



messing about in BOATS

Beginning Our 9th Year!

Volume 9 - Number 2

June 1, 1991





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (508) 774-0906
PUBLISHER & EDITOR: BOB HICKS



Our Next Issue...

Carries on with our usual unusual mix of material, when I got this issue finished up, as usual there were a dozen pages leftover for the next. We will continue Phil Bolger's design comments with an "8' Translucent Dinghy", and Doug Goldhirsch's "Cruise of the Grayling". Iver Lofving takes us on "A Voyage to the Rock"; Abby Chandler catches the essence of summer sailing in "Race"; I report on the Run of the Charles canoe race in Boston; and we'll learn about Dick Wheeler's plans for this summer's "Great Auk Cruise" kayak trip from Newfoundland to New England. The designs and projects will include Duncan Winning's "Scottish Sea Touring Doubles"; Joe Pallazola's "Rude Dog Camping Scow"; Scott Wolff's "Discovering the Moth"; and Stephen Bobo's "Resurrection of a Classic Old Town Dinghy". Tom Fisher will tell us why "We Wouldn't Own a Boat Made of X", and Margaret Barclay discusses the necessary accommodations made in "Boats & Marriage". Sure, some of these will be holdovers in their turn.

On the Cover...

Doug Goldhirsch's classic restored racing catboat "Grayling" tromping along on his summer cruise along New England's south coast to the Cape and Islands. His tale begins in this issue.

Commentary

**BOB
HICKS**

As I write this it's the first week of May and that old spring-time rebirth of intensity in the urge to get messing about in boats again is upon me. All winter I plan to do various projects, and since I have the shelter in which to work on them, there's no excuse for not so doing. But, as usual, they lay neglected for weeks with just an occasional sally forth from the warm confines of the home and office to set up the "next project", out in a shop heated only by the winter sun. On a sunny day the shed (a plastic covered "greenhouse" type) would get up to 70 by about 10 a.m. but the temperature would plummet around 2 p.m. when the sun went behind the barn.

Back then there always seemed to be time enough yet. So now here it is time to get on the water a bit, and the projects sit there quite a way from completion. It helps only a bit when I go to the boatyard and see others commencing the spring rituals they also neglected throughout winter. Only a bit because I know many of you do not let the winter "off-season" slide away so easily.

My lack of clear cut focus in small boats adds to the complexity, with both my kayak projects and the Townie sloop restoration all competing for attention. I have a tendency to keep getting caught up in a new enthusiasm before I have completed the preceding one. Not that I lose interest in the earlier one, but rather that it becomes, while still satisfying, perhaps too familiar, and the allure of the new sounds its siren song.

Top priority seems to be held by the 16' solo kayak I drew up last winter (in the warm office) based on some of the Greenland type hard chine boats I seem to find most appealing. With an eye to building a "fleet" of these for family and friends' use, I constructed a strongback on which I cut and fit the bits until it came together looking okay to my eye. As I write, I'm about to glue up the prototype hull on the strongback, although it could be a stitch and glue project. I have the patterns so if it works okay when done I can then set up the "production line" in time to build the boats for summer use by the family and friends as anticipated. So get with it, I say.

But right beside it rests the Folbot "tryak" project, with partly completed amas glued up, the mechanism for tucking them in under the Folbot sides when not in use all set up in place, and the BSD sail rig in its bag awaiting its un-

veiling. The creative efforts involved in thinking it all up and making the pieces so they would work are accomplished, now its at the finish it up and assemble it stage and guess where the mind then wanders off to? Something new! I made what was, in hindsight, a mistake, and read another book.

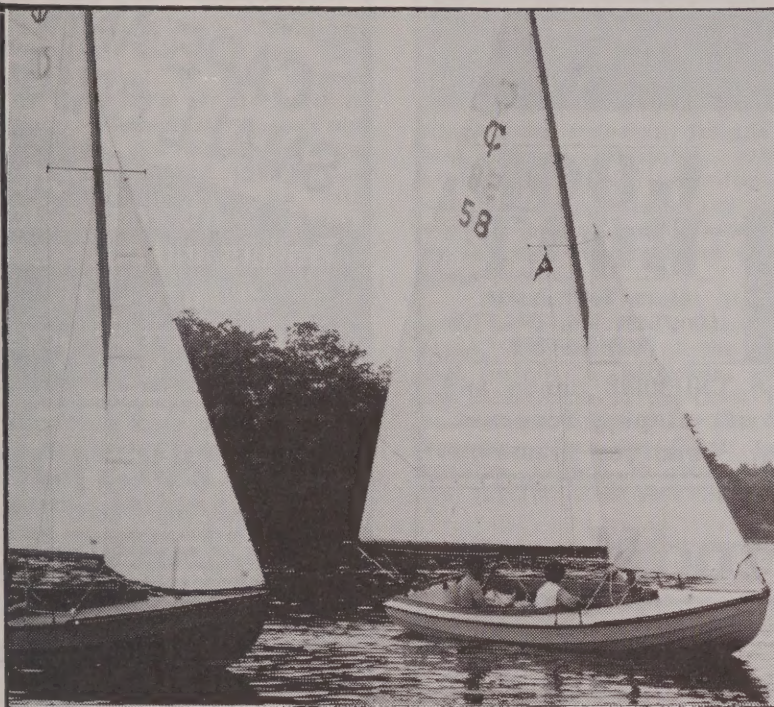
George Dyson sent me a copy of his book, "Baidarka, the Kayak" and it swept me away. I'll review it in the next issue, suffice it to say here that it is a triumph in presenting a unique case for the merits of the Aleut type kayak, and of the author's innovative ideas on building in a modern mode. "I wanna build me one," hollers that imp inside me that gets me into all these projects. Imagine a \$350, 24' Aleut two hole sea kayak. Read the book and you need not imagine. I did, and now look

Well, some discipline is necessary here, so for now I will calm the imp by beginning my search for the materials I will need. I will finish up the prototype of the 16' solo kayak so as not to fail my family and friends with summer coming fast. I will complete those niggling details on the tryak and set sail to see if that idea survives.

But what about that Townie? Yeah, and the rest of the fleet down behind the barn? Well, that Townie can wait and it's a good little boat so I do want to hang onto it. The rest of the fleet in all its various conditions, is now being clearance "saled" in our Classified Marketplace. If nobody wants any of them by July 4th I will scrap them for their gear, hardware, fittings, etc. and "clean house". Then they'll no longer sit there accusingly as I walk by.

I better stay away from any new boatbuilding books too for a while.





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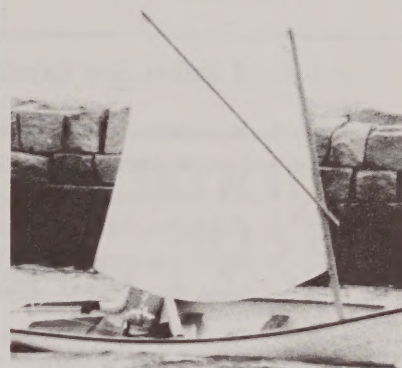
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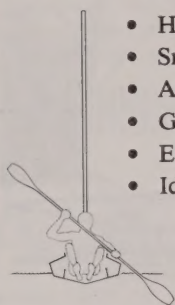
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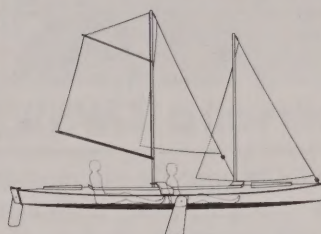
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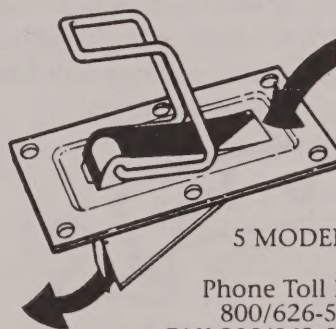
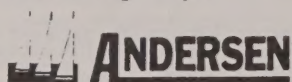


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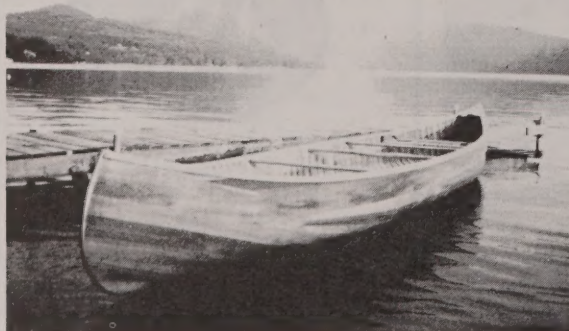


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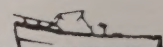
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BOOK REVIEW

CLIPPER SHIP MEN

I was looking for a book about Donald McKay, who built the biggest and fastest of the clipper ships in the 1850's at his yard in East Boston, Massachusetts, but our town librarian was unable to come up with a book about just McKay alone. She did provide me with several titles about clipper ships, one of which I have just read. While it did not give much insight into McKay the man, "Clipper Ship Men", by Alexander Laing, published in 1944, traced the evolutionary thinking in big sailing ship design that began with the building of the frigates of the "U.S.S. Constitution" type at end of the 1700's and reached its peak in the 1850's clipper ship era.

Well, once I got past the first couple of chapters that included some patriotic flag waving (this was in 1944, when we were at last winning World War II) the book became fascinating, for Laing goes into a lot of detail on why sailing ships were built the way they were, why the "U.S.S. Constitution" design was so successful against the huge British navy, and how from the big slow freight carrying square riggers used going into the 1800's the "greyhounds of the sea" emerged. It was all pretty much influenced by commercial needs, as big ships took big money to build and so the businessmen who placed the orders called the tune, and government ways of determining a ship's size for purposes of taxing its cargo carrying capacity made a certain type of "rule beater" predominant for a half century.

The navies of the world were bogged down with the usual military propensity for building ships that worked best in the last war, and the commercial shipping was still governed by the need for maximum cargo per trip in a minimum taxed ship form, until the China trade in tea began to reward the idea of speed as being important. The first cargoes of tea home each season commanded the highest prices. This got several builders and early "naval architects" thinking in radical terms about hull and rig design and prompted the first small versions of what became the clipper ships. When gold was discovered in California, speed around Cape Horn carrying needed freight to the burgeoning California population became highly attractive, and from this came the half dozen major achievements of McKay, starting off with his "Flying Cloud" and following up with the world's largest by far sailing freighters, "Sovereign of the Seas" being a significant one.

"Sovereign of the Seas" was the first ever sailing ship to cover

over 400 sea miles in a 24 hour period. Ultimately 13 such days were recorded by eight different clipper ships. The fact that sailing times from New York to San Francisco around Cape Horn set in the 1850's by these ships stood unbeaten under sail until just a year or two ago when hi-tech modern designs finally beat them illustrates just how highly developed the clipper ship was technologically. They were the world's biggest and fastest ships by far and made a lot of money for their owners.

Within the decade it was all over, as a late 1850's financial collapse, the decline of the need for fast freight to California, and then the catastrophe of the Civil War put an end for the need for fast sailing vessels. After the Civil War this country turned to development of its vast interior and European na-

tions again became pre-eminent in ocean shipping. But during that ten year period, the money to be made from speed was so breathtaking that for once the creative geniuses such as Donald McKay were given a free hand, by the "owners" of the ships they were commissioned to build, in designing truly spectacular vessels that forever captured the imagination of anyone interested in the sea and the ships that sail it.

"Clipper Ship Men" by Alexander Laing, Duall, Sloan & Pierce, 1944, is likely to be in your public library, its an easy evening read of 270 smallish pages, well worth it if you are interested in a good layman's explanation of how these fast ships worked and came into being.

Review by Bob Hicks

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Your Commentary

ADS REALLY WORK

I just received my April 1st issue, they arrive sporadically and sometimes out of sequence, but they do arrive, here in the Virgin Islands. I saw Chuck Wright's ad for the old "Skipper" magazines and rushed to call him. Amazingly he hadn't yet sold them so I grabbed them FAST! What a great mag that old "Skipper" was. Too good to be a commercial success.

I also just ordered up one of Gordon South's fabulous illustrations. So you see, the ads in "Boats" work for me.

My own little publishing operation forges ahead, I have just brought out "Mavericks in Paradise", a collection of stories about the "individualists" who have operated here in the Caribbean over the years (see my ad in the classifieds). Together with the several other titles I now offer, this is a pretty neat way for this old sea gypsy to scratch out a modest living. I try to add one new book a year.

"Executive Headquarters" for Spanish Main Press is my 40' wooden Alden ketch; home, office, magic carpet and cargo vessel for peddling books to various island stores.

Fritz Seyfarth, Swashbuckler Cove, BVI.

CONNECTICUT COASTAL KAYERS ORGANIZED

In response to apparent interest, the Connecticut Coastal Kayakers' Association has been formed. At this stage we are still soliciting input from interested paddlers as to our efforts and activities, as well as welcoming those who wish to become members. We will initially provide a single source of information on paddling opportunities and provide a newsletter as a paddlers' forum.

Jonathan Howard, CCKA, P.O. Box 534, Westbrook, CT 06498.

CONTINUED ENTHUSIASM

I want to express my continued enthusiasm for "Boats", I enjoy and consume each issue almost cover to cover. It is now more important than ever to have your publication available with "BJ" apparently becoming a personal watercraft and motorboat brochure.

Particular thanks for the "Bolger on 3 Meter Multihulls" in the April 15th issue. I for one would applaud a continued forum for Mr. Bolger's thoughtful and educational sail power ideas. Keep it up and don't change a thing.

Mark Balogh, BSD Sail Designs, Cedar Island, NC.

ED. NOTE: Phil Bolger joins us with this issue with a regularly appearing series of his design ideas.

DO YOU KNOW MY DREAMBOAT?

I am looking for plans to build my dream boat. Are you aware of such a boat? She is 20' to 22' LOA, 8' beam, hard chine, outboard rudder, bowsprit, gaff rigged, centerboard, plywood, home-built, trailerable. I welcome suggestions from your readers.

John Healy, 522 N. E St., Lompoc, CA 93436.

THE BOATING MARKETPLACE

Your commentary in the March 15th issue on the state of consumer recreational boating hit the nail right on the head. Out here there are hundreds of boats in marinas that rarely see their owners. I saw an ad in the paper recently in which someone was selling a 29 footer for \$1,000! I also saw a Cal 20 offered for \$700!

George Hume, Torrance, CA.

KICK-UP RUDDER DESIGN WANTED

I need some design ideas for a kick-up rudder for my 20' Highlander sailboat. I have made several out of plywood but they seem to end up being too heavy to leave on the boat at anchor. I have not been able to locate a book that discusses kick-up rudders, does anyone have any suggestions?

Ira Strauss, 150 Bradley, Palm Beach, FL 33480, (407) 833-5997.

A VALUABLE CATALYST

The magazine is going from strength to strength. You're a valuable catalyst affecting so many different aspects of boating, while preserving your integrity. Don't stop now.

Buckley Smith, Noank, CT.

ED. NOTE: The magazine reflects the broad range of interests of the readers as so much of it is made up of their contributions. This input provides the vitality present on our pages.



DON'T MATTER NONE
 Yes it's a canyak...
 No, a kayoe...
 Or maybe a
 kaycan, noeyak or yaknoe.

Don't matter none
 What one calls this "canoe",
 So long as she's fun
 And "can do" under you!"
 Poetry & Photography by Herb



INGENIOUS YOUNGSTERS

This photograph, taken over a half-century ago, is testimony to what a couple of ingenious youngsters can do. My brother Don, then in his early teens, designed the two kayaks shown. He built the one he is sitting in (the nearest one) and helped his friend Art Findlay (in the other boat with his brother Stuart) to build the other. They also built a larger two-seater.

Only cheap and commonly available materials were used. As I recall framing was 1/2" white pine, stringers were half-round interior molding, and covering was canvas duck with seams waterproofed with roofing tar. The surface was sealed with ordinary house paint. The boats were light and buoyant and paddled nicely and lasted fairly well.

The scene of the photo may be familiar to some readers; it is in Rock Harbor Creek in Orleans on Cape Cod, Massachusetts. That was a great place to be a kid!

Neil Wilson, Annapolis, MD.

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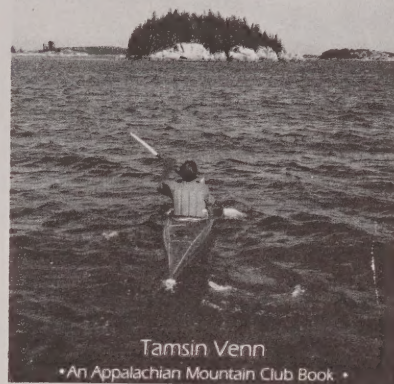
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Minnesota Canoe Builders' Show

If you don't live in Minnesota, you've probably never been to Lake Wobegon, never had the opportunity to eat Lutefisk, and you've probably never attended the Minnesota Canoe Association Boat Builders' Show. I brightened an otherwise grim February by attending this show near Minneapolis.

I've attended boatbuilding shows in Maine, Rhode Island, Massachusetts and Portsmouth, New Hampshire, so I wasn't sure what to expect from the boatbuilders in the "Land of 10,000 Lakes", more than 1,500 miles from the sea. There were no salty breezes, no picturesque harbors and no rowing or sailing events at this season to highlight the day, but inside the Brooklyn Community Center the spirit and passion of boatbuilding was alive and well.

Over an eight hour period, men, women and children, lots of young people, wandered amongst the 15 boats, mostly canoes, set up on display. Two canoes were still on strongbacks under construction, with piles of cedar strips nearby from the bevelling adding their aroma to the atmosphere. When I pulled out a set of plans for Ken Bassett's 18' rowing boat I was suddenly surrounded by people. Arms reached over my shoulder to flip through the lines drawings and construction details and builders offered both asked-for and unasked-for advice.

Two builders who I did ask, Lorry Sedawick from Menomie, Wisconsin and Marty Van of Elmwood, Wisconsin, helped me weigh the use of alternative materials, cost them out, and suggested various alternative construction hints. Is there a boatbuilder around who doesn't salivate at the sight of a set of plans unrolled on top of a boat deck?

Throughout the afternoon one could watch canoes being built; attend various workshops or instructional programs; admire the boats on display; or just talk canoeing and kayaking with local folks. In counterpoint to all the canoes, David Christofferson had hauled in his 21' traditionally built bateau. With a 47" beam and a depth of 16", it weighs 150 pounds but can carry 1,500 pounds of freight. The hull is lapstrake planked in white pine on ash ribs.

Our next event, the Upper Mississippi Small Boat Messabout is scheduled for June 15th and 16th at Lake Pepin, Minnesota, a weekend campout and messabout in homebuilt craft. If interested and there's still time, contact David Christofferson at (612) 222-0261.

Paul Gagne, Minneapolis, MN.



It was a canoe "boat" show.



Mississippi Bob Brown (bent over) demonstrating lofting.



MCA crew discusses construction of a new Explorer design.



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Bruce Kunz (in hat) extols the virtues of his Merlin design.



MCA members gather around the unveiling of a NEW PLAN.



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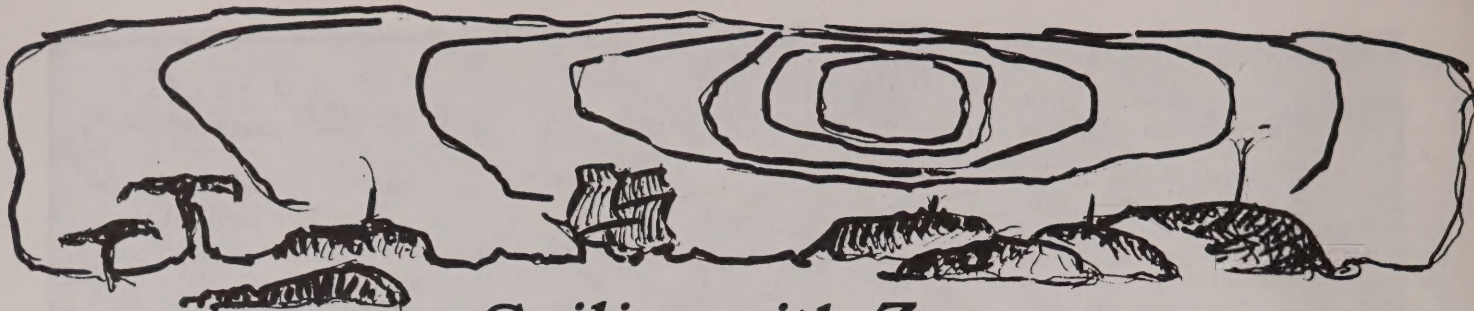
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Sailing with Zen

At the club I said, "Good morning," to the obnoxious figure who is always on the dock.

Story & Illustrations by Tom



GOOD MORNING

"Huh?" it questioned me. "Something wrong with you?"

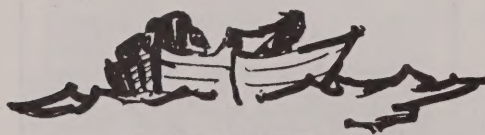
"No," I replied, "Just being polite. It's such a great day it's difficult to be angry with anyone."

"Well, I wouldn't go so far as to say that," the figure replied and looked at me truculently.

I suppressed the ugly side of my nature and smiled, not too sincerely. "Things will change," I said to myself.

I slid the pram into the water and gently boarded it, dropping the oars into the oarlocks, and pushed off from the dock.

"What's wrong with you? Why are you being so considerate?" the pram asked, sounding slightly irritated.



CHANGED

"I've been told to clean up my act or I'll wind up writing for 'Screw' magazine," I answered.

"I never liked your silly stories anyway," the pram said. "You sail like a damn fool and could get somebody killed who tried to get away with what you do."

I sensed the impending argument and said no more. Just smiled again, insincerely. Arriving at the sailboat, I climbed aboard. "Hi guys," I cheerily greeted the boat.

"Oh, oh. Something's wrong with him," the boat cautioned.

"Nothing's wrong, it's just that I've embraced Bhuddism."

"Positively no womanizing aboard this craft," the boat demanded.

"No, I've adopted Zen."



HI GUYS

"No kids either."

"No, no, I've changed my approach to life. I found a book that told me I was doing everything wrong."

"Anybody could have told you that," the boat said. "You've never done a single thing right since you've showed up here."

"That's all behind me now. That's all changed. I've got religion and changed my attitude."

Everything aboard started laughing. "You never know what's going to happen when this guy comes aboard," the boat declared. "You'll never change. You're a cheap, complaining, disagreeable, foul mouthed, likeable halfwit and you'll never change."

"I've changed, I tell you."



CHANGED

"What would happen if everything kept changing?" the boat asked me, exasperated.

"Wouldn't that be great," I said. "Every day I could be something else. One day I could be a tree, another day I could be a bird, another day a fish..."

"You can't be a fish in a day, it takes a long time to be a good fish or a good tree, for that matter. You drive everybody crazy just the way you are. Forget it. You'll screw up the world changing everything anytime you want to."

"You're wrong. Things change. Look at evolution."

"You look at it. You dreamed up that clever solution to explain everything away."

"It's true isn't it?"

"Get an opinion from the rest of the things on board. What do you have to say guys?"

The anchor promptly declared itself a Methodist, the compass was a Baptist, the bailer a Mormon, the rudder a Catholic, the tiller a Protestant, the mast a Mohammedan, the sail a Unitarian, the jib a Presbyterian, the halyards Hindu, the shrouds Druids, the forestay Jewish. The oars worshipped Og. All pretty much opinionated against evolution.

"I'm still an evolutionist," I declared adamantly.

"Because you think you've changed, right? Evolutionists are all alike, they never change."

I turned to the ocean and asked its permission to go sailing for two days. There was no negative reply so I put the rudder in place, dropped the centerboard, raised the sails and threw off the mooring pennant. The sea rolled gently beneath the boat while a light wind filled the sails and took us toward the open horizon. I sat contentedly counting my breathing and trying to think of nothing.



SEARCHING

Expectedly, nothing happened until we arrived on Stellwagen Bank. I pulled the sails down, lit the lantern and hung it on the boom before the sun set. After setting up

my bunk and crawling into the sleeping bag, I stared at the night sky, asking myself, "What is the sound of one hand clapping?" That was my Zen koan, my unsolvable problem that kept me from thinking reasonably. I kept asking myself the question over and over again.



ZEN NIGHT

"You're only being more ridiculous than you are already," the boat said.

"Great philosophers say our salvation is in striving," I replied confidently.

"Striving to be more ridiculous," the boat said, dismissing me contemptuously.

I stayed awake trying to think of nothing, but my mind was filled with trivia that kept me in a state of confusion. I turned the radio on, but the music was interrupted every five minutes to report the fabricated details of an ongoing war. It only convinced me that all governments had no humanity and only existed to sustain themselves. I threw the radio into the sea. The Zen stars sparkled in the Zen sky and reflected on the Zen sea.



RADIO

Mercifully I fell into a somnolent vacuum. When I awoke the Zen sun had returned, just popping up over the horizon. I noticed a whale lying 100 yards to starboard of us. "How long has he been there?" I asked the boat.

"Never noticed him," the know-it-all boat said.

"Well, we'll stay until he wakes up and have a conversation with him." I boiled some water and made tea and oatmeal. When I finished eating, the tail of the whale moved. He was awake. "Good morning," I said.



ZEN WHALE

"Morning," the whale replied. "What are you doing way out here?" he asked.

"I'm searching for enlightenment."

"Good place to find it, but you'll look a long time seeing what you're starting with."

"That's what we told him," the boat said.

"I'm told the gateless gates of enlightenment are always open."

The whale started laughing. "That's just the beginning," the boat advised the whale. "Have a nice long conversation with him and you'll really be amused."

"Are you an evolutionist?" I asked the whale.

"Nope, we've been this way since the beginning."

"Never changed?"

"Never had to."

"Ever notice anything else change?"

"Only you. You've become quite smug about all you think you know. You should have stayed the way you were. It would have been better for all of us, but, I guess you had to evolve. The only one who did as far as I know."

"We roamed the great oceans for centuries before you built your silly little boats to hunt us from. We delayed your age of discovery by ramming and rolling over your ugly little boats for years. And those that did get through never returned from their discoveries. The captains sat on the shores and cried that they couldn't return and shout their magnificent accomplishments to the world. But, in time we whales wearied of the game and became less vigilant. One fool returned. That's when the plundering began in earnest. We thought the savagery of the age of reptiles was over 65 million years ago. Who could foresee that you would take their place and then ruin everything you could get your hands on?"

"We're ecologizing," I said defensively.

"Only with your mouth. Everything's waiting for you to finally shut up and do something. Everything you make is practically unrecyclable. If you're going to misuse everything the least you can do is clean up after yourself."

"Wow! You're more depressing than I am!"

"This is a sailboat, not a podium," the boat shouted. "We don't want to be lectured to by a fool and a pedantic whale."

"Tell me," the whale asked, "have you found enlightenment?"

"No," I answered.

"Solved your koan?"

"No."

"Can you tolerate stupidity and cruelty?"

"No."

"Did you find the gateless gate?"

"No."

Then, what happened?"

"Nothing."

"Looks like you just added another problem to your problems."

The boat spoke up. "We never knew what would happen when he came aboard before, things were exciting. But now with him searching for enlightenment, we'll get barnacles on our nerves waiting for something to happen. That's all he does now is talk. Talks to anything. About anything."

"Have faith in the fallacy of evolution, my friend," the whale advised the boat. "He won't be able to change. Well, we've had a pleasant little chat. You'd best be getting back while I look for a bite to eat. Come out again. I'll recognize the boat. But not you, of course, because you would have changed." The whale winked at the boat and swam away.

I raised the sails and headed for the land with the wind on the port quarter. That whale had convinced me that his way was better. We should have all been whales. He didn't have to grow food, didn't need shelter, clothing or transportation. He didn't need anything. He could go anywhere he wanted, anytime he wanted. He was the perfect life form for this planet. "How do I become a whale?" I asked.

"That shouldn't be any trouble at all for an evolutionist," everything on the boat chanted.

We sailed for home over a gently rolling sea beneath the perfect sky. I hadn't found anything, but perhaps I hadn't lost anything. Or, I hadn't anything to lose. I wonder how long I can stay changed?



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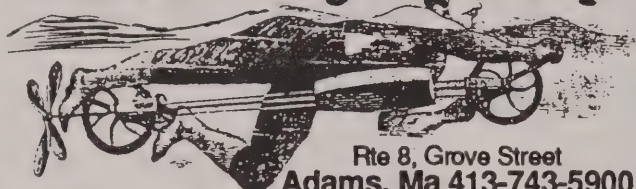
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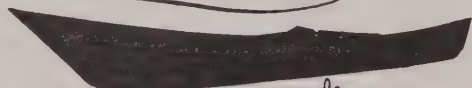
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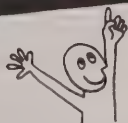
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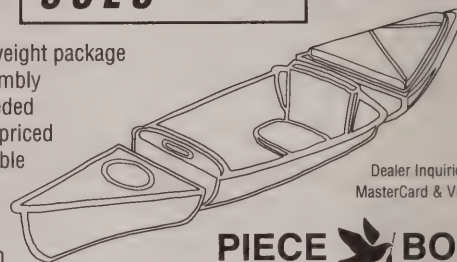
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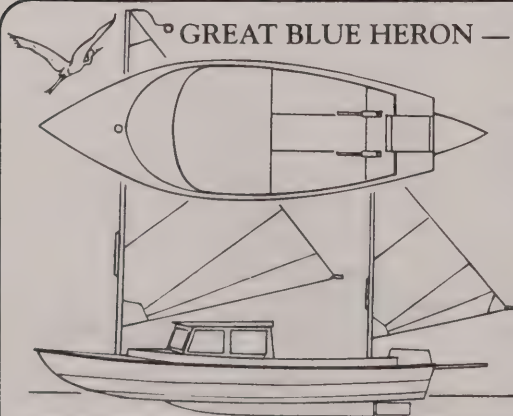
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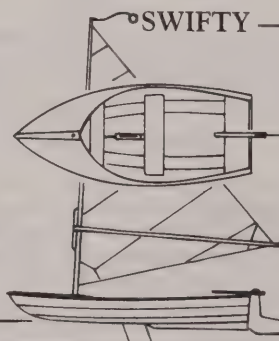
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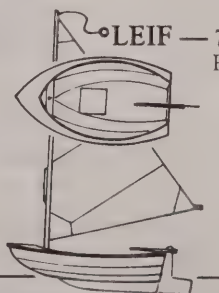
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Using the Paddle Pal



Although I have arthritis in my back, shoulders and hips, in 1987 I improved enough to start back into boating after several years away from the water. My first purchase was a Klepper Aeri-us II, as it is a very comfortable boat that can be sailed. At that time paddling was still painful. After two seasons in the Klepper, I built a Queen Charlotte kayak designed by John Lockwood, since a thirty-eight pound boat was far easier to handle alone. By this time I could paddle about as well as most, but not as well as I wanted to, especially on long trips. This was true despite lifting weights and many miles in the boats. And I found that most of the friends I took out had much the same problems with fatigue and joint discomfort, especially as they are not usually kayakers.

I knew that getting a very light paddle at considerable expense would solve some of the problem, although not for my guests, and not for my pocketbook! But the paddle weight is only part of the problem. An oarsman can rest the weight of his arms and shoulders on the oars, which adds to the efficiency of the rowing. But rowing is comparatively clumsy compared to double paddling a kayak, and I can't do it anyway because of my back.

Then in early 1989 I saw an ad for the "Paddle Pal" in "Sea Kayaker" magazine. The picture in the ad showed two people in a Klepper using a mast and boom to support their paddles via shock cords attached to the centers of the double paddles with swivels and clips. Great idea, I thought, because it could lift the weight of the paddle and arms as well, while not interfering with the paddling movements.

I got in touch with Kybor Tylor in British Columbia, who at the time was handling distribution. Later I started a continuing correspondence with Peter Gregg, who lives near Kybor, and who is the inventor and patent holder. After trying out the device, I found that it opened up the world of paddling beyond my best expectations, not only for myself, but also for my friends, many of whom are in fine physical shape. After a half-hour or so of paddling, all you have to do is unclip the paddle to then wonder if it is made of lead, even if the paddle is a light one.

The "Paddle Pal" is especially handy for those of us who enjoy sailing kayaks. when the wind quits, or when one needs to go straight upwind with despatch, all that's needed is to lower the sail and fasten the "Paddle Pal" boom to the mast, tie on the halyard to support the boom, clip on the paddle and go. This may require a small bit of custom rigging, not difficult. I've messed with the "Paddle Pal" to suit my own needs on both the Klepper and the Queen Charlotte over these last two years and have found the standard gear well suited to modification. This is an attribute I appreciate and look for in any gear I buy.

On the Klepper I started out with the mast in front and a single boom used for both paddlers, but later I switched to a central mast and two independent booms, one forward and one aft. This is a much better setup as the motion is more free, the mast needs only about five feet of height, the shorter the better for windage and overhanging trees. Each part is shorter and easier to pack and store. Canoe paddles, and kayak paddles used in halves, need individual booms like this to be suspended by the "Paddle Pal". Stepping the mast in a different location requires some messing with the boat, but the "Paddle Pal" rig will work either way with very little modification. One more factor, it's easier to pack gear in the boat with a central mast.

On my single kayak when sailing, the mast is in front of me, and so that's how the "Paddle Pal" rig is done. However when I'm only paddling, I prefer the mast in back of me. This has the benefit of keeping it out of my sight.

Many kayakers may object to having a mast, even though for paddling Peter Gregg offers a deck mount for single kayaks so no hole in the deck is needed. Actually, since the mast is not tall, and is rather light (the avid gear hacker can substitute his own mast after playing with the original for a while to shave ounces and inches) stability and windage are not com-

promised noticeably except in the roughest conditions. And even then, I find the added efficiency of paddling with the "Paddle Pal" more than compensates for the drag. If a kayak is too tippy to tolerate a five or six foot aluminum stick, it's too tippy for me to go out in anyway. Generally it would have to be one of the more extreme boats.

Actually a mast is a terrific tool for several other reasons. It's the ideal location for running lights and reflectors for light and radar, no small advantage given the danger of collision. This also helps keep track of fellow kayakers paddling at night. The boom is a good place to put a small downward pointing light for illuminating the deck from time to time; I have a swivel on my running light for that purpose. And for the ultimate gear freak who wants an easy "roll-aid" (to coin a term) it would be possible to mount a bag on top of the mast, inflated by a CO2 cartridge after capsizing. This puts the boat nearly on beam end from which a hearty brace can correct the upset.

For those who realize the utility of the idea and figure they might as well zap together their own, there are two considerations. One is that the "Paddle Pal" has patents in Canada and the United States. Peter has put quite a bit of effort and money into making a fine rig and I hope he is rewarded for his contribution. Also, the materials and workmanship of the "Paddle Pal" is of high quality and couldn't be replicated as a one-off for the reasonable cost of buying one. That's not to say that the gear cannot be modified extensively according to one's personal taste and use, as I've mentioned above, but I advise starting off with the standard rig and going from there, if needed.

Those interested in further information can write to Peter Gregg at Box 141, Heriot Bay, BC, Canada V0P 1H0. Real fanatics can reach me, Bill Robinson, at 615 Third Creek Church Rd., Cleveland, NC 27013, (704) 278-1768.

Is there anything more powerful, awesome, or romantic than the sea? In the rough and tumble '30s, wooden vessels required stout hearted men to master them. Life aboard was as the sea I was weaned away from following is now. My grandfather was lost at sea-he, all hands, and the ship.

That notwithstanding, I went to sea as well. In the depression, when jobs ashore-especially on a small island like Grand Manan-were in such short supply, it was a trade that a young lad of a mind to do it could pursue. So I learned the ropes, as crew and then master, on various coasting schooners that worked the New England, New Brunswick, and Nova Scotia routes.

After the the depression and the war, I made a landsman's career on shore. But the early years in a person's life are as awesome as the sea; they form one's character, and only years later do we realize just what effect these first dozen years of life have had on us.

I began to discover it when I found myself-in mid-life-alone on the sea, in possession of a 40 ft. Cape Islander. Alone with a 360deg horizon and lazy clouds floating in a deep blue sky. Asking myself, "What am I doing here?" My early years had tricked me into going to sea again, though for recreation this time.

Somehow, life seems like that. Are we really in control? What is it that-long hidden-makes its way to the surface again? Why the impulse to purchase a copy of *National Fisherman*, after so many years away from the marine trade?

Look here! What a an unusual combination of features in a small 'sailor.' *Elver*. what a hell of a name for a hull. My interest must have been aroused more than I realized, as that copy of *National Fisherman* got tucked away in a secluded corner-rather than tossed in the trash as you might expect.

A few years later I stumbled across it again again. Now retired, I found myself with time and space-and strong desire-to build myself a small sailing vessel. *Elver* seemed to be well suited to my needs, abilities, and budget.

Elver's dimensions were soon traced in the dry earth of the High Sierra mountains. Being able to 'walk around in her' helped to establish her scale in my mind. Study plans were ordered, then the building plans. Less than 40 miles from Yosemite National Park, an *Elver* began to take shape.

In the '30s, at \$15.00 per month crewing a small schooner (with all the boiled beans one could eat), we learned to be frugal. It remained a habit with me ever since, and it was with that attitude-and some trepidation-that I began planning construction.

Much of *Elver's* timber was salvaged from a three-story building being torn down by my son-in-law. The coasters, lumber vessels, and other wooden vessels from my youth were all solidly built...for the beating a commercial vessel would have to take. When I looked at the dimensions of some of *Elver's* parts I shuddered. I had no intention of limiting by sailing to some inland lake, and resolved to increase the size of what I considered to be important structural members.



How I Built An *Elver*

For example, the plans called for her sheer clamps to be made up of two 1 x 2's, side by side, stem to stem. Modern lumber dimensions being what they are, I determined that I wanted more wood in this critical area, and I simply doubled the number of pieces.

Elver's keel (an inside keelson) gave me some concern, as well. While I appreciated her shallow draft-the virtue of her dead flat bottom-her high freeboard and smooth, flat underbody made me suspicious of her ability to hold a steady course. Though I am not a naval architect, nor even a boat builder (at that point), I have sailed 'em out on the open ocean and know what a formidable foe the sea can be. I felt that an external plank-on-edge keel might help my *Elver* in any future struggles with the power of the sea.

The 3/4 in. marine ply bottom was o.k. by me, but does that stuff ever cost. It quickly pushed up the amount of money I had planned to pour into my 'hole in the water'. However, once in your lifetime, and all that... Keep her on a steady course. So the plywood was ordered, the salvaged lumber picked over and sorted, the British Columbia fir selected for the plank keel, and a place leveled off for the ways on which to lay her up.

I decided on WEST System™ epoxy for gluing and sealing of the wood. I was constantly surprised at how much weight the epoxy saturation added to the wood.

With the four plywood pieces of her bottom structure secured to the keel structure with through-bolts and epoxy, she was ready for the molds, stem and stem timbers, and the clamps. These in place, I could back off and really see her shape.

For her planking, I chose dry, rough sawn 1 in. boards, absolutely clear through their 18 ft. length. With a few extra pieces of larger dimension that I thought might come in handy, I sent this off to a finishing mill. Here, the foreman ground a custom set of hollow and round finishing knives to produced the strip planking. When finished, the planking was 3/4 in. thick, with matching hollow and round edges. The wood cost about \$120.00, and the machining an additional \$300.00.

The garboards were 1 x 2 in. pine, the top rounded to match the planking with an 'inside' gouge, that I made up from an old flat mill bastard file. It proved to be very useful at various times during construction. In addition to the epoxy glue and mechanical fastenings, the chine was further reinforced with four layers of glass cloth set in epoxy extending four inches above the chine and around the bottom. I wanted no leaks in this vulnerable area.

Lining off for such small planking seemed like a waste of time. So I simply began 'hanging plank' by eye. Each plank was bedded in epoxy, and 2 in. galvanized finish nails were driven through at 4 in. intervals. Every four inches, the planking was through nailed into the frames as well.

As the planking neared the gunwale, it became almost impossible to set the finish nails-no room to swing the hammer. I came up with a method of doing this: I took a sheet of 3/8 in. soft iron sheet, cut it to a 6 x 8 in. shape, and drilled an indentation, slightly larger than the head of the galvanized finish nails, near one edge.

By fitting this device over the nail

head, supporting one end of the plate, and pounding on the plate as close to the hull as possible, I was able to satisfactorily set the nails right up the the gunwale plank. That final plank was set in epoxy and through fastened to the frames. With the planking done, a sharp blow to the hull produced a sweet, solid reverberation through the hull.

Rather than the recommended plywood, I decided to lay *Elver's* decks with 3/4 in. pine. In another departure from the plans, I carvel planked the cabin top with more 3/4 in. pine. It was 'caulked' with cotton set in epoxy. This produced a stronger and more visually attractive cabin top.

I put in a 4 x 4 in. samson post, braced at the deck, and securely fastened to the keelson. In addition to providing a mooring bit, it acts much like a second breast hook, reinforcing the foredeck and bow.

There were a lot of things off-center in Steve Redmond's design: the bow sprit, the centerboard, the mizzen boomkin. I like shape of the stem and stempost; they give *Elver* an ancient, traditional look that I admire. But I could not abide the off-center bowsprit.

So, the stemhead was sawn off flush with the deck, and an on-center bowsprit was installed...as it should be. A 3/4 in. galvanized bolt was epoxied deep into the stem head, with enough thread left protruding to secure the bowsprit. I prefer the clean line this gives her along the deck.

Another element of the original plan that I was not pleased with was the tiller and rudder combination. The tiller seemed cumbersome, and the rudder seemed to have enough timber in it to make up a steering device for a China Clipper.

For all that, the rudder seems to be a weak spot in Mr. Redmond's design, as her steering was never all it should have been and the rudder itself failed twice. In one instance, if it were not for the auxiliary power plant-a 9.8 Mercury outboard (another \$1500.00)-I might be writing this from somewhere off the coast of Ireland.

After some use, and the above mentioned failures, I made a somewhat radical modification to the rudder: I sliced it in half! The forward portion was fastened to the plank keel, becoming-in effect-an extension of it; the after portion (including the rudder post) was hung on its own gudgeons and pintles, and a narrow swing-blade rudder extension was hinged to it.

Moving the pivot further aft and adding depth with the hinged blade, have made a considerable improvement in my *Elver's* manners. I suspect it is still far from ideal, but she responds well enough to get to sea and get back to port...with an occasional assist from the motor.

Aesthetic considerations aside, I had decided to build my *Elver* with wheel steering in any event. Using lever arms on the rudder post, and a simple and inexpensive arrangement of pulleys and cable, I gave her a fair sized ship's wheel...one that allowed the addition of a belt-drive autopilot.

Her masts were gotten out of 18 ft. 4 x 4's. An electric plane made short work of

rounding them off in the 'traditional' way. I decided to stay with Mr. Redmond's plans for *Elver's* rig. Though it has some shortcomings, it has given enough satisfaction that I have not felt it necessary to change it.

One element of her construction might be of interest to your readers: *Elver's* decks and cabin tops are covered with "Spantex". This is a rubberized compound that is applied like paint, but dries as a continuous 'rubber' membrane. It adhered well to the painted surface that was my deck covering for her first season. The final layer included very effective non-skid additive (perhaps nothing more than fine sand), and this has proven to be a tough, reliable deck finish.

Now the fun really began. I wanted to distract the eye from the high freeboard, yet maintain *Elver's* basic lines. Given other styling features I had in mind, a row of gun ports seemed just the thing.

I added a second rub strake, 12 in. down from the first. Between these strakes I added a row of 5 1/2 in. squares, 3/4 in. thick. She was to have a black hull, so a white background was added to contrast with the black gunports. In addition, I used a higher than usual boot top.

That this produced the desired 'lowering' of the freeboard has been verified by the number of people who express surprise at how deep the cockpit is when they first come aboard.

Though *Elver's* rig does not require staying, to carry on with the basic styling theme I gave her shrouds on both masts. These were done in the traditional manner, with deadeyes to set them up, ratlines, and proper bagywrinkle. An authentic Jolly Roger added the finishing touch.

When completed, *Elver* was registered in California. For reasons I cannot explain, the officials required the original invoices for the building materials. I came up with receipts for approximately \$8000.00, though I am certain there were another \$2000.00 worth that I couldn't find. These included some real budget stretchers like the autopilot, a Loran receiver, hand-held R.D.F., and the outboard. I would estimate that the boat only represents a bit over half of that total.

It is difficult to put into words the pleasure and satisfaction derived from doing and building with one's own hands. And to be able to take one's creation afloat, use her as a temporary home, use nature's abundant non-polluting power to propel her, and face the challenges of the sea in going to ports of choice is the icing on the cake. We've always arrived safely in *Elver*, often tying up, in the evening, alongside boats who had left us hull down in the afternoon-for all the speed, their owners choosing to cover no more miles in a day than us.

All in all, we are pleased with our *Elver*. She's not perfect, but she does what we ask in a satisfactory way. We see many boats, of various size and finish, that we would never trade her for, and few that would make us consider it. She provides room and comfort and security, in waters that are, in theory, beyond her capabilities.

Art Burrighe

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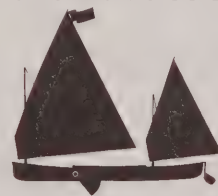
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Bolger on Design

BOLGER JOINS "BOATS"

In this issue we begin bringing you a regular series of Phil Bolger's designs, just sort of "study plan" views of each with some of Phil's brief remarks on each. Phil says he has several hundred of these so that even at 24 a year they should last a long, long time; as long as reader interest is sustained.

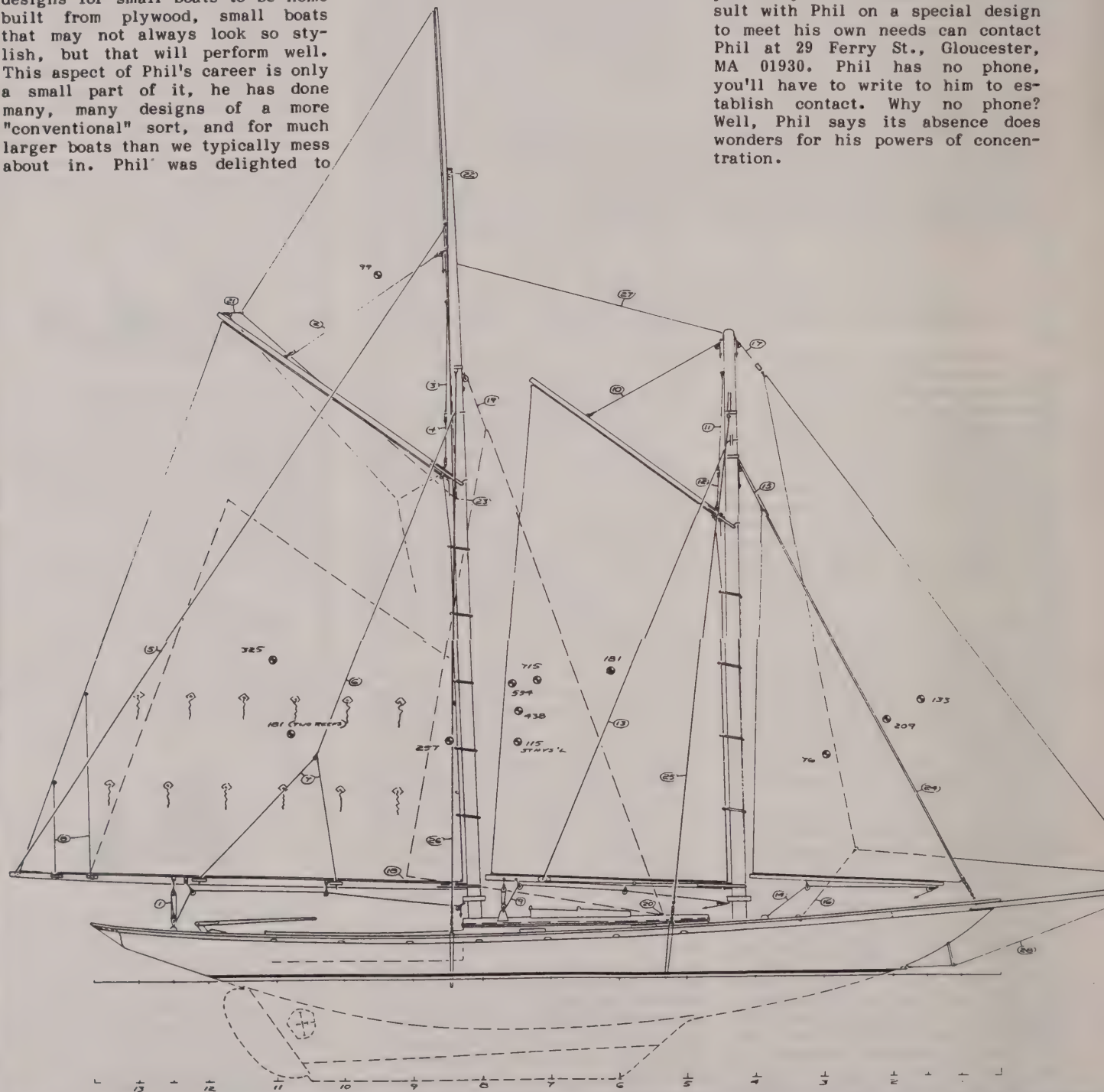
Phil's fame amongst many of us is for his championing simple designs for small boats to be home built from plywood, small boats that may not always look so stylish, but that will perform well. This aspect of Phil's career is only a small part of it, he has done many, many designs of a more "conventional" sort, and for much larger boats than we typically mess about in. Phil was delighted to

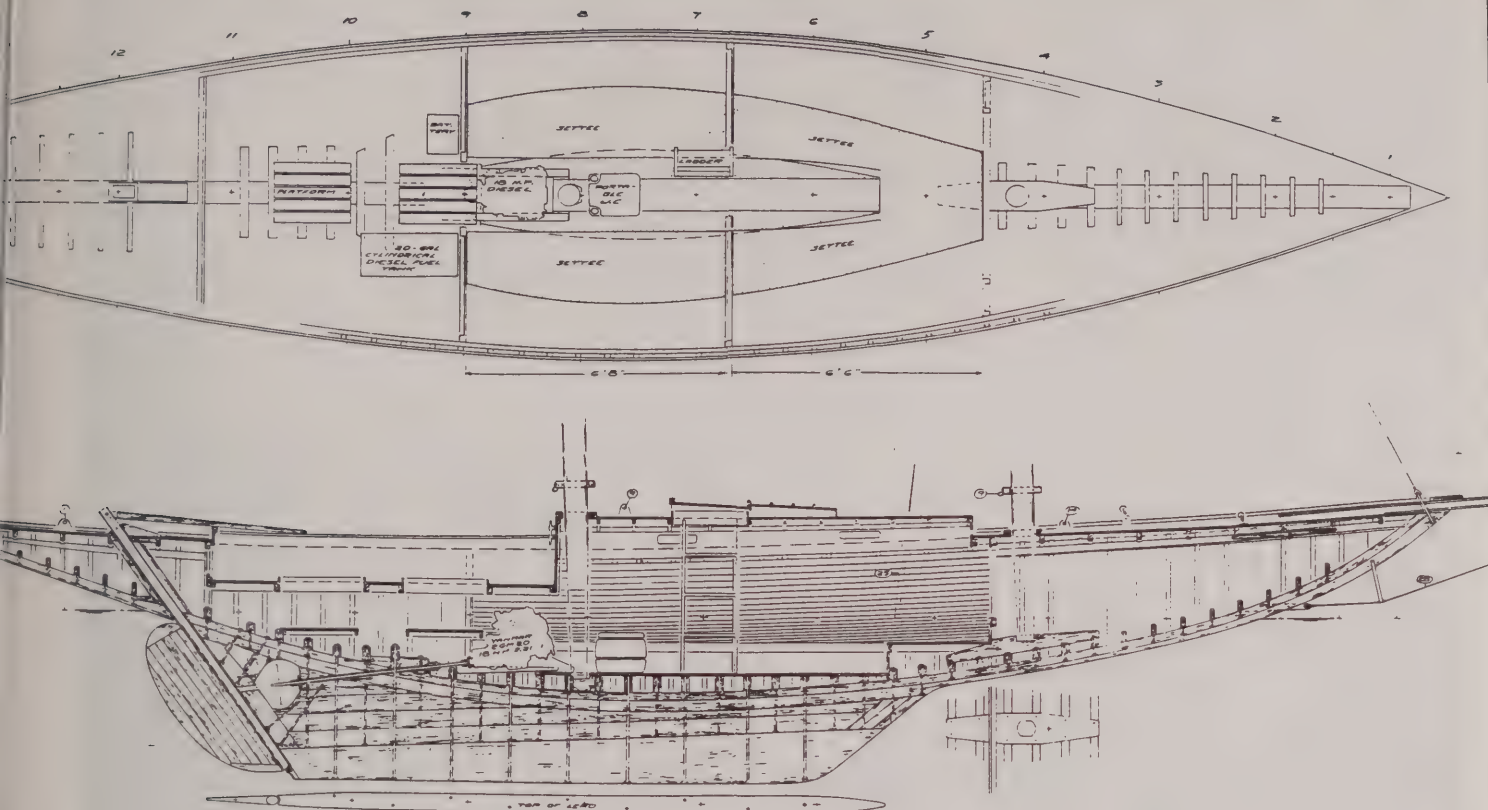
have this opportunity to show you some of these designs, along with mixing in as time goes on, many of his smaller craft, including not only the familiar "boxy" designs, but also some very graceful "traditional" appearing craft.

For the most part, "Bolger on Design" will be a single page in each issue, this centerspread of his

graceful 39' schooner is our way of introducing what we expect will be a very long running series of creative and unique ideas on boat design.

To dispel any misunderstanding right at the start, this is NOT the sort of thing Phil did in "Boat Journal", where he drew up a "cartoon" design in response to a reader inquiry. We will be seeing designs Phil has already done in the past. Anyone who does wish to consult with Phil on a special design to meet his own needs can contact Phil at 29 Ferry St., Gloucester, MA 01930. Phil has no phone, you'll have to write to him to establish contact. Why no phone? Well, Phil says its absence does wonders for his powers of concentration.





40' Day Racing Schooner

Brad Story and I thought up this day racing schooner #541, inspired by a design by Bowdoin Crowningshield. Brad made a half-model of it which can be seen at his shop in Essex, Massachusetts.

The scenario was that we would find four people in the Cape Ann area who would each take one

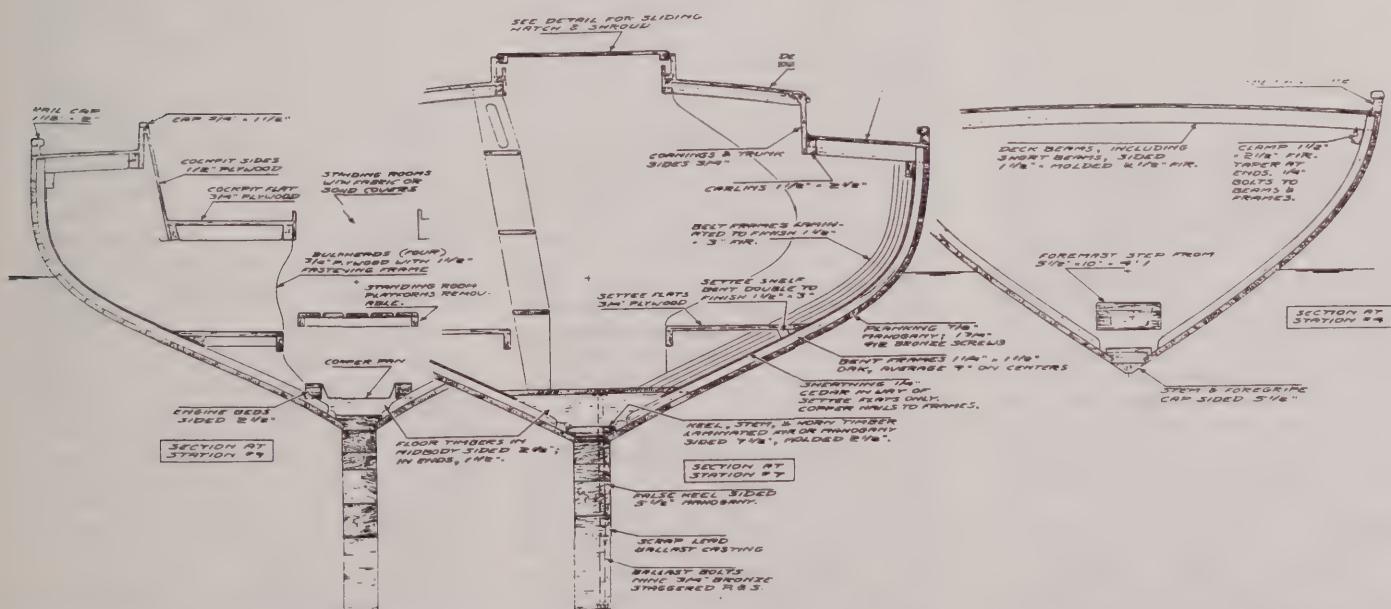
of the schooners at the then price of \$75,000 each. We would then get the Gloucester city council to let us place them on moorings off Pavilion Beach on the inner harbor, from where they would be raced in and out of the harbor summers, all for the edification of the tourists.

Racing crew would have been three to five each, but the schooner

was designed to take seven so that when the original owners became bored with them, they could continue racing with a professional skipper and six paying passengers/crewmembers.

So far, we have not found the first of the four sponsors.

(Next issue, an 8' "translucent" cedar planked pram.)





Cruise of the Catboat "Grayling"

A PAUSE TO REFLECT:

Spending the day fogbound on Block Island was a welcome change of plans for "Grayling" and I. A day to relax, to explore, to think.

Block Island is a long way from our home waters. Getting us out of the Great South Bay was no small feat. It's something I'd wanted to do ever since the "Grayling" was launched in 1987. Until this year, however, neither the boat nor I were really ready for such a journey. But this gathering at Mystic is one I wouldn't have missed for anything.

I remember first hearing about it some years ago. I had gotten out a sheet of paper, sketched out the next couple of years in a sort of long range calendar and highlighted July 6-8, 1990. I also set aside a week on either side for the trip to Mystic, and again for the passage back home. But now, here I was on Block Island, after the Mystic meet, and not heading for home! I'd decided to just let go and have a good time. I would take most of the month of July off and sail "Grayling" to Cape Cod and the Islands!

This year, 1990, had been a pivotal one for me. I'd been working for five years with my father in the home building business on Stat-

en Island. The first three or four years were very good for me, both from the personal growth and financial viewpoints. But I was beginning to feel constrained by the arrangement. I was at the point where I felt I knew enough to run the business myself, but couldn't because my father was looking over my shoulder all the time. Anyone who has worked for a parent will no doubt understand what this was like. If I had been in this situation with an unrelated boss, there would have been no problem, but with my father it was difficult indeed. We discussed the problem, and decided the best thing for both of us was for me to move on to pursue interests of my own. That way I wouldn't end up resenting him, and we could continue to maintain a close personal relationship unmarred by the stresses of the workplace.

It hadn't been so bad when there were other partners to deflect some of the attention. We had had partners who were supposed to take care of certain aspects of the business. They and I had offices on Staten Island, while my dad maintained an office in Manhattan. All went well until I took three months off to sail trans-Atlantic on the

newly completed 134' barkentine "Corwith Cramer". With me away it became evident to my dad that he couldn't get along with the partners, so a "divorce" occurred. Evidently I had been kind of a buffer between them. Upon my return, I found my responsibilities expanded as I now had to do most of the work previously handled by the ex-partners.

For a year all went well. There was lots to do to get a new project off the ground. My dad and I both kept busy and were working very well together. I learned a lot during this time; about business management, real estate development and civil engineering. But finally, in 1989, the bottom started to fall out of the real estate market. At that point the job slowed down and we found ourselves looking at each other across the table, wondering what to do next. That is when I began to realize that I didn't want to have my dad second guessing me for the rest of my life. I guess what I wanted was to be able to make my own decisions, my own mistakes. I'd reached the point where I felt I could run the business as effectively as my dad could, and had a hard time abiding by some of his decisions that I dis-

agreed with. So we both agreed that it was a good time for me to move on. Not only because of the state of the economy and my mental and emotional well being, but because I had actually planned for this long before.

When I entered the family business back in July, 1985, it was with the express goal of moving on after some time. To myself I always considered that I was on a five to ten year plan. Being a builder was not what I really wanted for myself for a lifelong career. I did get involved, however, for the following reasons: I'd be my own boss (mostly); I'd be doing interesting, practical, hands-on work, largely out of doors; and I would make far more money than the freshman naval architect that I had just become could have earned.

BACK TO SCHOOL

In 1981 I entered the Webb Institute of Naval Architecture as a freshman. I was 25 years old, which is old for an undergraduate freshman, and actually the upper limit for freshmen at Webb. But I had kicked around a bit and come to the conclusion that I wanted to be a naval architect. So a naval architect I did become. What a program! I'd been to good schools before (graduated Colgate University 1979), but nothing like this. The speed and intensity of the program was astounding. This wasn't learning, this was training. At this tiny college on Long Island's north shore, they try very hard to be sure that students have very little time for anything but school work. I guess some of the more gifted students had more free time, but I found myself challenged to the max. Graduating from Webb was without a doubt the biggest challenge of my life.

So there it was, 1985, and after the most challenging endeavour of my life, I was planning to NOT follow my training, but rather to go into the home building business. Well, my friends all thought I was nuts. But I thought I knew what I was doing. And sitting on my catboat on Block Island in July last summer it was evident that I did indeed have a good vision of what I was about when I decided to build homes for a while. After all, if I hadn't made that choice, I wouldn't have this beautiful old catboat to sit on.

Living in New York City, I knew that to restore "Grayling" would take a goodly sum of money. Because of the location of the boat, I couldn't hope to do all the work myself. Also the fact that I was working long hours, and often six days a week, posed a significant barrier to my ability to do the restoration myself. Being a partner in a building venture during these "fat" years was the only way I could see to afford the restoration

of "Grayling".

If I hadn't become a builder I probably wouldn't be starting my own business now. Over the years I had put enough cash in the bank to enable me to live for a while without an income. I'd also gotten some invaluable experience in the construction business which provided me with the assurance that should my own business fail, I could get a job working for someone else. Hell, if all else failed, I could always get a job as a naval architect! In any case, because of the state of the economy, the emotional turmoil of my work situation, and the desire to move on to pursue my vocation, I decided it was the perfect time to chuck it all and go off on my own. So there on Block Island, I recalled, I decided to put the fledgling new business (Even Keel Boatworks, Inc.) on hold until August. Until then I would enjoy myself. Go to Woods Hole, Martha's Vineyard, Osterville, and who knows, maybe even Nantucket.

GOING ON FROM MYSTIC

Late on Saturday night, July 7th, at the conclusion of the Mystic meet, I had decided to sail to Block in company with several other catboats on Sunday morning. I had previously planned to leave "Grayling" in Mystic on my friend George's mooring until July 17th or so. The plan originally was to go back to New York City for a while, take care of some business, and return, hopefully with a crew or two, to sail "Grayling" to the Vineyard for the Edgartown catboat rendezvous. But late Saturday night I learned that several cats were headed to Cuttyhunk via Block Island. I knew I could muster crew to Block and thought I had crew to Cuttyhunk also. From Cuttyhunk it's a short hop to Woods Hole where I anticipated meeting many local friends.

Sunday worked out perfectly. We passed under the Mystic River bridge opening, we being myself, and my friends T.J. and Dave. The wind was slight and as T.J. and Dave had ferries to catch to return to their Monday jobs, we motor-sailed until the wind came up. About an hour away from Block Island we were able to stop the engine and make nice way under sail. I had put both jibs on her and we charged into the Great Salt Pond in a freshening southwester. "Grayling" is rigged as a racing cat, and as such carries a large jib on a 7' bowsprit and a small jib on the forestay. With both jibs on we caught an 18' Sanderling, named "Sanderling", in a wild entrance into a crowded harbor. T.J. and I began stripping "Grayling" of her headsails while Dave took pictures and we played dodge-boat with the big yachts in New Harbour. After

some fancy maneuvering the mainsail came down and the hook dropped, all without starting our trusty little diesel.

Within a couple of hours I was "crewless" as T.J. and Dave got their ferries back to "America". Several other cats arrived during the afternoon so I pulled up the anchor to join them in a quieter shallow water anchorage. We spent a great evening with Cal in "Cape Girl", Bob and Chris in "Sara Hope", Roger and Joshua in "Marmalade", Bill and Ted in "Lady Jane", and Peter and Cathy in "Matchless". Nearby "Shovellor", "Ginger", "Felicity", "Sanderling" and a threesome of Marshall 22's completed what was a lovely scene indeed. The strong winds predicted for the next day didn't scare the others, but I'll admit this did make me a bit nervous. I was relieved upon waking up Monday morning to find it was not only not blowing very hard but was also very foggy. The others decided to stay put and I was glad.

I would have followed if they had gone, regardless of the weather. It's a long trip to Cuttyhunk or Woods Hole from Block Island and I was damned if I was going to do that without company. With no crew it made a tremendous difference to be in company with others. To be able to talk on the radio and not to have to really worry about navigation. I'd just follow them! I was glad not to have to struggle in heavy winds by myself on the open ocean. We would try for an early morning departure on Tuesday.

So on Monday night most of the fleet participated in an epic fish soup prepared by committee aboard the "Lady Jane". Everyone had contributed something, a good way to use up all our leftover vegetables, milk and meat. The addition of beverages, gin, wine and beer, made for a festive occasion as we ate between rain squalls. Never even made it ashore that evening. Just off to bed, to be up early and off to our next port.

Douglas Goldhirsch
(To be Continued Next Issue)



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GFC BOATS

My Cartopper Kits are beginning to move, I have sent one to Globe, Arizona and another to Long Island. None have been completed as yet so I have yet to hear the sailing stories.

Out in the shop I have Sam Rabl's "Titmouse" almost planked up. This is a 15' flatbottomed day-sailer from his book, "Boatbuilding in Your Own Backyard". Aside from that flat bottom, everything else in the boat is all curves. I've strip built it with 1/2" x 5/8" white pine and fir balluster stock that is standard lumber yard shelf material. The bottom and frames I cut from 3/4" T&G exterior CD flooring plywood I had left over from a house I built. The strips are edge nailed with four penny H.D.G. finish nails, epoxy glued and sheathed with fiberglass/epoxy. It's a new construction twist on an old set of plans and is going to be one beautiful little boat.

I've used System Three for everything and love working with the stuff. Using epoxy is the only way to fly, it gives you a one-piece structure that won't work in a seaway like the old wooden boats. It gives you the lasting finish of fiberglass with the beauty of wood. It allows you to work in the natural medium of wood which is the only way I would want to mess about in boats. And it allows you to be a little loose with your fits because of its gap filling properties. It's great for beginners. And



it allows the use of cheaper grades of wood if you take the extra time to epoxy seal the boat.

If anyone is interested in building a "Titmouse" but is afraid of tackling the lofting or strip work, I have full size patterns and could work up an instruction manual which I could offer for around \$99.95.

On the drawing board of Karl Stambaugh NA for G.F.C. Boats is a "Power Skiff" that should be ready for marketing in plans and/or kit form by next fall. It

will be about 16'-17' with different arrangements offered depending on planned use; an open version; cud-dy cabin; or cabin house for two. It will have a deep V hull and will be buildable from plywood and epoxy to compete easily with a comparable fiberglass boat. With suitable outboard power it should be good for up to forty knots top speed.

Gary Clements, G.F.C. Boats, RD 1 Box 417-B, Cape May Courthouse, NJ 08210, (609) 861-2171.



STIMSON MARINE

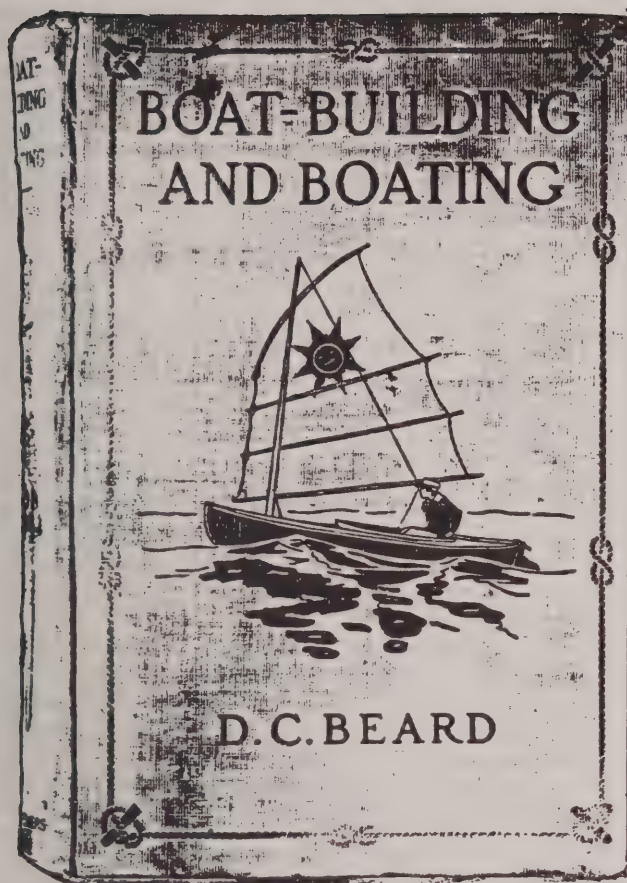
Last summer we built the 11-1/2' skiff pictured here at our shop. Andrew Ross, 13, of Brooklyn, NY, apprenticed with me for two weeks during which period we designed, lofted and built this skiff as a tender for the Ross family 20' sloop.

If any readers might be interested in this boat, I have a complete set of plans available including the sprit rig sail plan, lines and offsets, construction plan and a full size pattern sheet. With

these no lofting is necessary, accurate mold dimensions are provided. These plans are available for \$38 plus \$3 postage and handling.

I will also build the complete boat to order, the rowing version for \$1,500, the sailing version for \$2,500. The choice of lapstrake plywood rather than cedar planking would result in a \$500 discount on either version. Shipping for a completed boat is extra.

David Stimson, Stimson Marine, Inc., RR 1 Box 524, Boothbay, ME 04537, (207) 633-7252.



CHAPTER XIII

A "ROUGH-AND-READY" BOAT

Just What One Must Do to Build It—Detailed Instructions as to How to Make the Boat and How to Rig It

Good straight-grained pine wood is, without doubt, the best "all-around" wood for general use. It is easily whittled with a pocket-knife; it works smoothly under a plane; can be sawed without fatiguing the amateur carpenter; it is elastic and pliable; therefore use pine lumber to build your boat.

Examine the lumber pile carefully and select four boards nearly alike. Do not allow the dealer or his men to talk you into taking lumber with blemishes. The side pieces should be of straight-grained wood, with no large knots and no "checks" (cracks) in them, and must not be "wind shaken."

Measure the wood and see that it is over twenty-two feet long by one foot four or five inches wide and one inch thick. Trim two of the side-pieces until they are exact duplicates (Fig. 206). The stern-piece (or bow-piece) should be made from a triangular piece of oak (Fig. 212), and it is wise to make it a few inches longer than will be necessary, so that there may be no danger of finding, after all your labor, that the stick is too short; much better too long, for it is a simple matter to saw it off. Make a second stern-piece (Fig. 213) of oak about one inch thick and the same length as the first, and two or three inches wide, or twice as wide as the thickness of the side-boards.

The Stern-piece

The stern-piece can be fashioned out of two-inch pine boards, and may be made as wide or narrow as you choose. A narrow

stern makes a trim-looking craft. With your saw cut off the corner of the tail-piece, so that it will be in the form of a blunted triangle (Fig. 214), measuring three feet ten and one-half inches across the base, three feet four inches on each side, and nine and

Fig. 206.

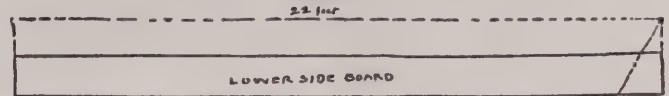


Fig. 207.

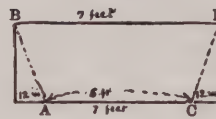


Fig. 208.

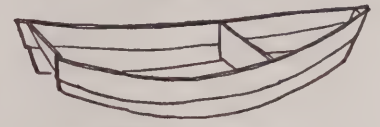


Fig. 209.

Fig. 210.

Diagrams showing the construction of the rough-and-ready.

one-half inches at the apex. The base of the triangle will be the top and the apex will be the bottom of the stern-board of your boat.

Now make a brace on which to model your boat. Let it be of two-inch pine wood, two and one-half feet wide and seven and one-half feet long (Fig. 207). Measure twelve inches on one edge of this board from each end toward the centre and mark the points; then rule lines from these points diagonally across the width of the board (A, B and C, D—Fig. 207), and saw off the corners, as shown by the dotted line in Fig. 207.

Lay the boards selected for the lower side-boards on a level floor and measure off one and one-half foot on the bottom edge, then in a line with the end of the board mark a point on the floor that would be the top edge of the board if the board were two and one-half feet wide; rule a line from the point on the floor to the point marked on the board and saw off the corner as marked; make the other side-piece correspond exactly with the first (Fig. 206).

Use Rope for Binding

Set the side-pieces upon their bottoms or shorter edges and place the brace between the sides. Now bind the stern ends with a rope and bring the bow-pieces together until they touch; rope them in this position, and when all is fast push the brace up until it rests at a point nine feet from the bow; fasten it here with a couple of nails driven in, but leaving their heads far enough from the wood to render it easy to draw them out. Now adjust the bow-piece, and use the greatest of care in making the sides exactly alike, otherwise you will wonder how you happened to have such an unaccountable twist in your craft. When the stem is properly adjusted fasten on the side-boards with screws. Do not try to hammer the screws in place, but bore holes first and use a screw-driver.

Take your stern-piece and measure the exact width of the stern end of the bottom-boards and mark it at the bottom of the stern-piece; or, better still, since the stern-board will set at an angle, put it temporarily in place, bind it fast with the ropes, and mark with a pencil just where the side-boards cross the ends of the stern-board. Remove the stern-board and saw out a piece one inch wide, the thickness of the bottom-board, from the place marked to the bottom of the stern-board. Because the top side-board overlaps the bottom one at the stern, there must be either a large crack left there or the stern-board notched to fit the side-boards (Fig. 214). Replace the stern-board and nail side-boards fast to it; now loosen the ropes which have held your boat in shape, and fit on the upper side-boards so that at the stern they will overlap the lower side-boards an inch. Hold in place with your rope, then bring the bow end up against the stern-piece over the top of

the lower side-board and fasten it in place with a rope. With your carpenter's pencil mark the overlap, and with a plane made for that purpose, called a rabbet, trim down your board so that it will have a shoulder and an overlap to rest on the bottom-board, running out to nothing at the bow. When the boards fit all right over the lower ones bind them in place and then nail them there (Fig. 208). If you can obtain two good boards of the requisite

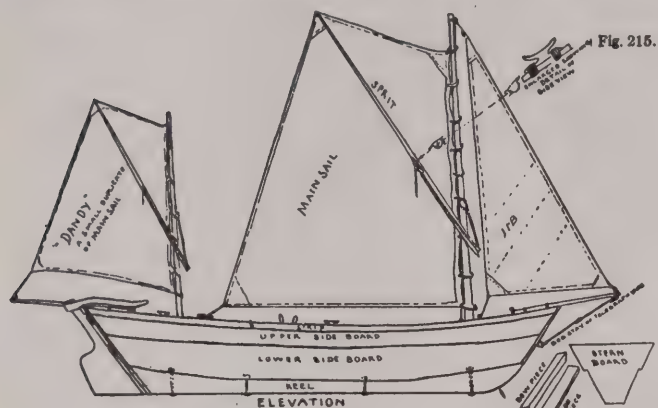


Fig. 211.
The rough-and-ready.

Figs. 212, 213, and 214.

size, you need have but one board for each side of your boat; this will obviate the necessity of using the rabbet, and be very much easier; but with single boards of the required dimensions there is great danger of splitting or cracking while bending the boards.

Planing the Bottom

Turn the boat upside down and you will see that there is a decided arch extending from stem to stern. This would cause the boat to sink too deep amidship, and must be remedied to some extent by cutting away the middle of the arch, so that the sides in the exact centre will measure at least four inches less in width than at the bow and stern, and reducing the convex or curved form to a straight line in the middle, which will give a sheer to the bow and stern. A good plane is the best tool to use for this purpose, as with it there is no danger of cutting too deep or of splitting the side-boards. Saw off the projecting ends of the side-boards at the stern.

Make the bottom of three-quarter-inch boards, they may be bevelled like Fig. 231. Lay the boards crosswise, nail them in place, leaving the irregular ends projecting on each side. The reason for this is obvious. When you look at the bottom of the boat you will at once see that on account of the form no two boards can be the same shape, and the easiest way is to treat the boat bottom as if it were a square-sided scow. Fit the planks closely together, nail them on securely, and then neatly saw off the projecting ends (Fig. 210).

The Deck

The brace may now be removed by carefully drawing the nails, so that a bottom plank trimmed to fit the bow and the stern can be securely nailed in place (Fig. 216). Cut a notch in your brace to fit tightly over the bottom plank just laid. Plane off the top of the brace so that when in the boat the top of the brace will be four inches below the top of the side-boards. Replace the brace and securely nail it. Next cut two small cross-pieces (F, G, Fig. 209) and place them near the bow, four inches below the top of the sides of the boat. Drive the nails from the outside through the side-boards into the end of F and G, the cross-brace. Cut out a bow-piece to fit from the middle of G to the bow and nail it in place, driving the nails from the outside into the edge of the bow-piece. Fasten a small cleat along the boat from the solid board brace to F on each side and deck the space over with light lumber.

Of the same material make a trap-door to fit in between the braces F and G. This door should be big enough for a boy to

reach through, for this compartment is intended as a safe place to store cooking utensils, foods, etc., as well as a water-tight compartment. At a point five feet from the stern put another cross-brace, similar to the ones in the bow, four inches below the top of the sides. At the same level nail a cleat on the stern-piece and make a stern seat by boarding over between the cross-piece and the cleat. When your boat is resting securely on the floor or level ground rig a temporary seat, then take an oar and by experiment find just where the rowlock will be most convenient and mark the spot.

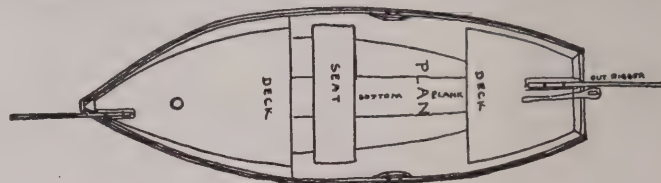


Fig. 216.—Top view of rough-and-ready, with tiller stick.

Also mark the spot best suited for the seat. On each side of the spot marked for the rowlock cut two notches in the side-boards two inches deep, one and a half inch wide, and three inches apart. Saw two more notches exactly like these upon the opposite side of your boat. These will make the rowlocks when the side-strips are nailed on (Fig. 216).

The side-strips should each be made of one-inch plank three inches wide and a few inches longer than the side-boards. Nail the strips on the outside of the boat flush with the top of the side-boards. Make your thole-pins of some hard wood, and make two sets of them while you are about it, "one set to use and one set to lose." Screw a hard-wood cleat on the inside of your boat over each pair of rowlocks, as shown in Fig. 216.

Ready for the Water

Fasten the remaining bow-piece securely over the ends of your side-boards, and the nose of your craft is finished.

Put a good, heavy keel on your boat by screwing it tightly in the stern to the hard-wood rudder-post that is fastened to the centre of the stern; bolt your keel with four iron bolts (Fig. 211) to the bottom of the boat, and the ship is ready to launch, after which she can be equipped with sails and oars.

Of course, you understand that all nail-holes and crevices should be puttied up, and if paint is used, it must be applied before wetting the boat. But if you have done your work well, there will be little need of paint or putty to make it tight after the wood has swelled in the water. Fasten your rudder on with hooks and screw-eyes, and make it as shown in the diagram (Fig. 211). Step your mainmast in the bow through a round hole in the deck and a square hole in the step, which must, of course, be screwed tightly to the bottom before the bow is decked over.

Step your jigger or dandy mast in the stern after the same manner. These masts should neither of them be very large, and are intended to be removed at pleasure by unstepping them, that is, simply pulling them out of their sockets. An outrigger will be found necessary for your dandy-sail, and since the deck aft is below the sides of the boat, a block of wood will have to be nailed to the deck to the starboard, or right-hand, side of the rudder-post. If the builder chooses, he can make the decks flush with the sides of the boat and thus avoid blocks. A couple of staples for the out-rigger to slip through are next in order. They must be fastened firmly in the block or stick of wood just nailed to the deck. A similar arrangement can be made for the bowsprit, but as it is a movable bowsprit, and the stem of the boat is in the way, put it to the port, or left-hand, side of the stem of the craft (Fig. 216).

How to Make the Sail

Secure for a sail material as strong as you can find, but it need not be heavy. Unbleached muslin is cheap and will make good sails. Turn over the edges and sew or hem them, as in the diagram. Make eyelets like button-holes in the luff of the sail—that is, the edge of the sail nearest the mast. Sew a small loop of rope

in each corner of the sail. Through the eyelets lace the luff of the sail to the mast.

From spruce or pine make a sprit two inches in diameter. For a "sheet"—that is, the rope or line that you manage the sail with—tie a good stout line about a dozen feet long to the loop in the loose corner of the sail. Trim the upper end of the sprit to fit the loop in the top of the sail and make a simple notch in the other end to hold the line called the "snotter."

Now, as you can readily see by referring to Fig. 211, when the sprit is pushed into the loop at the top of the sail the sail is spread. To hold it in place make a cleat like the one in the diagram and bind it firmly with a cord to the sprit; pass the snotter, or line, fastened to the mast through the notch in the sprit up to the cleat and make fast, and the sail is set. The jigger, or dandy, is exactly like the mainsail except in size, and the sheet rope is run through a block or pulley at the end of the outrigger and then made fast to a cleat near the mast at the rudder or helm. The jib is a simple affair hooked on a screw-eye in the end of the bowsprit. The jib halyard, or line for hoisting the jib, runs from the top of the jib through a screw-eye in the top of the mast, down the port side of the mast to a cleat, where it is made fast. When the jib is set the jib-sheets are fastened to a loop sewed in the jib at the lower or loose end. There are two jib-sheets, one for each side of the boat, so that one may be made fast and the other loosened, according to the wind. The remaining details you must study out from the diagrams or learn by experiment.

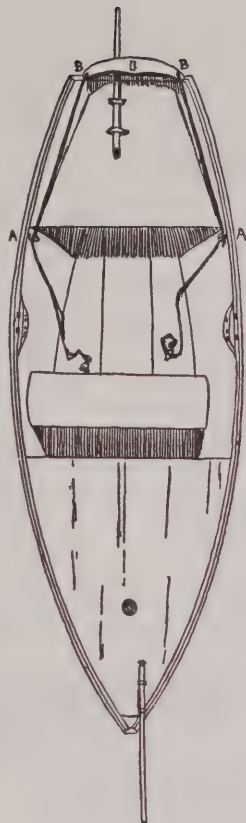


Fig. 211, with tiller.—Rudder lines.

How to Reef Her

When the wind is high reef your sails by letting go the snotter and pulling out the sprit. This will drop your peak and leave you with a simple leg-of-mutton sail. Only use the jib in light weather.

In this boat, with a little knowledge of sailing, you may cruise for weeks, lowering your sails at night and making a tent over the cock-pit for a sleeping-room. Sails with boom and gaffs may be used if desired.

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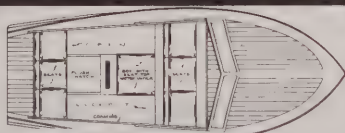
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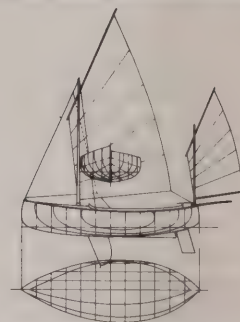
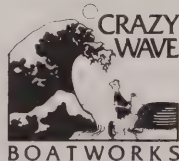
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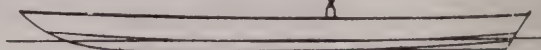


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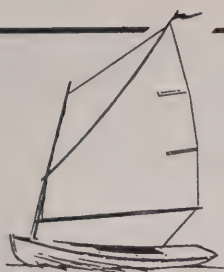
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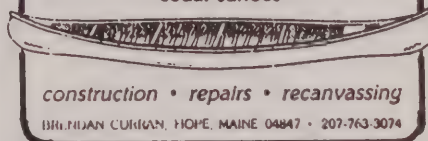
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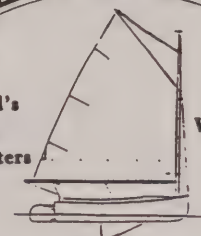
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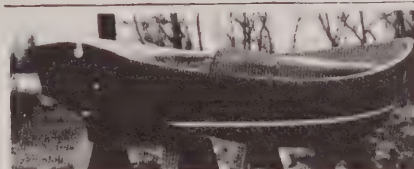
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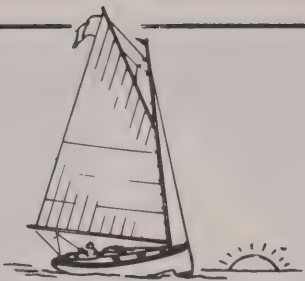


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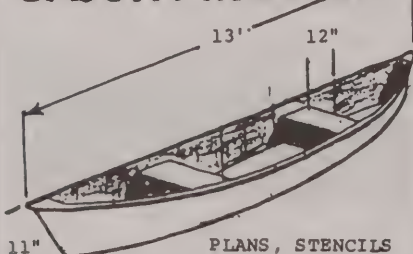
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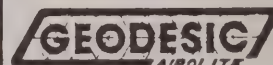
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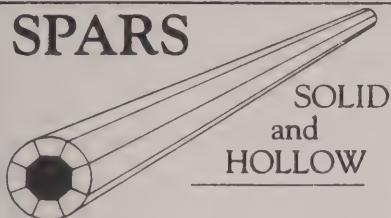
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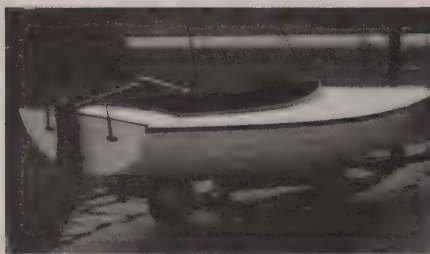


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SMALL BOAT BUYS. 15' Minuteman catboat, teak trim, brass motor mount, new galvanized trailer. \$3,600. New 8' Pilot sailing dinghy complete with colored sail, \$1,049. Mad River solo canoe with wood trim and saddle seat, \$400. Hundreds of other canoes in stock.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (2)

1967 BRISTOL 27 SLOOP. Sleeps four in two cabins, fully enclosed head. Mainsail new in 1988, three jibs. Johnson 9.9 hp outboard in well. Much recent refurbishing, cabin cushions new since 1987. Fully equipped with anchor, life jackets, etc. This is a good boat that I am just not using enough. \$6,000.

BILL BEARDSLEY, Marion, MA, (508) 748-0851. (2)

WANTED. Bolger designed sailboat. I am interested in buying "Micro" or "Birdwatcher" if you are not far from Montreal, please contact me.

GILLES DUFRESNE, 50 de la Barre, Apt. 402, Longueuil, Quebec, Canada J4K 5G2, (514) 442-5036. (2)

10' SAILING DINGHY, fiberglass, used one season. New \$1,800, now \$950.

HERB KRUGMAN, Stamford, CT, (203) 327-5226. (2)

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

"MAVERICKS IN PARADISE" by Fritz Seyfarth. Sixteen stories about Caribbean rascals, renegades, adventurers and thieves. Soft cover, \$6 postpaid. Free list of other Caribbean cruising books.

SPANISH MAIN PRESS, Red Hook Plaza #237, St. Thomas, VI 00802.

WANTED, "RUDDER" ARTICLES. I need copies of "The Common Sense of Yacht Design" from the June 1944 and October 1946 issues; and "Nereia Ketch", parts 8 & 9 from the October and November 1947 issues.

GEORGE HUME, 22906 Ward St., Torrance, CA 90505. (3)

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

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

WANTED. One pair of serviceable oars, 6' to 7' at a reasonable price.

JOHN CHANDLER, S. Hamilton, MA, (508) 468-2872. (2)

"THE WOOD & CANVAS CANOE", complete guide to its history, construction, restoration and maintenance. Everything you need to know about traditional wood/canvas canoes, written by builders/restorers Jerry Stelmok and Rollin Thurlow. \$20 for a copy signed by the authors, postpaid.

NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426. (TF)

17' FOLBOT "CAYAT". Unique "Folbot" sailing kayak design of the '60's, built in 1970's. Marine plywood hard chine hull, epoxy glued, decked, full double cockpit, with little-used standing lug daron sail rig by Yardarm Sailmakers, that stores right in boat. Ready to go, includes double paddles, and transport dolly wheels. Weighs about 120 pounds, can be cartopped by two. \$750.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best. (TF)

13' BOSTON WHALER, Teleflex steering, 25hp Tohatsu, galvanized trailer. all in excellent condition. \$3,750.

DICK VILLA, Manchester, MA, (508) 526-7127. (5)

WANTED. Concordia Beetle Cat or Beetle Cat of similar construction.

PAUL LUCHINI, Colbath Rd. Box 368, Poland Spring, ME 04274, (207) 998-2694. (2)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage, hot tub. Rent includes 16' daysailer and windsurfer. \$395 per week.

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

25' CAPE DORY, 1978. Excellent. Six sails, 9.9 Johnson O/B, two anchors, VHF, depthmeter, knotmeter, compass, stove, head/holding tank, jackstands, canvas cover with frame. Well loved. Replaced by a larger boat. \$10,000

ROBERT PAWLE, Falmouth, ME, (207) 781-2529 eves. (2)

CANOE SAILING CALENDAR. Twelve black and white "hot" photos of open sailing canoes and International 10 Meter canoes taken in the Thousand Islands. Proceeds go to support "The Canoe Sailor", a free canoe sailing newsletter. Calendar \$10 postpaid, FREE copy of the "Canoe Sailor" included.

CHUCK SUTHERLAND, RD 1 Box 457, Green Lane, PA 18054. (TF)

SUMMER RENTAL. House on a Maine island near Acadia National Park. Three bedrooms, bath, kitchen. View of harbor, hiking trails on property and other places on island. Fresh water swimming quarry nearby, launching sites for boats, sand beach. \$475 per week, Saturday to Saturday. Access to island by ferry six times daily. Write or call for more information.

IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

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

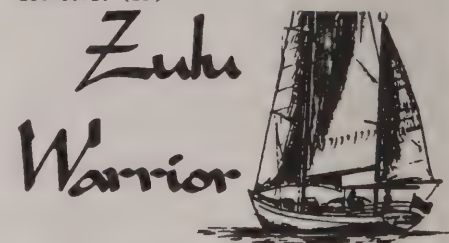
E.G. RAGSDALE, P.O. Box 48M, Westlake, OR 97493, (503) 997-7818. (TF)

KAYAK ROLLING & RESCUE COURSE. Six classes, twice a week over a three week period for \$40 fee. Covers eskimo rolling and sea kayak rescues. Held in Danvers, MA.

MARK BLAQUIERE, 100 Mitchell Rd. Ipswich, MA 01938, (508) 356-1697. (TFP)

NEW ROWING SKIFFS. Usually \$950, now \$700. 11'3", 150 pounds.

THE ROCKPORT APPRENTICESHIP, P.O. Box 539, Rockport, ME 04856, (207) 236-6071. (2P)



SAIL THE VIRGINS. Beautiful, fast, sea-kindly, reasonable, Callant 53' ketch "Zulu Warrior". Chartering in the Virgins 17 years.

MARTA WILMERDING MACFARLAND, 12 Statesman Terr., Marshfield, MA 02050, (617) 837-6505. (TFP)

9' SKIMMAR SAILING DINGHY, fiberglass, good condition. No sailing parts, \$250. 9' catamaran sailboard, never used, complete in good condition, \$695.

GENE GIFFORDS, E. Islip, NY, (516) 234-1350 work, (516) 277-1643 home. (3)

SLEEPER, 7'10" car-toppable sailing cruiser. Sleeps two below deck. Plans \$35, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (12P)

INSTRUCTOR WANTED at the Rockport Apprenticeshop, Rockport, ME. Experienced boatbuilder to help teach fourteen apprentices all stages and methods of boatbuilding. Challenging position requires motivated and flexible individual interested in education as well as boats. Salary negotiable.

THE ROCKPORT APPRENTICESHOP, P.O. Box 539M, Rockport, ME 04856, (207) 236-6071. (2P)

13'6" ENTERPRISE SAILING DINGHY, good trainer, fiberglass, works!!!
DAVID JOST, Ashland, MA, (508) 881-7506 eves. (2)

15'6" BOLGER DIABLO, W.E.S.T. fastened, workboat finish, \$600.
DAVID JOST, Ashland, MA, (508) 881-7506 eves. (2)

22' RHODES CONTINENTAL, loaded, with trailer, 7.5 Merc, in water, will demo. \$9,000 or will trade for 18' catboat in good condition.
DAVID JOST, Ashland, MA, (508) 881-7506 eves. (2)

WANTED. Model boatbuilder needs drawings of the following steamboats: "Alexander Hamilton", "Robert Fulton", "Peter Stuyvesant".
PAUL KAYNE, 1508 N. Indian Pl., N. Brunswick, NJ 08902. (2)

LOOKING FOR A FEW GOOD BOAT "MESSER-ABOUTERS". One "Great Pelican" on trialer. One 14' cruising sharpie on trailer. One 14' Joel White peapod. One 16' rowing skiff. All need some work, some a little more than others. Best reasonable offers.
STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (2)

1948 OLD TOWN CANOE, classic wood/canvas HW with sponsons. The "untippable" canoe, great for ocean or big lake paddling. Excellent condition, with fan back and original paddles. Green with gold stripe, original condition. A steal at \$900.
SUE AUDETTE, Mansfield, CT, (203) 456-0558. (2)

18' ST. LAWRENCE SKIFF. New cold molded version of the "Annie" which was made in th 1890's. Varnished decks on white hull. \$3,200.
KEITH QUARRIER, Box 125, Alstead, NH 03602, (603) 835-6985. (2)

13' ADIRONDACK GUIDEBOAT. Older fiberglass boat with foam flotation. Very pretty in the water, rows well. Good condition, with a set of Shaw & Tenney oars. \$800.
ANDY SISTRAND, 27 Swan Ave., Seymour, CT 06483, (203) 888-0124. (2)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction.
FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

BEETLE CAT TEE SHIRTS ARE BACK. 100% cotton, blue with white sail plan. Sizes M, L, XL. \$14 each. Call or write: STEPHEN SMITH, P.O. Box 724, Eastham, MA 02642, (508) 996-9971 (2P)

20' ST PIERRE DORY, reasonable.
JOHN AGNOLI, E. Longmeadow, MA, (413) 525-4071. (2p)



15'6" GLOUCESTER GULL DORY built by Dynamite Payson. White with green trim, a very pretty boat. On a new trailer ready to go. Will sell or trade for a racing shell (Head of the Charles level).
JIM LYKO, W. Hartford, CT, (203) 233-0521 eves., (203) 565-1008 days. (3)

23' CROCKER STONEHORSE SLOOP. Complete boat, probably 1950's vintage. Needs boatbuilder skills to recondition for sailing. No major structural problems but it has a number of details to take care of. On large tandem wheel yard trailer (old truck chassis) that can be hauled over the road short distance but not suitable for extended highway travel without attention to wheels, tires and lighting. Well worth saving by a Crocker enthusiast at my final price of \$1,000 as is where is. It must go by July 4th when I will begin to part out all of its original bronze gear, winches, mast/boom/rigging, the lead keel, engine, and all its cruising gear separately.
BOB HICKS, Wenham, MA, (508) 774-0906, 6-9pm best. (TF)

CANOE. 14' Solo #003, 50 lbs., green exterior, gray interior, \$999. 14' Solo #005, 35 lbs, Holstein exterior, comb. interior, \$1150. 15' wood/canvas, almost new, built by class in Maine, light 45 lbs. and fast, green exterior, \$1,500. 16' fiberglass Lincoln, old, bent, blue, works, \$250. 16' fiberglass Nature Bound, one year old, fine shape, \$350.
FIDDLEHEAD BOATWORKS, Bradford, VT. (802) 222-5583. (3)

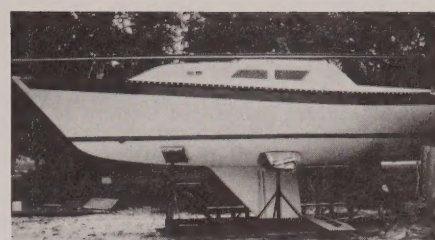
13' DECKED OUTBOARD RUNABOUT, mahogany and cypress on oak. Some deck damage. As is, no trailer, \$450.
FIDDLEHEAD BOATWORKS, Bradford, VT. (802) 222-5583. (3)

12' BARNEGAT BAY SNEAKBOX, classic boat with complete huge cat gaff rig and practically new dacron sail. Hull has been fiberglassed but needs some refastening and reconditioning. Rudder and centerboard need to be replaced also. This is a restoration project on an interesting boat. \$500 as is where is. No trailer, delivery can be arranged.
BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best. (TF)

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available.
KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

7-1/2' DYER JUNIOR SAILING DINGHY. Completely restored, better than new. All bronze fastened, ash rails and rub rails, oars, mast and boom, good sails, rudder, tiller, daggerboard, mahogany seats and a 2hp British Seagull that runs great. Asking \$3,000 or best offer.
BOB WALL, Jonesport, ME, (207) 497-2751. (3)

1954 PENN YAN SWIFT 12, Model CZT. Boat is original and complete on original trailer. Boat needs some rib replacement, trailer needs axle work. \$350.
BOB OCHENAS, P.O. Box 451, Maumee, OH 43537. (2)



28' SAILBOAT KIT. "Spirit" factory built hull and deck, new diesel engine, Kenyon mast, sails, stainless steel rigging, stove, heater, hardware, many extras. 6'6" headroom, 75% complete. Over \$25,000 invested. Forced to sell, \$8,000.
BILLY FULLER, Seabrook, TX, (713) 474-3079 9-5, Mon-Sat. (3)

16-1/2' TOWN CLASS SLOOP, complete lapstrake wooden boat of 1950's vintage with rig and all original bronze fittings. Needs total reconditioning, some refastening, paint removal and refinishing, mahogany planked deck restoration, etc. Not technically difficult work, but lots of man hours to bring back. Worth saving for a Townie enthusiast at my final price of \$750 as is where is. No trailer, delivery can be arranged. It must go by July 4th when I will part out its traditional bronze fittings, and mast/boom/rigging separately.
BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best. (TF)

NORDKAPP SEA KAYAK, expedition equipped, fiberglass hull, outside seams, superb condition. Almost all the hull scratches were acquired on one trip last summer out of Bass Harbor, ME. Considering that the new English boats will increase at least 26% in price this year because of last fall's runup of the Pound, the price of \$1,200 is a real bargain.
KEN FINK, Box 120, Walpole, ME 04573, (207) 644-8329. (3)

19' POCKET CRUISER, Lightning #6540, cedar on mahogany, spruce spars, two sets of sails, 2.7hp Cruise 'N Carry outboard with carrying case, cockpit cover, camping cover, cockpit bed boards, nav lights and battery, custom cuddy cabin (featured in "Boats", August 15, 1987, and similar to cruising Lightning in "Sail", September 1990). Excellent condition, on rusty trailer. \$2,000.
MICHAEL BLUNT, Annapolis, MD, (301) 267-6481. (5)

17' THISTLE #721, two mains, two jibs, one spinnaker (no pole). Beautiful wooden construction with custom trailer. Asking \$1,000.
TOM WOODFORD, Woods Hole, MA, (508) 548-1400 ext. 3390. (3)

27'6" NORTHEAST HARBOR A-BOAT. Gaff rigged sloop. Lawley & Sons design. Built in 1930 by Rice Brothers of Boothbay, ME. Rebuilt in 1973. Cabin was lengthened by 18". Bronze fastened, white oak trim, all original spruce spars, including jib boom. Ready to sail, fast and easy. \$4,000 O.B.O.
BILL WESTAL, 84 Pemberton Ave., Jamestown, RI 02835, (401) 783-4037. (2)

KINGSTON LOBSTER BOAT. Built in 1979 from Chapelle's plans by Richie Cotreau and Tom Doyle with a little help from John Gardner. Well built, well maintained, quality materials. Lapstrake planked in clear southern white cedar, teak deck, tankark sails. Will be at Mystic Small Craft Workshop June 1-2. A fine sailing classic boat, would make a great camp cruiser. Reluctantly for sale at a quarter of replacement cost.
TOM DOYLE, Waterford, CT, (203) 443-6122. (2)

1973 FINESTKIND 17' OUTBOARD. This is a center console Novi-style boat built in Middleboro, MA, which is well built, rugged and safe. 1987 25hp Suzuki motor which was bought new at the end of 1988. 1985 L'il Rider galvanized trailer. \$3,500 for the package. I am willing to sell the boat with or without the motor and trailer.
BILL BEARDSLEY, Marion, MA, (508) 748-0851. (2)

16' LONESOME BAY BOAT, modern reproduction of 1912 Old Town "Double-Ended Boat". Fast, stable and beautiful. Perfect for the sportsman or camp owner. Row, paddle, sail or use with small outboard. INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (2)

17' LAPSTRAKE CANOE. Cedar over oak, with two breakdown double paddles and removeable seats. Perfect condition, naturally finished interior, white outside. Very stable and fast. Asking \$1,995. INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (2)

ADIRONDACK GUIDEBOATS. The largest selection of everything you need. Hardware, oars, paddles, yokes, seats, boats and accessories. Custom oars and paddles made to order. A video and free information are available.
INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

SPORTY DAYSAILER SEEKS LOVING, APPRECIATIVE HOME. Galilee 15, three sails, trailer, all in good shape; also includes nearly new 2hp Evinrude. \$2,500 or interesting trade.
BILL NEDDERMAN, Middletown, RI, (401) 849-2050 after 5 pm. (2)

16'4" PETE CULLER FAST BATEAU pulling boat, 3' beam, 100 pounds. Plywood over hard pine frames and thwarts, mahogany seats, F.G. bottom. Great for fishing fun or exercise. \$700.
DON EDES, P.O. Box 176, N. New Portland, ME 04961, (207) 635-2398, leave message. (2)

1965 SEASPRITE SLOOP (weekender model). Hull #138, fiberglass, in overall good condition; topsides never painted. New rigging and cushions. All wiring, lights and deck hardware replaced in 1987. Main, working jib, 150 and 180 genoas. Winter cover with frame. New 4hp Johnson Twin outboard and Jamestown dinghy. Ready to go into the water. Spec sheet available upon request. \$6,300.
PAT LANG & KEVIN CONNER, 96 Davis St., Rehobeth, MA 02769, (508) 252-3895. (2)

17' CHRIS CRAFT MAHOGANY RUNABOUT, 1947. Runabout, not a BARRELBACK, nor utility model. Complete with original "K" engine, drive train, controls, most of the chrome fittings in excellent shape, some instruments. Top-sides have been refastened. Bottom was professionally fiberglassed, but needs some replanking in forefoot. No interior, seats, etc. New deck needed, mahogany planking planned to correct thickness is included. This is a project, but most everything included. \$2,000 firm, as is whereis and I will not part it out. No trailer, delivery can be arranged.
BOB HICKS, Wenham, MA, (508) 774-0906 6-9 pm best. (TF)

WANTED. SBJ BACK ISSUES, "Pilot", Dec. '79; Feb., June, Aug., Sept. '80; and Nos. 30, 34, 39, 44.
DICK SMITH, 10213 Rounding Run, Richmond, VA 23233, (804) 741-2171. (3)

18' SAILBOAT, wooden, gaff rigged, centerboarder. Trailer, motor, mooring included. Built on Martha's Vineyard in 1980. \$5,000.
FOLGER GIFFORD, Cold Spring Harbor, NY, (516) 367-4692. (2)



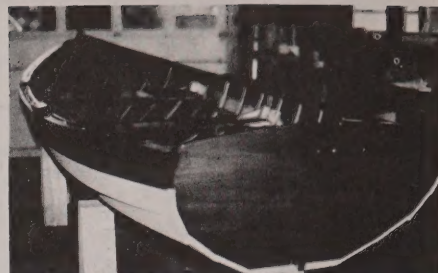
12' FAIREY FIREFLY racing dinghy made in England. Cold molded mahogany. A real beauty. With original Fairey launching trolley, two sets of sails in A-1 condition (one set never used). Very fast and seaworthy, can even be raced in twenty knot winds. All original papers and specifications. \$1,200 or best offer, or trade for Concordia Beetle Cat.
PAUL LUCHINI, Colbath Rd., Box 368, Poland Spring, ME 04274, (207) 998-2694.



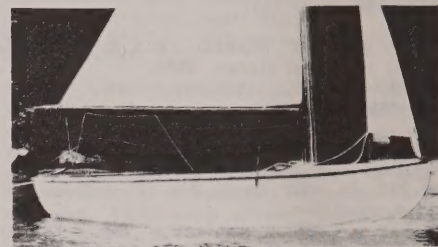
24' HANKINS CABIN SKIFF. 1972 with 80hp Lehman Ford diesel, low hours. VHF, depthfinder, etc. Two bunks and head, full canvas. Very economical, good fishing boat. Beautiful condition, \$7,000. Trailer available.
ROBERT LLOYD, Rumson, NJ, (908) 842-1987. (3)

SUNFISH OR PHANTOM WANTED. Will swap Seiko Quartz Chronograph watch, black face, white markers; or Omega Seamaster Professional quartz diver's type watch with date; depending on value of sailboat. Also have down-filled Gerry Slope Coat (man's large) and Abercrombie & Fitch 9' inflatable (made by Sevlar) to add to the pot if necessary. Trailer with boat a plus. Both must be in good condition.
JOHN KARRER, Taunton, MA, (508) 822-1314. (3)

18'3" CEDAR STRIP CANOE, modified Hazen "Abenaki" (USCA Cruiser) design. Top grade workmanship, like new condition, \$1,000.
BILL GERBER, N. Chelmsford, MA, (508) 251-4971. (3)



14' CLASSIC CHAISSON ROWING SKIFF, cedar planked with mahogany sheer strake, seats, rails and stern. Copper fastened. Built this past winter. \$3,500.
ERNEST TARR, Gloucester, MA, (508) 283-1287. (2)



13-1/2' OLD TOWN WHITECAP, sloop rigged daysailer. Recently restored. Cedar on oak. New suit Oakum Bay sails (88 sq. ft.). Same design sailed trans-Atlantic in 1968 by John Manry, chronicled in "Tinkerbell" and featured in "SBJ" (Feb. 1980). With trailer, \$3,500.
RANDY MORSE, Keene, NH, (603) 352-7147 after 7 p.m. (2)

DYER JUNIOR DINGHY rudder and tiller, \$70.
BOB WALL, Jonesport, ME, (207) 497-2751. (3)

POWER BOAT WANTED. Looking for 18'-24' fiberglass boat with small cabin and diesel inboard engine up to 80hp. Will also consider good glass hull without engine, provided engine bed and stringers are in good shape, as well as shaft, log, prop and rudder.
B.F. GREENE, 306 S. Tessier Dr., St. Petersburg, FL 33706, (813) 360-0151. (3)

MAINE COAST COTTAGE, on wooded Spruce Head by tidal cove. Sweeping view from SE to NW of harbor with lobster boats, of islands and of typical Maine village across the cove. In the eye of cooling SW wind. 2BR LR DR K B. Sleeps 4. Franklin stove and electric heat. Reel mooring for small sail or row boat. Sail, row or paddle Seal Harbor and Penobscot Bay. Choose protected or open waters. \$335/week spring and fall, \$435/week summer.
FRANK O'BRIEN, Roslindale, MA 02131, (617) 323-4759. (3)

LET'S MESS ABOUT. Retired man, writer/photographer, experienced boater, plans long term cruise of Intracoastal, Mississippi River system, etc. Seeks like-minded person to share operation and costs. New diesel powered boat, private cabins.
JIM BETTS, P.O. Box 1309, Point Pleasant Beach, NJ 08742. (3)

CUSTOM BOAT BAGS by the "Bag Lady". Keep the grit off your wooden canoe classic.
SUE AUDETTE, Mansfield, CT, (203) 456-0558 eves. (2)

SEA KAYAK WANTED. Wigeon, Selkie or Skerray in good condition.
M. SUDRABIN, 8 Sunrise Terr., York, ME 03909, (207) 363-7545. (3)

USED SEA KAYAKS WANTED. Arluk II and IV in good condition. STEVE ROMANCE, Philadelphia, PA, (215) 487-9528 eves. collect. (3)

BIRSTOL 29, 1971, main, jib, genoa, storm jib, cruising spinnaker, VHF, autopilot. Well maintained, ready to launch. \$19,500 or best offer. VICTOR MASLOV, N. Reading, MA, (508) 664-6648. (2P)

WANTED. Bolger books, "100 Small Boat Rigs", "Different Boats", "The Folding Schooner", "Small Boats". FRED GRABLE, 1513 Wilson St., Bellingham, WA 98225, (206) 733-2040. (3)

14' HERRESHOFF BUZZARDS BAY 14, built 1980 at WCUT. Mahogany over oak. Sails, boom tent, anchor, life preservers, outboard bracket, oars. Asking \$2,800. DAVID ORBETON, Portland, ME, (207) 767-4333. (2)

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

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

16' WAYFARER, Frank and Margaret Dye's famous cruising dinghy "Wanderer". Cruising complete. Trailer, boom tent and much more. CLYDE GIESENCHLAG, Miami Springs, FL (305) 884-3504. (2)

17' NATIONAL ONE DESIGN DAYSAILER. Fiberglassed over cedar on oak frames, aluminum mast, extras. Needs minor work. Fast in light airs. Located on the North Shore of Long Island. \$400. MIKE LA BIANCA, Northampton, PA, (215) 767-2034 after 5 p.m. (1)

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

"ADIRONDACK GOODBOAT" KITS. Build the "Adirondack Goodboat" yourself with our kit of constant camber hull panels and all the parts, with complete instructions. Minimum tools and space needed, no building jig required. Boat can be put together in one to three days and finished at your leisure, saving thousands. The "Adirondack Goodboat" is a rowing/sailing boat of 17'x43", 105 pounds. Send for info and prices. MASON SMITH, AGB, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398. (TFP)

18' BIRCHBARK CANOE. Built by the master canoe builder Henry Vaillancourt of New Hampshire. This is a truly exquisite canoe in design, craftsmanship and symmetry. With the smoothness of the outside and the tight fit of the cedar on the inside it's hard to believe it's a birchbark canoe. It is signed by Henry and has his fleur-de-lis design. A one of a kind, handmade, excellent investment in value, function and beauty. \$3,000. Info and pictures on request. DENNIS BIELTMANN, 135 E. Lake St., St. Paul, MN 55117, (612) 483-9451 after 9 CST. (3)

SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy and fast with low power; light, simple plywood lapstrake construction. Detailed plans and directions, no lofting. SEA SKIFF 18: Featured in SBJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



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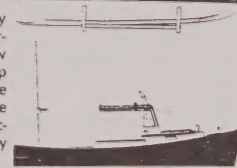
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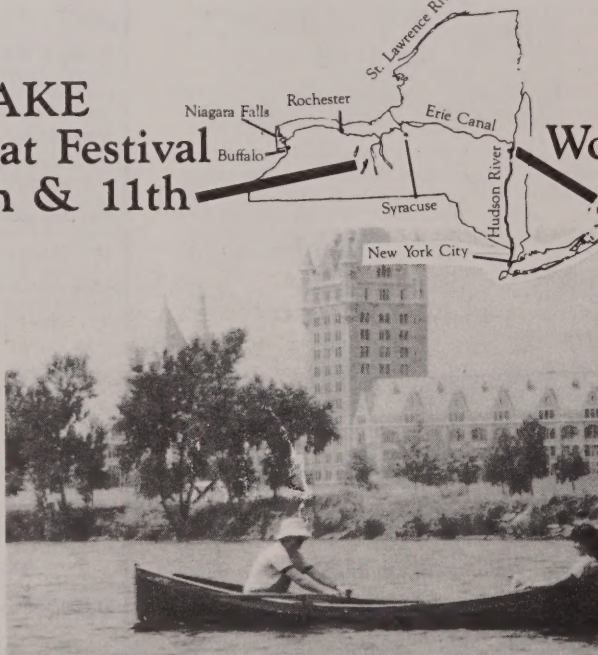
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IX-2

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KEUKA LAKE
Wooden Boat Festival
August 10th & 11th**

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Exit 42, to Rt.14 s.,
south of Geneva take
Rt.54 w. to Penn Yan.
Go left at flashing
light; Right at next
light onto Rt.54A.
From South: Rt.17 to
Bath, north on 54,
thru Hammondsport
to Penn Yan; left at 1st
light, go two lights,
take left on 54A. Once
on Rt.54A go 4 miles
west & take left at
Keuka College signs.
Show is on waterfront.



**2nd Annual
ALBANY
Wooden Boat Festival
June 22nd & 23rd**

Directions: From
Rt.90 take 787 S. to
Port of Albany/
Madison Ave. exit.
Take a left off the
ramp, another left at
the next light, follow
along the River, stay
right - Colonie St. &
Corning Preserve. Easy
walk from downtown
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