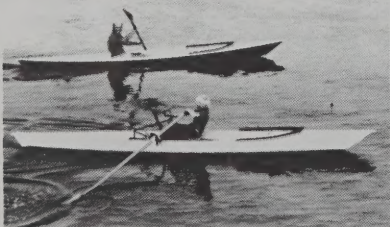
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HAPPENINGS

14th ANNUAL NEW LONDON SAILFEST

The city of New London, CT, will host a three-day celebration of its maritime history July 6-8, and sailboat regattas will be part of the historical and cultural activities scheduled. An overnight ocean race is scheduled for July 6, Thames Yacht Club, (203) 443-9933. Friendship sloop races will run July 7th and 8th, Jack Vibber, (203) 442-7376. A wooden boat race is on July 7th, David Pugh, (401) 377-4542. And catboats will race on July 8th, Gregory Roth, (203) 442-2747.

BOSTON ANTIQUE & CLASSIC BOAT FESTIVAL

The 8th Annual Boston Antique & Classic Boat Festival takes place July 14-16 at Shipyard Quarters Marina, Pier 8 in the old Charlestown Navy Yard on Boston harbor. Participants with boats and interested spectators are invited to join in the weekend festivities. Information from Pat Wells, (617) 330-1134.

CROCKER MEMORIAL RACE

The 24th Annual S.S. Crocker Memorial race welcomes all racing and cruising sailboat skippers to this annual race on waters off Manchester, MA, honoring Sam Crocker, on July 21st. Handicapped classes, good fun, post race party. Racing as it should be for boats old and new. Information from J.A. Jodice at (508) 526-4075.

MARBLEHEAD RACE WEEK

One of the oldest continually running sailboat racing regattas in the nation, Marblehead (MA) Race Week, starts on its second century this July 26-29 with a full schedule of racing for 16 classes over five courses. Entry info from Elli Thayer at (617) 631-0058. General publicity information from Ted Agne, (617) 631-4018.

MYSTIC ANTIQUE & CLASSIC BOAT RENDEZVOUS

Classic wooden yachts of a bygone era will again gather at Mystic Seaport Museum in Mystic, CT, for the 15th Annual Antique & Classic Boat Rendezvous July 28th. Highlight of the day is the afternoon downriver parade in full period dress led by the steamboat "Sabino" with a dixieland jazz band in full swing on its after deck. Thousands line the river to view this spectacle. Information on participation or spectating from Seaport Public Affairs, (203) 572-0711.

NOANK NAUTICAL FLEA MARKET

The Noank Wooden Boat Association will hold a weekend nautical flea market in downtown Mystic, CT, on July 28-29, 10 a.m. to 6 p.m. each day. This is the weekend of the Mystic Seaport Antique & Classic Boat Rendezvous, and Mystic will be crowded with wooden boat enthusiasts. Information on reserving booth space, (203) 572-8174.

WILLIMANTIC WOODEN CANOE EXHIBIT

The Windham Historical Society of Willimantic, CT, will hold its first Willimantic River Revival & Recollections Wooden Canoe Exhibit & Demonstrations at the Jillson House Museum in that community July 28-29. Owners of wooden canoes and related artifacts are invited to take part. Information from Cindy Konney, (203) 228-4190.

MAHONE BAY WOODEN BOAT FESTIVAL

The Nova Scotian community of Mahone Bay is hosting a Wooden Boat Festival and community celebration August 1-5 with a wide range of local historical and cultural activities planned along with a gathering of wooden boats on the waterfront. Information from C.J. Feeney, (902) 624-8133.

WCHA ASSEMBLY

The Wooden Canoe Heritage Association holds its Annual Assembly August 2-6 at St. Joseph's College on Sebago Lake in N. Windham, ME. A great gathering for anyone who loves traditional canoes. Information from Tom MacKenzie, (608) 231-2192.

COMING UP AT CLAYTON

The Shipyard Museum on the St. Lawrence River Thousand Islands area in Clayton, NY, has a busy summer planned as follows:

July 7-8, 14-15, 21-22, 28-29. Boatbuilding class will construct a flat bottom skiff, with launching ceremony on the 29th.

July 21-22. Small Craft Celebration Weekend.

August 1-5. 26th Annual Antique Boat Show.

August 4. Annual Antique Boat Auction.

August 18-26. Boatbuilding class will construct a Nova Scotia dinghy, with launching ceremony on the 25th.

Information on all events, (313) 686-4104.

ANTIQUE & CLASSIC BOAT SHOWS

The summer schedule of boat shows organized by chapters of the Antique & Classic Boat Society is a full one, as follows:

June 30-July 1. Suffolk Marine Museum, W. Sayville, L.I., NY. Tony Wuestman, (516) 549-3124.

July 7 or 14. Lake Hopatcong, NJ. Bob Rice, (201) 526-0687.

July 7. Alexandria Bay, NY. William Siegenthaler, (315) 482-4923.

July 14-15. Hammondsport, NY. Mo Sherrill, Box 720, Penn Yan, NY 14527.

July 14. Colchester, VT. Glenn McKibben, (518) 632-5778.

July 21-22. Candlewood Lake, Danbury, CT. Chris Johnson, (203) 746-2207.

July 28. Owasco Lake, Auburn, NY. Syd Marsden, (315) 253-7505.

July 28. Lake Winnepesaukee, Laconia, NH. Don Minor, (603) 524-0348.

MAINE MARITIME MUSEUM SUMMER SEMINARS

The Maine Maritime Museum of Bath, ME, has the following seminars scheduled for July:

July 3. "Maine's Role in Independence" lecture with James Leamon.

July 12. "Navigation by the Stars" workshop with Gregory Walsh and Cameron Bright of "Ocean Navigator" magazine.

July 28. "Safety at Sea" seminar.

Information on all, (207) 443-1316.

CHESAPEAKE BAY MARITIME MUSEUM PROGRAMS

The Chesapeake Bay Maritime Museum in St. Michaels, MD, will host the following programs during July:

July 13-15. Adult/Child Team Boatbuilding.

July 21. Half Hull Model Carving.

July 23-24. Marine Engine Maintenance.

July 29-August 4. Traditional Wooden Boat Building.

Information, (301) 745-2916.

BHA CRUISE & NEWS

The Boston Harbor Associates have several of their popular summer evening cruises in Boston harbor scheduled this summer, focusing on issues important to the harbor's future.

June 19. Forts & Lights, the Harbor as Protector.

July 24. Playing in the Nation's Dirtiest Harbor.

August 21. Tugs, Trawlers & Workboats.

Information from Pat Wells, (617) 330-1134.

MAGNUM OPUS CRUISE

Owners of Dovekies and Shearwaters (and other shallow draft small cruising sailboats) are invited to join Peter Duff on his annual "Magnum Opus" cruise, this year along the Maine Island Trail. Dates are August 5-18, you can go the distance or join in only in part. Information from Peter Duff, (508) 758-4991.

HEAD OF SOMES SOUND ROWING CLASSIC

The 6th Annual Head of Somes Sound Rowing Classic will take place on July 7th in Southwest Harbor, ME, over a three mile triangular open ocean course. Classes for sliding seat and fixed seat rowing boats and single and double kayaks are offered. If entries warrant, a class for fours will be added. Information from Reg Hudson, (207) 244-3854.

FIRECRACKER 12

On July 8th the Chelsea Rowing Club of Norwich, CT, will host its annual "Firecracker 12" rowing race for rowing shells, racing and recreational, over a 12 mile course upstream on the Thames River from the Coast Guard Academy in New London to Norwich harbor. A "Gluttons for Punishment" 24 mile race begins at 7:30 a.m. at Norwich. Information, (203) 536-6813.

CAPE COD VIKING ROWING

The Cape Cod Vikings Ocean Dory Rowing Club has just one outing planned for July, on the 15th at Barnstable, MA, with the 28th weekend cancelled in favor of the Blackburn Challenge race in Gloucester, MA. Information from Mike Orbe, (508) 420-5487 or Jon Aborn, (508) 759-9786.

SMALL CRAFT DAY

The Seavey Island Rowing Club will host its annual Small Craft Day of rowing races for traditional oar-on-gunwale pulling boats on July 22nd on the Piscataqua River (tidal) in Portsmouth, NH, in conjunction with the Boatbuilders' Day at the adjacent Strawberry Banke Museum. All oar-on-gunwale rowing craft, singles to the big multi-oar gigs and whaleboats, are welcomed. Information from Michael Kelso at (207) 439-4635.

BLACKBURN CHALLENGE

The 20 mile open ocean Blackburn Challenge race for human powered boats takes place on July 28th at Gloucester, MA, a circumnavigation of Cape Ann, including three miles of tidal river and 17 miles of open ocean coastal going. All rowing and paddling craft suitable for open ocean use are welcomed. John Spencer, (508) 546-9022.

BOSTON BOATSHOP COURSES

The Boston Boat Shop at New England Historic Seaport in the old Charlestown Navy Yard in Boston, MA, has two summer boatbuilding courses planned, taught by the builders who maintain the "Spirit of Massachusetts"..

June 18-23. Planking a 9' Lawley tender.

July 9-20. Building a 9' flat bottom Arno Day skiff.

Both courses are limited to four students each. Information, (617) 242-1414.

WOODEN BOATBUILDING CLASSES

The Brookfield Craft Center in Brookfield, CT, has several summer boatbuilding courses scheduled:

July 9-13. Cedar and Canvas Canoe with Horace Strong.

August 6-10. Norwegian Pram with David Foster.

August 20-25. Adirondack Guideboat with Steve Kaulback.

Information, (203) 775-4526.

WOODEN BOAT SCHOOL FOR JULY

The following classes are scheduled at Wooden Boat School in July. For full details, (207) 359-4651.

July 1-7. Instant Boats with Dynamite Payson. Marine Carving with Andy Willner. Marine Surveying with Sam Slaymaker. Cruising Boat Seamanship with Len Hornick.

July 1-14. Fundamentals of Boatbuilding with Eric Dow.

July 8-14. Building the Nutshell Pram Kit with Rich Hilsinger. Advanced Carving and Patternmaking with Andy Willner. Elements of Seamanship with John Blatchford. Craft of Sail on "Jenny Ives" with Roger Taylor.

July 15-21. Canoe Repair and Restoration with Rollin Thurlow. Marine Painting and Varnishing with George Fatula. Sailmaking with Robin Lincoln. Cruising Boat Seamanship with Len Hornick.

July 15-28. Wood/Epoxy Boatbuilding with Jim Brown.

July 22-28. Marine Painting and Varnishing II with George Fatula. Sailmaking with Robin Lincoln. Cruising Boat Seamanship with Len Hornick.

July 22-August 4. Fundamentals of Boatbuilding with Greg Rossel.

July 29-August 4. Marine Mechanics with Bill Allard and Bob Chester. Elements of Seamanship with John Blatchford. Craft of Sail on "Jenny Ives" with Roger Taylor.

July 29-August 11. Building the Friendship Sloop with Gordon Swift.

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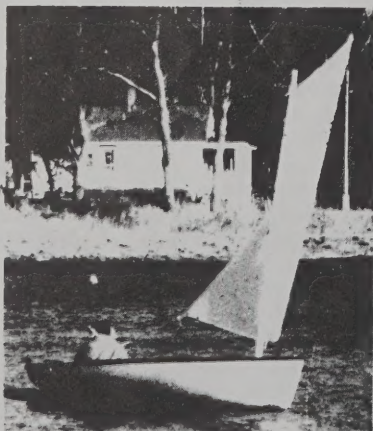
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RHODE ISLAND DEMO DAY FOR PADDLERS

The Rhode Island Canoe Association and Baer's River Workshop will host another demo/tryout day on July 28th for canoeists and kayakers at the Wyoming Fishing Access on the Wood River at the Wyoming Dam in Wyoming, RI. A variety of kayaks and canoes will be available for tryout. Information, (401) 295-0855.

BAER'S RIVER WORKSHOP CLINICS

Baer's River Workshop of Exeter, RI, will also host several paddling workshops in July.

July 1 & 22. Introduction to River Kayaking.

July 14. Introduction to Open Water kayaking.

July 21. Introduction to Canoeing.

Information, (401) 295-0855.

RHODE ISLAND SEA KAYAKING

The Rhode Island Canoe Association sea kayakers will be paddling on Charlestown Pond, RI, on July 22nd. Information from Jim O'Malley, (401) 463-3023.

MCKC CANOEING & KAYAKING

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has a number of outings and courses scheduled for July, open to all interested paddlers.

July 1. Annual Circumnavigation of Manhattan Island. Bob Huszar, (212) 228-7793 afternoons.

July 7. Toms River Trash Canoe Expedition. Ocean County Park, (201) 370-7380.

July 11, 14-15. Fundamentals of Kayaking (K1). Al Musial, (212) 313-2064 days.

July 14. Duck Trip Saltmarsh Trip. Andrew Burtzell, (516) 785-1760 afternoons 12-4.

July 14. Little Egg Islands Sea Kayaking. Ocean County Park, (201) 370-7380.

July 14. Clason Point, Bronx, Tip Trip. Parks Dept. Waterfront Div., (212) 360-3420.

July 21, 28-29. Fundamentals of Canoeing (C2). Al Musial, (212) 313-2064 days.

July 21-22. Delaware River Canoe Camping. Ron Augustine, (201) 869-7280.

July 25. Parkertown Sunset Sea Kayaking. Ocean County Park, (201) 370-7380.

NISSEQUOGUE RIVER PADDLING

The Nissequogue River Canoe Club on Long Island, NY, has the following outings planned for July:

July 7-8. White River, VT. Rich Bousquet, (516) 673-0558 eves.

July 15. Lower half of Carman River. Jordan Hall, (516) 798-7531.

July 22. Club Picnic on the Nissequogue. John Firenze, (516) 271-4117.

KAYAKING FROM "JESSAMYN ROSE"

Captain Steve Olson of the Maine coast sailing yacht "Jessamyn Rose" has several July trips taking sea kayakers to more remote areas. Trips with openings still available are scheduled for July 16-18, and 28-31. A sailing only trip has openings July 19-22. Information from Steve Olson, (207) 338-4652.

RANGELEY LAKES CANOE TRIP

Maine Outdoors of Union, ME, will run a three day canoe trip led by a registered Maine Guide in the Rangeley Lakes region of western Maine, July 22-25 for six participants. Information, (207) 785-4496.

L.L. BEAN PADDLING SCHOOLS

L.L. Bean of Freeport, ME, will host the following public paddling clinics during July:

July 1, 8, 15, 29. Solo Canoe Classic Paddling Strokes.

July 1, 8, 15, 29. Tandem Canoe Classic Paddling Strokes.

July 7 & 28. Coastal Kayak Paddling.

All clinics are on the Royal River in Yarmouth, ME and require advance reservation, call (800) 341-4341, ext. 7800.

L.L. BEAN KAYAK SYMPOSIUMS

L.L. Bean also has two major summer events for coastal kayakers.

July 13-15. Advanced Coastal Kayaking Weekend at University of New England in Biddeford, ME, for paddlers of intermediate skill.

August 3-5. Atlantic Coast Sea Kayaking Symposium at Maine Maritime Academy in Castine, ME, for all levels of paddling skill.

Information, (800) 341-4341, ext. 7800.

SUMMER SEA KAYAK OUTINGS

Adventure Learning of Merri-mac, MA, has several summer kayak outings suitable for beginners scheduled on the Massachusetts north shore this summer:

July 6. Full moon paddle over Joppa Flats near Newburyport, MA.

July 14. Sea kayak clinic in protected waters near Newington, NH.

July 20. Sunset paddle in Newburyport harbor.

August 3. Full moon paddle over Joppa Flats near Newburyport, MA.

August 11. Day trip from Rockport, MA, to Thacher's Island and the Salvages.

August 17. Sunset paddle in Newburyport harbor.

August 18. Day trip to Great Bay in southern New Hampshire.

If you've never kayaked and want to see if it appeals to you, these outings offer inexpensive examples. Information, (508) 346-9728.

CCRA EVENTS

The Connecticut Canoe Racing Association has the following events scheduled for July:

July 1. Mansfield Hollow Marathon, 7 miles flatwater, with afternoon war canoe challenge and obstacle races, at Mansfield Hollow State Park in Mansfield Center, CT. Sue Audette, (203) 456-0558.

July 8. Kent-Housatonic River Race, 8 miles flatwater on the Housatonic River at Kent, CT. Bill Gardner, (203) 567-4922.

JULY 21. Polers Family Picnic on the Farmington River at Pleasant Valley, CT. Peter Talariski, (203) 379-5641.

July 22. Clinton Bluefish Race, 7.5 miles tidal flatwater on Clinton Harbor, Clinton, CT. Earle Roberts, (203) 346-0068.

July 28. Red Bridge Race, 2 to 14 mile flatwater races on the Connecticut River at Springfield, MA. Bill Terbush, (413) 596-6096.

July 29. Mansfield Sprints, flatwater sprint and distance races at Mansfield Hollow State Park, Mansfield Center, CT. Sue Audette, (203) 456-0558.

CROPC EVENTS

The Connecticut River Oar & Paddle Club has two outings scheduled in July:

July 14. Small Craft Seminar at Haddam Meadows State Park.

July 28-29. Selden's Island Weekend at Quarry Knob.

Information, (203) 382-9740 or (203) 388-2343.

SEBAGO CANOE CLUB

The Sebago Canoe Club of Brooklyn, NY has the following events and courses scheduled in July for any interested persons:

July 4. Liberty to Liberty Sea Kayak Patrol of Liberty Triathlon. Steve Keller, (718) 788-3416.

July 13-15. Basic Canoeing Course, Paerdegat Basin, Brooklyn, NY. Glenn Schneider, (718) 331-8577.

July 14. Sea Kayaking on Arthur Kill, Staten Island. Lenny Clover, (718) 816-7227.

July 15. Flatwater Sprint Championships, Paerdegat Basin, Brooklyn, NY.

July 22. 20 Mile Sea Kayaking Trip, Staten Island to Brooklyn. Not for beginners. Lenny Clover, (718) 816-7227.

July 28. Atlantic Division Flatwater Championships, Lake Sebago, NY.

July 28-29. Wild Blueberry Special. Steve Keller, (718) 788-3416.

1990 ISLAND JOURNAL

Maine's Island Institute has published the seventh in its annual series of "Island Journal" magazines, hailed as "Maine's most beautiful periodical". The once-a-year magazine sells for \$10.95, from the Island Institute, 60 Ocean St., Rockland, ME 04841. If you love the Maine coast you'll love this publication.

LEASE A LIGHTHOUSE

The Island Institute is also actively helping the soliciting of someone with some money to spend to take a long term lease on the lighthouse keeper's house at Heron Neck Light Station at the southern end of Green's Island off Vinalhaven, ME. The house suffered severe damage in a fire a year ago. The 30 year renewable lease on the house and surrounding ten acres (automated lighthouse not included) will be for a nominal fee, but the lessee must have about \$250,000 to do the repairs that are part of the deal. Information for serious inquirers from Betsy Igleheart, Maine Historic Preservation Commission, 55 Capitol St., Augusta, ME 04333.

ATLANTIC CHALLENGE 90

Crews from six nations will gather in Denmark this August for the third round of the Atlantic Challenge seamanship competition that began in New York in 1986 with a match between France and the U.S.A. The event in Denmark, contested in 38' 18th century gigs under sail and oar, will field crews from Denmark, France, Ireland, Norway, the U.S.A. and the U.S.S.R. The U.S. crew of 20, half of them youth under 20, will train under the direction of Lance Lee in late June for 10 days at an island in Penobscot Bay, Maine, before the two gigs are shipped overseas. If you'd like to help support this effort, contact the Atlantic Challenge at (207) 236-4267 or (207) 236-6071.



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SHIP MODEL EXHIBIT OPENS

The Custom House Museum in Newburyport, MA, will open its U.S. Coast Guard Ship Model Exhibit on July 16th, after which it will remain on display the rest of the summer. Information, (508) 462-8681.

RADIO CONTROLLED MODEL YACHTING

July events for model yacht enthusiasts are scheduled as follows:

July 1. Firecracker Regatta for 50/800 class at Redd's Pond, Marblehead, MA. Gene Thober, (617) 631-0797.

July 1. Club Handicap Race #5 for EC-12 class at Roger Williams Park, Providence, RI. Charlie Silvia, (401) 847-6310.

July 4. Independence Day Regatta for any sailboat at Lake Rosemary, Needham, MA. Al Spring, (617) 444-3330.

July 15. Club Handicap Race #6 for EC-12 class at Roger Williams Park, Providence, RI. Charlie Silvia, (401) 847-6310.

July 29. Tony Lombardi Open Regatta for any sailboat at Roger Williams Park, Providence, RI. Charlie Silvia, (401) 847-6310.

Interested persons can find model yacht sailing going on weekly at the following locations:

Sail racing Tuesday evenings at 6 p.m. at Rosemary Lake in Needham, MA.

Operating scale models Sundays at 11 a.m. at Rocky Woods in Medfield, MA.

Sail racing Sundays at 9:30 a.m. at Roger Williams Park in Providence, RI.

Sail racing Sundays at 10 a.m. at Redd's Pond in Marblehead, MA.

Sail racing Sundays at 10 a.m. at Loon Pond in Springfield, MA.

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Newfoundland Challenge

The thought of Newfoundland had been tucked away in my mind under file name "Distant Possibilities." Other prospects were Labrador, British Columbia, Alaska; all northern places with the appeal of wildlife, icebergs and challenging paddling in beautiful surroundings. When ten days became available in late August, I contacted my best paddling partner and we planned a dash to Newfoundland, despite the threat of the changing season there.

Dave and I don't have much time to spare. We have allowed sixteen hours for travel from Smallpoint, Maine to North Sydney, Nova Scotia to catch the Port aux Basque, Newfoundland ferry. Dave tells me how he once got stopped at U.S.-Canadian customs and was searched completely. "It must be something about my looks," he says. Gazing at his bearded profile of driving determination on Route 6 out of Lincoln, Maine, I refrain from any "accurate" descriptions of his physiognomy so early in the trip. And to add to everything, he had had only four hours of sleep after emergency duty the night before. "Not good for a cardiologist to have a suspect manner," I thought. "Yet, patients with heart problems have infinite faith, so looks don't really matter." But the question is, "how likely is it that the customs agent will have a heart problem?" We immediately pull over and exchange places before reaching the Vanceboro border crossing into Canada.

The next afternoon we find ourselves at the edge of Newstead Harbour in north-central Newfoundland. We approach a group of fishermen with friendly greetings and try to satisfy the question of where to leave the truck while paddling. There is a good deal of English spoken by the fishermen, but words

of perhaps French and Portuguese are mixed in. We have some trouble communicating. The music in their words is also strange. One older fellow understands our question, who lives close by, and offers us his yard to leave Dave's truck. We ask about tides, etc., but are anxious to get unloaded, packed and on our way.

As we pack, two local boys come by on bikes and are asking many questions and helping to put out bags for organizing. Like the fishermen, they have distinct accents, but we talk more easily. They answer our many questions about their community and life.

The first feel of water in the harbor is surprisingly warm. Newstead's many houses are clustered on both shores, and we toss a few greetings to curious onlookers. Several white jellyfish swim slowly under the surface, then hundreds appear. The size variation is wide, from a half inch to a foot or more in diameter. Some sort of orgy's going on here. Is this what Casco Bay used to be like back home in Maine?

We round the harbor entrance heading north and along our intended route. We hope to make our way northeast, going south of New World Island and perhaps on to Fogo Island which lies farther to the east. We have great protection from the open ocean and several route possibilities in case conditions don't prove delightful, as the tourist brochure promises. A fifteen knot wind is sending small waves with a few white caps in from the open ocean. Stratus clouds are still obscuring the sky, like those we have had for the entire trip in Newfoundland. The clouds to the north are darker, more menacing. But the north wind gives some hope for better days, I tell Dave. It feels very good to be moving, but tiredness from the thirty hour

drive demands an early campsite.

Drizzle dampens Inspector Island the next morning. We continue northeast, heading into Dildo Run (we are not sure of the derivation of this one and we didn't ask) which separates New World Island from the mainland. The wind, still out of the north, has increased to twenty knots, and light rain falls now and then. Those darkening clouds last evening brought drizzle soon after finishing supper, and heavy rain in the night. Heading up into the wind higher than our intended course we compensate for wind drift. The kayaks hold nicely on course. The warmth of paddling is welcome in the wind and fifty degree temperature.

Having gone under the Route 340 bridge, the only connection for New World, we look up the Run, what we can see of it. Dog Island is barely visible through the mist. White caps are very prominent beyond the next point, and soon we lose all comfort of the protective shore. Dog Island would seem an appropriate destination on this mongrel day.

We decide to plow straight into the wind which is now above twenty knots. This gives us the easiest way to make way to the lee shore of New World some two and one half miles ahead. Fortunately we have some islands to provide eddies in this river of air. The wind pulls at the paddle. The two to three foot waves wash back from the bow ten feet away, but only occasionally does water fall onto the spray skirts. The first hundred yards brings whoops of challenge and excitement, but we are soon quiet as we push on, watching the perpendicular shore and islands ahead hoping for any sign of quick progress.

Weaving amongst the small Maine-like

islands we take advantage of what shelter we can and head northeast in the last mile stretch to meet the shore of the Run's Provincial park on New World. This is one of the many areas set aside by the government for future use and preservation, for there are no signs of any development.

As the wind eddies and abates on the shore we again scoot along past occasional white jellyfish near the now calm surface. Lunch is a quick discomfort as the cold seeps in while sweaty clothes conduct the heat away. A white-tailed weasel runs along the shore behind Dave and dives into the thick shoreline growth of cedar. As we wade out to deeper water in this shallow bay, "red" tide swirls into the clearer water just off shore, appearing as red oil trying to mix with water.

The search for a campsite takes a long time. We notice swells from the open ocean as we head east. A mink dives and dashes along the rocky shore munching on whatever, almost oblivious to us. And a bald eagle wheels above us in Ninepin Arm. Farther on we explore a boulder beach after weaving in carefully through the rocks and waves. Stripping off damp underclothes is a vivid contrast to the warmth brought by dry clothes. It practically makes the day! The humidity remains close to one hundred percent. The cooking pot with supper makes a fine rain cover to keep the stove purring. I make optimistic forecasts for the next day, but Dave chuckles at my words as they disappear into the wind and mist.

Paddling out through the small surf the next morning, the drizzle has stopped, although it rained hard again last night. Now there are even bright spots in the low clouds, perhaps a sign of improvement. Dave laughs again anticipating my next forecast. We decide to go to the northeast corner of New World and then see if it is possible to go toward Fogo. Heading almost north, the drizzle settles in again, and as we ride the growing swells near Jack's Island, there is a depressed quiet.

The coastal terrain is now denuded and rough; slight green on the jagged brown. Suddenly rays of sun break through far off, then closer, and we are bathed for twenty seconds in warming sun. Our spirits improve immediately.

Beyond Jack's Island, the swells increase dramatically coming from the open ocean after many days of a strong north wind. The wind is light but increasing again. I am watchful for hidden ledges and their breaking waves. There are many rocks marked on the maps but they are only topos, so we have no idea of any depths. (Nautical maps do not cover our planned trip continuously, or else are of too large a scale.) In places the swells hump up, maybe ten or twelve feet, and we stay clear of those that do break. The shore line is more vertical, and swells reach up the walls grabbing at the dry ledges. Reflected waves rebound chaotically. The nearer we are to the shore the more we are shaken about by the confused seas. We are quiet, and I periodically peer around for Dave. We paddle in synchrony.

By surprise we round Herring Head, having become confused trying to count the numerous ledges and points we needed to pass. Ahead looms Bacalhad Island with its lighthouse. We decide not to make the open crossing toward Fogo to the east. The run down to Clarke's Cove at the village of Pike's Arm is beautiful, with some sun on the green

topped cliffs. The swells sweep in from east and north around Bacalhad, and reflected waves from the cliffs make paddling tiring. Fishermen are anchored beneath the cliffs hauling some catch into their bobbing, high-bowed twenty food boats.

The ten mile morning ends with welcome rest and food on a grassy head smelling of fish. After some time an elderly fellow approaches checking his drying catch. We talk for a half hour on weather, life in this tiny town, the price he hopes to get on his large squid if they dry on their drying racks. He tips some bodies over to drain off the rain water. The man caught them two days ago beneath the cliffs we passed. After another poor season of fishing, he believes the foreign fishing fleets are to blame for the harder times. He looks at the sky and shrugs his shoulders. Nevertheless, he seems a resourceful and cheerful soul and has probably seen worse in his sixty years.

We weave our kayaks through narrows and bays filled with pleasant, smooth water going generally west toward Twillingate Island, which is north of New World. The "summer" paddle comes to an abrupt end as we thread through Gut Tickle back onto the growing wind and chaos of the north shore.

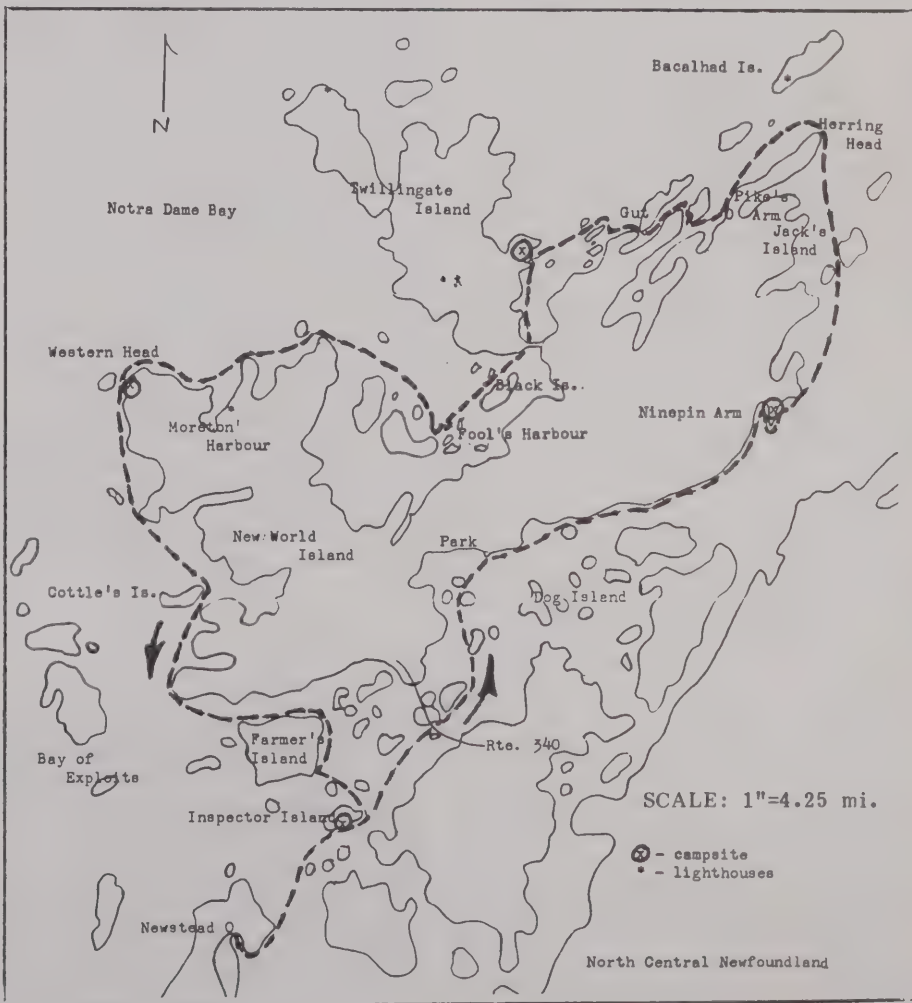
We set off southwest on a course between islands off Merritts Harbour, hoping for some protection from this tiring turmoil; then to go by Main Tickle Island to a cove on Twillingate. Dave runs close to the cliffs watching and delighting in the sweep of the swells on and off the rocks. I check his whereabouts more frequently. The swells are large and seem to grow. Dave now

disappears from sight for longer periods on the other side of swells. We paddle on as before, matching speeds.

Then some big swells seem to peak before us as they run off down wind into the narrows between the islands. Twelve ... fourteen feet? Now tense, I stop. "Dave!" Where is he? "DAVE!" There, he is riding over the top of a swell above me. He hears me and turns. I peer ahead, riding up and down. On top of a swell I see ahead a beach of boulders between the islands right across our path! Swallowing hard, I repeatedly check that the map does show open water there. We are quickly on the ocean side of the islands and my adrenalin rush subsides.

Here, farther offshore, we swells are slow and even as my heart beat. The wind increases, but who cares. We glide with it at our backs into a beautiful cove of cliffs and open grass, with a long curving rocky beach. Soon after landing light rain begins again, but fortunately does not last. Dave goes off exploring, bushwacking to the end of one of the many rocky cliffs. I record in my journal the day's events, and hike nearby for blueberries, raspberries and camera angles. Later settling to sleep we make the best of the situation. "My sleeping bag is only wet in one corner." Sigh. "At least the tent hasn't leaked yet." Sigh. "Dave, do you want my weather prediction for tomorrow?" Then, silence.

Waking, I sense a change; no rain at this moment, colder and the tent is shaking....a wind shift! Opening the tent zipper, I gaze out at blue with flying scud! From the southwest! We can hardly wait for the early



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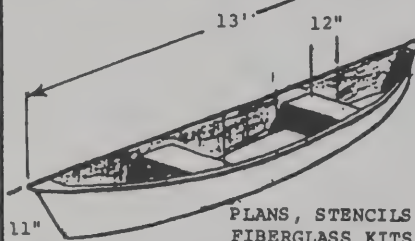
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blast of photons to come around the point and soak deeply into the skin and dry out everything. There is animation in our talk deciding whether to head north or south of Twillingate. The dazzling white caps are numerous on the beautiful blue water beyond the cove. We opt for less contention with the wind, for if we go first north around Twillingate we will have much open water directly into the southwest "breeze" on the southerly pull back toward New World. Across the cover and on high ground, a flock of large birds flash over the trees and land. Through binoculars, I see a family of Ptarmigans, the young well grown.

Such whiteness is in the north wind's swells that continue to march along our southerly route and push onto the rocks. The shore of Twillingate is some shelter from the wind. We pass under the wires and bridge that now connect New World with Twillingate while drivers stop and watch our progress. Around the bend we meet an old "friend," sending a short two to three foot shop onto the decks. Our course takes us by Black Island and towards Fool's Harbour Islands. Tired of our bad luck, I comment to Dave that surely we were destined to arrive there. Or is it a place we should avoid out of pride, at least?

The wind is directly from Fool's Harbour and it paradoxically pulls us to it, since we cannot go off the wind anymore than a few degrees and have any hope of making headway. At maximum power we slide very slowly by Black Island. Every fifth or sixth wave plunges onto my spray skirt and I feel the slow accumulation of sea water between my legs. We whoop it up again; we are resigned to trying to enjoy it. "Look, Dave, Black Island has some great beaches and campsites," I shout to myself. But there is no stopping. We are on a tight schedule with only forty-eight hours to get back to the truck. I find it is easier to hold my place during the bigger waves and power on during the lesser mess.

We accept our title at Fool's Harbour, at last. One hour for two miles. Not too bad for an old man (no, ME, Dave) into a 30 knot wind! The sun and shelter and rest are magnificent! This cobbled beach is covered with large areas of white dead jellyfish washed up in several yesterdays of north wind.

Beyond this resting place we glide over shallows going westward, with protection from various islands. We need to make it around the northwest corner of New World before tomorrow. Glancing aft to Dave, I see cirrus, altocumulus and scud off over New World to the southeast. As we paddle on, those clouds blot out the sun and overtake us.

This part of New World is beautiful with high cliffs. There seems very little wildlife here in late August. There are occasional bird nests on the cliffs, but only a few gulls. No seals. No whales. The water is probably sixty degrees. No icebergs. The wind is light even at the heads of the bays. The threatening clouds come no closer, and the western sun flashes through the broken clouds.

We carry the kayaks onto the ragged edge of Western Head Cove. It is very, very pleasant. High hills and cliffs catch the warm sun. The rays of the setting sun shine like search lights through the clouds onto the protective islands off shore. We almost decide not to put up the tent, when mosquitoes start buzzing around despite the smoke from a small fire. After supper, we hike around. Someone has lived in this cove before. Signs of foundations, an animal enclosure, maybe fish drying racks. Following a path over to the next cove we find signs of a leveled road, parts of machinery, and an old roof settles slowly into the grasses. Someone has spent the fishing season here. Visibility to the west is great; from height we can see the coast on the other side of Notre Dame Bay. Back at camp the starts are out and a mink scuttles over the rocks, dipping into the water and eating in haste. No wasted time for him. We move carefully, and the mink is aware of us, but not bothered. It should be a very pleasant day tomorrow, I say to Dave.

Waking in the night, I thank the mosquitoes only for the tent that we put up the evening before. It is raining again, not hard, but, nevertheless, raining. The tent shakes in the west wind. While we pack the boats, several rainbows appear to the west. Just before we carry to the water, a double rainbow appears contrasting sharply with the dark clouds behind. Paddling out of the cove through the protective rocks, it rains hard. Dave and I exchange smiles with shaking heads. The moral is "take cautionary delight in a double rainbow when the wind is from it's direction."

Outside the cover our "old friend" appears again; twenty-five to thirty knots, three- to four-foot chop and lots of breaking waves. Suddenly the rain thunders on the deck and the water smooths considerably until the heaviest portion of the rain ends. Our course is south today back to Inspector Island for the night. So our kayaks ride perpendicular to the waves and wind. The cliffs to our left are steep so the reflected waves come back with a vengeance. Ahead of me Dave's kayak is covered with water as one of the "white caps" washes over.

After some time I see a pattern established. The breaking waves come every



fifth of sixth swell and I can see them coming off the starboard bow, about two o'clock. The break of any wave recedes to the next wave and to the next, etcetera, and seems to be going up wind in an undulating fashion as the whole series of waves marches downwind. And because of this I had trouble at first predicting which white cap would cover my boat. But practice makes perfect and before a half hour was finished I could tell quite predictably which distant cap would inevitably slam aboard from the right side. Today I was very happy having a stable and good tracking kayak.

Finally around Farmer Head after a long morning of grinning and baring, we drift and halfheartedly paddle to Farmer Island. The wind has slackened somewhat, the sun is out more and the long wisps of rain trailing from individual clouds miss us for the rest of the day. We land on a sheltered beach and eat while basking in the delightful sun. I almost sleep except for the hardness of the cobbled beach.

The rest of our trip to Inspector's campsite is a slow summer paddle. This protected water is more like Maine as compared to the seaside cliffs we had seen earlier. I pass through a fifty yard colony of the red stinging jellyfish, more numerous than the whites I had seen in Newstead Harbour. With delicacy I paddle through the herd, being careful not to stroke too hard. I can't take any stroke without disturbing several jellyfish. The range of size is from an inch to twelve in diameter.

Tired, we dry out and explore back at Inspector Island. Another mink forages by the shore and swims away underwater porpoising every now and then. A lone, single-legged Semipalmated Plover hops along the shore, probably a late migrant from the north. I feel sorry for it, until I crowd it and it runs up the beach on two legs. My thoughts turn to the trip towards home.

Next morning the night's rain dries on the tent in the strong wind from the west. This was the first morning I am tired getting up. We pack haphazardly thinking we only have a few hours until being out. But hatch covers are secured well again, since the conditions warrant it.

There is no warm up time again this morning. Immediately off the beach the wind hits us from two o'clock; twenty-five knots and two to three foot chop. At least something familiar! The paddle weighs ten pounds and I have trouble keeping the boat on course. Dave is angry, with adequate justification, I suppose. It is only a "little more" wind. Nevertheless, anger only gets him twenty-five yards ahead of me. A question occurs to me, "why haven't we been at all seasick?" At least the sun is warm, when it does shine.

Before five minutes are up at Newstead, the lads we had met on our arrival come riding down to chat and help out. Thanking the boys, we are prodded into the truck by the cold wind and fatigue. At ten o'clock that night, the ferry, Caribou, rocks back and forth in a heavy sea. I finally feel seasick, and lean back to comfort my inner ears. Reflecting on the week's toil and accomplishment, and already forgetting the worst, I begin contemplating another trip farther north.

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SYSTEMTHREE



The Southern California Small Boat Messabout Society held its initial gathering on April 29th at Marina del Ray, California. Eighteen owner-built boats and about sixty people put the public dock to good use on a bright and breezy Sunday. We didn't quite darken the waters with our little boats, but it was a grand gathering of choice craft.

One highlight was an impromptu race between two Bolger

GENESIS

It all started on January 3rd while renewing my delinquent subscription to Bernie Wolfard's "Common Sense News". Bernie sells Bolger plans, building on an ongoing business acquired from the widow of the late Elrow LaRowe. Along with the renewal I sent a note and a design which he later accepted as the official emblem for the Oldshoe sail. Then I wrote, "Wouldn't it look great at a Bolger Boat Meet?"

From that throwaway remark my mind began racing with fantasies about such a meet and how I could make it a reality. By the time I finished my brief note four pages later, I had; defined a target area to include all of southern California; decided to emphasize small owner-built boats; chosen a date and site and called the park supervisor to verify arrangements; listed several good promotional possibilities; and made a deal with Bernie for him to give me some names from his list of inquirers and purchasers of his plans, and I'd go with this!

With Bernie's generous help and enthusiasm assured, my next contact was Bob Hicks of "Messing About in Boats". From him I received another good list of small boat folks in my chosen area, great editorial support and the inspiration for my choice of the term "Messabout".

Tony Groves is another who deserves a great share of credit for our first successful event, for encouraging many of his friends to attend.

And so, many phone calls and letters later, the first "Messabout" came to fruition. The thing to do now is to build on this initial success.

Report by Joe Tribulato, Van Nuys, CA.

Small Boat Messabout

23' schooners, the "Valkyrie" of Carroll Runyon of Pasadena, and the "Therapy" of Mark Klopfenstein of Garden Grove. "Valkyrie" consistently moved ahead on a beam reach up and down the main channel. Mark said he just couldn't understand it. Both are from the same design. I offered the opinion that it was his blue sails. Watermen back east know that blue is unlucky, so of course the white sails will be faster. Mark didn't buy this argument, so we'll chalk it up to alchemy (good name for a boat, maybe built by a chemist?).

Pirates! Pirates! Pirates! Tony Groves of Moreno Valley brought his 19' schooner and three 14-1/2' Roger de Lauria class lateen rigged "pirate" boats (February 1, 1990 issue, page 23), all Bolger designs. Eleven of the eighteen boats on hand were Bolger designs, by the way. Pirate racing may be confusing to the casual observer, 'though the rules are clear enough. It looks like they chase each other's tails until they can snatch a Jolly Roger off the stern of another boat. The main prize is the big golden treasure flag. Whatever they were doing, it was also great fun to watch, especially when one over-zealous pursuer lunged for a flag just beyond his reach and got a cold water dunking for his folly.

Meanwhile back at the dock sat sweet little "Mystic Lady", a beautiful 15' sprit rigged sharpie designed and built by Dick Thompson of Huntington Beach. It later sailed nicely and won high praise for trim and finish.

Schoonerman Mark Klopfenstein and family shared honors for bringing the most boats with Tony Groves and his gang. Each brought four boats. One of Mark's was a plastic kayak, and Tony didn't float his schooner (not enough crew), so we'll still call it even. Mark's children logged the most sailing time in their two 7' Bolger "Nymph" punts. Double fun.

Sabin and Claudia Mroz from Alpine rowed in with a 16' Whisp, beautifully built. In the excitement of getting to the meet on time, they left the leeboard at home, so

we didn't get to see it sail. Not to worry though, I gave them a turn in my Oldshoe, a 12' Bolger design. Claudia especially appreciated the dry and smooth ride, even though we were lapped by schooners, pirates and punts. She sails sedately, is my best description, and that suits my old bones just fine.

My Tom Hill ultralight 14' lapstrake canoe was out of its element in the blustery wind, but I couldn't resist showing it off. And from this classic charm to daringly inventive, two pedal powered boats by Lonnie Cope and Tom Taylor used bicycle cranks and chains to drive propellers.

Sam Radding, a boatbuilder from San Diego, sailed his expertly built Cartopper (another Bolger). This has to be a great way for a camping type of person to enjoy boating. Just pop it on top of the old vehicle and go anywhere from a high mountain lake to a coastal cove to the Sea of Cortez. Sam does it all.

To round out the fleet, Bill Cowell and his wife brought his 7' Nutshell pram from Santa Barbara, a very nicely built pram.

Phil Pagay wants to build a 15' Micro, but his wife says first sell the Cal 20. Sounds familiar. In the meantime he did the next best thing by executing a finely finished 1/12th scale model. It is so modified as to be almost unrecognizable as a Micro, and I can almost hear the designer groaning in dismay. But it's Pagay's boat so he can build it any way he wants to. That's the American Way! In all fairness, though, don't blame the designer if your own mods don't work out. He may not even want his name mentioned, unless what you do turns out to work wonderfully well.

As the shadows lengthened, we had to put our creations to bed for the trek home. After much lingering in the ramp parking lot someone said, "That was fun. When do we do it again?". To which there was general approval. To me that spells "Success" for my first effort at organizing a "Small Boat Messabout". Okay guys, find a good site anywhere from Santa Barbara to San Diego. Call me and I'll get the word out. Let's see, how about next weekend?

Report from Joe Tribulato, Van Nuys, CA.



The Essex River Race

The Essex (MA) River Race on May 12th ran over a course downstream on this tidal river on the Massachusetts north shore, that saw hundreds of Essex-built "Gloucestermen" fishing schooners head to sea from a dozen or more shipyards that boomed in the little town for nearly two hundred years, until World War II pretty much ended the serious building of such ships out of wood. Roughly 8 miles faced the rowers and paddlers who entered, downriver out into Essex Bay and around Cross Island and return.

Opposite Cross Island at Conomo Point, I positioned myself for some photos and viewing of the race progress at the turning point. To the west on the bay I could see the tiny specks of the fleet, 32 boats in all, spread across the rifled waters from the staggered start. The slowest boats, fixed seat rowing craft, had started first, with the fastest, sliding seat shells, the final starters. Starting just ahead of the latter the only multi-oared bigger pulling boat entered, the six-oared-with-cox Scilly Isles gig "Kittery", was now sweeping through the smaller craft like an ocean liner arriving in New York harbor.

First boat around Cross Island was the racing canoe of Steve Nyman and Dave Lamoreaux, far ahead of the other canoeists, and of all the oar-on-gunwale rowing craft already. But closing in rapidly was Ken Fink in his Doug Bushnell built Wave Piercer racing sea kayak, with Scott Morrissey and Jack Alexander in a sliding seat double next to hove into view. Bob Weatherall in his home-built Whisp was moving remarkably well for an oar-on-gunwale single, not all that far behind the fast moving leaders.

The gaps in the staggered starts were closing, up and the finish might be a rather close affair. I stayed at the Point a while longer until "Kittery" hove into view,

and alongside the big gig there was the Alden of John Hubbard, the "Cohasset Comet". John had overtaken the gig coming out but now fatigue was evening things out and he was locked onto the larger craft like some sort of pilot fish, letting the cox's cadence calling keep his pace up. They disappeared from my view and I headed back overland to see the finish.

It was Ken Fink home first in the Wave Piercer, barely fending off Nyman and Lamoreaux in the double shell. "Kittery" hove into view around the last bend, but no sign of the "Cohasset Comet" for a few minutes yet. John had gone the wrong side of a small marsh island in the channel and had to back out, losing his cadence caller in the process. Nyman and Lamoreaux in the canoe were in the front group still, and it all made for a rather interesting mix of boats racing for the finish.

Sorting out the times found Scott Morrissey and Jack Alexander in the double shell overall fastest in 58:10, "Kittery" second overall just 41 seconds behind in 58:51, and Ken Fink third overall, 1:34 behind "Kittery" in 60:25.

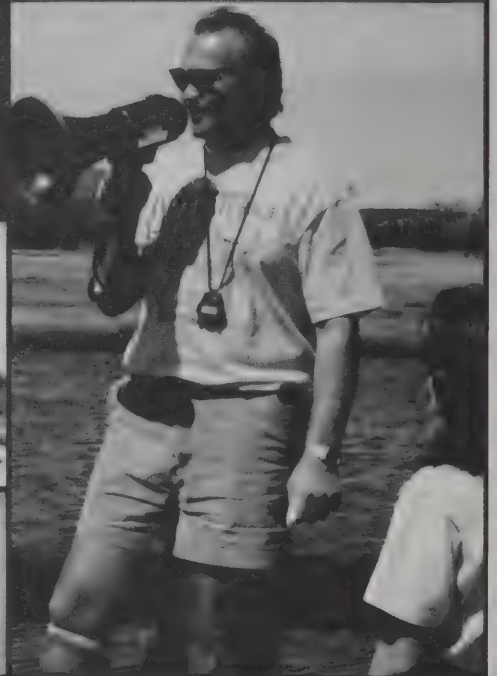
Hubbard, who is no slouch in his mid-sixties, topped the sliding seat solos in 61:30, just out of the top three overall.

And as always, we like to note the final finisher, taking 121:12 to do the course were Cora Hawks and Troy Petrillo in their old canoe, with their dogs, one to three depending on which ones were swimming alongside or running along the river bankings.

The event had major community support from local merchants, with prizes, food and drink all contributed. The seafood restaurants of Max Callahan, Tom Shea and Woodman's provided their specialties, with Callahan's also providing the starting area on their deck, and Woodman's allocating part of their parking area to competitor vehicles. Other local support came from Cape Ann Small Craft, Chebacco Market, Diane's Bakery, Essex Package Store, Essex Realty Group, I.A.B. Sandblasting, LaChance Tree Professionals, Old Yankee Fuel Co., Village Bakery and the White Elephant Shop. Organizer Glenn Towne did a good job of it, with quite a lot of help from his family and friends.

Kayaks, canoes, rowing boats, they all were on hand.





Left from the top: Traditional Banks dory double vs. hi-tech geodesic Whitehall. John Gruen downsized from a 36' schooner to this Tom Hill ultralight canoe. Family racing, a child and a dog in a canoe not uncommon, but not a father and son in a Dirigo sea kayak. Right from top: Last to finish with one of three dogs still aboard, Cora Hawks and Troy Petrillo. Organizer Glenn Towne was grounded with a bad knee, did a good job running the event. Across the bottom: The gentleman at left hardly looked the sea kayaker, but handled Ken Fink's racing single quite nicely, thank you.



Report & Photos by Bob Hicks

From the top: Ken Fink was first to finish in the Wave Piercer sea kayak, placed third overall on time. The double shell of Scott Morrissey and Jack Alexander was first overall on time, didn't overhaul the double canoe of Steve Nyman and Dave Lamoreaux until nearly the finish. John Hubbard paced himself alongside "Kittery", and wound up as top man in the sliding seat singles, while "Kittery" wound up second fastest on time.

Great Minnesota Paddling

Minnesota's canoe and kayak season was launched with the 6th Annual Great Minnesota Canoe Event on the weekend of April 27th. Over 7,000 people wandered through exhibits, booths, displays, seminars and demonstrations. Sponsored by Midwest Mountaineering, a local sporting goods and wilderness gear outlet, the event has become a rite of spring. Tents, backpacks, dried foods, outdoor clothing, maps, camping utensils, paddles, canoes, kayaks, anything connected to canoeing and kayaking was on display and for sale, often at great discounts.

I spent a lot of my time watching the Minnesota Canoe Association members piece together a 12' cedar strip canoe. My four year old and I hope to begin our 17' canoe this spring so I was looking for tips and clues. I had to leave after I noticed my daughter asleep in the shavings beneath the canoe!

During June the Third Annual Sea Kayak Symposium will have taken place on the 7th-10th in Bayfield, Wisconsin on Lake Superior, and the Lake Country Kayak Touring Symposium on the 16th at Lake Phalen in St. Paul, Minnesota. Between June 30 and July 6th the Great Mississippi Canoe Festival runs here in the Twin Cities, and later the 1990 U.S. Olympic Festival, with sprint and slalom events for canoes and kayaks.

Information on Minnesota canoeing and kayaking events and opportunities is available from the Minnesota Canoe Association, P.O. Box 13567, Dinkytown Station, Minneapolis, MN 55414.

Report by Dave Gagne, Minneapolis, MN. (Dave recently moved to Minnesota from Massachusetts and is adjusting to small boating so far from the seacoast).



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Operating Scale Regatta

The first day of the operating scale season for radio control model boat enthusiasts on April 22nd found the gate at Rocky Woods in Medfield, MA, locked well past the opening hour of 10 a.m., with a small crowd of cars loaded with models and high hopes assembled outside. The idea of attempting a flying wedge of automobiles as a gate opener was rejected and belatedly an embarrassed park ranger arrived to open up.

Ed and Linda Arini brought the food, true to tradition, and Ed had made great progress on his Robbe research vessel, it has great promise.

Benito Amato's battleship "Bismarck" now has most of its basic superstructure in place, but at day's end the stern gun turret was gone, presumed stolen! It could not have come loose on its own, not the way it was attached. It was all scratch built right down to the tapered gun barrels. Somewhere out there is someone with a gun turret wondering what he can do with it, rotten luck for Ben. If we have to rope off an area for modellers only, it would be a shame.

Pat West came up from Vineyard Haven a day early for the meet with an old Herreshoff gaff rigged sloop acquired a number of years ago. The 50" boat wouldn't hold a course though, she needed R/C! Pat and George Carney spent Saturday afternoon in Ridge White's workshop stuffing hi-tech gear into the old lady and by cocktail time the model had a brain. George knows R/C modelling, and Pat has sailed gaff sloops since before World War I so there was no lack of expertise. Sunday's testing found all was well and watching George watching Pat enjoying his new toy was heartwarming. Pat returned to the Vineyard with a new hobby.

Ken Roy had his recently built Novi lobster boat, quite different from the Maine-built designs. Ken builds from scratch and

not to exact plans, but to please his eye. His boats are wonderful to look at, perfectly proportioned, with his own finishing details. His tug and barge demonstration is very lifelike.

Lou Hills had his nearly completed Imara tug, it now needs only a few things, two ship's boats and a smoke maker which works as it ought to.

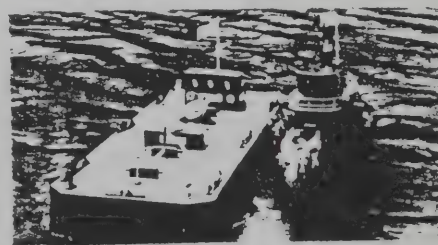
Ed Bondarevskis got his fast electric deep-vee running right and it took off like a slingshot after a moment of cavitation from its super powerful motors. The rest of us retreated a step or two from the pond's edge when this was going on, and a number of models sitting at pond's edge were suddenly back on their stands on the picnic tables!

Duncan Gillespie's head-turning vintage steam launch made at least two successful runs, including a few turns with Pat West's vintage gaffer. If you squinted a bit at these two you could imagine a picture right out of grandpa's album.

The day was full of visual memories and the weather got better and better, so a number of modelers stayed on until late, and later still, taking advantage of such nice conditions opening another season of operating scale model boating.

Reported by Ridge White.

Readers interested in operating scale model boating can contact Bob Okerholm, 14 Sherwood Crescent, Sharon, MA 02067, ((617) 784-7313 to find out about upcoming events.



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Cedar Key Beach Cruising

Cedar Key looked just great on May 5th as we rounded the bend and crossed the bridge into the little beach town. Each little white house seemed to have a Mullet boat with nets-a-swinging tied up out back as we drove by.

High clouds had thinned before a strong breeze; the bay between Cedar Key and Atsena Otie, the next key up, had whitecaps just starting up. We could see them from our corner unit at the Gulfside Motel, a real Florida type place with porch swings under a canopy and a long fishing pier extending out into the bay. It was right next to the Island Place that our friend Mike manages, so we could share their beach and moor the boat out front. The beach was nice but the mud under the water ate our flip-flops and the oyster shells cut our feet.

The day, though, was glorious; high, fast moving clouds, lots of wind and bright warm sun. We launched seaward off that old concrete walled ramp. Elizabeth rode the boat down and powered it back off the trailer with our new electric motor. I got so excited that I slipped off the concrete wall and fell in! Splash. Great start.

The town fathers, in their wisdom, roped off most of the beach for swimming this year, but we still met lots of people. Ron Johnson and his wife were there with a whole fleet of Sea Pearls. A fellow from North Carolina was down again with his Bolger Micro. Hugh Horton was down from Detroit with his sailing kayak "Pine Needle", making this one stop on a month's tour of the east coast. He was just back from a 25 mile exploration of wild bays and inlets to the south. Two gentlemen launched a beautiful lapstrake dory from the fishermen's ramp. The Windfolia sharpie was back.

The longest boat from the furthest away was an Edey & Duff Shearwater from Texas, all 28 feet of her, hauled behind a real bug-splattered Texas pick-em-up truck. Bob and Jerry Treat from Tiera Verde, Florida, brought up their beautiful Chappaquidick 12-1/2, a bright finished catboat exactly 1/2 the size of a Ted Brewer 25' catboat. Chris Harkness sailed in Saturday afternoon and dozed off on the sand of Atsena Otie waiting for dusk and a possible night sail, but the rest of us were too tucked out from sun and sand all day, and the wind was still too strong. Chris had moved back to Cedar Key from Tallahassee the day before, so he and Mike were the only ones to arrive di-

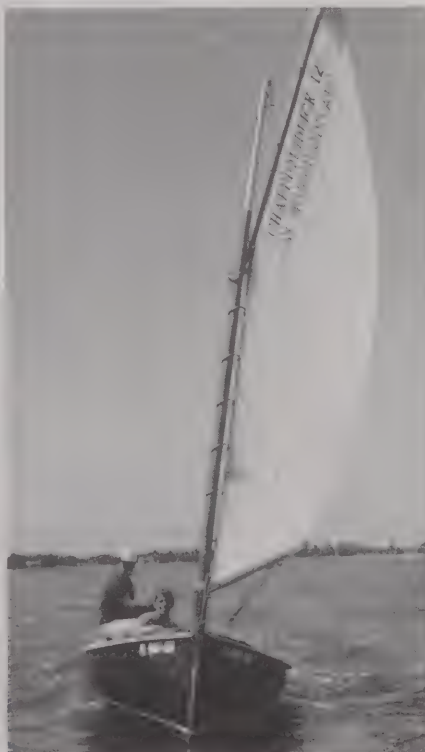
rectly by boat. Mike had traded his old pink and blue Micro for a shallower draft Mud Hen with two tan-bark sails.

The fleet sailed to North Key Saturday, but being late arrivals, we sneaked over to Snake Key. We saw no snakes, but lots of horse-shoe crabs, ibis, and osprey spotting fish from high above our heads, then plunging bodily into the water for the catch, then taking it home to the little ones in the nest high on a pole in the marsh. The girls captured, and then let go, pails of tiny crabs, sorted by size. On our cruise back, five dolphins joined us and a family in a wooden Meteor class sailboat that we had met last Thanksgiving camping/sailing down in Cayo Costa.

We made hamburgers in our efficiency kitchen, then ambled down to a sidewalk cafe for ice cream, and Key Lime Pie for Mom. Early to bed, we could see the navigation lights blinking outside our windows and the palm tree leaves rattled in the wind.

Sunday morning dawned with high clouds and no wind. It tried to rain, so most of the Sea Pearls pulled out. We wanted to go see North Key, however, so we made lunch, packed up and motored out into the bay, where we alternately sailed and motorsailed our way north. Elizabeth handled the anchor

The "Chappaquidick 12-1/2" of Bob and Jerry Treat.



this year and Susan learned to steer. Both did very well.

We beached on the western side of the key and explored the beach, finding a ray the size of a trash can lid hovering just off the bottom only a foot or so from shore. Squadrons of pelicans flew by (flap flap, soooar). It was so quiet out there that we could hear the whoosh of the pelicans' wings as they passed over our heads.

Running back before an increasing breeze, we made good time and had lunch. We stopped at Atsena Otie to look for shells; Elizabeth found two pieces of ancient Indian pottery. They liked this place too. Out in the bay again, we crossed tacks with Ken Arnold and his wife in a Bolger Bobcat (May 1, 1990 issue). It looked great with its gold stripe along the side and spruce mast. Our girls gave it close inspection when it came ashore, for they have a similar boat (July 15, August 1, August 15, 1988 issues).

We packed up and headed back for Tampa soon thereafter, still warm from our sunburns but filled with fun memories of this out-of-the-way place, seemingly frozen in time. This weekend gathering of traditional small boats contributed to this overall effect in a positive way, I think.

Report & Photo from Bill Rutherford, Tampa, FL.

Pedal Power Potlatch

Bright skies and warm weather prevailed for the Fifth Annual Pedal Power Potlatch on May 5th and 6th at the Center for Wooden Boats at the south end of Seattle's Lake Union. This annual convention of designers, builders, owners and fans of pedal-powered watercraft numbered the following participants with their unique designs:

Bob Benjamin of Ft. Benton, MT, outboard pedal drive unit.

Gaylord Condict of Gig Harbor, WA, 12' wooden runabout.

Ralph Eide of Oak Grove, OR, single and double "Seacycle" catamarans.

Lewis Elwood of Albion, WA, 10' plastic single.

Parker MacCready of Seattle, WA, experimental "hopping hydrofoil".

Jim Osse of Seattle, WA, two-place "wet submarine".

Larry Smith of Salem, OR, plans for production hydrofoil.

Phil Thiel of Seattle, WA, 16' "Dorycycle".

Werner and Ginette Vogel of Vancouver, BC, inflatable two-place catamaran.

Reported by Phiel Thiel, Seattle, WA.



Here are some photos of the new sea kayak that Barry Buchanan and I have developed. It amazed me that with all the available sea kayaks, no one has developed the perfect sea kayak. Until now!

We call her the "Skua", named after the only bird that is found in both the arctic and antarctic.

The action photos show Barry taking boat #3 for a test drive at Blue Hill Falls. We wanted to give her a rough water test and she proved herself beautifully. She tracked well, turned on command, and did not bury her bow or broach to.

The design evolved in an effort to create a sea kayak that is a higher performance boat than most boats found in outdoor stores. For speed she is 18' long and has a beam of 21-3/4". A narrower boat is distinctly easier to eskimo roll than a wider boat. She rolls up a lot more easily than my Arluk II, for instance.

We wanted a chine design for several reasons. First, the midship section makes for a lot of form stability for a given beam. At rest, she offers more initial stability and less sense of tippiness than the Nordkapp, for instance. Second, a chine hull responds to turning by heeling the boat much more than a round bilged boat. Lift left knee to turn left, etc. We wanted to avoid the necessity of a rudder. Also, the flatter bottom of a chine hull surfs much more readily than a round bottom boat. She surfs like a

The Perfect Sea Kayak

demon! A chine hull, giving a lot of stability for a specific overall beam; a relatively narrow boat of reasonable stability gives a fast boat, particularly going into a chop.

Also, to promote speed and ease of paddling, we designed a hull with no hollow to her waterline planes. Most Greenland kayaks and their circa 1990 fiberglass offspring, have hollow waterlines fore and aft. I don't know why. Look at long narrow boats designed for speed; racing shells and racing kayaks. You see only convex waterlines and a higher prismatic coefficient (more displacement in the ends of the boat).

So we gave the "Skua" a hull with fuller ends and no hollow to her waterlines. Result? Superb lift to the bow going down steep seas and much less squat to the stern at sprinting speed.

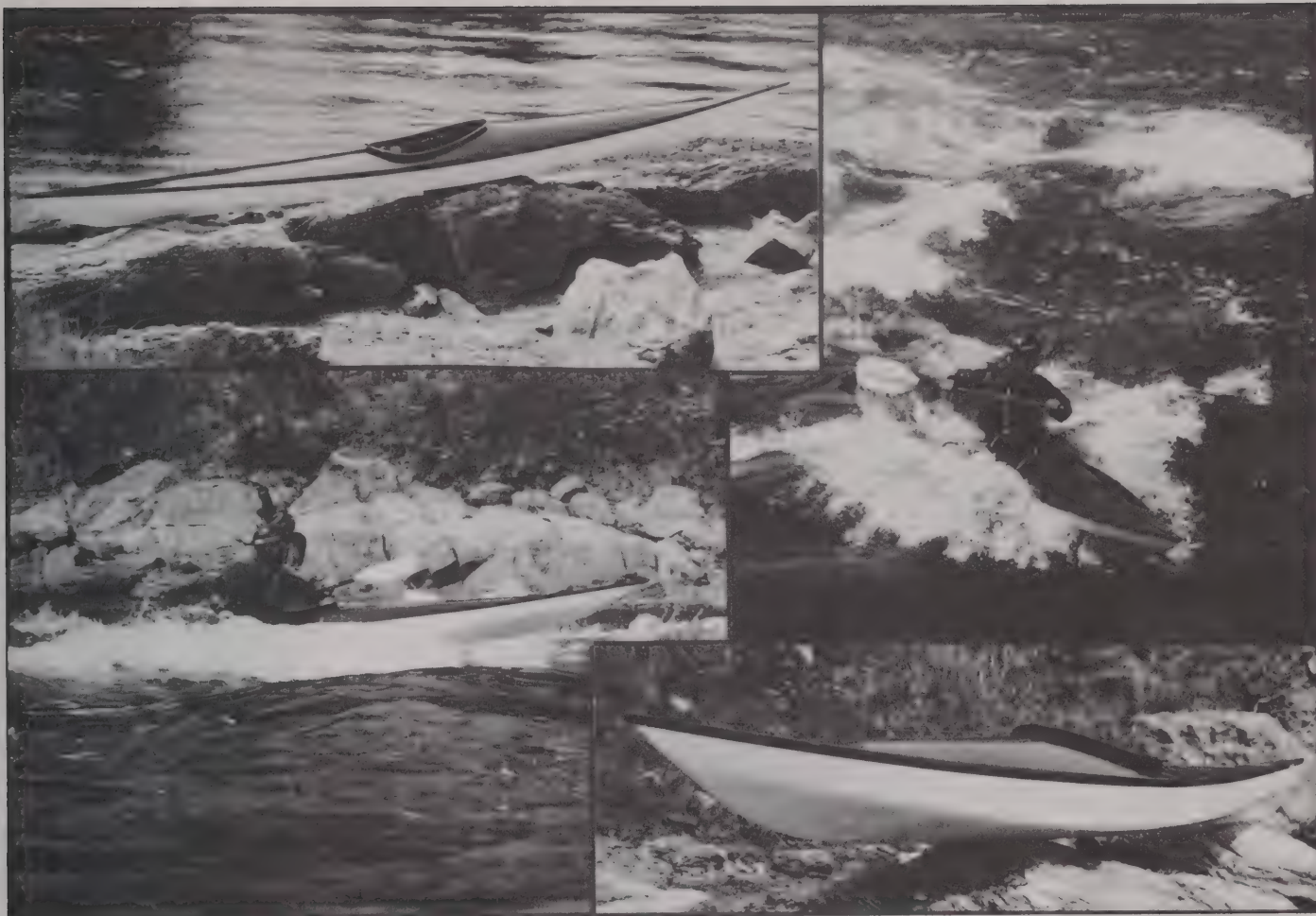
And how has all of this theory worked out? Barry, a young accomplished whitewater paddler, described the "Skua" at Blue Hill

Falls as "a walk in the park." I, an out of shape 195 pound 47 year old easily paddled her the eight miles from Rockport to Camden and back in two hours and five minutes. Coming up Rockport harbor I got fooling around in the substantial wake of a Grand Banks 46 trawler and ended up capsizing, but rolled right back up on the first try.

We build the boats of 4mm mahogany plywood with West epoxy and glass seams. There is an 8" hatch in the bulkhead behind the seat. The boat, with hatch, bulkheads, Yakima foot braces, seat, etc. weighs 34 pounds (mine weighs 32). We use a Sto-Float bag forward held in place by a ring bulkhead forward of the footbraces. To date, we have delivered one boat, have built two others, and have deposits for three more. People seem to like her.

Sixty man-hours go into each boat, so at \$1,850 per boat, we're not getting rich, but come fall we will probably tool up for fiberglass production with deck hatches, etc. that the public will want. And this 34 pound delight will become 44 pounds fully rigged in fiberglass (or Spectra). In the meantime, those few who want the delightful stiffness and lightweight performance of wood can reach Barry Buchanan at Box 62, Bass Harbor, ME, or Frank Lawson at Box 1115, W. Rockport, ME 04865.

Report & Photos from Frank Lawson.



At rest and afloat, "Skua" looks good. Barry Buchanen seems to be having great fun in "Skua" in the tidal falls at Blue Hill.

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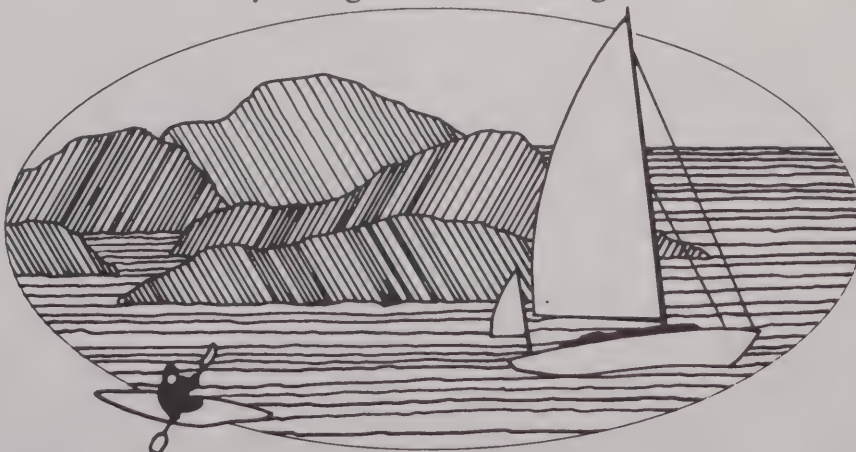
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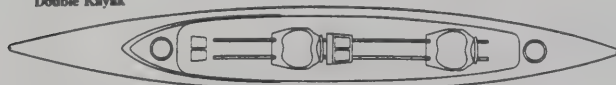
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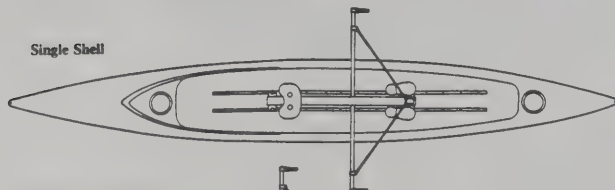
Single Kayak



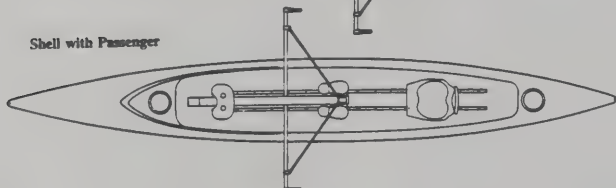
Double Kayak



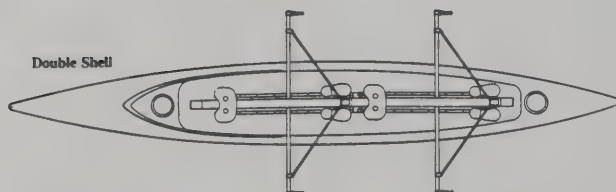
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One Boat Fleet

I describe my "Wing Systems Touring Shell" as a "one boat fleet", due to the versatility of the design. The 17'9" long fiberglass hull weighs only 55 pounds, yet offers opportunity to be used as a single or double sliding seat rowing shell; a single sliding seat rowing shell with passenger; a single sliding seat rowing shell; or as either single or double kayak.

The boat is built of hand-laid-up fiberglass with an integral deck and cockpit with enclosed flotation. Watertight compartments are provided fore and aft for gear. The cockpit track arrangement allows the setup of either single or double Piantadosi Row-Wing sliding seat rigs, or single or double kayak paddling seats. Fore and aft adjustment of these for trim when loaded is provided. Other drop-in rowing rigs can be accommodated also.

For further information call or write me, Diana Russell, at Wing Systems Inc. P.O. Box 568, Oyster Bay NY 11711, (516) 922-2656.



Too Many Melon Seeds?

My latest effort, a 13'8" Mel-onseed, was finished up for launching on April 5th. I had no idea when I began this project last fall that there would be so much written up about the boat in various magazines. Maybe you're all sick of hearing about them.

This doesn't make me any less proud of my effort, though. It did come out quite handsomely and my wife now has her own little yacht. "Emily B" has retained the traditional features like the yoke steering system and the boomed sprit sail. I upsized the sail from 55 sq. ft. to 65 sq. ft. as most of our sailing will be in light to moderate winds. There is a reef to take it back down to the 55 sq. ft. size if needed.

All the deck trim is mahogany, it has ash ribs and floors, spruce spars of course. Planking is 1/4" lauan with white oak runners on the bottom and white oak rub rails. Emily probably won't be rowing much so I left off the high oarlocks. I did buy her a nice Shaw & Tenney paddle though. If she gets stranded in a calm I guess I'll just have to go and get her in my Whitehall ("Boats" June 1, 1989, page 15). I may fit the oarlocks later but I liked the looks of the boat without them.

I hope to show the boat at the Strawberry Banke Boatbuilders' Show



this summer. That's about as far north as we're likely to get. We will be participating in most of the Philadelphia TSCA meets. We are trying now to get a Chesapeake Bay

TSCA organized, which is much closer to me of course. Our first effort at a meet got rained out but we'll try again.

Marc Barto, Smithsburg, MD.

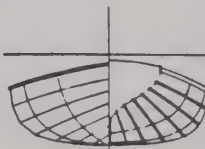
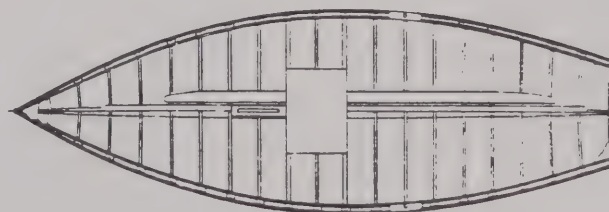
My Newest

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Beam 48 1/2"
Stern ht. 19 1/2"
Amidship 13 1/2"



My "Classic 12" Geodesic Aerolite Whitehall type pulling boat is one of the best examples of my ultra-light construction concept. It is very sturdy yet very light at only 30 pounds. You can't beat that for cartopping! The way it performs has made it very popular, with over 350 sets of plans sold so far.

There has also been quite a bit of interest in my "Whitehall 15" design, but I have tried to switch this over to the "12" because the

latter is a better design structurally due to a number of subtle differences. Now I am happy to announce that the new "Classic 14" is available for those who have been wanting a larger boat than the "12". It has all the good features of the 12, it is simply a stretched version using the same station molds.

The "Classic 12" is a surprisingly stiff and stable boat and the "14" is more so. The extra length makes it faster and offers more

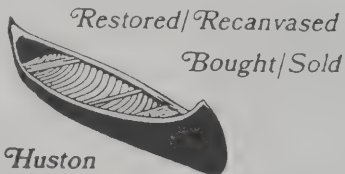
room for an extra person aboard. And, since it could be stretched, can the "12" also be shrunk? The answer is yes, a 10' version is now also available. This is a handsome full bodied dinghy, a fine yacht tender that's a cinch to haul on-board.

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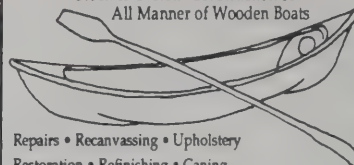
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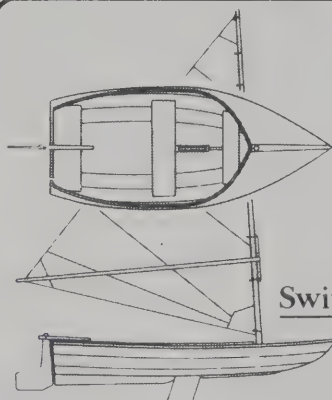
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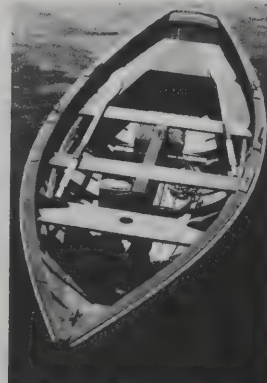
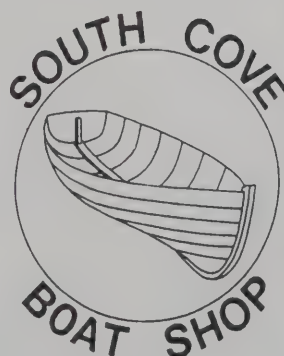
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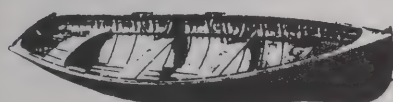
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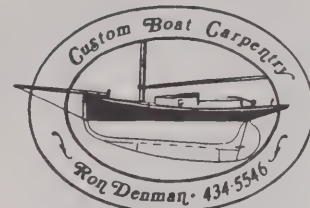
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SLIPPER 17 POCKET CRUISER, 1983. M,J,S, sail cover, cushions, 5hp O.B., bug screen, solar charger, extra U.S.C.G. package, mushroom and mooring buoy, galvanized trailer. Price reduced to \$6,900. MAX CARTER, P.O. Box 6682, Portland, ME 04101, (207) 772-6740 anytime. (3)

BOAT TRAILER. Like new, no highway use. Skipper B GLT-14. Capacity 500 lbs. New fall 1988. \$275. JOHN WARD, Chelmsford, MA, (508) 256-4981 weekdays, (207) 725-4015 weekends. (3)

USED SAILS & RIGGING. 20' mast, 10.5' aluminum boom, 9' wooden boom, misc. used standing and running rigging. Very reasonable prices. EMERSON DAHMEN, Gloucester, MA, (508) 283-3563. (3)

PARKS THICKNESS PLANER, 2hp with clutch, A cabinet shop quality machine in almost new condition at a hobbyist price, \$875. EMERSON DAHMEN, Gloucester, MA, (508) 283-3563. (3)

1989 DOVEKIE, on trailer, fully optioned, Midnight blue with tanbark sail. Used only three weeks in fresh water. \$11,500. D. DAVIGNON, Edey & Duff, Mattapoissett, MA, (508) 758-2743. (3)

WANTED. "A Dream of Islands" by Philip Teece. Published in 1987 by Orca Marine Publishers, Victoria, B.C. DICK SMITH, 10213 Rounding Run, Richmond, VA 23233, (804) 741-2171. (4)

26' LUDERS L-16. 1946 hot molded mahogany hull, spruce mast. New decks, cabin top, seats, teak cockpit sole. 90% restored. Includes main, genoa jib, spinnaker, anchor and all hardware. \$2,000 or B.O. EDWARD FISETTE, Holyoke, MA, (413) 533-1149. (4)

CANOE DEALS. 17' U.F.O. with 2' decks glassed, needs gunwale work, a few ribs and canvas, \$325. 15' Showhegan Pathfinder square stern lake boat with 3' deck, needs complete restoration, \$150. 16' Old Town sponson canoe in good restored condition with complete sail rig, \$1,300. 18' U.F.O. square stern canoe with invisible sponsons, good flat bottom with 3' canvas deck, set up to row. Needs about ten ribs, recanvas and refinish, \$450. KEVIN MARTIN, Epping, NH, (603) 679-5153. (3)

16' PISCATAQUA RIVER WHERRY, newly built with students at Strawberry Banke. A nice two-man traditional rowing boat, \$2,200. KEVIN MARTIN, Epping, NH, (603) 679-5153. (3)

14'8" PETE CULLER DAYSAILER, V-bottom, cat rig, hand-roped dacron sail, Harken blocks, trailer. As seen at Strawberry Banke Boatbuilders' Day last July. \$9,000. KEVIN MARTIN, Epping, NH, (603) 679-5153. (3)

FLEET REDUCTION SALE. 16' Bristol Bluefish runabout with trailer, 50hp Mercury outboard and parts motor, \$700. 9' Dyer Dhow sailing model hull only, \$100. 20' Crosby catboat keel with centerboard box. Complete the project. Offers. Cape Cod Frosty sailboat, two-thirds completed of top quality materials; includes spars and mylar/kevlar sail in a bag. \$250. 35 lbs. of 1/4-20x1" stainless steel carriage bolts, a dollar a dozen. Wanted, a Buda building jack. RICHARD WHITMAN, Marstons Mills, MA, (508) 428-9368. (3)

BOATHOUSE CLEARANCE. Current design Solstice SS kayak, \$1,200. Aquaterra Chinook kayak, \$600. Werner Furrer paddles, and much more. DAVID SCHURMAN, Reading, MA, (617) 944-0304. (3)

16-1/2' TOWN CLASS SLOOP, 1950's vintage lapstrake wooden daysailer. Needs a lot of cosmetic attention, particularly to its mahogany planked deck, and some minor hull repairs, although it can be sailed as is if you don't mind the appearance and some leaks. Complete boat with good rig and so-so sails (main and jib). Reduced to \$950 to see if someone will get it into the water. BOB HICKS, Wenham, MA, (508) 774-0906 after 6 p.m. best. (4)

REDUCED SUMMER RATES. Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

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17' SIMMONS LAPSTRAKE CANOE, cedar on oak ribs with caned seats and two double paddles. White exterior with natural interior. Absolutely new condition. Was \$3,100 new, asking \$2,395. GARD CALLANEN, RD 1 Engle Rd., Industry, PA 15052, (412) 643-5457. (3)

TWO SLOOPS. 24' Pennant and 25' Eastern Interclub Racer. Eastern has lines similar to Dark Harbor. Both have had extensive recent hull work but will require some painting, rigging and TLC. Both are on trailers and are offered at around \$1,500 each. GORDON TOWLE, Westbrook, CT, (203) 399-5224. (3)

FREE BEETLE CAT HULL, fiberglass, c.1950. No sail, mast, rudder or seats. Deck loose and torn. Gel coat crystallized. FG expert could repair and make tender, or FG researcher could use it to study FG aging. BOB WHITTIER, 70 Old Colony Rd., Duxbury, MA 02331, (617) 934-5136. (3)

CLASSIC 26' WOODEN MONOMOY, excellent mechanical condition. Universal Atomic 4 rebuilt engine. \$5,500. CUSTOM HOUSE MARITIME MUSEUM, Newburyport, MA, (508) 462-8681 or Wally at (508) 465-3022. (4p)

17'8" SEA KAYAK, Eddyline Sea Star in excellent condition. \$950. JERRY KOCHER, Wellesley, MA, (617) 237-1956. (3)

16' RUNABOUT HULL, fiberglass lapstrake, bare hull only, on trailer. \$100. DAVE PEACH, Marblehead, MA, (617) 631-5571. (3)

KAYAKS & GEAR. Mariner Escape sea kayak, roomy, perfect condition, fiberglass, skirt, cover, sea-sock, complete owner's manual, extras, \$1,000. VCP Selkie sea kayak, kevlar, cockpit cover, skirt, retractable skeg. Paddled twice. Set up for person 5'3" or shorter. \$1,400. One wooden Quill paddle, 2-piece, 108", \$110. Two Werner Furrer San Juan paddles, 88", right hand control, one two-piece, one one-piece, \$120 each. STEVE HANSON, RFD 1 Box 1335, Rockland, ME 04841, (207) 594-2087. (3)

USED PALMER ENGINE, P60 4-cylinder gasoline complete with gear in running condition, \$100. Also Palmer Model #27 1-cylinder with cracked head, for parts, \$50. CROCKER'S BOATYARD, P.O. Box 268, Manchester, MA 01945, (508) 526-1971. (3)

27' BRISTOL SLOOP, classic Alberg design. Four sails, 9.9 Evinrude, VHF, KM. All cruising gear. Fully commissioned. Sailing dinghy included. Asking \$9,300. LARRY TYTLA, Waterford, CT, (203) 444-2538. (3)



18' WILLIAM ATKIN POCKET CRUISER, Classic "Bluebird" sloop, 6'10" beam, full keel 2'0" draft (no centerboard). Cruising accommodations for two, fully equipped for cruising. Cedar on oak, canvas on pine decks. Built in 1951, rebuilt in 1980. Palmer "Baby Huskie" single-cylinder 6hp inboard rebuilt 1985. Custom canvas winter cover and frame. Flatbed trailer and cradle. Cruising in southern New England this summer but available immediately. Asking \$4,500. PETER KEYES, Ossining, NY, (914) 762-5313. (4)

WANTED. Sailing rig for Folbot, all equipment included, in seaworthy condition. EILEEN DOBB, Manchester, CT, (203) 647-9002. (4)

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ENTROPY, P.O. Box 138, Marblehead, MA 01945. (4)



SAIL THE VIRGINS. Beautiful, fast, sea-kindly, reasonable, Gal-lant 53' ketch "Zulu Warrior". Chartering in the Virgins 17 years. MARTA WILMERDING-MACFARLAND, 12 Statesman Terr., Marshfield, MA 02050, (617) 837-6505. (TF)

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)

POWER DORY BLUEPRINTS. Set of real blueprints from 1920's for "Rudder's" 18'x6' power dory "Cod", designed by Fred Goeller. Rounded sides and narrow, flat bottom like a Swampscott. Substantial skeg, seven strakes each side. Steam bent U-shaped cockpit coaming. Short fore and aft decks. Decking of narrow strips follows gunwale curve. U-shaped seat along sides and across stern. Outboard rudder. 1-cyl., 2-cycle engine on plans looks like about 3 to 5 h.p. Experienced boatbuilder could produce a classic from these plans. 3 large, 3 small sheets. Acadia engine catalog included. First \$50 takes them. BOB WHITTIER, Box T, Duxbury, MA 02331. (4)

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

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PORTABLE DWELLING INFO-LETTER: About camping, hiking, bicycling, travelling and living in a tent, camper, trailer, boat, remote cabin, etc. Reader written, frank discussions. Sample \$1. P.O.B. 190-ME, Philomath, OR 97370. TF

NOVA SCOTIA HARBOR FRONTAGE. 25 acres, 200' of deepwater frontage, wood lot, well, run-down house, 20'x40' shop/garage. In lovely village. Protected harbor, public wharf, islands, views, rugged coast, shipwrecks, fishing, wonderful sailing. Offered at \$20,000 U.S. JOHN OWEN, Box 13, Salem, NY 12865, (518) 854-3803. (TF)



16' SNIPE, very old #T3023. Complete, with new sails. Hull needs seasonal repair. Trailer included. Asking \$1,250.

CHRIS TREMBLAY, Harrisville, NH, (603) 827-3796. (5p)

20' ELVER double-ended all wood epoxy saturated sailboat. Hull and cabin complete. Lacks spars. On a sturdy trailer. 9.9 Yamaha 4-stroke outboard. Brand new sails never used. Asking \$5,000.

JANICE WILLIS, 325 Albion Rd., Benton, ME 04901, (207) 453-7339 eves. & wknds. (4)

RECENT TRADES. Used Wahoo sailing canoe; used 16' Old Town Otea; used Saroca; many others.

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16' ST. LAWRENCE RIVER SKIFF, traditional lapstrake construction. New, \$6,500, for sale by owner/builder.

FUAT LATIF, Orwell, VT, (802) 948-2753. (TF)

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.

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CL 16' DAYSAILER, popular Wayfarer design daysailer, racer, over-nighter, new 1989. Seats six, teak seats and trim, all else fiberglass. Beautiful boat with galvanized trailer. By far the best I've sailed. New cost over \$5,500, sacrifice for \$3,500 or BRO.

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SKILLED WOODEN BOAT REPAIRS. If you're looking for someone affordable to do professional repairs or restoration on your small wooden boat, call us. We've been building and repairing wooden boats since 1933.

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FIBERGLASS KAYAK, not pretty but in good shape. With paddle, air bags and skirt. \$250.

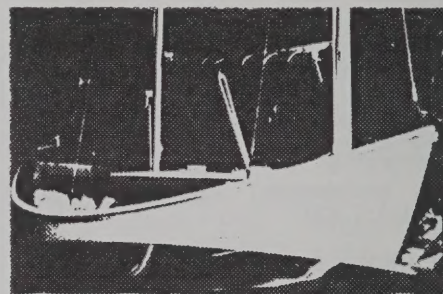
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DORY DROP SHAFT suitable for 3 to 15 hp engine. Includes universal joint, lift rod and hardware. Stainless and bronze. \$75

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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)



20' ST. PIERRE DORY KETCH, oak and lead keel, 3' draft, gaff rigged main, jib two years old, tanbark sails in good condition. New boom cover for main, new mizzen mast and standing rigging, fir spars, cuddy cabin. Mahogany doors, seats, floors, grab rails, and cleats, white painted hull. Custom outboard bracket. Have drive shaft for inboard. Pine on oak frames. Boat has been restored, very pretty. Must be seen to appreciate. Asking \$2,000.

HAROLD KOKINOS, Marblehead, MA, (617) 631-1316, leave message. (4)

CAMP FOR RENT. Spend your 4th of July in Vermont. Modern two-bedroom camp on Lake Bomoseen in Castleton, VT, available one week only, June 30-July 7. Huge screened-in porch offering view of lake, plus pleasant eating and sleeping. 180' frontage on lake with dock. Maximum 6/\$500.

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24' UNFINISHED CUTTER, "Allegra" design by Fred Bingham. Hull, decks, Vetus diesel installed. Sky-light and other details complete. Contact builder.

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21' SEA PEARL cat ketch, 1988. Has teak trim, water ballast, convertible top, oars, galvanized trailer and 4hp Johnson outboard. \$6,600.

DAVID & KATHERINE COCKEY, Rochester, MI, (313) 651-2744. (4)

12' O'DAY, 1976 open version of O'Day "Widgeon" with "Laser" style rig. Balco trailer. \$450.

DAVID & KATHERINE COCKEY, Rochester, MI, (313) 651-2744. (4)

CHRYSLER INBOARD PARTS, used manifolds, risers and heat exchanger for 440 Mopar (Chrysler). \$200 or B.O.
HOWIE, Gloucester Yankee Marine, Gloucester, MA, (508) 283-0079. (4)

TRADITIONAL SAILBOAT GEAR. Three wooden spars, old but sound, 19', 22' and 26' long. Two 5" diameter brass bezel portholes, one hinged, one fixed. Hand operated brass bilge pump. \$100 takes away the lot.
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GREAT EXERCISE. Traditional fiberglass wherry built for sliding seat rowing, mahogany trim, custom canvas snap-on decks. Length 21', waterline beam 22". \$750, lessons included.

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20' DOUBLE ENDED SHARPIE, 3/4 decked, 4'6" beam, maximum draft 18", minimum 3", 260 pounds stripped. Wishbone boom cat rig. Story-built 1983, ready to sail. \$500 firm.

PHIL BOLGER, 29 Ferry St., Gloucester, MA 01930 (no phone). (4)

EYECATCHING BOLGER MICRO 16', West over plywood, green hull, green sails, teak deck, teak trim. Flotation, lights, tandem trailer, 8hp Mariner. \$3,750.

MARTIN STEVENS, 325 Stone Mtn. Rd., Black Mtn., NC 28711, (704) 669-8863 home, (704) 669-7745 work. (4)

"QUIET WOMAN", 18' S. Rabl "Picaroon II" cruising sloop (1961). Cedar strip planked, bronze fastened, teak deck, bridge and cockpit. Includes twin settees and large lazarette. Includes square sail with 14' telescopic yardarm, main and club jib. Natural mahogany trunk cabin, outboard bracket, 10' sculling oar. Recently upgraded. \$6,500.

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30' WOODEN MOTORSAILER custom designed by Crocker and built by George Chaisson in 1939. Completely rebuilt by boatbuilder James Steele in 1988. 155hp Buick V-6 engine, low fuel consumption. Dacron sails (2). Sleeps 4; galley with icebox and gas stove; head; nice deep cockpit. Wonderful family boat. Has had only three owners.
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10-1/2' WOOD/CANVAS ROWBOAT. Beautifully restored by Rollin Thurlow in 1989 to like-new condition. Nice pair of Shaw & Tenney oars included. \$1,500.
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BOSTON SINGLE ROWING SHELL with oars. Excellent shape, unsinkable and indestructible. \$750 or best offer.

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18' CHRIS CRAFT SEA SKIFF, 1956. Lapstrake, good condition, includes trailer. Engine needs work. \$900 where is. Delivered anywhere in New England for \$1,200.

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LOWELL 19 SLOOP, FG, cuddy, head, stove, sleeps two. Two sails, two OB engines both 5.5hp Seagulls (one as spare), wooden spars and cockpit. Tandem trailer plus extras. \$3,800 OBO.

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15' DOLPHIN 15, lightweight (45 lbs) rowing dory in good condition. Great aerobic exerciser. Nice pair of Shaw & Tenney oars included. \$450.

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17' VINTAGE KAYAK FRAME, 38" beam, huge cockpit. Beautifully built varnished wood rigid structure with floorboards. Looks like something from a '40's era "Popular Mechanics" project article. \$100.

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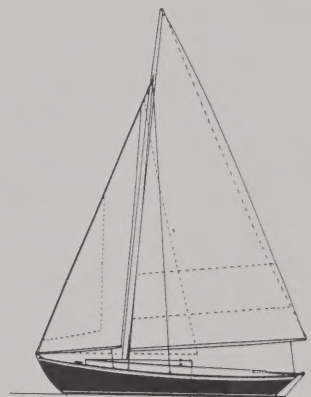
WANTED. A good Rushton canoe.
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SMALL CRAFT "TYPHOON" recreational rowing shell. Sliding seat, fiberglass, 50 pounds. Excellent condition, includes oars, seat assembly. \$850.
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23' SEASPRITE SLOOP, 1965 (weekend 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.

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21'x7'x3' HERRESHOFF MARLIN CLASS SLOOP, "Dervish". Excellent condition. \$6,500 or best offer.
GEOFF WARNER, Exeter, RI, (401) 295-1243. (4)

14' LASER SAILBOAT. Great condition, perfect for the kids, learning and racing. Includes two sails and trailer. \$1,100.

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13' MANSFIELD CANOE, \$200.
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BILL HOWARD, Southwick, MA, (413) 569-6594. (4)

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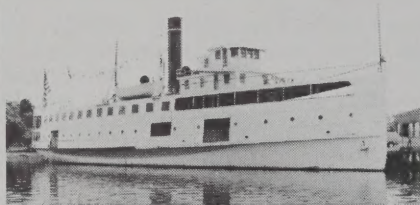


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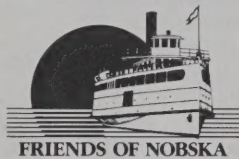


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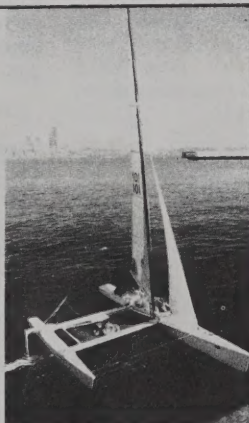
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