



messing about in BOATS

Twice a Month!

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messing about in BOATS

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Our Next Issue...

Will feature the story on the homecoming of the Gloucester fishing schooner "Evelina M. Goulart" that didn't make it into this issue as promised. Ran out of space. In addition, Tom Fisher will tell us about "Driving to Maine, Sailing Home"; Mac McCarthy describes "Five Uninterrupted Days of Paddling"; Sam Cox reports on "Messing About Down Mexico Way"; Mike Pesare reports on "Yachting on the Clyde". We look at a classic Hackercraft being restored by H&H Boatworks of Sebasco Estates, Maine; the "History of the Scottish Sea Touring Double Kayak" is told by Duncan Winning; "Building the QD-2" is a project report by Mississippi Bob Brown; and Moby Nick Scheur concludes his tale of the sidewalk skiff of his childhood days in "The Nipper". I should provide some photos of why the Snow Row did not take place in early March as scheduled. The wind blew!

On the Cover...

An interesting Thai fishing boat motors past reader Mel Ross' chartered sailboat off the coast of Thailand. Mel tells us all about sailing these exotic seas in this issue.

Commentary

BOB
HICKS

Innovation has got to be a major name for this small boat game most of us are caught up in. So many of the articles that we are now receiving regularly from readers are about their individual concepts of what a small boat should be, and how they went about realizing their dream boats. The particularly appealing aspect of these concepts of "dream boats" to me is the personal involvement in their creation. These are not verbal descriptions of ideals carried to naval architects for creation of working plans, nor are they specifications used to search the commercial boat marketplace for a boat to match. They are ideas brought forth by individual circumstances that are carried through to fruition by the people who thought them up.

The majority of us who get involved in thinking up and building our own small boats pursue it to the extent of creating what we want for our own enjoyment, with no thought of moving on into offering the design or plans or even completed boats to others as a small business venture. But there are those who have done this, and they form an important and vital part of the refreshing nature of small boats as we know them. From the building and preservation of classic small craft at one end to the creation of innovative new small craft at the other, this is an activity that has a great deal of built-in vitality.

The April issue of "Down East" magazine, which is a pretty enjoyable read about what Maine would like us to think of is Maine life style, has no less than a two page spread on one of our more imaginative innovators, Platt Monfort. One page is a full page color photo of Platt holding one of his 8 pound geodesic canoes vertically beside him at arm's length hooked over his index finger. He's grinning. The other tells his story. Now, this is quite an achievement for Platt, as the article is one of the magazine's regular features, "Making It in Maine", which usually chronicles two or three Maine entrepreneurs over the two pages. Platt got the whole thing!

This indicates to me that there is interest out there in this teeming land in what we do with small boats. None of our periodicals begin to reach the mass audiences that something like "Popular Science" does. So our innovators march on realizing modest results from their creativity. To be a success in small boat design or building means to be able to make a modest living at it.

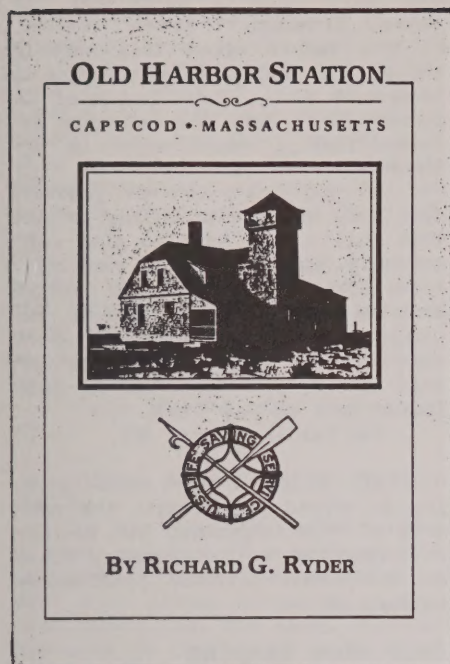
Platt catches the public's eye because he has gone well beyond

most of us in innovation, in his adapting of old time aircraft construction ideas for lightness and strength into traditional boat forms. He then went further yet and designed some of his own hull forms, his "Blivet" is a very fast daysailer of his own design. And he then adapted inexpensive "Tyvek" housewrap plastic for sailcloth, something which works very well on small boats and enables one to have a sail for a \$10 bill.

I am one of those who persists in thinking he can do it my way, and I am currently involved in a couple of projects that I think of as innovative. One is the designing and fitting of a set of amas for my Folbot Super fiberglass double kayak to make it into a trimaran for ease and speed under sail this summer. Nothing innovative about that, it's been done many times ever since small narrow boats were fitted with sails. But, I chose to think I could design a set of amas that would retract up against the kayak hull closely enough, and that were so shaped, as to allow paddling when not sailing. Since the Folbot is a big, comfortable and slow boat to paddle anyway, I saw no net loss in utility and a big gain in enjoyment. They are working out rather well as I build them, and the means of retracting them is simplicity itself. All in cost for materials will be under \$50.

The other project is the design and building of a 16' touring solo kayak which will also offer me the opportunity for auxiliary sail, upwind as well as off the wind, all in a light, compact, easy to set up and use package. As is my usual way, I adopt any and all ideas others have made known that best fit into my own concept. There are sail rigs on the market for kayaks, but they cost hundreds of dollars. There are beautiful kayaks to be bought, or nicely conceived kits. They all cost too much for my budget to bear. My overriding requirement is low cost. The little "Cockleshell" 10' kayak I "designed" and built costs under \$150 max to build, and I have sold about 125 sets of building patterns and instructions for that one. This new "innovation" should come in under \$200 for the complete equipt. The sail, for example, will be of "Tyvek".

This is just playtime stuff for me since I have to devote my major attention to this magazine. In its way, though, "Messing About in Boats" is somewhat innovative in concept. It fits all my criteria and so in reality, is also playtime for me. I just gotta find more time somewhere...



Here is a little gem of a book if catching the essence of how things once were along our coastline is one of your interests. Richard Ryder's little book, which he published himself as Ram Island Press, is based on a family connection, as his grandfather started as a surfman at the Old Harbor Station in Chatham, Massachusetts in 1906, eventually rising to be keeper in 1932.

This station was built on the outer beach opposite Chatham at the end of the last century to fill in a long stretch of beach with no lifesaving facility, after the wreck of the "Calvin B. Orcutt" off that beach took many lives in an 1897 storm, and was active until 1944. It was rescued from the sea at the last minute in 1977, before the great blizzard of '78 destroyed the old beach site. It was moved on barges to Provincetown, where it now sits at Race Point Beach, open to the public as a historic building, still needing interior finishing and furnishings and equipment to restore its original ambience.

The charm of Ryder's account of the history of this one of many lifesaving stations along our coasts (there were 13 of them then on the outer Cape alone) is in its reliance on the old "Inventory Log" of the station, the "Annual Reports of the Lifesaving Service", and oral history recorded by his grandmother for Mystic Seaport. It is the detailing of what was everyday life for the men who worked at this dangerous duty that brings home just how it was living that life. Over half this book is a series of appendices which list the equipment to be found in each room of the station; boathouse, boatroom, bunkroom,

keeper's office, kitchen, messroom, tower, workshop, and stable. A fascinating detailing of what was needed.

Ryder details a typical week at the station taken from its log in 1904 in which 256 schooners, 44 steamers, 1 sloop, 1 bark and 9 brigs were sighted during daylight hours, and chronicles many of the significant events that took place over its 45 years of service, not all having to do with rescuing people from ships that had gone aground on the Chatham bar. It was a remote spot, Chatham was only a couple of miles away, but across what was known as "New Harbor", the lower part of Pleasant Bay. The men on duty lived there all week even though many had homes and families just across the harbor, going home on leave weekly for their day off. You cannot imagine anyone choosing this life today, yet this was all in relatively modern times.

There's plenty of detail, including drawings and photos, of the lifesaving apparatus and procedures, and one or two wreck tales. But it is the accumulation of the little details of everyday life and administration of the station that drives home the sort of life it was. The description of the buildings, with floor plans, and photos taken over the span of its existence creates a place clearly apparent to the reader.

Ryder's writing style is totally unassuming and as enjoyable to read as having a chat with someone knowledgeable about this subject. His hope is to carry on the remembrance of what the men who manned the lifesaving stations did for their fellow man. He quotes Ross Holland of the National Park Service, now custodian of the Old Harbor Station thus:

"The Station is a symbol of man's humanity to man. The establishment of the Life Saving Service was one of the finest things the government has ever done. It reflects a time when man thought about his fellow man. These buildings deserve, far more than a battlefield, to be hallowed".

"Old Harbor Station, Chatham, Cape Cod", 128 pages, 6"x9", soft-cover, is available by mail order from Ram Island Press, 29 Cuprak Rd., Norwich, CT 06360, for \$13.95 plus \$1.05 postage (Connecticut residents please add \$1.12 sales tax).

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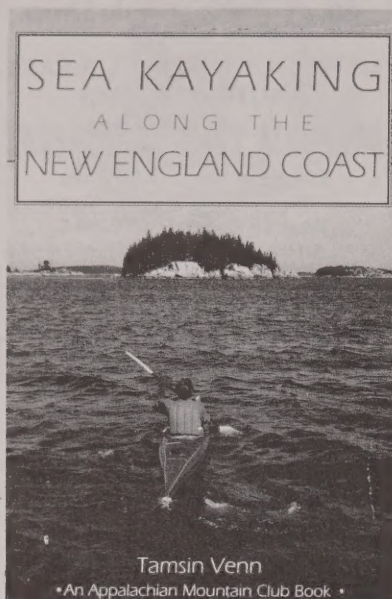
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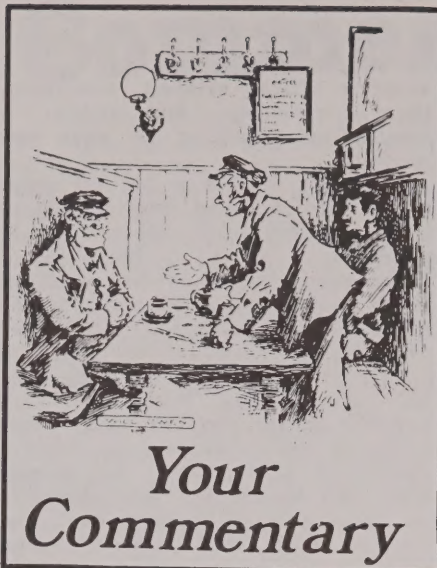
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RATHER CRUDE BUT LONG WISHED FOR

I continue to derive immense interest and inspiration from "Messing About in Boats". In fact, a year ago, after reading about "Dorita", a 12' dory, I decided to make a first attempt at boatbuilding. With minimal woodworking skills I put her together (one part plywood, two parts epoxy, messy stuff!). With the sailing season fast approaching, I had to put the project aside in order to work on my Herreshoff 12-1/2.

Well, now one year later, I am finishing her up and expect to try her out on the next reasonably warm weekend. She is rather crude, but I have long wished for a small portable rowboat that I could throw on the car roof. I do not think I would have taken the important step from reading about and observing small boating to actually rolling up my sleeves and building one if it wasn't for your magazine.

Michael Pesare, Bristol, RI.

DON'T APOLOGIZE FOR FIBERGLASS

Congratulations to Rick Whyman who sold his cabin and bought a 33' sloop made of fiberglass ("Your Commentary", Feb. 1st). He sort of apologizes for buying a fiberglass boat. I have built a wood/canvas canoe, two wooden sailboats and own a fiberglass canoe and a fiberglass Sea Pearl.

"Zoe" is the one we use the most since I like to sail more than build or maintain boats. Building them was a wonderful experience but it was done to get out on the water, not for its own sake.

"Zoe" was formerly named "Voyage Through America" and before I bought her was sailed up the east coast from Florida and to the Great Lakes via the Hudson and the Erie Canal, then by various rivers to the Mississippi and back to Florida.

Andre Venables, New Paltz, NY

NO MORE BLASPHEMY PLEASE

I enjoy reading your magazine and have been a subscriber for years. Although I haven't written to you before about this sort of thing, I'm taking this occasion to return to you these pages of "A Sunday Sail" from the February 1st issue that I don't want in my house.

If you can't control yourself and Tom, and are unwilling to edit this out, I may have to stop subscribing. Many magazines now offer these ideas against God and publish articles containing the kind of language I saw in this article. I need not send to Massachusetts to get this as "Screw" magazine is published here in New York.

Pat Cahill, Bronx, NY.

ED. NOTE: I don't deliberately try to offend people with the content of this magazine, but neither do I establish editorial policy based on individual personal preferences of readers.

HELP FROM READERS

I want to express my appreciation for the help I received from readers in my search for a car top boat loader. In response to my letter which you published in the January 1st issue ("Your Commentary") I received six letters offering assistance. These covered a range from a simple solution to a catalog from a manufacturer of just such a device. They included sketches and photos of how this matter was solved.

These are all wonderful people and I deeply appreciate the concern they had for my problem. Small boat people are charitable and generous.

I was most fortunate to hear from a fine lady on Cape Cod who offered to give me a cartop loader she was no longer using. She sent it to me and I will now be putting it to good use. Again, my thanks to all those who came to my aid.

Jerome Enot, Dover, NH.

ED. NOTE: One solution to Jerome's difficulties in loading his cartop boat alone is published in this issue, "Cartopping Alone" by Malcolm Forbes.

GREAT PROGRAM AT STRAWBERRY BANKE

I have been more than pleased with your publication. It's really fun reading about what's going on amongst those afflicted with "Boat-osis".

I am enrolled with three other guys in Strawberry Banke Museum's boatbuilding class. We should have our flat iron skiff (the "Susan") completed by mid-April. Ned Toll, the resident boat builder there, is a fine instructor. It's a great program.

Richard Gibson, Hampton, NH.

ABOUT THOSE POSTAL RATES

When I walk into my post office and see all the junk the service now sells and think of the increase in their bureaucracy needed to think up, purchase and distribute this stuff, I give up. They even have a gift shop here selling teddy bears and the boxes to mail them in. They also have old mailboxes fitted into oak boxes that had to be designed, built and distributed!

But I don't see how you can absorb the added postage and still put out as good a magazine, so when the time comes for renewal I expect the rate to go up and that's okay. Keep up the good work.

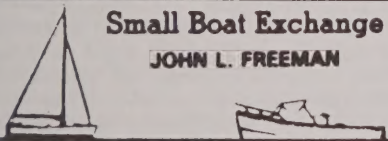
Andy Steever, Old Greenwich, CT.

AND MORE ABOUT THOSE POSTAL RATES

In my view, "Boats" is such a superb value that a subscription increase is more than justified to deal with postal increases. I suspect others feel the same. Another approach to the postal costs would be to change over to a monthly publication schedule of issues twice the present size containing what two issues presently do. Whatever you do, you are doing all of us a great service at minimal cost and I feel you should not have to bear the burden entirely.

Walter Giger, Jr. Wethersfield, CT.

ED. NOTE: Going to monthly would substantially reduce postal costs of course, but I chose the twice a month schedule of smaller magazines because I liked it, it gives a faster response time to what is happening and subsequently appears in each issue, including the classified ads. So I hang on grimly to this schedule. The easiest and least expensive way is the six times a year schedule some have chosen, but it's oh so long between succeeding issues that they become history, not news. I'm stubborn enough to not be diverted from my chosen path and whatever I do about paying for it all, the magazine will continue on as it is because I like it this way, and I am glad so many of you agree.



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DOING A SOLO CRUISER

I'm building a "Solo Cruiser" canoe from the ad in "Boats" (see article in this issue. ED.). I need another canoe like I need another head but I couldn't resist it. It's so different from the classic canoes I usually build, it's been a challenge. Tom Page provides good plans and patterns and has been very helpful with finishing details. His dad stopped by my shop recently and picked up a set of patterns for a new 14' double paddle canoe I'm building for the larger paddler. I meet more nice people in this business.

Mac McCarthy, Feather Canoes, Sarasota, FL.

THIS IS A FAN LETTER

We love your little magazine, its unpretentious friendliness and non-slick practicality and simplicity warm our hearts. The "Commentary" reads like a letter from a friend. The articles are interesting and so are the ads. We especially enjoy the Beard serial, and "Corinna's First Solo" was terrific too.

We write aboard "Shellan", tied to the mangroves of a tiny island in Tarpon Basin, enjoying the warm calm in the windshadow as a 30 mph storm (gusting to 50 mph) gallops by.

David Gatan & Anne Peterson, Key Largo, FL.

IMP BOOK TIP

A shopping tip for "Boats" readers: Walden Books can get you International Marine books in 7 to 10 days with no shipping charges. If you are a "preferred customer" you get 10% off. If you are an old goat like me, you get 15% off. They are also very good about getting other books for you.

Dave Carnell, Wilmington, NC.



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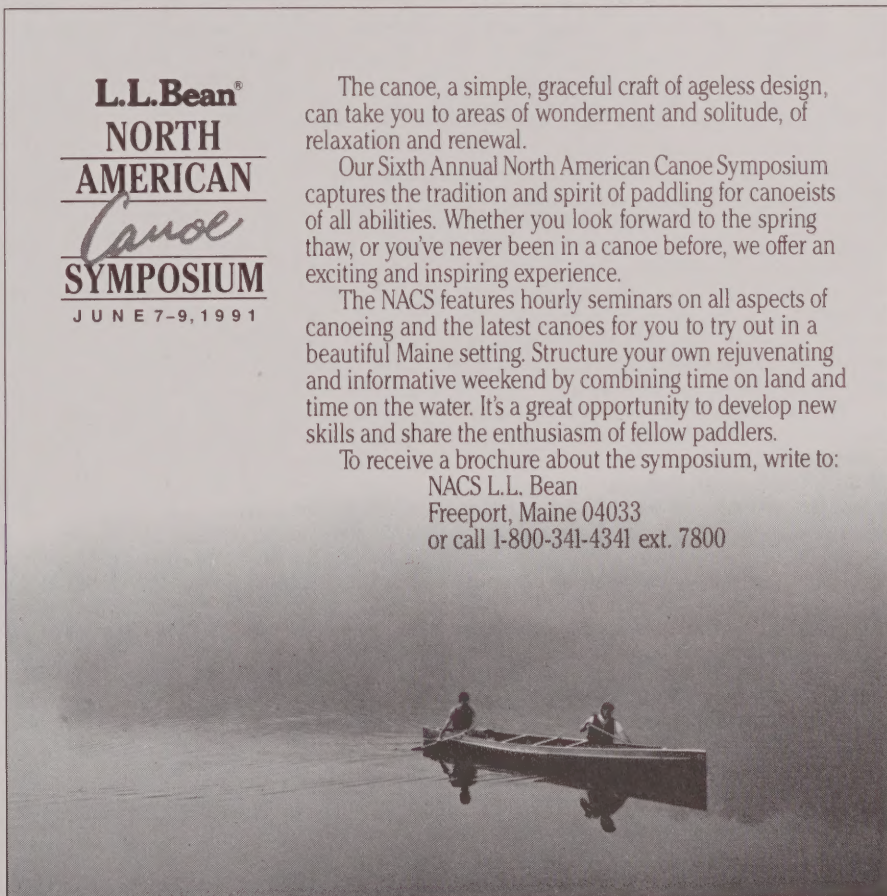
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Cruising in Thailand

Mel Ross

It all started with a phone call from England. "Hello Mel. This is Eddie. Brian had to cancel out. Do you want to go sailing in Thailand? It's all paid for, you just have to get yourself over to London." Wow! It didn't help that it was 2:25 AM (Eddie had added five hours instead of subtracting the time difference).

No matter. A chance to go sailing, a chance to see Thailand and a chance to see Eddie again. The next nine days were a mad rush—trying to get flight arrangements to and from London, rescheduling appointments, packing, getting shots and malaria preventative pills two hours before leaving for the airport. But, a little after 7:00 AM on a Sunday, there was Eddie waiting for me just beyond the customs gate at Gatwick Airport.

On previous trips I would plan and schedule and outline an itinerary, but this time I didn't know what to expect—where were we sailing? Who was going with us? What kind of boat? Soon all the questions were answered. There would be four of us—Eddie, John (with whom I had sailed several years ago in Yugoslavia) and Dave, whom I had never met and turned out to have a delightfully impish sense of humor. We were to spend a few days in Bangkok and then fly to Phuket to pick up a 39' Jeanneau Suncham.

We flew out of Gatwick and landed at Dubai seven hours later for a refueling stop. We had been scheduled to land at Bahrain, but due to the Iraqi crisis, Bahrain was being used by military aircraft. Finally, 15 hours after leaving England, we touched down at Bangkok.

While this was a bareboat charter via Sunsail, there were six boatloads of crew on the flight and Sunsail had a representative meet us at the airport with a bus to get us to the Suriwongse Plaza Hotel. Next day we were taken as a group for a tour of the Royal Palace. But first, a description of Bangkok. It's a sprawling city of over 5 million that appears to have grown randomly. Somewhat dirty looking with surprisingly nondescript architecture and traffic beyond belief—cars, taxis, busses and, it appeared, at least one motorcycle or moped for each inhabitant. And tuk-tuks—a sort of motorized rickshaw. The motorcycles,

mopeds and tuk-tuks zoom in and out, giving you a white-knuckle ride if you're in a vehicle and challenging you to just try and cross the street. It's rush hour 24 hours a day with appropriate air pollution. This is a description, not a criticism—it was an exciting place to be.

Perhaps the nicest thing about Thailand are her people. Known as "The Land of Smiles," it lived up to its reputation. Virtually everyone was genuinely friendly, helpful and with a smile to light up the sun.

The Royal Palace is actually acres and acres of ornately beautiful palaces, temples, buildings and sculptures of gold, a rainbow of ceramics, marble and stone. The colors and shapes took your breath away. After lunch (the food in Thailand is fantastic, somewhat like Chinese cuisine but much, much spicier—read that HOT!), we boarded a boat for a ride on the Chao Phraya River to see the Temple of Dawn, another series of magnificent structures. Then up some klongs (canals) that were basically residential.

The river is filled with motorized boats, particularly "longtailed" boats. These are water taxis, the "trucks," fishing boats and the school busses (we saw children loading on after school). Ranging from about 20' to 35' overall, with gracefully upswept prows and a shaft extending about seven feet inside the stern, with what looked like an automobile motor attached and extending about 12 feet astern at a very shallow angle. These boats fly! There did not appear to be any rules-of-the-road, boats passed starboard and to port and cut across each other, but it seemed orderly. On the way back we stopped at the Museum of Royal Barges—colorful boats about 150' long with a raised platform in the middle for the King and room for an army of rowers.

Next day we did some shopping and went to see Thai kick-boxing. The crowd was as much fun as the matches, as they started to chant in rhythm with the kicking.

The next afternoon we boarded a converted rice barge, the "Mekhala." The barge was beautiful, mostly teak with some polished mahogany. Alongside was a second barge to accommodate all of us. The other barge was not motorized so they tied us together and slowly towed us up river. A sumptuous can-

dleight dinner was served under the canopied deck, and then down to all teak staterooms, each with a bathroom and shower.

The following morning we docked at Wat Kai Tia to see the monks and the Alms Giving Ceremony, switched to longtailed boats for an exciting ride up klongs to see the Bang Pa-In Summer Palace, and then by bus to Ayutha, lovely ruins of the Siamese capitol from 1350 to 1767. A final bus ride back to the airport in Bangkok, a one-hour flight to Phuket, and 20 minutes later we were at Leam Maphrao where Sunsail operates the Phuket Yacht Service.

We were assigned "Sweet Robin," and ferried our bags out to her in our fiberglassed bottomed rubber dinghy with a Mariner outboard. The boat was a beauty. With only four of us aboard we each had our own compartment (port and starboard astern, bow and saloon) and shared two heads. The boat was well thought out. Except for the main halyard, all lines led to the cockpit with handy line brakes. The sidedecks were clear, making it easy to go forward. There were pulpits to port and starboard of the mast allowing you to use both hands. An electric anchor winch worked like a charm. Basically, I'm a small boat sailor and prefer the positive feel of a tiller, but there was no adjustment needed to get used to the wheel—it had a tight "feel" to it so you didn't start out with a corkscrew course. The reverse stern consisted of two steps making it easy to board the dinghy, and a deep drop-ladder made it simple to reboard after swimming. A shower hose in a stern locker allowed you to rinse off after a swim. Below there was a snug nav station, a well laid-out galley and lots of sitting room around the table. Finally, a tape deck which caused jovial arguments over Beethoven, Dixieland, Mozart and rock. This was not roughing it. We found out we were only the third charter crew on this boat, since the operation had just started in Thailand.

The one weakness we found was the unavailability of large scale charts. "Sweet Robin" drew 1.8 meters and in various parts of the Andaman Sea there were shallows as low as 0.8 meters, narrow deep water channels, rock and coral heads. The depth finder became a critical aid to navigation, frequently the only

way to find channels in what appeared to be wide open areas. Further south, the clear water and sand bottom made it easier to read, but north, with good holding mud bottoms, the depth finder was essential.

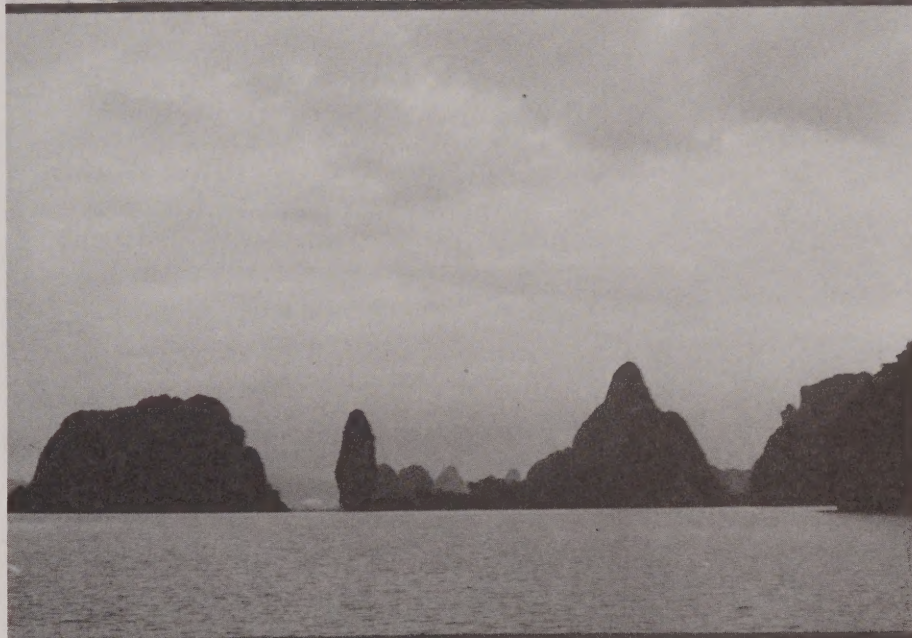
After receiving a briefing on the sailing area, Eddie, as skipper, was shown the various systems on the boat while Dave, John and I ferried out the provisions. There are few places within the sailing area where meals are available, and John, as a non-sailing crew member, volunteered to cook. Examples of John's nautical knowledge were his descriptions of the "pointy end" and the "blunt end of the boat," his reference to the helmsman as "the driver" and when needed, his request to "tell me which string to pull." But a damned fine cook and great company. Dave, another non-sailor, offered to be "cabin boy," and quickly caught on to raising sails and steering and was equally enjoyable as a companion.

After filling up with water and fuel, we headed north in a light breeze to spectacular scenery. Wild shaped rocks like Monument Valley with water. Apparently it had been a mountain range before the water came. Many shallows, but then you would be in deep water right next to 1,000 foot sheer cliffs. All of these islands and islets are uninhabited. This is the area where the James Bond film, "The Man With the Golden Gun," was filmed. In fact, Ko Phing Kan is now also known as James Bond Island. It was overcast, creating a somewhat ominous and otherworld atmosphere. As evening approached, we dropped the hook in 37 meters of water in a pretty little cove at Ko Phunak. The cliffs alongside went straight up.

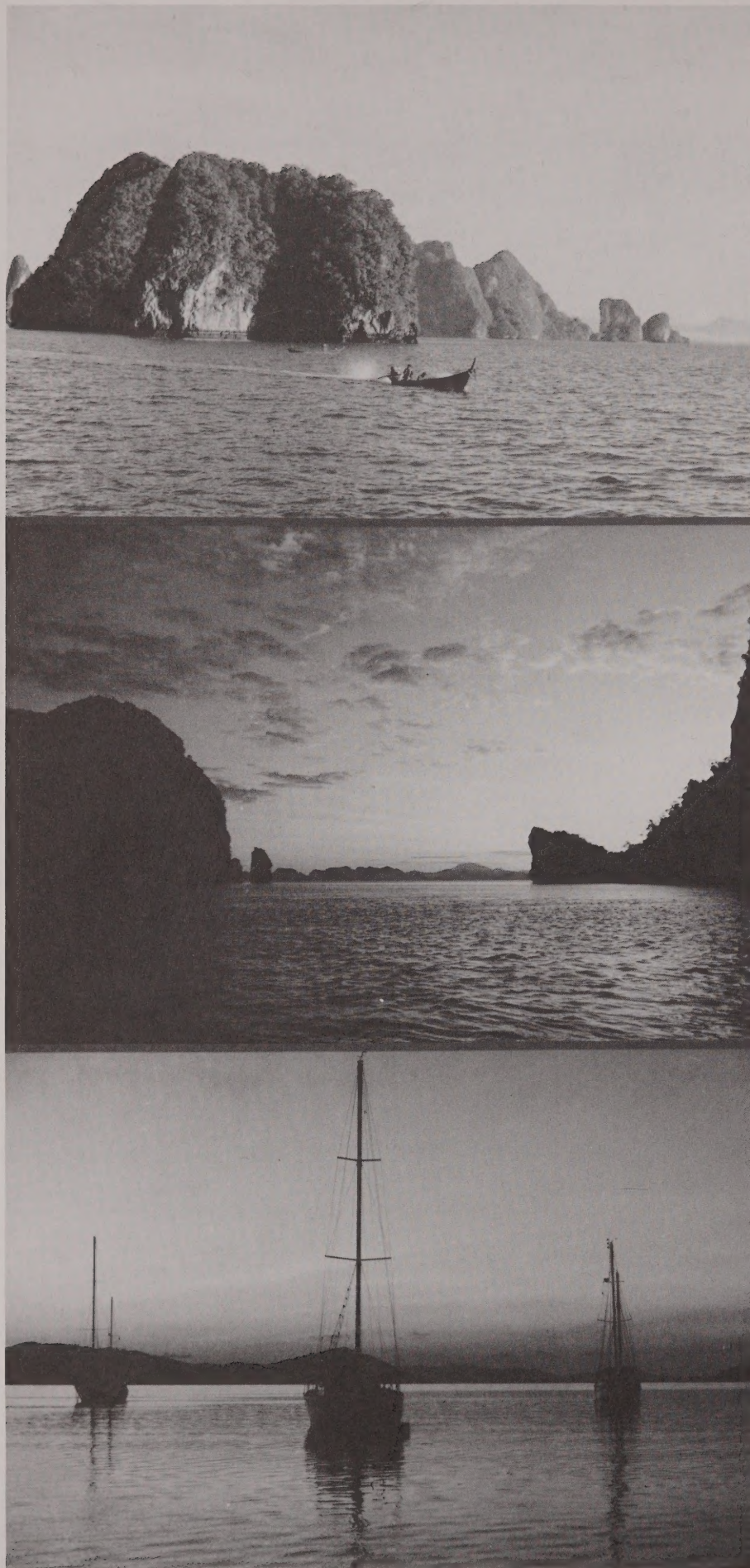
Next day we headed south on a beam reach to an anchorage on the west side of Ko Hung. A lovely looking beach from a distance, but covered with plastic. Boy, do we know how to screw up nature. It shelved sharply and it took us three tries to get the Bruce down satisfactorily. We set a kedge out as insurance against the SW wind we had been warned about. Eddie snorkeled around the boat to check out the anchors and bottom.

Around 3:00 in the morning the rudder started to pound. The wind had shifted and swung the rudder over a rock head, although there was ample water under the rest of the boat. We pulled in the anchor lines somewhat and relocated the kedge lead to the stern. Forty-five minutes later the pounding started again. No amount of shifting seemed to help, so we pulled the anchors (simple with the main anchor on the winch, but a real b—ch with the kedge) and motored off in the pitch black. We tacked back and forth over a quarter mile course until dawn at 5:45, when we could see again.

John and Dave had returned to their bunks while Eddie and I spelled each other at the helm until we reached a jewel of an island, Ko Mai Phai, with one of the prettiest beaches I've ever seen. Great snorkeling, too, I found out after we left. We anchored off (there are no docks or quays on any of these islands) and Eddie and I hit the sack while Dave and John went exploring in the dinghy.



Opposite page top: A colorful Thai fishing boat. Right from the top: Rice barges, "Mekhala" on the right. Nearing "James Bond Island", and here it is!



Mid-afternoon we had a nice following breeze and, under genoa only, sailed to Ko Phi Phi. Supposedly "one of the three most beautiful islands in the world." It was lovely, but I think the billing was somewhat overstated. After dinner we went ashore to explore a small resort area, walk the beach (scaring hundreds of sand crabs) and then returned to our usual evening of varied music, cribbage, liar dice, gin rummy and "Chase the Lady," which I knew as Hearts. It was a rough life, but someone has to do it. Fishing boats ringed the horizon with brilliant boomed-out lights to attract the fish. One fish amused us all; cigar-shaped and about 8" to 10" long, when disturbed it would take three slapping bounces and then "run" on its tail for 50' to 70', using its tail like a scull. We wasted a lot of film on the trip trying to capture one for posterity. They must work for Kodak.

We raised sail next morning in a nice breeze, went down the east coast of Phi Phi, then circumnavigated Ko Phraya Nak, which had large caves with birds nests that the locals take to make birds nest soup. As we rounded the southern tip, the wind picked up and we really bubbled along across the channel to sail down the west side of Phi Phi and anchored in a large bay on the southern coast. Palm trees everywhere and three-quarters of the bay ringed by white beach.

We went ashore to what looked like a hastily built bustling village — cottages for tourists, small restaurants, stalls with T-shirts and souvenirs, two fishermen caulking their longtailed boat, a boy scampering up a tree for coconuts and loads of young backpackers from Europe and Scandinavia. I played with a gibbon on a long rope halter and found out they train the gibbons to pick coconuts and bananas. The fruit here is super — the sweetest pineapples, grapefruits and papayas I've ever had. The bay was magnificent — steep mountains in the distance preceded by forest, then palm trees, a curved white beach and clear, green water.

Next morning we put in a reef (25 to 28 mph winds, long rollers, 3' to 4' seas and all whitecaps) intending to sail to Phuket. With the wind on the nose we were sailing close hauled. John and Dave started to look an unattractive shade of green and, with an estimated 16 hours of sailing ahead, we revised our plans. We headed for the channel between Ko Yio Yai and Ko Yai Noi on a close reach as a massive dark horizon overtook us. Winds of 35 mph with gusts to 45 and a heavy cold rain. Visibility extended just beyond the bow. I was the only one with foul weather gear, so while all my mates smiled up at me with upraised thumbs from the shelter of the cozy cabin, I bravely sailed on. A man's got to do what a man's got to do. Baloney! Next time I leave my foul weather gear home. Between the poor visibility and the lack of adequate charts, we had difficulty finding the deep water channel between the islands, but the depth finder came through and we dropped anchor. I felt like a sponge.

Left from the top: A longtailed fishing boat. Sunset near "James Bond Island". Sunrise at Leam Mephrao, Phuket Yacht Services headquarters.

That evening I missed my chance. John came on deck and, never having noticed the masthead light, asked in awe, "What's that?" I'm sure that the mention of spaceships would have sent him overboard.

Early next morning we carefully retraced our steps in the channel (we had seen depths as low as 2.4 meters) and then raised sail in a warm, light breeze for a seven-hour sail to the entrance of Ao Chalong. We anchored for a swim, lunch and a siesta. Later we headed in to what looked like a wide open anchorage, but we kept bouncing off of an unmarked sandbank. Once we got hung up and had to rock her off by running in unison from side to side — it worked! Once I almost panicked when I looked at the knotmeter instead of the depth finer — "1.4. Holy s—t!" I wasn't allowed to forget that.

We anchored about a mile offshore (it's a long, shallow bay), took the dinghy ashore and a taxi ride to Patong Bay, a busy resort town. Once again we were overwhelmed by the friendly, attractive Thai's.

It started to rain about 2:00 AM and with the dawn we saw a totally overcast sky and a windless, oily looking sea. We were told we had hit a very unusual weather pattern. The monsoon season is supposed to end like clockwork by the end of October, but now in the middle of November it was continuing. In addition, typhoons were hitting the Philippines, Hong Kong and Singapore, and we were getting the fringes of it. We decided to ride into Phuket Town (a smaller version of Bangkok). We hopped a native bus for 20 bahts (about 80¢), got a Thai massage (at one point they stuck a foot on the inside of your thigh and pulled on your foot — Eddie yelled out, "Make a wish"), went bowling and had a couple of delicious meals (about \$2 for each of us, and food left over).

We raised sail next morning in 8 to 12 mph winds. As the wind eased off, we went swimming with a long warp with a fender tied on the end towed astern — the currents are very strong for swimming. With three of us aboard, Dave was still at the end of the line when a low black cloud started to approach like an express train. We yelled to Dave as Eddie started hauling him in like a big fish while I stayed at the helm. Just as Dave scrambled aboard it hit us. No time to reef down, we raced along with the port rail under, then managed to reef the jib in for some exciting and hairy sailing. Then the wind dropped to nothing and we had to resort to the iron sail.

With the sun shining, we decided to head north and return to the area around James Bond Island. The limestone/sandstone formations looked complete different with sunlight. We took the dinghy into a lagoon to look at the caves, stalactites and worm-like creatures hanging from the cave roofs. When touched, they retreated into their shells with the speed of light.

Another day of gunkholing and we returned to Leam Maphrao. We explored a small village a kilometer away, were delighted by the hospitality of the people, and retired for our last night on "Sweet Robin."

Next day we had a short ride to the Phuket Airport, a flight back to Bangkok and then back to London. We refueled again at Dubai, which was causing the charter airline to close shop — because of the Iraqi hostilities the airline had to pay 100,000 pounds, about \$185,000, extra insurance each time they landed. The 35 degree Fahrenheit temperature in London made me long for the 90 degree heat of Thailand.



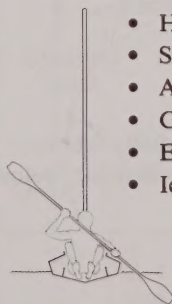
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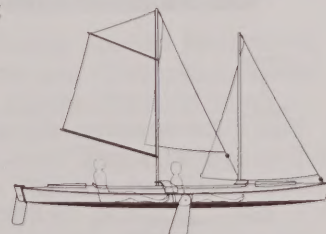
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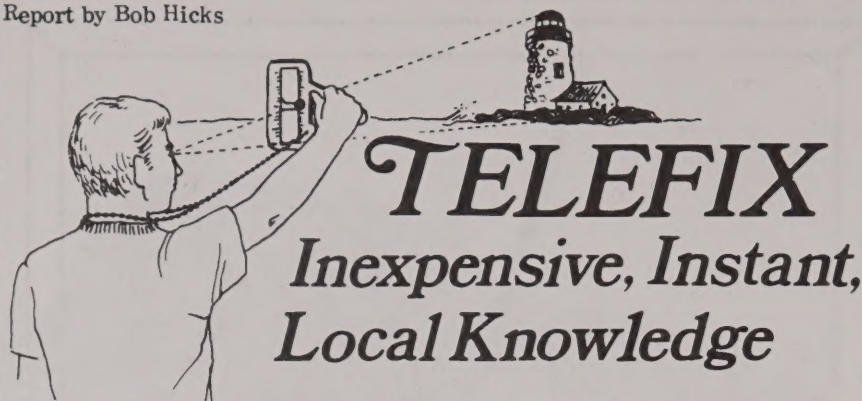
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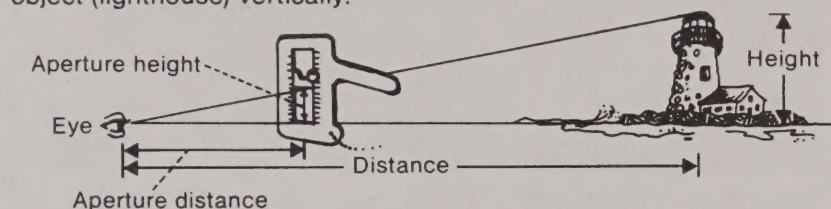


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The Principle of TELEFIX

The principle behind TELEFIX is illustrated in the sketch, which shows TELEFIX in use with the aperture open at exactly the size that frames the object (lighthouse) vertically.



By proportionality of sides of similar triangles:
$$\frac{\text{Distance}}{\text{Height}} = \frac{\text{Aperture distance}}{\text{Aperture height}}$$

By definition,
$$\frac{\text{Aperture distance}}{\text{Aperture height}} = \text{Multiplier, hence the basic formula:}$$

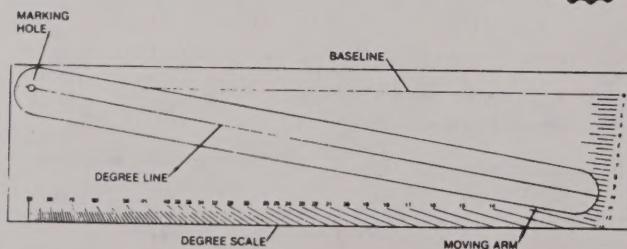
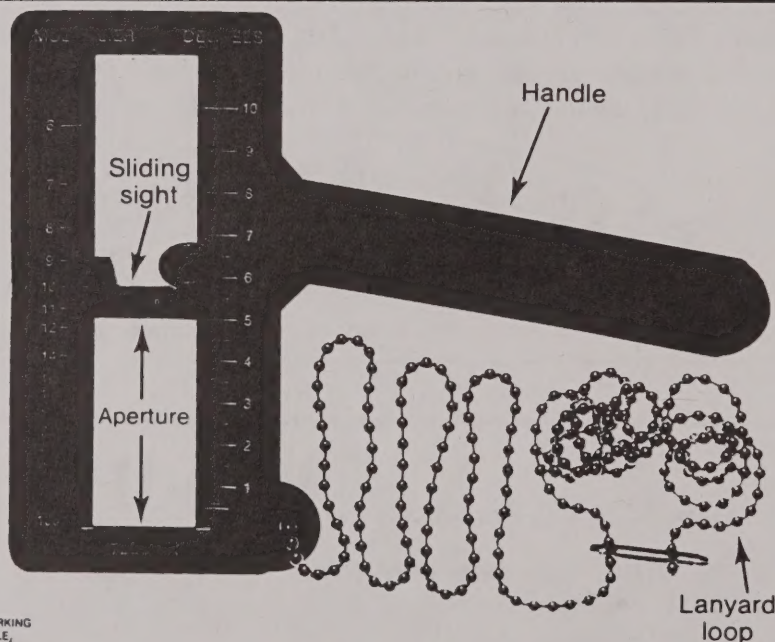
$$\text{Distance} = \text{Height} \times \text{Multiplier}$$

The man seated at the table in the lounge of the Jubilee Yacht Club in Beverly, Mass. was studying a chart and periodically raising a small black gadget to arms length and staring through an opening in it out across Salem Sound. It was a very clear, mild February day and the several islands in the Sound all stood out boldly against the hard line of the horizon. His peculiar activity was so at odds with the casual socializing of the rest of the people in the lounge that it was bound to draw attention. Which was Leonard Eyges' intention. He was demonstrating his navigational aid, the Telefix. Anyone curious enough to approach Leonard and inquire into his peculiar behavior would be welcomed to sit down and have a go at identifying the islands in the harbor. Of course, the locals already knew them all from familiarity, but Leonard, from Wellesley, Mass. some 30 miles away and inland, was not a local. What he was doing was acquiring local knowledge with the chart and his Telefix.

Leonard invented Telefix and has a patent on it. He promotes its use for developing what he calls, "instant local knowledge." With it one can determine some basic coastal navigation information, such as how far off one is from a recognizable object ashore, or an entire island. One can locate obscure objects such as channel marker buoys that might be lost in background clutter. Used with a hand bearing compass or just alone by taking two distance off readings, a position can be found.

Telefix is a low tech aid that fits in between using one's knuckles as a gauge, or a sextant. What it does is measure small angles subtended by an object or land mass and from its own direct reading scale, tell you how far off from such an object you are. And the reverse of this is also true, one can start from a known angle on a chart between two objects, one of which is not clearly visible but is desired to be located, and set the angle on the Telefix and often then spot the desired object, now that its location is pinpointed. The attraction of Telefix is that it works in an area of trigonometry (small angles) where approximations are very close to exact conditions, and for most coastal boating, this is close enough. It is usually sufficient to know that one is 500 feet from that ledge with the day beacon on it, the fact that it is exactly 509 feet is not significant.

The Telefix is a simple flat black plastic device with a chain loop affixed. A window in the flat plastic has a sliding section which can be adjusted to exactly frame any object viewed through the aperture (objects of reasonable size, obviously). Alongside the aperture are two calibrated scales. One reads in angles from 1 to 10 degrees, the other is a multiplier scale. The chain loop? This is looped over one's neck (it can be adjusted) to set accurately the distance the Telefix is held from the eye at arm's length. This is vital to accurate use of Telefix.



Telefix (above)
Protractor (below)

Telefix operates on a mathematical formula involving proportional sides of triangles. In essence, it sets up automatically (so you don't have to do any math) two triangles. The big one involves one side which is the distance from you to the object being viewed, the other is the height of that object. The smaller triangle is the distance from the eye to the Telefix on its long side, the height of the aperture opening for the other. Knowing the height of the object being viewed (from the chart) one can easily read off the distance once that the width of the aperture opening has been set to just encompass that object being viewed. Conversely, if distance off happens to be known, the object can be identified by its then measured height. This happens to be what Leonard was doing in that yacht club lounge during a break in a seminar we were attending.

How? Well he had the chart of Salem Sound on which he could easily spot his location and all those islands. But without a hand bearing compass he could not draw any line of position from himself to each island. While he could sort out to some degree the islands in this case by relative location in the panorama, several that appeared closely spaced could create confusion. So he was measuring heights, using known distances from the chart, until he had sorted them all out to his satisfaction.

So, distance off can be easily determined from any recognizable object of known height from a chart. It can also be measured from an object of known width (an island) but here only if one is pretty certain to be at right angles to the full length of the object. Otherwise, apparent length can create too much inaccuracy. One is always at right angles to a height, and even if an island is used and its high point is several hundred feet away from its shore, the error is not significant. That is, not when viewed from a small craft. From the 60 foot high bridge of a tanker it would be worse, but they have sophisticated navigation aids. The Telefix is for the kayaker, small craft sailor, or paddler or oarsman.

The ability to measure small angles is also useful in determining position. Measuring the small angle between two recognizable objects will locate one on a circle on the chart, anywhere on which circumference one might be at that distance off. To then pinpoint where on that circle, one must take a second small angle reading between two other objects, or one of those already used and a third. Where the two circles intersect is where one is at, again with sufficiently good accuracy for ordinary use. A hand bearing compass achieves this same result by taking two compass bearing lines of position which then intersect. But the compass is more costly and more bulky and more in danger of being damaged. Using the two together, one can really be pretty sure of one's location given decent visibility.

Leonard also offers a simple protractor for small angle use. It is a bit bulkier, that is it is long (about 15")

but simple and inexpensive. Using this to measure CHART angles and the Telefix to measure ON DECK angles, one can acquire what he likes to call, "Instant Local Knowledge."

These two inexpensive basic navigational aids seem to fulfill the everyday needs of the local alongshore boating enthusiast. They have the advantage of simplicity, indestructibility and low cost to offset the lack of really high accuracy. Taking advantage of a simple trigonometric principle (known as the

"rule of sixty") they can handily keep one informed of one's location along an unfamiliar shore. Certainly in really small craft (kayaks, canoes, small rowing boats) they fit right in. They are NOT substitutes for a compass for course setting, or Loran for offshore navigation. But, like the simple ruler, they can give you pretty good information as to distance and location.

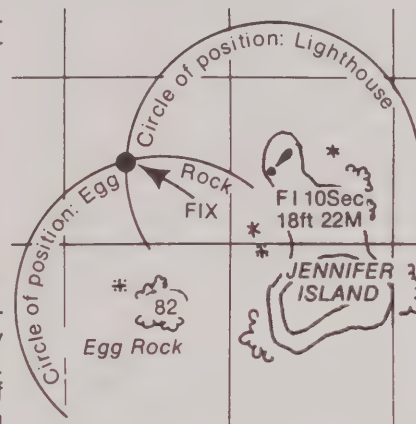
Want to know more? Contact Leonard Eyges, 31 Denton Rd., Wellesley, MA 02181.

Two landmarks, height of both known

Two landmarks, such as Lighthouse and Egg Rock are observed from the boat; both their heights are on the chart.

1. From the boat find the distance of each landmark with TELEFIX.
2. On the chart draw the corresponding distance circles of position.
3. Their intersection is the **FIX**.

Of course, the circles will intersect in two points, but it is usually obvious which of the two is the fix. In the sketch, for example, one of the intersections would be on land.

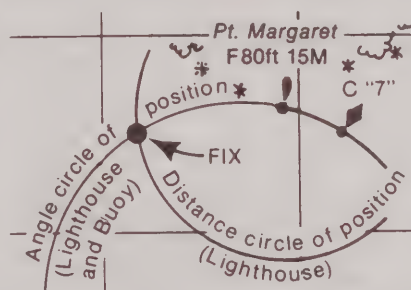


Two landmarks, height of one known

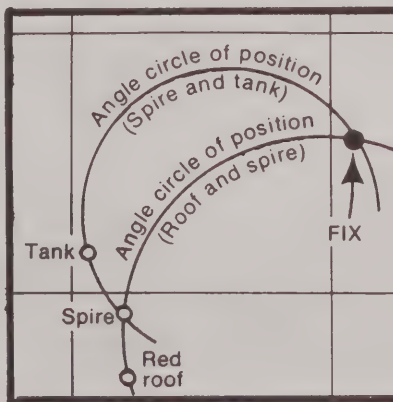
Two landmarks, such as Lighthouse and Buoy #7 are observed.

1. From the boat use TELEFIX to find: distance from lighthouse; angle between lighthouse and buoy.
2. On the chart draw the corresponding distance and angle circles of position.
3. Their intersection is the **FIX**.

This is usually an excellent fix, since for the small angles in question here the circles tend to intersect at right angles.



Three landmarks, heights unknown



If three closely spaced landmarks, Spire, Tank and Conspicuous Red Roof, are visible from the boat, measure angle between spire and tank, say, and angle between spire and roof. Plot the two corresponding angle circles of position. Their intersection is the **FIX**.

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Sleeping Aboard Small Craft

Hugh Horton asked the question, "Can one sleep comfortably aboard a small craft which can be sailed, double-paddled easily, and car-topped?" ("Sleeping in the Shallows", December 15th issue). Before 1900 it was common for canoe cruisers in their decked, dou-

ble-paddle, sailable canoes of the times to sleep aboard their Rush-ton's et. al. This article from the October, 1884, issue of "Forest & Stream", illustrates this very well.

Richard Albert, W. Trenton, NJ.

TENTS FOR CANOEISTS.

A CANOEIST, thoroughly prepared for a cruise, is the most absolutely independent traveller in existence, carrying with him in his almost fairy craft all the necessities, and many of the luxuries, of life. My first canoe cruise was in an Improved Rob Roy, with a cockpit but forty-two inches long. The second night out it was pour-

and, withal, more comfortable, substitute for a house.

My first procedure was a diligent inquiry of all canoeists known or heard of by me regarding their tents. This inquiry developed nothing better than the tent I had, except a sketch and description of a tent used by the Mohican Club, Albany, N.Y.



FIG. 1.—FRAMEWORK FOR "A" CANOE-TENT.

ing rain when we went into camp. A canoeist of some experience had devised for me what he called a canoe-tent, it being pitched over the cockpit. The tent was put up, supper eaten, and tired, as only a canoeist can be, we turned in. The memory of that cold, drizzly, windy night, on the banks of Mad river, makes me shiver even now. How I did try to sleep! but

That was not quite satisfactory, however, for it had an almost flat roof, and was suspended between the masts by ropes, giving a tendency to spring the masts, and allowing a sidewise swinging of the tent in a wind. An extended experience in camping was decidedly against any flat canvas covering, and against any sort of a tent that swayed in the wind. Getting no sat-

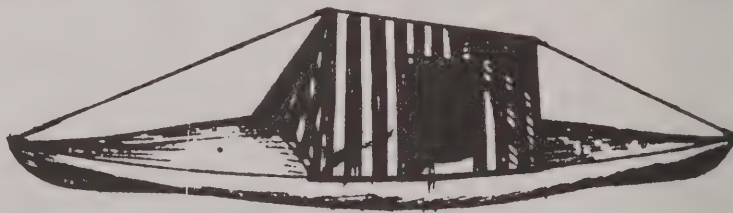


FIG. 2.—"A" CANOE-TENT

the tent would blow open, first at one point and then at another. Repeated efforts failed to secure comfortable rest, and so, shortly after midnight, I arose, made a huge camp-fire, wrapped me in my blankets, with a poncho outside, and lay down on the ground where I slept satisfactorily until daybreak. From that cruise I came home with a fixed determination to work out some more stanch and trustworthy,

isfactory help from other canoeists, I set to work devising and experimenting on tents for cruising canoeists. As a result, the various tents shown and described herewith were devised, made, used, and found practical and reliable.

An "A" tent is probably the simplest form of tent. Figure 1 shows the framework of such a tent, which is found to be the simplest, lightest, and most compact

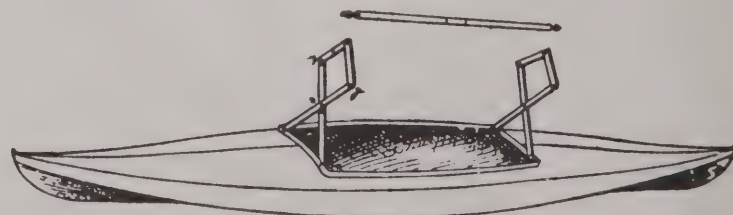


FIG. 3.—FRAMEWORK, PERFECT CANOE-TENT.

for canoe purposes. Of course, the height of any canoe-tent above the decks will be governed by the height of the canoeist. The uprights or supports are made from ash, or other hard lumber, $1 \times \frac{1}{4}$, and of requisite length. They should be planed smooth, oiled, and given a coat of shellac. These supports are secured to the coaming, as shown, by a small bolt through each. Brass ones are best, and, if made small, are quite strong enough. Figure 6 is a drawing of the upper end of these supports, they being slotted, as shown. A plate of moderately heavy sheet-iron is placed on the outside of the outer support, at each end, to prevent wear. These plates should be fastened with tacks, as shown.

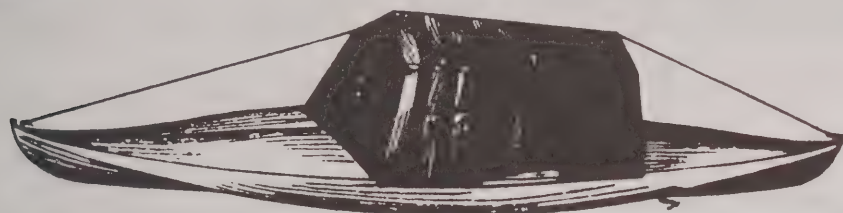


FIG. 4.—THE PERFECT CANOE-TENT.

The ridge is round, not over seven-eighths of an inch in diameter, and jointed in the centre. Into each end is fastened a fitting, which any blacksmith can make, and which is clearly shown in Fig. 5. A light ferrule is first driven on each end of the ridge-rod. These fittings, provided with a coach or lag screw thread, are then screwed into the ridge until there is just room enough between the annular shoulder on the fitting and the end of the ridge to let in the slotted ends of the supports when the ridge is dropped to its place.

The ridge-rod being in place, it will be

bly placed in the bow and stern-posts, and you have a tent that will stand any rain or wind, which in no way strains your canoe or your masts, which does not away, which can be packed into very small compass, and which will weigh but a few pounds.

The only objection to the "A" canoe-tent is, that unless run up quite high, it lacks head-room, and all campers know how annoying it is to be compelled to always be on the lookout lest the roof be touched during a rain, and a leak be the result. To combine all the good qualities of this tent, and remove this objection, I devised the tent shown in Figs. 3 and 4, — a tent to which I have found no objection, and which is pronounced by my canoeing friends to be the "Perfect canoe-tent."

Fig. 3 shows the framework. The ridge-rod and fittings, together with the method of locking to the supports, are the same as used on the "A" tent. The supports are $1 \times \frac{1}{4}$ ash, or other hard lumber, planed, oiled, and shellacked, and are riveted together at points X, Y, and Z. This fastens together all the parts of each end support, allowing them to be folded into small space, and preventing any pieces from getting lost. In this tent the sloping roof sheds the rain perfectly, while the "hip" gives far more head-room than in the "A" tent, and makes

the coseiest little room imaginable. In this tent the canoeist may cook, eat, smoke, read, or sleep, as suits his pleasure, with no fear of rain or wind. In cool weather, the curtains being closely buttoned down, you can sleep as warm and comfortable as at home. Its lightness, compactness, simplicity, the ease and rapidity with which it can be put up or taken down, and its remarkable rigidity when up, make it all that any reasonable canoeist can desire.

But there are two classes of canoeists. The one sleeps in his canoe; the other declares a canoe was never made to sleep in, and so goes ashore and improvises some sort of a shelter, usually a gum blanket or two made into a shelter-tent. To my notion no canoe should be slept in when out of the water. The weight inside, with no resistance outside, must, sooner or later, open the joints. Now, the writer belongs to both these classes. If going on a river cruise, I carry a shore-tent, and go prepared to sleep as restfully as when at home. If the intended cruise is over lakes, through marshes, or into unexplored bodies of water, I carry the canoe-tent and sleep aboard; for then I am sure that if night overtakes me in the midst of a marsh or on a lake or river, where no suitable shore camp can be made, I can rear my canvas house over the cockpit, and be "at home" in a few minutes with supper on the table.

The tents already described are for the last-named purpose. There are also shown herewith a couple for shore-camping, which, for solid comfort in all kinds of weather, day in and day out, is decidedly the best. Fig. 8 shows a tent that has been extensively used in fishing-trips with the greatest satisfaction, and which is admirably adapted to the canoeist's use. To obviate the necessity of hunting up tent poles, unjoint your eight-foot paddle, and use the two halves for that purpose, having previously provided fittings for each like Fig. 7. These are simply ferrules of proper size, with a pin welded on, as shown. For a ridge-pole, use a small rope of proper length, with a loop or eye turned on each end, to drop over the pins in the paddle fitting. There should also be holes in the canvas for these pins, the whole being put up and stayed with guys, as shown.

When sleeping ashore the writer is decidedly averse to sleeping on the ground. It is neither smooth nor soft; and to carry enough bedding to make a comfortable bed imposes too much bulk and weight.



FIG. 8.—THE PERFECTION SHORE-TENT.

seen that we have a frame that is very rigid, and one that is all secured together. The joint in the middle of the ridge should be secured in some way so that it may not pull apart. Fig. 2 shows the frame with the tent upon it. A curtain may be arranged on one or both sides, as shown. Care should be taken to have this curtain lap over the edges of the tent, opening about two inches on each side. The frame being together. — and you will find it but a moment's work, — the tent is slipped over it and buttoned down, small round-headed screws being placed on the under side of the fender for the purpose. Now run guy-lines from the holes in the heads of the ridge-pole fittings, fore and aft, to rings suit-

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Building "Umiak 1"...

I call my originally designed boat "Umiak #1" as it resembles the freight kayaks used by the eskimos to transport goods across open waters. The construction is similar to the traditional kayak in concept if not in execution. The boat is very stable, almost impossible to tip unless I get into the water first and tug on one gunwale. I have paddled, motored and sailed this boat on Lake Okeechobee in Florida and Adirondack lakes in upstate New York and have yet to meet anyone having more fun messing about than I.

It is much simpler to build than a conventional canoe. No mold is required, the frame is constructed in a sort of basket formed by rigid sawn frames, bent frames and stringers. The stringers snap into place on hooks designed into the sawn frames. Hot melt glue is then applied to attach these stringers to the frames and the bow and stern pieces.

The wood is next encapsulated in clear epoxy. I then cover the hull with 9 pound canvas, stapled to the gunwales and formed around

the stem and stern. It is then soaked in hot water which shrinks it tight to the framework. After the canvas is dry, clear epoxy is rolled onto it, both outside and inside, thus laminating the canvas between two layers of epoxy and glueing it to the wooden frame.

I next apply 4 ounce fiberglass cloth to the exterior of the hull, using an epoxy not known to boatbuilders so far as I know. It is Sika Gard II, a "high build" epoxy formulated for industrial floors by Sika Chemical Co., and is eminently suited for the bottom of a boat to absorb wear and tear. I use the pearl gray color which can be left as is or painted with deck enamel. As a retired manufacturer's rep in specialty building products, I had become familiar with this product.

The deck canvas is next applied, stapled to the gunwales and shrunk fitted. When dry I apply the Sika epoxy to the exterior of this as well. Oak rubrails go on the gunwales and an oak coaming is fitted around the cockpit.

Bob Hawk, Pittsburgh, PA.



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and a Couple of Glen L Designs

I have been building boats for over 30 years, mostly European style "canoes", sort of like the Klepper and Folbot types. I have built for my own amusement, often several in a year, which I would eventually sell after I had tried them for a while. Last year I built the couple of Glen L designs pictured.

The rowing shell is the Glen L 17' Skiff, made from 5mm lauan ply coated inside with West System epoxy and outside with the Sika Gard II mentioned in the article

about my "Umiak #1". The Glen L plans included those for a sliding seat rig for the boat, but we had an Oarmaster, so why bother to build one?

The outboard is a Glen L 14' Power Skiff, also built of 5mm lauan ply, fiberglassed again with the Sika Gard II used on the exterior. It is fitted with a 10 hp Honda outboard and a bow mounted electric trolling motor. I use it winters in Florida to do some bass fishing.

Bob Hawk, Pittsburgh, PA.



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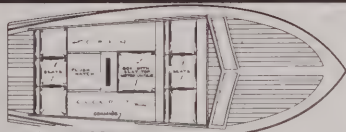
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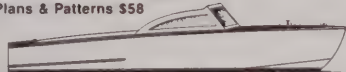
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Cartopping Alone

Dear Mr Enot,

Recently I had the same difficulty you have in lifting a "car topper" (Messing About in Boats, Jan '91). There was an expensive gadget sold years ago that made it easy. I adapted the idea with some scrap parts and it works fine.

The store-bought device was a clamp for the boat transom that was hinged onto a sleeve that fit over a pole that bolted into the trailer hitch of the car.

My device is the same except that the clamp, hinge and sleeve are the clamp and tilt mechanism of a very old 1-1/2 HP Evinrude whose bottom end, propeller housing and all, fell off one day while trolling in Lake Massabesic. The pole is a piece of pipe that is a perfect fit through the Evinrude mechanism. If you look at a small outboard that can be turned

through 360° you can see how it works. The pipe was then "U" bolted to the car bumper rather than the trailer hitch, allowing me to bring along both camping trailer and boat.

Without the benefit of outboard parts the rig could be made from a large "C" clamp bolted to a tab welded to a sleeve made from pipe.

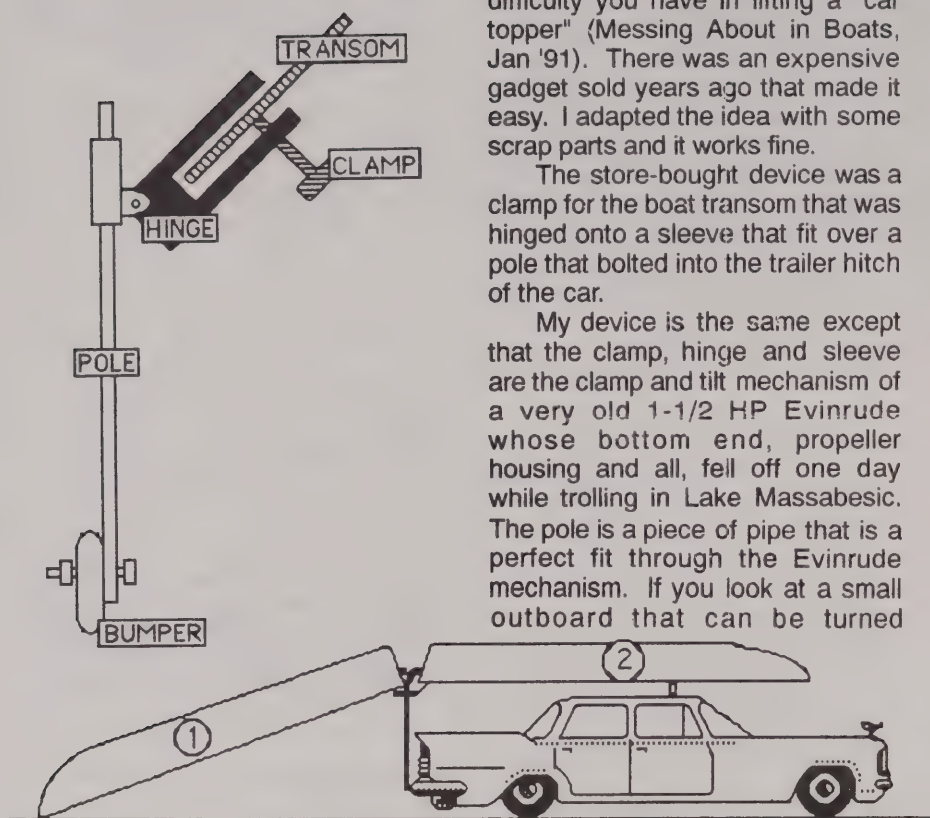
To use the rig:

- back the car near the stern of the boat
- lift the stern up into the clamp and secure the clamp
- pick up the bow of the boat and walk it around forward and put it onto whatever sort of roof rack you have.

It isn't too difficult to lift one end of a small boat, but getting the whole thing up at the same time is just too awkward by yourself even when the weight is not overpowering.

I frequently launch my Grumman Sportboat at the Dover Point launch site to go fishing. Maybe I can drop by some time this summer and find out how you made out.

M.R. Forbes, Merrimack NH



Latest from Loon

I am introducing a new model this winter, "Razorbill". I am very pleased with its liveliness, dryness in heavy weather, and especially with its stability, which is quite good for its narrow waterline beam. I had a beginner paddler out in the "Razorbill" on that recent beautiful mid-January Sunday in three to five foot seas, and after the initial hesitancy, he felt quite comfortable. Another "perfect" kayak!

The "Razorbill" model is a fast touring single of strip plank wood, glass and epoxy, with surprising stability for its narrow waterline beam. The hull form is nearly symmetrical, with very little wake at touring speed. This model can be built for excellent or good tracking with options for build, weight, bulkheads, hatches, rudder and addition of graphite powder undercoating for greater ab-

rasion resistance below the waterline. The standard model includes two hatches and bulkheads. Length is 17'8"; overall beam is 23"; waterline beam is 19.5"; dry storage is 6 cubic feet; weight is 40 pounds.

Chip Chandler, Loon Kayaks, Box 253, Small Point Rd., Sebasco Estates, ME 04565, (207) 389-1565.

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The Evolution of "Super Tender"

Having been a full time "mess abouter," living aboard my schooner for over a decade, I dreamed of someday possessing the ultimate dinghy. Living and cruising as we did, I soon noticed that we logged about the same amount of time travelling in the dinghy as the big boat. Many times we would anchor in one spot for weeks or months at a time, and do all our exploring and travelling by small boat. Our

dinghy for most of this time was an 8' Dyer imitation by the name of Pup. Pup has a cut down Blue Jay main on a rotating 1" stainless steel mast, which allows infinite reef points (I have sailed her in 40 knots of wind). For "racing," Pup sports a bowsprit and a Blue Jay jib and has had a successful "racing career." All in all, not a bad little boat. Still, for all Pup's advantages, she still plowed through the water in a boring kind of way. The same can be said for going from A to B and carrying a lot of junk (like foot and water) and toys (like windsurfers). But, for sailing in semi-protected waters, they're not real exciting unless you get in a dangerous situation (not the kind of excitement I'm looking for).

When I say ultimate dinghy, I am referring to my personal idea of the ultimate dinghy. Some people's idea of the ideal dinghy is an inflated bathtub with a foul smelling, whining, oil burning contraption attached to the rear end that they are continually fussing, cussing and throwing money at, what I call an overboard. I wanted something fun to row and exciting to sail. Maybe not as exciting as my A Class catamaran or windsurfer (in a breeze), but something that would get me to hoot and holler, at least a little. As L. Francis Herreshoff said, "We get an indescribable thrill from being noiselessly propelled by the wind. We like the motion and feeling of a lively boat, one which responds to her helm and feels like a living being." Now his dad wants a word, "And that is just it - the sensation of sailing. The sensation of sailing is what the true sailor wants..."

Oh yeah, this super tender would also have to be relatively dry in a seaway, carry a load, tow well and be durable. We haul all kinds of stuff, like groceries, bicycles, propane tanks, anchors, dogs, cats and even people. Obviously this was going to be a compromise boat, so of the three methods of propulsion, rowing would take a slight priority with sailing a close second. The third method of propulsion has yet to be perfected to my satisfaction.

My schooner had a tender designed specifically for it, an 11'6" pram. I have seen a picture of one under sail and it looks a lot like Pup plowing along. Besides that, prams, to me, have always looked like overgrown flowerboxes. So the next logical place to look would be the small craft studies done by John Gardner. Most people consider the Whitehall model to be the best all around pulling boat. However, a partial flat bottom is better for sailing and stability than the deadrise of a Whitehall. So Super Tender attempts to get her narrow waterline beam (with one rower) from light weight rather than deadrise. The

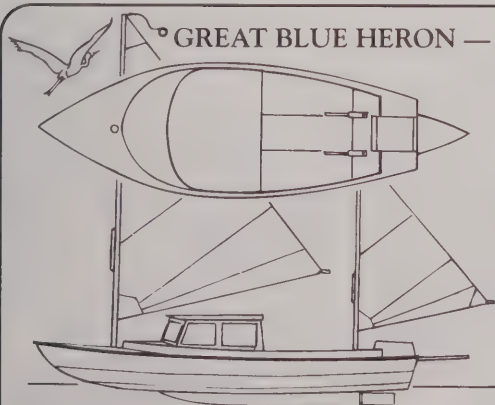
Lawton model as well as Herreshoff's #54 sailing dinghy are closer to what I was looking for.

The next place to look was the designs of Uffa Fox. Here was a man who sailed across the English Channel, in an International 14' that he designed and built, to be in a French race. They (three) sailed and bailed 29 hours, arriving in France at 10:00 PM and started racing the **next morning**. After two days of racing (and winning), he takes a day off (because it was Friday the 13th) and then beats back to England in 37 hours, arriving in the morning and **is racing that afternoon!** "...our tired brains refused to sparkle, so we finished third..." Jeez, this guy takes his "messaging about" seriously! Uffa had designed a boat to the Frostbite Dinghy Class (a "dead" class as far as I know) which "...will produce the perfect tender for small yachts..." The class rules are simple enough, length 10'6"-11'6", beam 52"-58", sail area 72 sq. ft., minimum weight 125 lbs, etc. Well, I don't care much for rules, so Super Tender is not constrained by any, but is more influenced by the Fox design than any of the other designs I studied.

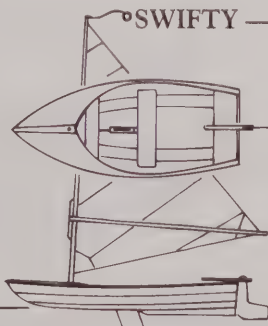
The Super Tender rig is simple yet very efficient. She sports a free standing, rotating, two-piece aluminum mast with a full batten main and no jib. She has a roller furling boom that, combined with the full battens, gives perfect reefs without the complexity of reef points and outhauls. A hiking stick is attached to the kick-up rudder. All thwarts are removable and I'm working on making a sliding center thwart. There are three rowing stations, so she's always balanced with any number of rowers and/or "ballast."

The prototype Super Tender is afloat and sailing and pretty much lives up to my expectations. After 300 miles, I can say she tows fine. Rowing is a delight (Hey! You got a motor on that thang?) and there have been some reports of hootin' and hollerin' out on the bay. Unfortunately, she came in overweight (115 lbs.) due to my error in biaxial f/g cloth purchase. The next hull should be 30-40 pounds lighter, which should give a corresponding increase in the hootin' and hollerin' decibel level. Also, the centerboard will be dropped (takes up too much space) in favor of a daggerboard.

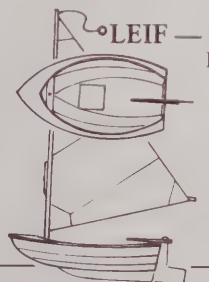
If there is enough interest in Super Tender, I will put her into production. Her dimensions are 10'6"x52". The hull would be 12 oz. biaxial f/g cloth and 1/2" balsa wood core. A triplank hull could also be available, although heavier and costlier. Anyone interested should contact Dock Shuter, 24 Harborview Drive, Northport, NY 11768.



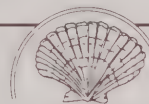
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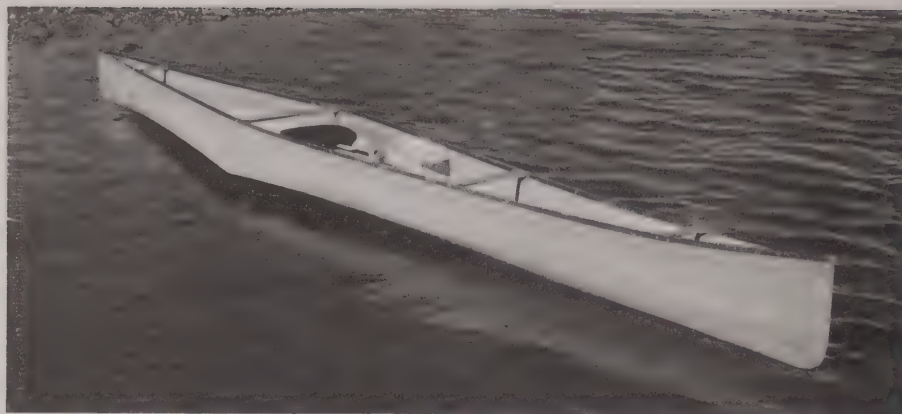
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Solo Cruiser



In the winter of 1989-90 I designed and built an 18' solo racing canoe for myself. It is constructed of 3/16" thick pine strips, and sheathed with 4 ounce fiberglass and epoxy. During last summer I paddled in a lot of races to gain experience and found my canoe to perform well compared with kevlar hulls. Many people expressed interest in my design. I found they'd like to build their own canoes but lacked plans for building molds.

This prompted me to redraw my plans to fix minor inaccuracies and produced a finished set which I am now offering for sale. I don't expect to make much money but do wish to cover my costs while I'm doing it pretty much for fun.

The design is for a marathon flatwater C1 and meets current USCA specifications for cruisers. It features a fast V-bottom, a bow flared above the waterline for reserve buoyancy and dryness in a chop. The hull is tucked in tightly ahead of the paddler to allow close-in paddling.

The principal dimensions are as follows: LOA 18' (18'6" optional); Beam at 4" waterline 31" (32" with 18'6" version); Gunwale width 21-1/4"; Bow height 16"; Center height 11-1/2"; Stern height 12"; Weight approximately 30 pounds, will vary with construction.

Construction is woodstrip, sheathed with epoxy and fiberglass.

A table saw will be required to rip your own strips and a bandsaw or jigsaw is needed for cutting out the molds. Other than these, ordinary hand tools are all that will be needed to build this canoe in a typical garage size space. Expect to spend 70 to 130 hours building depending on your experience and on effort put into the degree of finish you desire. If you are unfamiliar with wood-strip technique, several books are available on the subject.

Building your own strip canoe for racing offers several advantages. It can be built nearly as lightweight as commercially available kevlar hulls and you will save a considerable amount of money. "Solo Cruiser" can be built for about \$300. I feel wooden hulls are superior due to resiliency and stiffness. And nothing equals the satisfaction of paddling a fine looking canoe you built yourself.

The plans consist of full size molds to inside of hull on 12" centers; waterlines at 1/4 scale; offsets to outside of hull; building jig and mold setup; and five pages of construction notes and details. Complete blue line plans are \$50 postpaid. For mylar copies (handy for transferring lines to plywood molds) add \$16.

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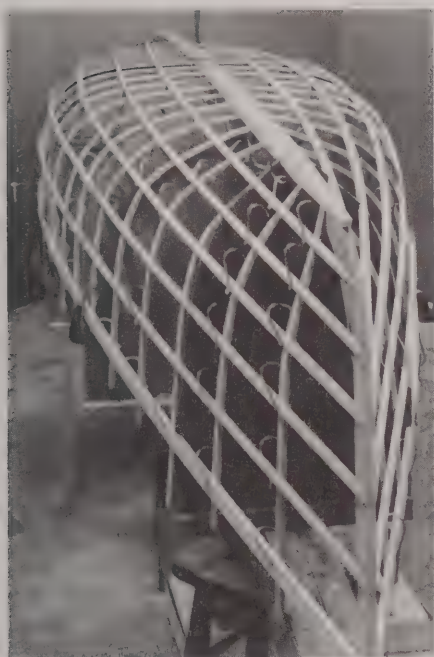
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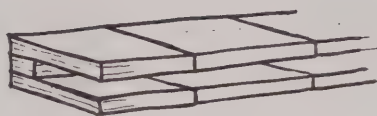
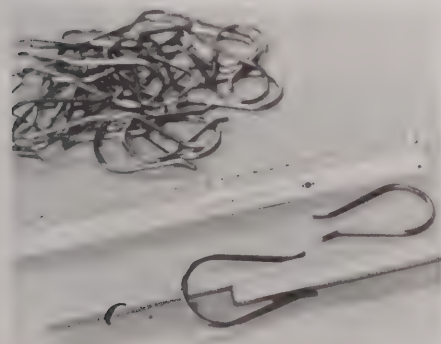
ANOTHER INNOVATION FROM MONFORT

Boatbuilders always need clamps, LOTS of clamps. They can never have too many. My "Clamp-It" (tm) is right down to the basics in clamps. It is simple, therefore cheap, so a bunch of them are affordable.

The principle is similar to the clothespin, it just snaps into place, holding things together while the glue dries. As the metal can be bent by hand (about 10 pounds of force is required), the gap can be reset from 0" to 1-3/8", and the pressure adjusts from zero to a maximum of about 10 pounds. A 1/8" pre-load is normally set for the dimension to be clamped first, a one-hand operation.

I'll ship you 50 of the "Clamp-Its" for only \$9.95 plus \$4 postage and handling, just a bit over two bits each.

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SPILING CLAMPS

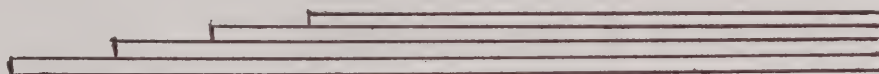
Here is an item I developed for my boat building class at Lansing Community College, in which we build the "Wee Lassie" solo canoe according to the ultralight methods of Tom Hill. For lack of a better comparison, it looks like a plywood tie clip, and while it will garner no fashion awards for any appearance on a shirt front, it will gain applause from small boat builders.

A key step in glued lapstrake construction is the spiling of each plank. The ultralight method strongback has battens on the location of each strake's lap, primarily for application of clamping pressure during the setup time for the epoxy. But the battens also serve to define the shape of each plank. The 4 mil plywood is held temporarily over the plank's location on the strongback and a pencil line is drawn on either side of two battens to mark the shape of the plank.

Experience has taught me as an instructor that this is the step when I must keep close to the action to insure accurate work. Once a plank is cut out, there aren't many ways to correct a mistake. One necessary detail when temporarily clamping the sheet of 4 mil plywood is the placing of a piece of 4 mil scrap between the batten and the plywood, to fill the space that will be taken up by the succeeding plank, a necessary spacing in order to achieve the right spiling. If these little spacer blocks are forgotten, and they are easy to overlook, the plank can be as much as two inches out of proper location out at its ends. Trying to correct for this by edge setting creates ripples along the edge of the plywood.

Not only are these little blocks easy to forget, but they are hard to keep in place while holding the plywood for spiling. They keep slipping out of position. This is where the tie clip comes in. Made from scraps of the 4 mil plywood, the clips stay on the edge of the plank while tracing the shape along the battens of the strongback. Boatbuilders find the tie clips do the job better, and help remind them to do so.

John Wilson, Charlotte, MI.



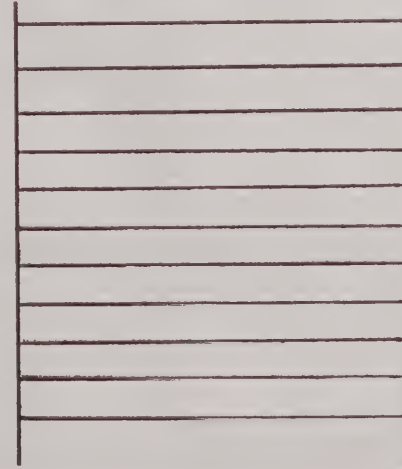
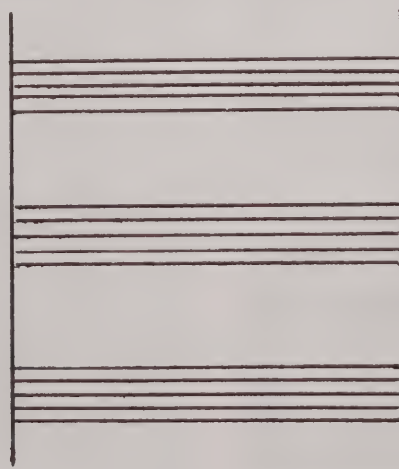
FOOLPROOF SCARPHING

I hit upon an easy and foolproof way to scarf 1/4" plywood when building my "Birdwatcher". I stacked up the plywood as shown in Diagram "A" and then sand off the bevel on the whole stack at once with my belt sander. The glue joints in the plywood indicate to me how evenly I am removing stock and also when I should stop. When I first begin, these joints are spaced as shown in Diagram "B",

but as I continue to sand they look more and more like Diagram "C", and when they all become evenly spaced and parallel, the job is done!

Last summer I attended Jim Michalak's Messabout and had the pleasure of sailing in his "Birdwatcher", refreshing my enthusiasm for carrying on with building my own.

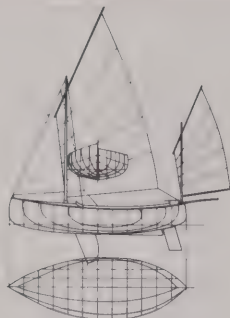
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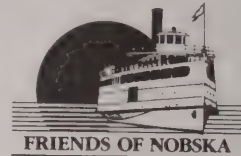


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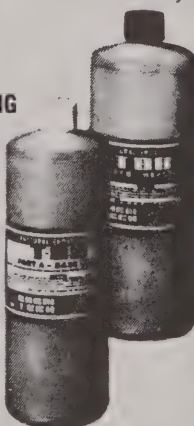
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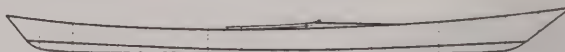
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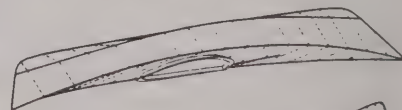


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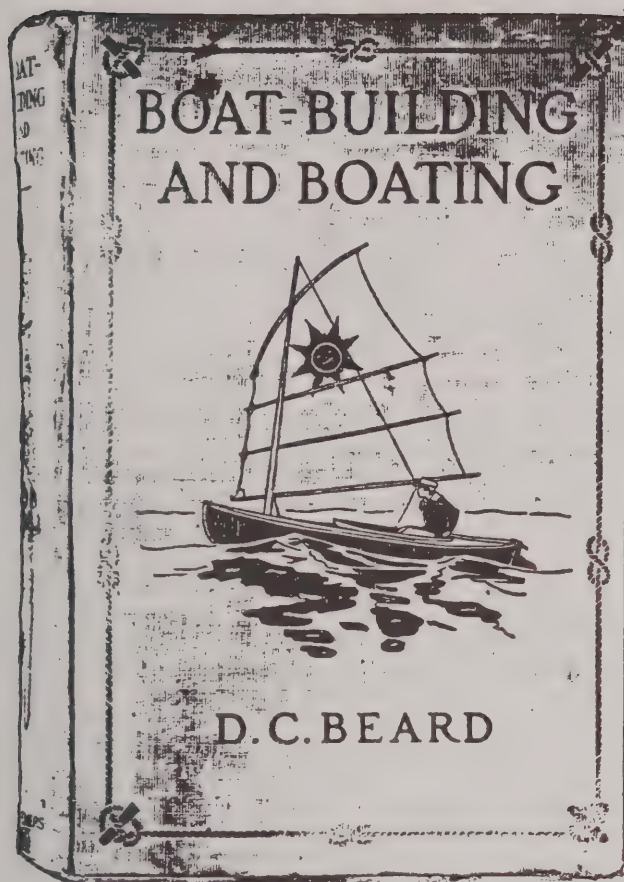


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CHAPTER X

MORE RIGS OF ALL KINDS FOR SMALL BOATS

How to Distinguish between a Ship, Bark, Brig, and Schooner—
Merits and Defects of Catboats—Advantages of the Sloop—
Rigs for Canoes—Buckeyes and Sharpies

THE two principal rigs for vessels are the fore-and-aft and the square rig.

Square rigged consists in having the principal sails extended by yards suspended at the middle (Fig. 159).

Fore-and-aft rigged is having the principal sails extended by booms and gaffs suspended by their ends (Figs. 148, 149, 150, 156, and 161).

Barks, brigs, and ships are all more or less square rigged, but schooners, sloops, and catboats are all fore-and-aft rigged. In these notes the larger forms of boats are mentioned only because of the well-known interest boys take in all nautical matters, but no detailed description of the larger craft will be given. All that is aimed at here is to give the salient points, so that the youngsters will know the name of the rig when they see it.

The Cat

There is a little snub-nosed American who, in spite of her short body and broad waist, is deservedly popular among all our amateur sailors.

The appreciation of her charms is felt and acknowledged by all her companions without envy, not because of her saucy looks, but on account of her accommodating manners.

Possessing a rare ability for quick movement, and a wonderful power to bore her way almost into the very eye of the wind, or with double-reefed sail to dash through the storm or gently slide up alongside of a wharf or dock as easily as a rowboat, the American catboat, with her single mast "chock up in the eyes of her," has made a permanent place for herself among our pleasure craft, and is omnipresent in our crowded bays and harbors.



Fig. 148.—The snub-nosed American cat.

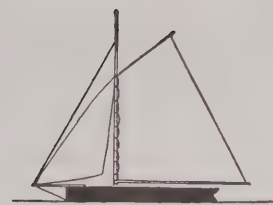


Fig. 149.—Jib and mainsail.

Knowing that there is little danger of the catboat losing its well-earned popularity, and being somewhat familiar with many of her peculiarities, I am free to say that this rig, notwithstanding its numerous good points, has many serious defects as a school-

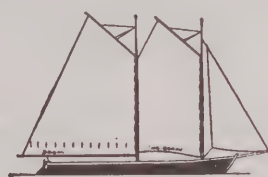


Fig. 150.—Schooner rig for open boat. Boom on mainsail, none on foresail.



Fig. 151.—The balance lug.

ship, and the beginner had better select some other rig with which to begin his practice sailing.

First, the great sail is very heavy and difficult to hoist and reef. Second, in going before the wind there is constant danger of jibing, with serious results. Third, the catboat has a very bad habit of rolling when sailing before the wind, and each time the boat rolls from side to side she is liable to dip the end of her heavy boom in the water and "trip herself up." When a boat trips *up* she does not necessarily go *down*, but she is likely to upset, placing the young sailors in an unenviable, if not a dangerous, position. Fourth, when the craft begins to swagger before the wind she is liable to "goose-neck"; that is, throw her boom up against the



Fig. 152.—Standing lug.



Fig. 153.—Leg-of-mutton sail. Jib and main sail rig.

mast, which is another accident fraught with the possibilities of serious mischief.

The catboat has no bowsprit, no jib, and no topsail (Fig. 148), but that most graceful of all single-stickers,

The Sloop

possesses several jibs, a bowsprit, and topsail. Besides these, when she is in racing trim, a number of additional sails are used. All our great racers are sloops, and this rig is the most convenient for small yachts and cutters.

Racing Sloops

A racing sloop (Fig. 161) carries a mainsail, A, a fore staysail, B, a jib, C, a gaff topsail, D, a club topsail, E, a baby jib topsail, F, a No. 2 jib topsail, G, a No. 1 jib topsail, H, a balloon jib topsail, J (Fig. 157), and a spinnaker, K (Fig. 157).

Jib and Mainsail

A small sloop's sails are a mainsail, jib, and topsail. A sloop rig without topsail is called a jib and mainsail (Fig. 149).

While every small-boat sailor should know a catboat and a sloop when he sees them, and even be able to give the proper name to their sails, neither of these rigs is very well suited for canoes, sharpies, or other boats of the mosquito fleet; but the

Schooner Rig

which is the form of boat generally used for the larger yachts, is also very much used for open boats. As you can see, by refer-



Fig. 162.—The buckeye.



Fig. 163.—The sliding gunter.

ring to Fig. 150, the schooner rig consists of a bowsprit, fore and main mast, with their appropriate sails. Lately freight schooners have appeared with four or more masts. For small boats two adjustable masts and an adjustable bowsprit, as described in the *Rough and Ready*, Chapter XIII, are best. The sails may be sprit sails, Figs. 164–169; balance lug, Fig. 151; standing lug, Fig. 152; leg-of-mutton, Fig. 153, or the sliding gunter, Fig. 163.

In the chapter on how to build the *Rough and Ready*, the sprit sail is depicted and fully described.

The Balance Lug

comes as near the square sail of a ship as any canvas used on small boats, but you can see, by referring to the diagram, Fig. 151, that the leach and the luff are not parallel and that the gaff hangs at an angle. To boom out the canvas and make it sit flat there are three sticks extended across the sail from the front to the back, luff to leach, called battens. This has caused some people to call this a batten lug. Like the lateen sail, part of the balance

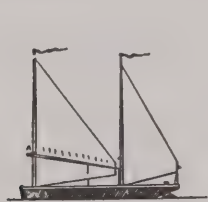


Fig. 164.—Sharpie with sprit and club leg-of-mutton sails.



Fig. 165.



Fig. 166.

lug hangs before the mast and serves the purpose of a jib. This rig is said to be easily managed and to possess good sailing qualities.

The Standing Lug

is another sail approaching the square in pattern (Fig. 152), and, as any novice can see, is a good canvas with which to scud before the wind. It is very convenient for open boats built to be propelled by paddles. While the standing lug cannot point up to the eye of the wind like a schooner or cat, it is very fast on the wind or when running with the wind astern. Probably the safest form of sail used is the old reliable

Leg-of-Mutton Sail

This is used by the fishermen on their stanch little dories away up on the coast of Maine, and by the "tide-water" people in their "buckeyes" on Chesapeake Bay. The latter boat is very little known outside of the locality where it makes its home, but, like the New Haven sharpies, it is very popular in its own waters.

The Buckeye

or "bugeye," as it is sometimes vulgarly called, has a great rep-

utation for speed and sea-going qualities. When it cannot climb a wave it goes through it. This makes a wet boat in heavy weather, but when you travel at a high rate of speed you can endure a wet jacket with no complaint, especially when you feel



Fig. 167.—Plain sprit leg-of-mutton.



Fig. 168. Another form of the sprit sail.



Fig. 169.

that, in spite of the fast-sailing qualities of this boat, it is considered a particularly safe craft.

The construction of a buckeye (Fig. 162) has been evolved from the old dugout canoe of the Indians and the first white settlers. America was originally covered with vast forests of immense trees. Remnants of these forests still exist in a few localities. It was once possible to make a canoe of almost any dimensions desired, but now in the thickly settled regions big trees are scarce.

So the Chesapeake Bay boat-builders, while still adhering to the old dugout, have overcome the disadvantage of small logs by using more than one and bolting the pieces together. Masts and sails have been added, and since the increased proportions made it impracticable to drag such a craft on the beach when in port, anchors and cables are supplied. Two holes bored, one on each side of the stem, for the cables to run through, have given the boat the appearance of having eyes, and as the eyes are large and round, the negroes called them buckeyes, and this is now the name by which all such craft are known.

At first only two masts with leg-of-mutton sails were used, but now they have a jib and two sails. With the greatest width or beam about one-third the distance from bow to stern, sharp at both ends, its long, narrow, and heavy hull is easily driven through the water and makes both a fast and stiff boat.

The buckeye travels in shallow as well as deep waters, and hence is a centreboard boat, but there is nothing unnecessary on the real buckeye—no overhanging bow or stern, for that means



Fig. 170.—Lug rig with figger.



Fig. 171.—Lug rig with figger and jib.

additional labor; no stays to the masts, for the same reason. The lack of stays to stiffen the masts leaves them with "springiness," which in case of a sudden squall helps to spill the wind and prevents what might otherwise be a "knock-down."

The foremast is longer than the mainmast and does not rake aft so much, but the mainmast has a decided rake, which the colored sailors say makes the boat faster on the wind. Sometimes in the smaller boats the mainmast can be set upright when going before the wind.

Wealthy gentlemen on the Chesapeake are now building regularly equipped yachts on the buckeye plan, and some of them are quite large boats. A correspondent of the *Forest and Stream*, in speaking of the buckeye, says:

"Last summer I cruised in company with a buckeye, forty-two feet long, manned by two gentlemen of Baltimore city. She drew twenty inches without the board. In sudden and heavy flaws she was rarely luffed. She would lie over and appear to spill the wind out of her tall, sharp sails and then right again. Her crew took pleasure in tackling every sailing craft for a race; nothing under

seventy feet in length ever beat her. She steered under any two of her three sails. On one occasion this craft, on her way from Cape May to Cape Charles, was driven out to sea before a heavy north-west blow. Her crew, the aforesaid gentlemen, worn out by fatigue, hove her to and went to sleep. She broke her tiller lashing during the night, and when they awoke she was pegging away



Fig. 172.—Jib.



Fig. 173.—Sprit sail, schooner rig, with dandy.

on a south-east course under her jib. They put her about, and in twenty hours were inside Cape Henry, pretty well tired out. Buck-eyes frequently run from Norfolk to New York with fruit. For shallow waters, I am satisfied there is no better craft afloat. Built deep, with a loaded keel, they would rival the English cutter in seaworthiness and speed."

When the hardy, bold fishermen of our Eastern States and the brave fishermen down South both use the leg-of-mutton sail, beginners cannot object to using it while practising; knowing that even if it is a safe sail, it cannot be called a "baby rig." Another safe rig, differing little from the leg-of-mutton, is the

Sliding Gunter

In this rig the sail is laced to a yard which slides up or down the mast by means of two iron hooks or travellers (Fig. 163). No sail with a narrow-pointed top is very serviceable before the wind, and the sliding gunter is no exception to the rule. But it is useful on the wind, and can be reefed easily and quickly, qualities which make it many friends.

In the smooth, shallow waters along the coast of North Carolina may be seen the long, flat-bottomed

Sharpies

Without question they are to be ranked among the fastest boats we have. These boats are rigged with a modification of the leg-of-mutton sail. The ends of the sprit in the foresail project at the



Fig. 174.—Sprit sail jib and dandy.



Fig. 175.—The lateen rig with dandy.

luff and leach. At the luff it is fastened to the mast by a line like a snorter at the leach. It is fastened to a stick sewed into the sail, called a club. The sheet is attached to the end of the sprit (Figs. 164-168).

The Sprit Leg-of-Mutton Sail

has this advantage, that the clew of the sail is much higher than the tack, thus avoiding the danger of dipping the clew in the water and tripping the boat.

The Dandy Jigger, or Mizzen Rig

is named after the small sail aft, near the rudder-head. This jigger, mizzen, or dandy may have a boom, a sprit, or be rigged as a lug. (See Figs. 170, 171, 173, 174, 175, 178, 180, and 184, which show the principal mizzen rigs in use.)

In puffy wind and lumpy water the main and mizzen rig will be found to work well. The little sail aft should be trimmed as flat as possible. It will be found of great help in beating to the windward, and will keep the nose of the boat facing the wind when the mainsail is down. Different rigs are popular in different localities. For instance:

The Lateen Rig

is very popular in some parts of the Old World, yet it has only few friends here. It may be because of my art training that I feel so kindly toward this style of sail, or it may be from association in my mind of some of the happiest days of my life with a little black canoe rigged with lateen sails. At any rate, in spite of the undeniable fact that the lateen is unpopular, I never see a small boat rigged in this style without a feeling of pleasure. The handy little stumps of masts end in a spike at the top and are adorned by the beautiful sails lashed to slender spars, which, by means of metal rings, are lightly, but securely, fastened to the mast by simply hooking the ring over the spike. I freely acknowledge that when the sails are lowered and you want to use your paddle the lateen sails are in your way. It is claimed that they are awkward to reef, and this may be true. I never tried it. When the wind was too strong for my sails I made port or took in either the large or the small sail, as the occasion seemed to demand.

Fig. 176.
Fig. 177.

Fig. 180.

Fig. 181.

Fig. 182.

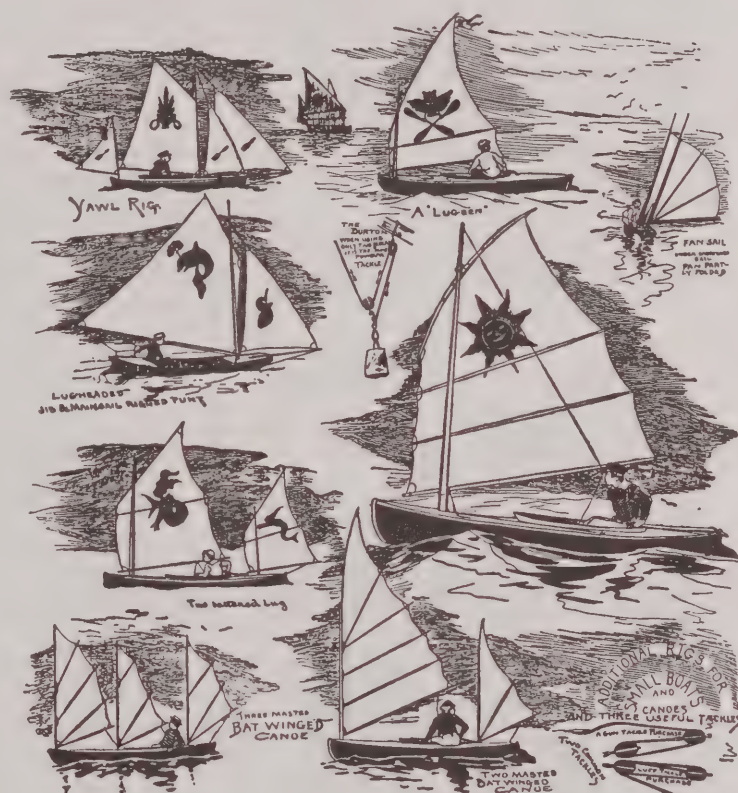


Fig. 170.
Fig. 171.

Fig. 178.

Fig. 184.

Fig. 183.

Figs. 176-184.—Hybrid rigs for small boats; also two useful tackles.

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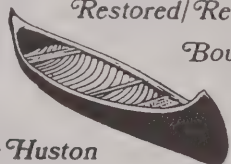
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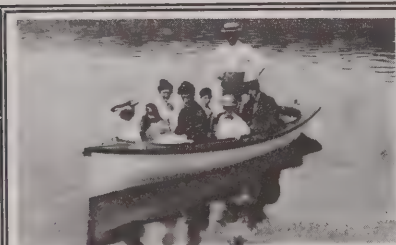
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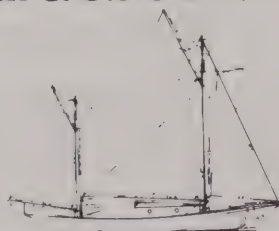
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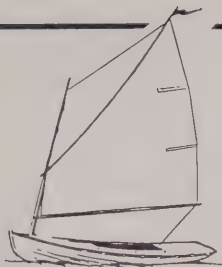
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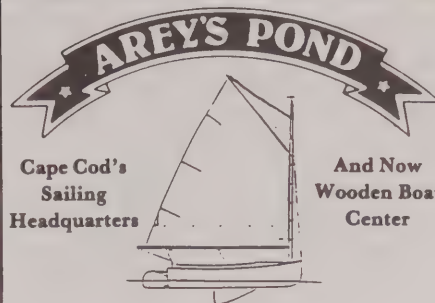


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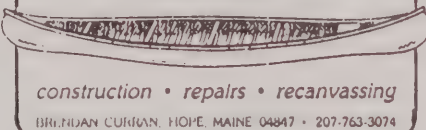
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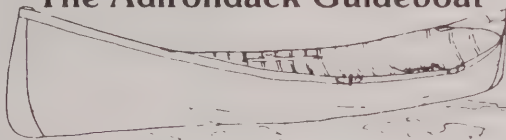
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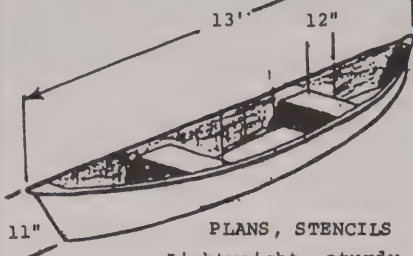


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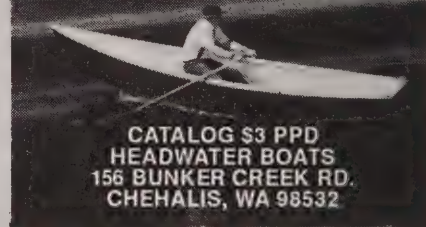
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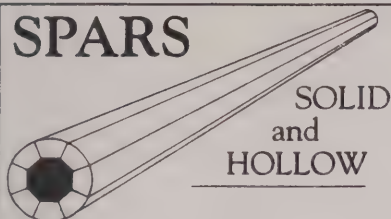
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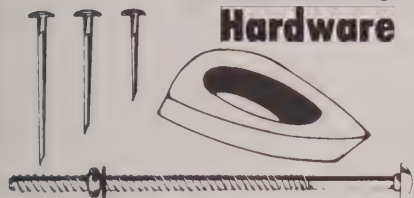
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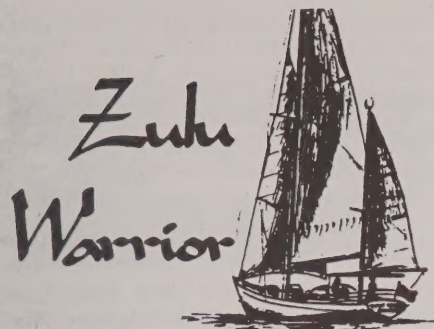
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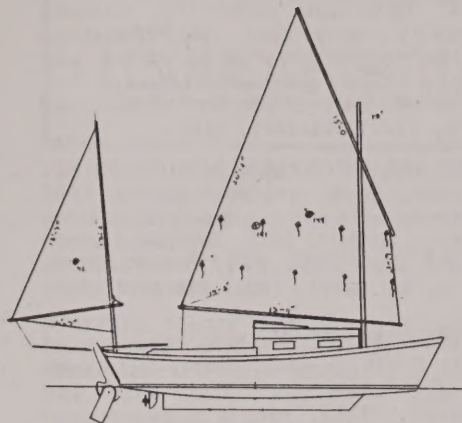
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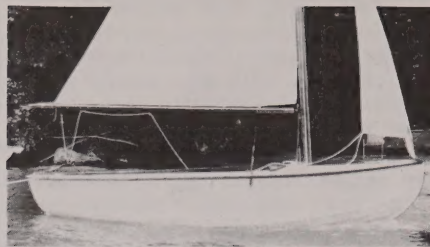
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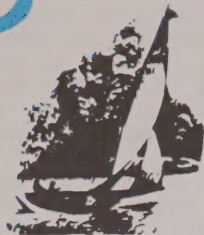
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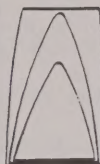
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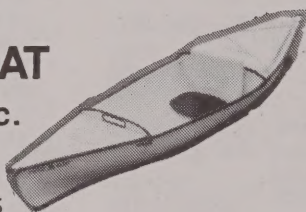
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