

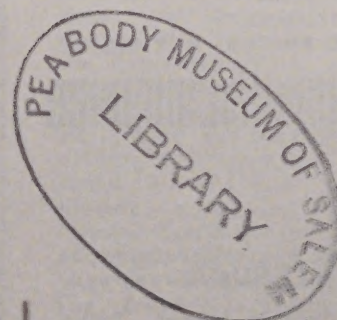


messing about in BOATS

Twice a Month!

Volume 9 - Number 1

May 15, 1991





messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS



Our Next Issue...

Tom returns, having found religion in "Sailing with Zen". Doug Goldhirsch begins a serialized account of his coming of age sailing his 1890's catboat "Grayling". Dave Gagne reports on the Minnesota Canoe Builders' Show. Bill Shurcliff tells about a mysterious 150 ton "earthcake" found aground in a saltmarsh. Art Burridge completes a series written for us by Ernie Cassidy on the building of Art's "Elver". Joe Pallazola describes his 14' camping scow "Rude Dog". Scott Wolff reports on the reviving of the 11' "Moth" class sailing dinghy. Duncan Winning gives historical perspective to sea kayaking doubles in "Scottish Sea Touring Doubles". Tom Fisher tells us why "We Wouldn't Own a Boat Made Out of X" and Mike Lee regales us with tales of "The Joys of Yard Boating".

On the Cover...

Sam Cox's "Wamsak", a "floating Swiss Army knife", during its "sea trials" last fall. Sam tells us all about his innovative design for shallow water cruising in this issue, and his wife Margaret writes about how much its successful completion meant to her husband during last summer, which unexpectedly turned out to be his last.

Commentary

**BOB
HICKS**

Another issue #1 has come around and we're off on our 9th year of publishing this little magazine. It is beginning to appear that perseverance will prevail for interest and readership are growing at an unexpectedly increasing rate this spring, despite the nation's economic woes. A rule of thumb about small business ventures is that they should get on top of their finances by the 5th year. Well, maybe with a small boating magazine we have to double that, and perhaps our 10th year will be the golden one in which we turn the corner. In the meantime it has been 8 years of great fun and evergrowing pleasure and excitement about what is happening with all of us who mess about in boats.

An encouraging sign of better times ahead is the Coast Guard decision I mentioned in the last issue to exempt all human powered small boats from the "Users' Fee" imposed last winter by our desperate government looking for cash. I have received a copy of the proposed rule making as published in the "Federal Register" of March 28, 1991, and the pertinent part of the four pages of fine print reads as follows:

"Section 1.30-5 Exemptions: The fee under 46 U.S.C. 2110 (b) would not apply to most sailboards and manually propelled vessels such as, rowboats, canoes and kayaks because they are not over 16' in length. However, in calculating the expected amounts of receipts to be collected from recreational vessels, the Congressional Budget Office (CBO) did not include these types of vessels that are over 16' in length. The use of Coast Guard search and rescue, boating safety and aids to navigation programs by these vessels that are over 16' in length is no greater than the use of these programs by the smaller vessels.

Therefore, under the discretionary exemption provision of the Act, this proposal would exempt from recreational fees: Rowboats, canoes, kayaks, sailboards, racing shells, rowing sculls, racing kay-

aks and other recreational vessels propelled by oars, paddles, poles or sails attached to an unsupported mast.

This proposal would also exempt other vessels over 16' in length, including foreign vessels temporarily operated on navigable waters of the U.S.; ship's lifeboats; vessels used exclusively for racing; and numbered or documented vessel tenders. These vessels were also not in the data base considered by CBO in calculating estimated receipts from recreational vessels."

The deadline for public commentary was May 13th so if you haven't already offered your support by now it's too late to go on record. But it does appear that the collective efforts of many have resulted in a reprieve for many of us small boaters from this latest form of taxation.

I heard from my congressman in response to my earlier complaint to him about the inequities of the user fee as follows:

"The tax which you refer to is part of a number of user fee provisions which were included in the 1990 Budget Reconciliation Act. The "User tax" is a legacy of the Reagan administration, the intent of which was to take the burden of cost away from the general taxpayer and ensured that those who used a service paid a larger contribution towards its cost. However, in this case, the monies raised from the federal boat user tax will not be channelled directly to the Coast Guard budget. It is for this reason that I am co-sponsoring a bill introduced by Rep. Robert Davis (MI) to repeal the tax."

Nicholas Mavroules, Member of Congress.

Finally on the good news front, the news item that follows reports on more opportunities opening up for small boaters in New York state, where many rivers were considered to be "private property" by landowners of abutting properties. That now has come to an end. Hey, the news is looking good!

State opens closed streams to boats

ALBANY — A change in the state's waterway policy means boaters can journey through hundreds of rivers and streams that had been off-limits for decades.

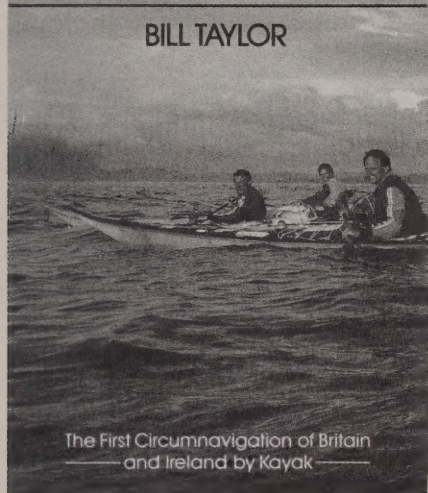
The state Department of Environmental Conservation has determined that landowners can't keep paddlers out of rivers that run through their property. The department is drafting regulations spelling out which rivers would be open to canoeists and other boaters.

Last spring, EnCon issued a memo opening rivers and streams to boaters. Though the change applies to all boaters, Morrison said mostly canoeists and kayakers travel these waterways. After studying the issue, EnCon decided that common law, based on customs and traditions, gives the public the right to use navigable rivers and lakes.

BOOK REVIEW

COMMITMENT AND OPEN CROSSINGS

BILL TAYLOR



Here's a book for anyone with an interest in challenging adventure by sea kayak, author Bill Taylor and two paddling friends were the first to circumnavigate the British Isles by sea kayak in what they viewed as essentially an unsupported expedition. Because it was a circumnavigation of a highly civilised archipelago they got quite a lot of unsolicited support actually, but the nature of paddling around the British Isles is vividly described. It's an intimidating place for the sea kayaker, and revealed to me again the British propensity for relishing danger and discomfort.

The book is a superb quality hardcover with 16 full color photographic plates picturing breathtaking coastal scenery, and many supplementary black and white photos. Detailed maps of each section of the 2,612 mile trip are provided as you follow schoolteacher Bill, lorry driver Mick Wibrew and avionics technician Richard Elliott on a 6 month odyssey.

Taylor was the leader and is the chronicler of the adventure and we see it all through his personality. At 40, with years of serious sea "canoeing" (British for "kayaking") behind him, he's an ego driven expert at his game and it shows at times when differences develop amongst the three. They had agreed that should any one of them wish to opt out of any situation enroute due to conditions, the others would abide by this. It only happened three or four times, but Taylor was always angered by this despite their agreement. Otherwise they seemd to get on remarkably well living out of a tent and in kayaks for six long months.

The trip is what you read this for though, and it is something.

The coasts of Great Britain, Ireland and Scotland are vividly described and consist of a great variety of geological formations, with lots of cliffs, bays, inlets, bars, reefs, and always the ever present fierce tidal conditions. On the east coast it is the tide that runs in the North Sea as it empties and fills from the Atlantic. This carries around on the south coasts where the Atlantic surges in towards the English Channel. On the west coasts of Ireland and Scotland the full force of the Atlantic seas sweep in against mostly sparsely inhabited and spectacularly rugged coastlines, with islands and channels and bays and river estuaries all contributing to truly intimidating tidal conditions, currents up to 6 to 8 knots, overfalls, breaking seas, miles of coast with no possible landing sites.

The weather the summer of 1986, from April through September, was worse than usual and much of their travel was done in adverse wind and weather conditions. It was routine to paddle in big seas, through overfalls, with strong currents sweeping through narrow channels. They camped out often in rain, unable to wash out and dry salt encrusted paddling clothing. The unsolicited support they did receive was the saving grace, as time after time they'd land and find locals wishing to offer them overnight accomodations in various empty buildings, public and private. Strangers would treat them to meals, take their gear to laundromats, and offer local knowledge on conditions ahead.

At several points on the trip, they were joined by Taylor's wife Bev, Richard's girl friend Mandy, and a number of paddling companions from home and from local groups they met along the way. They also stayed enroute with friends for some rest and relaxation. Bev joined them for three weeks as they paddled up the northwest coast of Scotland and through the Pentland Firth, a hairy tidal gut between Scotland and the Orkney Islands. During this section, amidst some truly intimidating towering seas and overfalls in a narrow channel they chose to run, the egos were nakedly revealed as the three men led by Taylor chose to paddle on through assuming that Bev would follow. She was left behind to contemplate the enormity of what she had to tackle while the guys paddled off. Mick did briefly ask if she preferred to go around, but she, of course, declined, and then went for it, draining herself emotionally and physically so she nearly broke down at the following stopover. She probably realized her husband would be impatient with her timidity.

The "open crossings" part of the title refers to the major crossings from England to Ireland across St. George's Channel, about 40 miles crossing major sea lanes and major tidal currents; from Ireland to Scotland across the much narrower 15 miles of the North Channel; and to a number of major bay indentations they chose to cross instead of follow around the coastlines. These crossings actually seem much less challenging in the reading than the turbulent conditions closer in to shore, but being out of sight of land for a dozen hours in a tiny kayak is an awesome scenario to me.

The end of the trip, while a gala celebration for the home folks who welcomed them, was a letdown, as it was to be back to the dull routine of earning a living after six months of living very much on the raw edge of mighty nature. Taylor was miffed because the national media didn't notice their achievement, enroute local newspapers and television picked up on them, but for the nation as a whole, being circumnavigated for the first time by sea kayaks was a yawn. The experience did uproot two of them from dull routine. While Mick was content to return to driving his lorry and paddling in races, Richard came to despise the avionics world and went into the construction business. Taylor, back at school where major concerns now were how some students were dressing, found this unsupportable, and located teaching work in outdoor education where he could be back in the cockpit or on the mountainsides he loved.

This is a beautifully done up book that really captures the experience of being at sea in major league conditions in a kayak. It is expensive at \$32.95 for 200 pages, 7"x10" in hardcover, available in the U.S. from Southern Exposure Sea Kayaks, P.O. Box 4530, Tequesta, FL 33469-9530, (407) 546-1261.

Review by Bob Hicks

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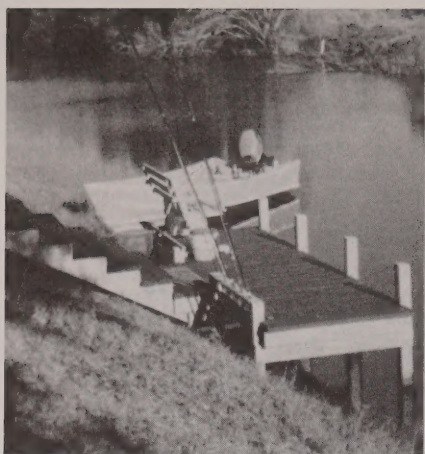
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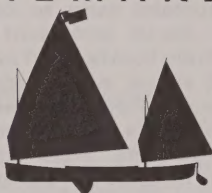


STILL HOPING

My old arms and body don't want to do much rowing, but I still enjoy reading about that subject anyway. I still have my "Diablo" in the water and use it almost every day. I'm hoping to get my "Bobcat" built and then build another sailboat. My wife says I can't have a canoe, but we'll see.

Thanks for the enjoyment you bring to me every couple of weeks.
H.F. Wheeler, Sebring, FL.

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Your Commentary

NEW BOOK NEEDS INPUT

Two of us who write professionally have a contract with Hearst Marine Books to write a book on how to really get your boat ready to go to sea. My collaborator, Martin Luray, is a former editor at "Sail", "Rudder" and "Motorboat"; and I have ten years of charter skipper background including two trans-Atlantic crossings. While not necessarily final, the provisional title is "Skipper Secrets...100 Ways to get Your Boat Really Ready for Sea".

What we two professionals need is input from experienced readers on how they came up with the simple ways that work best, and can be done by the skipper and not by the \$50 an hour technocrat who is often not available when you need him. Rather than a detailed how-to manual once again on all the tried and tested ways to carry out repairs and maintenance, we want to bring you a collection of unique, innovative, inexpensive, defensive and preventive maintenance precautions, and solutions to breakdowns at sea.

We feel that amongst the readers of "Boats" are some skippers who have this original, unthought-of-before advice. What can we offer? Other than a free autographed copy of the final book, a bit of publicity that might be rewarding in some way. To provide this we request a brief bio on your pertinent background and experience relating to your proffered items of advice.

We are trying to do this up during 1991 so time presses and we ask for immediate response, at least initially a brief note or call detailing your ideas so we can pursue them further in detail as seems desirable. Please contact the undersigned if you wish to participate in this project.

Mike Badham, RFD 2, Box 180,
Bath, ME 04530, (207) 442-8636.

ABOUT THAT BLASPHEMY

In response to the criticism of a recent story by Tom that included some mild profanity and occasional soliloquies about the nature of "God", I say relax. His drawings are fine and expressive, his cantankerous solo sailor persona is entirely familiar and his thoughts and language are mild by comparison to an average 14 year old today. Don't drop Tom, and Tom, keep on writing and drawing!

Melissa Waterman, Bath, ME.

A TRULY GREAT CURMUDGEON

I continue to love "Boats", so many different aspects of boating. Please encourage Tom to continue his inspired work. He is one of the truly great curmudgeons of our time.

Lawrence Birch, Amherst, MA.

PLEASE KEEP IT COMING

We enjoy "Messing About in Boats" the most amongst the several boating magazines we subscribe to. Please keep the twice a month schedule, this makes for timely news and fulfills our appetite for boating news. If the postal increase means a need for a higher subscription rate please don't hesitate to increase it. We don't think you'll lose your loyal readers over that.

David & Mindy Bolduc,
Greensboro, NC.

ED. NOTE: Thanks to many of you who wrote on these lines. We are not planning to change anything, other than maybe having to add some pages before the year is out if ad orders keep increasing. This isn't a magazine driven by the profit motive, but by a desire to do what I want to do. If we can keep ahead of the bills without an increase in price, we will.

"EMERSON" PADDLE WANTED

I would like to ask your readers if they might know of the whereabouts of an original "Emerson" guide boat paddle or oar. I would like to have a pattern to borrow, buy, trace or whatever, from which to build replicas I can offer with my line of guideboats.

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

LIFE'S JOYS

The first really warm Spring day makes me think how building a small boat (or rebuilding one) is one of life's sobering joys. Then getting out on the water is pure heaven, akin to skiing on fresh fallen snow or taking a swim on a hot day. Now if only American business were more generous with vacation time for my 31' Controversy sloop to take me to Maine.

Darrell Street, Somerville, MA.



FIND A RIVER

Find a river
You might really like,

Then hope when you get there
It's not a turnpike!



TACK & TAPE KAYAK PLANS WANTED

I am a canoe designer, but now I want to get into sea kayaking, and I see much activity in that area in new designs. I could use my canoe designing experience to develop my own sea kayak design but would rather not spend the time re-inventing the wheel. I presently build wood strippers (see photo of my "Sairy Camp") but have recently designed and built a plywood tack and tape boat ("QD-2", "Boats", May 1, 1991), but I am looking instead for the perfect tack and tape kayak design.

I have seen several plans of this type offered but I have a real problem paying \$30 to \$45 to just see a plan in order to decide if I am even interested. If any readers have designed a plywood tack and tape kayak that they would like to share, I would love to look at their plans. If I decided to build one of them I would then gladly pay for the chosen plans.

Mississippi Bob Brown, 12936
Galaxie Ave., Apple Valley, MN
55124.

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ANTIQUE & CLASSIC BOATING

June 28-30. Fulton Chain Rendezvous, Adirondack A.C.B.S., Old Forge, NY. Neil Satterly, (518) 356-4405.

June 29-30. Vintage Boat Show, W. Sayville, NY. Suffolk Marine Museum, (516) 567-1733.

July 12-14. 2nd Annual Lawley Yacht Rendezvous, Charlestown, MA. Albert Hickey, (617) 862-3390.

July 13-14. 9th Annual Boston Antique & Classic Festival, Charlestown, MA. Pat Wells, (617) 666-8530.

August 3-4. Annual Antique Boat Show, Antique Boat Museum, Clayton, NY, (315) 686-4104.

August 10-11. 16th Annual Lake Minnetonka Antique & Classic Boat Rendezvous, Land O' Lakes A.C.B.S., Lake Minnetonka, MN. Nancy Nordstrom, (612) 472-7234.

August 17. 7th Annual Antique & Classic Boat Show, Catskill, NY. Walter Weber, Jr., (201) 327-5000.

August 23-25. Annual Rendezvous & Show, Adirondack A.C.B.S., Lake George, NY. Ted Brothers, (518) 656-9973.

BOATBUILDING INSTRUCTION

May 17-19. Lines Taking Workshop, Mystic Seaport Museum, Mystic, CT. Helen Packer, (203) 572-0711, ext. 328.

June 28-30. Wood/Canvas Canoe Repair Clinic, U. of Minnesota, Two Harbors, MN. Outdoor Programs, (218) 726-7170.

AUGUST 12-23. Classic Wooden Canoe Building, U. of Minnesota, Two Harbors, MN. Outdoor Programs, (218) 726-7170.

A number of opportunities to attend boatbuilding courses are offered this season. The following organizations will send you details on request:

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (301) 745-2916.

Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106, (215) 925-5439.

Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

Simon Watts, Boatbuilder, National Maritime Museum Association, Bldg. 275, Crissy Field, San Francisco, CA 94129, (415) 929-0202.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651

BOAT SHOWS

May 25-27. New York Wooden Boat Festival, New York, NY. South Street Seaport, (212) 669-9430.

June 15-16. Hudson River Revival Boatbuilder Show, Valhalla, NY. Stan Dickstein, (914) 462-3113.

HAPPENINGS

NEW LOOK FOR "HAPPENINGS"

So much information about small boat activities is now flooding in that I have had to revise the format for providing this information to those interested. I have organized the material into several categories, and reduced comment on each event or program to basics from which you can pursue those of interest to you individually.

June 22-23. 2nd Annual Albany Wooden Boat Fest, Albany, NY. Ellen Nooney, P.O. Box 30, Valatie, NY 12184.

June 29. No Octane Regatta & Wooden Boat Classic, Blue Mt. Lake, NY. Ann Carroll, (518) 352-7311.

July 6-7. Champlain Valley Small Craft Exhibition, Basin Harbor, VT. Lake Champlain Maritime Museum, (802) 475-2317.

July 21. Strawberry Banke Boat Builders Day, Portsmouth, NH. Kathleen Shea, (603) 433-1100.

July 27-28. Wooden Boats on Exhibit, Portland, OR. Dave Swan, (503) 640-5671.

August 11-12. 1st Annual Keuka Lake Wooden Boat Fest, Keuka Lake, NY. Ellen Nooney, P.O. Box 30, Valatie, NY 12184.

CANOEING & KAYAKING

May 18. Connecticut Canoe Day, Mansfield Center, CT. Sue Audette, (203) 456-4906

May 22. Delaware River ACA Moonlight Cruise, New Jersey. Chris Nielsen, (201) 584-6022 days.

May 25-27. Memorial Day Paddledration, Wisconsin. Marge Cline, (708) 359-5047.

June 7-8. Coastal Kayaking Fundamentals Course, Rehobeth Bay, DE. Cindy Coles, (302) 539-2339.

June 7-9. 6th Annual North American Canoe Symposium, Bridgeton, ME. L.L. Bean Public Clinics, (800) 341-4341 ext. 7800.

June 8. North River Canoe Trip, Marshfield, MA. North & South Rivers Watershed Association, (617) 659-8168.

June 22. Clark's Island Canoe Trip, Duxbury, MA. Plymouth County Wildlands Trust, (617) 934-9018.

June 22. New Hampshire ACA Cruise, Peterborough, NH. Gary Point, (401) 246-1356.

July 12-14. Coastal Kayaking Workshop, Biddeford, ME. L.L. Bean Public Clinics, (800) 341-4341 ext. 7800.

July 15-18. Adirondack Free style Symposium, Paul Smiths, NY. Tom McKenzie, (608) 231-2192.

July 18-22. Wooden Canoe Heritage Association Assembly, Paul Smiths, NY. Tom McKenzie, (608)

"Happenings" will be updated monthly and will appear in every other issue as now. Send listings to "Boats", 29 Burley St., Wenham, MA 01984. Telephoned information cannot be accepted for time and accuracy reasons. Fully detailed explanations of activities offered can be presented in paid advertising form for those so wishing, only bare bones listings can be accommodated free of charge.

231-2192.

July 28 - August 9. Sugar Island ACA Camp, Thousand Islands, NY. ACA, (703) 550-7495.

August 2-4. 10th Annual Atlantic Coast Sea Kayaking Symposium, Castine, ME. L.L. Bean Public Clinics, (800) 341-4341 ext. 7800.

August 10. Maine ACA Cruise, Brownville, ME. Gary Point, (401) 246-1356.

August 31. Vermont ACA Cruise, Jonesville, VT. Gary Point, (401) 246-1356.

October 5. Rhode Island ACA Cruise, Exeter, RI. Frank Money, (401) 397-7987.

ACA National Sanctioned Canoeing Competition. A detailed calendar is available from the American Canoeing Association, (703) 550-7495.

ACA Instructor Certification Workshops. A detailed listing is available from the American Canoeing Association, (703) 550-7495.

Adventures in Learning. A detailed brochure of sea kayak outings on the New England coast is available from Adventures in Learning, 67 Bear Hill, Merrimac, MA 01860, (508) 346-9728.

Baer Demo Days. Every Friday evening in June, July and August, free tryouts of canoes and kayaks in Rhode Island. Baers River Workshop, Exeter, RI, (401) 295-0855.

L.L. BEAN Paddling School. A detailed brochure of courses in canoe and kayak paddling offered by Bean is available. L.L. Bean Public Clinics, (800) 341-4341, ext. 7800.

Boston Sea Kayak Club outings. Information on upcoming sea kayak outings on the New England coast is available. Jim Duff, (617) 224-0032.

CCRA Racing & Cruising. A detailed booklet listing over 50 canoe races, cruises and poling events in Connecticut is available from the Connecticut Canoe Racing Association, c/o Paula Thiel, 53 Ross Rd., Preston, CT 06360, (203) 889-9893.

Country Canoeist Workshops. A brochure listing this season's canoe and kayak instruction workshops is available from Country Canoeist, Stonybrook RFD 2, Dunbarton, NH 03301, (603) 654-9389.

Eastern River Expeditions. A detailed brochure of whitewater rafting trips is available from Eastern River Expeditions, Box 1173, Greenville, ME 04441, (800) 634-7238 (outside Maine only), (207) 695-2411.

Explorers at Sea. A detailed brochure of sea kayak outings on the Maine Coast is available from Explorers at Sea, P.O. Box 469, Stonington, ME 04681, (207) 367-2356.

Metropolitan Canoe & Kayak Club. A newsletter listing complete schedule of canoe and kayak outings in the metropolitan New York City area is available from the MCKC, P.O. Box 021868, Brooklyn, NY 11202-0040, (212) 724-5069.

New Jersey Watersports Invitational Series, Belmar, NJ. Details of summer-long series of events available from Water Sports World, 100-R Fourth Ave., Avon-by-the-Sea, NJ 07717, (908) 988-4193.

Northwest Sea Ventures. A detailed brochure of sea kayak outings in the San Juan Islands of the Pacific northwest is available from Northwest Sea Ventures, P.O. Box 522, Anacortes, WA 98221, (206) 293-3692.

Paddle with Confidence Workshops. Information on a Spring series of sea kayaking instruction workshops is available from Black Friar Inn, 10 Summer St., Bar Harbor, ME 04609, (207) 288-5091.

RICA Canoe Outings. Details on a season-long schedule of canoe and kayak outings in Rhode Island are available from the Rhode Island Canoe Association, c/o Alan August, 70 Scott St., Pawtucket, RI 02860.

Sebago Canoe Club Outings. A detailed list of canoe and kayak outings organized by the Sebago Canoe Club of Brooklyn, NY, is available. Steve Keller, (718) 241-3683.

MARINE AUCTIONS & FLEA MARKETS

August 3. Annual Antique Boat Auction, Antique Boat Museum, Clayton, NY, (315) 686-4104.

August 11. Benefit Marine Auction, Rockport Apprenticeship, Rockport, ME. (207) 236-6071.

MARINE OPPORTUNITIES FOR DISABLED PERSONS

August 8-11. Independence Cup 1991, Newport, RI. NOAP, (301) 280-0464.

Sail Connecticut Access Program. Information on opportunities for the disabled to sail from Sail Connecticut, c/o Richard Fucci, 705 Boston Post Rd., Guilford, CT 06437, (203) 453-9332 days, (203) 453-4027 eves.

National Ocean Access Project. Information on opportunities for the disabled to sail from NOAP, 410 Severn Ave., Suite 306, Annapolis, MD 21403, (301) 280-0464.

ACA Disabled Paddlers Committee. Information on opportunities for the disabled to kayak and canoe from the American Canoe Association, Disabled Paddlers Committee, P.O. Box 1190, Newington, VA 22122.

MARITIME HISTORY

May 31-June 1. Massachusetts Maritime Festival, Salem, MA. Steve Matchak, (508) 741-6278.

June 13-15. Maritime Heritage Conference, Baltimore, MD. National Trust for Historic Preservation, 1785 Massachusetts Ave. N.W., Washington, DC.

Samuel Eliot Morison April Lecture Series, Charlestown, MA. U.S.S. Constitution Museum, Old Charlestown Navy Yard, Charlestown, MA 02129.

Adirondack Museum Events. A calendar of this season's scheduled events is available from the Adirondack Museum, Blue Mountain Lake, NY 12812, (518) 352-7311.

Lighthouse Preservation Society. Information on efforts to save historic lighthouses is available from the Lighthouse Preservation Society, P.O. Box 736, Rockport, MA, (508) 281-6336.

Maine Maritime Museum Events. A calendar of this season's scheduled events is available from Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.

Moosehead Marine Museum Cruises. A detailed brochure of regularly scheduled cruises on Moosehead Lake of the restored steamboat (now diesel powered) "Katahdin" is available from the Moosehead Marine Museum, P.O. Box 1151, Greenville, ME 04441, (207) 695-2716.

South Street Seaport Events. A calendar of this season's scheduled events is available from South Street Seaport, New York, NY, (212) 669-9430.

ROWING

June 15. 3rd Annual Moosehead Rowing Regatta, Greenville Jct., ME. Betsy Rockwell, (207) 695-2680.

July 20. 5th Annual Blackburn Challenge, 20 mile circumnavigation of Cape Ann, MA. (Open to paddlers also). John Spencer, (508) 546-9022.

Sept. 8. Great 'Round Gerrish Island Race, Kittery Point, ME. (Open to paddlers and small sailing craft also). Lance Gunderson, (207) 439-7516.

Piscataqua Gundalow Project Youth Rowing Project. Details from the Piscataqua Gundalow Project, P.O. Box 1522, Portsmouth, NH 03801, (207) 363-4974.

SAILING CLASS RACING

Mid-Atlantic Moth Boat Association. Racing for vintage and modern Moths on Chesapeake Bay. George Albaugh, (301) 464-0757.

SHIP MODELS

August 17-18. 15th Annual Model Ships & Boats Contest & Model Ship Builder Symposium, Manitowoc, WI. Manitowoc Maritime Museum, Jeff Phillips, (414) 377-7888.

Operating Scale Models. A calendar of events for operating scale models is available from the Marine Modelers Club of N.E., c/o Ridge White, 11 Pound St., Medfield, MA 02052, (508) 359-7467.

SMALL BOAT MESSABOUTS

May 18. Massachusetts Messabout, Webster, MA. Bob Hicks, (508) 774-0906.

May 18. Urbanna Small Boat Meet, Urbanna, VA. John English, (804) 758-2721; Dan Muir, (703) 866-9420.

May 25-27. Mission Bay Messabout, Mission Bay, CA. Tony Groves, (714) 242-0131.

June 1-2. Midwest Homebuilt Messabout, Rand Lake, IL. Jim Michalak, (618) 537-2167.

June 14-16. Upper Mississippi Messabout, Lake City, MN. Bob Brown, (612) 432-7557.

June 15 or 29. 1991 Luavek Challenge Cup, Marblehead, MA. Andy Klickstein, 64 Clinton Rd., Ipswich, MA 01938.

June 21-22. Northern New York Messabout, St. Regis Falls, NY. Jeff Brown, Rt. 1 Box 169A, St. Regis Falls, NY 12980, (315) 328-4778

TRADITIONAL SMALL CRAFT

June 1-2. Traditional Small Craft Weekend, Mystic Seaport Museum, Mystic, CT, (203) 572-0711 ext. 328.

August 2. Small Craft Meet, Antique Boat Museum, Clayton, NY, (315) 686-4104.

TSCA of the Philadelphia Maritime Museum. A calendar of proposed outdoor events for 1991 is available from the TSCA of the Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106, (215) 925-5439.

TSCA of Western Michigan. A newsletter listing events for this season is available from the TSCA of Western Michigan, c/o Joe Reisner, 9600 17 Mile Rd., Marshall, MI 49068.

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Cruising Maine's Non-navigable Waters

I'm about to expose one of Maine's best kept secrets. A googol of words has flooded the topic of Maine's navigable waterways, but hardly a syllable has addressed the non-navigable waters. Forget about gunkholing in Penobscot Bay or crashing down the rapids of the West Branch. If you like uncrowded, even undiscovered, places, and you want to really challenge your small boating skills, then wait for a week of heavy rain, pack up your canoe, and head for the smallest backyard brook you can find. This is the tale of just one of Maine's tributaries less travelled upon.

Brox Brook begins and ends within a four mile stretch of woods along River Road in Woolwich, named, of course, not after the humble Brox Brook but for the mighty Kennebec into which it flows. My wife Allison and I are blessed with having part of it meander through the back corner of our wooded lot. We are also blessed with our friend, Rob, who has an unusual commitment to exploring the wonders of other people's backyards.

Rob owns an aluminum canoe. His affection for this canoe is so great and his faith in it is so real that no one dares to tell him that it's not really a 4-wheel drive toboggan, surf boat, and sea plane all wrapped up into one. The trash can sound of aluminum grating on rock is to Rob the sound of discovery. "Aluminum, I love it!" he shouts as he drags his canoe screeching down some rocky embankment to an impossible launch. If there's water at the bottom of the bank, fine. If not, Rob can cruise all day on heavy dew or wet moss.

In this age when men are shaking moon dust off their boots and taking snapshots of Saturn's rings, Rob's compass is set on the familiar, on all those brambled up backyard brooks that Columbus, Cook, Peary and Livingstone failed to note in their journals. Brox Brook was a prime candidate for discovery, virgin water. There was a good chance that even the Indians had left this modest waterway to the beavers and dragonflies.

By the time we finally slipped Rob's canoe into Brox Brook, I had

almost convinced myself that Rob might be on to something, that all sorts of small wonders might await us along the Brox's short journey to the Kennebec. Anyway, what did we have to lose but an hour, two hours tops, of this cold November afternoon.

The brook was as big as it ever has been, in certain spots over six feet across. For a brief moment I had a feeling of farsightedness, of having made the right decision. Here we were, paddling on the same brook that was little more than a damp smudge the day we bought the property.

Allison had been skeptical when I first sent pictures of our paradise-to-be back to our native Philadelphia. What to me was a wildlife refuge was to her just a bog with a lot of old dead trees. Even Allison's apprehensions about this adventure began to evaporate as we paddled effortlessly toward what had always been the horizon of Brox Brook to us, the old Cross Town Jeep Trail. An easy drop over this minor obstacle and we were on our way to discovering Brox's secrets.

About one hour and 300 yards later, it became apparent that we could have lightened our load a few pounds by leaving our paddles at home. Unlike it's bigger brother, the Kennebec, the Brox was under no obligation to get bigger or more navigable downstream. It was full of the virtues of youth, a boundless curiosity that made it search out the thickest and remotest tangles of wood, and an almost hopelessly democratic spirit that made it share what little water it had with every low-lying piece of swampy ground in its path. An inch of water around this log and another around that rock, but never would it give in to the prejudice of a single navigable channel.

Rob was beside himself with joy. Never had he confronted such unnavigable waters. He has canoed on hayfields with more water than this. Wasn't this fun? And there was the growing possibility that's the ultimate prize of every afternoon adventurer, that indeed we might be getting lost.

We measured our progress not by paddle strokes but by branch

pulls and rock pushes. All three of us, in a kind of wet limbo dance, tugged and ducked our way into an ever-thickening bog of branches and vines. Rob, who was in the bow, would be the first to encounter each new obstacle and, depending on its nature, would either push it down into the muck, break it off with his hands, or duck under and pass it back to us. More often than not, he would be passing things back, wet things and pointed things, things that ripped our hats off and grabbed our shirt collars, things that got caught between our teeth and tried to shiskabob our eyes.

After our second hour of travel I revised my opinion about the paddles. It was not so much they as the canoe that was the extraneous item for this trip. The paddles were handy as make-shift walking sticks for balancing oneself on fist-sized islands of swamp grass while at the same time pulling the canoe through a tangle of underbrush. Or, they served equally as well as pry bars when the canoe got sucked into some sinkhole of muck or became pinched between two logs on one of the countless beaver dams.

The beavers on Brox Brook put the most ruthless condo developers to shame. A brook, in a beaver's mind, exists only to be dammed and re-dammed. No chewable tree is spared in their effort to jam and alter a stream's natural flow. A small stream has enough trouble on its own deciding where to flow, but with the aid of the beaver, it becomes positively schizophrenic, a topological nightmare that resembles the nervous system of a man about to pass a kidney stone.

Rob's canoe was like some big friendly but lazy dog that we had taken on a long jog. It wanted to come, wanted to be with us, but was simply out of its element. It was dragging its belly, tripping over its long ears, all the time doing its best, but simply growing heavier and more tired at every twist and bend. It seemed like every fifteen minutes she would be filled to the gunwales with all the twigs, wet moss and other assorted debris that constantly rained down on us as we pulled our way

through the thickets. We'd drag her to the banks, empty her, give her a little encouragement and push her on. It was cruel, but we simply didn't have much choice. The possibility of leaving her there had crossed my mind, but I couldn't possibly broach the subject with Rob. I'm sure he would rather have lopped off his right hand, or mine.

About the third hour of the trip, there was a palpable tension in the air emanating from the middle of the boat where Allison was sitting very quietly, up to her elbows in a cold looking pile of wet twigs. I like to think of myself as reasonably sensitive to my wife's needs and moods and I knew that this silence was not the silence that comes when she's eating a butter crunch sundae. It was more the silence that comes when a waitress only half fills her cup of tea or a grocery clerk tells her they've just sold the last can of Tab. I was telepathically trying to send her

warm, dry, this-will-be-over soon thoughts, but it was the kind of day when thoughts like that are easily slapped away by all the wet mossy branches that kept springing into our faces and sending little showers of water down our backs.

To pass the time I began to mentally compile a list of equipment that could come in handy in navigating Maine's unnavigable waterways: Wet suit, foul weather gear, crash helmet, block and tackle, 18" chainsaw, an assortment of picks and axes, flares, enough Doritos and peanut M&M's for a couple of weeks, a case of Canadian Club, and if one had room, a few sticks of dynamite and a small backhoe. Also a canoe one could fold up and stick into a back pocket would go a long way towards making such a trip a success.

Four hours after leaving our backyard, which turned out to be the best of only two short navigable stretches of Brox Brook, we

pulled up to the bottom of a long grassy meadow. Where were we? How much farther to the Kennebec? What was at the top of this meadow, behind which the sun was now beginning to set? Rob was toying with the idea of racing the sun to the Kennebec, and Allison, without a word, had jumped out of the canoe and was hiking up the meadow. I had the distinct feeling that even if there were packs of rabid dogs or a raging gun battle going on at the top of that hill, she would rather have braved them rather than tackle another inch of Brox Brook. Somewhere along the way, the Brox had lost its allure for her. I was listening to Rob and watching Allison when it dawned on me where we were. We were at the bottom of the Knight's Dairy Farm, the part closest to our home. With the wind at your back, you can walk the distance in about six minutes.

Bob Miller, Woolwich, ME.

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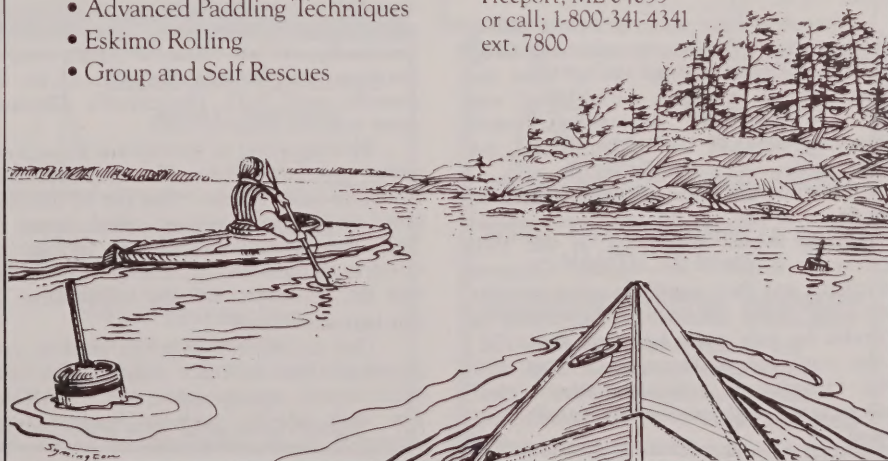
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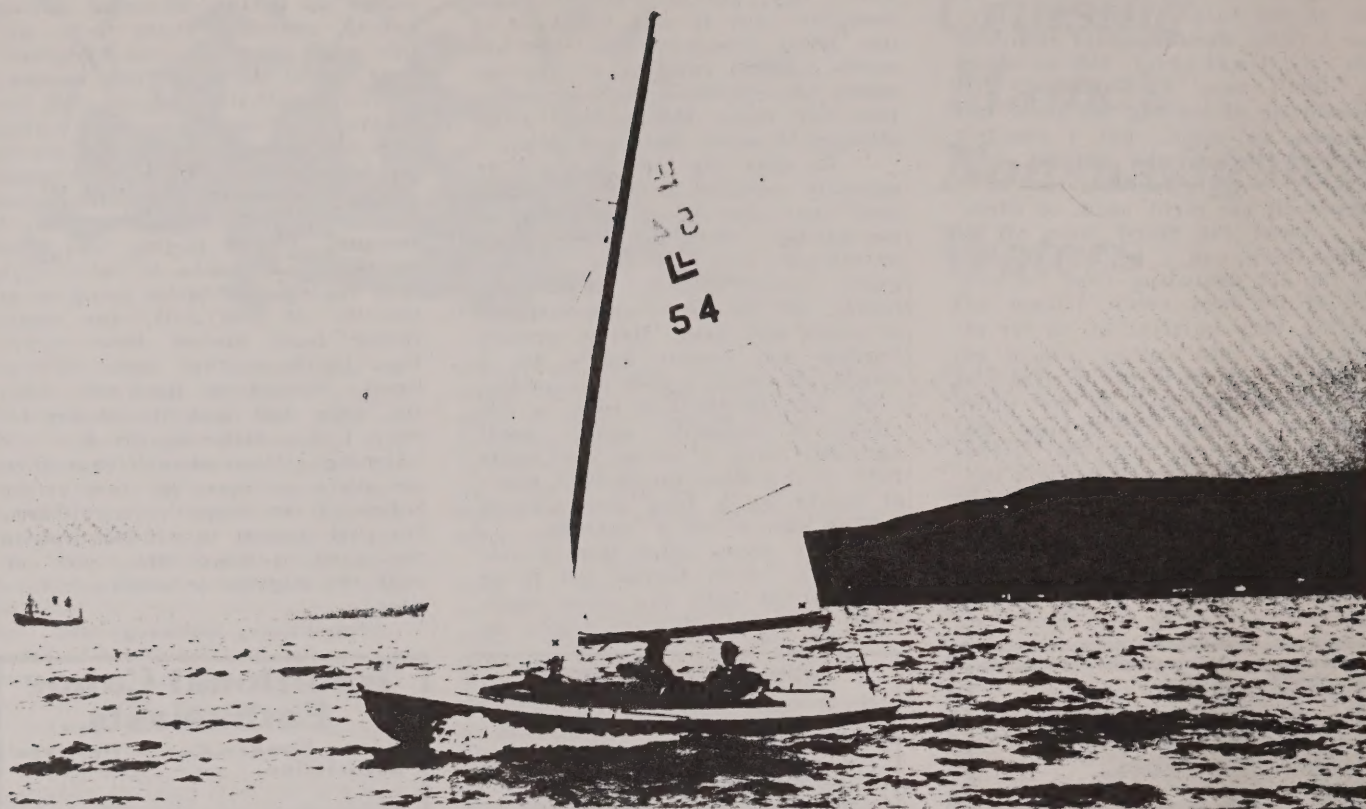
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Yachting on the Clyde

In March, my wife Maida and I travelled abroad for a three-week vacation in England, Scotland and Ireland. After a short stay in London, we headed north for Glasgow and, as a student of yachting history, this Scotland adventure was a high point.

While in Glasgow, our host was Alastair Houston, a young and supremely talented watercolorist who also happens to love yachts. We stayed at his flat in the center of Glasgow, putting us within walking distance of this great city's finest attractions. Glasgow is the City of Culture for 1990, placing special emphasis on the arts, and there was much to see and do.

Maida and I spent a full rainy day at the Museum of Transportation, which contains an impressive collection of models of ships and yachts built on the Clyde, including the Queens, Queen Elizabeth I and II, and assorted bucket dredgers utilized in the Upper Clyde.

Two days later we took a train east to Helensburgh. The hour's train ride along the River Clyde enabled us to view the shores where modern shipbuilding was born. Over 60 shipbuilding yards flourished here in the 19th century but today, sadly, only a handful remain.

Helensburgh, located at the mouth of the River Clyde, is an attractive seaside community which developed in the 19th century as a place for wealthy Glasgow merchants and their families to summer. Its panoramic view of the Clyde, which is bounded by lush green hills, was beautiful. I was reminded of Narragansett Bay with large expanses of protected waters - ideal for yachting and particularly small boat racing.

In Helensburgh we were welcomed by Iain McAllister, whom I had met during his recent visit to the United States. Iain is an intense student of Clyde yachting history and heads up the Fife Research Group, which is striving to record the full history of one of Scotland's finest family of yacht designers. His mission is noteworthy as the old Fife Yard at Fairlie was bulldozed for housing development about eight years ago.

After checking into our bed and breakfast, an elegant Victorian house, we were taken to the Royal Northern and Clyde Yacht Club for lunch and a tour. Iain was eager to share the club's collection of half models and marine art.

In the Children's Game Room we studied half models of the important designs of famous Scottish designers, the Fifes of Fairlie, G.L. Watson and Alfred Mylne. These gifted designers certainly had an eye for beautiful yachts and the models detailed an evolution from narrow cutters to a gradual cutting away of the forefoot. Artistically, Fife's Minerva (1888) was a standout and she caused quite a stir in America until N.G. Herreshoff's Gloriana came onto the scene in 1891.

Moving along to the Billiard Room, we came upon the club's fine collection of six-meter half models. The era of international racing in six-meters, which began in 1921, was marked with exciting racing, innovative designs and good will. One could feel the excitement of the competition in this hallowed room!

One six-meter half model grabbed our attention - she had dark blue topsides and white bottom and her name was - MAIDA! My wife Maida suddenly became very interested in six-meters and, of course, the

racing record of her namesake.

This Maida was a radical yacht with a short, full bow, long counter, mast far aft and a vertical rudder post from the heel of which the keel made nearly a straight line to the stem.

Maida, designed by "Wee John" Stephens, was defeated by Jill, a Sparkman and Stephens design, in the 1932 Seawanhaka Cup Series on the Clyde.

After lunching on prawns, we were off to McGruer's Yacht Yard in nearby Rosneath. McGruer's has a long tradition of wooden boat building and service and the sheds were filled with wooden beauties.

One small class boat which immediately caught my eye was a 21' Loch Long sloop. Originating from a Scandinavia design, the Loch Longs were introduced in 1937 and have remained very popular to this day. Generations of sailors have grown up racing the Loch Longs on the Clyde and, to me, they were equivalent to our Herreshoff 12-1/2 footers.

At McGruer's we also saw a number of international dragons, McGruer yawls which are similar to our Concordia yawls and Kentra, a large 82' Fife ketch c. 1923 being readied for a total rebuild.

From McGruer's we headed west to Dumbarton to view yet another Fife yacht named Solway Maid. The new owner of this yacht hired Iain as captain and caretaker, also helping to subsidize the Fife Research Group. Iain was managing a full refurbishing of the Maid in preparation for a season of racing and cruising.

Solway Maid is 52-1/2' overall and 35' LWL. She was designed in 1936 and built in 1940 - the last product of the Fife Yard before World War II. She is a type of fast

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The map illustrates the Firth of Clyde region in Scotland. Key features include:

- Islands and Mainland:** Cowal, Bute, Arran, Kintyre, and the mainland of Scotland.
- Water Bodies:** Firth of Clyde, Loch Lomond, Loch Fyne, and various smaller lochs and bays.
- Rivers:** River Clyde, River Forth, and other smaller rivers.
- Place Names:** Glasgow, Paisley, Renfrew, Cowal, Bute, Arran, Kintyre, and numerous smaller towns and villages.
- Geographical Features:** The map shows the coastline, major roads, and various landmarks.

Opposite page: A 21' Loch Long sloop underway in a good breeze. Left: Maida and Iain McAllister hold the half model of the yacht "Maida". Above, the yachting grounds on the Clyde.

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"Wamsak" was named by a marine engineer, who quite disdainful of the whole idea, said, "What you are planning is a water model Swiss Army Knife." This may have been his only imaginative idea of the month. Marine design engineers have almost limitless skills but they are reluctant to accept hybrid ideas. They prefer that each type of boat be designed for a specific purpose; sail, power or oars. Combining any of these is an unacceptable compromise and "Wamsak" is almost entirely compromises. She can be pedalled, paddled and sailed.

Cyclists like Marjorie and I are likely to have under-developed arms and shoulders that quickly tire using the traditional double-ended kayak paddle. During one of the many mandatory rest periods on our paddling the idea of a pedal boat came to mind. Why not use these well-developed thigh/leg muscles to propel the boat?

Researching the idea, talking to boat builders and engineers, sitting around whittling sticks and thinking about it, and finally locating the pedal-drive unit and buying the materials occupied more than a year. "Wamsak" was launched December 19, 1990.

"Wamsak" was designed for an extended, self-contained exploratory cruise amongst a network of islands, lakes, swamps and channels on Mexico's west coast. A wilderness waterway, unpopulated because of a severe lack of fresh water, where there are some very narrow passages. The native fishermen use a canoe called a "panga", which is often a dugout created from a single tree trunk. Specifically, these are the design criteria:

1. Less than 40" wide.
2. Shallow draft to accommodate the numerous shallows expected.
3. Silent operation as "Wamsak" is expected to be a bird/animal life photographic platform.
4. A minimum of dead weight, as she will be beached, launched and manhandled by a crew of 70 year olds.
5. Bottom and bow re-inforced against unknown, unseen, unpredictable puncture hazards.
6. Consideration for sun protection and crew comfort.
7. Limited built-in emergency flotation in view of the calm, shallow waters to be explored.
8. Spacious cargo storage area and substantial load carrying capacity.

Following the lines of a slightly modified standard two-man flat water kayak, "Wamsak" is 16' long, 36" wide and weighs 85 pounds. I cut a sheet of 2" urethane foam insulation into several 3/8" planks on a table saw (an abrasive disc produced less dust

"Wamsak"...

Floating Swiss Army Knife



than a toothed saw). Then shaped to size, the planks were tied with string to a 12"x1/2"x12' marine plywood bottom and an old wood kayak frame. Three inch strips of fiberglass matt and resin joined the planks into a fragile hull which could then be removed from the wood frame and re-inforced inside and out as required by the construction criteria.

There are no frame members and cross bracing is provided by two 1" PVC pipes amidships. Between these pipes is the 40" long gear/cargo storage area. The gunwale is 2-1/2" wide and provides perimeter rigidity and a flat place to attach the necessary gimballed glass holders and sailing fittings.

The solid foam bow section provides the main emergency flotation. Decked and braced, it supports the removeable 11' aluminum mast and the bowsprit. A lateen main sail, jib, spinnaker, rudder and two short dagger boards make up the sailing equipment.

The rudder is attached by PVC pipe fittings to the flat stern (transom) which is re-inforced to receive an outboard motor clamp. The rudder control extends forward so she can be sailed by either of the crew. The seats provide two positions, upright for paddling and

recumbent for pedalling.

The pedal drive unit is made by Recreation Industries Co., Ralph Eide, President, P.O. Box 68386, Forest Grove, OR 97268, and cost me \$600 F.O.B. Tucson. It fits into either of the built-in wells in front of the seats. The pedal drive is light enough to be passed back and forth so that the crew can trade off pedalling or paddling. This permits different sets of muscles to rest/work and more efficiently uses the limited available power.

Interchanging the drive is a bit awkward but is better/simpler than trying to connect two in-line pedal drives to a single propellor. With the 6:1 propellor/pedal ratio we are capable of six to seven hours of sustained cruising at 60 rpm, trading places every 30 minutes.

Using simple tools available in any home workshop, "Wamsak" took about three months to build and equip. As no special skill or experience is required it could be anyone's winter project. The materials are readily available and suppliers are eager to advise on the use of the various products, some of which may be strange to an inexperienced boat builder. PVC plastic pipe is used wherever possible (boat bracing, rudder mount, seat frames, braces and hinges) in order to reduce the problem of corrosion, as "Wamsak" will be used in saltwater.

The initial water trials/shakedown period has proved that "Wamsak" will deliver the sort of range and comfort we had anticipated. She is a stable photographic platform and we feel increasingly confident in continuing with our plan to load her with camping gear, food, water, wine, and bug repellent, and set forth on a 6-8 day exploratory cruise of the Teacapan Estuary. There we expect to find interesting camping places, good fishing, archeological sites and ruins, shore/water birds and animals.

Should we have anything worthy of reporting on our return, a later article will detail the maiden voyage of "Wamsak" and the adventures of her aging but intrepid crew of tandem bicyclists messing about now in boats.

Sam Cox, Tubac, AZ.



"What a Wonderful Summer Sam Had!"



This letter will bring you the sad news that Sam Cox, my husband and partner in every way of life died on March 16th. We had 49 wonderful years together and shared in everything, including tandem bicycling and tandem kayaking.

I have your letter of March 10th thanking him for his article on "Wamsak". We flew him to the hospital from Mexico on the 11th of March so he never saw your letter, it would have pleased him so much to know you would publish his article.

What a wonderful summer Sam had building "Wamsak". It was an idea that was a real challenge to him and he was so eager to finish this project before we went to Mexico to our winter home in Novem-

ber. He did finish it, our son and his family came down there in January and they too had a chance to try it out, which pleased Sam so much. It DID work beautifully, we had time to use it several times before he was taken ill. He was so proud of it and loved showing it to people who showed an interest in it, and everyone did!

Marjorie Cox, Tubac, AZ.

ED. NOTE: I only knew Sam Cox through several letters and this article on his unique creation, "Wamsak". It saddens me to not have gotten the article into print in time for Sam to have enjoyed its appearance, but I wanted to bring it to you now in the memory of a man who certainly was "one of us".

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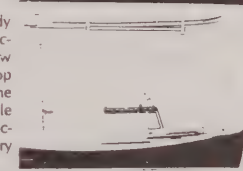
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C5-T2-A			TYPE: Motor Fishing Boat		
LOA:	BEAM:	GROSS TONS:	DRAFT (loaded):	PROPULSION:	
9-12 m	2.5-3 m	15 (est)	1 m	1 Diesel	
TYPE OF CATCH/CARGO:			RECOGNITION FEATURES:		
Varied			No Overhanging Poop Convex Stern Convex Stem Low Cabin Aft		
OPERATING AREA:					
Vung Tau to Song Ong Doc					

General Information

C5-T2-A are Vung Tau "beaked" boats. The majority fish at the mouths of rivers in the Mekong Delta. As many as 200 or more are based in Vung Tau, but others operate from inland ports such as My Tho and Ca Mau and from coastal villages in the Delta and around the cape to Song Ong Doc. A few beaked boats ferry passengers.

A traditional South Vietnamese design, the double-ended C5-T2-A has a low freeboard. Its crescent sheer sweeps from the pointed stern to the beaked bow with its crossed oval eyes. The yen-yang symbol is painted on the quarters.

The sides of the low cabin aft, which houses the engine and provides shelter and stowage, rest on the gunwales. On some boats a wooden-roofed canopy shelters the afterdeck.

Your cover photo of April 1st reminded me of a used book I bought a few years ago, "Blue Book of Coastal Vessels, South Vietnam". A copy of two pages from it illustrates an almost identical vessel to that pictured on your cover. These were used in the Mekong delta between Vietnam and Thailand so they could have been seen in the waters of both nations.

The prominent rudder head (tiller ropes can be seen in that cover photo running from the wheelhouse to the rudder) was a common fixture on double ended Vietnamese boats. This was a hold-over from the days of sail when both the rudder and stemboard were long, curved, and retractable, moving in slotted stem and stern posts, serving the same functions as the deep foregrip of the English sailing coble, which also had a deep rudder as an important part of its lateral plane for windward work.

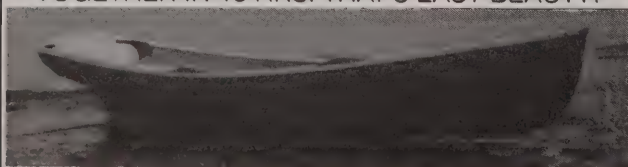
The sailing rigs carried by some of the Vietnamese vessels were fascinating to these western eyes and the hull designs seemed to come from Japan (modern motor launches), China and Indochina. Some carried both motor and sail, in addition to oars and poles for shallow water and river navigation.

My Naval service was over before we were at war in Vietnam so I have no personal knowledge of these boats, perhaps that's why they fascinate me.

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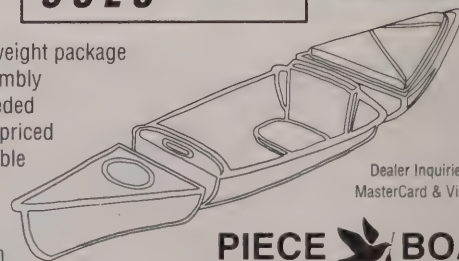
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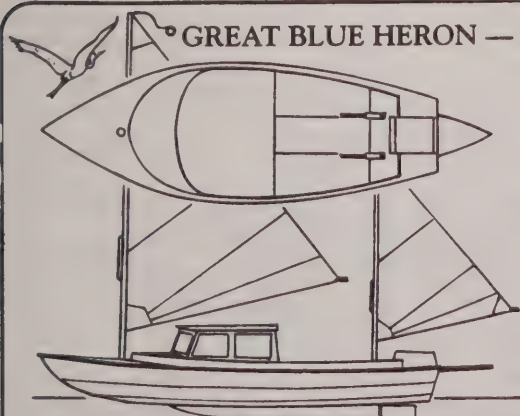
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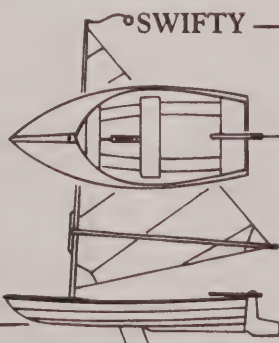


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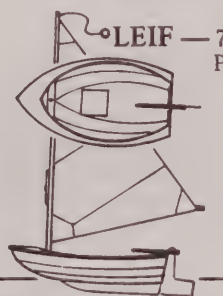
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The Fourth Annual Yachting History Symposium was held at Mystic Seaport Museum on Saturday, March 23, a cold, dreary, rainy day that did not dampen the warm reception given to Olin Stephens, the featured speaker. The theme of the symposium was the evolution of yachting design in the 20th century, the troublesome designation yacht being interpreted for the occasion to include motorsailers, sportfishermen, and multihulls. There was quite a crowd on hand, the largest ever, requiring the audience to be seated in rows theater-style rather than in cozy groups about small tables.

Olin Stephens' talk made the point that yacht design since the 1930s has become increasingly analytical and less intuitive, and he took the sensible if somewhat solemn view that rigorous analytical methods, whether they involve models in test tanks or elaborate velocity prediction computer programs (VPPs), will produce better and faster boats. He was, of course, talking primarily about offshore racing sailboats, and he looked forward to improved VPPs that would produce better rating rules. While Stephens fondly embraced mathematical ideals, Henry Scheel, the speaker whose flamboyance woke the crowd up after lunch, was very much the intuitive, down-to-earth engineer. He said his Stonington motorsailer was simply a Morgan 41 with her stern chopped off and a house stuck on deck and that he got the idea for the Scheel keel when he noticed a swirling vortex produced by a standard keel while performing a natural necessity over the stern of a boat in route from Bermuda!

As moderator Jon Wilson noted, each of the speakers was a professional boat designer concerned with technical innovation. The way each handled technicalities in his presentation was in itself interesting. Olin Stephens had actually written a paper for the event which referred to the theoretical work of Euler and Bernoulli and included technical details involved in tank testing and the development of velocity prediction programs, for which he apologized. He read it rather hurriedly, particularly the technical parts, in a gracious attempt to minimize the pain inflicted on the assembled yachtsmen. Both Olin and his audience relaxed when he departed from his text to make

Yachting Symposium on Design

Report by Jim Lacey

off-the-cuff remarks and especially when he, along with his brother Rod, answered questions from the floor. Among the more enthusiastically received of these remarks was that he did not like IOR boats, since they were too light and beamy, that his own *Dorade* had gone too far to the opposite extreme, that *Stormy Weather* was his own favorite among the boats he had designed, that John Alden's *Malabar X*, a gaff-rigged schooner, was his favorite of boats designed by others, that round the world sailing over the Southern Ocean was crazy, and that he'd rather sail a dinghy than have to chase after corporate sponsors to pay for some extravagantly expensive boat.

Henry Scheel appeared unwilling to take motorsailers, his topic, with undue seriousness. He said they were neither fish nor fowl, but an awkward hybrid invented for old timers, which he defined as folks upwards of about 45. When asked about the proper rigging and sail area for a motorsailer, he said he had a formula that factored in the age of the skipper so that the sails would measure anywhere from 40% to 60% of a true sailboat with the same displacement. When asked for his views about the future of the motorsailer, Henry opined that there wasn't much of a future in store for them, since most people turning 45 "don't know why they own their boats." He showed the few required slides of motorsailers, and then began to tell anecdotes about City Island, Stonington, and Newport with wit and enthusiasm. He implied that we should not take work or play too seriously, yet in a serious moment extolled the virtues competent skippers exercising reasonable caution while messing about in the ocean.

David P. Martin handled his topic, "Sedan Cruisers and

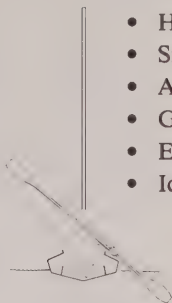
Sportfishermen," by commenting technically and spinning yarns about a comprehensive collection of slides which he displayed in rapid succession. He did not cater to the audience by dwelling overly long on the beautiful and expensive wooden power yachts and runabouts of the 20s and 30s but focused on the development of fiberglass cruising powerboats and sportfishermen from World War II to the present. Martin's presentation was easily digestible, since he very lightly dropped his considerable technical commentary on hull shapes and engine characteristics almost as asides while enlivening his presentation of lines drawings and photographs with personal anecdotes, most of them humorous. He talked about working with his father, of a firm developing a 50 m.p.h. rum boat chaser for the Coast Guard and then producing rumrunners as well, and he showed a photo of his own early "sportfisherman," a gaff-rigged catboat with an outrigger over her stern. Martin's idea of the best use for a sportfisherman? To anchor out in good company with a bucket of steamers, hoping you won't catch anything. On the question of analysis vs. intuition, Martin, after a great deal of hull shape analysis, came down on the side of luck, admitting he was unable to explain why one of his designs seemed to go faster than it should.

James W. Brown, whose topic was modern multihulls, noted in his opening comments that he was the only speaker at the symposium who had not worked for the venerable firm of Sparkman and Stephens. Brown's talk began with a defense of the tradition and history of multihulls and ended by making the case that the future of boating itself--including racing, cruising, and even passenger vessels--would depend on multihull designs. He sees the modern multihull the result of the successful marriage of ancient designs developed among Pacific island cultures with modern Western plywood and composite construction. He also relates the interest in off-the-beach catamarans to anti-establishment types of the 60s who migrated to California and similar places to build cheap multihulls in their backyards that would run rings around proper yachts whenever the opportunity presented itself. He insisted that the future of racing was with experimental craft like trifoils and

multihulls because *something happens* when they race, and he showed an impressive video of a trimaran zooming past another which had buried an amas under a wave. Regarding the safety of these relatively slight watercraft, he asked which is safer, a vessel that can capsize but cannot sink or one that can sink but cannot capsize? Though Jim Brown's manner was that of a storyteller, his matter was a serious statement concerning the history, sociology, and technology of boats.

The images that will remain with me from the Fourth Annual Yachting Symposium are of the two senior designers present, the legendary Olin Stephens and the irrepressible Henry Scheel. Stephens is pursuing the ideal VPP and tinkering with differential equations. Scheel continues his work on hull design with radio-controlled models, and he ended his presentation with a slide of a boat whose bow wave appeared to crest far astern of the transom, a breakthrough, he said with a twinkle in his eye, which he had achieved by designing a transom with a chine on one side only and a lifting foil under the surface of the water.

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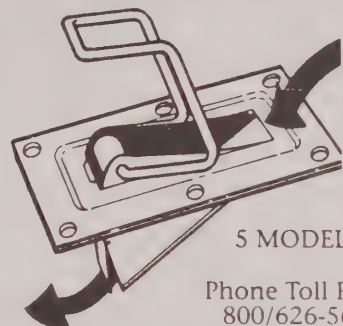
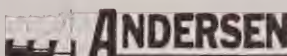


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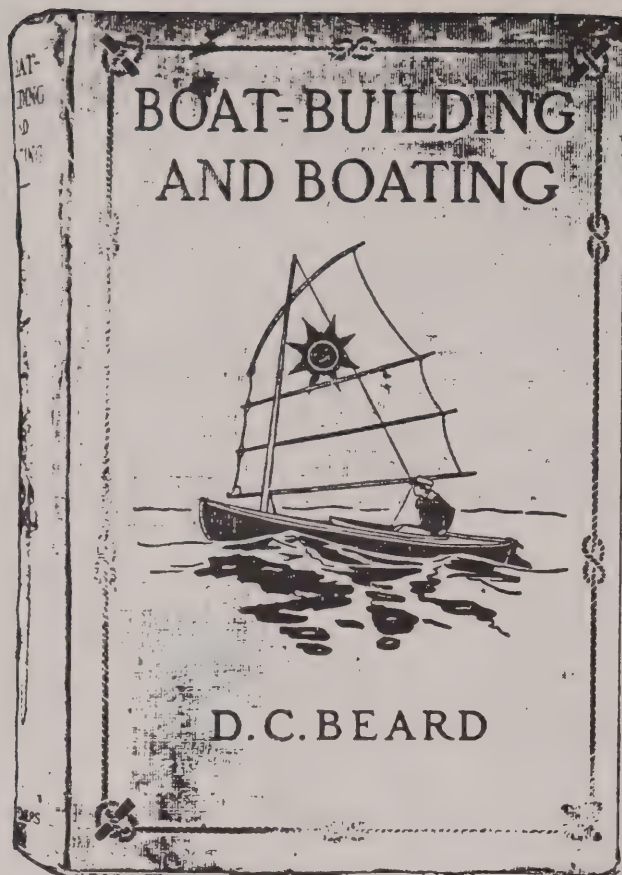
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CHAPTER XII

HOW TO BUILD A CHEAP BOAT

The Yankee Pine

FROM the saw-mills away up among the tributaries of the Ohio River come floating down to the towns along the shore great rafts of pine lumber. These rafts are always objects of interest to the boys, for the youngsters know that when moored to the shore the solidly packed planks make a splendid platform to swim from. Fine springing-boards can be made of the projecting blades of the gigantic sweeps which are used to guide the mammoth rafts, and, somewhere aboard, there is always to be found a "Yankee pine." Just when or why this style of skiff was dubbed with such a peculiar name I am unable to state; but this I know, that when a raft is to be broken up and carted away to the lumber yards there is, or always used to be, a good, light skiff to be had cheap.

However, all boys do not live on the bank of the river, and if they did there would hardly be "Yankee pines" enough to go round; so we will at once proceed to see how to build one for ourselves. Although my readers may find the "Yankee pine" a little more difficult to build than the blunt-ended, flat-bottomed scow, it really is a comparatively simple piece of work for boys familiar with the use of carpenters' tools.

For the side-pieces select two straight-grained pine boards free from knots. These boards should be about 13 or 14 feet long, a couple of inches over a foot in width, and as nearly alike as possible in texture. Besides these there should be in the neighborhood of a dozen other $\frac{3}{4}$ -inch planks, an inch or two over a half foot in width. A small piece of 2-inch plank for the stern-piece is also necessary. Upon the bottom edge of the side-board measure off from each end toward the centre 4 inches, mark the points, and saw off the corners shown by the dotted line in Fig. 188. Next

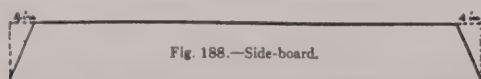


Fig. 188.—Side-board.

take a piece of board 4 feet long and a foot wide, saw off the corners as you did on the side-board, making it 4 feet on the top and 3 feet 4 inches on the bottom. This board is to be used only as a centre brace while modelling the boat.

Out of the 2-inch plank make a stern-piece of the same shape as the centre brace; let it be 1 foot wide, 14 inches long on the bottom, and 20 inches long on top. Set the side-boards on their shorter or bottom edges and place the centre brace in the middle, as shown by Fig. 189; nail the side-boards to it, using only enough nails to hold temporarily. Draw the side-boards together at the bow and against the stern-board at the stern (Fig. 189). Hold the side-pieces in position by the means of ropes. A stem should be ready to fix in the bow (Fig. 190). This had better be a few inches

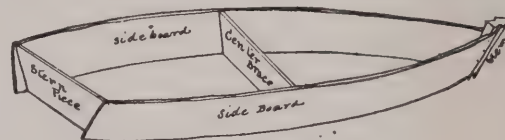


Fig. 189.—Frame.

longer than the sides are broad, as it is a simple matter to saw off the top after it is fitted. Make the stem of a triangular piece of timber, by planing off the front edge until a flat surface about $\frac{1}{2}$ inch broad is obtained; 2 inches from the front, upon each side, cut a groove just the thickness of the side-boards ($\frac{3}{4}$ inch). Trim the stem so that the side-pieces at the bow fit the grooves snugly, and nail the side-boards to the stem and to the stern-piece (Fig. 189).

Turn the boat upside down, and it will be discovered that the outlines of the bottom form an arch from stem to stern. If left in this shape the boat will sink too deep amidship. Remedy the defect by planing the bottom edge of both side pieces, reducing the convex form to straight lines in the middle. This will allow the bow and stern to sheer, but at the same time will make the central part of the bottom flat, and, by having less to drag through the water, make it easier to row. Nail the bottom-boards on crosswise, and as, on account of the form of the boat, no two boards will be of the same size, they must be first nailed on and the projecting ends sawed off afterward. The centre brace may now be taken out and a long bottom-board nailed to the centre of the bottom upon the inside of the boat (Fig. 191). Cut a small cross-piece

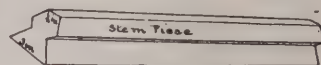


Fig. 190.—Stem-piece.

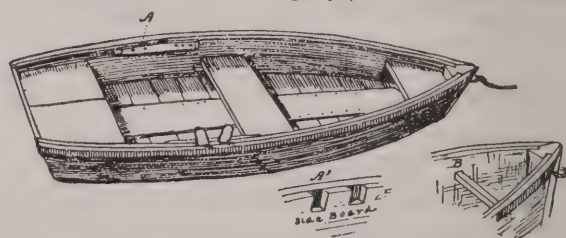


Fig. 191.—Finished skiff.

(B, Fig. 191) so that it will fit across the bow 3 inches below the top of the side-boards. Nail it in place, driving the nails from the outside of the side-board through and into the end of the stick B. Saw out a bow seat, and, allowing the broad end to rest on the cross-stick B, fit the seat in and secure it with nails (Fig. 191); 3 inches below the top of the stern-piece nail a cleat across. At the same distance below the side-board put a cross-stick similar to the one in the bow. This and the cleat on the stern-piece form rests for the stern seat. Five feet from the stern saw a notch

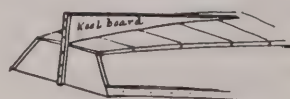


Fig. 192.—Keel board or skeg.

2 inches deep and $1\frac{1}{2}$ inch long in each side-board (A, A', Fig. 191). Saw two more notches of the same size 3 inches from the first; these will make the rowlock when the side strips have been fastened on.

These strips should each be made of 1-inch plank, 2 inches wide and an inch or two longer than the side-boards. Nail the strips on the outside of the boat flush with the top of the side-boards, making a neat joint at the stern-piece, as shown in the illustration (Fig. 191). Cut two short strips to fit upon the inside at the rowlocks and fasten them firmly on with screws (Fig. 191, A). Next cut two cleats for the oarsman's seat to rest upon. Nail them to the side-boards amidship a little nearer the bottom than the top, so that the seat, when resting upon the cleats, will be about half the distance from the top edge to the bottom of the side-boards. Let the aft end of the cleats be about 6 feet 2 inches from the stern. Make thole-pins of some hard wood to fit in the rowlocks, like those described and illustrated by Figs. 203 and 204.

The Yankee pine now only needs a skeg to complete it. This must be placed exactly in the centre, and is fastened on by a couple of screws at the thin end and nails from the inside of the boat. It is also fastened to the upright stick at the stern by screws (Fig. 192).

If the joints have been carefully made, your Yankee pine is now ready for launching. Being made of rough lumber it needs no paint or varnish, but is a sort of rough-and-ready affair, light to row; and it ought to float four people with ease. By using planed pine or cedar lumber, and with hard-wood stem and stern, a very pretty row-boat can be made upon the same plan as a Yankee pine, or by putting in a centreboard and "stepping" a mast in the bow, the Yankee pine can be transformed into a sail-boat. But before experimenting in this line of boat-building, the beginner had better read carefully the chapter on how to rig and sail small boats.

How to Build a Better Finished Boat

The old-time raftsmen formerly built their "Yankee pines" of the rough, unplaned boards fresh from the saw-mills on the river banks, and these raw, wooden skiffs were stanch, light, and tight boats, but to-day smooth lumber is as cheap as the rough boards, so select enough planed pine lumber for a 12½-foot boat, and you may calculate the exact amount by reference to the accompanying diagrams, which are all drawn as near as may be to a regular scale.

By reference to Fig. 193 you will see that A, A represent the two

Side-Boards

These should be of sufficient dimensions to produce two side-pieces each 13 feet long, 17 inches wide, and ¾ inch thick (A, Fig. 194). You will also need a piece for a

Spreader

54 inches long, 18 inches wide, and about 1½ inch thick, but as this is a temporary affair almost any old piece of proper dimensions will answer (B, Fig. 194), and another piece of good 1½-inch

plank (C, Fig. 194) 36 inches long by 15 inches wide, for a stern-



Fig. 194.—A, the side. B, the spreader. C, the stern-piece.

piece. Besides the above there must be enough 1-inch lumber to make seats and to cover the bottom. At a point on one end, 6½ inches from the edge of the A plank, mark the point *c* (Fig. 194), then measure 37 inches back along the edge of the plank and mark the point *b* (Fig. 194). Rule a pencil line (*b, c*) between these two points and starting at *c* saw off the triangle *b, c, d*. Make the second side-board an exact duplicate of the one just described and prepare the spreader by sawing off the triangle with 9-inch bases at each end of B (Fig. 194). This will leave you a board (*h, k, o, n*) that will be 36 inches long on its lower edge and 54 inches long on its top edge.

Next saw off the corners of the stern-piece C (Fig. 194) along the lines *f, g*, the *g* points being each 6½ inches from the corners; and a board (*ff, gg*) 18 inches wide and 30 inches top measurement, with 23 inches at the bottom. Now fit the edge of the stern-piece along the line *e, d* (Fig. 194), or at a slant to please your fancy. In Fig. 195, upper C, the slant makes the base of the triangle about 4½ inches, which is sufficient. Be careful that both

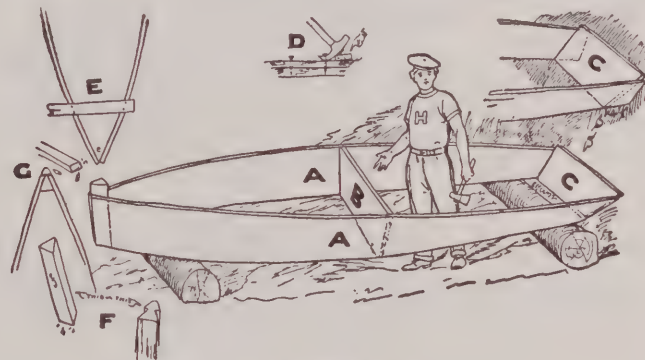


Fig. 195.—Details of the boat.

side-boards are fitted exactly alike, and to do this nail the port side with nails driven only partly in, as shown at D (Fig. 195); then nail the starboard side and, if they are both seen to be even and of the right slant, drive the nails home; if not correct, the nails may be pulled out by using a small block under the hammer (D, Fig. 195), without bending the nails or injuring the wood. Leave the stern-ends of the side-boards protruding, as in the upper C, until you have the spreader and stem in place.

We are now ready for the spreader (*h, k, o, n*) (B, Fig. 194) amidship, or, more accurately speaking, 6 feet 9 inches from the bow (B, Fig. 195). Nail this as shown by D (Fig. 195), so that the nails may be removed at pleasure. Bring the bow ends of the A boards together and secure them by a strip nailed temporarily across, as shown in the diagram E (Fig. 195).

The Stem-piece

may be made of two pieces, as is shown at G and F (Fig. 195), or if you are more skilful than the ordinary non-professional, the stem may be made of one piece, as shown by the lower diagram at F (Fig. 195). It is desirable to have oak for the stem, but any hard wood will answer the purpose, and even pine may be used when no better is to be had. Take a piece of cardboard or an old shingle on which to draw a pattern for the end of the stem and

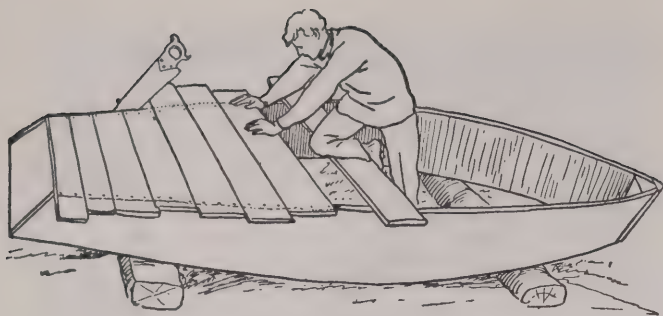


Fig. 196.—Put on a bottom of 1-inch boards.

make the outline with a lead-pencil by placing the shingle over the apex *c* of diagram E (Fig. 195); from the inside trace the line of the sides thus, *V*. Trim your stem down to correspond to these lines and let the stick be somewhat longer than the width of the sides A, A.

When this is done to your satisfaction, fit the stem in place and nail the side boards to the stem.

Turn the boat over and nail on a bottom of 1-inch boards as shown by Fig. 196.

Don't

use tongue and grooved or any sort of fancy cabinet or floor joining when wet—such matched lumber warps up in waves—but use boards with smooth, flat edges; if these are true and fitted snugly together in workmanlike manner the first wetting will swell them in a very short time, until not a drop of water will leak

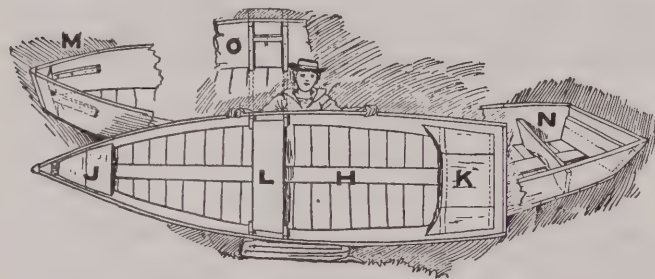


Fig. 197.—Details of bow, stern, seats, and finished boat.

through the cracks, for the reason that there will be none. Fit the bottom-boards on regardless of their protruding ends, as these may be sawed off after the boards are nailed in place.

The Seats

consist of a triangular one at the bow (J), the oarsman's seat (L), and the stern seat (K, Fig. 197). The bow seat is made of 1-inch boards nailed to two cleats shown at M (Fig. 197). N shows the bench for the stern seat and O explains the arrangement of the oarsman's seat a little forward amidship. As may be seen, it rests upon the cleats *x* (diagram O, Fig. 197), which are fitted between two upright cleats on each side of the boat; this makes a seat which will not slip out of place, and the cleats serve to strengthen the sides of the otherwise ribless boat. Make the cleats of 1 by 2 inch lumber and let the seat be about 12 inches wide. The stern seat may be wider, 1½ feet at K and 4 or 5 inches more at the long sides of the two boards each side of K (Fig. 197). Of course, it is not necessary to fit a board in against the stern-piece, for a cleat will answer the purpose, but a good, heavy stern-piece is often desirable and the board shown in diagram N (Fig. 197) will serve to add strength to the stern as well as to furnish a firm rest for the stern seat, but it will also add weight.

The Keel-Board

is an advisable addition to the boat, but may also be omitted without serious results (H, Fig. 197).

The keel-board should be 4½ inches wide, 1 inch thick, and should be cut pointed, to fit snugly in the bow, and nailed in place

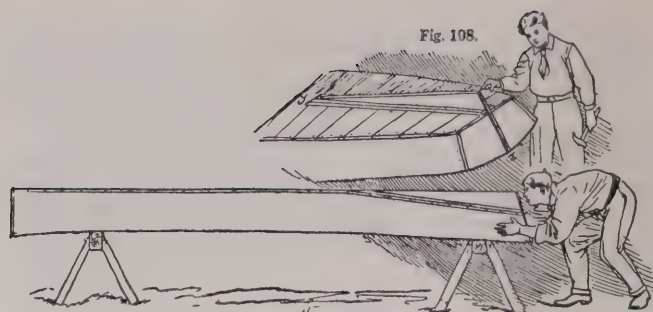


Fig. 199.—Fitting the skeg.

along the centre of the floor, before the seats are put in the boat. A similar board along the bottom, joining the two cleats each side of the skeg at *y* (Fig. 199) and extending to the bow will prevent the danger of loosening the bottom-planks when bumping over rifts, shallow places, or when the boat needs to be hauled on a stony shore; this bottom-board may also be omitted to save time and lumber, and is not shown in the diagram.

The Skeg

is a triangular board (Figs. 198 and 199), roughly speaking, of the same dimensions as the pieces sawed from the side-board *b, c, d* (Fig. 196). The stern-end will be about 7 inches wide and it will taper off to nothing at *y* (Fig. 198). The skeg is held in

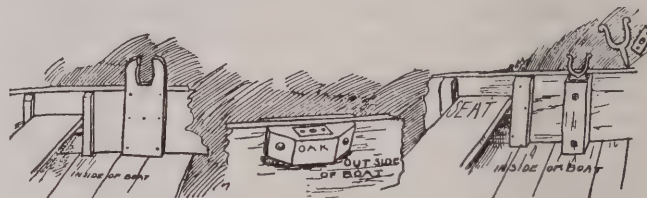


Fig. 200.

Fig. 201
Rowlocks.

Fig. 202

place by cleats of 1-inch lumber, 2 inches wide, nailed to the bottom on each side of the skeg. To get the proper dimensions experiment with the pieces sawed from the A boards and cut your skeg board so that its bottom edge will be level with the bottom at *y* (Fig. 198); the diagonal line, to correspond with the slant of the stern, can be accurately drawn if the skeg is left untrimmed until it is fastened in place.

To Fasten on the Skeg

rule a line from the centre of the stern to the centre of the bow and toe-nail the skeg on along this line. This must be accurately done or you will make a boat which will have an uncomfortable tendency to move in circles. After toe-nailing the skeg to the bottom, nail the two cleats, one on each side of the skeg, and let them fit as closely as may be to the keel. Now saw off the stern-ends of the cleats and lay a rule along the stern, as the stick is placed in Fig. 198, where the boy has his finger; rule a pencil line across the protruding end of the keel and saw off the end along the diagonal line, so that the stern-cleat *z* (Fig. 198) may be nailed in place to finish the work.

You can buy rowlocks of galvanized iron for about a quarter of a dollar a pair; the brass ones are not expensive, but even when the store furnishes the hardware there must be a firm support of some sort to hold the rowlock.

If you use the manufactured article, to be found at any hardware store, the merchant will supply you with the screws, plates, and rowlocks, but he will not furnish you with the blocks for the holes in which the spindles of the rowlocks fit. Fig. 202 shows a rude, but serviceable, support for the lock made of short oaken posts much in vogue in Pennsylvania, but Fig. 201 is much better, and if it is made of oak and bolted to the sides of the boat it will last as long as the boat. Fig. 201 may be put upon either the outside or inside of the boat, according to the width amidship.

A Guard Rail

or fender, of 1 by 2 inch lumber, alongside of and even with the top of the side-boards, from bow to stern, gives finish and strength to the craft; but in a cheap boat, or a hastily constructed one, this may be omitted, as it is in these diagrams.

If you are building your boat out of the convenient reach of the hardware shop, you must make your own rowlocks. Fig. 200 shows the crude ones formerly used by the raftsmen for the Yankee pines, and Figs. 203 and 204 show rowlocks made with the oaken or hard-wood thole-pins fitting in holes cut for that purpose in the form of notches (U, Fig. 204) in the side of the boat, or as spaces left between the blocks, as shown by R (Fig. 203). When the side-boards A, A of the boat are notched a cleat of hard wood 5 or 6 inches wide, and extending some distance each side of the side-boards, must be used, as is shown by diagram V (Fig. 204) and Fig. 203. The diagram R (Fig. 203) explains itself; there is a centre block nailed to the side-board and two more each side, leaving spaces for the thole-pins T (Fig. 203) to fit and guarded by another piece (R) bolted through to the sides.

If bolts are out of your reach, nails and screws may act as substitutes, and Fig. 204 will then be the best form of rowlock to adopt.

To fix the place for rowlocks, seat yourself in the oarsman's seat, grasp the oars as in rowing, and mark the place which best fits the reach of your arms and oars as in rowing. It will probably be about 13 inches aft from the centre of the seat.

To Transform an Ordinary Skiff or Scow Into a Sailing-Boat

It is necessary to build the centreboard box and cut a hole through the bottom of the boat. For the average row-boat or

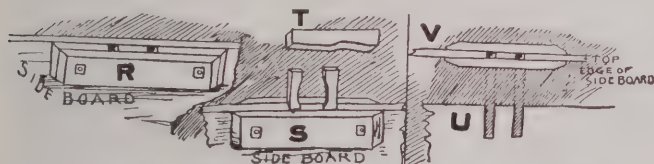


Fig. 203.

Thole-pins.

Fig. 204.

skiff, you can make the centreboard box about 48 inches long and not higher, of course, than the gunwales of the boat. Make the box of 2-inch plank, and before nailing the sides together coat the seams thoroughly with white lead so as to prevent it from leaking. The centreboard should be made of 2-inch plank, which when planed down and smoothed will be about $\frac{3}{4}$ of an inch thick, and the space in the box should be wide enough to allow it to move freely up and down, with no danger of its jamming. A hole should be cut in the bottom of the boat to correspond with the opening in the centreboard box, which, with a 48-inch box, will probably be an opening of 40 inches long and 1 inch wide. The centreboard is hinged to the box by a bolt run through at the point marked A on Fig. 205. The centreboard should move freely on the bolt, but the bolt itself should fit tightly in the sides of the box, otherwise the water will leak through. There will be no danger of the bolt's turning in its socket if the hole through the centreboard through which the bolt is thrust is made large enough. The centreboard box should be generously painted with white lead on the bottom edges where it fits on the floor of the boat around the centreboard hole. The bottom of the boat floor should also be coated with white lead and over this a strip of muslin spread before the box is securely nailed to the floor of the boat from the bottom or under side of the boat. When this is done the muslin covering the hole can be cut away with a sharp knife. A rope may then be fastened to the loose end of the centreboard with a cross-stick attached to the end of the rope to prevent it from slipping down the hole in the box. With this rope the centreboard may be raised or lowered to suit the pleasure of the sailor. (Fig. 205.)

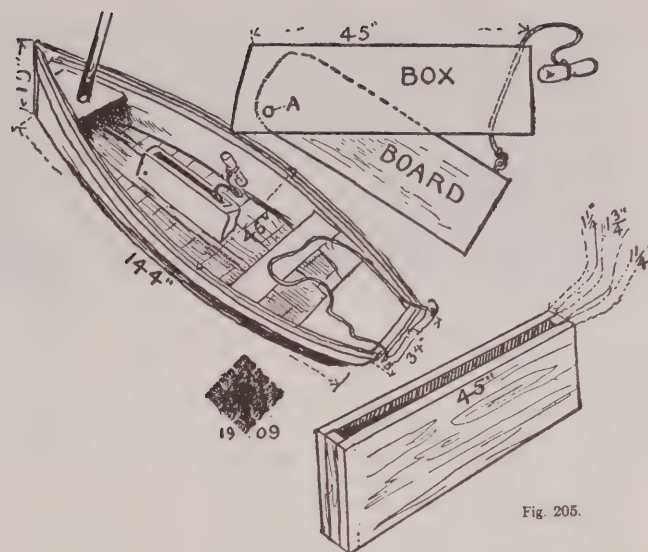


Fig. 205.

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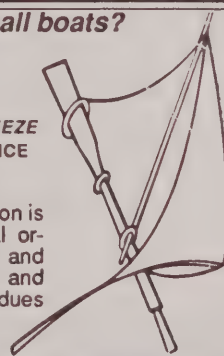
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I would like to inform your readers that Randolph Spars is now back in the business of making masts, booms, gaffs, clubs, spreaders, sprits, and related fittings. After founder Bim Randolph, my father-in-law with whom I worked, was unable to carry on his work due to serious arthritis, it was necessary for me to find work outside of boating to support my own family, so the shop was closed. Sadly, both Bim and his wife Easy passed away a year ago, before it became possible for me to reopen the shop and carry on with the work Bim was doing.

I am now back at work full time at sparmaking and invite inquiries from any readers in need of new spars for their boats. I make both solid and hollow spars, mainly in Sitka spruce, but also in vertical grain fir where greater compression strength is desired. I build from drawings, old spars or even storm damaged remains, in all sizes up to about 60'.

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WORKSHOP ON THE WATER

We are very busy building traditional small craft as part of the Philadelphia Maritime Museum due to commissions from persons interested in small watercraft that have traditional significance.

Almost finished is a replica of the Ainsworth railbird skiff, so named for the family which donated the original to the Museum. The original has been in the Ainsworth family since it was built for them in 1888. The present generation of the family has commissioned the replica.

Three bird hunters have followed up on this project by commissioning railbird skiffs of cedar on white oak construction, following the Vanneman model. One is presently planked up with further work temporarily on hold; the second will be built by a core group of three Museum volunteers, and the third will be built by an assistant boatbuilder as yet to be hired.

A 15' racing sneakbox is being built by Jon Etheredge personally to fulfill a commission. The design is by David Beaton, grandfather of Tom Beaton, who graciously lent the original patterns to the Museum for this replica.

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During the summer of 1990, Russ O'Connell of O'Connell's Wooden Boat Shop and I took "Emily B." to a number of wooden boat builder shows on the east coast to display her ashore and under sail afloat. She was very well received and a number of people inquired about obtaining plans.

This past winter I set to and drew up a very complete set of construction plans based on the original lines from Chappelle's "American Small Sailing Craft". These I modified to accommodate lapstrake construction, one method for building this delightful craft.

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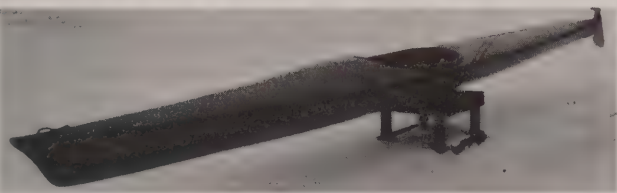
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\$1,200 worth), sail plan, rigging diagram, planking offsets, hardware inventory. A small construction booklet is included with the two optional complete plan sets. Plan Set #1 is just the study plans at \$7. Plan Set #2 is a set of self-lofting plans, eight sheets, complete details with offsets, planking layouts, etc., at \$65. Plan Set #3 is a set of "no lofting" plans, ten sheets with full size patterns of molds, stem, transom, etc., at \$90.

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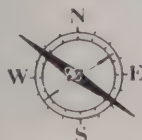
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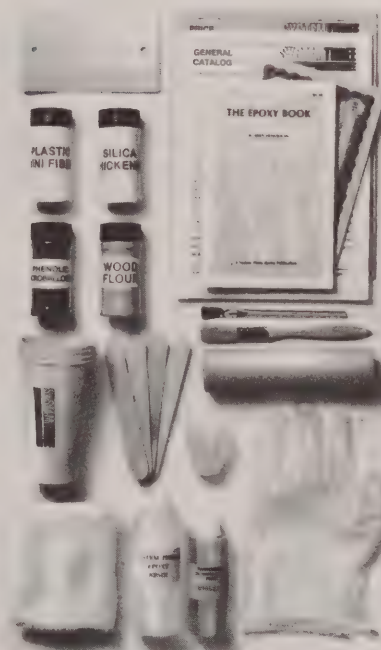


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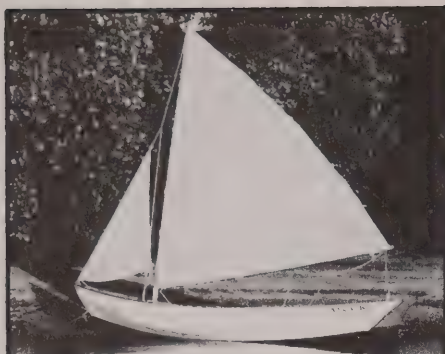
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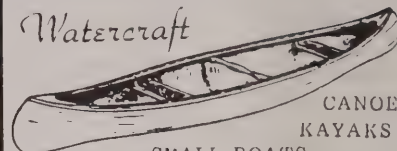
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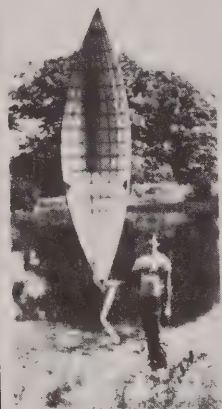
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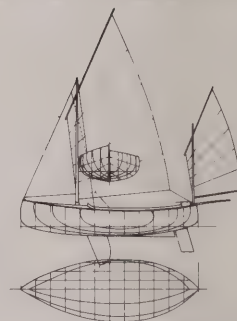
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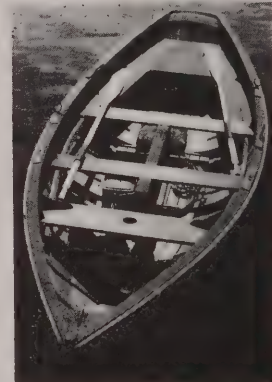


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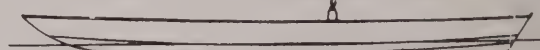


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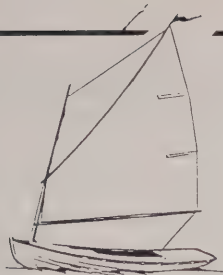


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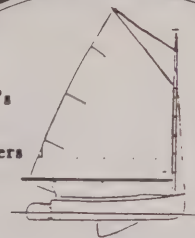
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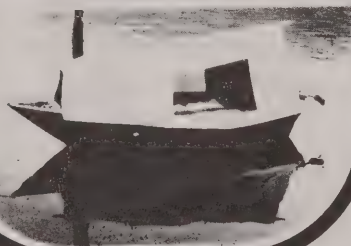
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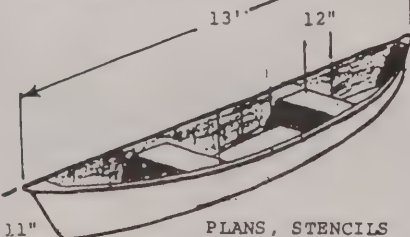
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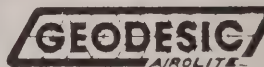
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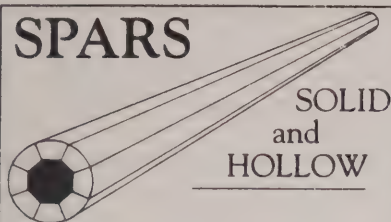
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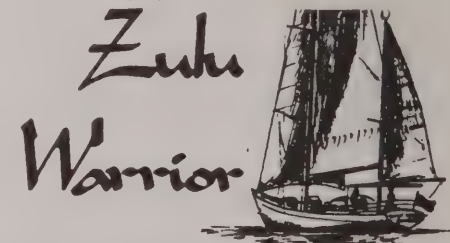
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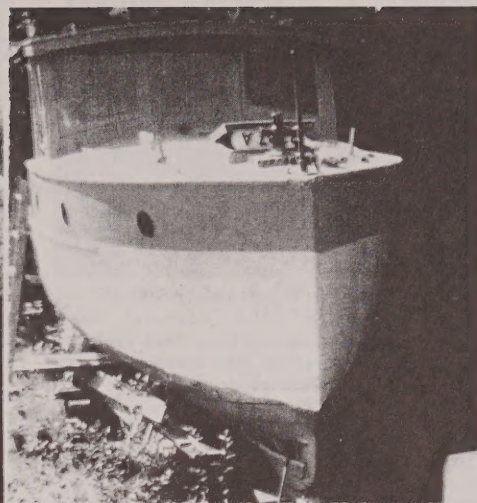
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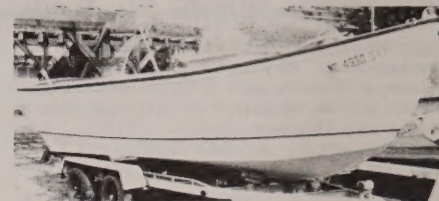
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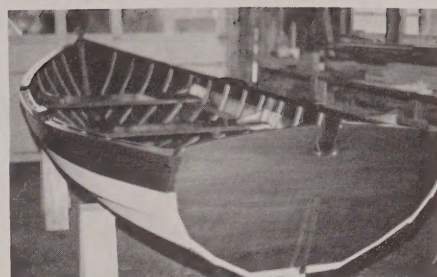
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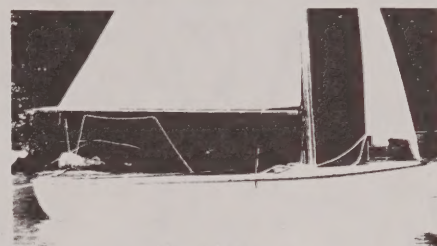
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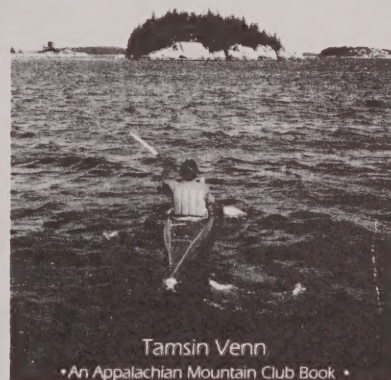


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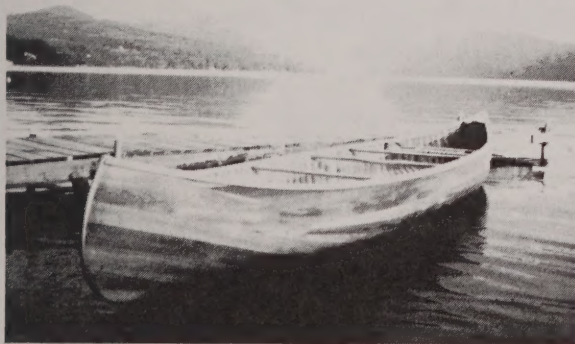
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