

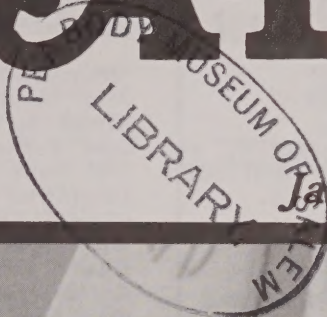


messing about in BOATS

Twice a Month!

Volume 8 - Number 16

January 1, 1991





messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will at last feature Bill
Rutherford's story on camp-cruising
on Blue Mountain Lake in the Adi-
ronacks. We'll also take a peek at
our rained out Messabout in Octo-
ber, for several interesting boats
did turn up. Ed McCabe will tell us
about the Hull rowing team's ad-
ventures last summer rowing in
Holland, and I will report on Ed's
Chelsea Creek Rowing Race held in
December on this industrial Boston
river. Tom will be back with an-
other Townie adventure on a "Sun-
day Sail", and Guy dePuyjalon tells
about a "First Solo" with a twist to
it. Moby Nick Scheuer brings us
nostalgia with his childhood "Re-
building the Bottomless Boat", and
some current designs we may fit in
include Barry Buchanen's superbly
made sea kayak and Doug
Goldhirsch's take-apart "Piece
Boat".

On the Cover...

That's a Rhodes 19 sloop rac-
ing in Boston harbor last September
in an unusual sailing race, the In-
dependence Cup, sponsored by the
National Ocean Access Project for
physically disabled sailors. The
skipper at the helm was probably
the most disabled of those skipper-
ing in the 10 boat fleet. Sam
Sullivan of Vancouver, British Co-
lumbia, is a quadraplegic. A com-
plete report is featured in this is-
sue.

Commentary

**BOB
HICKS**

Every so often we put together
an issue with particular emphasis
on one aspect or another of messing
about in boats, and this issue hap-
pens to bring together several as-
pects of small boating for the
physically disabled. The nature of
a boat floating on water does pro-
vide some mobility opportunities for
people handicapped in their every-
day getting about due to some
physical disability.

The story on the
"Independence Cup" sailing races
held in late September in Boston
harbor by the National Ocean Ac-
cess Project of Maryland may be
"old news" in terms of topicality
about who won, and so on, but my
purpose in attending was to see
how these disabled people went
about indulging in competitive
sailboat racing. With a little bit of
help from their friends, they had
quite a weekend for themselves. Its
all detailed in a feature article in
this issue.

For the past couple of years
now Jan Zeller of Dunbarton, New
Hampshire, has been hearing from
disabled people who either paddle,
or want to paddle, canoes and kay-
aks. Her own disability overtook
her after many years of paddling
canoes; she and her husband Bill
also run a small family canoe and
kayak sales business as a sideline.
Jan announced in the boating press
that she wanted to do something to
organize programs to assist the
disabled to enjoy paddling recrea-
tion. Now she's the chairperson of
the Disabled Paddlers Committee for
the American Canoe Association,
and has co-authored a detailed man-
ual on how to enjoy paddling de-
spite physical handicaps. Jan's
story on how this came about and a
review of the manual are also fea-
tured in this issue.

I thought this would cover the
subject nicely, and then a letter
and photos turned up from reader
Ed O'Donnell of Pensacola, Florida.
Ed designed and built a "backyard"
windsurfer for paraplegic friends.
Ed's creation adapts a windsurfer
sail rig to a sit-down craft built
around a flotation equipped lawn
lounge with additional amas for
stability. So I added Ed's report to
this issue's feature articles.

As the subject of the physi-
cally disabled messing about in
boats came to my attention over the
past couple of years I at first
wondered why anyone who was
physically disabled would want to
struggle with managing a small
boat. I realized that persons who
had been paddlers or sailors would
desire to carry on, but those who
had never indulged in small boat-
ing prior to becoming disabled, or
who had always been disabled,
seemed to me to be reaching rather
far in attempting to overcome their
disabilities. There are more man-
ageable recreational and competitive
activities they can attempt, I felt.
Those who take part in marathons
in their wheelchairs are doing
something that's an everyday part
of their lives, albeit carried to an
extreme, so this seemed quite logi-
cal to me. But, to try sailing? In
races?

So I visited with these disabl-
ed sailors in Boston after watching
them race in the Rhodes 19's of
Boston's Courageous Sailing Center.
Many were sailors before an acci-
dent disabled them, but others had
looked to sailing as a way to get
out there and seize a challenge. A
preferred self-description some use
is "physically challenged". So be
it, sailing was indeed such a chal-
lenge.

There are varying degrees of
disability, obviously. One partici-
pant was walking around wearing
an honest-to-goodness pegleg, lack-
ing only a pirate outfit! But at the
other extreme was a quadraplegic
who had tackled sailing without
prior experience, and not only
mastered the sailing skills, but en-
tered this race. Back home he has
organized a sailing program for
other disabled people in Vancouver,
British Columbia. Sam Sullivan gets
quite a lot of help from Kathryn
Thomson getting into the boat and
settled, but then he's the skipper
and manages to control the tiller
despite his handicap. From talking
with Sam I learned the ultimate
goal for the physically challenged
sailor. "We want to go sailing
with, and race against, those who
are not disabled, to be just another
boat in the fleet."

YES THIS ISSUE IS REALLY LATE!

I have no way of knowing as I
write this when you will get this
issue but I can tell you it didn't
go to the printer until December
28th, so it's late. Over much of
last fall I seem to have gradually
dropped behind schedule and this is
the bottoming-out issue. I will be

putting January 15th together with-
in a few days, so you should get
that one nearer to on time, with
the February issues back to what
passes for an on-time schedule
here. Maybe a New Year's resolu-
tion about being on time in 1991?
Maybe.

AMERICAN CANOE ASSOCIATION, INC.

About That "Users" Fee



On October 24, 1990, Congress approved budget legislation directing the Coast Guard to implement "User" fees for all boats over 16' that operate on navigable waters under Coast Guard jurisdiction. The fee is to be up to \$25 for 16'-19' boats. Each boat requires its own permit. The fee is graduated on the basis of boat length (\$100 for boats over 40').

The fee is redundant as a "User" fee because you must pay separately for each of your boats, even though you may only use them one at a time. If it was truly a fee to "use" the waterways, an individual would only be required to pay it once per year. Since it is required for every boat, it would appear to be a tax. If you have four boats worth a total, perhaps, of \$3,000, you would pay four "User" fees totalling \$100, which is the same fee as that charged someone owning a \$300,000 yacht. Your rate of taxation per unit value would be 100 times higher than that of the yacht owner. The combined weight of your four motorless boats is around 200 pounds. This is remarkable legislation indeed. Hunters, whose guns are comparable in value to our boats, pay one hunting fee per year and use any gun in their collections. Should fishermen pay separate "user" fees for each pole?

Powerboats under 16' down to jetskis are excluded from this legislation in spite of their using the waterways far more heavily than we do. These boats have much higher dollar values and as much as 50 times as much the hull displacement of our 40 to 80 pound boats. You can't sling a jetski over your shoulder or carry five on the roof of your car. These comparisons suggest that we may be financially brutalized to an extent that is without precedent in this country.

Ranking boats by length conveys tacit implication of relative value, hull displacement, and use of the waterways. Our boats, propelled at 4 mph can in no way use the waterways in any manner comparable to 30 mph jetskis or 70 hp, 15'10" powerboats. Equating our boats to powerboats of comparable length is like equating a hi-tech glider to a corporate jet because they have the same wingspread. By any measure our 40 to 80 pound, 2' wide boats at \$50 to \$100 per foot must be classed below jetskis in terms of weight, relative value, threat to other mariners, polluting

potential, and projected use of the waterways. Our boats may be reasonably ranked about one notch above inflatables. If the watercraft from jetskis up to 16' powerboats must pay no fee, there can be no justification for including us in this fee structure!

The further requirement that we must pay separately for each of our boats for the single right to paddle on the waterways in which-ever of our boats we choose to use makes application of this legislation to us totally unconscionable. We all must fight this legislation with the most solid arguments we can assemble. The time to act is now. The rules are expected to be issued in mid-January, 1991. If we are effective at this point, we may not be included in the regulations to be determined in January.

If this impacts upon you, we request that you compose letters that make the injustice of this legislation, as it would impact on all of us, absolutely clear. We believe that, if such a fee is unavoidable, that there can be no justification for exempting all other watercraft from jetskis (aquatic motorcycles) up to 16' runabouts. If we must pay a fee, it should be in the form of a "general user" permit at \$10 to \$15 that would allow us to use any one of our boats without dictating to us which one. The proposed disproportionate financial punishment of boaters whose human powered craft (aquatic bicycles) rank at the bottom of the scale of coastal recreational watercraft must be stopped.

Send your statements on the subject to:

Commandant G-NAB
United States Coast Guard
2100 Second St. S.W.
Washington, DC 20593
Att: "Navigational Waters User Fees" (in lower left hand corner of the envelope).

Send copies to your local national congressmen, contact them on behalf of your clubs or informal paddling groups. Send petitions and talk to the staff personnel who monitor legislation. Make sure they understand the nature of this problem.

Also send copies of your statements to:

Representative Dan Rostenkowski (D. IL), Chairman
Ways & Means Committee
U.S. House of Representatives
Washington, DC 20515

Please also send copies to me. Our case will be prepared on behalf of the Association of North Atlantic Sea Kayakers and the American Canoe Association National Coastal Kayaking Committee. Please send these copies to:

C. Sutherland
National Coastal Kayaking Committee
American Canoe Association
RD 1 Box 457
Green Lane, PA 18054

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Blue Mountain Lake, N.Y. 12812

ROWING'S NOT A STRUGGLE

After reading the article by Stephen DuPont in the October 15th issue, "Managing a Racing Shell", I think that some comments are in order for the benefit of readers. I was disturbed by the tone of the article, there seemed to be an overemphasis on a struggle to overpower the racing shell, and that new muscles have to be developed to achieve this. In my opinion this just isn't so, and I would hope that prospective sliding seat rowers would not be discouraged from taking up such rowing after reading the article.

I am 66 years old, six feet tall and 145 pounds wringing wet, and have been rowing an Alden Ocean shell and a Van Dusen racing shell for many years. I have competed in the Veterans Singles at the Head of the Charles Rowing Regatta in Cambridge, the largest rowing event in the world, every year since 1979. I consider myself a serious Alden rower competing in many rowing races during the summer. Even though I live in Massachusetts, I am able to row my Alden at some time in every month of the year. I enumerate the above to make clear the background from which I offer my views on this subject.

Rowing is a wonderful sport for those fortunate to have access to a good sized body of water. It is non-impact and exercises most of the muscles of the body. It can easily be done by almost any man, woman, or young person who can swim reasonably well. If one wishes to try rowing in a sliding seat boat such as an Alden Ocean shell, I strongly recommend finding a dealer or someone in the area who has an Alden or similar boat. It is very important that a beginner has proper instruction to learn the correct technique of sliding seat rowing.

I cannot overemphasize this enough. If someone is really interested in learning the right way there are fine rowing camps in Maine, Vermont and Florida. I have participated in many rowing clinics

HOPES FOR THE FUTURE

I've done very little boating the last few years, being busy with other things. I haven't used my little canoe once this year. But I have hopes for the future, specifically in my Old Town double-ended rowboat with a shelter for sleeping, small electric outboard and small auxiliary sail.

Jim Casey, Newport, RI.

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designed for beginners either with an Alden dealer or by myself for friends who wanted to learn. Usually after a few hours the beginner will master the basic understanding of the rowing stroke and boat handling. After a few sessions he or she will have gained the confidence to row on one's own. The transition from a recreational shell such as the Alden to a racing shell is not difficult. Here again it is important to have someone who has the experience to help, in addition to understanding the fundamentals of rowing.

In order to master the sport of rowing, brute strength is of little concern to anyone but the most advanced rower. The thought of using real strength to master the boat is a misunderstanding of the basics of the sport. Rowing must be done with finesse and the light touch. Gripping the oars tightly should be avoided. Forcing the boat to be balanced is counter-productive. A gentle motion of the hands on the oars provides tremendous leverage, due to the length of the oars, for maintaining balance. Admittedly a beginner will have to spend time working on this, and other aspects of the stroke, before becoming comfortable and relaxed. There is only one time when one's strength is called upon, that is at the "catch and drive" when the oar blade is in the water propelling the boat forward.

Stephen Du Pont's article described his struggle to teach himself to master a racing shell, but I don't believe that such sliding seat rowing can be properly learned on a do-it-yourself basis, as his article tends to prove. Had I not known much about such rowing, reading this might have discouraged me from giving it a try, which would have been most unfortunate, as I then would have missed out on a sport I have come to love and enjoy so much.

Jack Hubbard, Cohasset, MA.

SAILBOAT DESIGN LIBRARY

I have started to build a library of out-of-production fiberglass sailboat designs. In the past thirty-five years thousands of fiberglass boats have been designed and built. Most of these boats still exist and sooner or later change hands. I feel these used boats are the most important component in the sailboat field now and in the future. In a time when builders of sailboats are closing their doors, the answer to supplying future needs of the sailing public lies in this inventory of used boats.

I feel a problem exists in the lack of design information and specifications on these boats. The buyer of limited experience knows little from the names published by most advertisers. Many boat dealers I know have no source for this information on traded or brokerage boats. A comprehensive library of designs of out-of-production boats could help to get buyers in touch with the boats most suited to their needs and price range, and help sellers to sell no longer wanted boats.

I have many designs in my own files but my collection does not start to address the thousands of designs that exist, so I am soliciting donations of brochures and sailboat directories from anyone who believes this to be a worthwhile effort. Access to such donated materials will be available to anyone who has donated such materials, and to researchers.

It is my hope to publish a guide to out-of-production sailboats from the accumulated materials in this library. In the interim period I will make any design information in hand available to boat buyers, dealers, naval architects and surveyors on either a faxed or photocopied basis. A potential benefit of this might be the matching of buyers and sellers of specific boats. I feel strongly that this project can only help the staggering sport of sailing back onto its feet. This has to be of benefit to the whole industry.

Bill Graham, 7 Ward St., Ipswich, MA 01938, (508) 356-3623.

HAD A GOOD SUMMER

I had a good summer playing with my canoe with the 9' oars I made and the home-made sliding seat rig. I also took my old wooden 15' sailboat with the antique St. Lawrence engine up the Rideau Canal in Canada, near where we have a cabin on a lake.

Jack Hurt, Dalton, MA.

A LONG TWO WEEKS

I have enjoyed "Boats" about two years now but I can't understand how, with time passing so quickly in our lives today, how does two weeks get to take so long? Thanks for all the fun and info.

Douglas Sharp, N. Easton, MA



DO WE HAVE TO PADDLE INCOMPATIBLE?

Do we have to paddle
Incompatible?
Must kayaking double
Spell double trouble?

You chop up and down...
I try to pull sideways.
You splash a quick backhand...
I slowly slide wide ways.

We sit here creating
Our own stormy weather
On whether to feather
As we're tethered together.

Well, we forge a solution
From our on-board clinic,
Launch a great new style
(And a pacified cynic)...

TEN STROKES YOUR WAY
Then, TEN STROKES MINE.
Each harbors his own...
Resting half the time!

Herb Klinger

LOOKING FOR A CARTOP LOADER

I have built a Bolger designed "Cartopper", an 11'6" sailing/rowing skiff from plans from H.H. Payson. At about 100 pounds it turns out to be too heavy for me to lift alone onto the roof racks of my car.

Some time back I read in a boating magazine of a metal rig that can be attached to a car to assist one person in lifting a boat from the ground to the roof racks. I am not sure that it was in your magazine but think it may have been. If you, or any reader, can assist me in my search for such a device I would be most appreciative. After a lifetime of waiting I am now retired and a first-time boat owner on a very limited income.

Jerome Enot, 286 Dover Point Rd., Dover, NH 03820.

STOPPING BY MY MAILBOX ON A SNOWY EVENING

Where "Messing About" is I think I know.

I haven't seen one since November though.

They haven't been seen stopping here

To watch my skiff fill up with snow.

My mailman must think it's queer
to deliver without "Boats" here
Between my house and the frozen lake
The darkest evening of the year.

He gives his canvas sack a shake
To ask if there's some mistake.
The only sound is the sweep
Of Publishers Clearinghouse
Sweepstake.

The sea is lovely and dark and deep
But I have back issues to keep,
And articles to re-read before I sleep,
And articles to re-read before I sleep.

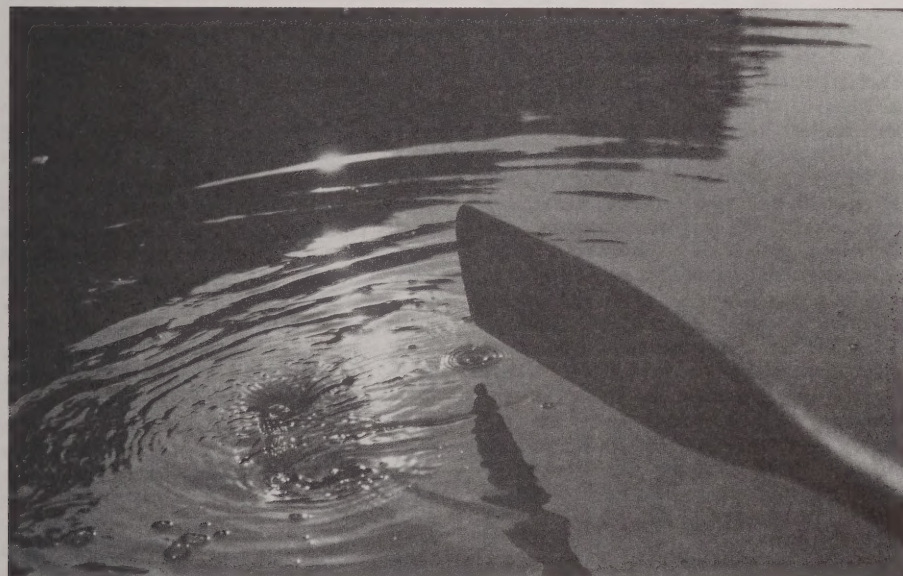
Andy "Frost" Follansbee,
Lebanon, NJ.

EDITOR'S NOTE:

This lament illustrates the frustrations of mailing a small publication by bulk mail. Andy's subscription mailing address stencil was correctly filed and quite new and very legible. So where did his magazines go?

There's a little line on the back cover of each issue which reads "Address Correction Requested". This means if the local post office cannot deliver the magazine as addressed, they throw it out BUT send me, eventually, an address correction.

Andy's magazines? I sent him replacements and will do the same for you if you miss any. Just let me know, but wait a while to be sure its not just late.



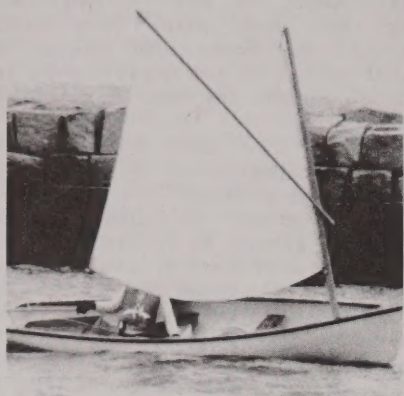
10th GREAT 'ROUND GERRISH ISLAND RACE & CRUISE Sept. 9, noon

GERRISH ISLAND POSTERS

Over the 16 years of the Ger-rish Island Rowing Race, another unique feature of this unique event has been the annual poster produced for the event by local graphic artist, and enthusiastic oarsman, Tom Hibsman. Tom had the array of bygone posters on display at this past September's event and was offering those available for sale. They make great decorations for

the home of any avid oarsperson. The poster pictured is from the 1984 race, measures 15"x18", is black and white on glossy stock, and is available for \$10 plus shipping. Signed limited edition prints are offered by Tom at \$25 each. To order, or for information on others available, contact Tom Hibsman, 188 Brave Boat Harbor Rd., Kittery Point, ME 03905, (207) 439-6721.

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Tenth Annual Symposium

The tenth annual Southern New England Maritime History Symposium was held at Mystic Seaport Museum on Saturday, November 3, a mild and almost balmy day, more like late June than early November. In his welcoming remarks Director J. Revell Carr did his best to accentuate the positive in a gloomy report on cutbacks at the Seaport necessitated by a downturn in the economy, pointing out that their current deficit was trifling when compared with what it might have been.

The talks given throughout the day included studies of the effects of President Jefferson's embargo on the port of New London and the role played by the Coast Guard in the "rum war" of prohibition days, details concerning the Bayles dynasty of Port Jefferson, Long Island, and the ships they built, and accounts of the menhaden fishery as well as coastal schooner some half century ago. In the free time between papers, participants could view the Seaport's sailing school maneuvering dinghies in the light breeze on the river, observe the handsome vessels, such as the mini-bark *Black Pearl*, tied up at the waterfront, and take in dramatizations and exhibits, including "If Neptune Had an Attic," a sixty-year retrospective of the Seaport's collection.

For me, this year's symposium was a bit different from others because I had fourteen students in tow and was, in a sense, viewing the proceedings through their eyes. These were honor students at Eastern Connecticut State University who were taking a colloquium with me called New England and the Sea. We had been here as a group in September, when they were given a tour of the Blunt White Library and its special collections. That earlier visit had included a laconic talk in the Small Boat Shop by Barry Thomas about building

SOUTHERN NEW ENGLAND MARITIME HISTORY

wooden boats and a brisk sail on the river in the *Breck Marshall*, a replica of a Crosby catboat built at the Seaport, which Doug Butler sailed hard for us, putting her rails under on every tack. On the day of the symposium, I got the impression that my students would have preferred to be out on the river instead of doing research at the library or listening, three at a time, to the papers being read at the Seamen's Inne.

A good proportion of the papers were scholarly studies, the sort that one might expect to hear at the conferences of the American Historical Association or the American Studies Association, if those august bodies would pay some attention to maritime history. Glenn Gordinier, a lecturer at the Munson Institute and Research Associate at the Seaport, gave a lively account of the politics of Jefferson's embargo of 1807-9 in Federalist New England, particularly the role played by Jed Huntington, collector of customs for the district of New London and political leader of the Federalist establishment in eastern Connecticut. Gordinier concluded that Huntington obeyed the letter of the despised embargo to the point of attempting to close down smuggling operations, but that he found ways of bending the spirit of the law to suit the interests of the "standing order" of bankers, merchants, and ship owners. That Jed Huntington managed to clear proportionally three times the number of vessels as were cleared in the port of Boston without being questioned by federal authorities suggests competence and political savvy.

Irving King, Professor of History at the U.S. Coast Guard Academy, gave a vivid account of Coast Guard operations during Prohibition. His talk focused on the interdiction of rum-runners at sea and in coastal waters and the

picketing of "rum row," the floating package stores anchored along the coast from Eastern Long Island to Atlantic City just outside the three-mile limit. Most interesting were King's accounts of the sort of craft involved on both sides of the Rum War, the various tactics employed, and especially the particulars of episodes in which the Coast Guard was accused of using excessive force. In one case involving a cutter out of New London which ambushed and fired lethally on a rum-runner at night in the East Passage of Narraganset Bay, the locals were outraged, threatened the Coast Guard crew, and attacked the houseboat owned by the captain of the cutter.

More in the spirit of chroniclers of local history was John Van Sorosin's factual, filio-pietistic account of the Bayles shipyard of Port Jefferson, Long Island, which produced quality vessels from about 1836 until its closing in 1917. Van Sorosin interwove brief biographies of many of the vessels built at J.M. Bayles & Son with sketches of the lives of members of the Bayles family. It was a thorough job of research, and one that might be more suitably read than listened to. My students remarked that they would have liked to have heard more about the interesting slides that Van Sorosin showed of historic Port Jefferson and of ships on the ways at the Bayles yard and less of the formulaic coverage of almost every ship built there.

Among the most enthusiastically received and appreciated of presentations at the Seaport's annual symposium are the personal accounts, not necessarily scholarly, of salts who spent their youth half a century or so ago on working boats and in maritime enterprises that have long since succumbed to economics or technology. In this spirit, the Seaport's own Captain Francis E. Bowker, filling in for a panelist who was unable to attend, told the story of shipping out as a teenager on a six-weeks cruise to the Bay of Fundy, for which he was paid the handsome salary of fifty cents. In considerable detail and with colorful anecdotes, Bowker told of his experience as an ordinary seaman aboard the five-masted schooner *Edna Hoyt* out of Boston and his frequent run-ins with her fire-breathing master. One yarn led to another and the audience, as well as Captain

Bowker, lost track of the time.

Harold E. Shear's "My Life in Bunker Boats" was an outstanding paper, which combined personal experience with historical perspective. It is ironic that Vice-Admiral Shear, formerly Commander-in-Chief of U.S. Naval Forces in Europe, the highest ranking individual to have read a paper at this series of symposiums, should have chosen as his subject his personal involvement as a boy and young man with the lowly and odorous menhaden fishery. With skill and humor in a narrative replete with properly salty nomenclature, Admiral Shear dramatized a day in the life of the 1930s bunker fisherman. These boney, oily fish used primarily as fertilizer were hunted with pairs of seine boats launched from Noank-built steamers out of New London. By the time his tale was told, the audience could picture the purse being closed by a donkey engine, the bunkers being hardened up in the bunt of the seine, then delivered to the ship's hold in a brail net, and the steamer itself headed back to New London with her boards up.

It was a pleasure also during an intermission to talk with Bill Peterson, Curator of Collections, and to thank him for permitting my students to sit in on the symposium gratis. Readers of *Messing About in Boats* with scholarly interests or personal experience of oldtime watercraft might consider reading a paper or telling their story at a future symposium. If that's you, you might write to Bill Peterson, who makes most of the arrangements.

Jim Lacey

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INDEPENDENCE CUP 1990



Final Standings

1. Physically Challenged Sailing Society - 15 3/4 pts.

Carl Olsson, Larchmont, NY - skipper
Gregg Templeton, New Paltz, NY
Dick Fucci, Guilford, CT

2. Spaulding Rehab / Shake-A-Leg - 24 pts.

Robie Pierce, Newport, RI - skipper
Ernie Savastano, Jamestown, RI
Tom Hovey, Beverly, MA

3. Eisenberg Associates - 39 pts.

Rusty Sargeant, Charlestown, MA
Steve Spinetto, Charlestown, MA
Duncan Gillespie, Charlestown, MA

4. Litecontrol - 39 3/4 pts.

Helmut Greger, Rigaud, Quebec
Art deVries, Terrasse Vaudreuil, Quebec
Cale Kenny, Winthrop, MA

5. Constitution Marina - 47 3/4 pts.

John Lancaster, Annapolis, MD - skipper
John Casler, Marblehead, MA
Matthew Chao, Newton, MA

6. Houston-Galveston Bay NOAP Chapter - 50 pts.

Larry Smith, Houston, TX - skipper
Vince Morvillo, Kemah, TX
Dick Player, Kemah, TX

7. Sealegs NOAP Chapter - 58 pts.

Bill Murphy, Brooklyn, NY - skipper
Frank Lopez, Bronx, NY
Barbara Caplan, Scarsdale

8. National Rehabilitation Hospital - 61 pts.

Price Baum, Washington, D.C. - Skipper
Brad Decker, Oxford, MD
John Carter, West Islip, NY

9. New England Rehab Hospital - 94 pts.

Sam Sullivan, Vancouver, British Columbia - skipper
Kathryn Tompson, Vancouver, British Columbia
David Sharp, Havelock, NC

10. Beaver Construction - 96 pts.

Carwile Leroy, Chapel Hill, NC - skipper
Robert Hardy, Hampton, VA
Susan Sherwood, Bethesda, MD

If you didn't happen to know what was going on, it looked like just another small sailboat race out in Boston's inner harbor, over a course that ran between the entrance to Fort Point Channel and Logan Airport. The ten Rhodes 19 keelboats were all alike. Even the names on the bows of each in unusually large letters were the same. "Midas" they were named, all of them. This could tip you off that something different was going on here. And over near the South Boston side of the harbor the committee boat was unusual too, the former America's Cup defender "Courageous".

So what was going on? The "Independence Cup", that's what, a three day regatta for sailors with physical disabilities, organized by the National Ocean Access Project, a non-profit organization that seeks to provide marine related activities for the physically disabled. And the "Midas" on every boat? Well, after some 50 proposals for sponsoring the event went unheeded by the marine trades, Midas muffler stepped in with the necessary major sponsorship funds to make it possible for some 30 physically disabled sailors from all over North America to take part in this special U.S. Yacht Racing Union sanctioned event.

Out there on the water it was pretty much just another sailboat race, that is the boats were sailed by three person crews over a conventional three legged course. Only when you got up close could you notice that each boat was fitted with an unusual seat, almost an adult size version of one of those infant car seats. In most of the boats, this seat was back by the tiller, where the skipper controlled the helm. These skippers were those with little or no use of their legs, but at least in one instance, a skipper had very little use also of his arms, just enough to hang an arm over the tiller and steer. One or two boats had the seat amidships from where that crew member controlled the sheets.

It was back at the dock getting ready to go racing that the scene was really different. The dock was that of the Courageous Sailing Center, located in the old Charlestown Navy Yard and operated as a sailing center for area youth and adults. The Center has a

fleet of 15 Rhodes 19's which were ideal for this event, for another innovation to be used this year was a special seat that has been developed for NOAP by Kaufman Design of Annapolis, Maryland, which enables a physically disabled person to sail in any larger size daysailer. Prior to this event, the disabled had to sail specially designed and equipped Freedom Independence 20's developed by Everett Pearson of Tillotson-Pearson in Rhode Island. While these boats were ideal for the purpose, they were not easily affordable for any sailing center interested in developing a program for the disabled.

The most difficult aspect of sailing for a disabled person seems to be getting into the boat. Things had been set up at the Courageous Center to minimize the difficulties. A local sponsor had supplied building materials, and the carpenters' union had donated their labor, to build a handicapped access platform and ramp so the wheelchair brigade could get to the boats. While most of the disabled were wheelchair mobile, some had the lesser limiting handicaps of missing portions of a leg or an arm. The blind participants faced a unique challenge and were dependent on their supporters for guidance on the docks to their boats rather than physical transferring into the boats. Despite the strides in making mobility available to the disabled, when it came time to get into the boats, it was a heave and a ho session for those supporting many of the participants.

This support was vital. Each boat had one able crew person aboard, not to necessarily actually handle the boat, but to step in if something went awry. Well, to some degree, most of the disabled pursue their independence with a little bit of help from their friends. To the respect I had acquired for the disabled participants I soon added admiration for those people quietly in the background helping these people to achieve their goals.

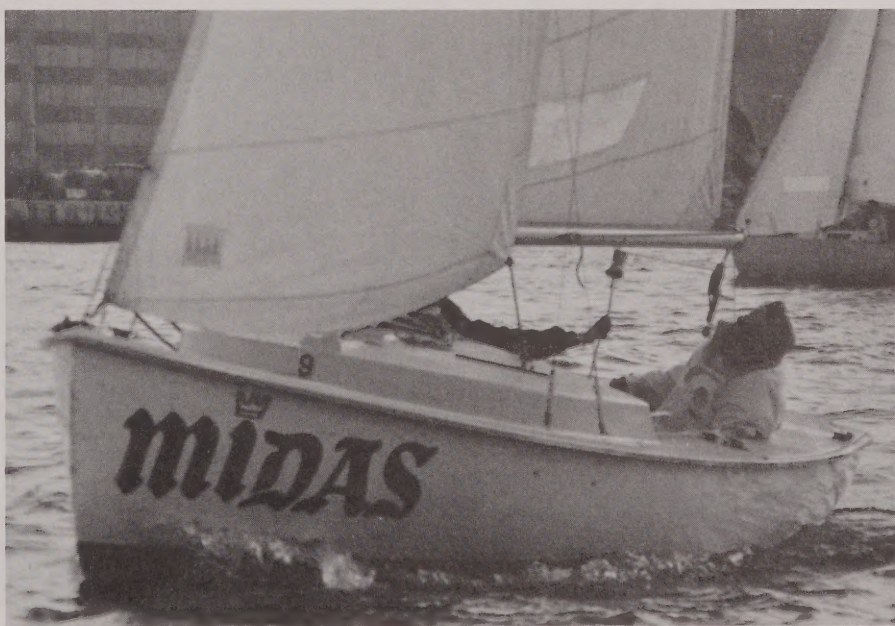
Sailboat racing in Boston's inner harbor is a bit like conducting an event back and forth over some railroad tracks. The boat traffic is not continuous but periodically the Logan to Boston ferry would trundle right on through the middle of the race course, not moving off its track for any little sailboat in its way, just slowing up and blowing

its horn. And the bigger ocean going stuff would occasionally appear under tug control moving up or down the main channel over towards Logan. So the racing involved watching out for this commercial traffic as well as for one's competitors. No special dispensation had been made for this particular event.

The three days of racing included eleven events, and conditions were mostly light winds varying from 5 to 15 knots, with the Boston skyscrapers affecting the wind conditions. Top crew was the Physically Challenged Sailing Society, skippered by Carl Olsson of Larchmont, NY. Olsson's disability is a missing lower leg, something he grew up with, and he wears a real wooden pegleg when sailing, quite traditional. Olsson and Gregg Templeton of New Paltz, NY and Dick Fucci of Guilford, CT, mastered the fluky winds best to win outright five of the races, and never place worse than third. The ten crews came from nine states and two Canadian provinces. Having the least distance to travel was the Eisenberg Associates crew of Rusty Sargeant, Steve Spinetto and Duncan Gillespie, all from right there in town, Charlestown.

When the NOAP folks left town following the event, highly pleased with its success and the support they had received, they left behind three of the special seats with the Courageous Center so that a program for disabled sailors could be enhanced. And of course, the facility was now also handicapped accessible due to the generosity of a local sponsor and the carpenters' union. NOAP's purpose is to promote this accessibility wherever sailing goes on, and their visit to Boston not only created local awareness but also improved accessibility at the Courageous Sailing Center. These physically disabled people are not just looking for a hand, they're creating their own opportunities as they go. NOAP stands ready to assist any local sailing group in developing a program for disabled sailors. About 15 such local programs are already in place (NOAP can supply a list of contacts). If you have an interest in this you should contact them about it, see the details in the sidebar with this article.

Report & Photos by Bob Hicks



Right from the top: It looks almost routine, but notice that the helmsman is sitting rather high in the cockpit. That's the "Being Free" Sailing Seat that is supporting him.



Close action rounding a mark. Boston hi-rise backdrop near Fort Point Channel. A "Being Free" seat located forward so its occupant can handle the sheets instead of the tiller. NOAP Executive Director Don Backe gets a lift aboard his boat. Happiness is winning, never mind that disability right now. Close, action passing the World Trade Center.

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The "Being Free" Sailing Seat

The "Being Free" Sailing Seat

Kaufman Design, Inc.—naval architects and marine engineers of Annapolis, Maryland—began designing this seat for NOAP's specific need for the "Independence Cup".

For this United States Yacht Racing Union championship race for disabled persons—to be held in Boston September 27 through 29—fifteen Rhodes 19 sailboats have been supplied by the Courageous Sailing Center, a community sailing program for Boston's youth.

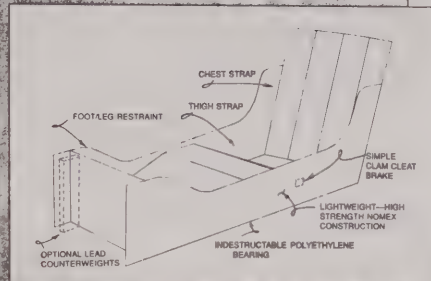
In solving the problem of designing a seat for the Rhodes 19, the best possible solution became evident. Design a seat that could be installed on any boat... anywhere.

An inexpensive, lightweight, easy-to-install seat would make almost any boat adaptable for sailing by a handicapped sailor.

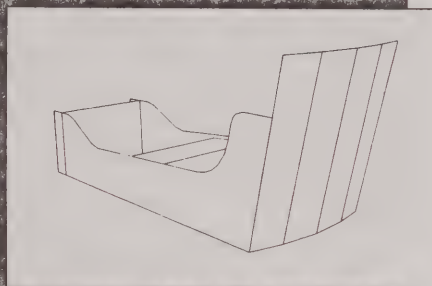
Built of a fiberglass material, the seat is extremely lightweight and strong.

Rotating freely port and starboard to allow the sailor to tack, the seat is designed to be comfortable, workable, and safe.

Mounted on a pedestal, the seat is simple to install by securing the pedestal to the boat with bolts.



Inexpensive, lightweight, easy-to-install seat for handicapped sailors, by Kaufman Design, Inc.



Rear view of sailing seat designed to make sailing possible for disabled sailors.

Ken Court of Kaufman Design, Annapolis, Maryland, is the man who designed and developed this special seat to enable disabled persons to sail in any open daysailer of sufficient size to equip with the seat, which clamps into place quickly. Ken was on hand overseeing this first major use of the seat in actual racing. At the dock he supervised each seat's installation,

and on the water, when I was there, Ken was at the helm of a J-22 borrowed from the Courageous Center for a close-up look at the seats in action. As a sailor, Ken knew what he had to come up with, and it seemed to work out rather well. Details on the seat, which is available for purchase from NOAP, can be had from that organization.

NOAP

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- ♦ Adaption and safety guides
- ♦ Information and referral services

NOAP offers mobility and adventure, essential for a full life. Overcoming obstacles, creating a sense of freedom, building self-confidence, and learning new skills are NOAP's goals.

Join us!

For more information contact:
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410 Severn Avenue, Suite 306
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Sam Goes for It

As I spent the afternoon with the NOAP people to do this story, my attention became focussed, as it usually does, on someone who seems to capture the essence of what I was observing. In this instance it seemed to be Sam Sullivan, founder and commodore of the Disabled Sailing Association of British Columbia. Sam's a quadriplegic, no use of his legs and minimal use of his arms, so he seemed, to me, to have a higher hurdle to overcome in his efforts at doing what he wanted to. Sam's a slightly built young man, in contrast to some of the others with leg disabilities who seem to have developed rather muscular upper bodies.

Sam needed quite a bit of help when transferring from his wheelchair into the boat, and getting set up in the NOAP seat to take the helm of the boat he would skipper. Once lifted onboard by several of the support troops on hand, and set up in the seat by its designer, Ken Court, his crew of Kathryn Thomson and David Sharp got the sails up and they were away. Kathryn is Sam's companion, a vital participant in his pursuit of mobility.

In the racing, Sam handled the helm and as skipper determined his tactics. During the race I viewed, he was going for it in fine shape, with just one moment when his disability got the best of him. Rounding a mark, his arm, which was draped over the tiller so he could use his upper body to steer, fell from place, and the boat began to turn in a tight circle. Kathryn spotted what had happened as Sam sort of grimly smiled in frustration, and she retrieved the tiller from way over to starboard where it had swung and placed his arm back on it so he could regain control of the boat. With control regained, Sam was back in the race.

As I watched all of this from our J-22 I could see that Sam was a long, long way from being destined for a wheelchair bound existence. He was enjoying the thrill of competition as much as any able bodied sailor might during these moments. And this was due to what seems a fierce determination to overcome his disability. How else can one explain his deciding to become a sailor, locating a yacht club where he could undertake to learn to sail, organizing an association for disabled sailors, and acquiring for it a sailboat suitable for their use.





Like many of the others in this race in Boston, Sam Sullivan isn't just enjoying sailing, he's providing a leadership role in developing the opportunity for other disabled persons.

At the evening social gather-

ing I undertook to talk with Sam about this, and once he seemed to realize I had some grasp of what he was doing in that sailboat and wasn't just another journalist, he seemed to relax his reserve and opened up a bit to talk of his pro-

gress so far and his plans for the future. Kathryn stood by, and told me something of the rehabilitation programs she's involved with in Vancouver, one of which now is Sam Sullivan's Disabled Sailing Association.



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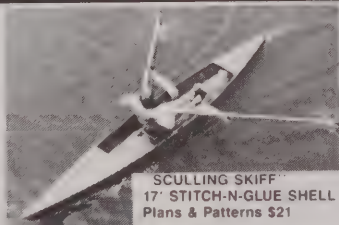
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Water: The Ultimate Equalizer

Left, the author ready for a day on the water.

San Francisco was sunny and clear, as we kayaked across the Bay toward Angel Island. Fog was hugging the Golden Gate Bridge and we shared the waters with sail boats and wind surfers. A golden afternoon at water level...

The swells in the Pacific were running 8'-10' as we rounded the bell buoy off the western point of the Monterey Peninsula. Then we headed back to the harbor through sea lions, harbor seals and otters...

The peaceful sound of waves lapping against my canoe on a northern Maine lake at sunset...the beauty of the rocky New England coastline from the level of my sea kayak. I have enjoyed these and many more wonderful paddling experiences, since a wheelchair has become my means of mobility on land.

After 25 years of paddling, mostly white-water open canoe and wilderness trips and a few years of sea kayaking, I became disabled. I was not about to give up my paddling, so adaptation was the way to go. It has been five years and thanks to adaptations, I am still paddling my sea kayak. As my disability increases, I change my adaptations and paddling remains my sport and my freedom.

Many people have told me that when I am in my kayak or canoe (boat), I don't look handicapped. Well, in my boat I am not handicapped. I am still disabled - I have physical limitations, but a handicap is a barrier that prevents a person from doing something. For example, steps into a building handicap me in my wheelchair. But when I am in my boat, I am free to focus on the beauty of the world around me; and my body which is so uncooperative on land, is part of a sleek craft gliding through the water. The world is barrier free in my kayak or canoe.

Able/disabled crews paddling double kayaks off Odiorne Point in New Hampshire.



Adapting my boat was a challenge. I needed to find a way to compensate for the loss of mobility in my hips and legs. That meant adapting the seating in my boats. I knew I was not the first to face these challenges, so I began the hunt for information. At that time there was no central source for such information. So I asked the editors of a wide range of paddling journals to run my request for information. "Messing About in Boats" was one which ran my query. As a result of the combined efforts, I began to network information with over 50 other paddlers, from Maine to Hawaii.

The American Canoe Association (ACA) heard about my search and the resulting coordination project and invited me to chair the Committee for Disabled Paddlers. The ACA recognizes the need for accessibility to canoesport (canoeing, kayaking, sea kayaking) and no group can better facilitate this program than the ACA.

The ACA National Disabled Paddlers Committee is now responsible for promoting the participation of paddlers, with physical disabilities, in all areas of canoesport. We are involved in the development of instructional materials, our book *Canoeing and Kayaking for Person's with Physical Disabilities: Instruction Manual* has just been published. We are now coordinating the manual with instructor training.

Great news, the ACA Disabled Paddlers Clearinghouse offers, at no charge, information on adaptations, paddling opportunities, instruction, etc. At last one central location for information on paddling for folks with disabilities. We have adaptation information which deals with the full range of physical disabilities - arthritis in the fingers to quadri-

kayaks off Odiorne Point in New

plegia. The emphasis is on using as much standard equipment as possible. In general the adaptations are simple, homemade, low cost ideas. And the information continues to grow as paddlers share their adaptation discoveries with us.

Our Committee is also active in the development of adaptive equipment. We have a prototype for an adaptive adjustable seating system for kayak/canoe. We are looking for grant funding to complete the project. If you know of any possible funding sources, please contact me.

We are also busy in the development of model projects around the country and the recruitment and support of paddlers with disabilities in competition.

Our Committee consults with existing paddling programs to assist them with the inclusion of paddlers with physical disabilities. We are working to identify and encourage the development of accessible paddling locations. And we are available for group presentations.

The Disabled Paddlers Committee does not run trips, etc. Each person's disability is unique, and different adaptations are necessary depending on the type of boat (open canoe, sea or river kayak) and the disability. Therefore, we try to work individually with the disabled paddler (or would-be paddler) and/or their paddling instructor or therapist to help them meet their needs. Because we have Committee members through the U.S., we can often put the paddler in touch with someone in their area who can assist in locating instructors and paddling opportunities in that local area.

The good news is that everyone is free to enjoy canoesport. We encourage the integration of paddlers with disabilities and able-bodied paddlers.

The freedom I discover each time I paddle is a gift to my spirit. My husband and I often paddle off the short coastline of New Hampshire. We meet other folks on the water and often again at the take-out. They are amazed when my husband lifts me from the kayak and places me in my wheelchair. On the water I am just another sea kayaker. My equality with other paddlers is based on my skill and that feels great. That is why water is the ultimate equalizer.

For more information write to: Janet Zeller, Disabled Paddlers Committee, ACA, P.O. Box 1190, Newington, VA 22122-1190.

Tips for Interacting with People With Disabilities

- Remember that people are still people, despite disabilities.
- Relax.
- Look directly at the person; maintain eye contact.
- When having a long conversation with a person who is in a wheelchair, stoop down or sit nearby so that you are closer to the same eye level.
- Do not lean on or use a person's wheelchair, crutches, etc. without permission.
- Ask first if assistance is needed; do not assume.
- Speak as you would normally. If you are speaking to a person who has a mobility impairment, you do not need to avoid words like run, walk, etc.
- When speaking to a person who is hearing impaired, be sure she has a clear view of your mouth. Keep hands, food, etc. away from your mouth while you are speaking. Ideally, mustaches should be cut short in order for the upper lip to be seen. Shouting makes lip reading more difficult.
- When speaking to a person who is visually impaired, be sure to introduce yourself. Use the clock method to assist the person in locating or avoiding something. The clock method uses the numbers on the clock for reference points: straight in front of the person is 12:00; directly in back is 6:00.
- Don't shout! Most people with disabilities have normal hearing.

Adaptive Paddling

The American Canoe Association has a strong and active commitment to accessibility to all aspects of canoesport (canoeing, river kayaking and sea kayaking). Paddlers with physical disabilities need unique information on adaptive equipment, seating, paddles, grips, gloves, etc. Also needed is information pertaining to instruction, able/disabled trip opportunities, etc.

The American canoe Association is meeting these needs in the following ways:

Serving as a clearinghouse for information on paddling, adaptations, opportunities, etc.

Working on a one-to-one basis with paddlers and would-be paddlers to recommend specific adaptations, instruction sites, etc.

Reaching out to both the able and disabled communities nationally to bring awareness of the potential of paddlers with disabilities through the publication of articles and available group presentations.

Consulting with existing paddling programs to assist in the inclusion of paddlers with physical disabilities.

Working to identify and encourage the development of accessible paddling locations.

Working with designers and manufacturers to develop adaptive equipment.



Top: An able/disabled team canoe trip on Chesuncook Lake in Maine.
Bottom: A disabled paddler on the Nantahala River in North Carolina.

Offering the book "Canoeing & Kayaking for Persons with Physical Disabilities: Instruction Manual" through its book service.
The American Canoe

Association has information to share with you. Please contact: American Canoe Association, Disabled Paddlers Committee, P.O. Box 1190, Newington, VA 22122-1190.

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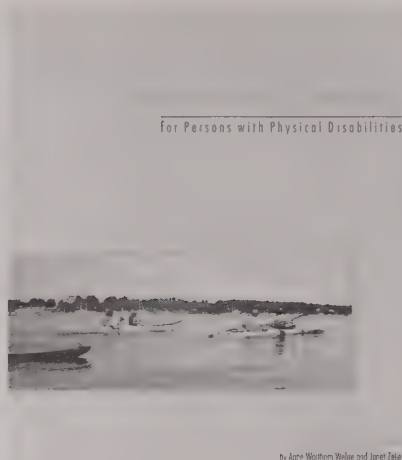
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by Anne Webre and Janet Zeller

AMERICAN CANOE ASSOCIATION

A REVIEW

This is a rather unique sort of manual, underwritten and published by the American Canoe Association, written by Janet Zeller and Anne Webre. It is the result of Jan Zeller's "going public" several years ago looking for other disabled people who wanted to continue to enjoy paddling canoes or kayaks. She asked on our pages for some feedback and was surprised to get so much response. The scope grew and grew and until it was beyond her means to cope with, so she asked the ACA to get involved. Anne Webre co-authored the result of all this, she has experience in teaching paddlers with disabilities.

Jan's statement sums up the motivation behind this book. "After twenty-five years of paddling, mostly whitewater open canoe and wilderness trips and a few years of sea kayaking, I became disabled. I was not about to give up my paddling, so adaptation was the way to go. It has been five years and thanks to adaptations, I am still paddling my sea kayak."

Anne comments on her involvement from the instructional direction. "I had the pleasure of attending a presentation by Tom Whittaker, founder of the Cooperative Wilderness Handicapped Outdoor Group, and realized from this how easily paddling could be adapted to include a variety of abilities. Having been an instructor of canoeing and kayaking for many

years, I decided to try to teach people with disabilities the sport that has been so much a part of my life."

From these mutually supportive viewpoints and experience backgrounds comes this 112 page manual, an 8-1/2"x11" soft cover book heavily illustrated and organized into an effective format to lead one who has need or interest in adapting a disability to paddling small boats. Adapting is the key, both the would-be paddler's physical capabilities and the nature of the boats to be used. A third adaptation is that of those people who are helping out the disabled in their efforts to achieve a degree of independence.

After appropriate introductory chapters establishing the nature of physical disability and attitudes of mind necessary in working with the disabled, the chapters deal with the following topics: "Equipping the Paddler"; "Disabilities, Their Implications for Paddlers, and Teaching Suggestions"; "Adaptations"; "Rescues", "A Primer on Paddling Trips"; and an extensive appendix of directories for sources of needed equipment, instruction, information and potential trips.

As you read through these chapters you realize that what is being laid out here is familiar advice for any paddler, but with detail overtones involving the adaptations so often mentioned, in both boat equipment and in paddler technique. I was interested in the rescue chapter, as rescue is a big ongoing topic for able paddlers. Since the disabled paddler is always one with the use of the upper body and arms, some maneuvers, such as the eskimo roll, are not much different than for the able paddler. But when the disabled paddler exits the boat, getting back in means some adaptations. The "scoop" method was different; essentially an assisted rescue in which the upright paddler holds the overturned boat on its side so the exited disabled paddler can float legs and body back into the half-submerged cockpit until "seated". Then the upright paddler pulls on the top gunwale to roll the boat up with the disabled paddler seated within. After this, pump out, etc. follows normal wet exit re-entry procedures.

The manual can be used by the individual paddler or by someone instructing disabled paddlers, and is full of that useful sort of information on dealing with a subject that comes from the real world first-hand experience of people not so far removed from those initial learning experiences as to have forgotten how it is to be a beginner. It's available for \$14.95, plus \$2 postage, from the American Canoe Association, Bookservice, P.O. Box 1190, Newington, VA 22122-1190.

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Paraplegic Windsurfer

Here are a few pictures of my paraplegic boat, a sort of sit-down windsurfer I built for a fellow who has no use at all of his legs. He has successfully sailed it, and I've had another fellow with no legs whatsoever out in it too.

This is a "wet" sailboat for warm waters, the aluminum framed lawn lounge is fitted with styro-foam blocks and a set of "bogie boards" forward, which replaced the original choice of water skis when I found the latter did not provide enough buoyancy. The sailor sits up to his hips in the water, it's not a "watertight" craft at all.

He steers by moving the sail, a high wind windsurfing rig, back and forth, which moves through a connecting linkage a sort of keel under the boat. The boom is set high to clear the sailor's head. Also under the boat is a set of skids for beaching at a height best for getting into or out of the craft.

Ed O'Donnell, 5445 Kee Memorial Dr., Pensacola, FL 32507.



Left: On the beach ready for the skipper. Above top: Underway on the bay. Above bottom: Designer/builder O'Donnell displays his creation, the water skis have been replaced with "bogie boards" for more flotation.



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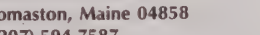
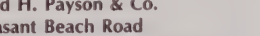
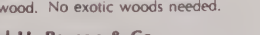
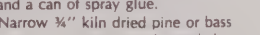
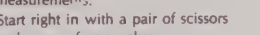
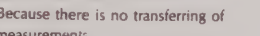
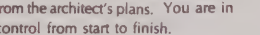
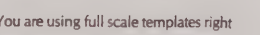
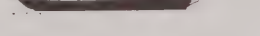
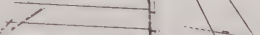
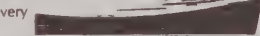
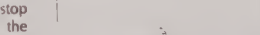
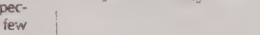
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DESIGNS @ PROJECTS

My "Piccup Pram"

When I read Joe Pallazola's report on his "Pick Up Punt" I could see that he and I had similar ideas about easy ways to carry a boat. For years I've been carrying one boat or another in the bed of my truck and found this had some real advantages. A small rowing or sailing boat can be slid into the truck bed complete with all its equipment. This avoids the hassles of stripping the boat to loft it onto a cartop carrier, or concerns about trailer bearings, lights, tires, etc. And no launching ramp is required, just a grassy banking is best, ideal for impulse boating.

So "Piccup Pram" was designed with this in mind, the best impulse boat I could slide into the bed of my truck. My truck is probably larger than Joe's because "Piccup" is 11' long and 4' wide. I wasn't sure if a flat bottom hull of these proportions would be a good all-around boat so I went with mul-

ti-chine taped seam construction. The pram shape gives 490 pounds displacement, enough for two men plus the boat's weight, (92 pounds stripped, 110 pounds loaded), with a 5" draft. The design also provides volume for a 6 cubic foot storage/buoyancy locker on each end and a 6-1/2' long cockpit allowing ample room for two seated adults or sleeping room for one.

"Piccup" takes a different tack from Joe's "P.U.P" and uses a small balanced lug sail rig. I wanted a 50/50 sail/row boat, having found this the handiest mix for my own use. The sail area need not be large because I row in light winds. In a sailing breeze I want to quickly pop up a sail rig without need to go ashore to step a mast. So I have a 55 square foot lug rig set on 9' sticks, which I developed on my older Bolger "Teal". The 12' "Teal" fit my truck bed but its 15' mast didn't. This lug rig is interchangeable with the standard "Teal" rig. The entire rig rolls up and stows out of the way to one side in the cockpit, protruding only a foot past the transom. The balanced lug is all I have read about it; convenient, compact, always docile, not extremely close-winded but a racehorse on a reach or a run.

For lateral plane I use a pivoting leeboard which is essentially a centerboard mounted outside the hull. It leaves the cockpit completely open. I've used this sort of board on three boats now with no problems. A drop rudder is fitted. When I'm rowing, the rudder and leeboard are raised completely out of the water with lanyards, and need not be removed or stowed in the cockpit.

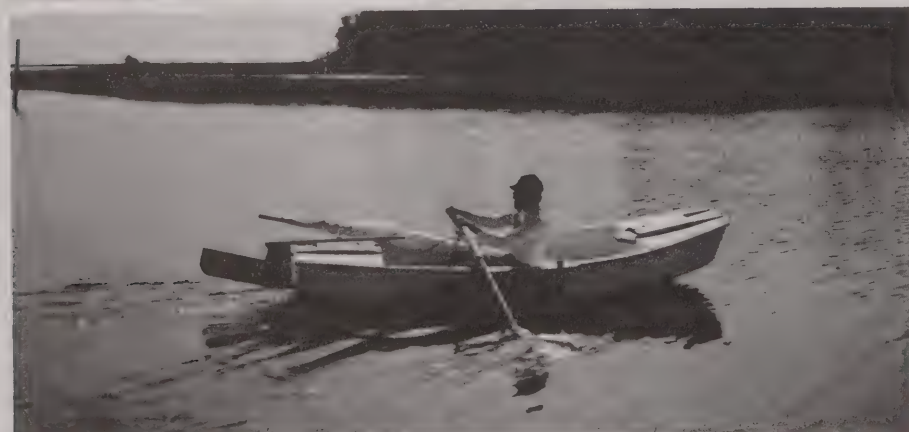
I've been very pleased with "Piccup's" rowing and sailing performance. I rowed her 12 miles in 3 hours after a campout last summer. A short quick stroke is what it takes, she doesn't carry between strokes like a longer boat. "Piccup" turned out to be a very lively and fast sailer. Unlike a flat bottomed type, her multi-chined shape doesn't mind lumpy water, nor does she require a special angle of heel to sail well. The compact low rig and wide beam means she can handle a good blow. I had her out in 25 knot winds, reefed down, and she seemed quite safe and comfortable. But I must admit that every time her flat bow met a whitecap, the top half of the wave ended up in my face. It's great fun if the water is warm!

I swamped her once in shallow water to see what she would do. I had to sit on the rail with my feet overboard and rock her hard to get water over the side. The buoyancy chambers righted her with the cockpit half-full. When I reboarded she had about 5" of freeboard, either chamber easily supported my weight while I climbed in.

"Piccup" has also made long trips on the roof of my Ford Escort. This is not as convenient as sliding her into the back of my truck, but the 35 mpg was appreciated. That's how she went to the Gulf coast last winter, where the photos were taken.

I sell complete plans for building "Piccup" for \$20. They include all panel dimensions required for jigless construction, and even provide a sewing pattern for making the lug sail.

Jim Michalak, 118 E. Randall St., Lebanon, IL 62254.



PEDAL POWER ON THE FRENCH CANALS

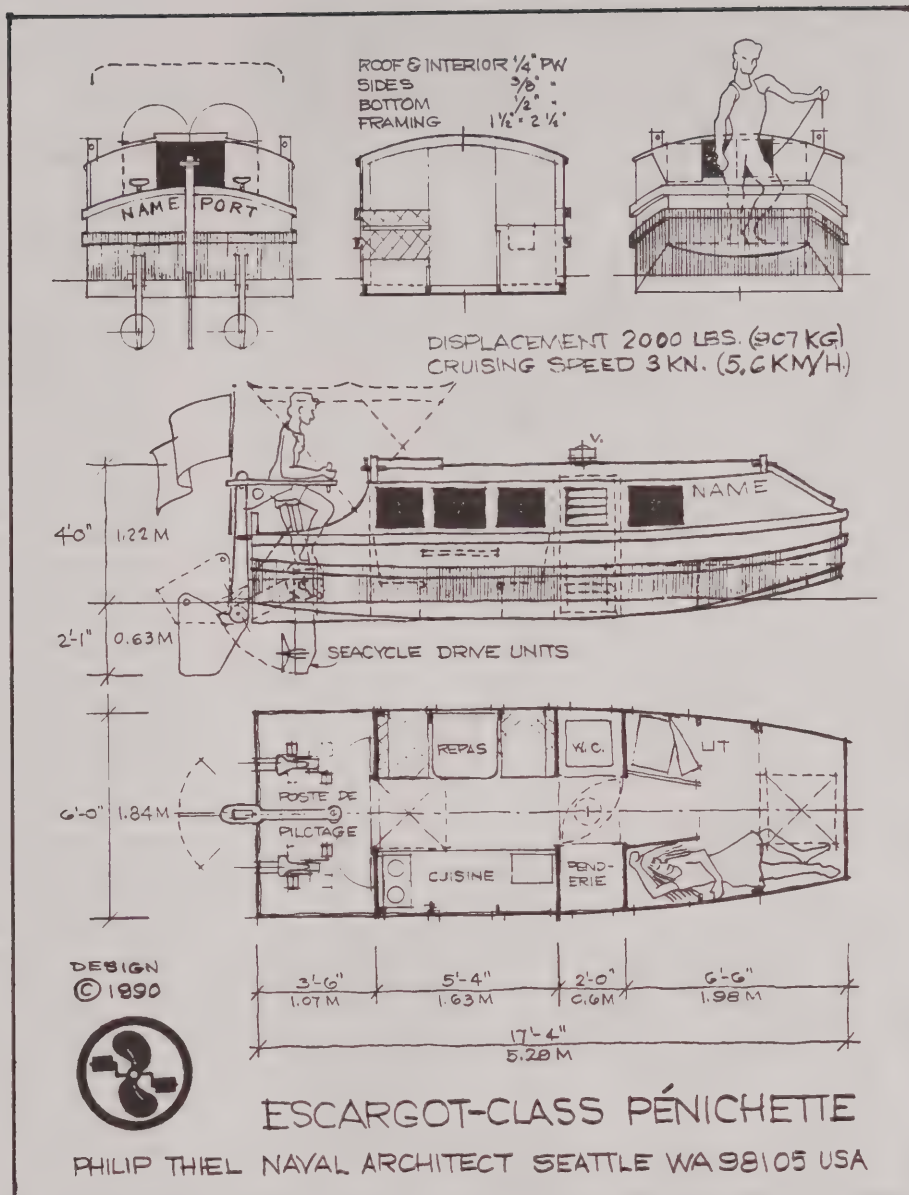
Phil Thiel is an architect (MIT) who is a Professor at the University of Washington. He is also a naval architect (Webb) and can't forget it. After school he lurks in bizarre places like workshops and the Center for Wooden Boats, studying and building and trying out various peculiar designs, all pedal powered. Phil's penchant for boats is definitely not mainstream.

Phil has patiently pointed out to the smirkers in the crowds that see him pedalling on Lake Union that the urge for this type of boat goes back to the days of the first mass produced bikes in the early 1900's. (The Columbian bicycle came into production in 1903, and was introduced then in the Columbian Exposition in Chicago.)

Phil just sent us his latest brainstorm. The following sketch and narrative is one of his more charming ideas.

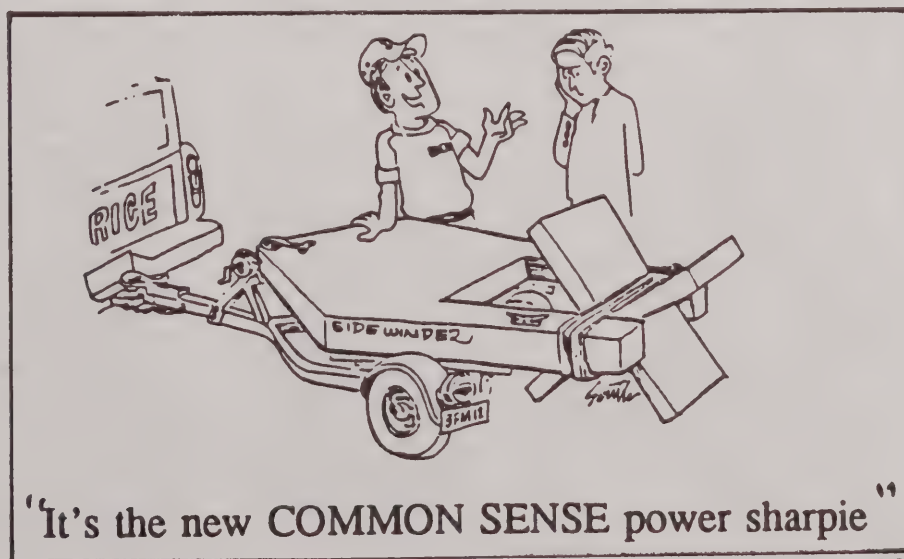
With a ruling depth of less than two meters and a speed limit of six kilometers per hour, the smaller canals of France are ideally suited for low-power, slow speed cruising. Thus this project for a pedal-powered screw-propelled two-person "penichette", classe "escargot"; or snail-class mini canal-barge. It is intended for easy construction at canal side by a group of like-minded people who would enjoy sharing a spring of boat construction and a summer of leisurely fluvial explorations as a part of a small flotilla.

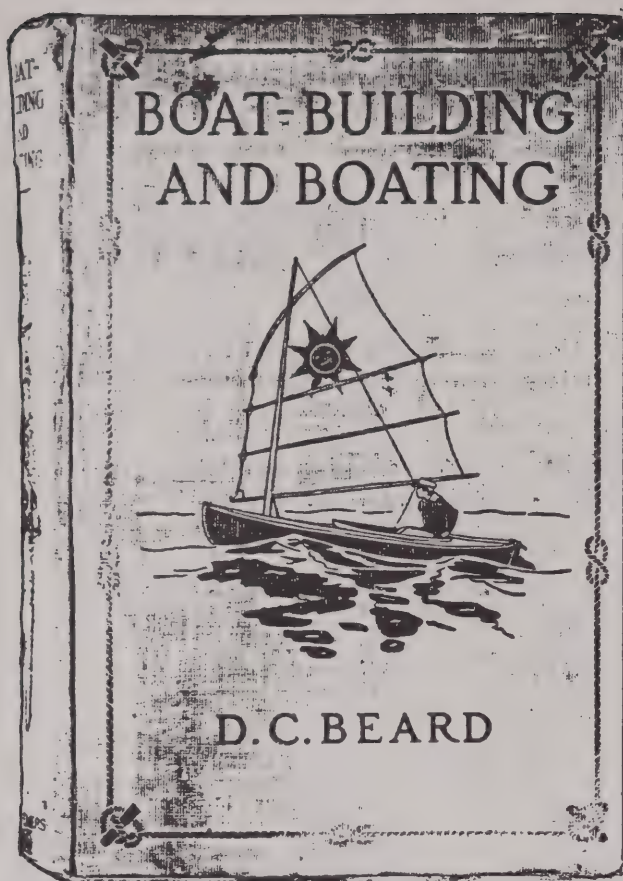
Here are my preliminary specifications: a simple, essentially flat-bottomed square-ended hull, with dimensions about seventeen feet by six feet wide, to be built of exterior-grade plywood and soft-wood framing. Accommodated under four-foot sitting headroom are two berths forward, with an access-hatch over; followed by a toilet and hanging space with two louvered doors to provide several different arrangements for privacy; and then a "salon" with table-seating and food preparation counter. Aft of this is an open cockpit sheltered with a folding Bimini top. An outboard swing-up rudder is controlled by tiller from either of the two side-by-side pedalling positions, and propulsion provided by two swing-up Seacycle drive units in wells built into the hull and transom.



Essential equipment includes a folding bicycle, to be used for procuring fresh bread, fruit, cheese and wine from the nearest village.

The first phase in this program involves the construction, in Seattle, of a prototype, to test performance and check out construction details, time and costs.





How to Build a War Canoe—How to Build a Canvas Canoe—
How to Build an Umbrella Canoe—How Old Shells Can be
Turned into Boys' Boats—Cause of Upsets—Landing from,
and Embarking in, a Shell—How to Mend Checks and Cracks

In making canoes the Indians used birch bark for the cover, rock maple for the cross-bars, and white cedar for the rest of the frame. We will substitute canvas for the birch bark and any old wood that we can for the rock maple and the white cedar. *Real woodcraft is best displayed in the ability to use the material at hand.*

David Abercrombie, the outfitter, some time ago presented Andrew J. Stone, the Arctic explorer and mighty hunter, with a small piece of light, water-proof cloth to use as a shelter tent in bad weather. But Stone, like the hunter that he was, slept unprotected on the mountain side in the sleet and driving storms, and used the water-proof cloth to protect the rare specimens he had shot. One day a large, rapid torrent lay in his path; there was no lumber large enough with which to build a raft, and the only wood for miles around was small willow bushes growing along the river bank. At his command, his three Indians made a canoe frame of willow sticks, tied together with bits of cloth and string. Stone set this frame in the middle of his water-proof cloth, tied the cloth over the frame with other pieces of string, and using only small clubs for paddles, he and his men crossed the raging torrent in this makeshift, which was loaded with their guns, camera, and specimens that he had shot on the trip.

After reading the above there is no doubt the reader will be able to build a war canoe with barrel-hoop ribs and lattice-work slats. In the writer's studio is a long piece of maple, one and one-half inches wide and one-quarter inch thick, which was left by the workmen when they put down a hard-wood floor. If you can get some similar strips, either of oak, maple, or birch, from the dealers in flooring material, they will not be expensive and will make splendid gunwales for your proposed canoe. There should be four such strips. The hard-wood used for flooring splits easily, and holes should be bored for the nails or screws to prevent cracking the wood when the nails or screws are driven home. Fig. 51 shows the framework (side view) of the canoe; Fig. 52 shows an end view of the same canoe; Fig. 53 shows the middle section, and Fig. 54 shows the form of the bow and stern sections. This boat may be built any length you wish, and so that you may get the proper proportions, the diagrams from one to five are marked off in equal divisions. To make patterns of the moulds, Figs. 53 and 54, take a large piece of manila paper, divide it up into the same number of squares as the diagram, make the squares any size you may decide upon, and then trace the line, 1-H-10, as it is in the diagrams. This will give you the patterns of the two moulds (Figs. 53 and 54). While you are looking at these figures, it may be well to call your attention to the way bow and stern pieces are made. In Fig. 63 the pieces Y and X are made from pieces of a packing-box, notched and nailed together with a top piece, U, and a brace, V.

The other end of the same canoe is, as you may see, strengthened and protected by having a barrel-hoop tacked over the stem-pieces, Y, X, U. In Fig. 64 we use different material; here the stem-piece is made of a broken bicycle rim, U, braced by the pieces of packing-box, Y, V, and W. The left-hand end of Fig. 64 is made with pieces of head of a barrel, X and U. The bottom of the stem-piece Y is made of the piece of a packing-box. The two braces V are parts of the barrel-stave. Fig. 60 shows the common form of the bow of a canoe. The stem-pieces X, Y are made of the parts of the head of a barrel, as shown in Fig. 62. To make a stem from a barrel-head, nail the two pieces X and Y, Fig. 56, together as shown in this particular

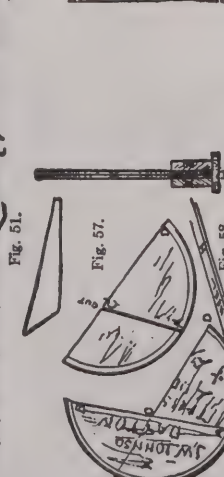
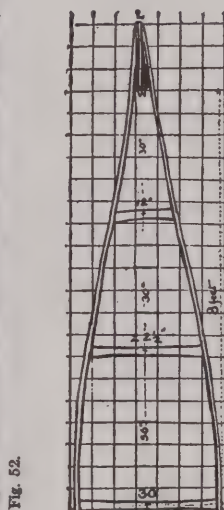
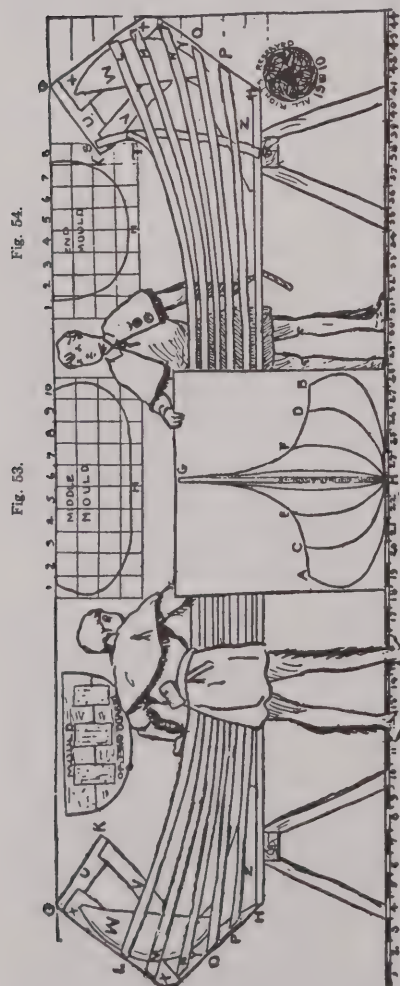


diagram. Now take another piece of barrel-head, Fig. 57, and saw off a piece, A', D', C', so that it will fit neatly over A, C, D, on Fig. 56. Nail this securely in place, and then in the same manner cut another piece to fit over the part E, C, B, and nail that in place. Use small nails, but let them be long enough so that you may clinch them by holding an axe or an iron against the head while you hammer the protruding points down, or drive the nail a little on the bias and holding the axe or iron on the side it is to come through and let it strike the nail as it comes out and it will clinch itself. To fasten the stem-piece to the keel use two pieces of packing-box or board, cut in the form of Fig. 58, and nail these securely to the bow-piece as in Z, in Fig. 60. Then from the bottom side of the keel H, nail the keel-pieces firmly to the keel as in Fig. 61. Also drive some nails from Z to the top down to the keel, as shown by the dotted lines in Fig. 60. The end view, Fig. 59, shows how the two Z pieces hug and support the stem-piece on the keel H. Fig. 55 shows a half of the top view of the canoe gunwales; the dimensions, marked in feet and inches, are taken from an Indian birch-bark canoe. You see by the diagram that it is eight feet from the centre of the middle cross-piece to the end of the big opening at the bow. It is also three feet from the centre of the middle cross-piece to the next cross-piece, and thirty inches from the centre of that cross-piece to the bow cross-piece, which is just thirty inches from the eight-foot mark. The middle cross-piece in a canoe of these dimensions is seven-eighths of an inch thick, and thirty inches long between the gunwales; the next cross-piece is three-quarters of an inch thick and twenty-two and one-half inches long. The next one is half an inch wide, two inches thick and twelve inches between the gunwales. These cross-pieces can be made of the staves of a barrel. Of course, this would be a canoe of sixteen feet inside measurement, not counting the flattened part of the bow and stern. Now, then, to build the canoe. First take the keel-piece, H, which is in this case a piece of board about six inches wide and only thick enough to be moderately stiff. Lay the keel on any level surface and put the stem-pieces on as already described, using packing-box for X, U, V, Y, and Z, and

then before fitting them to the form of the canoe make them more pliable by pouring hot water on them. The barrel-hoop S, R, at the bow of the canoe, is nailed to the top-piece U, to the inside of the slats L, M, N, O, P, and to the outside of H. The next three ribs on each side are treated in the same manner; repeat this at the other end of the canoe and nail the intervening ribs to the top of H and to the inside of the slats, following the model of the boat. Put the ribs about four inches apart and clinch the nails as already described.

In the diagrams there is no temporary support for the canoe frame except the wooden horses, as in Fig. 51. These supports have been purposely omitted in the drawing, as it is desirable to keep it as simple as possible. Some temporary support will be necessary to hold the bow and stern-piece in Fig. 51. These supports can be nailed or screwed temporarily to the canoe frame so as to hold it rigid while you are at work on it.

After the ribs are all in place and the framework completed, turn the canoe upside down upon the wooden horses—for a canoe as large as the one in the first diagram you will need three horses, one at each end and one in the middle. For a canoe of the dimensions marked in Fig. 55, that is, sixteen feet inside measurement, you would need about seven yards of ten-ounce cotton canvas, of sufficient width to reach up over the sides of your canoe. Take a tape-measure or a piece of ordinary tape or a long strip of manila paper and measure around the bottom of the boat at its widest part in the middle from one gunwale (top of side) to the other, and see that your cloth is fully as wide as your measurement. Fold the canvas lengthwise so as to find its exact centre and crease it. With two or three tacks fasten the cloth at its centre line (the crease) to the stem-piece of the canoe. Stretch the canvas the length of the boat with the crease of centre-line along the centre of the keel, pull it as taut as may be and again tack the centre line to the stem at this end of the craft. If this has been done carefully the cloth will hang an equal length over each side of the canoe. Now begin amidships and drive tacks about two inches apart along the gunwale, say an inch below the top surface. After having tacked it for about two feet, go to the other side of

Fig. 62.



Fig. 61.

Conventional bow, but made of barrel-heads.

bracing them with a piece of packing-box on each side, marked W in diagram (Fig. 51). Then make three moulds, one for the centre (Fig. 53), and two more for the bow and stern (Fig. 54). Notch the bottom of these moulds to fit the keel and with wire nails make them fast to the keel, leaving the ends of the nails protruding far enough to be easily withdrawn when you wish to remove the moulds. In nailing the laths to the moulds (Fig. 51) leave the heads of the nails also protruding so that they may be removed. Place the moulds in position, with the middle one in the exact centre, and the two ends located like those in Figs. 63 and 64. Place and nail gunwale, L, on as in Fig. 51; tacking it to the bow and stern and bending it around to fit the moulds; tack the lattice slats M, N, O, P on to the bow, stern, and moulds, as shown in Fig. 51.

If your barrel-hoops are stiff and liable to break while bending and unbending, let them soak a couple of days in a tub of water,

Fig. 63.



Fig. 64.

High bows framework made of packing-box and barrel-heads.

the boat, pull the cloth taut and in the same manner tack about three feet. Continue this process first one side and then the other until finished. While stretching the cloth knead it with the hand and fingers so as to thicken or "full" it where it would otherwise wrinkle; by doing this carefully it is possible to stretch the canvas over the frame without the necessity of cutting it. The cloth that extends beyond the frame may be brought over the gunwale and tacked along the inside. Use four-ounce tinned or copper tacks. The canvas is now stretched on every part except on the high, rolling bow and stern. With a pair of shears slit the canvas from the outer edge of the bow and stern within a half inch of the ends of the keel.

Fold the right-hand flap thus made at the left-hand end around the bow and stern and, drawing tight, tack it down, then fold the left-hand flap over the right-hand side and tack it in a similar manner, trimming off the remaining cloth neatly. The five braces, three of which are shown in Fig. 55, may be nailed to the

gunwales of the canoe, as the temporary moulds are removed. The braces should be so notched that the top ends of the braces will fit over the top edge of the gunwale and their lower edges will fit against the sides. Give the boat at least three good coats of paint and nail the two extra gunwale strips on the outside of the canvas for guards.

When it is dry and the boat is launched you may startle the onlookers and make the echoes ring with:

"Wo-ach! wo-ach! Ha-ha-ha-hack—wo-ach!" which is said to be the identical war cry with which the Indians greeted the landing of our Pilgrim Fathers.

The reader must not suppose that barrel-hoops are the best material for ribs; they are but a makeshift, and although good-looking, servicable canoes have been built of this material from the foregoing descriptions, better ones may be made by using better material, such, for instance, as is described in the making of the birch-bark canoe.

Old Shells

Where there are oarsmen and boat-clubs, there you will find beautiful shell boats of paper or cedar, shaped like darning-needles, so slight in structure that a child can knock a hole in them, and yet very seaworthy boats for those who understand how to handle them. The expensive material and skilled labor necessary to build a racing shell puts the price of one so high that few boys can afford to buy one; but where new shells are to be found there are also old ones, and when they are too old to sell they are thrown away. Many an old shell rots on the meadows near the boat-houses or rests among the rafters forgotten and unused, which with a little work would make a boat capable of furnishing no end of fun to a boy.

Checks or Cracks

can be pasted over with common manila wrapping-paper by first covering the crack with a coat of paint, or, better still, of varnish, then fitting the paper smoothly over the spot and varnishing the paper. Give the paper several coats of varnish, allowing it to dry after each application, and the paper will become impervious to water. The deck of a shell is made of thin muslin or paper, treated with a liberal coat of varnish, and can be patched with similar material. There are always plenty of slightly damaged oars which have been discarded by the oarsmen. The use of a saw and jack-knife in the hands of a smart boy can transform these wrecks into serviceable oars for his patched-up old shell, and if the work is neatly done, the boy will be the proud owner of a real shell boat, and the envy of his comrades.

The Cause of Upsets

A single shell that is very cranky with a man in it is comparatively steady when a small boy occupies the seat. Put on your bathing clothes when you wish to try a shell, so that you may be ready for the inevitable upset. Every one knows, when he looks at one of these long, narrow boats, that as long as the oars are held extended *on the water* it cannot upset. But, in spite of that knowledge, every one, when he first gets into a shell, endeavors to balance himself by *lifting the oars*, and, of course, goes over in a jiffy.

The Delights of a Shell

It is an error to suppose that the frail-looking, needle-like boat is only fit for racing purposes. For a day on the water, in calm weather, there is, perhaps, nothing more enjoyable than a single shell. The exertion required to send it on its way is so slight, and the speed so great, that many miles can be covered with small fatigue. Upon referring to the log-book of the Nereus Club, where the distances are all taken from the United States chart, the author finds that twenty and thirty miles are not uncommon records for single-shell rows.

During the fifteen or sixteen seasons that the author has devoted his spare time to the sport he has often planned a heavy

cruising shell, but owing to the expense of having such a boat built he has used the ordinary racing boat, and found it remarkably well adapted for such purposes. Often he has been caught miles away from home in a blow, and only once does he remember of being compelled to seek assistance.

He was on a lee shore and the waves were so high that after once being swamped he was unable to launch his boat again, for it would fill before he could embark. So a heavy rowboat and a coachman were borrowed from a gentleman living on the bay, and while the author rowed, the coachman towed the little craft back to the creek where the Nereus club-house is situated.

In the creek, however, the water was calmer, and rather than stand the jeers of his comrades, the writer embarked in his shell and rowed up to the boat-house float. He was very wet and his boat was full of water, but to the inquiry of "Rough out in the bay?" he confined himself to the simple answer—"Yes." Then dumping the water from his shell and placing it upon the rack, he put on his dry clothes and walked home, none the worse for the accident.

After ordinary skill and confidence are acquired it is really astonishing what feats can be accomplished in a frail racing boat.

It is not difficult to

Stand Upright In a Shell

if you first take one of your long stockings and tie the handles of your oars together where they cross each other in front of you. The ends will work slightly and the blades will keep their positions on the water, acting as two long balances. Now slide your seat as far forward as it will go, slip your feet from the straps and grasp the staps with your hand, moving the feet back to a comfortable position. When all ready raise yourself by pulling on the foot strap, and with ordinary care you can stand upright in the needle-shaped boat, an apparently impossible thing to do when you look at the narrow craft.

How to Land Where There Is No Float

When for any reason you wish to land where there is no float, row into shallow water and put one foot overboard until it touches bottom. Then follow with the other foot, rise, and you are standing astride of your boat.

How to Embark Where There Is No Float

Wade out and slide the shell between your extended legs until the seat is underneath you. Sit down, and, with the feet still in the water, grasp your oars. With these in your hands it is an easy task to balance the boat until you can lift your feet into it.

Ozias Dodge's Umbrella Canoe

Mr. Dodge is a Yale man, an artist, and an enthusiastic canoeist. The prow of his little craft has ploughed its way through the waters of many picturesque streams in this country and Europe, by the river-side, under the walls of ruined castles, where the iron-clad warriors once built their camp-fires, and near pretty villages, where people dress as if they were at a fancy-dress ball.

When a young man like Mr. Dodge says that he has built a folding canoe that is not hard to construct, is inexpensive and practical, there can be little doubt that such a boat is not only what is claimed for it by its inventor, but that it is a novelty in its line, and such is undoubtedly the case with the umbrella canoe.

How the Canoe Was Built

The artist first secured a white-ash plank (A, Fig. 65), free from knots and blemishes of all kinds. The plank was one inch thick and about twelve feet long. At the mill he had this sawed into eight strips one inch wide, one inch thick, and twelve feet long (B and C, Figs. 66 and 67). Then he planed off the square edges of each stick until they were all octagonal in form, and looked like so many great lead-pencils (D, Fig. 68).

Mr. Dodge claims that, after you have reduced the ash poles to this octagonal form, it is an easy matter to whittle them with



Fig. 76.—Frame of umbrella canoe.

your pocket-knife or a draw-knife, and by taking off all the angles of the sticks make them cylindrical in form (E, Fig. 69); then smooth them off nicely with sand-paper, so that each pole has a smooth surface and is three-quarters of an inch in diameter.

After the poles were reduced to this state he whittled all the ends to the form of a truncated cone—that is, like a sharpened lead-pencil with the lead broken off (F, Fig. 70)—a blunt point. He next went to a tinsmith and had two sheet-iron cups made large enough to cover the eight pole-ends (G and G', Figs. 71 and 72). Each cup was six inches deep. After trying the cups, or thimbles, on the poles to see that they would fit, he made two moulds of oak. First he cut two pieces of oak plank two feet six



Fig. 77.—Umbrella canoe.

inches long by one foot six inches (H, Fig. 74), which he trimmed into the form shown by J, Fig. 75, making a notch to fit each of the round ribs, and to spread them as the ribs of an umbrella are spread. He made two other similar moulds for the bow and stern, each of which, of course, is smaller than the middle one. After spreading the ribs with the moulds, and bringing the ends together in the tin cups, he made holes in the bottom of the cups where the ends of the ribs came, and fastened the ribs to the cups with brass screws, fitted with leather washers, and run through the holes in the tin and screwed into the ends of the poles or ribs.



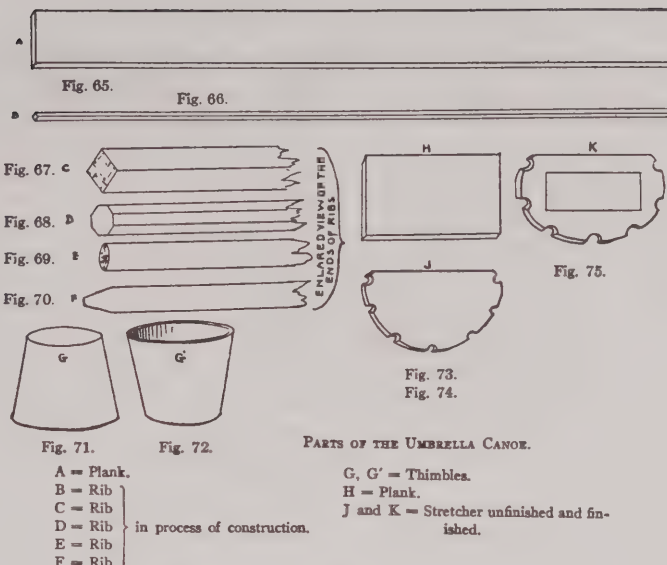
Fig. 78.—Canoe folded for transportation. Canoe in water in distance.

A square hole was then cut through each mould (K, Fig. 75), and the poles put in place, gathered together at the ends, and held in place by the tin thimbles. The square holes in the moulds allow several small, light floor planks to form a dry floor to the canoe.

The canvas costs about forty-five cents a yard, and five yards are all you need. The deck can be made of drilling, which comes about twenty-eight inches wide and costs about twenty cents a yard. Five yards of this will be plenty. Fit your canvas over the frame, stretch it tightly, and tack it securely to the two top ribs only. Fasten the deck on in the same manner.

When Mr. Dodge had the canoe covered and decked, with a square hole amidship to sit in, he put two good coats of paint on the canvas, allowed it to dry, and his boat was ready for use (Fig. 77). He quaintly says that "it looked like a starved dog, with all its ribs showing through the skin," just as the ribs of an umbrella show on top through the silk covering. But this does not in any way impede the progress of the boat through the water.

Where the moulds are the case is different, for the lines of the moulds cross the line of progress at right angles and must necessarily somewhat retard the boat. But even this is not perceptible.



The worst feature about the moulds is that the canvas is very apt to be damaged there by contact with the shore, float, or whatever object it rubs against.

With ordinary care the umbrella canoe

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and is a good boat for paddling on inland streams and small bodies of water; and when you are through with it for the night, all that is necessary is to remove the stretchers by springing the poles from the notches in the spreaders, roll up the canvas around the poles, put it on your shoulder, and carry it home or to camp, as shown in Fig. 78.

To put your canoe together again put in the moulds, fit the poles in their places, and the umbrella is raised, or, rather, the canoe is, if we can use such an expression in regard to a boat.

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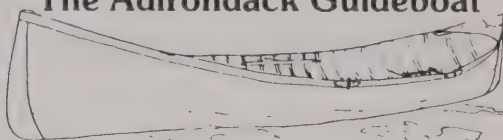
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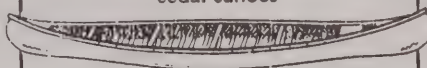
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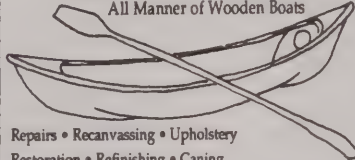


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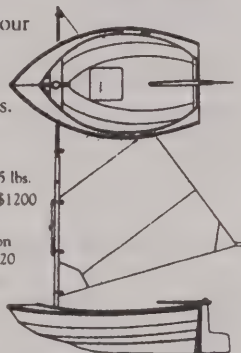
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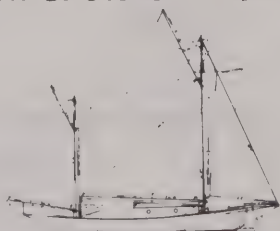
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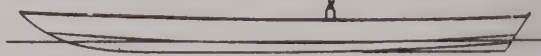


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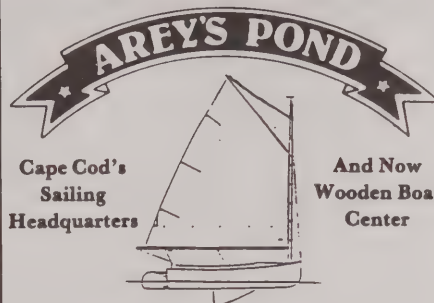
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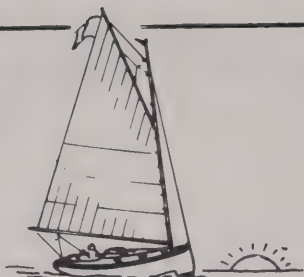
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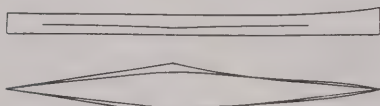
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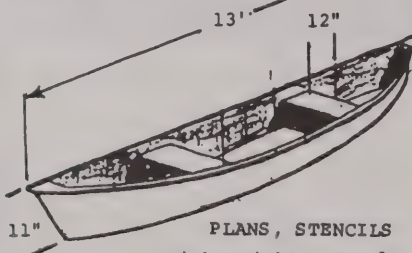
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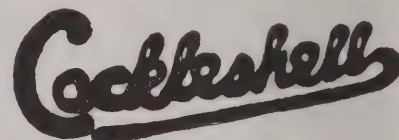


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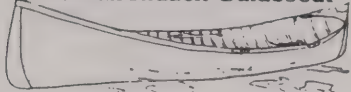


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INDIAN POINT GUIDEBOAT COMPANY, MIDLAND, PA

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We have several new products now available. Our 16' "Lonesome Bay Boat" is a double-ended canoe shaped craft that can be rowed, paddled or sailed, with a 42" beam at the keel, three caned seats and large guideboat type decks. Despite its large stable size, it weighs about 70 pounds so can be easily cartopped and launched by one person. This unique boat has been out of production for many years. I have owned an original for over 40 years and am very familiar with its capabilities.

Our 12' "Raider" is now available in a lightweight 35 pound version, the ultimate pack boat, fast and capable in open waters. Despite its size it can seat three adults safely, yet is short and light enough to carry in to those favorite hidden waters.

We will now be able to supply a new line of guideboat oars available in spruce and soft maple. Our "Parsons" design differs somewhat from our standard "Grant" design, mainly in counterweight and blade shape. This is a beautifully shaped oar exactly reproduced from an original. With these oars and our reproduction "Parsons" hardware, our 16' "Parsons" guideboat is the most historically correct reproduction available.

We have a number of detail revisions to our regular line of guideboats and our video is being steadily expanded to include new developments as we bring them on line. Inquire about viewing this if our product line of historically accurate Adirondack Guideboats interests you.

Gardner Callanen, Indian Point Guideboat Co., 732 Midland Ave., Midland, PA 15059, (412) 643-5457.

LOWELL'S BOATSHOP, AMESBURY, MA

Starting in mid-January, we will be running an ongoing course at our 200 year old boatshop on basic dory building, using basic boatbuilding tools, building from patterns, and small wooden boat maintenance. Anyone interested in taking part should contact us for further details.

George Odell, Lowell's Boat Shop, 459 Main St., Amesbury, MA, (508) 388-0162.



From the Boat Shops



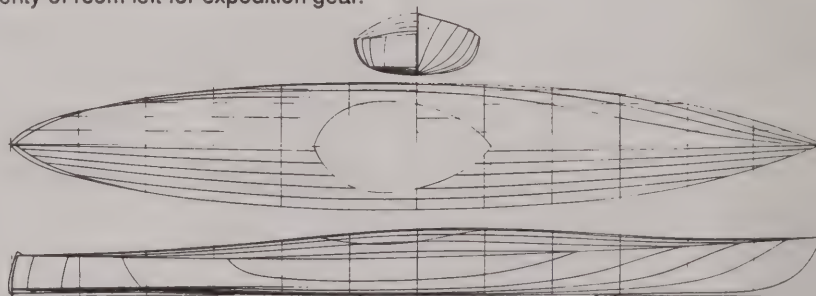
BOATWORKS

CRAZY WAVE BOATWORKS, UPPER NYACK, NY

I am working closely with designer Darryl Graves from Oregon on the line of lightweight kayaks and canoes I build to order, and supply plans of for home builders. I think Darryl has a great touch.

VOLANS - 14'6" x 25" Planing Kayak

Designed for use with the **BSD BOSS™** sail/outrigger system, **VOLANS** is the ultimate go - anywhere - fast craft. the forefoot is sharp enough for tracking under paddle while retaining buoyancy for hard sailing; the bilge goes from round midships to sharp - chined aft, with a double - concave run, to get the boat out and planing with a moderate breeze. All **BOSS** components and sail rig are demountable and can be stowed inside the boat with plenty of room left for expedition gear.



BOATSHOP NEWS INVITED

This page in each issue welcomes news from anyone in the small boat building or designing business who wishes to bring to our readers' attention what they are currently doing. Just let us

His kayaks are just a little beamy by modern standards, but then most of us are a little beamier than the guys who developed those skinny boats.

My schedule for the winter is a busy one. I will be building one 14' strip canoe for a customer; the prototype "Volans" 14'6" planing kayak to go to Andy Zimmerman at Wilderness Systems in North Carolina; and two 17' kayaks and two 14' kayaks in glued lap plywood with veneered decks.

In the works for this new year are a 19'-20' canoe yawl for spartan cruising, a bigger canoe than my present 14' "Zee", and a lightweight motorized boat. I think that's all. Anyone interested in details of the six designs I presently offer as plans or completed boats should give me a call.

Michael Heinrich, Crazy Wave Boatworks, 611 N. Midland Ave., Upper Nyack, NY 10960, (914) 358-9383.

know by mail as you like, please no phoned in stories as the written word in hand is the most accurate material for me to work from.

Bob Hicks, "Boats", 29 Burley St., Wenham, MA 01984.

Classified Marketplace

MAAS ROWING SHELLS. Used Vancouver 21 with oars, 47 pounds, self-bailer, \$1,750. Used Aero, 40 pounds, bailer, virtually new, \$1,750.

MYSTIC RIVER BOATHOUSE, Noank, CT, (203) 536-6930. (17)

TRINKA 10, first class sailing dinghy. Full sail rig, cover, bailer. Dark green hull, teak trim. \$2,000. MYSTIC RIVER BOATHOUSE, Noank, CT, (203) 536-6930. (17)

SLIDING SEAT ROWING RIG. Beautifully fabricated with stainless pipe, welded, with double action sliding seat (allows shorter track), two foot stretchers with shoes, oar locks. Outriggers removable. Inexpensive to a good home.

LENNY LIPTON, White Plains, NY, (914) 949-2927. (17)

LIGHTNING MAST WANTED, wooden, for Lightning #9770, current restoration project of great interest to a group of adolescents at the Founders School who ordinarily have little to be enthused about.

GREGORY NORMAN, Founders School, E. Haddam, CT, (203) 873-1489. (17)

RARE BOOKS. "The Venturesome Voyages of Captain Voss", blue cloth hard cover, published 1926, EC, \$35. "Practical Motor Boat Handling, Seamanship & Piloting" by C.F. Chapman, published 1917, VGC, \$10.00.

G.W. SPOTTS, 1247 Beech Haven Rd. NE, Atlanta, GA 30324. (17)

WANTED. Good condition ctr/sloop 27'-34', prefer two cabin, including head, maximum draft 3', minimum headroom 5'. MUST BE FAST! Your ideas?

FRANK O'BRIEN, 22 Hancock Rd., Brookline, MA 02146. (17)

WANTED. 110 parts, pieces and sails! I am rebuilding hull # 618. Does anyone remember it? TOM PERKINS, Ipswich, MA, (508) 356-7726. (17)

1980 LASER SAILBOAT with trailer. \$1,300.

GEORGE DUNBAR, Groton, CT, (203) 448-1152. (17)

1990 WEST WIGHT POTTER 15. Famous daysailer and ocean cruiser. Main and jib, galv. tilt trailer, custom cabin and cockpit cushions, OB, porta-potti, jiffy reefing, transom boarding ladder, bow pulpit, much more. Better than new.

DICK SMITH, 10213 Rounding Run, Richmond, VA 23233, (804) 741-2171. (TF).

CLASSIFIED ADS ARE FREE TO SUBSCRIBERS. Anyone who is a subscriber to MESSING ABOUT IN BOATS may run a classified ad at any time, as often as desired during the term of the subscription, at no cost. An ad will appear in two successive issues following receipt. To continue after that, the subscriber must request further publication of the ad. Commercial advertising is NOT available free, but anyone in the trade who subscribes may run a free classified ad for any personal boat or gear. Product lines and services for hire are commercial ads and can be run at a cost of 10 cents per word per issue run. Mail your ad copy to BOATS, 29 Burley St., Wenham, MA 01984.

72' SCHOONER CRUISE, up British Columbia's inside passage and coast, including the Queen Charlottes. July 21 to August 4 (Victoria to Prince Rupert). We're looking for two couples to join us, for a total of 8 voyager explorers. Each person's share (includes skipper, mate, cook, meals, everything) is \$1,700 for the two weeks. HERB & JUDY KLINGER, R.R. 2, Box 117, S. Salem, NY 10590. (17)

INTERNATIONAL 110 No. 556. Fast and exciting racer/daysailer. Very good condition. Wooden hull. Racing go-fasts, flotation, spinnaker chute, 4-way boom vang, trapeze harness, back-stay. Extra tracks for small jib, jiffy-reefing. Six sails (not racing cond.), incl. good main, jenny and small jib. New frame members over keel, bottom epoxied and refastened, keel refastened. Deck painted with aircraft polyurethane over epoxy. Bottom painted with racing epoxy. Trailer/cradle has divided rear support and new suspension. \$950. BRUCE CAMPBELL, Gloucester, MA, (508) 281-1647. (17)

1930's (?) 12" JOINTER, 6' bed, 2-blade. John A. White Co., Dover, NH. Good running machine, less than 1 cent per pound. \$575. DOUG SHARP, N. Easton, MA, (508) 238-9578. (17).

CANOE WANTED. Looking for 17' but will consider others. Also would consider double kayak.

DONALD SWOPE, 15 Buttonball Ln., Madison, CT 06443, (203) 245-3114. (17)

14' O'DAY JAVELIN SAILBOAT with boat trailer and nearly new 5 horse Mariner outboard motor. Bargain at \$1,600.

ANDREW VOIKOS, E. Sandwich, MA, (508) 888-4099. (19)

23' SEA SPRITE. Very clean, original owner. 4 berths, 4-1/2 h.p. outboard, lights, well equipped. Asking \$7,500.

MYSTIC RIVER BOATHOUSE, Noank, CT, (203) 536-6930. (17)

26' POLARIS SAILMASTER, keel/centerboard, 6 berths, roller furling, outboard. Excellent condition. \$8,000.

MYSTIC RIVER BOATHOUSE, Noank, CT, (203) 536-6930. (17)

28' CANOE STERN CUTTER, Thomas Gilmer design. strong Airex cored fiberglass hull, custom interior, 12hp diesel inboard, Hood sails. Ruggedly built and well equipped for cruising comfort. \$32,000 or best offer.

PHILIPPE DRAPEAU, Tiverton, RI, (401) 624-4080. (16)



22' FIBERGLASS SAILBOAT BARE HULL, needs to be completed. Contemporary design with shoal draft keel. Build yourself a good cruising boat without spending a lot of money. Would make a good winter project. Optional new aluminum mast and boom and fiberglass rudder. \$950 or best offer.

PHILIPPE DRAPEAU, Tiverton, RI, (401) 624-4080. (16)

1949 OLD TOWN HW, 17' wood and canvas canoe with sponsons. Excellent ORIGINAL condition. Green with gold stripe. Includes floorboards. Has fan backrest and two paddles, all with original Old Town decals. Incredibly stable, yet maneuverable and fast. A steal at \$1,000.

SUE AUDETTE, Mansfield Ctr., CT, (203) 456-0558. (16)

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 boats since 1933.

PERT LOWELL CO., Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

DOVEKIE SAILBOAT. hull #82. Red hull with white deck. Good shape but needs minor cosmetic work. Includes Yamaha 5hp longshaft motor, custom motor mount, backporch, long foil leeboards and many accessories. Asking \$5,000 as is, or \$6,000 if I have to do the work. Can be seen in Marlborough, NY. CRAIG POOLE, New York, NY, (212) 691-8149. (6)

PULLING BOAT MOLDS, 15 stations plus lapstrake templates for Bolger 15-1/2' pulling Boat Design #218. Also laminating fixtures for stem and curved transom. \$250.

JOHN HOAGLAND, 477 Wolfswamp Rd., Longmeadow, MA 01106. (16) 443-6122. (17)

ALDEN SCHOONER PRINTS. Limited number of prints of John Alden's finest schooner, "Mandoo". 21"x15-3/4" plus margins. Original oil by well known British naval artist Leslie A. Wilcox. \$25 each. INGA WILMERDING, Suite 237, Red hook Plaza, St. Thomas, VI 00802. (18p)

NEW SINGER SEWING MACHINE. Free arm, multi-stitch, hand crank and heavy flywheel, motor too. Warranted, still in box. \$200 plus shipping. TOM ABBOTT, Millerton, NY, (518) 789-4623. (16)

21' BOSTON ROWING SHELL with Piantadosi oars, used two seasons, like new. Was \$1,700, now \$975. HERB KRUGMAN, Stamford, CT, (203) 327-5226. (16)

OLD BOAT PLANS. Copies from "Mechanics Illustrated", "Science & Mechanics", "Sports Afield Annual" and others. Hundreds available. Catalog \$4. E.G. RAGSDALE, P.O. Box 48M, Westlake, OR 97493, (503) 997-7818.

17' TOWN CLASS SLOOP in need of major reconditioning, but worth it for someone wanting a good winter project that will result in a nice daysailer for next season. Complete with all fittings, hardware, spars, all rigging, sails, etc. Has laid mahogany plank deck that will look nice but needs major refinishing. Needs your labor, paint, varnish and sundry materials, but no further major investment. Priced at \$750 to move it out, I have two others I'm reconditioning myself. No trailer, delivery can be arranged within New England area. BOB HICKS, Wenham, MA, (508) 774-0906, after 6 p.m. best time to reach me.

ALLEGRA 24, pocket ship, full keel, cutter rig with bowsprit, standing headroom, large double berth (two people and dog), two-burner stove, 9.9 Sail Johnson, recent survey. Great little ship. \$9,000 or make offer. Located Bar Harbor, ME..

LARRY NUSSLEIN, Allentown, PA, (215) 439-1515. (16)

CONSTANT CAMBER HULL PANELS for the Adirondack Goodboat or Lakesailer, or your own version of these, or other, boats that can be made from the same panels. We can ship panels and other parts in any stage of preparation or assembly. Minimum tools and space needed, no building jig. Boat can be put together in one to three days and finished at your leisure, saving thousands.

MASON SMITH, Adirondack Goodboat, Box 44, North Point Rd., Long Lake, NY 12847. (518) 624-6398. (TF)

20' FANTAIL LAUNCH, 1986, low chine skipjack style. Pine on oak, 6 hp gas inboard, hand start. With or without trailer and motor. \$5,000 complete

JAY HOAGLAND, Rockport, ME, (207) 596-0786. (16)

1981 HUNTER 25, 15 hp O.B., main, jib (furling), genoa, CB, VHF. Sleeps four. Winter storage paid. Fully equipped boat in City Island, NY.

STEVE BREINES, City Island, NY, (212) 885-0410. (16)

23' CROCKER STONEHORESE SLOOP, classic flush deck keelboat in overall good condition, but in need of some hull detail work, new exterior paint, and engine work. Complete boat with all necessary gear and equipment. Hull needs work on deadwood at stern, minor transom repairs, and probably seam recaulking. Engine is 4-cylinder gas that will need attention, how much I don't know. On heavy duty 4-wheel yard trailer that can be hauled over local highways, but would not be suitable for long distance hauling unless you wish to travel at slow speeds. Thought it was sold earlier, but buyer changed mind. \$1,500 as is, where is.

BOB HICKS, Wenham, MA, (508) 774-0906, after 6 p.m. best time to reach me.

KINGSTON LOBSTER BOAT, built in 1979 from Chapelle's plans by Richie Cotreau and Tom Doyle with a little help from John Gardner. Well built, well maintained, quality materials. Lapstrake planked in clear southern white cedar, teak deck, tanbark sails. Has been at the Small Craft Workshop. A fine sailing classic boat, would make a great camp cruiser. Reluctantly for sale at a quarter of replacement cost

TOM DOYLE, Waterford, CT, (203) 443-6122. (16)

17-1/2' FOLBOT SUPER double kayak, non-collapsible, hypalon over wood frame. Blue hull/red decks, rudder and spray skirt. Can be paddled as a single, double or rowed with an Oarmaster rowing rig. Excellent condition, \$500.

BOB PORTER, Ipswich, MA. (508) 356-7794. (TF)



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

16-1/2' DANISH SEA TOURING KAY- AK by Jorgen Samson. 38 pounds, fiberglass, rudder, air bags. \$450. HERB KRUGMAN, Stamford, CT, (203) 327-5226. (16)

18' ALDEN "O" BOAT CLONE, carvel planked centerboard daysailer in need of total reconditioning, including refastening, recanvassing deck, refinishing overall. Complete with all fittings, hardware, sails, rigging, spars, all in good condition. Some work done, but set aside in favor of later projects undertaken here. Priced at \$500 to move it out. No trailer, delivery can be arranged within New England area. BOB HICKS, Wenham, MA, (508) 774-0906, after 6 p.m. best time to reach me.

WHITewater KAYAKS: Noah Aeroquatic, three years old, great playboat or beginner's boat, \$350. Dancer XS, for someone under 120 pounds, like new, \$450. TOM ROEBER, Yarmouth, ME, (207) 846-6578. (16)

ESCAPE NEW ENGLAND WINTER! Sail beautiful, warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped, bareboat charters. Fabulous waters, secluded cruising. Cottage also available.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

21' VAN DYNE CROTCH ISLAND PINKY, open daysailer. Glass hull with wood trim. Cat ketch sprit rig, spruce oars. A real pretty boat! Send SASE for photo and spec sheet. \$2,500; with 4hp Merc, tank, etc., \$2,800. Looking for a 16' rowing/sailing dory or similar. PETER WEIGLE, P.O. Box 265, E. Haddam, CT 06423, (203) 873-1671. (16)

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

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

WAYFARER W-8019, built from a Cobblewood Wayfarer kit in 1986. West system, wooden mast, quality fittings, including roller furling jib and recent H.D. trailer. Frequent business travel limits use of this red beauty. Stored inside at Denver, Colorado. Priced at \$3,300 for quick sale! Don't wait too long making up your mind on this exceptional value.

RON MUELLER (owner's rep), Arvada, CO, (303) 422-6797, 6-9 p.m. MST. (16)

12' BARNEGAT BAY SNEAKBOX, just like Nathaniel Bishop's "Centennial Republic" (well, almost). Complete gaff cat rig with almost new dacron sail, all rigging, original fittings and hardware. Hull has been fiberglassed and will need some re-fastening, centerboard work, and interior cleanup. Full restoration would require removal of fiberglass from exterior of hull. A winter project of manageable size. \$500 firm. No trailer, delivery can be arranged within New England area. BOB HICKS, Wenham, MA, (508) 774-0906, after 6 p.m. best time to reach me.

ADIRONDACK GUIDEBOATS. The largest selection of guide boats and historically correct accessories available from one source. Ten models, paddles, oars, yokes, seats and hardware. Free information and video available.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

"THE CARIBBEAN ON \$5 A DAY. A Sea Gypsy Handbook for Living in Paradise" by Fritz Seyfarth. The sailboat as an island retreat. The secret is simplicity afloat, using the boat like the olden times gypsies who roamed the countryside in their wagons, self-contained life support modules, making a living by their hands and wits. Quality softcover, \$8.25 postpaid.

SPANISH MAIN PRESS, Red Hook Plaza, Suite 237, St. Thomas, VI 00802. (TF)

17' FOLBOT SUPER sea kayak, non-folding naugahyde skin kit model. Reconditioned, in excellent shape. With two sets of new Folbot take-apart paddles, seat cushions and backs, flotation bags fore and aft, foot operated rudder. No cockpit skirt or sail rig. Blue and yellow. \$350 firm.

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

CANOE LINES PLANS. Lines, off-sets, mold patterns, for 12', 14-1/2', 16', 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip built or wood/canvas construction.

FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634. (207) 565-2282. (18p)

ASSORTED WOODWORKING TOOLS. Mostly hand tools, including older, good quality saws, chisels and planes. Some antiques. Send SASE or call for listing.

JON ABORN, 28 Old Bridge Rd., Buzzards Bay, MA 02532, (508) 759-9786. (16)

JOHNSON OUTBOARD, 5-1/2hp, 1953, 6 gallon remote fuel tank. Used in salt water one season. \$200.

BOB PORTER, Ipswich, MA, (508) 356-7794. (TF)

26' DANISH FOLKBOAT, must find a good home. Yanmar diesel, QM self steering, good main and jib. In water. \$3,500.

CHARLES REID, P.O. Box 113, Greens Farms, CT 06436, (203) 259-3496. (17)

CANOE FLORIDA'S WESTERN PANHANDLE. April 7-13, 1991. Airfare from Logan, meals, lodging, equipment and ground transportation for one low price of \$985 per person. BACK COUNTRY TOURS, INC., 39 Hollis St., Pepperell, MA 01463, (508) 433-9381. (17p)

COMPACT SAILBOATS. Crocker 20 fin keel day sailer, fast and stable, \$1,295 or B.O. Bay Hen, full canvas, trailer, motor, full cushions, anchor, radio, etc. \$6,495 or B.O. Sea Pearl motor sailer, centerboard, marconi rig, up to 25hp max. \$2,795 or B.O. Cape Cod Mercury, centerboarder, trailer, spinaker, fresh water use only, \$1,495.

CAPE ANN SMALL CRAFT, Essex, MA, (508) 768-7411. (17)

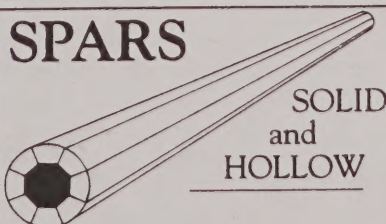
RARE OPPORTUNITY! 23' ERICKSON C/B SLOOP, with private mooring and dinghy on the Wye River, just 12 miles from St. Michaels, Maryland. Reluctantly for sale (two boat owner). \$5,500 takes all.

JIM FISCHER, Ellicott City, MD, (301) 461-3081 eves. Call me before I change my mind! (17)

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10' PACK CANOE made by Indian Point Guideboat Company. 38" beam, 13" deep, round bottom, V-entry, looks like a mini-peapod. Rows well, fantastic carry between strokes. Accessories. \$275. Will consider trade up or down for longer canoe.

MARTIN KOKUS, P.O. Box 119, Hopewell, PA 16650, (814) 928-5085. (17)

WANTED. PEAPOD SAILING RIG. Must be reasonable (read "cheap"). MARTIN KOKUS, P.O. Box 119, Hopewell, PA 16650, (814) 928-5085. (17)

CANOE WANTED. Looking for 17' but will consider others. Also would consider a double kayak. DONALD SWOPE, 15 Buttonball Ln., Madison, CT 06443, (203) 245-3114. (17)

ASA THOMPSON SKIFF. Just delivered, brand new. I have too many boats. Professionally built. Varnished interior, white exterior. Beautiful boat. With Culler oars. \$1,500.

BILL EVERETT, RR 1 Box 46, Monroe, NH 03771, (603) 638-2370. (17)

WANTED. 14'-17' DAY SAILER HULL, wood or fiberglass, any restorable condition. Must be under 500 pounds trailer weight. Will pick up on my trailer.

LANCE MC DOWELL, c/o Raven Marine, 15 Marina Rd., Hampton, VA 23669, (804) 722-2771. (17)

MARINER SEASCAPE, large stable fast sea touring kayak. Perfect condition, many extras. \$1,000.

STEVE HANSON, Rockland, ME, (207) 594-2097. (17)

14' MC KIE, 1985, with 1985 galvanized trailer and jack wheel. Beautiful shape, no motor. \$1,100. ED HERLING, P.O. Box 583, Ipswich, MA 01938, (508) 356-2753. (17)

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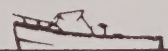
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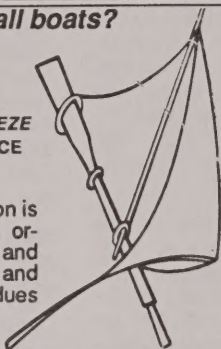
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Write to: The Secretary
The Traditional Small Craft Association
P. O. Box 350, Mystic, CT 06355



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