

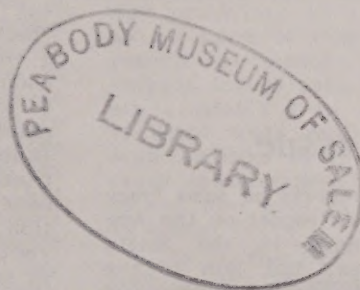


**messing
about in
BOATS**

Twice a Month!

Volume 9 - Number 3

June 15, 1991

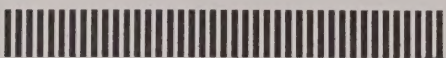




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Our Next Issue...

Includes reports on some "races": Ed McCabe's report on the American experience in the Scilly Isles gig races; the Run of the Charles near Boston for hundreds of canoeists; the Essex River Race in Essex, MA, for human powered boats of all sorts; and Abbie Chandler's evocation of a summer sailboat race on the Maine coast. Other gatherings include a spring homebuilt messabout in Webster, MA, and a gathering at the 200 year old Lowell's Boatshop in Amesbury, MA, for its dedication as a historic landmark. Amongst the designs and projects we'll try to fit in are Joe Pallazola's 14' "Rude Dog" camping scow; Scott Wolff's "Re-discovery of the Moth"; George Hume's 15' sailing tri; Muriel Short's 18' "Super Pelican"; the Fuller brothers' 17' "Seatamer" taped seam sea kayak; and Phil Bolger's 50' inboard dental clinic. Douglas Goldhirsch's "Cruise of the Grayling" continues, and we'll review Howard Hubbard's modest classic, "Shantyboat".

On the Cover...

One of George Dyson's modern Aleut baidarka's at sea off the Alaskan coast, from his fascinating book, "Baidarka, the Kayak", reviewed in this issue.

Commentary

**BOB
HICKS**

I think it would be fair to characterize many of us who mess about in boats as "eccentrics". Not in a pejorative sense but rather to establish that our approach to what we do is not mainstream in its conformity to the march of the many feet of those who dare not be different. Just reading the articles we get published in almost every issue reveals this penchant we have for doing it our way. How many times do we read about the boat built from a design that has been "altered" in some way to meet its builder's personal wishes, let alone those that spring full blown from the minds of the totally untrained?

In this issue are two articles on the activities of two men who are perhaps of a higher degree of eccentricity than most. I review the book by George Dyson, "Baidarka, the Kayak" and discover a really original thinker eccentric enough to believe he can resurrect a lost art of boatbuilding once practiced by Aleut eskimos. And Lance Lee rushed in with a last minute article about his latest crusade, one to establish communication between American and Russian youth through common participation in traditional boatbuilding.

Lance Lee is something of a cult figure in traditional boat circles; for those of you unaware of his contribution to this part of boating, suffice it to say that he has spent about 20 years creating and nurturing two apprenticeships in which to teach the old ways of boatbuilding and thus preserve those skills from becoming lost to us. Lance borders on the messianistic in his pursuit of this eccentric notion, that people would want to learn the difficult old crafts once involved in boatbuilding, and that others would believe in him enough to provide the financial support. Lee has survived some catastrophic turns of affairs in his quest, and now, no longer involved in day-to-day management of the Rockport Apprenticeship in Rockport, Maine, is pursuing this purer vision of capturing the imagination of youth here and in Russia to focus it on preserving the old ways that worked in pre-technology times. Lance's story is on pages 16-17 in this issue.

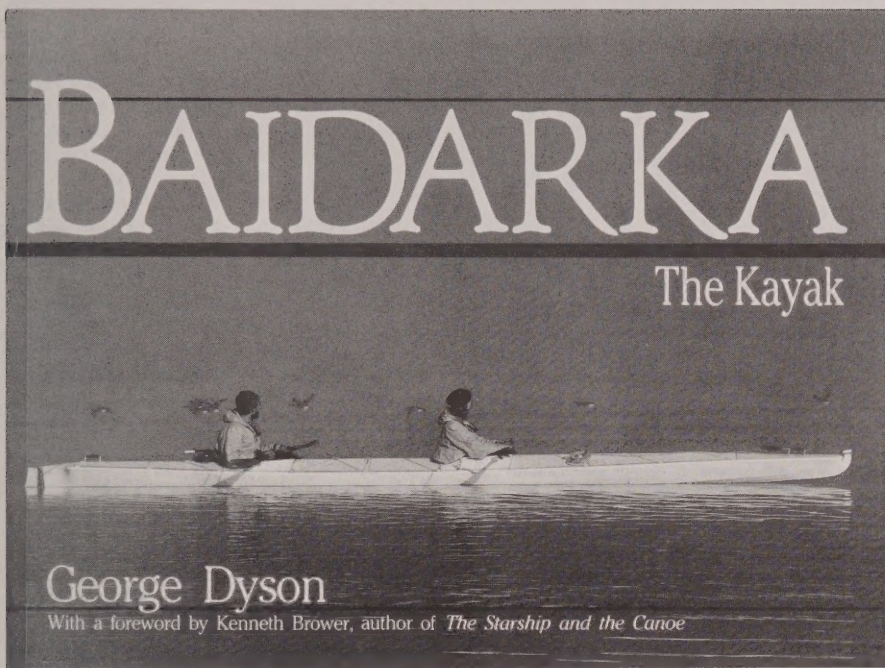
I have yet to meet George Dyson, but hope to do so, as his book reveals a visionary who has also spent much of the past 20

years pursuing his notion of bringing the unique Aleut baidarka sea kayak designs into today's world, retaining their performance characteristics while enabling construction by amateur builders from modern day materials. George is eccentric enough to try to convert a design built of animal parts, bone frame parts and skin covering, into something made from aluminum tubing and heavy industrial nylon fabric. The latter sound awfully technological, but the craft that he has developed is beautiful and can be built by an amateur with quite simple tools and readily available materials.

Both these unusually eccentric men value the historic processes that created the ways and means to build the boats once needed by those who developed them. Lance Lee has a heavy focus on Scandinavian boats while George Dyson is looking at those Aleutian kakaks. Both include heavy doses of that relevant history in their thinking about what they are trying to do today. While our society is caught up in the onrush of what I think of as our "appliance society" and bring us products we cannot deal with if they fail in any way, eccentrics with historic perspective try to tell us and show us that those simpler old ways, while often difficult and not able to produce perfect trouble-free products for our needs, do permit us to not only build them but fix them if needed, and to carry on with what we are up to on our own if need be, without resorting to calling in the costly repairman, or worse yet, tossing out the defunct item and simply replacing it with another.

My personal eccentricity involves the idea that I can do a little boat magazine without being part of a publishing empire, and produce something not perfect but nevertheless very useful and informative. And to be able to indulge myself in this way while sharing in all those eccentricities of all of you who presume to think you can build or modify or restore interesting small boats makes this a continually stimulating and refreshing pursuit. I get the impression from those of you I hear from that in many ways you are sharing in this original thinking and acting that seems to surround messing about in boats.

BOOK REVIEW



The picture of the cover of George Dyson's "Baidarka" that heads this page is larger than usually run for a book review, because the book itself has a scale and scope that is somehow larger than usual for a special interest book. To begin with, the 8-1/2"x11" soft-cover book is printed with the 11" as its width, and when you open to one of the breathtakingly beautiful color photos within, a full two page image spreads out a full 22"

before you, capturing the essence of the scene depicted much as the advent of wide screen movies did. Kayaks lend themselves to horizontally oriented photos and even the full page photos are impressive. Exactly 100 color photos grace the 232 pages of this book, many full page or two page spreads.

But this is not just a lovely picture book. Dyson's breadth of vision is equal to the layout of the book and the ambience established by the spectacular photography. George became enamored of the early watercraft of the Aleut eskimos, studied up on the history of Russian America, when Alaska was part of Russia, and after absorbing all of this in his tree house 95' up in a Douglas fir overlooking Vancouver, British Columbia, decided to build a modern day counterpart of what the Russians had described in the early years of the 19th century as "the best means yet discovered by mankind to go from place to place."

Dyson is the son of a physicist who chose to go his own way. His father was obsessed with a dream of designing a spacecraft the size of Chicago to take mankind to the far reaches of space, not a sci-

ence fiction fantasy, but a technically feasible (if overwhelmingly costly) scheme he devoted much of his life to pursuing. That he failed was due mostly to the need for the support and help of many others in so large a project. His son chose something simpler, yet complex in its origins, the Aleut baidarka, the sea hunting kayak of the Aleut eskimos of the Pacific northwest. But George had some of his father's scale of vision, for his first major effort at building a modern day baidarka was the "Mount Fairweather", no less than 48' long, twice the length and eight times the volume of the largest Aleut baidarkas.

This book tells the story of the pursuit of this obsession. It is divided into three main sections. "A Chain of Events, 1732-1933", chronicles the history of the Aleut baidarka, chiefly from records of the early Russian traders who press ganged the Aleuts into mass hunting of the sea otter at sea for its pelt. Many early illustrations accompany this historical perspective introductory section. "Frame of Mind, 1972-1977", describes the building of the "Mount Fairweather", which George entitled "A Necessary Monster", and the follow-up building of a fleet of six 28' three hole baidarkas in which George and companions set sail (sail was used as well as paddle) retracing the old Aleut baidarka routes along Alaska's Inside Passage. "In Alliance With the Past, 1983-1985" describes the creation and building of a 24' two hole baidarka and the development of Dyson's unique construction techniques.

Dyson's writing style is very enjoyable, with overtones of old fashioned formality riding along on

a pragmatic discourse about the hurdles encountered in pursuing so unique a dream, essentially alone. Dyson is a loner, if his writing is any indication. Independent in thought and in lifestyle, with an impressive amount of discipline that carries him forward on his quest. I was caught right up in the second and third parts of the book; the introductory history was interesting but more pedestrian in reading as it marched on through the years recording the development of the baidarka. Once into his personal experiences the narrative takes wings.

The baidarka's essential mystique is that it was developed and built by aboriginals to cope with hunting sea animals in a very intimidating sea environment. The evolution created a skin, bone and wood vessel that was incredibly fast and facile at its work. Many early European explorers spoke of being overtaken by two man baidarkas at sea while making 6 knots or more under sail. The design development from harsh experience over generations produced a boat of amazing grace and effectiveness made from animal parts, bone and skin, mostly. An amazing product of human creativity with no technology as we know it today. Dyson's approach has similar philosophy, he chooses to use some modern materials available from our technology to build boats replicating the design features of the originals because these materials are available to any who wish to build a baidarka today.

So in the final section of this book we get to read about and see George Dyson building a baidarka with aluminum bulkheads and tubular stringers, all fabricated with ordinary shop tools, SEWN together with nylon twine, and covered with tough nylon fabric skin that came from the paper industry's filtration systems. I asked Dyson why not just heliarc weld up the light frame, as he mentions in the book the need to pull the thread really tight for stiffness, and he replied that anyone can sew up a boat but heliarc welding is not available everywhere. The juxtaposition of this aboriginal design and the modern metal components with Dyson pictured sewing it all together is mentally a stopper at first. You just have to accept the man's originality of thought.

The back of the book has pages of line drawings of the evolution of the baidarka through its known history, and complete plans for the 24' two hole baidarka clear enough to build from. Dyson says this design is now superseded by progress made since the book was first published in 1986, and that new one hole and three hole designs are in hand with materials and even kit parts soon to be av-

ailable. But the 24' plans are in my hands already as I am caught up in this thing and the building and paddling of a 24' sea kayak for not a whole lot of money (I will build it in spruce and plywood) has sung its siren song to me.

Dyson established the Baidarka Historical Society as a bona fide non-profit educational entity to continue collecting and disseminating information on the Aleut boats, and operates his own business developing the design for building by those of us interested. He has moved to the working waterfront in Bellingham, Washington to pursue his commercial venture, and has rationalized this environment as being acceptable since the baidarka was a work boat and he is now surrounded by workboats on the Bellingham waterfront.

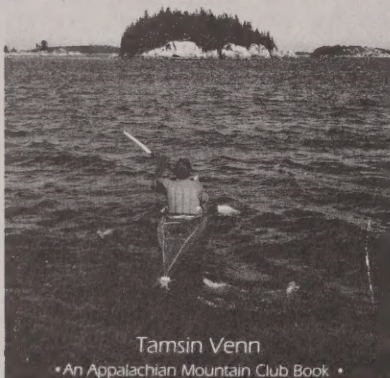
Unlike the scale of the book, the price is a reasonable \$20 post-paid from Dyson, Baidarka & Co., P.O. Box 5454, Bellingham, WA 98227-5454, phone (206) 734-9226, fax (206) 671-9736. You can join the Baidarka Historical Society at same address for \$20 a year if you care to support its ongoing historical research.

Review by Bob Hicks

Here's Help

Planning Your Summer Paddling

SEA KAYAKING ALONG THE NEW ENGLAND COAST



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PLEASANTLY SURPRISED

I was pleasantly surprised with my first copy of "Boats". I love boats of all kinds and encourage you to keep the present interesting format and don't get drawn into the specialization trap. The small boat rigging chapter from the Beard book alone made my subscription worthwhile. And the "Art's Craft" article was superb, with baggywrinkle yet. I am also building a Bolger design. If you can show more of his great designs it would please me greatly.

Bill Gillis, Glendale, AZ.

APPLYING EPOXY

I am finishing off a Solway Dory stitch and glue sailing canoe and had been having a devil of a time with the epoxy fillets on the inside seams. I seemed to end up with it everywhere but the seam. Upon reflection, I realized that the problem was not so much tooling the putty as getting it into the seams.

Then one afternoon I thought of the pastry cook's piping bag. Mixing up a batch of epoxy resin with microspheres and cab-o-sil to the consistency of peanut butter, I dumped it into a heavy duty Zip-Loc freezer bag and then cut off a triangular corner 3/8" wide with a pair of scissors. Twisting the top of the bag to produce an even pressure forcing the putty out of this hole, I was able to lay a smooth even bead the length of the seam on both horizontal and vertical surfaces. It required only one pass with the filleting stick to tool the joint. I then laid wet epoxy saturated tape over the fresh fillet and smoothed the whole into place for both putty and tape to cure together. Since the tape overlapped the edges of the fillet, this also eliminated all sanding of the fillets.

John Summers, Oakville, ONT.

FILED SAFELY AWAY

I want to thank the readers who responded to my query about fitting my sharpie skiff with leeboards and a lugsail. I was really impressed by the knowledge of the answers, and warmed by the fellowship of the responses. I carefully put the letters in a safe place so I could answer each individually.

Well, those letters are in such a safe place that I'm embarrassed to admit that now I can't find them. So, until I do, I want to thank you with this note in the magazine. I am using the skiff right now rowing around the harbor getting some much needed exercise and trying to remember where I put those letters.

Iver Lofving, Swan's Island, ME.

PAK YAK ONE YEAR LATER

A year has passed since our little Pak Yak outing together ("Boats", July 15, 1990). My most recent adventure was a morning paddle across Clearwater bay in Florida into the Gulf of Mexico. I carried my 12' Pak Yak as baggage on a recent flight down. Somewhere near the last green channel marker, taken from a receding fishing boat apparently by someone who was impressed to see my lone tiny craft so far out in the Gulf.

More recently I had a flotilla of visiting Chinese paddling the Pak Yaks around our pond. They claimed to have not seen the likes of it in Taiwan or Hong Kong.

Jim Heter, Pak Yaks, 9 Holiday Ln., Leominster, MA 01453.

A COMFORTING REMINDER

It is comforting to be reminded every two weeks by the arrival of your marvelous, if a little weird, magazine, that there are others as odd as myself. An ad in your magazine is responsible for the recent arrival in my backyard of a somewhat dilapidated Town Class sloop. If the 3,000 mile round trip drive from here to the Pert Lowell boatyard in Newbury, Massachusetts, accomplished in 76 hours including time for rewiring a trailer, has not dampened my enthusiasm, I doubt if anything else can.

Keith Wilson, St. Paul., MN.

RETURNED TO THE FOLD

After six years away from wooden boatbuilding I am returning to the fold. Last summer's restoration projects included a 14' Penn Yan rowboat and a 15'6" Windmill which I am now offering for sale (see Classified Marketplace). My new project is a 15'7" mahogany lapstrake MacGregor sailing canoe which I will have displayed at the Wooden Boat Festival over Memorial Day Weekend at South Street Seaport in New York City.

Tony Dias, Wallkill, NY.

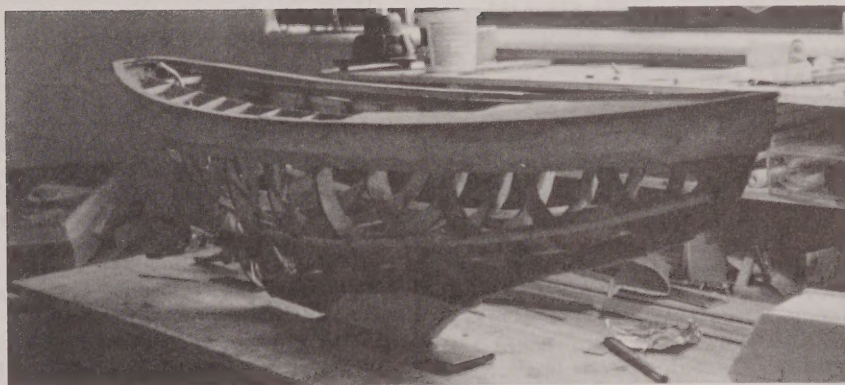


Like my canoe?
Call it a "nacht";
It's certainly not
Your typical yacht.

LOW COST BUILDING

It doesn't cost much to build boats at the scale I have chosen. The story on my earlier three wooden models ("A Tale of Three Boats", February 1, 1991) came out well. I'll send you photos of "Atripos" when she's rigged. Here's a photo of "Marjorie", my latest project, which is making great progress. She measures 36-5/8", 1/12th scale.

Don Warner, Palm Coast, FL.



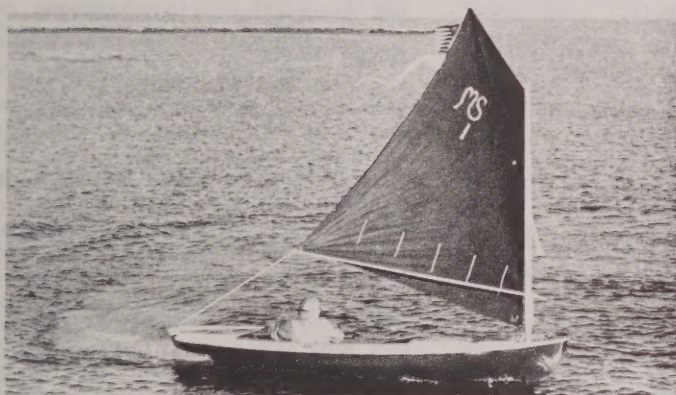
ON SALEM SOUND

I was born in Salem, Massachusetts, but we also had a house in Marblehead facing Tinker's Island. I don't know if this was the reason we bought that house, but the Chapple's were Marbleheaders, fishermen mostly. Chapple's Rock, off Graves Ledge, is misspelled as Chappel's on the charts. It was named for my great grandfather, who rowed Bowditch around Salem Sound while he was charting it. Great grandfather was hired because all the local authorities agreed he knew the bottom of the Sound like the palm of his hand.

And here I am on the Gulf of Mexico, no substitute for the Atlantic!

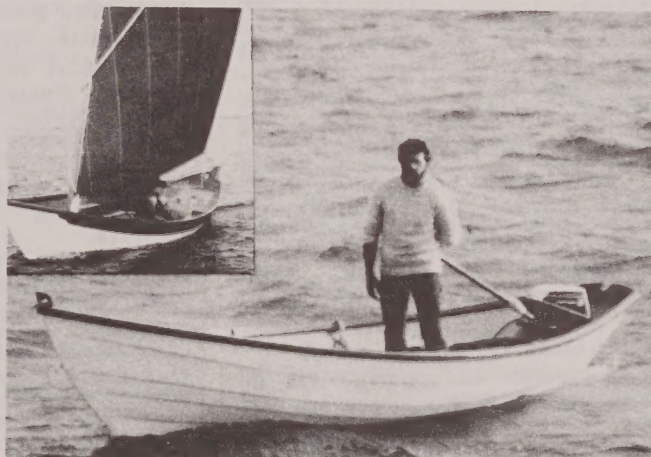
Eliot Chapple, Sarasota, FL.

The MELONSEED SKIFF



This is the beginning of our third year building the Melonseed. We couldn't be more pleased with the results. What a great little boat! We've won the Constitution Cup two years in a row, had a half-dozen rendezvous/regattas, sold more boats than we ever expected, and made many wonderful friends. The Melonseed is superbly constructed and elegant in finish work and detail. She's fast and seaworthy, rigs up in seconds and steals hearts wherever she's seen. 13'8" x 4'3", 170 lbs., \$4,500.

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Since 1976 we have built about ten of these lovely and practical dories each year. Their performance and versatility are remarkable as they sail, motor and row. A simple practical boat that lets you become intimate with the real pleasures of boating. Honest, solid construction with beautifully detailed finish work. Fiberglass hull, abundant teak woodwork, polished bronze hardware. Hulls and kits available.

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ANTIQUÉ & CLASSIC BOATING

June 22-23. Antique Mahogany Boat Show, Chesapeake Bay Maritime Museum, St. Michaels, MD, (301) 745-2916.

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

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

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

July 13-14. 9th Annual Boston Antique & Classic Festival, Charlestown, MA. Pat Wells, (617) 330-1134.

July 13. 6th Annual Antique & Classic Boat Show, Lake Champlain, Colchester, VT. (802) 879-0457.

July 27. 18th Annual Northeast Antique & Classic Boat Show, Laconia, NH. Don Minor, 65 Weirs Blvd., Weirs Beach, NH 03246, (603) 524-0348

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

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

August 15-18. Old Boats, Old Friends, Classic Wood Boat Show, Racine, WI. (414) 634-2351.

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

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

BOATBUILDING INSTRUCTION

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

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

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

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

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

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.

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

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

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

HAPPENINGS

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

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

BOAT SHOWS

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

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

June 29-30. Maritime Festival, Suffolk Marine Museum, W. Sayville, NY, (516) 567-1733.

July 5-7. 15th Annual Lake Union Wooden Boat Festival, Seattle, WA. Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.

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

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

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

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

August 24. 7th Annual Boston Tugboat Muster & Parade, World Trade Center, Boston, MA. No phone listed.

August 30-September 1. Classic Yacht Festival, Newport, RI. Museum of Yachting, (401) 847-1018.

September 5-8. Newport International Sailboat Show, Newport, RI. Newport Yachting Center, (401) 846-1600.

CANOEING & KAYAKING

Massachusetts Rivers Month. A calendar of river outings and events for June arrived belatedly, it is available from Riverways Programs, Mass. Dept. of Fisheries & Wildlife, 100 Cambridge St., Boston, MA 02202, (617) 727-1614 x384.

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

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

June 23. Canoe Orienteering, Charles River, Auburndale, MA. Aims Coney, (508) 897-9477 before 9 p.m.

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

July 14. Canoe Orienteering, Lake Messabesic, Manchester, NH. Robert Knepp, (603) 434-7858.

July 14. Peconic Paddler Kayak Rally, Long Island, NY. Peconic Paddler, Riverhead, NY, (516) 727-3060.

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

July 18-22. Wooden Canoe Heritage Association Assembly, Paul Smiths, NY. Tom McKenzie, (608) 231-2192.

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

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

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

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

September 21. Jersey Shore Sea Kayaking & Bay Canoeing Show, Berkeley Island Park, NJ. Sponsor not listed.

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

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

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

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

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

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

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

Canoe Sailing. A list of New England area canoe sailing outings and instruction is available from Larry Zuk, 189 Prairie St. Concord, MA 01742, (508) 369-6668

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

CCRA Racing & Cruising. A detailed booklet listing over 50 canoe races, cruises and poling events in Connecticut is available from the Connecticut Canoe Racing

Association, c/o Paula Thiel, 53 Ross Rd., Preston, CT 06360, (203) 889-9893.

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

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

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

The Mountain Workshop. A detailed brochure of sea kayak outings and instruction is available from The Mountain Workshop, Inc., P.O. Box 625, Ridgefield, CT 06877, (203) 438-3640.

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

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

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

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

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

MARINE AUCTIONS & FLEA MARKETS

July 6. Center for Wooden Boats Annual Auction, Seattle, WA. (206) 382-2628.

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

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

MARINE OPPORTUNITIES FOR DISABLED PERSONS

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

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

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

Shake-A-Leg. Opportunities for the disabled to sail are offered by Shake-A-Leg at the Sail Newport Sailing Center, Newport, RI, (401) 849-8898.

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

MARITIME HISTORY

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

Cruise & News. Several Boston Harbor historic & environmental cruises are offered by the Boston Harbor Associates, 51 Sleeper St. Boston, MA 02210-1248. (617) 330-1134.

Herreshoff Marine Museum. This large collection of Herreshoff memorabilia and boats is open to the public free now through October, Tues.-Sun. 1-4 p.m. at 7 Burnside St., Bristol, RI. Michael Pesare, (401) 253-5000.

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

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

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

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

ROWING

July 6. 7th Head of Somes Sound Rowing Classic, Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679, (207) 244-3854.

July 20. 5th Annual Blackburn Challenge, 20 mile circumnavigation of Cape Ann, MA. (Open to pad-

dlers also). John Spencer, (508) 546-9022.

August 11. Short Ships Race, Rockport, ME. Bill Gribbel, Box 45, Rockport, ME 04856, (207) 236-3241.

September 7. Annisquam River Row, Gloucester, MA. Joan Matteuzzi, Rockport, MA, (508) 546-2983.

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

November 3. Sudbury River Row, Sudbury, MA. Chuck Mainville, Concord, MA, (508) 443-4238.

CROPC Youth Rowing Project, Essex, CT. Details from Cathy at the Connecticut River Oar & Paddle Club, (203) 388-9740.

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

SAILING

August 17-18. Herreshoff Fish Class 75th Anniversary Regatta, Bristol, RI. Herreshoff Marine Museum, Box 450, Bristol, RI 02809, (401) 253-5000.

July 6. Wooden Boat & Catboat Regatta, New London, CT. Gregory Roth, 510 Montauk Ave., New London, CT 06320, (203) 442-2747.

July 13-14. New London Sailfest & Friendship Sloop Races, New London, CT. Sailfest, (203) 442-7376.

September 7-8. 10th Annual Constitution Cup Regatta, Philadelphia, PA. Philadelphia Maritime Museum, (215) 925-5439.

September 21. Catboat Association Rendezvous, Ida Lewis Y.C., Newport, RI, (401) 846-1969.

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

Sail Newport. A calendar of sailing events scheduled in Newport, RI this summer is available from Sail Newport Sailing Center, (401) 849-8385.

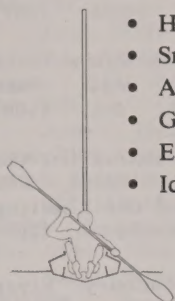
SHIP MODELS

August 17. New England Scale Regional Regatta, Medfield, MA. Ridge White, 11 Pound St., Medfield, MA 02052, (508) 359-7467.

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

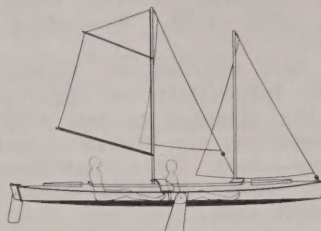
Operating Scale Models. A calendar of events for operating scale models is available from the Marine Modelers Club of N.E., c/o Ridge White, 11 Pound St., Medfield, MA 02052, (508) 359-7467.

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Warship Combat Club. Mock combat events for warship modellers are organized by the Warship Combat Club, c/o Cliff Holmes, 81 Miller St., Quincy, MA 02169, (617) 0286.

SMALL BOAT MESSABOUTS

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

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

TRADITIONAL SMALL CRAFT

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

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

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

Read **Steamboating**, the bi-monthly "how-to" publication for steamboat owners, builders, and dreamers. Yearly subscription, \$18. (MC/VISA) Satisfaction guaranteed. Write: International Steamboat Society, Box 262-R, Middlebourne, WV 26149-9748 Phone: (304) 386-4434. FAX (304) 386-4868

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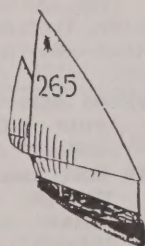
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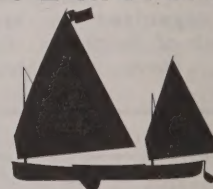
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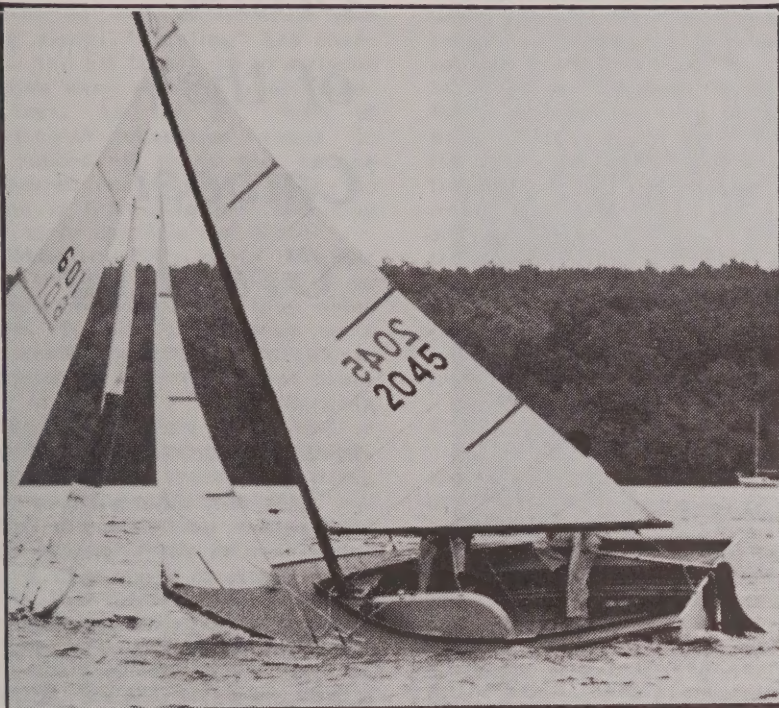


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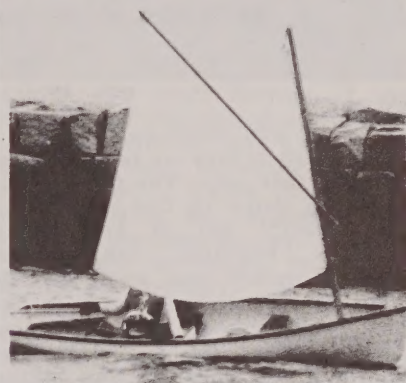


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Cruise of the Catboat "Grayling"

By Douglas Goldhirsch

(At the conclusion of Part 1, the author was moored with fellow catboaters at Block Island, enroute from Mystic to Woods Hole.)

BACK TO THE MIDDLE

Which brings us back to where I began this tale. The fog caused a day-long delay in the departure of the "fleet", but at 7:00 am on Tuesday morning, ten catboats hoisted anchor and made sail for the briny deep, headed east to Cuttyhunk and points beyond. It was quite a sight for me. Four boats ahead of me, four or five behind. All that gaff rig makes for quite a picturesque spectacle. It kept my spirits high for many hours as we sailed and motorsailed towards the next waypoint. By early afternoon motoring was not at all called for as the wind came up very nicely from the southwest. Couldn't be better for me, as by then, with Cuttyhunk in sight for several hours already, I'd decided to make for Woods Hole. Slack water in Buzzards Bay, and the beginning of flood made my progress easier, as did being in the lee of the Elizabeth Islands.

About six miles from Cuttyhunk I noticed I was no longer keeping up with the big wooden cats I'd been sailing with for several hours. Eventually I looked behind me and realized my dinghy was filling with water and was slowing me down significantly. Dummy that I am, I had not plugged the centerboard trunk, so that running before the wind and surfing down 6' seas had sent streams of water into the little boat through the narrow slot. I waited until Cuttyhunk was behind me and dropped the sail in the lee of Penikese Island. In the calm waters there it was safe to lower sail, climb aboard the dinghy, bail it, and stuff some rags into the centerboard slot. What a relief to take care of this potential crisis, as I was afraid I might lose the dinghy

completely if it took on too much water. I knew that as I stopped to deal with my problem it was entirely possible that the little boat could take a nose dive under the weight of the shifting water inside. The consequences of this happening scared me considerably, and the long term effect would be embarrassing and expensive. Fortunately the "rescue" operation was successful and not nearly as difficult as I had anticipated.

While in the lee of Penikese I took the opportunity to tuck a reef into the mainsail. Soon after, it was necessary to put the second reef in also, and I managed to do that without incident, even though by that time I was back in open water. With two reefs in "Grayling" charged on happy to be properly dressed (like most catboats she hates to be overcanvassed in heavy air). This all turned out to be my longest solo journey; sunrise to sunset, nearly twelve hours. But the company of the other catboats, the near perfect weather, the novelty of "new" waters and the anticipation of a triumphant entrance into Woods Hole kept my spirits up.

Transiting Woods Hole at nearly slack water was remarkably easy. With the sun low in the sky and the air cooling after a very warm day, "Grayling" and I enjoyed our "homecoming" into Woods Hole. As I had suspected, the 134' brigantine sailing school vessel "Corwith Cramer" was tied up at the Woods Hole Oceanographic dock. I had sailed on the "Cramer" trans-Atlantic from Spain to Martinique back in 1988, and several of my old shipmates were aboard as I brought "Grayling" alongside to spend the night.

THE BIG PAYOFF

Sailing through the Hole I found myself whooping for joy. I remembered all the hard work, sweat and anguish, joy and sorrow, all the years of anticipation that were part of the "Grayling" restoration. I was a different person in 1982 when I saw the broken down hulk of this catboat in a parking lot in Cedarhurst, Long Island. Then I could see her fine lines. As I told a friend shortly after buying her, she had the sweetest lines of any catboat I'd ever seen. I'd always been a catboat lover. I'd joined the Catboat Association long before I ever set foot on a catboat. At the time I bought "Grayling" I had never sailed on a catboat. But the form, the shape, the spirit of this traditional boat, these all captivated me, and I dreamed of building one some day. Then along came "Grayling", and I was a lost cause.

It took five years of rebuilding to launch her and two more after that to really finish her off. Four different sets of craftsmen did the bulk of the work. Many thousands of dollars. And many hundreds of hours of my time as well. She was the constant in my life for many years, my focus. I found that as the condition of the boat improved, so did the quality of my life. As she became more seaworthy and proved herself to be a stout and able little ship, I too developed poise and a self-confidence that I'd not had before.

As she captivated all those to step aboard, I too found my social life becoming richer and more fulfilling. All those who were fortunate enough to bask in the tranquility of a sail in light air or to thrill in the spray of a beat to windward with reefs tucked in, came away with a new appreciation

for how special a sailing experience can be. More than a pleasant afternoon on the water. More than an exciting sail on a slick new racing sloop. "Grayling" has character. And all those who experience her come away somehow understanding that. As for me, some of "Grayling's" character seems to have rubbed off on me too, and as she neared completion, I began to feel as if I too was just becoming ready to go out into the world.

So sailing into Woods Hole was a real triumph for me. Many of my friends are accomplished blue water sailors. But I'd never been on a boat under my command outside of the protected waters of Great South Bay. And here I was charging through Woods Hole solo after a fantastic run from Block Island. Sailing at full speed to hailing distance of a vessel in which I had crossed the Atlantic, and meeting her in her own home waters, so far from my own!

At that moment, all that hard work and anguish, all the money and time, all the doubts, it all was very clearly well worth it. My "Grayling" is a little gem. One of the oldest boats afloat and the only catboat known to me to be rigged as a turn-of-the-century racing cat. And a stout little ship. She makes me happy. She makes everyone who sets eyes on her smile. A worker at a marina we passed through in June said, "It's great to have her here just to look at her." Pleasing indeed. As I came alongside the "Cramer", my pride in the accomplishment of so impressive a venture was tremendous. I could not have been happier.

I spent the evening catching up with some old friends in Woods Hole. Drinking wine and playing the guitar aboard "Grayling". A beautiful moonlit evening. The next day I awoke to light air and bright sunshine. Most of my friends couldn't take the day off, but we spent an hour tacking around Great Harbour. I dropped all but two off and continued on to Martha's Vineyard where, through the good work of another friend, I'd arranged for a safe mooring at the head of Lake Tashmoo.

This passage, while insignificant in dimension, turned out magical in quality. We took our time, sailing extra distance because it was such a nice morning. Sailing through the tidal rip over the Middle Ground west of Vineyard Haven was thrilling, as was ghosting into Lake Tashmoo just barely making way. I almost set the spinnaker, but I'd come so far with nothing going wrong that I held back. There would be plenty of time to play with the spinnaker on other days. That day all I wanted was to get my "Grayling" to the safety of her mooring where she would get a much deserved week's rest.

The trip back to New York overland was an epic in itself. My car was in Greenport, New York. Getting there from Martha's Vineyard by public transportation seemed to me as much of a challenge as sailing from New York to Martha's Vineyard. Ferry to Woods Hole. Bus to Providence bus station. Train to New London. Ferry to Orient Point. And then the most challenging part, finding a ride to the marina at Greenpoint where my car was waiting. It all went rather well until the creepy guy I found to give me a ride to my car. But I made it safely to my car and drove home to Brooklyn.

EARLY SPRING START

Baktracking once again, I should tell about the eventful start of my boating season in 1990. The active summer began early. "Grayling" wintered in the water and stayed tight all winter long. She was well covered, and when the cover came off in April, we found her to be in reasonably good condition structurally and cosmetically. Only one significant structural repair required this year was to provide some support for the decking around the cabin trunk. There had been some cracking there the previous season.

So the hauling in April was brief. A coat of paint and varnish all around, and back into the water. We took our first day sail on May 6th. Shortly after that first sail I read about the upcoming First Annual New York Wooden Boat Festival at South Street Seaport. I contacted the Seaport, sent them some photos, and was invited to participate. I wanted to go to this show for a couple of reasons: I love to show off my boat; and the trip into New York harbor would be a good shakedown for the upcoming trip to Mystic. And so on May 25th, I caught the ebb out the Fire Island inlet and turned right, headed for New York City.

I'd asked many friends over the preceding weeks to accompany me on this trip. They were all very excited about it until we started talking about scheduling, the trip would have to be on a weekday, and we would have to "play the weather" to a large degree. That meant deciding to go at the last minute if it looked like moderate weather was going to prevail. But when push came to shove, no one was able to be so flexible. I sailed alone.

The trip started out very calmly. The entire passage to the mouth of New York harbor was in light air. I was so nervous that I conservatively had a reef tucked in, and motorsailed the whole way. But after eight hours, when I got to the mouth of the harbor, the wind was so perfect, the seas so

flat, that I cut the engine and shook out the reef as I rounded Breezy Point.

All went well until just past Norton Point (Coney Island). By the time I was there, the wind was building from the southwest and contrary to my calculations (I later learned I'd made a mistake) the tide was ebbing very strongly. The ebb tide flowing from north to south and the by now strong wind blowing from south to north made for a very messy sea condition with large steep waves. Making the situation still worse was the constant traffic through these waters, not to mention the barges anchored in the middle of it all. There was so much going on that I didn't take time to tie in the reef I should have. As a result I fought the wheel hard to keep my vessel going straight, but it got harder and harder. Finally I lost the fight and the steering quadrant started jumping teeth! It didn't take me long to restart the engine and start reefing. I went straight for the second reef and the quickest, dirtiest reef I could manage. Not even bothering with the reef points, I lashed the tack and clew, hoisted sail again and ran for the Verrazano Bridge.

Under the bridge, things moderated considerably. The seas flattened out and Staten Island provided welcome shelter from the strong winds. I eased the halyards once again to tidy up the reef, get the clew and tack tighter, and tied in the reef points. From there I had a calm sail to the southern tip of Manhattan Island. I arrived at the Seaport ten hours after leaving Brightwaters. I was a bit shaken by the events in the outer harbor but "Grayling" had begun to show me how tough and capable she was.

The three days at the boat show were quite pleasant. Nice folks, great boats. I rafted with the Alden schooner "Adventure" owned by my friends Roberta and Mark. We made quite a picture, the big workman-like black schooner and the little pumpkin-seed-like catboat. My little catboat stood out like a jewel rafted to Adventure" amidst the huge square rigged ships at the Seaport. In this setting, I became fully aware of the quality of what I had created.

(To Be Continued)

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The Joys of Yard Boating

As I write this, I look out the window of my study down to the four boats that seem to shift and bend into the northerly wind. They are cocked at odd angles and all are in need of paint jobs. A young herring gull flutters down to the largest of the boats, a 20 foot tri-hull, and lands on the bow, quivering there as though it had a chill. The gull begins to fuss over itself, pecking at unseen matters on its wing.

The unfortunate part of this scenario is that I live several miles from the water and these boats are in my yard. The gull looks around, preens, then make itself three pounds lighter at the expense of my glittering bow cleat, the only thing that shines on any of these boats.

Everywhere I look in the yard I see sentinels to my mechanical ineptitude; a meandering uneven brick walk, an outdoor lamp post that doesn't lamp, the aborted attempt at a homemade mailbox; but nowhere does it burn deeper into my soul than the sight of a boat malingering on a trailer in the yard. Make that four malingering boats.

I belong to that elite group of water enthusiasts called "Yard Boaters". We buy boats, put them into the water for a day or a week, maybe a season, then it's out into the yard where they seem to take root like the ivy and thorns. The boats hang round and rust. Deteriorate and generally loom unused.

My neighbors seem to have arrived at a philosophical point with my penchant for boats. Last week the cop across the street told me about a dinghy he saw out on the high tide line with three holes kicked into the hull. He figured I could have that one just for the dragging it home.

The couple up the street, the ones who have been locked in a breeding frenzy for the last six years, have taken to storing their kids outside toys in the 16 foot runabout that sits in my yard, next to the Elvis bust, near the abandoned vegetable garden.

You might think you qualify, so here's a simple test to determine your potential for "Yard Boating". Let's say you and the family are going to a yard sale to get some metal deer or maybe your own Elvis bust; something for the front lawn. While you're there, you notice out in this guy's back yard a shape that stirs your adventure glands. It's a wooden, aluminum or fiberglass structure the early settlers called "Boat".

Your palms sweat, your knees itch, you feel like you have to go to the bathroom. You know you don't need a boat, you don't have

time for a boat, you don't even know where the water goes during low tide...but you have to have this boat. That's it, welcome to "Yard Boating".

Most "Yard Boats" come with two important extras. The first is a trailer that was illegal and dangerous from the moment of inception. These trailers never have lights and are designed only to shoulder the load of your boat while it sits in the yard. They are also famous for imploding so they cannot be removed from the yard unless you get another trailer big enough to handle this one and the boat it supports.

The second supplied extra is an outboard motor that has been manufactured with mysterious parts that are not duplicated on this continent and never worked in the first place. These frozen, lifeless sculptures of twisted metal are an important key to "Yard Boating". They also provide great sources of guilt because they are conspicuous monuments to one's engineering illiteracy.

There is another factor, somewhat more subtle, that helps keep a boat in the yard where it belongs. This is the sense of profound humiliation (not to mention financial ruin) you face every time you try to launch the damn thing. Floating a boat is one of life's testier moments. There you are blindly backing down the launching ramp, your wife giving you unseen hand signals as she manages to stand completely out of your view. Behind you, precariously teetering at a 60 degree angle, is your uninsured boat, the one you've poured five grand into the past three years.

Of course your car stalls and you drift into the water, all of you; boat, trailer, car, wife. Your buddies, who've been watching from their own boats, turn away and chuckle heartily, their shoulders shaking as though they're made of gelatin. Your wife wades ashore wondering why she married such a nimrod, who handles life's pressures as if they're spiked with electrical current.

Boats. They're all out there in the yard. The big one needs a tramflogor in the engine's rimfitz. The sailboat needs a brass thingy for the cleated shoobedoo. Later I'll go down to the harbor and see all the boats. Boats with more horsepower than a Ferrari, grinning children at the helms. Boats with acres of fiberglass rolled into stunning V-hulls of immense strength. Boats.

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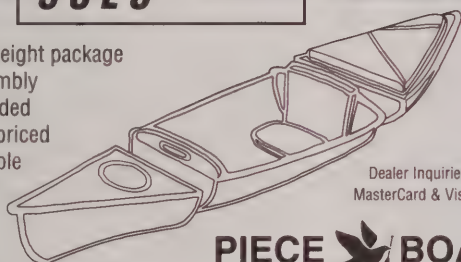
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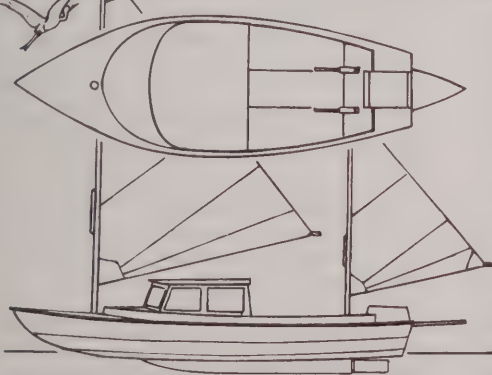
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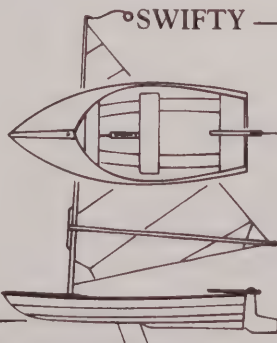
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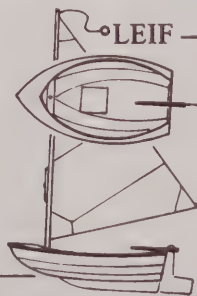
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Background

Sea canoeing has been practiced on the Scottish coast more or less continuously since the early 1870's.

The Clyde Canoe Club, established in 1874, was the first British club which specialized in sea and open water canoeing. Canoes used in these early days usually had wooden clinker built hulls with wooden decks and cockpit coamings. Some were of the Rob Roy type, i.e., mainly paddling with perhaps a small auxiliary sail, while others were designed more for sailing, but capable of being paddled long distances in contrary winds.

Designs included ones based on Warren Baden-Powell's "Nautilus" range of travelling canoes, and those of Mr. C.C.Y. King, of Clyde C.C., one of which was to become known as the "Clyde" canoe. In the passing it is perhaps worth noting that there were also "Clyde" tents, with sewn-in groundsheet, and "Clyde" portable stoves.

These early designs should not be considered primitive; indeed they included such "modern" sea canoeing concepts as watertight bulkheads and hatches, spray covers, pumps, rudders and centre boards (or variable geometry skegs, by another name!).

Cruises were also of a high standard, e.g., crossing the Minch, not by the shortest route, and daily paddles covering as much as 47 miles. Lord Aberdeen's young brother also held the record for crossing the "British Channel" (sic) about this time.

As for doubles, the first record I have come across for their use on a sea trip was in 1885. This type of canoeing seems to have been in vogue up to about the first world war.

Meantime, canoeing had been developing in mainland Europe, and with it the development of the folding kayak. Between the wars, sailing canoeing in Scotland moved away from cruising to more competitive sailing using the "C" class, developed by Clyde C.C. and Forth C.C. and having more in common with the Swedish sailing canoes than with the British and American variety. Sea canoeing was, however, carried on by the paddling canoeists using continental folders like Kleppers, Leipzigers, Letoves, etc., and British models such as the Walter Kidde. Indeed it is quite possible that the first Klepper used in Britain was used by a man from my own town of Largs, who subsequently wrote a book on his canoe travels.

While the continental folders were popular with those who could afford them, there were many canoeists who did not have that kind of money, and home grown designs were much in evidence, such as the Queensferry single and double and the Lochaber sectional canoe, all commercially built near Edinburgh. There were also many home built canoes based upon the designs of the day, sold as plans or incorporated in books on the subject.

All during the 20's and 30's singles and doubles were used with almost equal popularity for Scottish sea touring.

After the last war commercially built canoes were scarce and expensive, especially the continental ones, and materials for home construction were also difficult to obtain. However, sea canoeing did continue, using pre-war craft and home built canoes such as Percy Blandford's P.B.K. range. One popular design was

Scottish Sea Touring Doubles

developed by the Scottish Hostellers' Canoe Club, who defined the design criteria as: able to fit in a railway guards van, self-draining when upside down to prevent rotting of the deck canvas (i.e., in storage), be able to carry a 14 stone man, two weeks supplies, camping gear, a pressure cooker and a large chip pan, and be easy to build with unskilled labor.

Doubles Designed For Sea Touring

In the later half of the 1950's, Joe Reid built the "Clyde Single" (no connection with the "Clyde" of the 1870's). It was based on a west Greenland kayak derivative, was designed only as a sea touring canoe, and proved popular with his contemporaries. Joe sold plans and kits for the "Clyde" for home construction.

Demand within the Scottish sea canoeing fraternity soon led to appearance of the "Clyde Double," and this design is the first of those doubles that I refer to as "specifically designed for sea touring on the west coast of Scotland." With a length of 18'6" and a beam of 2'6", this boat was not the usual double touring barge but an easily paddled sea boat. It had twin cockpits 3'0" long, which was short for the period, and the backrests were 4'0" apart, which meant that the forward paddler was ahead of the rear paddler's feet, not sitting between them, which was the norm for cruising doubles of the day. Construction was a light wooden framework covered with P.V.C. coated canvas on the hull, and proofed canvas on the deck. Rudders were considered normal equipment, controlled by the rear paddler.

1960 saw the return to Scotland of Ken Taylor from a trip to western Greenland to study the Inuit kayak. He brought back with him a sealskin kayak built for him during his stay at Igdlorssuit just north of Disko Bay. This kayak he demonstrated to fellow members of the Scottish Hostellers' C.C. and a number of them tried it out and were very impressed. As a result I designed and built the "Kempock Single" and "Cloch Double," based on photographs taken of the sealskin kayak. The "Cloch" is the second of the "specific sea touring doubles," it is 19'0" long and has a beam of 29", twin cockpits, each 32" long, and the backrests were 59.5" apart. Construction was unusual for a canvas covered boat, it has a "T" section keel, "L" section gunwales and light plywood girder topsides; this resulted in a boat strong enough to be lifted fully loaded, if the crew was strong enough, yet the boat, complete with spraycovers, floorboards, rudder, polystyrene buoyancy, etc., weighed under 60 lbs. The textbooks of the day insisted that such canvas covered craft must be loaded while afloat! Because the cockpits were so far apart the paddlers did not have to keep in time, but could take independent action without clashing paddles; this proved to be most valuable in rough conditions, also the widest part of the canoe was free for equipment stowage as there was now a fair distance between the forward

paddler and the aft paddler's feet.

Shortly after the building of the "Cloch" prototype, the Scottish Canoe Association started the annual 3 Lochs Race - 50 miles of river, loch, estuary and sea, with 5 miles of portage (two portages, one rising 300' above sea level and back). The object of the race was to promote the design of sea touring doubles, and at least 1 cwt. of gear had to be carried. Force 10 winds (in the gusts) graced the first 3 Lochs Race, and the prototype was the only boat to finish! This same canoe is still in use, complete with its original covering, 27 years on!

In 1964 Ken Taylor's kayak came into the care of my friend Joe Reid. Now it was possible to prepare accurate drawings of the craft, and these were distributed, free of charge, to a number of people. Some nine different canoes were based on these drawings, including the well known "Anas Acuta."

However, the first designs based on this "new information" were the "Gantock" single and double. In both cases the prototypes had plywood hulls and decks.

The "Gantock Double" was 5.8 metres long, with a beam of 700 millimetres, had twin oval shaped cockpits 760 millimetres long, with a distance of 1.5 metres between the backrests and had three bulkheads.

It proved to be a good sea boat, light, fast, and had a good carrying capacity. Plans for home construction for a "Gantock Single" with a canvas deck were produced after a long wait in 1970, and were sent all around the world (in small numbers). However, it was not until 1984, in response to much arm twisting, that a set of sketches were prepared for us in conjunction with the single drawings to allow the building of a "Gantock Double." It must be said, however, that fellow club members at the Hostellers did not wait for the plans, they just copied the "Gantock Doubles" in the boathouse!

"Clyde," "Cloch" and "Gantock" doubles are still in regular use, in small numbers, in Scottish waters (and on some far afield). There is a curious situation in Scotland where a small number of already well established sea canoeists tried the "new" glass fibre sea canoe designs, found them wanting, rejected them and continued to do things in their own way unknown almost to the canoeing press and the nouveau sea canoeing movement. I confess to having a foot in both camps! There the matter rests for the moment, but...

What Of The Future?

Canoeing in Britain has had a tendency to paddle up side creeks (instead of blind alleys), e.g., at the close of the nineteenth century "sailing" canoes were the "in thing." They grew into yachts and canoeing went through a very quiet time. More recently the coaching scheme could not see beyond small cockpit kayaks and white water techniques, as David Train complains volubly about. It is also so with sea canoeing, the new sea canoeing establishment dismisses doubles as inappropriate, among other false assumptions. However, with some of the range of sea canoes from the "New World" across the North Atlantic becoming available in the U.K., it is just beginning to dawn that, just maybe, there is a place for

doubles at sea (the Aleuts discovered it a long time ago). The range of commercially produced double sea canoes from North America even includes at least one polyethylene model.

In this climate it may not be inappropriate to resurrect our native double sea canoe designs and update them with bulkheads, hatches, etc. Why bother, some might ask, when commercial craft are available?

Well, for a start, large commercially produced doubles do not come cheap! Also, some areas of the U.K. are not well known for surplus cash, or jobs to earn it, at the moment.

If you wish to buy a double, for example say a "Seascope" or some similar plastic or GRP boat, but you would like it to be two feet longer and three inches narrower, you have had it!

No so with plywood and glasstape construction! Some day I would like to build a twenty-two foot version of the "Gantock Double." There is no need to go back to the drawing board. Just take an hour with a cheap battery calculator, the hull panel drawing for a standard nineteen foot "Gantock Double" and some very simple calculations, and the hull panel details for my twenty-two foot dream will emerge.

Your dream could be eighteen feet long, or twenty-four inches wide, or thirty, just as you want it!

So, just as the inuit kayak builders made their kayaks to fit each user, the older sea touring double designs can easily be altered to suit varying needs on a "one off" basis.

Perhaps we are at the rebirth of a double sea canoe boom!

Time alone will tell!

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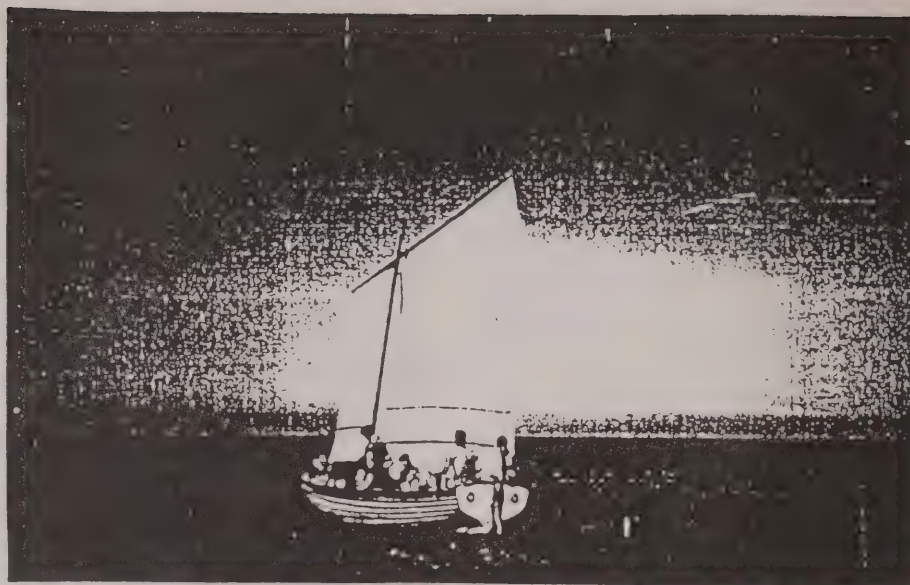
In September of 1990 I visited Leningrad for the purpose of developing an international exchange with "Shtandart", the "Sea History Club" of Russia. Its leadership, including Sasha Vadeysya, a Latvian; Masha, his Russian wife, and several Armenians, again and again impressed me with their openness, hospitality, candor and above all, will to accomplish their international ends.

They had written to us in 1989 asking if we could aid them in founding an Apprenticeship on the Neva, boatbuilding combined with a seamanship program. I had then responded, "I don't know how, but let us try." My visit was a follow-up to this correspondence and also of the Russians' participation in "Atlantic Challenge", a six nation (now eight) contest of seamanship held in Roskilde, Denmark, the previous August, using the Bantry Bay gigs. These 18th century three-masters, no strangers to readers of "Boats", have now been built in four nations, with Canada and the United Kingdom swiftly preparing to do likewise.

Our Russian exchange: Two members of "Shtandart", Plechanov Michail Evgenyevich and Dubinin Artyom Anatolievich, will come to this country for eight months to learn all possible of how we have built several Apprenticeships, and simultaneously learn traditional boatbuilding. In exchange, "Shtandart" invites fifteen young Americans to join a two-week expedition including the following:

A week on the waters I have described, including the River Neva, which flows through Petersburg/Leningrad, in 25' lapstrake yawls of most unusual rig; a pair of rectangular sails, jib and main, are both suspended from a single yard in the style of a lug rig. Off the wind, one sails wing and wing and races off to leeward accordingly; on the wind, skills are more difficultly won, but as with every other traditional craft I have sailed, patience and technique, trial and error, yield impressive windward work. As different, unusual small craft, and above all, "new-to-me" rigs, hold an appeal as compelling as diversity itself, I had a grand day on the September Neva.

Visits to the cultural and architectural splendors of Leningrad, guided by Masha, whose background in this area is as fine as her English, will be complemented by visits to parts of Lenin-



Russian--American " Bridge" A Project of the ATLANTIC CHALLENGE Foundation

grad and the surrounding area that are not on the tourist routes. While there, I spent time with an eel fisherman, studying what gear he did NOT have, and drawing great admiration for the simple will to survive with little, the sparseness of the boats, the paucity of the gear, and the ability to carry on under difficult conditions.

Of greatest importance, we will live with the Russian families of "Shtandart", youths and their parents who are devoted to developing an Apprentice program to help their youth gain competence, self-esteem, and an appreciation for the greatness of their folk or material culture. This opportunity to avoid the standard tourist hotel and live as do our hosts, wrestling with the language, assuredly and often, but basing our relationship on the shared participation during the preceding week in the boats, affords exactly what this exchange is intended to provide.

We seek to build a Russian-American "bridge" to be crossed in both directions, and to establish close personal contacts between nations on a grass roots level. Ours will not be a political agenda, but one based on small craft experience, on sharing the making of meals, dealing with whatever weather occurs, on sharing the splendors of their city and the economic stress of life there. It will afford us an unusual insight into a people, quite outside the political arena of our newspapers.

One very fine probability is that the two traditional small craft

clubs of which we know, "Shtandart" and "Russian Sailor", plan to join. The latter has built five circa 18th century 42' square rigged craft which have, in the past three years, been sailed to the Arctic and to the Mediterranean. The construction and rigs of these vessels are most fascinating, being developed to run over the ice as well as being shoal enough to run river shallows. The Vadeysya's hopes are that both organizations will be working together by late summer and that we, the American exchange group, will be able to participate in these unique vessels as well as in the smaller yawls.

In return, in eight months here, we intend that members of our Leningrad expedition keep in touch with Michail and Artyom, who will be based on mid-coast Maine building and working with us.

In a recent fax from "Shtandart", Sasha and Masha noted that, "In accordance with our mutual conviction about "bridges", we think that your group members will live in families of our children and friends so that you could closely touch our life. Having discussed language question, we agreed that it would be better to have about 5-7 Americans speaking Russian a little. Our boys and girls do their best to strengthen their English. So we hope that this summer we'll not have very strong language problems."

In an earlier telephone conversation, however, we agreed that sailors, those familiar with the sea

in some degree, should be our "core". We agreed too, that ages ought to be between 14 and 22, with possible exceptions. I have been at work with four schools of Russian, and feel confident of having Russian speakers amongst us.

The dates: August 15th, flying from New York direct to Lenin-grad, returning on September 1st. A gear list will be sent to all who apply. Due to a special grant, the round trip with all expenses, including special gifts which we will present to our hosts/hostesses, is \$1,800 from JFK. Please contact us as soon as possible if you wish to apply. We have articles comparable to this one now placed in five schools plus magazines.

Please tell us when you write: Why you wish to come; what you hope to experience centrally; whether you would intend to keep in lose, occasional touch with either Michail or Artyom in Maine, and others in "Shtandart" in Russia.

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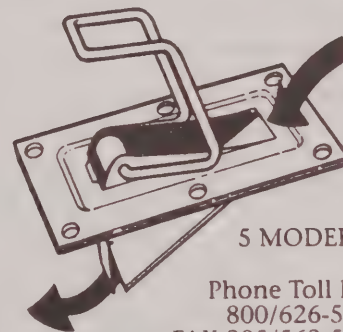


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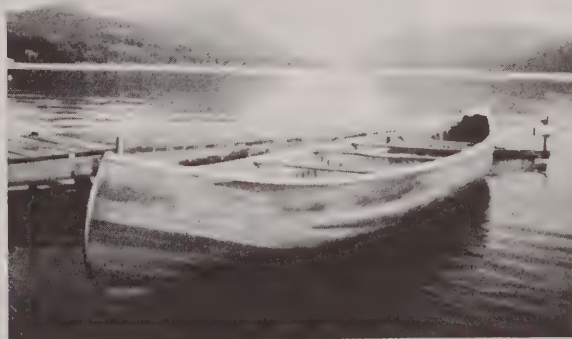


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Its location is an alluring challenge to local yachtsmen. The waters are too deep and exposed for anchoring overnight, so one must go out and back in one day. Mount Desert Rock is at least a 35 mile round trip from our home port of Swans Island Harbor. Our boat, a 29.5' cabin sloop, makes an average speed of four knots, which would mean about nine hours of cruising.

For sailors used to sheltered island passages, a voyage offshore has an aura to it akin to the feelings early sailors must have had when they went out on the open seas, away from land. When you think of it, our skills, experiences and vessels are about on a par with those of the old mariners. During the summer, Mount Desert Rock is a favorite cruising ground of the Humpback whale, so we have the possibility of encountering sea monsters to share with our ancient brothers.

I had been introducing my son-in-law Frank to sailing and cruising. As his vacation drew to a close, we were sitting around the dining room table looking at our chart on the wall, and saw that lonely dot far away from anything else. With the enthusiasm of an adventurous younger man, Frank said he'd like to see some whales out there. Emboldened by his company, I encouraged the idea of a cruise to the Rock. My son Tore, an alumnus of Outward Bound's sailing school, decided to come along, to take a break from painting our house. Making plans for the sail, I realized that such a passage would be an instructive exercise in offshore voyaging for me.

Mount Desert Rock is over the horizon from Swan's Island, so we would have to set and keep a compass course for the first hours of our trip. We might even set watches! I knew I would want a lie-down at some point. We would be going into waters deep enough and open enough to give us a taste of ocean passage making.

We left on the first clear day in an otherwise foggy week in July. Tore, as usual, brought his guitar. He is a night person, so he was quite sleepy and probably wouldn't have come, except for Frank's energetic prodding. The morning we left, an older fisherman at the dock where we keep our dinghy was gratifyingly impressed with our goal. Our course was out the Eastern Way, then over to Southwest Point at the bottom of Long Island. There we would set our compass course for the Rock, and sail off southeast into the Gulf of Maine.

We set up our sails and motored off our mooring in a virtual calm. Tore went below to sleep after trying without success to raise someone on our VHF and CB. The tide had just begun to drop so we would have it with us for the next six hours. After about an hour we were off Southwest Point. The sun was shining through the haze giving our world a beautiful pearly glow. The water was a glistening oily darkness, gray-black, with a hint of the deepest purple. Waves were solemnly and relentlessly crashing onto Southwest Point. We passed close by, looked at our distance and speed indicator, which showed 3.6 nautical miles traveled, and noted the time, 7:40 a.m. We set our compass heading for the still invisible Mount Desert Rock, now about 14 miles away. After we had covered another 2.5 miles, we discovered why our friend at the dock at Swans was impressed with our plan to go voyaging on this particular day.

Fog! The haze had suddenly coalesced into a mysterious thickness all around us, gray, dark, wet, and seemingly endless. At first we hesitated and thought of turning back, but then I decided this would be a good opportunity to try my navigating skills. Frank looked at me with apprehension as I glibly assured him there was absolutely nothing we could hit out there, except another ship, a whale, or Mount Desert Rock. If we failed to sight our goal, we would sail a box course for a while to find it. If we failed in that, we would head back to shore on the reverse of our course and inevitably come to land not too far from where we started.

I affirmed to Frank, and persuaded myself, that it would be a wonderful opportunity to learn navigation in the fog. The sea was calm, the wind, if anything, even

more so. We had 11.5 miles to go, a bit under three hours of cruising. Before he had a chance to protest, or I to have second thoughts, we were on our way, elated and a bit apprehensive at our daring. We didn't consult the sleeping Tore.

We chugged along, fog horn at the ready, tensely alert in that timeless place which is the sea in the fog. Frank and I took turns at the tiller, eyes hypnotically focussed on the compass. Suddenly a lobster boat appeared in a hole in the fog. She was going at full speed, bow out of the water, great rooster tails at her sides. Perhaps because of the noise of our motor, she seemed to be moving along silently. She was about a quarter mile off our port bow on a course similar to ours but more easterly. She certainly looked like she knew where she was going. Did we? Frank looked longingly at her as she disappeared.

With some nervousness I decided to hold our course, at least for the allotted time of our run. I felt that to follow the now invisible lobster boat without knowing for sure where she was going could really get us lost. Frank somewhat grimly agreed. I felt much like the old fool who said to keep on.

Three hours into the voyage, as suddenly as it had come on, the fog lifted. Ahead we saw a thin vertical line on the horizon. Mount Desert Rock lighthouse! It was fine off our port bow, a single dark line on a still hazy sea. Far off to port, clearly headed for someplace else, was the lobster boat, still at full speed.

It took us another two hours before we drew near our destination. On the way we heard the hiss and saw the splash of some sea creature, either a porpoise or a whale. The air became clearer, the wind picked up a bit. Behind us we could see the tops of Mount Desert's peaks. Tore woke up and spelled us at the tiller. He set up a kite to fly from our stern, after we turned off the motor. We got so interested in its gyrations that we frequently wandered off course, to Frank's annoyance.

As we gradually came up on our goal we saw that the Rock was a low smooth outcropping with no vegetation, looking as if stormy seas could easily break over it. There was the light tower, a keeper's house, and a boathouse with a railway sloping into the water. We saw washing prosaically hanging out to dry, and people unconcern-

edly moving about, showing no reaction to our arrival. To our great pleasure we found a huge Coast Guard mooring just sitting there waiting for us. We dug out some line and tied up to it. Pleased, proud, and utterly exhausted, I took a nap, while Frank and Tore rowed to the Rock for a visit with the College of the Atlantic students who whale watch out there in the summer. They climbed to tower and did indeed see whales further out in the Gulf.

We started back at 1 p.m., the tide now rising, and the fog just about gone. From out there we could see the whole panorama of the

coast with its low mountains ranged like a great amphitheater around us. We had traveled 20.8 miles to get to the Rock, taking five hours, for an average speed of 4.16 knots. We were curious as to how many miles we would cover in returning to our mooring. Laid out on the chart, it came to 17.5 miles. We mostly sailed on the way back, the wind five to seven knots on our beam, and rising. Frank and Tore napped awhile. I almost didn't have to hold the tiller as the boat virtually sailed herself on a groove that persuades one there is absolutely no point to a motor.

Tore came up with his guitar

and we composed a suitable country style song to commemorate our voyage, as we rolled effortlessly home. After about seven miles we couldn't see Mount Desert Rock anymore. Our trip back was quite accurate, 17.7 miles. I can think of two reasons for this; one is that we didn't fly a kite; the other is the greater ease of holding an accurate course when one can see the horizon. We were on our mooring at 5 p.m. for a speed of 4.425 knots. Our friend at the dock had long since gone home for dinner. We did also, to our suitably impressed womenfolk, bless them.

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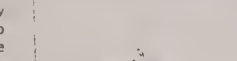
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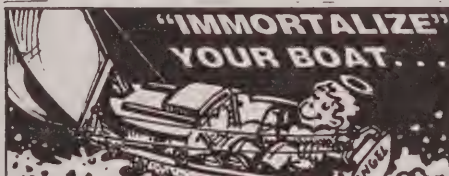
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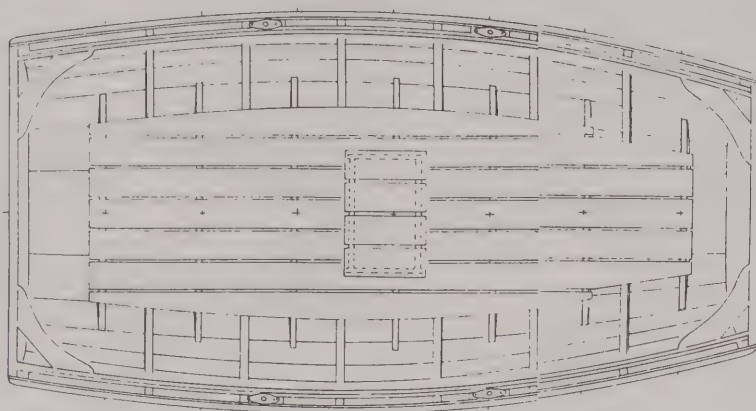
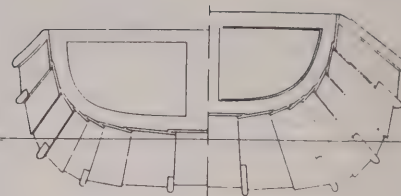
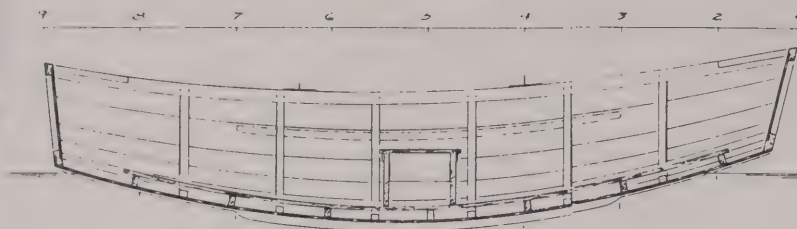
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8' Translucent Tender

This pram #442 was built by Brad Story for me to see if we could make 1/4" cedar planking translucent by saturating it with raw linseed oil, as described in Leland Worth's book, "Yacht Cruising". The best we could achieve was a bright ruby glow at places when bright light was focussed on it. Very pretty, but not extensive enough to be spectacular. If, perhaps with pressure treatment, the whole boat could be made to transmit light, it would be a fine conversation piece.

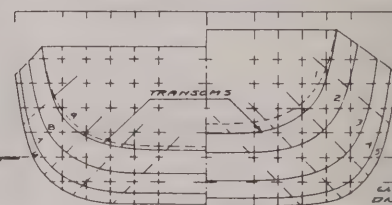
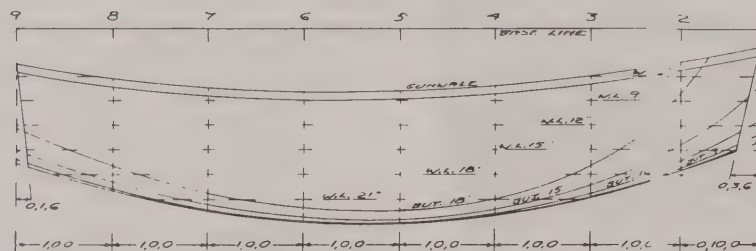
The pram was designed to be very stable; I could stand on the gunwale on any corner without shipping water. It ended up as a tender to Dan Brayton's canoe stern L. Francis Herreshoff cutter, also built by Story.

(Next issue, a 50' inboard power cruising dental clinic.)

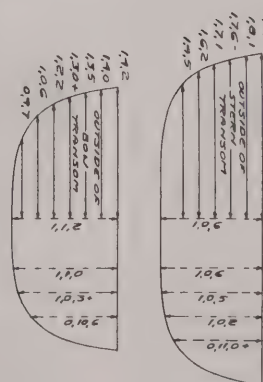
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GUNWALE	47.4	46.2	47.3	47.7	47.6	47.1	45.7	44.1	42.2
OUT. 18"	10.3	15.0	18.2	19.0	19.2	18.7	17.7	16.0	14.0
15"	13.0	16.7	19.5	19.1	19.3	18.1	16.2	14.2	12.0
12"	14.1	17.6	19.2	19.5	19.6	18.2	16.2	14.3	12.0
9"	14.4	18.0	19.4	19.6	20.0	18.7	16.5	14.2	11.0
6"	14.6	18.0	19.4	19.6	20.0	18.6	16.4	14.1	11.0
BOTTOM	14.6	18.0	19.4	19.6	20.0	18.6	16.4	14.1	11.0

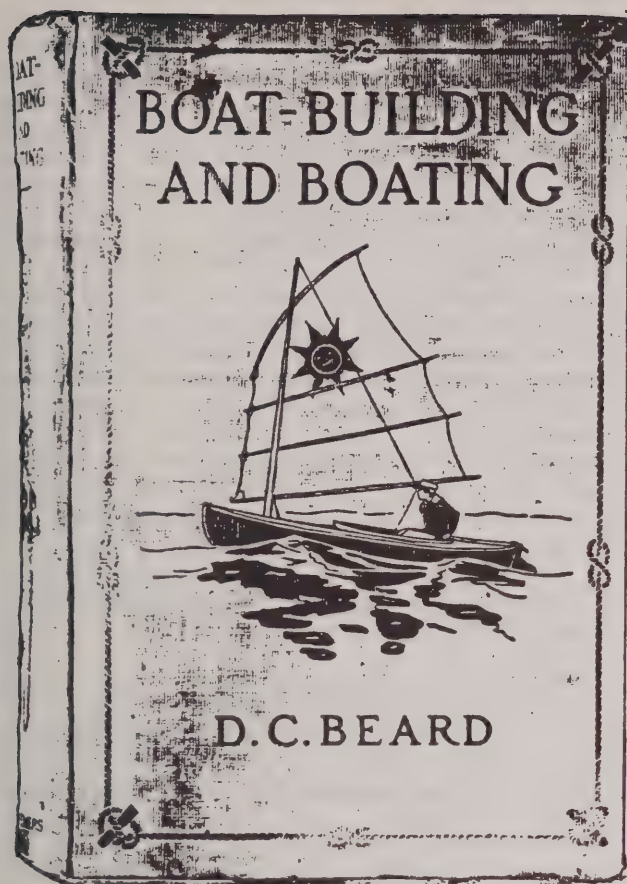
	9	8	7	6	5	4	3	2	1
GUNWALE	1.84	1.10.1	1.11.2	1.11.7	1.11.6	1.11.0	1.09.2	1.06.1	1.02.2
W.L. 6"	1.82						1.09.2	1.06.4	1.03.2
9"	1.74	1.05.5	1.11.0	1.11.6	1.11.4	1.10.3	1.08.6	1.05.6	1.02.0
12"	1.62	1.00.0	1.10.4	1.11.2	1.11.0	1.10.1	1.08.1	1.05.5	1.01.1
15"	1.51	1.05.5	1.09.7	1.10.5	1.10.4	1.09.4	1.07.1	1.04.1	
18"	1.46	1.04.4	1.09.5	1.09.4	1.09.2	1.07.7			
21"	1.45	1.02.2	1.07.4	1.07.4	1.07.4				

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CHAPTER XIV

HOW TO BUILD CHEAP AND SUBSTANTIAL HOUSE-BOATS

Plans for a House-Boat that May Be a Camp or Built as Large as a Hotel

WHEN the great West of the United States began to attract immigrants from the Eastern coast settlements, the Ohio River rolled between banks literally teeming with all sorts of wild game and wilder men: then it was that the American house-boat had its birth.

The Mississippi, Ohio, and their tributaries furnished highways for easy travel, of which the daring pioneers soon availed themselves.

Lumber was to be had for the labor of felling the trees. From the borders of the Eastern plantations to the prairies, and below the Ohio to the Mississippi, and from the Great Lakes to the Gulf of Mexico, was one vast forest of trees; trees whose trunks were unscarred by the axe, and whose tall tops reached an altitude which would hardly be believed by those of this generation, who have only seen second, third, or fourth growth timber.

When the settlement of this new part of the country began it was not long before each stream poured out, with its own flood of water,

A Unique Navy

There were keel-boats, built something like a modern canal-boat, only of much greater dimensions; there were broad-horns, looking like Noah's arks from some giant's toy-shop, and there were flat-boats and rafts, the latter with houses built on them, all recklessly drifting, or being propelled by long sweeps down the current into the great solemn, unknown wilderness.

Every island, had it a tongue, could tell of wrecks; every point or headland, of adventure.

The perils were great and the forest solemn, but the immigrants were merry, and the squeaking fiddle made the red man rise up from his hiding-place and look with wonder upon the "long knives" and their squaws dancing on the decks of their rude crafts,

as they swept by into the unknown.

The advent of the steam-boat gradually drove the flat-boat, broad-horn, keel-boat, and all the primitive sweep-propelled craft from the rivers, but many of the old boatmen were loath to give up so pleasant a mode of existence, and they built themselves house-boats, and, still clinging to their nomadic habits, took their wives, and went to house-keeping on the bosom of the waters they loved so well.

Some of These House-Boats

are as crudely made as the Italian huts we see built along the rail-roads, but others are neatly painted, and the interiors are like the proverbial New England homes, where everything is spick-and-span.

Like the driftwood, these boats come down the stream with every freshet, and whenever it happens that the waters are particularly high they land at some promising spot and earn a livelihood on the adjacent water, by fishing and working aboard the other river-craft, or they land at some farming district, and as the waters recede they prop up and level their boats, on the bank, with stones or blocks of wood placed under the lower corners of their homes.

The muddy waters, as they retire, leave a long stretch of fertile land between the stranded house and the river, and this space is utilized as a farm, where ducks, chickens, goats and pigs are raised and where garden-truck grows luxuriantly.

From a boat their home has been transformed to a farm-house; but sooner or later there will be another big freshet, and when the waters reach the late farm-house, lo! it is a boat again, and goes drifting in its happy-go-lucky way down the current. If it escapes the perils of snags and the monster battering-rams, which the rapid current makes of the drifting trees in the flood, it will land again, somewhere, down-stream.

Lately, while on a sketching trip through Kentucky, I was greatly interested in these boats, and on the Ohio River I saw several making good headway against the four-mile-an-hour current. This they did by the aid of

Big Square Sails

spread on a mast planted near their bows, thus demonstrating the practicability of the use of sails for house-boats.

The house-boats to be described in this article are much better adapted for sailing than any of the craft used by the water-gypsies of the Western rivers.

For open and exposed waters, like the large lakes which dot many of our inland States, or the Long Island Sound on our coast, the following plans of the American boy's house-boat will have to be altered, but the alterations will be all in the hull. If you make the hull three feet deep it will have the effect of lowering the cabin, while the head-room inside will remain the same. Such a craft can carry a good-sized sail, and weather any gale you are liable to encounter, even on the Sound, during the summer months.

Since the passing away of the glorious old flat-boat days, idle people in England have introduced the

House-Boat as a Fashionable Fad

which has spread to this country, and the boys now have a new source of fun, as a result of this English fad.

There are still some nooks and corners left in every State in the Union which the greedy pot-hunter and the devouring saw-mill have as yet left undisturbed, and at such places the boy boatmen may "wind their horns," as their ancestors did of old, and have almost as good a time. But first of all they must have a boat, and for convenience the American boy's house-boat will probably be

found to excel either a broad-horn or a flat-boat model, it being a link between the two.

The simplest possible house-boat is a Crusoe raft,* with a cabin near the stern and a sand-box for a camp-fire at the



Fig. 218.—A primitive house-boat.

bow. A good time can be had aboard even this primitive craft. The next step in evolution is the long open scow, with a cabin formed by stretching canvas over hoops that reach from side to side of the boat (see Fig. 218).

Every boy knows how to build

A Flat-Bottomed Scow

or at least every boy should know how to make as simple a craft as the scow, but for fear some lad among my readers has neglected this part of his education, I will give a few hints which he may follow.

Building Material

Select lumber that is free from large knots and other blemishes. Keep the two best boards for the sides of your boat. With your saw cut the side boards into the form of Fig. 219; see that they are exact duplicates. Set the two pieces parallel to each other upon their straight or top edges, as the first two pieces shown in Fig. 220. Nail on an end-piece at the bow and stern, as the bumper is nailed in Figs. 221 and 222; put the bottom on as shown in Figs. 196 and 210, and you have a simple scow.

Centrepiece

In Fig. 219 you will notice that there are two sides and a centre-piece, but this centre-piece is not necessary for the ordinary open boat, shown by Fig. 218. Here you have one of the simple forms of house-boat, and you can make it of dimensions to suit your convenience. I will not occupy space with the details of this boat,

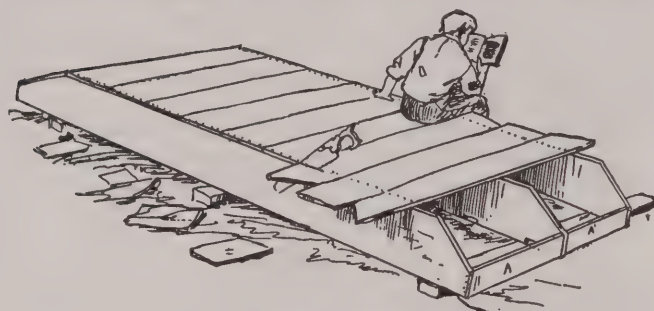


Fig. 219.—Unfinished.

because they may be seen by a glance at the diagrams, and my purpose is to tell you how to build the American boy's house-boat, which is a more elegant craft than the rude open scow, with a canvas-covered cabin, shown by Fig. 218.

The Sides of the House-Boat

are 16 feet long, and to make them you need some sound two-inch planks. After selecting the lumber plane it off and make the edges true and straight. Each side and the centre-piece should now measure exactly 16 feet in length by 14 inches in width, and about 2 inches thick. Cut off from each end of each piece a triangle, as shown by the dotted lines at G, H, I (Fig. 220); from H to G is 1 foot, and from H to I is 7 inches. Measure from H to I 7 inches, and mark the point. Then measure from H to G, 12 inches, and mark the point. Then, with a carpenter's pencil, draw a line from G to I, and saw along this line. Keep the two best planks for the sides of your boat, and use the one that is left for the centre-piece. Measure 2 feet on the top or straight edge of your centre-piece, and mark the point A (Fig. 220). From A measure 8 feet 10 inches, and mark the point C (Fig. 220).

With a carpenter's square rule the lines A, B and C, D, and make them each 10 inches long, then rule the line B, D (Fig. 220). The piece A, B, C, D must now be carefully cut out; this can be done by using the saw to cut A, B and D, C. Then, about 6 inches from A, saw another line of the same length, and with a chisel cut the block out. You then have room to insert a rip-saw, at B, and can saw along the line B, D until you reach D, when the piece may be removed, leaving the space A, B, D, C for the cabin of the boat (see Figs. 221 and 222.)

At a point 9 inches from the bow of the boat make a mark on the centre-piece, and another mark 5 inches farther away, at F (Fig. 220). With the saw cut a slit at each mark, 1 inch deep, and with a chisel cut out, as shown by the dotted lines; do the same at E, leaving a space of $1\frac{1}{2}$ feet between the two notches, which are made to allow the two planks shown in the plan (Fig. 221) to rest on. These planks support the deck and the hatch, at the locker in the bow. The notches at E and F are not on the side-boards, the planks being supported at the sides by uprights, Figs. 221 and 222.

All that now remains to be done with the centre-piece is to saw some three-cornered notches on bottom edge, one at bow, one at stern, and one or two amidship; this is to allow the water which may leak in to flow freely over the whole bottom, and to prevent it from gathering at one side and causing your craft to rest upon an uneven keel.

Next select a level piece of ground near by and arrange the three pieces upon some supports, as shown in Fig. 219, so that from outside to outside of side-pieces it will measure just 8 feet across the bow and stern. Of 1-inch board



See that your bow and stern are perfectly square, and nail with wire nails through the sides into A and A'; toe-nail at the centre-piece—that is, drive the nails from the broad side of A and A' slantingly, into the centrepiece, after which trim down with your plane the projecting inch on bottom, to agree with the slant of the bottom of the boat.

Now for the Bottom

This is simple work. All that is necessary is to have straight, true edges to your one-inch planks, fit them together, and nail them in place. Of course, when you come to the slant at bow and stern the bottom-boards at each end will have to have a bevelled edge, to fit snugly against the boards on the flat part of the bottom of the boat; but any boy who is accustomed to shake the gray matter in his brain can do this. Remember, scientists say that thought is the agitation of the gray matter of the brain, and if you are going to build a boat or play a good game of football you must shake up that gray stuff, or the other boys will put you down as a "stuff." No boy can expect to be successful in building a boat, of even the crudest type, unless he keeps his wits about him, so I shall take it for granted that there are no "stuffs" among my readers.

After the boards are all snugly nailed on the bottom, and fitted together so that there are no cracks to calk up, the hull is ready to have

The Bumpers

nailed in place, at bow and stern. See the plan, Fig. 221, and the elevation, Fig. 222. The bumpers must be made of 2-inch plank, 8 feet long by about 9 inches wide; wide enough to cover

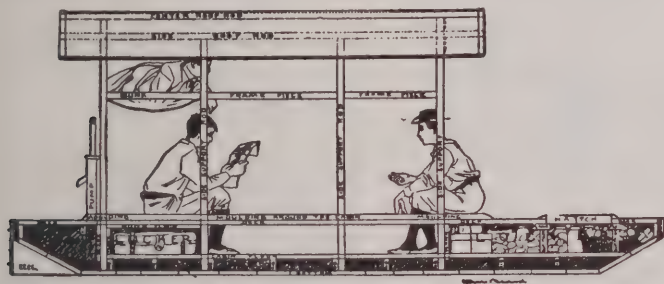


Fig. 222.—Cross-section of boat.

A and A' of Fig. 219, and to leave room for a bevel at the bottom edge to meet the slant of the bow and stern, and still have room at the top to cover the edge of the deck to the hull (see Fig. 222).

The Hull May Now Be Painted

with two coats of good paint, and after it is dry may be turned over and allowed to rest on a number of round sticks, called rollers.

If you will examine Fig. 221 you will see there

Twenty-Odd Ribs

These are what are called two-by-fours—that is, 2 inches thick by 4 inches wide. They support the floor of the cabin and forward locker, at the same time adding strength to the hull.

The ribs are each the same length as the end-board. A and A' of Fig. 219, are nailed in place in the same manner. Each bottom-rib must have a notch 2 inches deep cut in the bottom edge to allow the free passage of water, so as to enable you to pump dry. Commencing at the stern, the distance between the inside of the bumper and the first rib is 1 foot 6 inches. This is a deck-rib, as may be seen by reference to Figs. 221 and 222. After measuring 1½ foot from the bumper, on inside of side-board, mark the point with a carpenter's pencil. Measure the same distance on the centrepiece, and mark the point as before; then carefully fit your rib in flush or even with the top of the side-piece, and fasten it in place by nails driven through the side-board into the end of the rib, and toe-nailed to centrepiece. Do the same with its mate on the other side of centrepiece.

The Cabin of this House-Boat

is to fit in the space, A, B, D, C of the centrepiece, Fig. 220. There is to be a one-inch plank at each end (see Fig. 222), next to which the side-supports at each end of cabin fit. The supports are two-by-twos; so, allowing 1 inch for the plank and 2 inches for the upright support, the next pair of ribs will be just 3 inches from A B, Fig. 220, of the centrepiece (see Figs. 221 and 222). The twin ribs at the forward end of the cabin will be the same distance from D C, Fig. 220, as shown in the plan and elevation, Figs. 221 and 222. This leaves five pairs of ribs to be distributed between the front and back end of the cabin. From the outside of each end-support to the inside of the nearest middle-support is 2 feet 6 inches. Allowing 2 inches for the supports, this will place the adjoining ribs 2 feet 8 inches from the outside of the end-supports. The other ribs are placed midway between, as may be seen by the elevation, Fig. 222.

There is another pair of

Deck-Ribs

at the forward end of the cabin, which are placed flush with the line D, C, Fig. 220 (see Figs. 221 and 222). The two pairs of ribs in the bow are spaced, as shown in the diagram. This description may appear as if it was a complicated affair; but you will find it a simple thing to work out if you will remember to allow space for your pump in the stern, space for the end-planks at after and forward end of cabin, and space for your uprights. The planks at after and forward end of cabin are to box in the cabin floor.

The Boat May Now Be Launched

by sliding it over the rollers, which will not be found a difficult operation.

(Chapter to be Continued)

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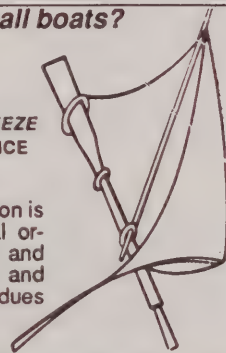
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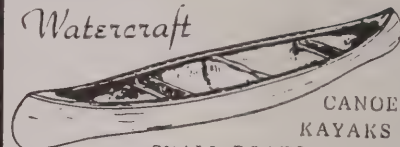
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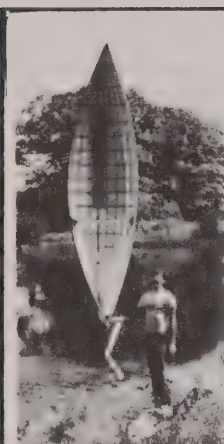
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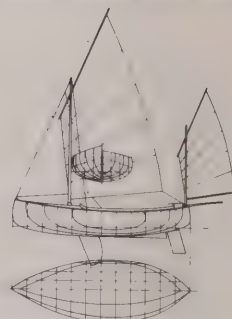
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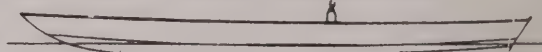


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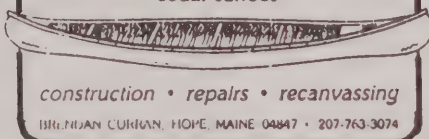
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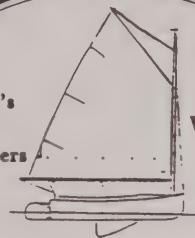
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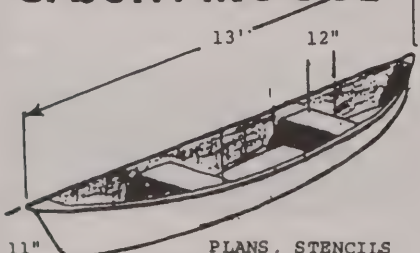
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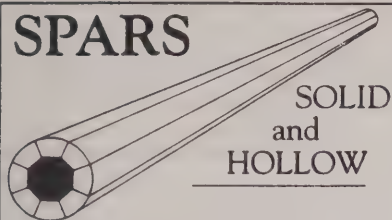
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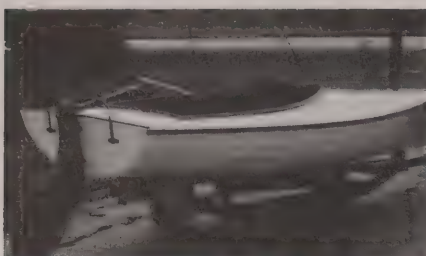


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KEEP THEM SHORT & SIMPLE

The onrush of classified ads is pressing available space (no more than four pages an issue) despite recent reduction in type size to cram more information into the available space. I still wish to offer the free ads, and the two time publication of each, as I regard this as a vital service for readers.

You can help me out by keeping your ad short and simple, save the eloquent prose and all the technical details for a follow-up flyer or phone conversation to any who inquire. Beginning with the July 1st issue I will edit any overly verbose ads received. No need to resort to those extreme abbreviations seen in newspaper classifieds, just use fewer words to provide all the necessary basic information to get someone's attention. Thank you.

8'6" CLASSIC ROWING DINGHY, Whitehall lines, wineglass transom. Fiberglass, epoxy, mahogany, oak and bronze. 70 pounds. New, \$750 O.B.O. ROLAND RODWELL, Richmond, VA, (804) 320-5714. (4)

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)

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ROLAND RODWELL, Richmond, VA, (804) 320-5714. (4)

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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.

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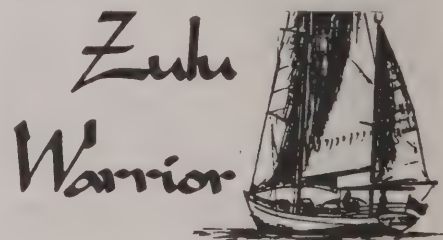
OLD BOAT PLANS. Copies from "Mechanics Illustrated", "Science & Mechanics", "Sports Afield Annual", and others. Hundreds available. Catalog \$4.

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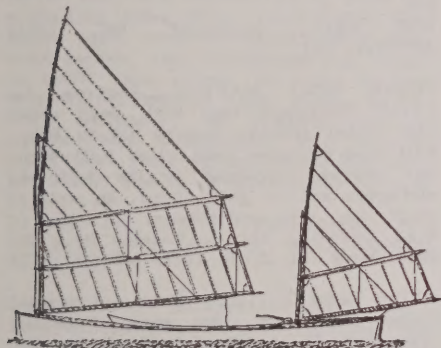
9' SKIMMAR SAILING DINGHY, fiberglass, good condition. No sailing parts, \$250. 9' catamaran sailboard, never used, complete in good condition, \$695.

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

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18'6" SOLO FLATWATER RACING CANOE. Kevlar 49 hull, sliding seat, foot brace, siphon bailer. Made by We-No-Nah. Very good condition, 28 pounds, always stored indoors. This boat won the '90 New England Champs and was a '90 U.S. Nationals top ten finisher. Great boat if you want to marathon race or just be faster than your older brother. \$650.
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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)

WANTED. Ever hear of a folding, portable 3-speed aluminum/steel bicycle, the "Bickerton"? We'd love to have one for our wanderings aboard our 23' Herreshoff Prudence sloop which has extremely limited storage space. Bickerton is apparently defunct, so we're searching for a second-hand, or an equivalent bike if there is one.

DAVID & ANNE, P.O. Box 2646, Key Largo, FL 33037. (4)

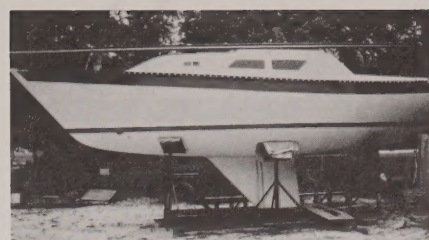
ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available.
KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

FLEET SALE. 30' Graves Constellation, \$8,500. 32' Columbia Sabre, \$8,500. 23' Tempest on trailer, \$1,000. 22' Aquasport with 115hp Chrysler O.B., \$4,000. Cape Dory Typhoon, \$2,500. All in need of cosmetic attention. Like new Gloucester 22', \$9,000. Prices negotiable.

HARRY DUDLEY, Landmark School, Beverly, MA, (508) 927-4440 days, (508) 526-1176 eves. (4)

17' HERRESHOFF BUZZARDS BAY 14, built in 1980 at WCVT. Sails, boom tent, outboard bracket, oars, life jackets. \$3,100.

DAVID ORBETON, 500 Cottage Rd., S. Portland, ME 04106, (207) 767-4333. (4)



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)

THREE DRASCOMBE BOATS, made in England. 22' Drascombe Coaster, \$7,900 O.B.O. 19' Drascombe Lugger, \$4,800 O.B.O. 15' Drascombe Scaffie, \$2,800 O.B.O. All in excellent condition and with trailers.
PETER SCHWIERZKE, Somerset, CA, (916) 626-6846. (4)

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)

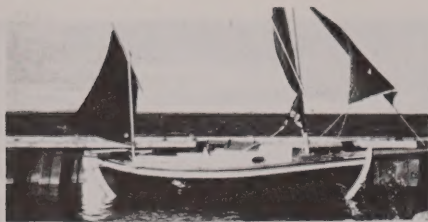
17' THISTLE #721, two mains, two jibs, one spinnaker (no pole). Beautiful wooden construction with custom trailer. Asking \$1,000.
TOM WOODFORD, Woods Hole, MA, (508) 548-1400 ext. 3390. (3)

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)

DOVEKIE, ala Peter Duff's "Canard". His personal boat with extra heavy duty trailer, lots of stuff including the back porch. Dark green hull, excellent condition and ready to sail (sale). It's the boat pictured in Edey & Duff's brochure. \$6,725
CHRISTOPHER BOYS, Concord, NH, (603) 224-9700. (4)

1965 SEASPRITE SLOOP (weekender model), Hull #138, fiberglass in overall good condition. Original gelcoat in good condition, topsides never painted. New rigging and cushions. All wiring, lights and deck hardware replaced in 1987. Propane Seaswing. Main, working jib, 150 and 180 genoas. Winter cover with frame. New 4hp Johnson Twin outboard and Jamestown dinghy. Ready to go into the water. Spec sheet available on request. \$6,300.

PAT LANG & KEVIN CONNER, 96 Davis St., Rehobeth, MA 02769, (508) 252-3895. (4)



20' ELVER. "Winter's Dream", a Steve Redmond designed canoe yawl. West System construction, five tanbark sails from North Sails, new 5hp Honda longshaft with remote controls and swing lift, hard interior and cockpit Endura two-part polyurethane paint. \$9,900 Canadian or \$8,500 U.S.

ANDY ANDERSON, St. Albert, Alberta, Canada, (403) 973-5585 eves. (4)

CATALINA 22 SWING KEEL, 1987, like new with many extras, \$10,500 O.B.O. Trailer included.

PETER SCHWIERZKE, Somerset, CA, (916) 626-6846. (4)

12'6" WOLVERINE RUNABOUT, restored molded cedar. Trade for 14'-18' runabout in same condition.

FRED FRESE, E. Haddam, CT, (203) 526-2061. (4)

"WOODEN BOAT" MAGAZINES, Numbers 1-98 (missing 2-5). Indices for 1-78. \$200 O.B.O.

PAUL LEFEBVRE, 1615 SW 58 Ave., Gainesville, FL 32608, (904) 376-4977. (4)

16' CRAWFORD SWAMPSCOTT DORY, 6' beam, fiberglass lapstrake, wood gunwales, seats and spars. New marine ply rudder with cherry cheeks; new teak mast step and partner. Seats and cheeks varnished; rails, mast and sprit oiled. Galvanized trailer with new tires, hubs/bearings, 12" flat rollers for dory's flat bottom, new lights and wiring. Merc 2.2 hp with less than 10 hours. New oars. Main and jib. Has been lovingly restored for the past year and is 90-95% completed. Job related travel forces sale. Completed boat \$2,800. as is \$2,500. Negotiable or trade for 50-70 pound kevlar or fiberglass Guideboat with oars

TOM KAYSER, Fairport, NY, (716) 248-3410 (work), (716) 248-5418. (4)

21'8" JULIEN CHANTIER NAVAL, fastest recreational rowing shell available today, with custom carbon-fiber lightweight sculls. Fully adjustable stainless steel riggers, competition Martinoli locks. Easily handled, excellent performance. Stored inside, mint condition. \$1,100 for shell and oars.

DR. ROBERT ROSS, Mansfield, MA, (508) 952-3861 (work), (508) 339-5639 (home). (4)

WANTED. Used trailer for light 26' lake launch (circa 1920 Hutchinson). Tandem axle preferred.

WALTER WEBER, Ramsey, NJ, (201) 327-2253 wkdys, (914) 687-9114 wknds. (4)

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

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

ANTIQUE MARINE ENGINE COLLECTION. Fifteen tip top inboards (two twins), circa 1900-1932, none stuck. \$7,200. Send SASE for list.

JERRY FARMER, 5733 Bluebird Ln., Minnetonka, MN 55345. (4)

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)

15' DAYSAILER, from John Gardner's "Building Classic Small Craft", Chapter 4. Solid fun boat with new trailer. \$1,150.

PETER CHILD, 11 Pleasant St., Freeport, ME 04032, (207) 865-3471. (4)

SAN FRANCISCO PELICAN. Plans and complete building instructions for easy and economical plywood construction. SAN FRANCISCO PELICAN, 12' sailing dory pram, sturdy centerboarder, flat bottom, standing lug rig, \$25. GREAT PELICAN, 16' basic design with roomy cruising cabin, fully battened mainsail, trailerable, \$35.

M. SHORT, 203 Hawthorne Ave., Larkspur, CA 94939, (415) 924-0685. (3p)

THESE BOATS NEED GOOD HOMES. Beautiful 17-1/2' eskimo style sea kayak, finished bright, mahogany, 45 pounds. Queen Charlotte design, \$850. Aquaterra Keowee kayak, lightweight and stable, 33 pounds, great starter kayak. New this April, \$295. Allegra 24 sturdy, simple, full keel cutter, well equipped and wants to sail. 9.9 Sailmaster, enclosed head, full galley with stove, sink and icebox. \$7,500 O.B.O.

LARRY NUSSLEIN, Bar Harbor, ME, (207) 288-5249. (4)

17' FOLBOT KAYAK, folding Super like new, factory sail rig, used once. Many options. Cost \$1,500, offers invited.

LEIGHTON WALLACE, 3920 Ocala St., Cocoa, FL 32926-6103, (407) 632-7355. (4)

16-1/2' MARINER SEA KAYAK, Sprite model, fiberglass, 22-1/2" beam. Ivory deck, blue hull, like new. Fresh water use six times only. Many new accessories. Cost \$1,500, sell for best offer or possible trade for 14' to 19' daysailer.

LEIGHTON WALLACE, 3920 Ocala St., Cocoa, FL 32926-6103, (407) 632-7355. (4)

17' SEAWARD SLIPPER SLOOP, 1985. Includes main and jib, galvanized trailer, 5hp Mariner O.B. porta-potti, sink, cooler, boarding ladder, bow pulpit, lifelines, compass, much more. A fresh water boat always stored inside. In excellent condition. Asking \$5,000.

WALKER COLE, N. Berwick, ME, (207) 676-9050. (4)



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.

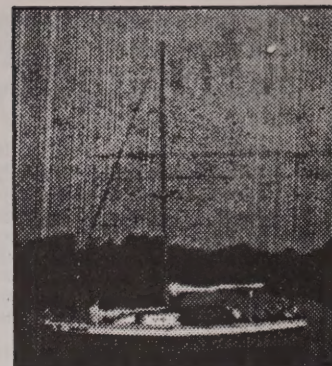
ROBERT LLOYD, Rumson, NJ, (908) 842-1987. (3)

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)



FREE BOAT. 33-1/2' family cruiser centerboard cutter. Sleeps five, Atomic 4 gas engine, plywood construction with glass covered bottom and sides. Good sails, self-furling jib. Stored on land in boatyard in Galena, MD. Needs carpentry work on cabin and cockpit. Too much work for me so I bought a glass boat. TOM COLGAN, 2304 Cherry Ln., Arden, DE 19810, (302) 475-7061. (4)

WAHOO 14.4 LTD, 1987. 40hp Johnson VRO, powertrim, trailer. Less than 10 hours, we don't have the time to use it. \$4,800 or B.O.

PAUL GRENIER, Latham, NY, (518) 783-5894. June 23-July 5, (508) 432-5328. (4)

SAILING BUDDY NEEDED. I have a Montgomery 17 and a family with no interest. Sail the lakes and the Sea of Cortez.

MEL LEVINE, 4625 Paseo del Sueno, Tucson, AZ 85745, (602) 743-7881. (4)

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)

WANTED. Used 420 sailboat in good to excellent condition for training purposes. MICHAEL SHERWOOD, Lyme, CT, (203) 434-0162 or (203) 434-2276 (recording). (4)

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)

14' WHITEHALL, traditional cedar on oak, 8' Culler oars, sprit rig. A great rower. Spring paintup underway. Galvanized trailer. Always stored indoors. \$1,200 or trade for a quality canoe or Laser, etc. ERNIE LANGE, Loudon, NH, (603) 267-6553. (4)

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)

WANTED. Information on a 1939 16' Chris Craft; engine fittings, model number, perhaps photos. I want to rebuild/refit this boat and any such information would be appreciated. JIM FRITZ, 6F Research Rd., Greenbelt, MD 20770, (301) 345-2733. (4)

16' MAHOGANY RUNABOUT, 1961 dual cockpit with all original hardware. Solid Honduran mahogany lapstrake, finished bright. Restored in 1985, garage kept. With 10hp Honda, an excellent lake boat. \$3,500. BOB MONETTI, Toms River, NJ, (908) 832-7676. (4)

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.

37'10" U.S. ONE DESIGN racing sloop designed by Alden office, built 1940's. Hull needs work, replace transom, after deck, some planks, etc. Serviceable rig, several sails, some extras. No liens or yard fees due. Currently under cover, partial work structure, at Hawke's Yard at Redd's Pond, Marblehead, MA. Make an offer soon. Original spinnaker for number 3 boat and knock down frame for cover extra. FRANK MC ELROY, Marblehead, MA, (617) 631-8700 (8-6) or (617) 631-6181 (6-9). (4)

"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)

10' YACHT TENDER, sailing dinghy attributed to Abeking & Rasmussen about 1945. Fully restored. Ten plank mahogany, bright finished lapstrake hull on oak frames. Mahogany thwarts and detailing. Marconi rig with fine oars and much miscellaneous equipment. Bronze C.B. NIEL SPILLANE, 147 High St., Mystic, CT 06355, (203) 536-0049. (4)

RECENT SAILBOAT TRADE-INS. Beautiful 16' Point Jude, teak trim, tanbark sails, mooring cover, motor mount and trailer, \$3,395. Com Pac 16' with trailer, \$2,500. Old Town Wahoo sailing canoe, \$995. Minuteman 15' cat with new trailer, \$3,600. 19' Com Pac, complete outfit, \$7,500. D/S 1, \$3,000. FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (4)

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.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1. NEW HANOVER COUNTY MUSEUM FOUNDATION, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

15' SIROCCO SLOOP, Canadian fiberglass centerboarder built 1974. Large cockpit, cuddy cabin sleeps two, extremely shallow draft. New mast and rigging, OB, good galvanized trailer. Roller furling jib, other extras. Simple classic design. \$2,000, or consider interesting trades. KIM TATE, 236 Melonie Dr., Chesapeake, VA 23320, (804) 482-4280 eves. (3)

15' WHITEHALL PULLING BOAT, clinker-built cedar on oak. Centerboard and spritsail rig. Finely made, always elicits admiring comments on the water. Trailer and one pair of ash oars. \$3,200. TONY MILLHAM, 672 Drift Rd., Westport, MA, (508) 636-5437. (3)

16' STONINGTON PULLING BOAT, 1988. Classic lines in a stable fiberglass hull. Teak trim, full length bronze keel guard, Martin Oarmaster sliding seat, 9'9" Piantadosi oars. Excellent condition, \$2,450. Located in New London, CT area. JOHN WOODS, Gales Ferry, CT, (203) 464-6735 eves. (3)

15'6" WINDMILL SLOOP, fully restored 1969 hull #2473. Has a full folder of documentation including the original blueprints and the official measurement sheet. Mahogany ply hull has been repaired with System Three epoxy saturation technique. The spars are refinished. Used main and jib. No trailer, but delivery is possible. \$2,000. TONY DIAS, Wallkill, NY, (914) 895-9165. (3)

CAMP FOR RENT. Waterfront vacation home on Bottle Lake, Maine, in Penobscot County. New cabin, swimming and boat dock, canoe. Beautiful setting but primitive; no running water or electricity, access only by boat or short trail. \$150/week. GRAYDON MC CORMICK, N. Andover, MA, (508) 685-4596 eves., (617) 397-2114 days. (3)

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THE WOODEN CANOE SHOP, INC., R #4, Bryan, OH 43506, (419) 636-1689. (3P)

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

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15-1/2' BOLGER MICRO, epoxy coated, well built and in good condition, with galvanized trailer. A steal at \$2,000. LEE ANDERSON, Wauchula, FL, (813) 773-4868. (4)

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16' OLD TOWN CANOE, 1939 "HW" model, wood/canvas. Reg. #147844. Fully restored in 1990. Complete sailing rig. \$1,250. TED ANDERSON, Lexington, MA, (617) 862-6484. (3p)

BOAT, PLANS, WOOD. Grumman 12' centerboard sailing dinghy, all aluminum, ready to sail, \$400. Glen L 21 CB plans and frame kit, \$350. Black locust lumber, natural crooks and bends, surplus from boatbuilding project. Info and prices on request. CHARLIE BALLOU, Wilmington, MA, (508) 657-8266 days, (508) 657-8207 eves. (4)

16' WOOD/CANVAS PENN YAN, excellent condition, mahogany deck. Two owners since 1954. Includes newer 3hp Sears motor, trailer, cover, cushions, etc. Asking \$1,695, first to see will buy. STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (4)

DART, wood/epoxy Bolger prototype, Story built. Comparable to Laser. Needs minor fiberglass repair. \$250. ERNIE LANGE, Loudon, NH, (603) 267-6553. (4)

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)

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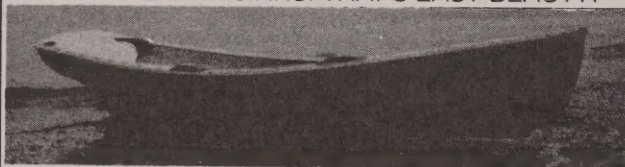
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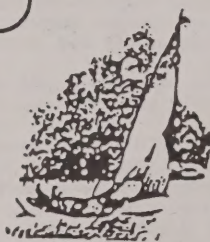
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